

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

BOARD OF DIRECTORS MEETING

DATE: December 7, 2015
PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore CA
TIME: 4:00pm

AGENDA

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

4. October Wheels Accessible Advisory Committee Minutes Report

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. Minutes of the November 2, 2015 Board of Directors meeting.**
- B. Treasurer's Report for the month of October 2015**

Recommendation: The Finance and Administration Committee recommends approval of the October 2015 Treasurer's Report.

- C. Set Board of Director Meeting Dates for 2016**

Recommendation: The Projects and Services and the Finance and Administration Committees recommend the Board of Directors adopt the above meeting calendar for

2016.

D. Fiscal Year 2015-16 Prop 1B California Transit Security Grant Program (TSGP) Resolution

Recommendation: The Finance and Administration Committee recommends approval of Resolution 31-2015 FY2015-16 Authorization to Request an Allocation of FY 2015-16 Proposition 1B California Transit Grant Security Program Funds.

6. Fiscal Year 2015 Comprehensive Annual Financial Report (CAFR)

Recommendation: The Finance and Administration Committee recommends the Board of Directors review and accept the Comprehensive Annual Financial Report (CAFR) and submit the CAFR to the Government Finance Officers Association (GFOA) for award.

7. LAVTA Representative to the Tri-Valley Regional Rail Advisory Group

Recommendation: The staff recommends that the LAVTA Board of Directors appoint a representative to serve on the Tri-Valley Regional Rail Advisory Group

8. Executive Director's Report

9. Adjourn to CLOSED SESSION

**10. CLOSED SESSION
PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Government Code Section 54957
Title: Executive Director**

11. Reconvene to OPEN SESSION

12. Next Meeting Date is Scheduled for: January 4, 2016

13. Adjournment

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

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

/s/ Jennifer Suda

LAVTA, Administrative Assistant

12/2/15

Date

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

Executive Director

Livermore Amador Valley Transit Authority

1362 Rutan Court, Suite 100

Livermore, CA 94551

Fax: 925.443.1375

Email: frontdesk@lavta.org

AGENDA

ITEM 4



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

WHEELS Accessible Advisory Committee

DATE: Wednesday, October 28, 2015

PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore, CA

TIME: 3:30 p.m.

MINUTES

1. Call to Order

The Vice-Chair Herbert Hastings called the meeting to order at 3:01 pm.

Members Present:

Herb Hasting	Alameda County
Sue Tuite	Alameda County – Alternate
Connie Mack	City of Dublin
Shawn Costello	City of Dublin
Shirley Maltby	City of Pleasanton
Glenn Hage	City of Pleasanton – Alternate
Russ Riley	City of Livermore
Nancy Barr	City of Livermore
Mary Anna Ramos	City of Livermore – Alternate
Pam Deaton	Social Services Member
Amy Mauldin	Social Services Member
Jennifer Cullen	Social Services Member
Esther Waltz	PAPCO Representative

Staff Present:

Michael Tree	LAVTA
Christy Wegener	LAVTA
Kadri Kulm	LAVTA
Juana Lopez	MTM
Gregg Eisenberg	MV Transit

- 2. Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**

None.

- 3. Minutes of the September 2, 2015 Meeting of the Committee**

Approved.

Costello/Maltby

- 4. Comprehensive Operational Analysis (COA) Update**

The Wheels COA developed three service alternative scenarios. The primary goal of the LAVTA COA is to improve transit service in the Tri-Valley area. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span.

Each of the three scenarios that have been developed are designed to address existing mobility challenges, find the most productive markets, and address operational issues. The overall goal of the scenarios is to improve ridership and utilization of service.

Thomas Wittmann is the Project Manager for the COA and presented the three service scenarios to the WAAC.

The committee members gave their feedback on the presented scenarios.

- 5. Paratransit Comprehensive Assessment**

Staff discussed with the committee a plan to complete an overall assessment of LAVTA's Paratransit service delivery model and an evaluation of Paratransit services in the Tri-Valley. As the volume of Dial-A-Ride trips has increased dramatically over the years staff is looking at how to plan for future and, through discussions with the Pleasanton Paratransit Service, recommends completing a comprehensive assessment of paratransit services in the Tri-Valley.

- 6. Para-Taxi Ridership Summary**

Staff provided the committee with the Para-Taxi statistics, the ridership has increased over the years. The program is a cost-effective transportation alternative for both the rider and the agency.

- 7. First and Neal Bus Stop Update**

The solar kit for the First and Neal stops has been ordered. Staff is waiting on official approval from the City of Pleasanton before installation can begin.

8. LAVTA ADA Paratransit Eligible Rider Database

Staff reported that as October 21, 2015 there were 1,494 eligible riders in its Regional Eligibility Database (RED). During the current fiscal year staff has seen an usually high influx of applications from one of the Tri-Valley nursing homes.

9. LAVTA's ADA Paratransit Service Area

Staff discussed a recent request to provide direct Dial-A-Ride service to newly opened Kaiser facility in San Ramon, which is outside of the current Dial-A-Ride boundaries. Staff said that the Wheels Dial-A-Ride service area will be looked at during the paratransit comprehensive assessment study.

10. PAPCO Report

Esther Waltz gave a PAPCO report.

10. Dial-A-Ride Operational Issues – Suggestions for Changes

Amy Mauldin talked about a regional trip from Hayward where the East Bay Paratransit's driver did not have the correct passenger information in his manifest and refused a ride.

10. Fixed Route Operational Issues – Suggestions for Changes

There were no fixed route issues reported.

11. Adjourn

The meeting was adjourned at 5 pm.

AGENDA

ITEM 5 A



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

BOARD OF DIRECTORS MEETING

DATE: November 2, 2015
PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore CA
TIME: 4:00pm

MINUTES

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Don Biddle at 3:58 pm

2. Roll Call of Members

Members Present

Dawn Argula – Chief of Staff, County of Alameda
Don Biddle – Councilmember, City of Dublin
David Haubert – Mayor, City of Dublin
Karla Brown – Vice Mayor, City of Pleasanton
Jerry Pentin – Councilmember, City of Pleasanton
Laureen Turner – Vice Mayor, City of Livermore
Steven Spedowfski – Councilmember, City of Livermore

Members Absent

Scott Haggerty – Supervisor, County of Alameda

3. Meeting Open to Public

Robert S. Allen

Mr. Allen discussed the need for a BART Airway Park-n-Ride Shuttle to Dublin/Pleasanton BART station from early morning through the evening commute. Mr. Allen presented a Draft Schedule for bus service between the Airway P&R and the E. Dublin/Pleasanton BART station. The schedule he proposed requires three buses each operating slightly over 14 hours per day. This schedule would provide transportation every 15 minutes during the weekdays through the evening commute. Mr. Allen also proposed that parking at BART'S Airway Park-n-Ride should be restricted to vehicles registered in Livermore or the BART district. He urged the Board to agendaize the project for discussion, either as a part of the COA or separately.

Meredith Johnson

Ms. Johnson was representing Vocational Flight Resources (VFR) Unlimited, which is a vocational training program for developmentally disabled adults. She is requesting that bus service still be provided to their location at the Livermore Municipal Airport for eighteen students. One of the three service options provided (Bus Service Scenario One) will allow students to arrive and depart for their program at the stops they currently use. The adults in this

program are non-driving with limited funds and are only able to get around in short distances, due to mobility issues. Paratransit is more expensive for these individuals than using the fixed route. Ms. Johnson is requesting that this is taken into consideration when the service alternatives are decided.

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. Minutes of the October 5, 2015 Board of Directors meeting.**
- B. Treasurer's Reports for the month of September 2015**

The Board of Directors approved the September 2015 Treasurer's Report.

Approved: Haubert/Brown

Aye: Biddle, Argula, Pentin, Turner, Brown, Spedowfski, Haubert

No: None

Absent: Haggerty

5. Wheels Forward: Service Design Guidelines

Christy Wegener presented the Service Design Guidelines to the Board of Director's for approval, which were presented to the Projects and Services Committee on October 28. These guidelines will help shape the future of the Wheels bus system. The guidelines aim to resolve the tension of competing transit goals. The Comprehensive Operational Analysis (COA) did public outreach and the public provided feedback on service tradeoffs, which were incorporated into the guidelines.

Several principles of transit service design are proposed for use in scenario development and future service planning. Those principles are: Headways/Frequency, Direct Alignments, Routes Alignment, Spacing Between Routes, Route Deviations, Transfers, Route Consistency, and Stop Spacing.

Three service scenarios have been developed and have been presented at a series of community meetings. The final service scenario presented for approval in 2016 will incorporate both Board and public comment, as well as the approved service design guidelines.

Councilmember Brown mentioned that the Staff Report showed 62% favored expansion into new areas. Ms. Brown would like to know if that would include Mountain House. Staff did address Stoneridge Creek in one of the service scenarios, but did not address Mountain House.

Ms. Brown questioned if there is confusion regarding branding. The household survey did show that there was confusion between Wheels and LAVTA, but 50 % of public knows our brand. LAVTA currently is conducting a rebranding survey.

Councilmember Turner likes the focus and goals, but is concerned that the three scenarios don't fit these goals.

When the COA is complete LAVTA plans on releasing an application to make travel navigation

easier for the public.

Approved: Pentin/Haubert

Aye: Biddle, Argula, Pentin, Turner, Brown, Spedowfski, Haubert

No: None

Absent: Haggerty

6. Wheels Forward: Service Alternatives

The Wheels COA Planning Team developed three service alternative scenarios. The primary goal of the LAVTA COA is to improve transit service in the Tri-Valley area. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span. LAVTA conducted surveys with non-riders to explore options to increase ridership. These surveys included, home/cell phones, public meetings, and the top 100 employers in the Tri-Valley. The information gathered formed the service guidelines, which were built into the service scenarios.

Each of the three scenarios that have been developed are designed to address existing mobility challenges, find the most productive markets, and address operational issues. The overall goal of the scenarios is to improve ridership and utilization of service.

Thomas Wittmann from Nelson Nygaard is the Project Manager for the COA and presented the three service scenarios to the Board of Directors. The Board of Directors had many questions and concerns.

Councilmember Pentin was curious if transportation for Mountain House can be worked out with San Joaquin Valley. LAVTA is looking for a resolution with San Joaquin Valley.

Councilmember Turner questioned the Rapid alignment in scenario 2, stating that it wasn't rapid enough and that Livermore residents would not use it to go to BART. She favored the Rapid alignment in scenario 3 and also liked Route 21 in scenario 3, which is a quicker trip to BART, especially if there is a park-and-ride lot on Greenville.

The Planning Team has received many comments from existing 70x riders. Should the Board opt to keep that service, they may want to consider a premium fare to retain the 70x route. Mr. Spedowfski questioned if Hacienda Business Park can subsidize the 70x and requested that LAVTA consider this option. Ms. Brown explained that Hacienda Business Park pays a fee, so all residents and employees get a free pass to ride Wheels. Ms. Brown thinks free rides is a model we should use in other areas, since it works to bring ridership up.

Ms. Brown wanted to know if Scenario 3, Route 21 can be used to service the Livermore Municipal Airport. Mr. Wittmann said this is an option and staff followed up to say that the Rapid along North Canyons Parkway could also serve this purpose.

Mr. Wittmann explained that you will see in the first couple months after a preferred scenario is implemented a drop in ridership. However, a maturation process will eventually occur. In one year you should have more ridership than where you started. In eighteen months the organization should have the preferred ridership number.

Ms. Turner likes scenario three, because it is very streamlined. She thanked Mr. Wittmann as a Board member and as a user of Wheels for all the hard work put into this project.

This item was informational only.

7. Executive Director's Report

Michael Tree requested guidance from the Board of Director's on the purchase of electric buses using rebates from the state, since hybrid buses are almost the same price. In the next three weeks LAVTA can apply for a grant, but would like authorization or direction from the board to apply for eight electric buses. This will include the infrastructure to keep them on the road all day. LAVTA might ask for minor incremental costs that the buses and charging stations may need. Mr. Tree is not sure of the bus disposal process, but the life of the batteries are covered. Mr. Tree believes that electric buses would be disposed of by auction when no longer in service. The net life cycle price is substantially less than a hybrid bus. Ms. Brown asked if solar panels can be put at Atlantis to help cover costs and that this is something to consider for the future.

The Board of Directors gave the authorization to go forward with eight electric buses and to apply for the grant.

8. Next Meeting Date is Scheduled for: December 7, 2015

9. Adjournment

Meeting adjourned at 5:58 pm.

AGENDA

ITEM 5 B



S T A F F R E P O R T

SUBJECT: Treasurer's Report for October 2015
 FROM: Tamara Edwards, Finance and Grants Manager
 DATE: December 7, 2015

Action Requested

Review and approve the LAVTA Treasurer's Report for October 2015.

Discussion

Cash accounts:

Our petty cash account (101) continues to carry a balance of \$500, and our ticket sales change account (102) continues with a balance of \$240 (these two accounts should not change).

General checking account activity (105):

Beginning balance October 1, 2015	\$9,669,957.34
Payments made	\$5,611,481.91
Deposits made	\$1,210,742.42
Ending balance October 31, 2015	\$5,269,217.85

Farebox account activity (106):

Beginning balance October 1, 2015	\$40,004.24
Deposits made	\$89,621.18
Ending balance October 31, 2015	\$129,625.42

LAIF investment account activity (135):

Beginning balance October 1, 2015	\$2,141,694.01
Interest Earned Q1FY16	\$1,723.95
Ending balance October 31, 2015	\$2,143,417.96

Operating Expenditures Summary:

As this is the fourth month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 33%. The agency is at 32% overall.

Operating Revenues Summary:

While expenses are at 32%, revenues are at 42.8%, providing for a healthy cash flow.

Recommendation

The Finance and Administration Committee recommends approving the October 2015 Treasurer's Report.

Attachments:

1. October 2015 Treasurer's Report

Approved: _____

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
October 31, 2015**

ASSETS:

101 PETTY CASH	500	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	5,269,218	
106 CASH - FIXED ROUTE ACCOUNT	129,625	
107 Clipper Cash	3,002	
120 ACCOUNTS RECEIVABLE	77,220	
135 INVESTMENTS - LAIF	2,143,585	
150 PREPAID EXPENSES	(272,721)	
160 OPEB ASSET	351,947	
165 DEFFERED OUTFLOW-Pension Related	174,004	
170 INVESTMENTS HELD AT CALTIP	222,425	
111 NET PROPERTY COSTS	44,738,630	
TOTAL ASSETS		52,837,675

LIABILITIES:

205 ACCOUNTS PAYABLE	171,825	
211 PRE-PAID REVENUE	1,253,158	
21101 Clipper to be distributed	3,002	
22000 FEDERAL INCOME TAXES PAYABLE	(0)	
22010 STATE INCOME TAX	(10)	
22020 FICA MEDICARE	(0)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(0)	
22030 SDI TAXES PAYABLE	0	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	132	
22090 WORKERS' COMPENSATION PAYABLE	19,169	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	617,185	
23104 Deferred Inflow- Pension Related	235,023	
23103 INSURANCE CLAIMS PAYABLE	97,554	
23102 UNEMPLOYMENT RESERVE	20,000	
TOTAL LIABILITIES		2,417,037

FUND BALANCE:

301 FUND RESERVE	3,917,566	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	44,738,630	
30401 SALE OF BUSES & EQUIPMENT	77,350	
FUND BALANCE	1,687,092	
TOTAL FUND BALANCE		50,420,638
TOTAL LIABILITIES & FUND BALANCE		52,837,675

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
October 31, 2015**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,603,894	155,941	527,066	1,076,828	32.9%
4020000	Business Park Revenues	141,504	14,448	43,345	98,159	30.6%
4020500	Special Contract Fares	195,001	0	0	195,001	0.0%
4020500	Special Contract Fares - Paratransit	33,600	2,794	5,406	28,195	16.1%
4010200	Paratransit Passenger Fares	155,050	16,252	73,335	81,715	47.3%
4060100	Concessions	38,500	8,996	12,223	26,277	31.7%
4060300	Advertising Revenue	115,000	0	95,000	20,000	82.6%
4070400	Miscellaneous Revenue-Interest	2,000	1,724	1,724	276	86.2%
4070300	Non transportation revenue	0	16,300	16,300	(16,300)	100.0%
4090100	Local Transportation revenue (TFCA RTE B	126,250	0	0	126,250	100.0%
4099100	TDA Article 4.0 - Fixed Route	9,476,889	850,812	5,859,809	3,617,080	61.8%
4099500	TDA Article 4.0-BART	85,033	7,638	20,346	64,687	23.9%
4099200	TDA Article 4.5 - Paratransit	129,379	11,258	29,992	99,387	23.2%
4099600	Bridge Toll- RM2	-	0	0	-	#DIV/0!
4110100	STA Funds-Paratransit	49,123	0	0	49,123	0.0%
4110500	STA Funds- Fixed Route BART	537,422	0	0	537,422	0.0%
4110100	STA Funds-pop	884,220	0	0	884,220	0.0%
4110100	STA Funds- rev	199,577	0	0	199,577	0.0%
4110100	STA Funds- Lifeline	194,324	0	0	194,324	0.0%
4130000	FTA Section 5307 Preventative Maint.	-	0	0	-	#DIV/0!
4130000	FTA Section 5307 ADA Paratransit	340,965	0	0	340,965	0.0%
4130000	FTA 5304	-	0	0	-	#DIV/0!
4130000	FTA JARC and NF	74,517	0	236	74,281	0.3%
4130000	FTA 5311	43,683	0	0	43,683	0.0%
4640500	Measure B Gap	-	0	0	-	#DIV/0!
4640500	Measure B Express Bus	-	0	0	-	#DIV/0!
4640100	Measure B Paratransit Funds-Fixed Route	867,343	60,202	141,877	725,467	16.4%
4640100	Measure B Paratransit Funds-Paratransit	164,161	11,394	26,853	137,308	16.4%
4640200	Measure BB Paratransit Funds-Fixed Route	648,000	42,485	108,222	539,778	16.7%
4640200	Measure BB Paratransit Funds-Paratransit	277,910	18,221	46,414	231,496	16.7%
TOTAL REVENUE		16,383,345	1,218,464	7,008,147	9,375,198	42.8%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
October 31, 2015**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$1,293,880	\$159,672	\$449,489	\$844,391	34.74%
502 00 Personnel Benefits	\$686,556	\$51,204	\$200,299	\$486,257	29.17%
503 00 Professional Services	\$580,806	\$55,834	\$161,594	\$419,212	27.82%
503 05 Non-Vehicle Maintenance	\$489,090	\$56,952	\$264,284	\$222,606	54.04%
503 99 Communications	\$10,500	\$416	\$844	\$4,156	8.03%
504 01 Fuel and Lubricants	\$1,541,300	\$53,058	\$246,733	\$1,294,567	16.01%
504 03 Non contracted vehicle maintenance	\$2,500	\$0	\$113	\$2,388	4.50%
504 99 Office/Operating Supplies	\$53,000	\$1,343	\$6,688	\$46,312	12.62%
504 99 Printing	\$60,000	\$144	\$16,542	\$43,458	27.57%
505 00 Utilities	\$264,300	\$17,763	\$92,470	\$171,830	34.99%
506 00 Insurance	\$536,162	\$869	\$169,430	\$366,732	31.60%
507 99 Taxes and Fees	\$152,000	\$11,449	\$34,991	\$117,009	23.02%
508 01 Purchased Transportation Fixed Route	\$8,855,346	\$747,272	\$2,911,255	\$5,983,691	32.88%
2-508 01 Purchased Transportation Paratransit	\$1,608,930	\$175,128	\$626,156	\$982,774	38.92%
509 00 Miscellaneous	\$66,975	\$1,757	\$40,391	\$25,129	60.31%
509 02 Professional Development	\$49,000	\$2,900	\$6,260	\$42,740	12.78%
509 08 Advertising	\$133,000	\$5,252	\$15,089	\$117,911	11.35%
TOTAL	\$16,383,345	\$1,341,012	\$5,242,628	\$11,171,162	32.00%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
October 31, 2015**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	27,000	0	0	27,000	0.00%
4090194	TDA Shop repairs and replacement	21,800	0	0	21,800	0.00%
4091794	Bus stop improvements	-	0	0	0	#DIV/0!
	TDA Bus replacement	3,616,700	0	0	3,616,700	0.00%
	TDA IT Upgrades and Replacements	114,500	0	0	114,500	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092093	TDA prior year (Major component rehab)	120,000	0	0	120,000	0.00%
4111700	PTMISEA Shelters and Stops	125,000	0	0	125,000	0.00%
	Prob 1B Security upgrades	36,696	0		36,696	0.00%
	PTMISEA Bus Replacement	609,778	0	0	609,778	0.00%
	PTMISEA Transit Center Improvements	125,625	0	0	125,625	0.00%
	PTMISEA Office improvements	179,069	0	0	179,069	0.00%
	PTMISEA Shop Repairs	178,000	0	0	178,000	0.00%
	FTA Bus replacements	12,431,200	0	0	12,431,200	0.00%
	TOTAL REVENUE	17,685,368	-	-	17,685,368	0.00%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
 CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
 FOR THE PERIOD ENDING:
 October 31, 2015**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550107	Shop Repairs and replacement	199,800	547	6,512	193,288	3.26%
5550207	New MOA Facility (Satelite Facility)	-	0	0	0	#DIV/0!
5550407	BRT	-	0	0	0	#DIV/0!
	Transit Center Upgrades and Improvements	125,625	0	0	125,625	0.00%
5550507	Office and Facility Equipment	206,069	9,825	12,517	193,552	6.07%
5550907	IT Upgrades and replacement	114,500	0	2,966	111,534	2.59%
555?07	Transit Capital	100,000	0	0	100,000	0.00%
5552407	Security upgrades	36,696	0	0	36,696	0.00%
5551707	Bus Shelters and Stops	125,000	0	0	125,000	0.00%
5552007	Major component rehab	120,000	0	0	120,000	0.00%
	Bus replacement	16,657,678	0	0	16,657,678	0.00%
	TOTAL CAPITAL EXPENDITURES	17,685,368	10,372	21,995	17,663,373	0.12%
	FUND BALANCE (CAPITAL)	0.00	(10,372)	(21,995)		
	FUND BALANCE (CAPTIAL & OPERATING)	0.00	(131,783)	1,746,920		

Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

[www.treasurer.ca.gov/pmia-
laif/laif.asp](http://www.treasurer.ca.gov/pmia-laif/laif.asp)
November 02,
2015

LIVERMORE/AMADOR VALLEY TRANSIT
AUTHORITY
GENERAL MANAGER
1362 RUTAN COURT, SUITE 100
LIVERMORE, CA 94550

PMIA Average Monthly Yields

Account Number:
80-01-002

Tran Type Definitions

October 2015 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Authorized Caller	Amount
10/15/2015	10/14/2015	QRD	1481343	SYSTEM	1,723.95

Account Summary

Total Deposit:	1,723.95	Beginning Balance:	2,141,111.97
Total Withdrawal:	0.00	Ending Balance:	2,142,835.92

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Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Invoice #	Payment Information	Description
H5419	10/26/15	CAL04	CALIFORNIA WATER SERVICE	-64.32	.00	-64.32	275060115u	Ck# H5419 Reversed	
H5602	10/26/15	STA13	STAPLES CREDIT PLAN	-652.94	.00	-652.94	JULY2015Su	Ck# H5602 Reversed	
H5714	10/02/15	DIR02	DIRECT DEPOSIT OF PAYROLL	35981.67	.00	35981.67	20151002H	20151002, DIRECT DEPOSIT 9	
H5715	10/09/15	EMP01	EMPLOYMENT DEVEL DEPT	2214.19	.00	2214.19	20151002H	20151002 SIT, SDI 9/12/15	
H5716	10/01/15	EFT01	ELECTRONIC FUND TRASFERS	7214.38	.00	7214.38	20151002H	20151002, FIT, FICA MEDIC	
H5717	10/01/15	PER04	CALPERS RETIREMENT SYSTEM	733.57	.00	733.57	20151002H	20151002, PERS - 457 9/1	
H5718	10/01/15	PER01	PERS	2404.36	.00	2404.36	20151002NH	20151002N, PERS Retirement	
H5719	10/01/15	PER01	PERS	4406.73	.00	4406.73	20151002CH	20151002C, PERS Retirement	
H5720	10/02/15	MTM01	MEDICAL TRANSPORTATION MA	2853.73	.00	2853.73	JUL2015+H	JUL2015+, JULY 2015 SVC-	
H5721	10/09/15	MTM01	MEDICAL TRANSPORTATION MA	147237.79	.00	147237.79	AUG2015H	AUG2015, AUG 2015 PARATRA	
H5722	10/09/15	MVT01	MV TRANSPORTATION, INC.	47596.28	.00	47596.28	62977H	62977, AUGUST SERVICE	
H5723	10/09/15	MOC01	DENNIS MOCHON	284.00	.00	284.00	EXP101115H	EXP101115, PER DIEM TRANS	
H5724	10/01/15	CAL04	CALIFORNIA WATER SERVICE	610.21	.00	610.21	198092115H	198092115, #198655555, BU	
H5725	10/01/15	CAL04	CALIFORNIA WATER SERVICE	546.34	.00	546.34	909092115H	909092115, #9098655555, M	
H5726	10/09/15	SWA01	ANGELA SWANSON	35.63	.00	35.63	092415H	092415 EXPENSE REIMBURSEM	
H5727	10/01/15	PAC02	PACIFIC GAS AND ELECTRIC	613.31	.00	613.31	726092215H	726092215, #7264840356-5	
H5728	10/09/15	VSP01	VSP	534.76	.00	534.76	OCT-15H	OCT-15, VISION BENEFIT	
H5729	10/09/15	MUT01	MUTUAL OF OMAHA	998.59	.00	998.59	OCT-15H	OCT-15, LIFE, LTD, AD&D I	
H5730	10/05/15	INT05	INTERSTATE OIL COMPANY	14694.46	.00	14694.46	D2690FG-IH	D2690FG-IN, DIESEL FUEL D	
H5731	10/09/15	AME06	AMERICAN FIDELITY ASSURAN	453.61	.00	453.61	SUPPL10-2H	SUPPL10-2015, SUPPLEMENTA	
H5732	10/09/15	AME06	AMERICAN FIDELITY ASSURAN	953.33	.00	953.33	FSA10-201H	FSA10-2015, FLEXIBLE SPEN	
H5733	10/09/15	PER03	CAL PUB EMP RETIRE SYSTM	30117.17	.00	30117.17	OCTOBER-1H	OCTOBER-15 HEALTH BENEFIT	
H5734	10/01/15	EMP01	EMPLOYMENT DEVEL DEPT	.35	.00	.35	QTR3 2015H	QTR3 2015, QTR 3 SIT UNDE	
H5735	10/01/15	EFT01	ELECTRONIC FUND TRASFERS	34.47	.00	34.47	QTR3 2015H	QTR3 2015, QTR 3 FIT UNDE	
H5736	10/05/15	VER01	VERIZON WIRELESS	186.48	.00	186.48	975276810H	9752768103, CELL PHONE -	
H5737	10/05/15	CAL04	CALIFORNIA WATER SERVICE	85.76	.00	85.76	575100115H	575100115, #5755555555 CO	
H5738	10/05/15	CAL04	CALIFORNIA WATER SERVICE	85.76	.00	85.76	475100115H	475100115, #4755555555 MO	
H5739	10/05/15	CAL04	CALIFORNIA WATER SERVICE	64.32	.00	64.32	257100115H	257100115, #2575555555, T	
H5740	10/05/15	PAC02	PACIFIC GAS AND ELECTRIC	1828.29	.00	1828.29	606100115H	606100115, #6062256368-6	
H5741	10/05/15	PAC02	PACIFIC GAS AND ELECTRIC	7801.62	.00	7801.62	580100115H	580100115, #5809326332-3	
H5742	10/09/15	MOC01	DENNIS MOCHON	59.80	.00	59.80	OCT2015H	OCT2015 EXPENSE REIMBURES	
H5743	10/09/15	INT05	INTERSTATE OIL COMPANY	14962.05	.00	14962.05	D2693FG-IH	D2693FG-IN, DIESEL FUEL 9	
H5744	10/06/15	RAY01	GRUENDL INC.	20300.00	.00	20300.00	11189H	11189, BUS SHELTER CIVIC	
H5745	10/05/15	CAL04	CALIFORNIA WATER SERVICE	308.07	.00	308.07	461100215H	461100215 #4616555555 TC	
H5746	10/05/15	CAL04	CALIFORNIA WATER SERVICE	34.36	.00	34.36	361100215H	361100215, #3616555555 TC	
H5747	10/05/15	MER01	MERCHANT SERVICES	360.86	.00	360.86	MOA093015H	MOA093015 MERCHANT SVC FE	
H5748	10/05/15	MER01	MERCHANT SERVICES	217.50	.00	217.50	TC093015H	TC093015 MERCHANT SVC FEE	
H5749	10/09/15	BAN03	BANKCARD CENTER	371.54	.00	371.54	SEP-15H	SEP-15 BANK CARD CHARGES	
H5750	10/07/15	USB01	U S BANK	7365.83	.00	7365.83	SEP-15H	SEP-15 US BANK CREDIT CAR	
H5751	10/09/15	MTM01	MEDICAL TRANSPORTATION MA	6373.50	.00	6373.50	MTM112026H	MTM112026, DAR VOUCHER RE	

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Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information	
							Invoice #	Description
H5752	10/09/15	TX113	RODGER RAGER	161.50	.00	161.50	9/14-9/30H	9/14-9/30/15 PARA TAXI RE
H5753	10/09/15	TAX07	ASMA SYEDA	40.00	.00	40.00	9/7-9/15/H	9/7-9/15/15 PARA TAXI REI
H5754	10/09/15	TAX98	ROHAN NG	200.00	.00	200.00	9/1-9/18/H	9/1-9/18/15 PARA TAXI REI
H5755	10/09/15	TX125	VIRGINIA RAUCH	102.85	.00	102.85	9/16-9/30H	9/16-9/30/15 PARA TAXI RE
H5756	10/09/15	TAX96	THOMAS R. LEONARD	136.66	.00	136.66	8/20-9/10H	8/20-9/10/15 PARA TAXI RE
H5757	10/09/15	TAX99	SAEED TIRMIZI	103.70	.00	103.70	9/4-9/23/H	9/4-9/23/15 PARA TAXI REI
H5758	10/09/15	TAX91	VIVIAN MARIE MILLER	59.25	.00	59.25	9/20-9/30H	9/20-9/30/15 PARA TAXI RE
H5759	10/09/15	STA05	STATE BOARD OF EQUAL	1414.60	.00	1414.60	QTR3-2015H	QTR3-2015 QTR 3 EXEMPT BU
H5760	10/09/15	STA04	STATE BOARD OF	2727.88	.00	2727.88	QTR3-2015H	QTR3-2015 UNDERGROUND STO
H5761	10/23/15	DEL05	ALLIED ADMIN/DELTA DENTAL	2497.04	.00	2497.04	NOV-15H	NOV-15 DENTAL BENEFITS NO
H5762	10/15/15	MVT01	MV TRANSPORTATION, INC.	329090.00	.00	329090.00	63355H	63355 INSTALLMENT #1 OCT
H5763	10/13/15	EMP01	EMPLOYMENT DEVEL DEPT	2243.14	.00	2243.14	20151016H	20151016 SIT, SDI 9/26/15
H5764	10/13/15	EFT01	ELECTRONIC FUND TRANFERS	7303.07	.00	7303.07	20151016H	20151016, FIT, MEDICARE,
H5765	10/16/15	DIR02	DIRECT DEPOSIT OF PAYROLL	35967.55	.00	35967.55	20151016H	20151016, DIRECT DEPOSIT
H5766	10/13/15	PER01	PERS	2404.36	.00	2404.36	20151016NH	20151016N,PERS Retirement
H5767	10/13/15	PER01	PERS	4406.73	.00	4406.73	20151016CH	20151016C,PERS Retirement
H5768	10/13/15	PER04	CALPERS RETIREMENT SYSTEM	734.14	.00	734.14	20151016H	20151016, PERS - 457 9/26
H5769	10/23/15	COR03	JAN CORNISH	13.00	.00	13.00	OCT2015H	OCT2015, EXPENSE REIMBURS
H5770	10/23/15	ADA01	BEVERLY ADAMO	14.94	.00	14.94	OCT 2015H	ADA01 OCT 2015 OFFICE EXP
H5771	10/23/15	CAL15	CALTRONICS BUSINESS SYS	399.21	.00	399.21	1871432H	1871432 BIZHUB MTHLY MAIN
H5772	10/23/15	SWA01	ANGELA SWANSON	92.19	.00	92.19	20151014H	20151014 EXPENSE REIMBURS
H5773	10/23/15	PAC02	PACIFIC GAS AND ELECTRIC	132.68	.00	132.68	764101315H	764101315, #76496468687,
H5774	10/23/15	NEL01	NELSON\NYGAARD CONSULTING	32807.58	.00	32807.58	65201H	65201, COA PROF SERVICES
H5775	10/23/15	PAC02	PACIFIC GAS AND ELECTRIC	508.54	.00	508.54	900101415H	900101415, 9007202177-4 M
H5776	10/23/15	PAC02	PACIFIC GAS AND ELECTRIC	705.36	.00	705.36	980101415H	980101415, 9800031052-8 T
H5777	10/23/15	STA13	STAPLES CREDIT PLAN	381.64	.00	381.64	OCT-15SUPH	OCT-15 SUPPLIES, 60355178
H5778	10/23/15	MTM01	MEDICAL TRANSPORTATION MA	3696.00	.00	3696.00	MTM112027H	MTM112027 10/1/15-10/18/1
H5779	10/23/15	STO03	DIANE STOUT	17.25	.00	17.25	OCT 2015H	OCT 2015 MILEAGE
H5782	10/23/15	TAX87	DELORES M. POWLEY	30.20	.00	30.20	0915-1010H	9/15-10/10/15 PARA TAXI R
H5783	10/23/15	TAX29	TEH YANG	15.30	.00	15.30	10/13/15H	TAX29, 10/13/15 PARATAXI
H5784	10/23/15	TAX72	JUSTIN HART	112.84	.00	112.84	0901-0928H	TAX72, 9/1-9/28/15 PARATA
H5785	10/23/15	TX124	LISA BALL	58.44	.00	58.44	0727-0929H	TX124, 7/27-9/29/15 PARAT
H5786	10/23/15	TAX91	VIVIAN MARIE MILLER	112.84	.00	112.84	1002-1014H	TAX91, 10/2-10/14/15 PARA
H5787	10/23/15	MOC01	DENNIS MOCHON	122.90	.00	122.90	EXP102115H	MOC01 TRAVEL REIMBURSE, 1
H5788	10/30/15	MVT01	MV TRANSPORTATION, INC.	329090.00	.00	329090.00	63356H	MVT01 63355 INSTALLMENT #
H5789	10/30/15	DIR02	DIRECT DEPOSIT OF PAYROLL	37803.03	.00	37803.03	20151030H	DIR02,20151030, DIRECT DE
H5790	10/30/15	EMP01	EMPLOYMENT DEVEL DEPT	2242.29	.00	2242.29	20151030H	EMP01, 20151030 SIT & SDI
H5791	10/30/15	EMP01	EMPLOYMENT DEVEL DEPT	796.02	.00	796.02	1030TERMH	EMP01, 20151030TERM SIT &
H5792	10/30/15	EFT01	ELECTRONIC FUND TRANFERS	2946.82	.00	2946.82	1030TERMH	EFT01, 20151030TERM FIT &
H5793	10/30/15	EFT01	ELECTRONIC FUND TRANFERS	6665.69	.00	6665.69	20151030H	EFT01, 20151030 FIT, FICA

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Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information	
							Invoice #	Description
H5794	10/30/15	PER01	PERS	2532.56	.00	2532.56	20151030NH	PER01, 20151030N, NEW RET
H5795	10/30/15	PER01	PERS	4406.73	.00	4406.73	20151030CH	PER01, 20151030C, CLASSIC
H5796	10/30/15	PER04	CALPERS RETIREMENT SYSTEM	733.57	.00	733.57	20151030H	PER04, 20151030, PER 457
H5797	10/30/15	BID01	DON BIDDLE	200.00	.00	200.00	OCT 2015H	BID01, OCT-15 BOD STIPEND
H5798	10/30/15	BRO03	KARLA SUE BROWN	100.00	.00	100.00	OCT 2015H	BRO03, OCT-15 BOD STIPEND
H5799	10/30/15	HAG01	SCOTT HAGGERTY	100.00	.00	100.00	OCT 2015H	HAG01, OCT-15 BOD STIPEND
H5800	10/30/15	HAU01	DAVID HAUBERT	100.00	.00	100.00	OCT 2015H	HAU01, OCT-15 BOD STIPEND
H5801	10/30/15	PEN01	JERRY PENTIN	200.00	.00	200.00	OCT 2015H	PEN01, OCT-15 BOD STIPEND
H5802	10/30/15	SPE04	STEVEN G. SPEDOWFSKI	200.00	.00	200.00	OCT 2015H	SPE04, OCT-15 BOD STIPEND
H5803	10/30/15	TUR01	LAUREEN TURNER	100.00	.00	100.00	OCT 2015H	TUR01, OCT-15 BOD STIPEND
H5804	10/30/15	MUT01	MUTUAL OF OMAHA	1005.09	.00	1005.09	OCT 2015H	MUT01, OCT-15 LIFE INSURA
H5805	10/30/15	PER01	PERS	189.31	.00	189.31	1030CTERMH	PER01, RETIRE PERS CLASSI
018759	10/09/15	ATT03	AT&T	893.21	.00	893.21	108655920	1086559201, #171-7957615
018760	10/09/15	COL02	COLLICUTT ENERGY SERVICES	727.62	.00	727.62	41366	41366, ANNUAL SVC ON GENE
018761	10/09/15	DAY02	DAY & NIGHT PEST CONTROL	218.00	.00	218.00	105860	105860, PEST CONTROL PO 5
018762	10/09/15	DES02	DESIGNFLAIR LLC	375.00	.00	375.00	648	648, AD DESIGNS
018763	10/09/15	EME01	EMERALD LANDSCAPE CO INC	1155.00	.00	1155.00	263988	263988, LANDSCAPE MAINTEN
018764	10/09/15	GFO01	GOVERNMENT FINANCE	150.00	.00	150.00	2798765	2798765 JOB AD ACCTING AS
018765	10/09/15	ING01	INGERSOLL RAND COMPANY	768.10	.00	768.10	30478384	30478384, PREV MAINT COMP
018766	10/09/15	LAS02	LAS POSITAS COLLEGE	260.00	.00	260.00	2015-10-0	2015-10-010, FACILITY USE
018767	10/09/15	LIV10	LIVERMORE SANITATION INC	2317.40	.00	2317.40	655069	655069, GARBAGE
018768	10/09/15	MAZ01	MAZE & ASSOCIATES	14690.00	.00	14690.00	16033	16033, YEAR END AUDIT 201
018769	10/09/15	OFF01	OFFICE DEPOT	556.27 296.08	.00 .00	556.27 296.08	795861707 797024175	795861707001, OFFICE SUPP 797024175001 OFFICE SUPPL
			Check Total.....:	852.35	.00	852.35		
018770	10/09/15	SCF01	SC FUELS	14958.04	.00	14958.04	2885622	2885622 DIESEL DELIVERY 9
018771	10/09/15	TIC01	JEREMIAH FARIA	3.00	.00	3.00	100815	100815 REFUND FOR OVERPAY
018772	10/09/15	TNT01	TNT FIRE PROTECTION INC	300.00 400.00	.00 .00	300.00 400.00	2015-3136 2015-3137	2015-3136 5YR SPRINKLER I 2015-3137 5YR SPRINKLER I
			Check Total.....:	700.00	.00	700.00		
018773	10/09/15	TX130	LIU PING C LI	130.69	.00	130.69	1/1/15-8/	1/1/15-8/2/15 PARATAXI RE
018778	10/23/15	AIM01	AIM TO PLEASE JANITORIAL	10889.14 10889.14 420.00	.00 .00 .00	10889.14 10889.14 420.00	73074 73075 73076	73074 AUGUST 2015 BUS STO 73075 SEPT-15 BUS STOP JA 73076 RAPID BUS PANEL REP
			Check Total.....:	22198.28	.00	22198.28		
018779	10/23/15	ALA01	ALAMEDA COUNTY	4316718.00	.00	4316718.00	101415	101415 REFUND FY13 GRANTS
018780	10/23/15	ANT01	ANTAI SOLUTIONS, LLC	3300.00	.00	3300.00	1500 P053	1500 P05391, TROUBLESHOOT
018781	10/23/15	ATT02	AT&T	847.14 274.80	.00 .00	847.14 274.80	7167598 7167599	7167598, C602223457777, S 7167599, 9252948198279, P
			Check Total.....:	1121.94	.00	1121.94		
018782	10/23/15	AVI01	AMADOR VALLEY INDUSTRIES	325.84	.00	325.84	515066	515066, DUBLIN BUS STOPS
018783	10/23/15	BAY03	BAY AREA NEWS GROUP	547.20	.00	547.20	909592	909592, PUBLIC NOTICE AD

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018784	10/23/15	CDW01	CDW-G GOVERNMENT, INC	638.00	.00	638.00	XJ30772	XJ30772, ACROBAT PRO LICE
018785	10/23/15	CIT06	CITY OF LIVERMORE SEWER	41.18	.00	41.18	TC101315	TC101315 SEWER 8/3/15-9/1
018786	10/23/15	COR01	CORBIN WILLITS SYSTEMS	239.45	.00	239.45	B51051	COR01, B51051 MOM SYSTEM
018787	10/23/15	DAI02	ALLIANT INSURANCE SERVICE	869.00	.00	869.00	395432	395432 PO-5394 Crime Prem
018788	10/23/15	DIR01	DIRECT TV	13.00	.00	13.00	269049238	26904923888, 025118596 DI
018789	10/23/15	FED01	FedEx	142.71	.00	142.71	519323847	5-193-23847 FED EX 101615
018790	10/23/15	HAN01	HANSON BRIDGETT MARCUS	744.00 2677.00	.00 .00	744.00 2677.00	1149036 1149037	1149036 LEGAL SVCS JULY 2 1149037, LEGAL SVCS JULY
			Check Total.....:	3421.00	.00	3421.00		
018791	10/23/15	INV01	SHAWN SUACIER	3150.00	.00	3150.00	2015LAVTA	2015LAVTA INV#1 ADA PARA
018792	10/23/15	JTH01	J. THAYER COMPANY	86.11	.00	86.11	983511-0	983511-0 OFFICE SUPPLIES
018793	10/23/15	KKI01	ALPHA MEDIA II LLC	4070.00	.00	4070.00	115097727	IN-1150977278 RADIO AD TR
018794	10/23/15	LAS02	LAS POSITAS COLLEGE	320.00	.00	320.00	101215	101215, WHEELS ADVERTISIN
018795	10/23/15	MTM01	MEDICAL TRANSPORTATION MA	750.00	.00	750.00	SQSI FY15	SQSI FY2015 PAYMENT
018796	10/23/15	OFF01	OFFICE DEPOT	46.17 12.99 61.70 134.48	.00 .00 .00 .00	46.17 12.99 61.70 134.48	797810378 797810600 798426835 799832095	797810378001, OFFICE SUPP 797810600001, OFFICE SUPP 798426835001, OFFICE SUPP 799832095001, 59945075 10
			Check Total.....:	255.34	.00	255.34		
018797	10/23/15	PAC01	AT&T	298.68 71.44 33.28	.00 .00 .00	298.68 71.44 33.28	ATT101115 ATT101315 CEA100715	PAC01, ATT101115, 4369510 ATT101315, 92524390292116 CEA100715 #2323516260 CON
			Check Total.....:	403.40	.00	403.40		
018798	10/23/15	PAC11	PACIFIC ENVIROMENTAL SERV	120.00 120.00	.00 .00	120.00 120.00	2005931 2005932	2005931 RUTAN UNDRD STOR 2005932 ATLANTIS UDGRD ST
			Check Total.....:	240.00	.00	240.00		
018799	10/23/15	PLE07	PLEASANTON WEEKLY	300.00	.00	300.00	41290	41290 LIVERMORE MAP ADVER
018800	10/23/15	RHT01	R.H. TINNEY, INC.	9825.00	.00	9825.00	22971-IN	22971-IN AC UNIT REPAIR 8
018801	10/23/15	SCF01	SC FUELS	14608.91	.00	14608.91	2893654	2893654 DIESEL DELIVERY 1
018802	10/23/15	SHA02	SHAMROCK OFFICE SOLUTIONS	67.92	.00	67.92	228404	228404 MAINT AGRMT RICOH
018803	10/23/15	TEN03	TENNANT SALES AND SERVICE	2830.99	.00	2830.99	913372865	913372865 MAINTENANCE ON
018804	10/23/15	WEL03	WELLS SWEEPING	377.00	.00	377.00	2015-09-1	2015-09-109 QTRLY PARKING
			Cash Account Total.....:	5603490.58	.00	5603490.58		
			Total Disbursements.....:	5603490.58	.00	5603490.58		

AGENDA

ITEM 5 C



STAFF REPORT

SUBJECT: Set Board of Director Meeting Dates for 2016
FROM: Beverly Adamo, Director of Administrative Services
DATE: December 7, 2015

Action Requested

Set dates for all regularly scheduled meetings of the Board of Directors for the upcoming calendar year 2016.

Background

The Authority Bylaws state that meetings of the Board of Directors will occur on the first Monday of each month. However, each year, one or two meetings are rescheduled to accommodate meetings that fall on a holiday or on the day before or after a holiday. Rather than rescheduling these meetings on a month by month basis, we are asking the Board of Directors to adopt the following calendar of meetings for the entire year.

January 4, 2016
February 1, 2016
March 7, 2016
April 4, 2016
May 2, 2016
June 6, 2016
July 11, 2016 (Independence Day Holiday falls on Monday July 4, 2016)
August 1, 2016
September 12, 2016 (Labor Day Holiday falls on Monday September 5, 2016)
October 3, 2016
November 7, 2016
December 5, 2016

Recommendation

The Projects and Services and the Finance and Administration Committees recommend the Board of Directors adopt the above meeting calendar for 2016.

Approved: _____

AGENDA

ITEM 5 D



S T A F F R E P O R T

SUBJECT: Fiscal Year 2015-16 Prop 1B
 California Transit Security Grant Program (TSGP) Resolution

FROM: Angela Swanson, Sr Grants & Project Management Specialist

DATE: December 7, 2015

Action Requested

Adopt Resolution 31-2015 accepting the Prop 1B California Transit Security Grant Program funds for Fiscal Year 2015-16.

Background

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, provides funding for the California Transit Security Grant Program (TSGP). The program provides formula funds to transit systems for capital security and safety projects over a period of 10 years. FY 2015-16 is the ninth yearly allocation. LAVTA has in past years funded projects such as security cameras and DVRs aboard buses, bus shelter lighting, and security systems at the Transit Center and Rutan Court.

Discussion

Staff proposes to use the FY 2015-16 funds to purchase WiFi hardware for the Route 10 and Rapid lines and/or for capital maintenance of the Trapeze CAD/AVL and onboard communications system.

As a condition of the receipt of TSGP funds, the Board of Directors must authorize the Executive Director to execute for and on behalf of LAVTA, any actions necessary for the purpose of obtaining TSGP funds provided by the California Office of Emergency Services (CalOES). Staff is requesting Board approval in compliance with the program requirements.

Budget Considerations:

The estimated amount allocated for LAVTA in FY 2015-16 is \$36,696. Funding is limited to the capital equipment and/or Trapeze maintenance expenses. Installation is not included.

Recommendation:

Staff recommends adoption of the Resolution 31-2015 FY2015-16 Authorization to Request an Allocation of FY 2015-16 Proposition 1B California Transit Grant Security Program Funds.

Attachments:

1. Resolution 31-2015 FY2015-16 Authorization to Request an Allocation of FY 2015-16 Proposition 1B California Transit Grant Security Program Funds.

Approved: _____

RESOLUTION NO. 31-2015

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BOARD OF DIRECTORS
AUTHORIZATION TO REQUEST AN ALLOCATION OF
FISCAL YEAR 2015-16 PROPOSITION 1B
CALIFORNIA TRANSIT SECURITY GRANT PROGRAM FUNDS**

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor’s Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) is eligible to receive CTSGP funds; and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) will apply for Fiscal Year 2015-16 CTSGP funds in an amount up to \$36,696 for on-board digital communication systems and/or ITS capital maintenance that enhance agency, driver and passenger communications in case of emergency and supports the purpose of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; and

WHEREAS, Livermore Amador Valley Transit Authority (LAVTA) recognizes that it is responsible for compliance with all Cal OES CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal OES requires the Livermore Amador Valley Transit Authority (LAVTA) to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of the Livermore Amador Valley Transit Authority (LAVTA) to execute actions necessary to obtain CTSGP funds from Cal OES and ensure continued compliance with Cal OES CTSGP assurances, and state and federal laws.

THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Executive Director and/or his/her Designee, is hereby authorized to execute for and on behalf of the Livermore Amador Valley Transit Authority, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor’s Office of Emergency Services under the CTSGP.

Passed and approved 7th day of December, 2015.

Don Biddle, Chair

Attest:

Michael Tree, Executive Director

Certification

I, Don Biddle, duly appointed and Chairman of the Livermore Amador Valley Transit Authority (LAVTA) Board of Directors do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Livermore Amador Valley Transit Authority (LAVTA) Board of Directors on the 7th Day of December, 2015.

Chairman

(Official Position)

(Signature)

December 7, 2015

(Date)

AGENDA

ITEM 6



STAFF REPORT

SUBJECT: Fiscal Year 2015 Comprehensive Annual Financial Report (CAFR)

FROM: Tamara Edwards, Finance & Grants Manager

DATE: December 7, 2015

Action Requested

Review and accept the Comprehensive Annual Financial Report (CAFR) and submit it to the Government Finance Officers Association (GFOA) for award.

Background

The Administrative Services Department has prepared the CAFR following the guidelines of the Government Finance Officers Association and in conformance with generally accepted accounting principles for state and local governmental entities established by the Governmental Accounting Standards Board. There are four sections to this report: *Introductory*, *Financial*, *Statistical* and *Compliance*.

Discussion

Attached for your review is the draft Comprehensive Annual Financial Report for the fiscal year ending June 2015. This report includes the annual audit prepared by Maze and Associates and staff stating that for the period audited, there were no findings.

Ms. Vikki Rodriguez of Maze and Associates attended the Finance and Administrative Committee meeting and is attending the December 7, 2015 LAVTA Board of Directors meeting to provide an overview and answer any questions when the final CAFR is presented for acceptance.

Recommendation

The Finance and Administration Committee recommends the Board of Directors review and accept the Comprehensive Annual Financial Report (CAFR) and submit the CAFR to the Government Finance Officers Association (GFOA) for award.

Attachments:

1. Draft LAVTA 2015 Comprehensive Annual Financial Report

Approved: _____

**LIVERMORE AMADOR VALLEY
TRANSIT AUTHORITY
LIVERMORE, CALIFORNIA**

COMPREHENSIVE ANNUAL FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30, 2015

PREPARED BY THE ADMINISTRATIVE SERVICES DEPARTMENT

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

COMPREHENSIVE ANNUAL FINANCIAL REPORT
For the Year Ended June 30, 2015

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

**COMPREHENSIVE ANNUAL FINANCIAL REPORT
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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

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December 7, 2015

**The Board of Directors
Livermore Amador Valley Transit Authority**

We are pleased to present the Comprehensive Annual Financial Report of the Livermore Amador Valley Transit Authority (the Authority) for the fiscal year July 1, 2014 through June 30, 2015.

This report has been prepared by the Administrative Services Department following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA) and is in conformance with generally accepted accounting principles for state and local governmental entities established by the Governmental Accounting Standards Board (GASB). General accepted accounting principles require that management provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Authority's MD&A can be found immediately following the report of the independent auditors. Responsibility for the accuracy, completeness and fairness of the presented data and the clarity of presentation, including all disclosures, rests with the management of the Authority.

In accordance with the above-mentioned guidelines, the accompanying report consists of four sections:

1. The *Introductory Section* contains this letter of transmittal, a discussion of the Authority's operations, accomplishments and future goals and projects, a list of principal officials and the Authority's organization chart.
2. The *Financial Section* begins with the Independent Auditors' Reports and Financial Statements. The notes, an integral part of the Financial Statements, are intended to further enhance an understanding of the Authority's current financial status.
3. The *Statistical Section* provides information that is useful for understanding the Authority's financial condition and depicting the past 10 years of history and financial and operational trends of the Authority.
4. The *Compliance Section* includes the Auditors' reports required under the federal Single Audit Act, State Transportation Development Act, and Measure B, and it provides assurance of the Authority's compliance with those laws and related regulations

BACKGROUND INFORMATION

History

In 1985, the County of Alameda joined with the Cities of Livermore, Pleasanton and Dublin to execute a Joint Powers Agreement (JPA), pursuant to Government Code 6500 et. seq., creating the Livermore Amador Valley Transit Authority. Under the JPA, the Authority's charter was to provide public transit service in the Livermore Amador Valley without the imposition of any new local taxes.

The existing Wheels system is an outgrowth of the transit services previously operated in Livermore (City of Livermore-RIDEO) and Pleasanton/Dublin. The services in the three cities were consolidated under the Authority in 1987.

The Authority has come a long way over the years. In early 1990 the fixed route fleet was upgraded with the delivery of 34 new Gillig buses. That year almost 680,000 passengers were transported at a rate of 10.3 people per hour. Today, the Authority's fixed route fleet has 66 buses. The fleet includes the vehicles for local fixed route and bus rapid transit (BRT) service and in 2014/2015 the Authority transported over 1.65 million passengers.

The Authority

The Authority's reporting entity includes only the Authority; it is legally separate and financially independent as defined in the Governmental Accounting Standards Board (GASB) Statement No. 14 "The Financial Reporting Entity." No other entity exists for which the Authority exercises oversight responsibility or has a special financing arrangement.

The Authority operates under the name Wheels and serves residents located in the Cities of Livermore, Dublin and Pleasanton, and some unincorporated areas (Tri-Valley Area). The mission of the Livermore Amador Valley Transit Authority is to provide equal access to a variety of safe, customer oriented, reliable, and affordable public transportation choices, increasing the mobility and improving the quality of life of those who live or work in and visit the Tri-Valley area.

As a Joint Powers Authority, a seven-member Board of Directors governs the agency. Two elected officials are appointed from each city's City Council, and the County Board of Supervisors appoints one member. Directors meet once a month to determine overall policy for the Authority. Monthly committee meetings provide oversight in two areas: finance and administration; and projects and services. Additional input to the Board comes from a nine-member Wheels Accessibility Advisory Committee representing the interests of the elderly and disabled.

The Executive Director oversees the general operations of the transit system in accordance with the policy direction prescribed by the Board of Directors. During the 2015 fiscal year, a Director of Administrative Services, Director of Planning and Communications, Finance and Grants Manager, Senior Marketing & Communications Specialist, Senior Transit Planner, Senior Fleet and Technology Management Specialist, Paratransit Planner, Senior Grants and Project Management Specialist, Community Outreach Coordinator, Administrative Assistant, Accounting Assistant, and three Customer Service Representatives supported the Executive Director.

Since its formation, the Authority has contracted with private companies for the day-to-day operation of its services. Fixed route and vehicle maintenance were provided under contract with MV Transportation, Inc. Paratransit services were provided under contract with Medical Transportation Management.

The Authority's Strategic Plan outlines the Goals, Objectives and Performance Standards and establishes a strategic process to implement and monitor the programs and policies of the Authority. The Strategic Plan also provides the basis for the operating budget and ten-year capital improvement program.

Services

The Livermore Amador Valley Transit Authority provides local public transit services to the cities of Dublin, Livermore, and Pleasanton and to the adjacent unincorporated areas of Alameda County. The service area covers approximately 40 square miles and has approximately 216,684 residents. The service area is divided into two sub-areas: Pleasanton/Dublin and Livermore. Three miles of lightly developed industrial and agricultural land separate these two sub-areas.

The Authority provides the following transportation services: Fixed Route (Wheels) Service, Bus Rapid Transit (Rapid) Service, and Demand Responsive Paratransit Service (Dial-A-Ride) to senior and disabled persons.

The Wheels Fixed Route system consists of the following services:

Wheels	Local and sub-regional fixed route system.
Rapid	Local and sub-regional bus rapid transit system
Shuttles	Local shuttles serving the ACE Rail and BART stations.

Wheels fixed route service runs 365 days per year. On an average weekday, the Authority's fixed route fleet carries an average of 5,738 passengers. Fixed route ridership had been increasing over the years since a FY2001 drop; flattening out in FY2009, decreasing in FY2010, and increasing in FY2011 and FY2012. There was a decrease of almost 1.3% from FY12 to FY13; and a decrease from FY13 to FY14 of 4.3%. Ridership decreased slightly in FY15, at 1,650,388 passengers, it is less than a tenth of a percent decrease from FY2014. Passengers per hour, a measure of system efficiency, increased slightly from 13.5 in FY2014 to 13.3 during the weekday in the current year.

LAVTA's newest fixed-route service, the Rapid, launched in January 2011 and features 15-minute service. The primary goal of the service is to connect major Tri-Valley employment, retail, medical, and civic locations with fast and efficient bus service. The Rapid features frequent service, limited bus stops, transit signal priority, improved bus stop amenities including real-time arrival signs, hybrid technology buses, and unique branding.

The Authority's fixed route service is supplemented by Dial-A-Ride paratransit service, which transported 55,341 mobility-impaired patrons in FY2015 on approved vehicles provided by the contracted paratransit provider. While the number of paratransit passengers decreased during the period from FY09 to FY12, the number of passengers has continued to increase over the last three years.

ACCOUNTING SYSTEM AND BUDGETARY CONTROLS

The Authority is accounted for as a single enterprise fund using the accrual method of accounting. In developing and evaluating the accounting system, emphasis is placed on the adequacy of internal accounting controls.

Internal Accounting Controls

Internal accounting controls are designed to provide reasonable, but not absolute, assurance regarding:

1. The safeguarding of assets against loss from unauthorized use or disposition; and
2. The reliability of financial records used in preparing financial statements and accounting for assets.

The concept of reasonable assurance recognizes that:

1. The cost of control should not exceed the benefits likely to be derived; and
2. The evaluation of costs and benefits requires estimates and judgments by management.

All internal control evaluations occur within the above framework. We believe that the Authority's internal accounting controls adequately safeguard assets and provide reasonable assurance of proper recording of financial transactions.

Cash Management

The Authority investment objectives are to minimize market risks while maintaining a competitive yield on its portfolio. The Authority's practice is to limit its investments to the State of California Local Agency Investment Fund (LAIF).

All cash deposits are either insured by the Federal Depository Insurance Corporation or collateralized by U.S. Government Securities. The depositories are required by State law to maintain a collateral pool of securities with market value in excess of 110% of the amount of the deposit.

Budgetary Controls

Although not legally required to do so, the Authority adopts an annual operating and capital budget. The Board of Directors has unlimited authority to approve or amend the adopted budget. The budget is based on Authority goals and objectives adopted annually by the Board of Directors as part of the budget process as well as the Strategic Plan originally adopted December 2005, and reviewed annually. The balanced budget, with adequate reserves to cover excess expenses over revenues, is adopted by resolution in June.

Budgetary control is maintained at the department level for each operating department and at the project level for each capital project. The Executive Director must authorize overruns within a department. Any overruns of the Authority as a whole require a budget revision and must be authorized by the Board of Directors.

Risk Management

On May 1, 2000, the Authority became a member of the California Transit Insurance Pool (CalTIP), a joint powers authority that provides annual general liability and physical damage coverage up to \$10,000,000 in the aggregate. The authority has a \$25,000 deductible for general liability claims and has a \$5,000 deductible for physical damage claims on vehicles valued over \$50,000 or operated by the Operations contractor, and \$500 on staff vehicles with a value of less than \$50,000. As a member of CalTIP the Authority has a seat on the governing board. The Board of Directors consists of representatives from all the member organizations.

In addition to the coverage provided through CalTIP, the Authority has commercial insurance coverage for property damage, boiler and machinery loss, and workers' compensation. Below is a summary of the Authority's current insurance program and related coverage.

<u>Insurance</u>	<u>Liability Limit</u>
Property	\$350,000,000
Inland Marine (valuable papers)	No-sublimit for Valuable Papers
Boiler and Machinery	\$25,000,000 per occurrence
Underground Storage Tank	\$1,000,000 Occurrence/\$1,000,000 Aggregate

The Authority's deductible amounts are \$10,000 or less.

Independent Audit

State law requires that independent auditors, selected by the Board of Directors, audit the financial statements of the Authority. The fiscal year ended June 30, 2014 audit was conducted by Maze & Associates and their report is included in the Financial Section. Maze & Associates has also audited the Authority's compliance with the Transportation Development Act, a state law governing the expenditure of Local Transportation Funds; and State Transit Assistance, the Single Audit Act and regulations, the law, rules and regulations governing expenditures of federal awards; Measure B, and Prop 1B Security and PTMISEA funds. The Auditors' reports on compliance are presented in the Compliance Section of this report. In all cases the Auditor's reports are "unqualified" meaning there were no compliance exceptions.

FISCAL YEAR IN REVIEW

LAVTA entered FY15 with relatively flat revenues following extremely difficult recession years during which the agency implemented a 25% reduction in service and raised fares. Because the recovery has been slow, LAVTA's two main revenue sources remained relatively flat in FY15.

Transportation Development Act (TDA) monies, which are sales tax based, declined more than 30% in Alameda County during the Recession, but began to rise from those levels in FY12 as the economy gradually improved. For the past several years, TDA has been slowly increasing.

State Transit Assistance (STA) monies, which are diesel fuel tax based, were uncertain throughout FY09 and FY10, but in March 2010 the Legislature enacted what became known as the "gas tax swap". This legislation, and its subsequent re-enactment in 2011, paved the way for a future STA revenue stream. To protect against the volatility and uncertainty of STA funding,

LAVTA has chosen a strategy to put all of its STA projected next year's revenues into reserves, while spending the prior year's actual receipts, thus basing our Budget on known revenues. This has proven to be a wise decision, since actual STA revenues have been less than forecasted, and the revenue amounts have been decreasing annually over the past few years.

Against this backdrop, LAVTA's FY15 Budget had the following features: (1) the number of paratransit trips were increased, (2) the fixed route and paratransit contracts were slightly increased per contractual terms, (3) one capital project was planned to be completed during the year, (4) fares were unchanged, and (5) reserve levels were maintained consistent with the Board's policy target.

Fiscal Year 2015 Accomplishments

While the previous section summarizes the financial situation last year, this section describes the work accomplished in FY15. In addition to the on-going workload of the agency, staff was busy this year on the following issues and projects.

Policy Related Matters - Created and implemented Management Action Plan (MAP); adopted 2015 Legislative Program; provided the Board on the On Time Performance Action Plan; revised DBE policies

Fixed Route Service - Completed the service change process and implemented changes in August 2014; completed the annual survey to assess customer satisfaction; negotiated revised rates for FY15; continued service to the Livermore July 4 fireworks event; provided expanded service to Livermore's ESS program; continued service to Pleasanton summer school; extended Route 8 service during the Alameda County Fair

Paratransit Service - Completed the annual survey to assess customer satisfaction; completed first full year with new contractor, MTM; modified Para-Taxi program; updated the Dial-A-Ride Operations Policy

Capital Projects - Constructed Dublin/Pleasanton ADA bus stop improvements at 11 locations; continued work with Livermore staff to relocate the historic train depot

Marketing - Developed and implemented marketing plan for FY15; installed art shelter at Westgate, Lawrence Livermore Lab; published Wheels bus books in August 2014; Try Transit campaign for middle and high school riders; held the most successful yet Stuff the Bus holiday food drive; continued marketing efforts to promote the Rapid and Wheels fixed route service

Audits/Reviews - Completed the FY14 Financial Audit (CAFR); completed the FTA Triennial Review with two enhanced review modules, and with CalTrans observing

Financial Management - Implemented 10-year projections in the annual Budget process; continued quarterly budget and grants status reports to the Board; continued pre-payments to reduce future retiree health obligations; received GFOA's Award of Excellence for Financial Reporting for FY14 CAFR

Procurement - Procured contracts for flooring, painting, ADA bus stop improvements, janitorial services, printing services, website redesign, rebranding study, consultant to provide Comprehensive Operational Analysis (COA), continued procurement process with Gillig for future bus purchases

Regional Projects - Continued participation with MTC and East Bay operators for Clipper implementation; participation and partnership with ACTC for Park and Ride Study; continued participation in APTA, CTA, and CalACT to promote and protect transit; responded to FTA's proposed regulatory proposals regarding ADA Reasonable Modification

Personnel - Hired new Executive Director, Senior Marketing & Communications Specialist, and Senior Grants & Project Management Specialist; continued to improve agency management practices

FUTURE OUTLOOK

LAVTA's FY16 Budget is \$16,383,345, which is 1.27% higher than FY15. The draft budget assumes LAVTA will provide 141,200 fixed route service hours and 45,996 paratransit trips. For the sixth consecutive year, no fare increases are proposed. The Budget for FY16 continues to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

FY16's major highlight will be the conclusion of the Comprehensive Operational Analysis, which will result in performance base changes to the fixed route system, including a crucial need to improve the Rapid. Additionally, the agency will be conducting its first Long Range Transit Plan that will provide a multi-phase performance based blueprint of improvements for the next 30 years of fixed route service. The implementation of both these plans through a high level of public involvement will allow the agency to provide greater quality service and compete more effectively for discretionary funding in future years.

Medical Transportation Management continues to improve the agency's brokerage paratransit services and continues to deliver a high level of on-time performance and overall service.

LAVTA's capital program will have three areas of focus. First, the much-awaited Clipper Card will be implemented to bring ease of use and consistency across the region. The project will see the continued installation of hardware for the project in early FY16, with complete implementation in mid-FY16. Second, LAVTA has made a 20-bus replacement order that it will take delivery of at the conclusion of the fiscal year. Third, the agency will be advertising an invitation for bids for the purchase and replacement of 20 additional buses for FY17.

As the transit agency enters into FY16, its activities will occur against the backdrop of an economy gaining momentum after the Great Recession. Federal debate over a long-term-year transportation authorization bill will be crucial, as the current bill will expire prior to the close of FY15. State funding for transportation remains relatively flat. However, at the local level the region's Metropolitan Planning Organization will hold Regional Measure 2 funding for the Rapid, derived from bridge toll fees, in reserve until the Rapid performance is corrected. This is a sign of the times in which public transit must focus on improved performance or anticipate a reduction in funding. This hurdle, and the expiration of a non-reoccurring grant, is tempered by the approval of Measure BB, which will provide critical transportation funds well into the future.

Fiscal Year 2015 Goals

FY15 marks the ninth year of operations guided through the use of the Wheels Strategic Plan. 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. Here's the goals and strategies and projects for FY16 as reviewed by the Board of Directors:

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 and participate in BART to Livermore project.
- (5) Explore innovative fare policies and pricing options
- (6) Provide routes and services to promote mode shift from personal car to public transit.

Goal: Marketing and Public Awareness

Strategies:

- (1) Continue to build the Wheels brand image, identity, and value
- (2) Improve the public image and awareness of Wheels
- (3) Increase two-way communication between Wheels and its customers
- (4) Increase ridership, particularly the Rapid, to fully attain benefits achieved through optimum utilization of our transit system.
- (5) Promote Wheels to new businesses and residents

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

Goal: Regional Leadership

Strategies:

- (1) Advocate for local regional, state, and federal policies that support 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

Goal: Organizational Effectiveness

Strategies:

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

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

ECONOMIC CONDITION AND OUTLOOK

The Livermore Amador Valley, also called the Tri-Valley, is located on the eastern edge of Alameda County, the seventh largest county in California. The cities of Livermore, Dublin and Pleasanton surpassed 200,000 total residents according to 2010 Census data. According to the Metropolitan Transportation Commission's (MTC) 2040 Plan Bay Area Transportation Plan released in 2013, the population of Alameda County is expected to grow by 32% between 2010 and 2040. Employment is projected to grow by 33%. The senior population is another area of fast growth as the Baby Boomer generation ages; between 2010 and 2040 the senior population is projected to grow 83%. The number of low-income households (defined as households with less than \$42,700 annual income in 2007 dollars) will decrease by 3% during the forecast period.¹

The Tri-Valley cities have a lower unemployment rate than other cities in Alameda County, the state, and the nation. Statistics for 2014 show that unemployment rates in Tri-Valley cities are: Dublin – 3.5%, Livermore – 4.1%, and Pleasanton – 3.2%, compared to the county-wide figure of 4.2%.² The percentage of unemployed residents has declined since 2010.

At the end of FY 2009, in the face of the economic recession and declining revenues, the Authority reduced service by 25% and immediately saw a decrease in ridership of approximately the same percentage. Since then the Agency has made efforts to gradually restore service hours and is conducting a comprehensive operations analysis for potential changes in service during FY16/FY17. For FY 2016 the Agency will provide 141,200 fixed route service hours and 45,996 paratransit trips. The challenge for the Authority moving forward will be to retain current riders and service levels and continue to plan services that appeal to a market beyond the transit-dependent population and attracting a greater share of “choice” riders.

AWARDS AND ACKNOWLEDGEMENTS

Awards

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Livermore Amador Valley Transit Authority for its comprehensive annual financial report for the fiscal year ended June 30, 2014. This was the nineteenth consecutive year that the Authority has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government entity must publish an easily readable and efficiently organized Comprehensive Annual Financial Report. This Report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current Comprehensive Annual Financial Report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

¹ Source: Travel Forecasts Data Summary, 2040 Plan Bay Area Transportation Plan for the San Francisco Bay Area, July 2013

² Source: Employment Development Department, Monthly Labor Force Data for Cities and Census Designated Places (CDP), September 2015 - Preliminary

Acknowledgments

The preparation of this report required the dedicated efforts of the Authority's staff. We also gratefully recognize Maze & Associates for their timely audit and expertise on the preparation of this Comprehensive Annual Financial Report. Finally, we would like to thank the Board of Directors for its commitment and support in the development of a strong financial system.

Executive Director

Director of Administrative Services

Michael Tree

Beverly Adamo

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

PRINCIPAL OFFICIALS

June 30, 2015

Board of Directors

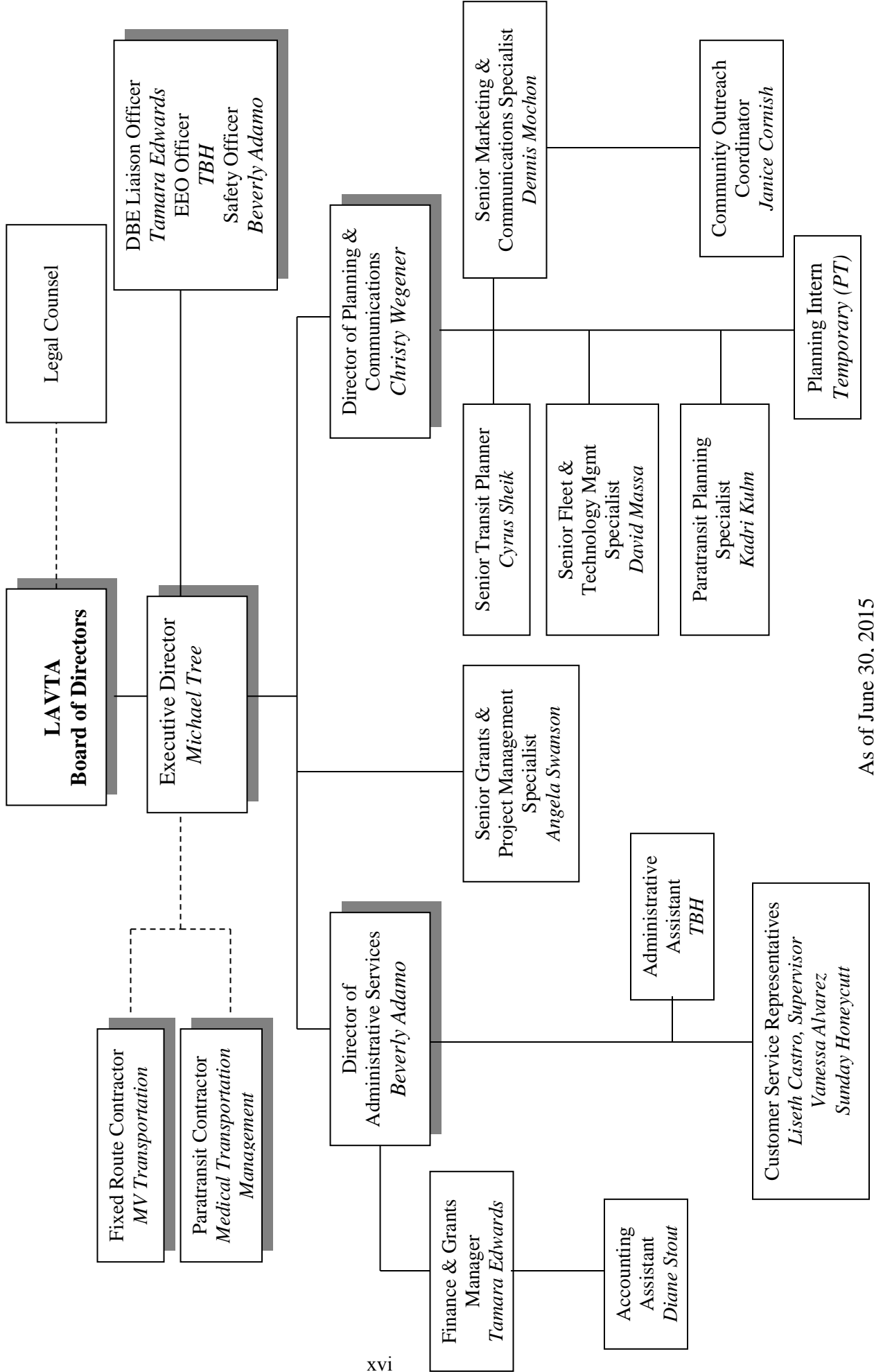
Chair	Scott Haggerty, Supervisor, Alameda County
Vice Chair.....	Don Biddle, Councilmember, City of Dublin
Member	Karla Brown, Vice Mayor, City of Pleasanton
Member	Jerry Pentin, Councilmember, City of Pleasanton
Member	David Haubert, Mayor, City of Dublin
Member	Laureen Turner, Vice Mayor, City of Livermore
Member	Steven Spedowfski, Councilmember, City of Livermore

Staff

Executive Director	Michael Tree
Director of Administrative Services	Beverly Adamo
Director of Planning & Communications.....	Christy Wegener
Finance & Grants Manager	Tamara Edwards
Senior Transit Planner	Cyrus Sheik
Senior Marketing & Communications Specialist	Dennis Mochon
Senior Fleet & Technology Management Specialist	David Massa
Paratransit Planner	Kadri Kulm
Senior Grants & Project Management Specialist	Angela Swanson
Accounting Assistant.....	Diane Stout
Administrative Assistant	Vacant as of May 23, 2015
Community Outreach Coordinator	Janice Cornish
Customer Service Supervisor	Liseth Castro
Customer Service Representative.....	Sunday Honeycutt
Customer Service Representative.....	Vanessa Moreno

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Organizational Chart





Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

**Livermore/Amador Valley
Transit Authority, California**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

June 30, 2014

Executive Director/CEO

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INDEPENDENT AUDITOR'S REPORT

To the Honorable Members of the Board of Directors
Livermore Amador Valley Transit Authority
Livermore, California

Report on Financial Statements

We have audited the accompanying financial statements of each major fund of the Livermore Amador Valley Transit Authority (Authority) as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the Table of Contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of each major fund of the Authority as of June 30, 2015 and the respective changes in financial position and cash flows thereof listed as part of the basic financial statements for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Emphasis of a Matter

Management adopted the provisions of the following Governmental Accounting Standards Board Statements, which became effective during the year ended June 30, 2015 June 30, 2015 June 30, 2015 June 30, 2015 June 30, 2015 June 30, 2015 June 30, 2015 June 30, 2015 and required a prior period adjustment of Due to LTF Operating as discussed in Note 4 to the financial statements:

Statement No. 68 – *Accounting and Financial Reporting for Pensions*

Statement No. 71 – *Pension Transition for Contributions Made Subsequent to the Measurement Date*

The emphasis of this matter does not constitute a modification to our opinion.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that Management's Discussion and Analysis and other Required Supplementary Information be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements as a whole. The Introductory Section, Supplementary Information, and Statistical Section as listed in the Table of Contents are presented for purposes of additional analysis and are not required parts of the basic financial statements.

The Supplementary Information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

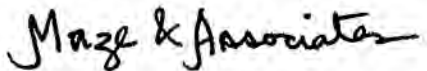
The Introductory and Statistical Sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 17, 2015, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Report on Summarized Comparative Information

We have previously audited the Authority's 2014 financial statements, and we expressed an unmodified audit opinion on those audited financial statements in our report dated October 8, 2014. In our opinion, the summarized comparative information as of and for the year ended June 30, 2014 is consistent, in all material respects, with the audited financial statements from which it has been derived.



Pleasant Hill, California
November 17, 2015

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MANAGEMENT DISCUSSION AND ANALYSIS

For the Year Ended June 30, 2015

The Livermore/Amador Valley Transit Authority is required to prepare financial statements in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) beginning with the fiscal year ended June 30, 2004. GASB 34 required changes to the traditional financial statements and disclosures, and required the preparation of a Management Discussion and Analysis (MD&A)– a narrative overview and analysis of the financial activities of the Authority for each fiscal year. This MD&A is for the fiscal year ended June 30, 2015.

GASB 34 requires the format of Authority-wide financial statements, which are contained in the Financial Section of the accompanying report. These Authority-wide statements include a Statement of Net Position and a Statement of Revenues, Expenses and Changes in Net Position. The Statement of Net Position presents information on all of the Authority's assets and liabilities with the difference of the assets minus the liabilities being the Authority's net position. The Statement of Revenues, Expenses and Changes in Net Position summarizes how the Authority's net position has changed over the fiscal year.

Page references are to the attached fiscal year ended June 30, 2015 basic financial statements.

Background and Overview of the Presentation of the Financial Statements

The Authority's basic financial statements are comprised of four parts:

1. The Independent Auditor's Report
2. The Management Discussion and Analysis
3. The Basic Financial Statements
4. The Notes to the Financial Statements

1. *The Independent Auditor's Report.* This is an annual report prepared by the auditor to accompany the financial statements.

2. *Management Discussion and Analysis (MD&A).* This report accompanies the GASB34 compliant financial statements. The MD&A must include:

- A brief explanation of the presentation that makes up the basic financial statements and the relationship of one statement to another.
- Condensed financial information, allowing comparison of current and prior fiscal periods.
- Analysis of the Authority's overall financial position (Statement of Net Position), and results of operations (Statement of Revenues, Expenses and Changes in Net Position).
- Analysis of balances and transactions of major individual funds.
- Significant capital asset and long-term debt activity.

- Any facts, decisions, or conditions known at the close of audit fieldwork that is expected to have a significant effect on the financial position or results of operations.

3. *Basic Financial Statements.* The basic Authority-wide financial statements are prepared under a set of rules referred to by their regulatory identifier, GASB 34. The Authority-wide financial statements are designed to provide a broader overview of the Authority's financial position, using an accounting basis similar to the model used in prior years.

The Statement of Net Position summarizes the Authority's assets and liabilities, with the difference of the two reported as net position (rather than equity). The Statement of Net Position is designed to provide information about the financial position of the Authority as a whole, including all of its capital assets and long-term liabilities, on a full accrual basis of accounting, similar to the accounting model used by private sector firms. Over time, increases or decreases in net position could serve as an indication of whether the overall financial position of the Authority is stable.

The following table summarizes the net position of governmental activities as of June 30, 2015 and June 30, 2014:

Table 1

Statement of Net Position	6/30/2015	6/30/2014
ASSETS		
Cash and investments	\$9,173,259	\$4,729,061
Receivables	1,196,840	2,092,802
Non-current assets	<u>38,592,234</u>	<u>41,783,851</u>
Total assets	<u>48,962,333</u>	<u>48,605,714</u>
DEFERRED OUTFLOWS		
Pension related	<u>174,005</u>	<u>0</u>
LIABILITIES		
Accounts/Claims payable	1,804,427	1,002,819
Due to LTF	8,234,284	6,061,016
Net Pension Liability	<u>617,185</u>	<u>0</u>
Total liabilities	<u>10,655,896</u>	<u>7,063,835</u>
DEFERRED INFLOWS		
Pension related	<u>235,023</u>	<u>0</u>
NET POSITION		
Investment in capital assets	<u>38,245,419</u>	<u>41,541,879</u>
Total restricted net position	<u>38,245,419</u>	<u>41,541,879</u>

Assets

Total assets amounted to \$48,962,333 consisting of \$10,370,099 in current assets such as cash and accounts receivable, and \$38,592,234 in OPEB asset and capital assets, primarily vehicles and facilities including furnishings and equipment. Notes 2 and 4 further describe Cash and Investments and Capital Assets. In the fiscal year ended June 30, 2015 the capital projects below were ongoing:

Bus Shelters and Stops

The Authority is in the process of repairing, renovating, and improving the older bus shelters within the system.

Liabilities

Liabilities totaled \$10,655,896 consisting primarily of accounts payable and money due to the LTF. Local Transportation Funds are held at the county and are available to the Authority for future capital and operating needs. The legislated requirement that all Local Transportation Funds be held at the county on behalf of the Authority causes the agency's financial position to look weaker than it would if those reserves were included in the agency's assets. At fiscal year end the agency had an estimated \$9,098,159 in reserves.

Net Position

Change of Net Position was (\$3,296,460) this decrease in net position is due to depreciation on existing capital assets in excess of addition to capital assets.

The Statement of Revenues, Expenses and Change in Net Position provides information about the Authority's revenues and expenses on the full accrual basis, with an emphasis on measuring the net revenues or expenses for each of the Authority's main activities. The Statement of Revenues, Expenses and Change in Net Position explains in detail the change in net position for a given year. The amounts in the Statement of Revenues, Expenses and Change in Net Position represent two programs: fixed route and paratransit. The Basic Financial Statements divide all revenues and expenses by program. The analysis in this discussion applies to both programs.

The following table summarizes the Statement of Revenues, Expenses and Change in Net Position, or the change in net position of governmental activities, for the year ended June 30, 2015 and June 30, 2014:

Table 2
Statement of Revenues, Expenses and Change in Net Position

	Year Ending 6/30/2015	Year Ending 6/30/2014
EXPENSES		
Expenses, non-capital		
Board of Directors	\$13,900	\$15,000
Executive Director	267,874	301,175
Administrative Services	1,463,419	1,487,766
Planning	549,575	484,615
Marketing	308,716	320,775
Operations	<u>11,764,743</u>	<u>11,818,800</u>
Total Expenses, non-capital	<u>14,368,227</u>	<u>14,428,131</u>
Expenses, capital		
Depreciation	<u>3,593,338</u>	<u>3,554,273</u>
Total Expenses, capital	<u>3,593,338</u>	<u>3,554,273</u>
Total expenses	<u>17,961,565</u>	<u>17,982,404</u>
REVENUES		
Program operating revenues:		
Fare and contract revenues	\$2,253,853	\$2,206,694
Advertising and ticket concessions	<u>307,378</u>	<u>245,295</u>
Total operating revenues	<u>2,561,231</u>	<u>\$2,451,989</u>
Non-operating revenues, non-capital:		
Operating grants and contributions	<u>11,806,996</u>	<u>11,976,142</u>
Total non-capital revenues	<u>14,368,227</u>	<u>14,428,131</u>
Net Loss Before Capital Contributions	(3,593,338)	(3,554,273)
Non-operating revenues, capital		
Gain (Loss) on Disposal of Equipment	<u>(153,065)</u>	<u>(14,718)</u>
Total Gain (Loss)	<u>(153,065)</u>	<u>(14,718)</u>
Net non-operating revenues before capital contributions (grants)	<u>11,653,931</u>	<u>11,961,5424</u>
Capital grants, net		
Total capital grants, net	<u>449,943</u>	<u>1,672,962</u>
Total revenues	<u>\$14,818,170</u>	<u>\$16,101,093</u>
CHANGE IN NET POSITION	(3,296,460)	(1,896,029)
Net Position, beginning	<u>41,541,879</u>	<u>43,437,908</u>
Net Position, ending	<u>38,245,419</u>	<u>41,541,879</u>

Expenses

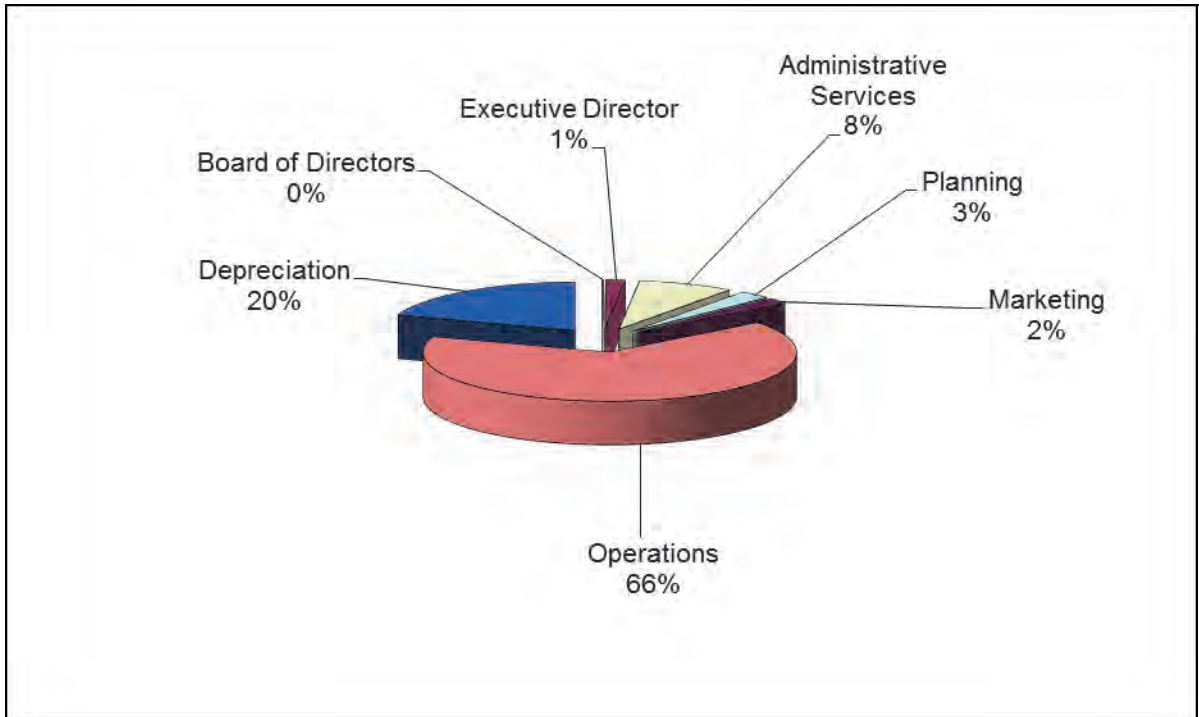
Total expenses including depreciation (which was \$3,593,338) were \$17,961,565 in the fiscal year ending June 30, 2015. Adjusting for depreciation this was a .42% decrease over the prior year. The decrease in expenses was driven by a number of minor factors.

Expenses, excluding depreciation, are sorted by department. A brief description of each department's function is as follows:

- *Board of Directors* All the costs associated with the Board of Directors including their stipends and professional development expenses are charged to this department.
- *Executive Director* The Executive Director is responsible for the general supervision of the administration of the transit system. All costs associated with this position are accounted for in this cost center. The majority of the expenses charged to this department are the Executive Director's salary and benefits.
- *Administrative Services* Specific department responsibilities include: preparation of operating and capital budgets; financial reporting and analysis; oversight of all financial and compliance audits and preparation of the Comprehensive Annual Financial Report (CAFR); human resources management; procurement oversight; administration of federal, state, and local operating and capital grants; securing federal, state and local grants, monitoring of Authority's comprehensive insurance program; fixed asset management; facilities maintenance; fare and revenue collection; customer service, and general office administration. Significant costs charged to this department are salary and benefits for the eight accounting, grants, administrative and customer service positions, as well as utilities and facility maintenance expenses.
- *Planning* This department plans, organizes, directs, and implements the Authority's short and long-range planning programs. This department is also responsible for transit development functions including capital improvement programs, route planning and scheduling, collection and evaluation of operations data, oversight of information technology support, implementation and monitoring of ADA services. Primary costs in this department are for salary and benefits for four positions.
- *Marketing* The Marketing Department is responsible for planning, organizing, directing, and implementing the Authority's marketing and community outreach programs. In addition to salary and benefits for two employees all printing, advertising, and outside marketing services are charged to this department.
- *Operations* This department is responsible for operating and maintaining fixed route, and Dial-A-Ride paratransit service. Fixed Route services are currently provided under contract by MV Transportation, Inc., and Dial-a-Ride is provided under contract with Medical Transportation Management, both are private transit services providers. In addition to the cost of purchased transportation, liability insurance, and fuel are significant costs attributed to this department.

- *Depreciation* is the final category of expenses. This is the current year depreciation on existing capital assets calculated on a straight-line basis.

A historical comparison of expenses by department is also included in the statistical section of this report. Below are the percentages by department for the fiscal year ending June 2015.



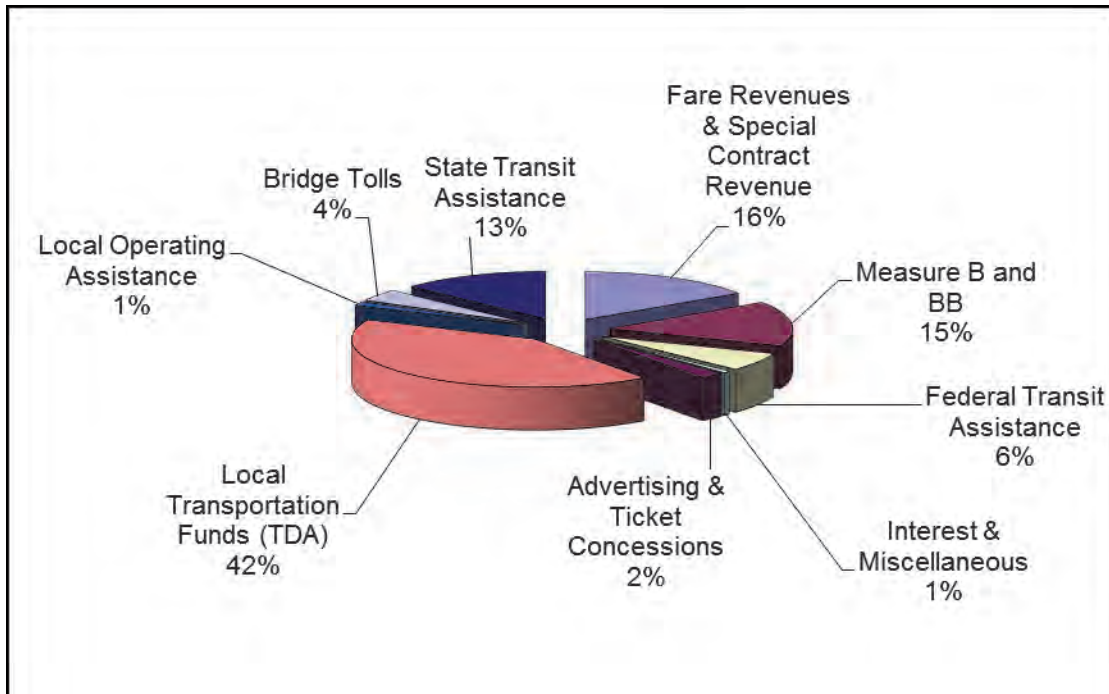
Revenues

The Authority's primary source of operating revenue is Transportation Development Act (TDA) Article 4.0 and 4.5 funds. In FY15, TDA accounted for 42% of total operating revenue. The rest of the revenue is comprised of Federal Transit Assistance, Passenger Fares, State Transit Assistance, Measures B, and BB, Bridge Tolls, Advertising and Ticket Concessions, and Interest.

Federal operating funds accounted for \$894,942 or 6% of the total; this is a decrease over the prior year.

Revenue generated from operations (farebox, contract, and advertising revenues) increased slightly from the prior year.

The statistical section of this report presents all the revenue sources by year for the previous ten years. Below are percentages by funding source for the fiscal year ending June 2015.



Capital Contributions

Capital contributions in the fiscal year ending June 2015 were \$449,943 which is a decrease over the capital contributions for the fiscal year ending June 30, 2014 of \$1,672,962. The decrease in capital contributions is attributed to the decrease in capital spending, brought on by the gearing up for a major bus purchase in FY16.

4. Notes to the Financial Statements

The notes provide additional information that is important to a full understanding of the data provided in the Authority-wide, and the traditional fund-based, financial statements.

Finally, there were no facts, decisions, or conditions known at the close of fieldwork that are expected to have a significant effect on the financial position or results of operations.

Contacting Authority Management

These Basic Financial Statements are intended to provide citizens, taxpayers, investors, and creditors with a general overview of the Authority's finances. Questions about this Report should be directed to the Authority, at Livermore Amador Valley Transit Authority, 1362 Rutan Court, Suite 100, Livermore, CA 94551.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF NET POSITION
JUNE 30, 2015
WITH SUMMARIZED TOTALS AS OF JUNE 30, 2014

	2015			2014 Totals
	Fixed Route Program	Paratransit Program	Totals	
ASSETS				
Current Assets				
Cash and investments (Note 2)	\$9,107,341	\$65,918	\$9,173,259	\$4,729,061
Receivables:				
Accounts	509,657	141,737	651,394	966,056
Capital grants	466,731		466,731	949,234
Prepaid expenses	78,595	120	78,715	177,512
Total current assets	<u>10,162,324</u>	<u>207,775</u>	<u>10,370,099</u>	<u>6,821,863</u>
Noncurrent Assets				
OPEB Asset (Note 11)	346,815		346,815	241,972
Capital Assets (Note 4):				
Land and construction in progress	26,591,294		26,591,294	26,600,451
Depreciable assets	49,729,387	808,131	50,537,518	50,383,998
Subtotal capital assets	76,320,681	808,131	77,128,812	76,984,449
Less: accumulated depreciation	(38,090,820)	(792,573)	(38,883,393)	(35,442,570)
Capital assets, net	<u>38,229,861</u>	<u>15,558</u>	<u>38,245,419</u>	<u>41,541,879</u>
Total noncurrent assets	<u>38,576,676</u>	<u>15,558</u>	<u>38,592,234</u>	<u>41,783,851</u>
Total Assets	<u>48,739,000</u>	<u>223,333</u>	<u>48,962,333</u>	<u>48,605,714</u>
DEFERRED OUTFLOWS OF RESOURCES				
Pension related (Note 9)	174,005		174,005	
LIABILITIES				
Current Liabilities				
Accounts payable and accrued liabilities	320,633	207,775	528,408	508,856
Claims payable (Note 1E)	130,058		130,058	171,535
Total current liabilities	450,691	207,775	658,466	680,391
Noncurrent Liabilities				
Unearned revenues (Note 7)	1,145,961		1,145,961	322,428
Due to LTF Operating (Note 5)	8,234,284		8,234,284	6,061,016
Net pension liability (Note 9)	617,185		617,185	
Total noncurrent liabilities	<u>9,997,430</u>		<u>9,997,430</u>	<u>6,383,444</u>
Total Liabilities	<u>10,448,121</u>	<u>207,775</u>	<u>10,655,896</u>	<u>7,063,835</u>
DEFERRED INFLOWS OF RESOURCES				
Pension related (Note 9)	235,023		235,023	
NET POSITION				
Net investment in capital assets (Note 8)	38,229,861	15,558	38,245,419	41,541,879
Total Net Position	<u>\$38,229,861</u>	<u>\$15,558</u>	<u>\$38,245,419</u>	<u>\$41,541,879</u>

See accompanying notes to basic financial statements

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2015
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2014

	2015			2014 Totals
	Fixed Route Program	Paratransit Program	Totals	
PROGRAM OPERATING REVENUES				
Fare revenues	\$1,781,547	\$174,870	\$1,956,417	\$1,887,365
Special contract revenue	268,485	28,951	297,436	319,329
Advertising and ticket concessions	307,378		307,378	245,295
Total program operating revenues	2,357,410	203,821	2,561,231	2,451,989
PROGRAM OPERATING EXPENSES				
Board of Directors	13,205	695	13,900	15,000
Executive Director	267,874		267,874	301,175
Administrative services	1,451,121	12,298	1,463,419	1,487,766
Planning	413,713	135,862	549,575	484,615
Marketing	308,150	566	308,716	320,775
Operations	10,279,010	1,485,733	11,764,743	11,818,800
Depreciation (Note 4)	3,552,630	40,708	3,593,338	3,554,273
Total program operating expenses	16,285,703	1,675,862	17,961,565	17,982,404
PROGRAM OPERATING LOSS	(13,928,293)	(1,472,041)	(15,400,334)	(15,530,415)
NON-OPERATING REVENUES (EXPENSES)				
Interest and miscellaneous	90,673		90,673	58,918
Local Transportation Funds 4.0	5,168,806	709,263	5,878,069	4,023,834
Local Transportation Funds 4.5		123,138	123,138	110,519
State Transit Assistance	1,802,747	74,130	1,876,877	1,742,123
Local Operating Assistance	176,611		176,611	36,347
FTA operating assistance	579,080	315,862	894,942	3,306,883
Local Sales Tax/Measure B and BB funds:				
Allocations	851,519	158,020	1,009,539	969,687
Measure B grants	1,000,000		1,000,000	1,000,000
Measure BB grants	125,391	50,920	176,311	
Bridge tolls	580,836		580,836	727,831
Loss on disposal of equipment	(153,065)		(153,065)	(14,718)
Net non-operating revenues, before capital contributions (grants)	10,222,598	1,431,333	11,653,931	11,961,424
Capital contributions (grants) (Note 7):				
FTA capital assistance	86,710		86,710	403,473
Local Transportation Funds 4.0	213,514		213,514	731,653
State Bond Fund - Prop 1B	111,868		111,868	537,063
Bridge tolls	37,851		37,851	773
Total capital contributions (grants)	449,943		449,943	1,672,962
Net non-operating revenues and contributions	10,672,541	1,431,333	12,103,874	13,634,386
Change in net position	(3,255,752)	(40,708)	(3,296,460)	(1,896,029)
NET POSITION,				
Beginning of Year	41,485,613	56,266	41,541,879	43,437,908
End of Year	<u>\$38,229,861</u>	<u>\$15,558</u>	<u>\$38,245,419</u>	<u>\$41,541,879</u>

See accompanying notes to basic financial statements

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2015
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2014

	2015			2014 Totals
	Fixed Route Program	Paratransit Program	Totals	
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	\$2,696,745	\$113,732	\$2,810,477	\$2,932,266
Payments to vendors	(11,340,293)	(1,526,698)	(12,866,991)	(13,671,204)
Payments to and on behalf of employees	(1,415,621)	(113,586)	(1,529,207)	(1,687,028)
Net cash provided (used) by operating activities	<u>(10,059,169)</u>	<u>(1,526,552)</u>	<u>(11,585,721)</u>	<u>(12,425,966)</u>
CASH FLOWS FROM INVESTING ACTIVITIES				
Interest on investments	<u>90,673</u>		<u>90,673</u>	<u>58,918</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Local Transportation Funds 4.0	8,085,693	709,263	8,794,956	5,768,132
Local Transportation Funds 4.5		123,138	123,138	110,519
State Transit Assistance	1,802,747	74,130	1,876,877	1,742,123
TFCA	176,611		176,611	36,347
FTA operating assistance	579,080	315,862	894,942	3,306,883
Local sales tax/Measure B and BB funds	1,976,910	208,940	2,185,850	1,969,687
Bridge tolls	<u>580,836</u>		<u>580,836</u>	<u>727,831</u>
Net cash provided by noncapital and financing activities	<u>13,201,877</u>	<u>1,431,333</u>	<u>14,633,210</u>	<u>13,661,522</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Purchase of capital assets	(449,943)		(449,943)	(1,672,962)
Capital grants received:				
FTA capital assistance	119,315		119,315	1,115,994
Local Transportation Funds 4.0	767,346		767,346	30,668
State Transit Assistance	45,785		45,785	(45,785)
State Bond Fund - Prop 1B	823,533		823,533	537,063
Unearned revenue and interest collected (returned) to FTA				(221,425)
Bridge Tolls				<u>33,255</u>
Net cash provided (used) by capital and related financing activities	<u>1,306,036</u>		<u>1,306,036</u>	<u>(223,192)</u>
NET CASH FLOWS	4,539,417	(95,219)	4,444,198	1,071,282
CASH AND INVESTMENTS AT BEGINNING OF YEAR	<u>4,567,924</u>	<u>161,137</u>	<u>4,729,061</u>	<u>3,657,779</u>
CASH AND INVESTMENTS AT END OF YEAR	<u><u>\$9,107,341</u></u>	<u><u>\$65,918</u></u>	<u><u>\$9,173,259</u></u>	<u><u>\$4,729,061</u></u>
Reconciliation of operating loss to net cash provided (used) by operating activities:				
Operating loss	(\$13,928,293)	(\$1,472,041)	(\$15,400,334)	(\$15,530,415)
Adjustments to reconcile operating loss to net cash provided by operating activities:				
Depreciation	3,552,630	40,708	3,593,338	3,554,273
Increase (decrease) in:				
Accounts receivable	404,751	(90,089)	314,662	480,277
Prepaid expenses	98,792	5	98,797	(30,788)
OPEB Asset	(104,843)		(104,843)	(114,484)
Accounts payable	24,687	(5,135)	19,552	(833,635)
Claims payable	(41,477)		(41,477)	48,806
Net pension liability, related deferred inflows, net of deferred outflow	<u>(65,416)</u>		<u>(65,416)</u>	
Net cash provided (used) by operating activities	<u><u>(\$10,059,169)</u></u>	<u><u>(\$1,526,552)</u></u>	<u><u>(\$11,585,721)</u></u>	<u><u>(\$12,425,966)</u></u>

See accompanying notes to basic financial statements

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. General

Livermore/Amador Valley Transit Authority (Authority), which was established in 1985, is a Joint Powers Agency formed by the County of Alameda, and the Cities of Dublin, Livermore and Pleasanton to provide transportation services within the Cities' limits and portions of the unincorporated County. The Authority is doing business under the name of "Wheels" and operates two transportation programs:

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

Paratransit Program - The Authority operates a "dial-a-ride" program for disabled persons pursuant to requirements of the Americans With Disability Act (ADA).

None of these operations generate sufficient fares, special contract, advertising and ticket concessions revenues to cover the operating expenses. Expenses incurred in excess of these revenues, interest and other revenues are reimbursed with grant funds. The programs are subsidized by the Metropolitan Transportation Commission, which is the regional coordinating agency for State of California Transportation Development Act grants and the United States Department of Transportation with Federal Transit Administration Grants.

Capital and planning grants are reimbursement based. Operating grants are advanced quarterly and/or monthly based on reserves; any grant funds received in excess of operating expenses, net of other revenues, must be returned to the grantor.

The following is a summary of significant accounting policies of the Authority, which conform with generally accepted accounting principles applicable to governments in the United States of America.

B. Fund Accounting

The Authority is accounted for as an enterprise fund. This fund is a set of self-balancing accounts, which comprise its assets, liabilities, net position, revenues and expenses.

C. Basis of Accounting

Basis of accounting refers to when revenues and expenses are recognized. The Authority is accounted for using the accrual basis of accounting, under which revenues are recognized when they are earned and expenses are recognized when they are incurred. The Authority follows Governmental Accounting Standards Board Statements.

Non-exchange transactions, in which the Authority gives or receives value without directly receiving or giving equal value in exchange, include taxes, grants, entitlements, and donations. On an accrual basis, revenue from grants, entitlements, and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Basis of Presentation

The Authority's Basic Financial Statements are prepared in conformity with accounting principles generally accepted in the United States of America. The Government Accounting Standards Board is the acknowledged standard setting body for establishing accounting and financial reporting standards followed by governmental entities in the U.S.A.

The Authority reports the following major proprietary (enterprise) funds:

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

Paratransit Program - The Authority operates a "dial-a-ride" program for disabled persons pursuant to requirements of the Americans With Disability Act (ADA).

Proprietary funds distinguish *operating* revenues and expenses from *nonoperating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operation. The principal operating revenues of the Authority are charges to customers for farebox revenues. The Authority's *operating* revenues, such as charges for services, result from exchange transactions associated with the principal activity of the Authority. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

E. Risk Management

The Authority requires its operations contractor to provide general liability coverage and workers compensation coverage for its employees. The Authority also provides unemployment benefits to terminated employees in accordance with state law. The Authority has a commercial insurance policy for workers compensation coverage of its employees. The Authority has no deductible for this coverage.

On May 1, 2000, the Authority became a member of the California Transit Insurance Pool (CALTIP), a joint powers authority that provides annual general liability and physical damage coverage up to \$10,000,000. The Authority has a \$25,000 deductible for general liability claims, a \$5,000 deductible for physical damage claims on vehicles valued over \$50,000 and a \$2,500 deductible for physical damage claims on vehicles with a value less than \$50,000.

CALTIP is governed by a board consisting of representatives from member municipalities. The board controls the operations of CALTIP, including selection of management and approval of operating budgets, independent of any influence by member municipalities beyond their representation on the Board.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The Authority's premiums are based upon the following factors: claims history, total payroll, the Authority's exposure, the results of an on-site underwriting inspection, total insurable values, and employee classification ratings. Actual surpluses or losses are shared according to a formula developed from overall loss costs and spread to member entities on a percentage basis after a retrospective rating which generally occurs in the third year after the completion of the program year.

Claims payable activity is presented below. The outstanding balance is expected to be paid within the next fiscal year.

	2014-2015	2013-2014
Balance, July 1	\$171,535	\$122,729
Net change in liability for claims and claims paid but not reported	344,954	356,368
Claims paid	(386,431)	(307,562)
Balance, June 30	\$130,058	\$171,535

Settlements have not exceeded insurance coverage in the past three years.

F. Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles (GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

G. Deferred Inflow/Outflow of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows or resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position or fund balance that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expenses/expenditure) until then.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows or resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position or fund balance that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 2 - CASH AND INVESTMENTS

Cash and investments as of June 30, 2015 consist of the following:

Local Agency Investment Fund	\$2,140,405
Cash in bank	6,809,689
Cash on hand	740
Cash held by CalTIP	222,425
Total Cash and Investments	\$9,173,259

A. *Investments Authorized by the Authority's Investment Policy*

The Authority's investment policy only authorizes investment in the local government investment pool administered by the State of California (LAIF). The Authority's investment policy does not contain any specific provisions intended to limit the Authority's exposure to interest rate risk, credit risk, and concentration of credit risk.

B. *Interest Rate Risk*

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value is to changes in market interest rates.

The Authority is a participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The Authority reports its investment in LAIF at the fair value amount provided by LAIF, which is the same as the value of the pool share. The balance available for withdrawal on demand is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. Included in LAIF's investment portfolio are collateralized mortgage obligation, mortgage-backed securities, other asset-backed securities, loans to certain state funds, and floating rate securities issued by federal agencies, government-sponsored enterprises, United States Treasury Notes and Bills, and corporations. At June 30, 2015, these investments matured in an average of 239 days.

The Authority adjusts the carrying value of its investments to reflect their fair market value at each fiscal year end, and it includes the effects of these adjustments in interest income for that fiscal year.

C. *Credit Risk*

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. LAIF does not have a rating provided by a nationally recognized statistical rating organization.

D. *Concentration of Credit Risk*

The investment policy of the Authority contains no limitations on the amount that may be invested in any one issuer beyond that stipulated by the California Government Code.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 3 - CAPITAL ASSETS

Capital assets are recorded at cost and depreciated over their estimated useful lives. The Authority's policy is to capitalize all assets when costs exceed \$5,000. The purpose of depreciation is to spread the cost of capital assets over the life of these assets. The amount charged to depreciation expense each year represents that year's pro rata share of the cost of capital assets.

Depreciation of all capital assets is charged as an expense against operations each year and the total amount of depreciation taken over the years, called accumulated depreciation, is reported on the balance sheet as a reduction in the book value of the capital assets.

Depreciation of capital assets in service is provided using the straight line method which means the cost of the asset is divided by its expected useful life in years and the result is charged to expense each year until the asset is fully depreciated. The Authority has assigned the useful lives as follows: Facilities - 30 years, Vehicles - 2-12 years, and Equipment - 5-10 years.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 3 - CAPITAL ASSETS (Continued)

Capital assets comprised the following at June 30, 2015:

	Balance June 30, 2014	Additions / Adjustments	Retirements	Transfers	Balance June 30, 2015
Fixed Route:					
Capital assets not being depreciated:					
Land	\$3,973,472				\$3,973,472
Construction in Progress	22,626,979	\$231,828		(\$240,985)	22,617,822
Total capital assets not being depreciated	26,600,451	231,828		(240,985)	26,591,294
Capital assets being depreciated:					
Vehicles	35,587,860	309,537			35,897,397
Facilities	8,443,492	126,064			8,569,556
Equipment	5,430,362	23,499	(\$191,427)		5,262,434
Total capital assets being depreciated	49,461,714	459,100	(191,427)		49,729,387
Less accumulated depreciation for:					
Vehicles	(24,219,279)	(3,261,389)			(27,480,668)
Facilities	(5,466,366)	(242,415)			(5,708,781)
Equipment	(4,890,907)	(48,826)	38,362		(4,901,371)
Total accumulated depreciation	(34,576,552)	(3,552,630)	38,362		(38,090,820)
Total depreciable assets	14,885,162	(3,093,530)	(153,065)		11,638,567
Capital assets, net	\$41,485,613	(\$2,861,702)	(\$153,065)	(\$240,985)	\$38,229,861
Paratransit					
Capital assets being depreciated:					
Facilities	\$40,452				\$40,452
Equipment	114,153		(\$114,153)		
Vehicles	767,679				767,679
Total capital assets being depreciated	922,284		(114,153)		808,131
Less accumulated depreciation for:					
Facilities	(21,783)	(\$3,112)			(24,895)
Equipment	(119,944)	5,791	114,153		
Vehicles	(724,291)	(43,387)			(767,678)
Total accumulated depreciation	(866,018)	(40,708)	114,153		(792,573)
Total depreciable assets	56,266	(40,708)			15,558
Capital assets, net	\$56,266	(\$40,708)			\$15,558
Total					
Land and Construction in Progress	\$26,600,451	\$231,828		(\$240,985)	\$26,591,294
Depreciable Assets:					
Cost	50,383,998	459,100	(\$305,580)		50,537,518
Less accumulated depreciation for:	(35,442,570)	(3,593,338)	152,515		(38,883,393)
Net	14,941,428	(\$3,134,238)	(\$153,065)		11,654,125
All Capital Assets, net	\$41,541,879				\$38,245,419

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 4 – OPERATING GRANTS

Under the State Transportation Development Act (the Act), the Metropolitan Transportation Commission (MTC) allocates funds from the County Local Transportation Fund (LTF) based on the Authority’s available balance determined at the beginning of each fiscal year and the amount that the Authority requests through an annual claim process. At June 30, 2015, the MTC had unallocated balances not yet granted to the Authority, which are available to fund the Authority’s future operating and capital needs. 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. A summary of these unallocated balances as of June 30, 2015 follows:

Source	Unallocated Balances
Transportation Development Act Funds	\$7,989,391
State Transit Assistance Funds:	
Revenue Based Funds	258,232
Population Based Funds	850,536
Total Unallocated Local Transportation Funds	\$9,098,159

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 4 – OPERATING GRANTS (Continued)

The Authority’s operating needs are determined as set forth below, by adjusting operating losses for certain items and adding back grant funding. MTC allocates State Transit Assistance, Article 4.0 and Article 4.5 funds to cover remaining net operating expenses. Under the Act, Article 4.0 funds may be used to cover Fixed Route Program and Paratransit Program expenses; Article 4.5 funds may only be used to cover Paratransit Program expenses. Unexpended grant funds at June 30, 2015 are calculated as follows:

Fiscal 2015 unexpended funds:	<u>Fixed Route Program</u>	<u>Paratransit Program</u>	<u>Total</u>
Operating loss	(\$13,928,293)	(\$1,472,041)	(\$15,400,334)
Add back:			
Depreciation	3,552,630	40,708	3,593,338
Interest and miscellaneous	90,673		90,673
Net operating expenses reimbursable by grants	<u>(10,284,990)</u>	<u>(1,431,333)</u>	<u>(11,716,323)</u>
Grants:			
County Measure B Grants	1,851,519	158,020	2,009,539
County Measure BB Grants	125,391	50,920	176,311
Local Operating Assistance	176,611		176,611
Bridge Tolls	580,836		580,836
Federal Transportation Administration:			
Operating Assistance	579,080	315,862	894,942
Net Operating Expenses reimbursable by LTF and STA funds	(6,971,553)	(906,531)	(7,878,084)
State Transit Assistance Receipts	1,802,747	74,130	1,876,877
LTF Receipts:			
Article 4.0	8,085,693	709,263	8,794,956
Article 4.5		123,138	123,138
Due to LTF - fiscal year 2014/2015	2,916,887		2,916,887
Due to LTF - beginning of year	6,061,016		6,061,016
Prior Period Adjustment - Implementation of GASB 68	(743,619)		(743,619)
Due to LTF - end of year	<u>\$8,234,284</u>		<u>\$8,234,284</u>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 4 – OPERATING GRANTS (Continued)

Management adopted the provisions of the following Governmental Accounting Standards Board (GASB) Statements, which became effective during the fiscal year ended June 30, 2015:

GASB Statement No. 68 – In June 2012, GASB issued Statement No. 68, *Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27*. The intension of this Statement is to improve the decision-usefulness of information in employer and governmental non-employer contributing entity financial reports and enhance its value for assessing accountability and inter-period equity by requiring recognition of the entire net pension liability and a more comprehensive measure of pension expense.

GASB Statement No. 71 – In 2014, GASB issued Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement No. 68*. The intension of this Statement is to eliminate the source of a potential significant understatement of restated beginning net position and expense in the first year of implementation of Statement 68 in the accrual-basis financial statements of employers and non-employer contributing entities.

The implementation of the above Statements required the Authority to make a prior period adjustment to Due to LTF Operating in the amount of \$743,619. See Note 5 for additional information.

All unexpended assets are reported as Due to LTF Operating. Accordingly the prior year balance has been adjusted due to the implementation of GASB 68, which affects costs of operating and LTF operating revenues.

NOTE 5 - PARATRANSIT OPERATING GRANT LIMITATIONS

A. General

In addition to the calculations discussed in Note 5, two additional calculations for the Paratransit Program are required by MTC to determine eligibility and the amount, if any, that should be paid back to the County. The two calculations consist of a local match requirement of 10% and an eligibility requirement, as set forth below.

B. Local Match Requirement

Transit agencies are normally required to generate local revenues in excess of ten percent of operating expenses excluding depreciation. However the Transportation Development Act exempts LAVTA from this requirement.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 5 - PARATRANSIT OPERATING GRANT LIMITATIONS (Continued)

C. Maximum Article 4.5 and Measure B Eligibility

Alameda County Measure B funds and Article 4.5 funds are limited to a maximum eligibility amount, which is calculated as follows:

	2015	2014
Operating expenses excluding depreciation	\$1,635,154	\$1,365,572
Less:		
Actual passenger fare revenues	(174,870)	(163,730)
Special contract revenue	(28,951)	(33,244)
Measure B GAP grant programs		
Article 4.0 LTF revenues	(709,263)	(519,139)
Maximum eligibility	\$722,070	\$649,459

The amount, if any, due to Alameda County is computed as follows:

Maximum eligibility	\$722,070	\$649,459
Less:		
Article 4.5 LTF revenues	(123,138)	(110,519)
State Transit Assistance	(74,130)	(72,846)
FTA operating assistance	(315,862)	(312,968)
Local sales tax/Measure B funds	(158,020)	(153,126)
Local sales tax/Measure BB funds	(50,920)	
Deficit (surplus) of Measure B revenue over maximum eligibility	\$0	\$0

D. Article 4.5 and STA Funds to be Returned

The amount due to LTF is the difference between maximum eligibility and the total of TDA Article 4.5 revenues, if the total is greater than maximum eligibility.

	2015	2014
Maximum eligibility computed above	\$722,070	\$649,459
Total TDA Article 4.5 revenues	\$123,138	\$110,519
Amount, if any, to be returned to LTF	\$0	\$0
Amount, if any, to be returned to Alameda County	\$0	\$0

State Transit Assistance received by the Authority amounted to \$1,807,742 during fiscal year 2014-2015, which was expended for operating expenses of the Fixed Route Program.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 6 - CAPITAL GRANTS

A. Summary

The Authority's capital transactions and unexpended grant funds at June 30, 2015 are calculated as follows:

	Fixed Route Program	Paratransit Program	Total
Capital costs:			
Capital asset additions	(\$449,943)		(\$449,943)
Funding sources:			
FTA Capital Assistance	\$86,710		\$86,710
Local Transportation Fund 4.0	213,514		213,514
State Bond Fund - Prop 1B	111,868		111,868
Bridge tolls RM2	37,851		37,851
Total Funding Sources	\$449,943		\$449,943

B. Prop 1B (PTMISEA) Projects

During fiscal year 2008, the Authority had established two PTMISEA Projects which are the Bus Stop Improvements and the Route 10 Bus Rapid Transit Project. The Bus Stop Improvements Project is to improve bus stops within a quarter mile of low or very low income housing or at important life support destinations such as medical facilities, public services transportation hubs employment sites and shopping center. The Route 10 Bus Rapid Transit Project is to assist the new Route 10 line to optimize the mobility of all residents within the Cities of Livermore and Dublin to the I-580 and I-680 corridors.

A summary of the Authority's outstanding Proposition 1B revenue and expenditures for the year ended June 30, 2015 are as follows:

Project Name	Grant Amount	Interest Earned		Expended in Fiscal		Unearned Revenue
		Prior Years	2014-15	Prior Years	2014-15	
PTMISEA PROGRAMS:						
FY 15 Upgrades and Improvements	\$361,514		\$177			\$361,691
FY 15 Bus Replacement	572,778		281			573,059
FY 14 Bus Stop Repair	240,910	\$562	381	\$50,387	\$75,041	116,425
OTHER PROGRAMS:						
FY 13 Surveillance Equipment/Cameras	36,696	7	99			36,802
FY 12 Surveillance Equipment/Fleet DVRs	36,696	59	72		36,827	
FY 11 Surveillance Equipment/Fleet DVRs	36,747	99	99			36,945
Total Prop 1B	\$1,285,341	\$727	\$1,109	\$50,387	\$111,868	1,124,922
Other Unearned Revenues						21,039
Total Unearned Revenues						\$1,145,961

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 7 – NET POSITION

Net Position is the excess of all the Authority’s assets and deferred outflows over all its liabilities and deferred inflows, regardless of fund. Net Position is described as follows:

Net investment in Capital Assets describes the portion of Net Position which is represented by the current net book value of the Authority’s capital assets, less the outstanding balance of any debt issued to finance these assets.

NOTE 8 – PENSION PLANS

A. General Information about the Pension Plans

Plan Descriptions – All qualified permanent and probationary employees are eligible to participate in the Authority’s Miscellaneous Plans, cost-sharing multiple employer defined benefit pension plans administered by the California Public Employees’ Retirement System (CalPERS). Benefit provisions under the Plans are established by State statute and Authority resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees’ Retirement Law.

The Plans’ provisions and benefits in effect at June 30, 2015, are summarized as follows:

	<u>Miscellaneous Tier I</u>	<u>Miscellaneous PEPRA</u>
	Prior to January 1, 2013	On or after January 1, 2013
Hire date		
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50	60
Monthly benefits, as a % of eligible compensation	1.426 - 2.418	2
Required employee contribution rates	7%	6.25%
Required employer contribution rates	11.522%	6.25%

Contributions – Section 20814(c) of the California Public Employees’ Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Authority is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 8 – PENSION PLANS (Continued)

For the year ended June 30, 2015, the contributions recognized as part of pension expense for each Plan were as follows:

	<u>Miscellaneous Tier I</u>	<u>Miscellaneous PEPRA</u>
Contributions - employer	\$139,366	\$34,639

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2015, the Authority reported net pension liabilities for its proportionate shares of the net pension liability of each Plan as follows:

	<u>Proportionate Share of Net Pension Liability</u>
Miscellaneous Tier I	\$616,949
Miscellaneous PEPRA	<u>236</u>
Total Net Pension Liability	<u><u>\$617,185</u></u>

The Authority's net pension liability for each Plan is measured as the proportionate share of the net pension liability. The net pension liability of each of the Plans is measured as of June 30, 2014, and the total pension liability for each Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2013 rolled forward to June 30, 2014 using standard update procedures. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined. The Authority's proportionate share of the net pension liability for each Plan as of June 30, 2013 and 2014 was as follows:

	<u>Miscellaneous Tier I</u>	<u>Miscellaneous PEPRA</u>
Proportion - June 30, 2013	0.0257%	0.0000%
Proportion - June 30, 2014	0.0250%	0.0000%
Change - Increase (Decrease)	-0.0008%	0.0000%

For the year ended June 30, 2015, the Authority recognized pension expense of \$174,005. At June 30, 2015, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$174,005	\$0
Net differences between projected and actual earnings on plan investments	0	(207,403)
Adjustments due to differences in proportion	<u>0</u>	<u>(27,620)</u>
Total	<u><u>\$174,005</u></u>	<u><u>(\$235,023)</u></u>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 8 – PENSION PLANS (Continued)

\$174,005 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2015	(\$61,715)
2016	(61,715)
2017	(59,743)
2018	(51,850)

Actuarial Assumptions – The total pension liabilities in the June 30, 2013 actuarial valuations were determined using the following actuarial assumptions:

	All Plans (1)
Valuation Date	June 30, 2013
Measurement Date	June 30, 2014
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	7.5%
Inflation	2.75%
Projected Salary Increase	Varies by entry age and service - 3.30% to 14.20%
Investment Rate of Return	7.5% Net of pension plan investment and administrative expenses; includes inflation
Mortality	Derived using CalPERS' Membership Data for all funds (2)
Post Retirement Benefit Increase	Allowance Floor on Purchasing Power applies, 2.75 % thereafter

(1) Both of the miscellaneous plans for LAVTA employed the same assumptions.

(2) The mortality table used was developed based on CalPERS' specific data. The table includes 20 years of mortality

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2013 valuation were based on the results of a January 2014 actuarial experience study for the period 1997 to 2011. Further details of the Experience Study can found on the CalPERS website.

Discount Rate – The discount rate used to measure the total pension liability was 7.50% for each Plan. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.50% discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.50% will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 8 – PENSION PLANS (Continued)

According to Paragraph 30 of Statement 68, the long-term discount rate should be determined without reduction for pension plan administrative expense. The 7.50% investment return assumption used in this accounting valuation is net of administrative expenses. Administrative expenses are assumed to be 15 basis points. An investment return excluding administrative expenses would have been 7.65%. Using this lower discount rate has resulted in a slightly higher Total Pension Liability and Net Pension Liability. CalPERS checked the materiality threshold for the difference in calculation and did not find it to be a material difference.

CalPERS is scheduled to review all actuarial assumptions as part of its regular Asset Liability Management (ALM) review cycle that is scheduled to be completed in February 2018. Any changes to the discount rate will require Board action and proper stakeholder outreach. For these reasons, CalPERS expects to continue using a discount rate net of administrative expenses for GASB 67 and 68 calculations through at least the 2017-18 fiscal year. CalPERS will continue to check the materiality of the difference in calculation until such time as we have changed our methodology.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1 - 10(a)	Real Return Years 11+(b)
Global Equity	47.0%	5.25%	5.71%
Global Fixed Income	19.0%	0.99%	2.43%
Inflation Sensitive	6.0%	0.45%	3.36%
Private Equity	12.0%	6.83%	6.95%
Real Estate	11.0%	4.50%	5.13%
Infrastructure and Forestland	3.0%	4.50%	5.09%
Liquidity	2.0%	-0.55%	-1.05%
Total	<u>100%</u>		

(a) An expected inflation of 2.5% used for this period.

(b) An expected inflation of 3.0% used for this period.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 8 – PENSION PLANS (Continued)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate – The following presents the Authority’s proportionate share of the net pension liability for each Plan, calculated using the discount rate for each Plan, as well as what the Authority’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

	Miscellaneous	Misc PEPRAs
1% Decrease	6.50%	6.50%
Net Pension Liability	\$1,099,213	\$420
Current Discount Rate	7.50%	7.50%
Net Pension Liability	\$616,949	\$236
1% Increase	8.50%	8.50%
Net Pension Liability	\$216,716	\$83

Pension Plan Fiduciary Net Position – Detailed information about each pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

NOTE 9 – DEFERRED COMPENSATION PLAN

The Authority employees may defer a portion of their compensation under an Authority sponsored Deferred Compensation Plan created in accordance with Internal Revenue Code Section 457. Under this plan, participants are not taxed on the deferred portion of their compensation until distributed to them; distributions may be made only at termination, retirement, death or in an emergency as defined by the Plan.

The laws governing deferred compensation plan assets require plan assets to be held by a Trust for the exclusive benefit of plan participants and their beneficiaries. Since the assets held under these plans are not the Authority’s property and are not subject to Authority control, they have been excluded from these financial statements.

NOTE 10 – RETIREE MEDICAL BENEFITS

A. Summary

The Authority provides postretirement health care benefits to full time employees who retire directly from the Authority after attaining the age of 50 with 5 years of service. As of June 30, 2015, there were 7 participants receiving these health care benefits.

The Authority implemented the provisions of Governmental Accounting Standards Board Statement No. 45, Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions. This Statement establishes uniform financial reporting standards for employers providing postemployment benefits other than pensions (OPEB). The provisions of this Statement are applied prospectively and do not affect prior year’s financial statements. Required disclosures are presented below.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 10 – RETIREE MEDICAL BENEFITS (Continued)

The Authority joined the California Employers' Retiree Benefit Trust (CERBT), an agent multiple-employer plan administered by CALPERS, consisting of an aggregation of single-employer plans. This trust is not considered a component unit of the Authority and has been excluded from these financial statements. Separately issued financial statements for CERBT may be obtained from CALPERS at P.O. Box 942709, Sacramento, CA 94229-2709.

In order to qualify for postemployment medical benefits, an employee must retire from the Authority and maintain enrollment in one of Authority's eligible health plans. The Authority pays 100% of the medical premium for each employee or retiree and his or her family members (including survivors, if covered at the time of the employees death) up to a maximum of the premium for the highest cost HMO.

B. *Funding Policy and Actuarial Assumptions*

The Authority's policy, according to Resolution 17-2010, is to fund the Annual Required Contribution (ARC) of these benefits by accumulating assets with CERBT discussed above pursuant to the Authority's annual budget approved by Board. The annual required contribution (ARC) was determined as part of a June 30, 2013 actuarial valuation using the entry age normal actuarial cost method. This is a projected benefit cost method, which takes into account those benefits that are expected to be earned in the future as well as those already accrued. The actuarial assumptions included (a) 7.25% investment rate of return, (b) 2.75% projected annual salary increase, (c) 2.75% inflation, and (d) health care cost rate of 4% per year for medical benefits. The actuarial methods and assumptions used include techniques that smooth the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets. Actuarial calculations reflect a long-term perspective and actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events far into the future. Actuarially determined amounts are subject to revision at least tri-ennially as results are compared to past expectations and new estimates are made about the future. The Authority's OPEB unfunded actuarial accrued liability is being amortized as a level percentage of projected payroll using a ten year amortization period on a closed basis.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 10 – RETIREE MEDICAL BENEFITS (Continued)

C. Funding Progress and Funded Status

Generally accepted accounting principles permit contributions to be treated as OPEB assets and deducted from the Actuarial Accrued Liability when such contributions are placed in an irrevocable trust or equivalent arrangement. During the fiscal year ended June 30, 2015, the Authority calculated and recorded the Net OPEB Obligation, representing the difference between the ARC, amortization and contributions, as presented below:

Annual required contribution (ARC)	\$115,001
Interest on Net OPEB Asset	17,543
Adjustment to the ARC	<u>9,612</u>
Annual OPEB cost	142,156
Contributions made:	
Authority's portion of current year premiums paid	76,704
Contributions to the trust	<u>170,295</u>
Total contributions	<u>246,999</u>
Increase in Net OPEB Asset	104,843
Net OPEB Asset at June 30, 2014	<u>241,972</u>
Net OPEB Asset at June 30, 2015	<u><u>\$346,815</u></u>

The Plan's annual required contributions and actual contributions for the years ended June 30, 2012, June 30, 2013, and June 30, 2015 are set forth below:

Fiscal Year	Annual OPEB Cost (AOC)	Actual Contribution	Percentage of AOC Contributed	Net OPEB (Obligation) Asset
6/30/2013	\$169,525	\$232,201	137%	\$64,812
6/30/2014	129,127	243,611	189%	241,972
6/30/2015	142,156	246,999	174%	346,815

The Schedule of Funding Progress below, and the required supplementary information provided immediately following the footnotes, presents trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits. Trend data from the actuarial study is presented below:

Valuation Date	Value of Assets	Accrued Liability	Overfunded (Underfunded) Accrued Liability	Funded Ratio	Covered Payroll	Overfunded (Underfunded) Actuarial Liability as Percentage of Covered Payroll
6/30/2013	\$570,813	\$1,219,822	(\$649,009)	47%	\$1,696,434	-38%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2015

NOTE 11 - CONTINGENT LIABILITIES

The Authority is subject to litigation arising in the normal course of business. In the opinion of the Authority's legal counsel there is no pending litigation, which is likely to have a material adverse effect on the financial position of the Authority.

The Authority participates in Federal and State grant programs. These programs have been audited by the Authority's independent auditors in accordance with the provisions of the Federal Single Audit Act as amended and applicable State requirements. No cost disallowances were proposed as a result of these audits; however, these programs are still subject to further examination by the grantors and the amount, if any, of expenses which may be disallowed by the granting agencies cannot be determined at this time. The Authority expects such amounts, if any, to be immaterial.

NOTE 12 - MAJOR CONTRACTOR

During fiscal year 2010-2011, the Authority renewed its contract agreement with MV Transportation Inc. to operate and maintain the fixed route program. The term is from July 1, 2011, to June 30, 2014, with an option to extend up to four additional one-year terms. The contract was extended through June 30, 2015. MV Transportation Inc. is paid monthly based on a fixed fee plus a fee calculated at a fixed rate of \$39.67 per vehicle multiplied by the number of service hours. Expenses incurred under this contract amounted to \$8,416,907 for the fiscal year ended June 30, 2015.

During fiscal year 2013-2014, the Authority entered into a contract agreement with Medical Transportation Management, Inc., to operate and maintain the Paratransit program. The term of this agreement is from May 1, 2014 to June 30, 2017, with an option to extend for up to four additional one-year terms. Medical Transportation Management is paid monthly based on a fixed rate per-trip less a Paratransit fare credit per-ride due to the Authority. Expenses incurred under this contract amounted to \$1,480,075 for the fiscal year ended June 30, 2015.

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REQUIRED SUPPLEMENTARY INFORMATION

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Agent Multiple-Employer Defined Pension Plan
As of fiscal year ending June 30, 2015
Last 10 Years*

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS

	Miscellaneous Tier I	Miscellaneous PEPRA
	2015	2015
Plan's proportion of the Net Pension Liability (Asset)	0.009910%	0.00000%
Plan's proportion share of the Net Pension Liability (Asset)	\$616,949	\$236
Plan's Covered Employee Payroll	\$914,979	\$140,080
Plan's Proportionate Share of the Net Pension	67.43%	0.17%
Plan's Proportionate Share of the Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability	83.03%	83.00%
Plan's Proportionate Share of Aggregate Employer Contributions	\$81,620	\$31

Notes to Schedule:

Benefit changes. In 2015, benefit terms were modified to base public safety employee pensions on a final three-year average salary instead of a final five-year average salary.

Changes in assumptions. In 2015, amounts reported as changes in assumptions resulted primarily from adjustments to expected retirement ages of general employees.

* Fiscal year 2015 was the 1st year of implementation, therefore only one year is shown.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Agent Multiple-Employer Defined Pension Plan
As of fiscal year ending June 30, 2015
Last 10 Years*
SCHEDULE OF CONTRIBUTIONS

	Miscellaneous Tier I 2015	Miscellaneous PEPRA 2015
Actuarially determined contribution	\$97,750	\$9,899
Contributions in relation to the actuarially determined contributions	(97,750)	(9,899)
Contribution deficiency (excess)	\$0	\$0
Covered-employee payroll	\$914,979	\$140,080
Contributions as a percentage of covered- employee payroll	10.68%	7.07%

Notes to Schedule

Valuation date: 6/30/2013

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age
Amortization method	Level percentage of payroll, closed
Remaining amortization period	15 years
Asset valuation method	5-year smoothed market
Inflation	3.50%
Salary increases	4.5%, average, including inflation of 3.0% investment expense, including
Investment rate of return	inflation
Retirement age	67 yrs. Misc., 57 yrs. Safety
Mortality	RP-2000 Healthy Annuitant Mortality Table

* Fiscal year 2015 was the 1st year of implementation, therefore only one year is shown.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Other Post-Employment Benefit Plan

As of fiscal year ended June 30, 2015

SCHEDULE OF FUNDING PROGRESS

Actuarial						Overfunded (Underfunded)
Valuation Date	Value of Assets	Accrued Liability	Overfunded (Underfunded) Accrued Liability	Funded Ratio	Covered Payroll	Actuarial Liability as Percentage of Covered Payroll
6/30/2009	\$0	\$921,629	(\$921,629)	0%	\$877,589	-105%
6/30/2011	220,649	723,538	(502,889)	30%	1,599,656	-31%
6/30/2013	570,813	1,219,822	(649,009)	47%	1,696,434	-38%

SUPPLEMENTARY INFORMATION

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
SCHEDULE OF OPERATING REVENUES AND EXPENSES BY FUNCTION
FOR THE YEAR ENDED JUNE 30, 2015
WITH SUMMARIZED TOTALS FOR THE YEAR OF JUNE 30, 2014

	Fixed Route	Paratransit	Totals	
			2015	2014
REVENUES				
Fares	\$1,781,547	\$174,870	\$1,956,417	\$1,887,365
Special contract revenue	268,485	28,951	297,436	319,329
Advertising	307,378		307,378	245,295
Interest and miscellaneous	90,673		90,673	58,918
Local Transportation Funds 4.0	5,168,806	709,263	5,878,069	4,023,834
Local Transportation Funds 4.5		123,138	123,138	110,519
State Transit Assistance	1,802,747	74,130	1,876,877	1,742,123
Local operating assistance	176,611		176,611	36,347
FTA operating assistance	579,080	315,862	894,942	3,306,883
Local sales tax/Measure B funds - allocations	851,519	158,020	1,009,539	969,687
Local sales tax/Measure B funds	1,000,000		1,000,000	1,000,000
Local sales tax/Measure BB funds	125,391	50,920	176,311	
Bridge tolls	580,836		580,836	727,831
Total Revenues	\$12,733,073	\$1,635,154	\$14,368,227	\$14,428,131
EXPENSES				
Labor	\$972,179	\$82,332	\$1,054,511	\$1,150,379
Fringe benefits	443,442	31,254	474,696	536,649
Services	680,447	12,695	693,142	509,684
Purchased transportation	8,416,907	1,480,075	9,896,982	9,467,393
Fuel, parts, supplies and other operation costs	1,494,411	4,517	1,498,928	1,984,633
Insurance	417,526	2,152	419,678	471,427
Administration and legal	308,161	22,129	330,290	307,966
Depreciation	3,552,630	40,708	3,593,338	3,554,273
Total Expenses	\$16,285,703	\$1,675,862	\$17,961,565	\$17,982,404

STATISTICAL SECTION

This part of the Authority's Comprehensive Annual Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Authority's overall financial health. In contrast to the financial section, the statistical section information is not subject to independent audit.

Financial Trends

These schedules contain trend information to help the reader understand how the Authority's financial performance and well being have changed over time:

1. Changes in Net Position and Statement of Net Position
2. Operating Revenues by Source
3. Operating Expenses by Function

Revenue Capacity & Demographic and Economic Information

Revenue Capacity -These schedules contain information to help the reader assess the Authority's most significant local revenue source, fare box revenues.

Demographic and Economic Information - These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.

Since the Authority analyzes its primary "own source" revenues using demographic data from its ridership, data for the above two sections have been combined for the reader.

1. Fixed Route Service Operating Data
2. Fixed Route Operating Statistics
3. Fixed Route Safety Statistics
4. Paratransit Services-Operating Data
5. Paratransit Operating Statistics
6. Percent of On-time Departures
7. Demographic and Economic Statistics
8. Principal Employers

Debt Capacity

The Authority has not issued any long term debt since its formation.

Operating Information

These schedules contain service and infrastructure data to help the reader understand how the information in the Authority's financial report relates to the services the Authority provides and the activities it performs:

1. Full-Time Equivalent Authority Employees by Function
2. Capital Asset Statistics by Function/Program

Sources

Unless otherwise noted, the information in these schedules is derived from the Comprehensive Annual Financial Reports for the relevant year.

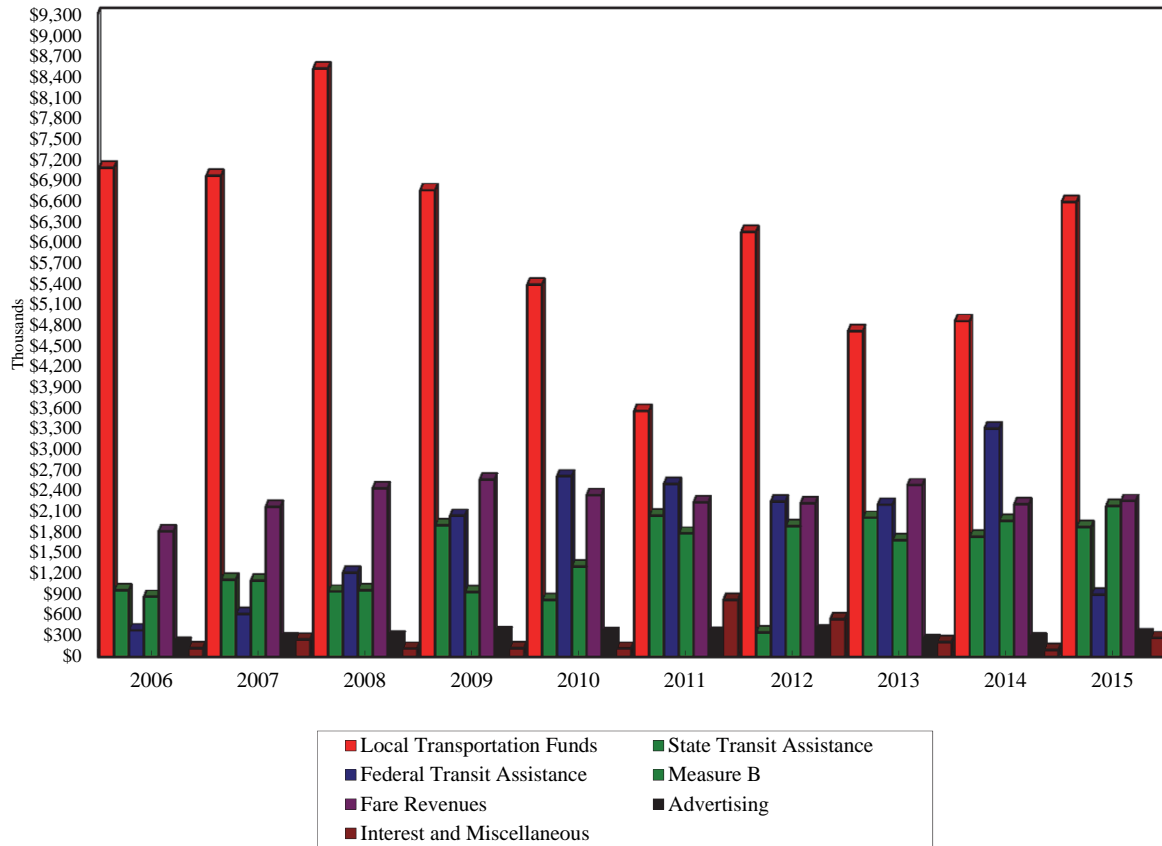
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Financial Trends
Changes in Net Position and Statement of Net Position
Last Ten Fiscal Years

	Year Ended June 30,		
	2006	2007	2008
Operating Revenues:			
Fare Revenue & Special Contract Revenue	\$1,818,670	\$2,171,707	\$2,439,990
Advertising & Ticket Concessions	185,066	255,715	272,348
Total Operating Revenues	2,003,736	2,427,422	2,712,338
Operating Expenses:			
Board of Directors	14,166	16,604	15,526
Executive Director	190,979	204,540	203,844
Administrative Services	702,453	816,202	1,280,040
Planning	127,899	522,690	453,048
Marketing	350,464	424,933	462,340
Operations	10,032,115	10,483,366	12,052,937
Depreciation	2,852,254	2,992,874	3,173,773
Total Operating Expenses	14,270,330	15,461,209	17,641,508
Operating loss	(12,266,594)	(13,033,787)	(14,929,170)
Nonoperating Revenues (Expenses):			
Local Transportation Funds	7,083,016	6,962,330	8,516,655
State Transit Assistance	961,000	1,118,182	942,300
Local Operating Assistance			
Federal Transit Assistance	381,354	614,146	1,220,064
Measures B & BB	866,334	1,102,162	961,815
Bridge tolls	58,000	100,000	101,500
Interest and Miscellaneous	64,636	144,093	13,063
Gain (loss) on disposal of capital assets	(12,950)	(90,178)	(91,593)
Total Nonoperating Revenues	9,401,390	9,950,735	11,663,804
Add Capital contributions (grants)			
STP/CMAQ Grant			
FTA Capital Assistance	1,075,862	2,988,881	2,732,848
Local Transportation Funds 4.0	241,507	1,552,536	1,071,421
AVL State			
Bridge Tolls	183,897	702,124	
Local Sales / Measure B			
State Bond Fund - Prop 1B			
State Transit Assistance			
STIP	66,252		1,500,000
Contractor Contribution			
Total Capital Contributions	1,567,518	5,243,541	5,304,269
Change in net position	(1,297,686)	2,160,489	2,038,903
Net position - beginning of period	24,871,891	23,574,205	25,734,694
Net position - end of period	<u>\$23,574,205</u>	<u>\$25,734,694</u>	<u>\$27,773,597</u>
Statement of Net Position			
Net investment in capital assets	<u>\$23,574,205</u>	<u>\$25,734,694</u>	<u>\$27,773,597</u>

Source: LAVTA's basic financial statements.

2009	2010	2011	2012	2013	2014	2015
\$2,563,937	\$2,341,303	\$2,238,915	\$2,224,902	\$2,482,825	\$2,206,694	\$2,253,853
336,458	327,377	332,274	365,394	222,653	245,295	307,378
2,900,395	2,668,680	2,571,189	2,590,296	2,705,478	2,451,989	2,561,231
24,922	10,670	12,100	13,800	11,900	15,000	13,900
236,926	238,527	223,373	256,528	256,794	301,175	267,874
1,573,255	1,382,776	1,389,776	1,433,790	1,451,961	1,487,766	1,463,419
490,632	489,442	474,195	445,676	467,394	484,615	549,575
399,096	432,056	465,480	481,728	297,587	320,775	308,716
11,922,206	10,356,462	10,719,199	11,144,981	11,052,981	11,818,800	11,764,743
3,090,734	3,499,951	3,542,369	3,984,765	3,749,118	3,554,273	3,593,338
17,737,771	16,409,884	16,826,492	17,761,268	17,287,735	17,982,404	17,961,565
(14,837,376)	(13,741,204)	(14,255,303)	(15,170,972)	(14,582,257)	(15,530,415)	(15,400,334)
6,754,812	5,390,330	2,876,917	5,570,918	4,055,154	4,134,353	6,001,207
1,901,482	817,396	2,040,616	348,781	2,011,249	1,742,123	1,876,877
	85,883	758,038	540,671	208,538	36,347	176,611
2,038,314	2,611,235	2,503,783	2,250,272	2,201,915	3,306,883	894,942
931,851	1,307,095	1,782,765	1,891,459	1,687,287	1,969,687	2,185,850
101,500		686,001	580,836	663,388	727,831	580,836
18,683	29,314	64,814	3,270	5,608	58,918	90,673
(177,346)	(248,369)	296,844	(218,247)	(474)	(14,718)	(153,065)
11,569,296	9,992,884	11,009,778	10,967,960	10,832,665	11,961,424	11,653,931
698,618	10,009,505	6,429,256	802,913	3,991,864	403,473	86,710
522,895	2,030,479	498,903	281,898	313,069	731,653	213,514
621,139	74,999	225,322		70,195	773	37,851
109,200						
812,646	265,557	153,154	496,713	1,242,373	537,063	111,868
			114,047	9,125		
			2,311,645	1,688,355		
			104,970			
2,764,498	12,380,540	7,306,635	4,112,186	7,314,981	1,672,962	449,943
(503,582)	8,632,220	4,061,110	(90,826)	3,565,389	(1,896,029)	(3,296,460)
27,773,597	27,270,015	35,902,235	39,963,345	39,872,519	43,437,908	41,541,879
<u>\$27,270,015</u>	<u>\$35,902,235</u>	<u>\$39,963,345</u>	<u>\$39,872,519</u>	<u>\$43,437,908</u>	<u>\$41,541,879</u>	<u>\$38,245,419</u>
<u>\$27,270,015</u>	<u>\$35,902,235</u>	<u>\$39,963,345</u>	<u>\$39,872,519</u>	<u>\$43,437,908</u>	<u>\$41,541,879</u>	<u>\$38,245,419</u>

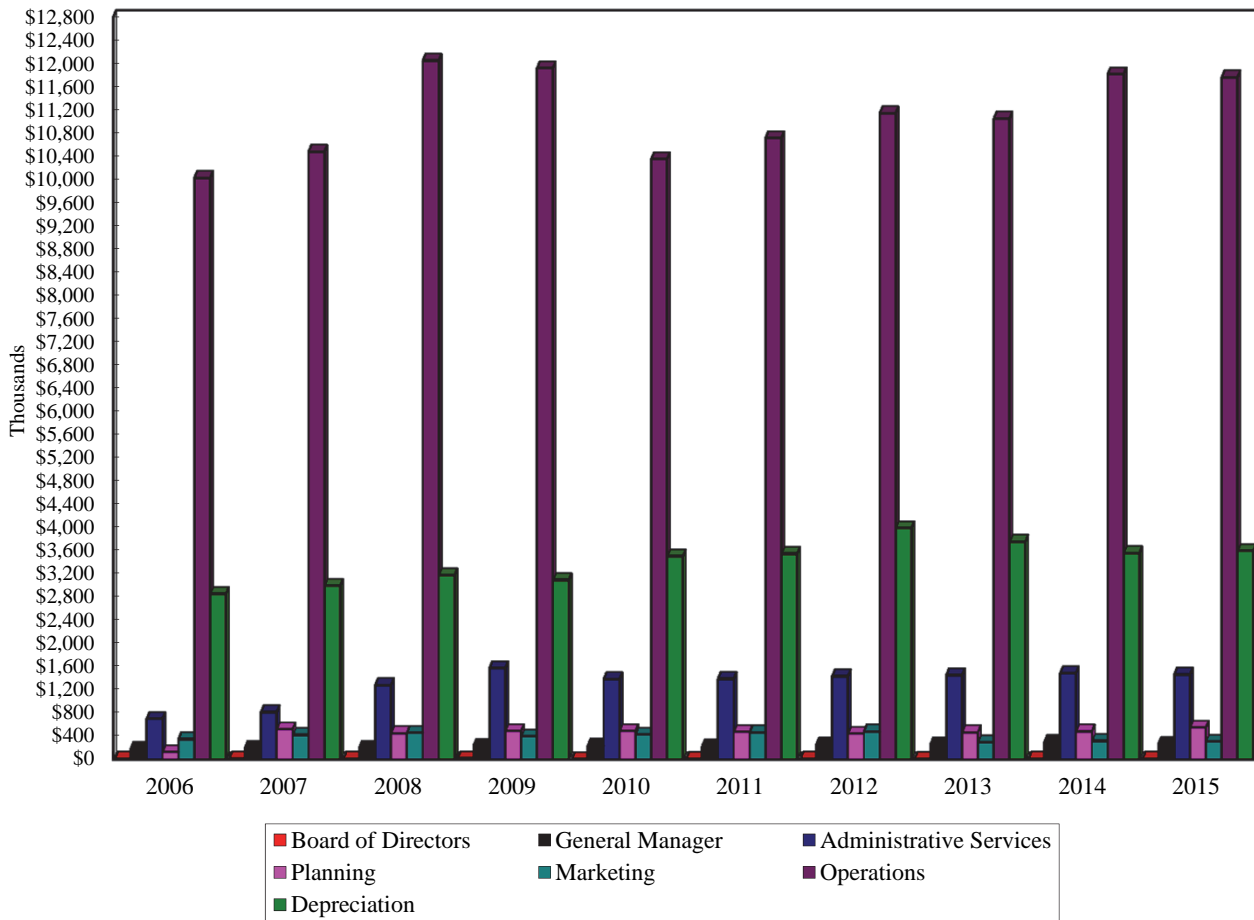
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING REVENUES BY SOURCE
LAST TEN FISCAL YEARS**



Fiscal Year	Local Transportation Funds	State Transit Assistance	Federal Transit Assistance	Measures B & BB	Fare Revenues & Special Contract Revenue	Advertising & Ticket Concessions	Local Operating Assistance, Interest and Miscellaneous	Total
2006	\$7,083,016	\$961,000	\$381,354	\$866,334	\$1,818,670	\$185,066	\$122,636	\$11,418,076
2007	6,962,330	1,118,182	614,146	1,102,162	2,171,707	255,715	244,093	12,468,335
2008	8,516,655	942,300	1,220,064	961,815	2,439,990	272,348	114,563	14,467,735
2009	6,754,812	1,901,482	2,038,314	931,851	2,563,937	336,458	120,183	14,647,037
2010	5,390,330	817,396	2,611,235	1,307,095	2,341,303	327,377	115,197	12,909,933
2011	3,562,918	2,040,616	2,503,783	1,782,765	2,238,915	332,274	822,852	13,284,123
2012	6,151,754	348,781	2,250,272	1,891,459	2,224,902	365,394	543,941	13,776,503
2013	4,718,542	2,011,249	2,201,915	1,687,287	2,482,825	222,653	214,146	13,538,617
2014	4,862,184	1,742,123	3,306,883	1,969,687	2,206,694	245,295	95,265	14,428,131
2015	6,582,043	1,876,877	894,942	2,185,850	2,253,853	307,378	267,284	14,368,227

Source: Livermore Amador Valley Transit Authority Audit Reports

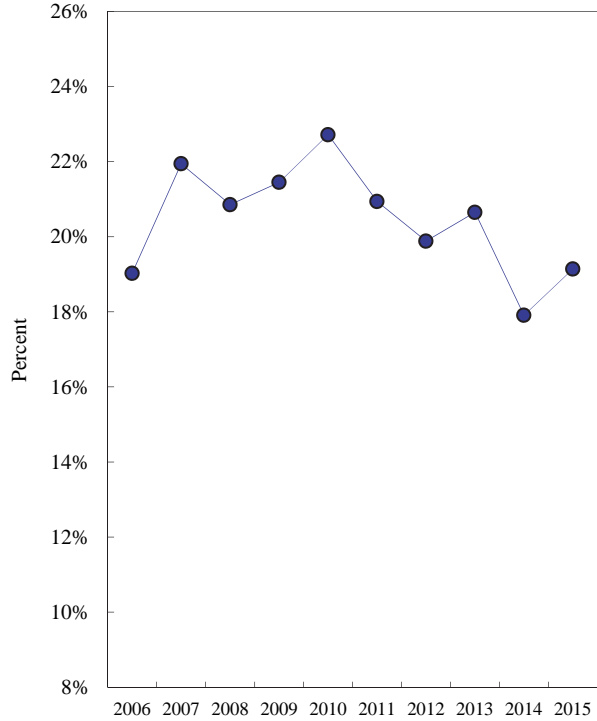
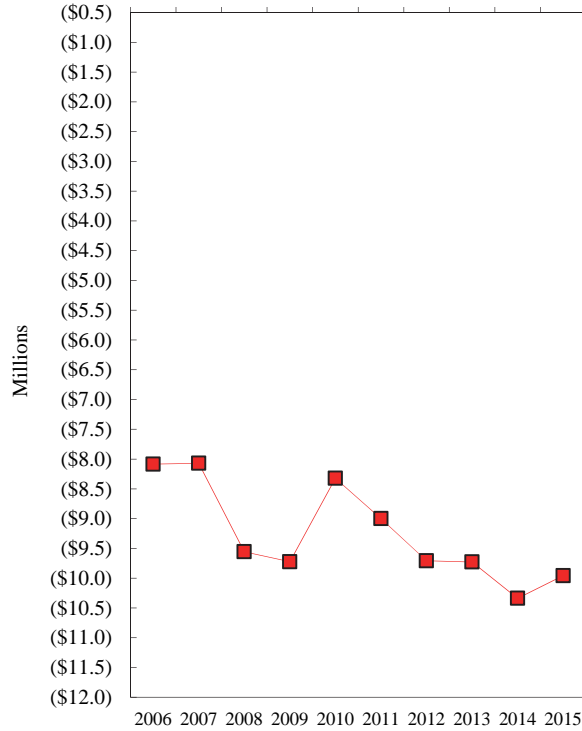
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENSES BY FUNCTION
LAST TEN FISCAL YEARS**



Fiscal Year	Board of Directors	General Manager	Administrative Services	Planning	Marketing	Operations	Depreciation	Total
2006	\$14,166	\$190,979	\$702,453	\$127,899	\$350,464	\$10,032,115	\$2,852,254	\$14,270,330
2007	16,604	204,540	816,202	522,690	424,933	10,483,366	2,992,874	15,461,209
2008	15,526	203,844	1,280,040	453,048	462,340	12,052,937	3,173,773	17,641,508
2009	24,922	236,926	1,573,255	490,632	399,096	11,922,206	3,090,734	17,737,771
2010	10,670	238,527	1,382,776	489,442	432,056	10,356,462	3,499,951	16,409,884
2011	12,100	223,373	1,389,776	474,195	465,480	10,719,199	3,542,369	16,826,492
2012	13,800	256,528	1,433,790	445,676	481,728	11,144,981	3,984,765	17,761,268
2013	11,900	256,794	1,451,961	467,394	297,587	11,052,981	3,749,118	17,287,735
2014	15,000	301,175	1,487,766	484,615	320,775	11,818,800	3,554,273	17,982,404
2015	13,900	267,874	1,463,419	549,575	308,716	11,764,743	3,593,338	17,961,565

Source: Livermore Amador Valley Transit Authority Audit Reports

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE SERVICE-OPERATING DATA
LAST TEN FISCAL YEARS**



—■— Operating Losses

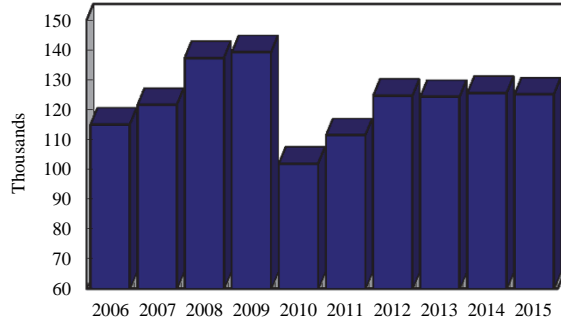
—●— Farebox Recovery Ratio

Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
2006	\$9,985,794	\$1,899,860	(\$8,085,934)	19.0%
2007	10,340,040	2,268,995	(8,071,045)	21.9%
2008	12,074,017	2,517,855	(9,556,162)	20.9%
2009	12,379,790	2,655,341	(9,724,449)	21.4%
2010	10,768,750	2,446,180	(8,322,570)	22.7%
2011	11,384,641	2,383,763	(9,000,878)	20.9%
2012	12,117,793	2,409,432	(9,708,361)	19.9%
2013	12,259,747	2,531,661	(9,728,086)	20.7%
2014	12,593,085	2,255,015	(10,338,070)	17.9%
2015	12,315,547	2,357,410	(9,958,137)	19.1%

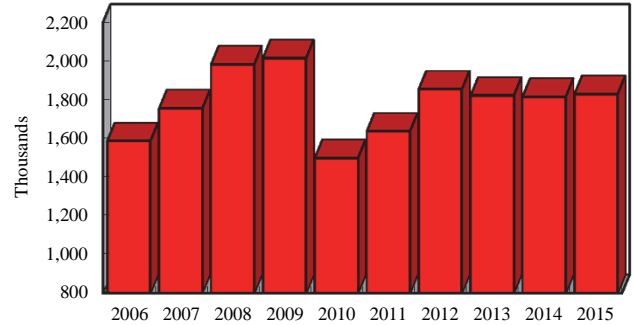
Source: Livermore Amador Valley Transit Authority Audit Reports

Note: Fare & Auxiliary Transportation Revenues includes Fare Revenues, Special Contract Revenues, Advertising and Ticket Concession Revenues.

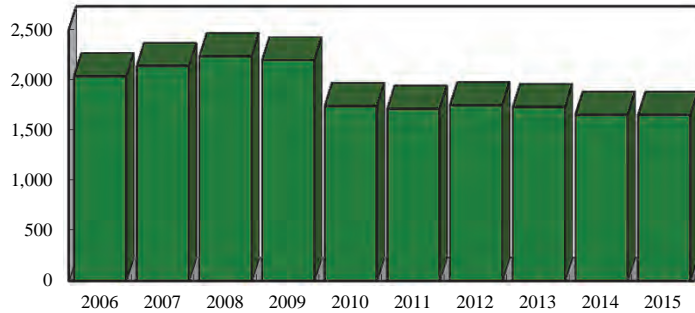
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE OPERATING STATISTICS
LAST TEN FISCAL YEARS**



■ Series1



■ Series1

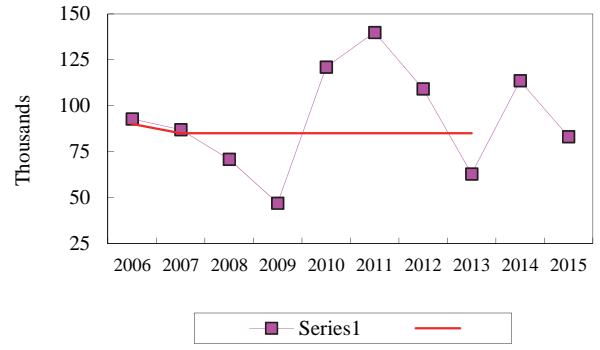
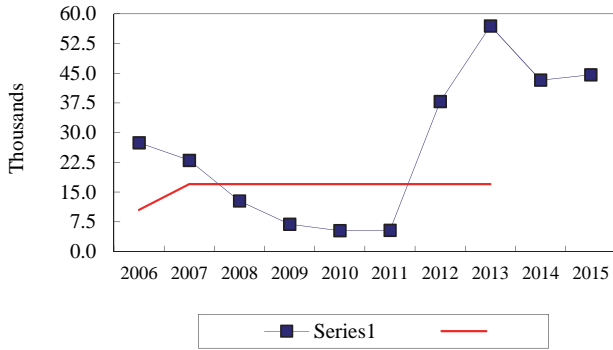


■ Series1

<u>Fiscal Year</u>	<u>Revenue Hours</u>	<u>Revenue Miles</u>	<u>Passengers</u>
2006	115,044	1,587,613	2,036,955
2007	121,686	1,756,274	2,136,005
2008	137,452	1,983,822	2,234,210
2009	139,304	2,017,218	2,194,898
2010	102,047	1,500,165	1,740,297
2011	111,484	1,637,604	1,712,879
2012	124,702	1,855,438	1,749,168
2013	124,353	1,822,867	1,727,085
2014	125,706	1,816,916	1,652,151
2015	125,201	1,831,125	1,650,388

Source: National Transit Database Report (Formerly Section 15)

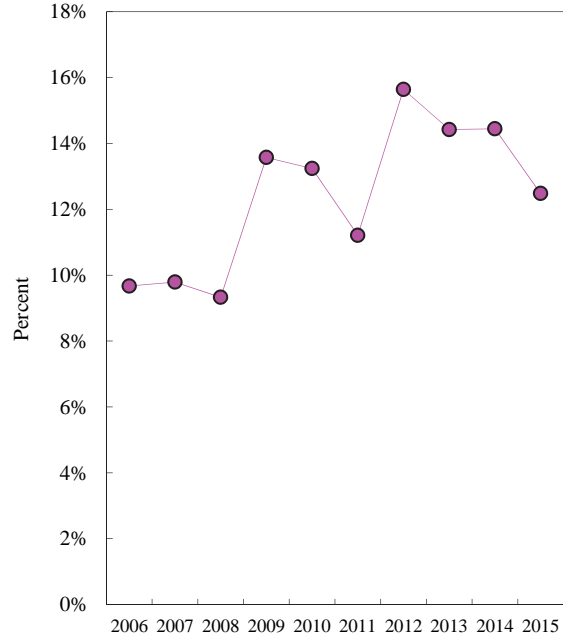
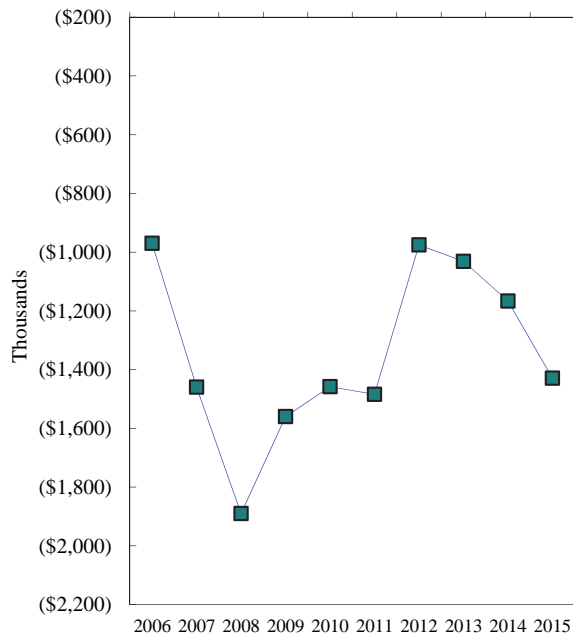
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE SAFETY STATISTICS
LAST TEN FISCAL YEARS**



Fiscal Year	Miles Between Road Calls	Goal	Miles Between Accidents	Goal	Injuries/Boardings	Goal
2006	27,459	17,000-20,000	92,804	85,000-100,000	0/2,036,955	N/A
2007	23,020	17,000-20,000	86,964	85,000-100,000	3/2,136,005	N/A
2008	12,750	17,000-20,000	70,850	85,000-100,000	3/2,234,210	N/A
2009	6,861	17,000-20,000	46,912	85,000-100,000	2/2,194,898	N/A
2010	5,233	17,000-20,000	120,982	85,000-100,000	3/1,740,297	N/A
2011	5,323	17,000-20,000	139,923	85,000-100,000	3/1,712,879	N/A
2012	37,866	17,000-20,000	109,143	85,000-100,000	8/1,749,168	N/A
2013	56,965	17,000-20,000	62,857	85,000-100,000	5/1,727,085	N/A
2014	43,260	17,000-25,000	113,557	100,000	6/1,652,151	N/A
2015	44,620	17,000-25,000	83,156	100,000	7/1,650,388	N/A

Source: Livermore Amador Valley Transit Authority Short Range Transit Plans Contractor Service Quality Standards Index and NTD Safety and Security Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
PARATRANSIT SERVICES-OPERATING DATA
LAST TEN FISCAL YEARS**



■ Operating Losses

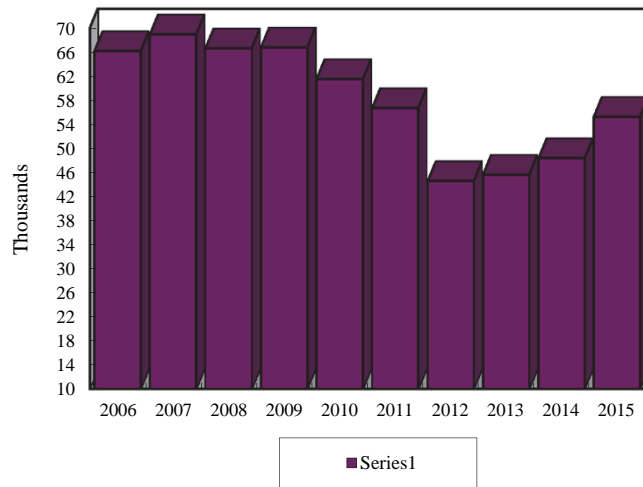
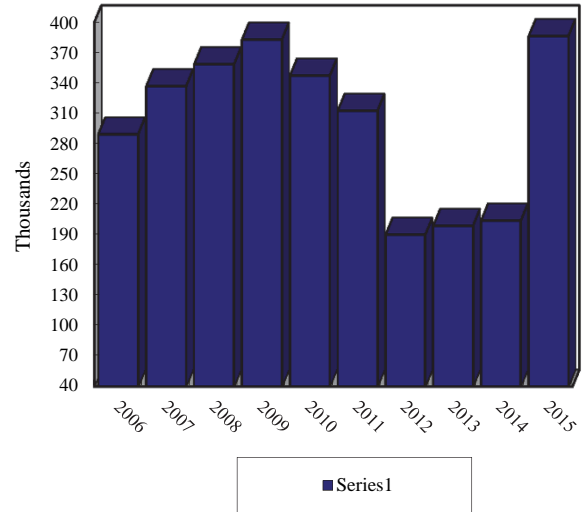
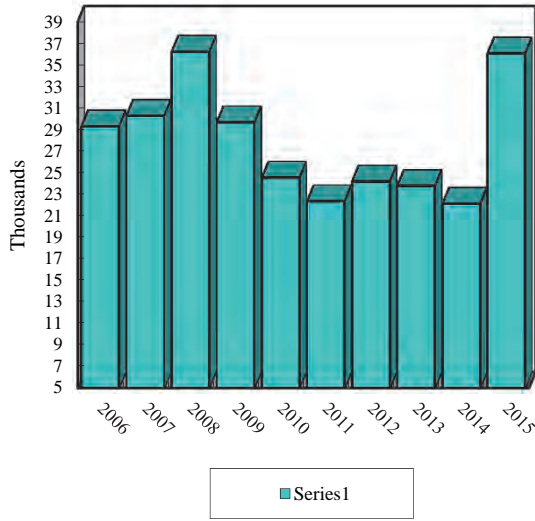
● Farebox Recovery Ratio

Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
2006	\$1,074,075	\$103,876	(\$970,199)	9.7%
2007	1,618,198	158,427	(1,459,771)	9.8%
2008	2,084,737	194,483	(1,890,254)	9.3%
2009	1,805,246	245,054	(1,560,192)	13.6%
2010	1,680,661	222,500	(1,458,161)	13.2%
2011	1,671,585	187,426	(1,484,159)	11.2%
2012	1,156,372	180,864	(975,508)	15.6%
2013	1,205,257	173,817	(1,031,440)	14.4%
2014	1,363,619	196,974	(1,166,645)	14.4%
2015	1,633,002	203,821	(1,429,181)	12.5%

Source: Livermore Amador Valley Transit Authority

Note: Fare & Auxiliary Transportation Revenues includes Fare Revenues, Special Contract Revenues, Advertising and Ticket Concession Revenues

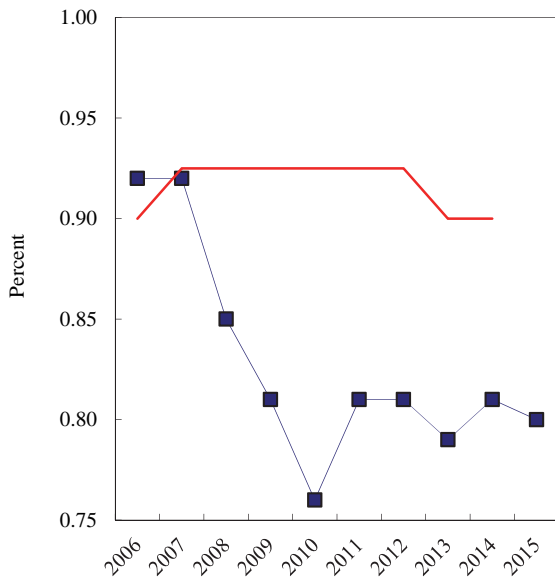
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
PARATRANSIT OPERATING STATISTICS
LAST TEN FISCAL YEARS**



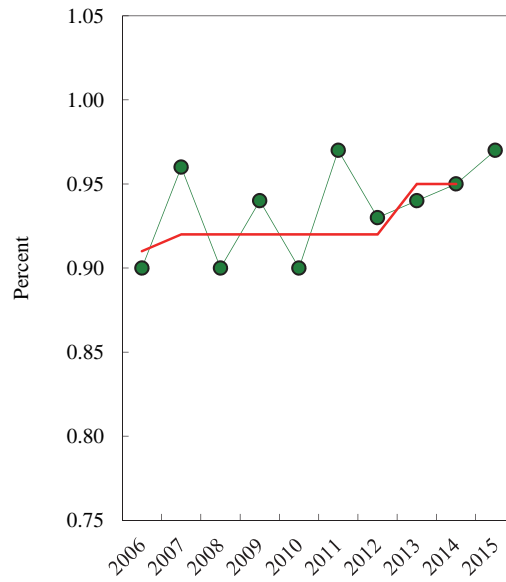
Fiscal Year	Revenue Hours	Revenue Miles	Passengers
2006	29,294	289,595	66,198
2007	30,311	336,835	69,016
2008	36,224	358,386	66,714
2009	29,689	383,051	66,870
2010	24,551	347,357	61,619
2011	22,350	312,903	56,795
2012	24,218	190,026	44,596
2013	23,807	199,011	45,704
2014	22,121	203,932	48,388
2015	36,120	386,586	55,341

Source: National Transit Database Report (Formerly Section 15)

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
PERCENT OF ON-TIME DEPARTURES
LAST TEN FISCAL YEARS



■ Series1 — Series2



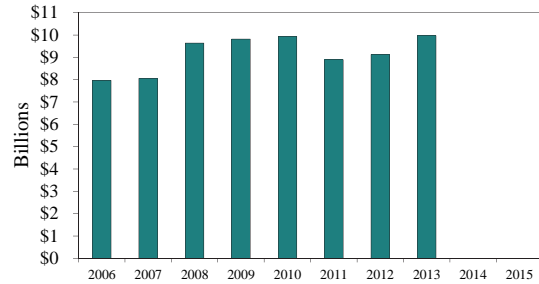
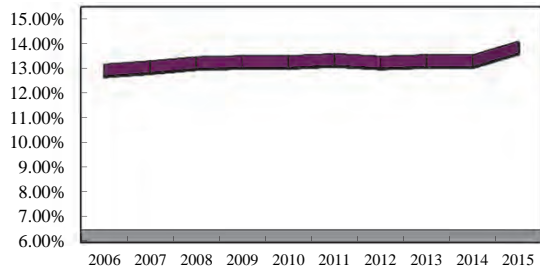
● Series1 — Series2

Fiscal Year	Fixed Route		Paratransit	
	On-Time Departure	Goal	On-Time Departure	Goal
2006	0.92	0.90-0.95	0.90	0.91-0.93
2007	0.92	0.90-0.95	0.96	0.91-0.93
2008	0.85	0.90-0.95	0.90	0.91-0.93
2009	0.81	0.90-0.95	0.94	0.91-0.93
2010	0.76	0.87-0.83	0.90	0.91-0.93
2011	0.81	0.87-0.83	0.97	0.91-0.93
2012	0.81	0.90	0.93	≤ 0.95
2013	0.79	0.90	0.94	≤ 0.95
2014	0.81	0.90	0.95	≤ 0.95
2015	0.80	0.90	0.97	≤ 0.95

Source: Livermore Amador Valley Transit Authority Short Range Transit Plans or Contractor Service Quality Standards Index

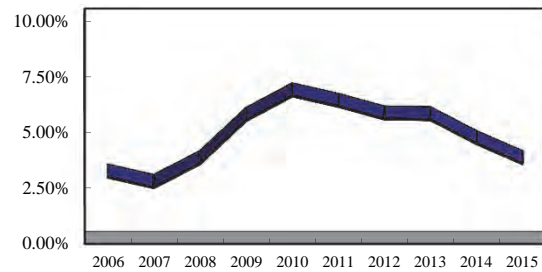
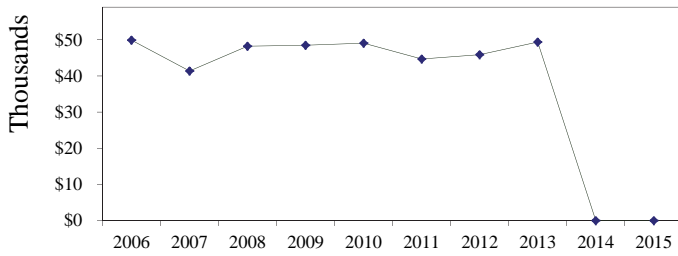
Note: Charts include all available data

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS**



■ Series1

■ Total Personal Income



◆ Per Capita Personal Income

■ Series1

Fiscal Year	Authority Population	Total Personal Income	Per Capita Personal Income	Unemployment Rate (%)	Alameda County Population	Authority Population % of County
2006	191,223	7,968,503,116	49,908	3.00%	1,510,303	12.66%
2007	194,805	8,057,049,255	41,360	2.53%	1,522,597	12.79%
2008	199,926	9,638,122,156	48,208	3.60%	1,543,000	12.96%
2009	202,428	9,816,295,711	48,493	5.53%	1,556,657	13.00%
2010	202,568	9,935,520,184	49,048	6.63%	1,557,749	13.00%
2011	199,073	8,896,995,748	44,692	6.17%	1,521,157	13.09%
2012	198,893	9,120,795,800	45,858	5.60%	1,532,137	12.98%
2013	202,002	9,968,724,525	49,350	5.57%	1,548,681	13.04%
2014	205,086	info not avail	info not avail	4.50%	1,573,254	13.04%
2015	216,684	info not avail	info not avail	3.60%	1,594,569	13.59%

Source: California State Department of Finance
City CAFRS and websites
Note: All available data has been included.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
PRINCIPAL EMPLOYERS
 Current Fiscal Year

<u>Employer</u>	<u>2014-15</u>		
	<u>Number of Employees</u>	<u>Rank</u>	<u>Percentage of Total Authority Population</u>
Lawrence Livermore National Lab	5,723	1	2.6%
Kaiser Permanente	3,271	2	1.5%
Safeway, Inc.	2,600	3	1.2%
U.S. Government	2,100	4	1.0%
Oracle	1,650	5	0.8%
Workday Inc.	1,456	6	0.7%
Pleasanton Unified School District	1,290	7	0.6%
Livermore Valley Joint Unified School District	1,236	8	0.6%
Sandia National Laboratories	1,139	9	0.5%
Macy's	949	10	0.4%
Subtotal	<u>21,414</u>		<u>9.9%</u>
Total Authority Population	<u>216,684</u>		

Source: City of Dublin, City of Livermore, City of Pleasanton CAFRs

NOTE: Data from nine years prior is not available.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Full-Time Equivalent Authority Employees by Function
Last Ten Fiscal Years

	Adopted for Fiscal Year Ended June 30,				
	2006	2007	2008	2009	2010
Function					
Executive Director	1.00	1.00	1.00	1.00	1.00
Administrative Services	4.00	4.00	7.00	7.00	8.00
Planning	1.00	2.00	4.00	5.00	5.00
Marketing	2.00	2.00	2.00	2.00	2.00
Operations	2.00	2.00	0.00	0.00	0.00
Total	10.00	11.00	14.00	15.00	16.00

	Adopted for Fiscal Year Ended June 30,				
	2011	2012	2013	2014	2015
Function					
Executive Director	1.00	1.00	1.00	1.00	1.00
Administrative Services	8.00	8.00	8.00	8.00	8.00
Planning	5.00	5.00	4.00	4.00	4.00
Marketing	2.00	2.00	2.00	2.00	2.00
Operations	0.00	0.00	0.00	0.00	0.00
Total	16.00	16.00	15.00	15.00	15.00

Source: Livermore/Amador Valley Transit Authority

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Capital Asset Statistics by Function/Program
Last Ten Fiscal Years

	Fiscal Year				
	2006	2007	2008	2009	2010
Function/Program					
Fixed Route					
Total Vehicles	74*	74	64**	65	59
Average Fleet Age	7.2	8.20	8.00	8.42	7.97
Vehicles Operated In Maximum Service	44	45	47	48	46
Paratransit					
Total Vehicles	18	27	24	21	18
Average Fleet Age	7	n/a	3.87	4.43	4.33
Vehicles Operated In Maximum Service	16	17	18	14	12
Shared Stations Maintenance Facilities	2	2	2	3	3

	Fiscal Year				
	2011	2012	2013	2014	2015
Function/Program					
Fixed Route					
Total Vehicles	74	74	74***	74	66
Average Fleet Age	8.11	8.29	9.40	10.40	10.27
Vehicles Operated In Maximum Service	51	51	51	51	49
Paratransit					
Total Vehicles	18	18	15	7	4
Average Fleet Age	4.33	4.80	5.00	7.00	9.00
Vehicles Operated In Maximum Service	12	0	0	0	0
Shared Stations Maintenance Facilities	3	3	3	3	3

*Six vehicles on loan/leased to other agencies.

** Four vehicles on loan/leased to other agencies

*** One vehicle on loan/leased to other agency

Source: Livermore Amador Valley Transit Authority

Note: n/a denotes information is not available.

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For The Year Ended June 30, 2015**

SECTION I—SUMMARY OF AUDITOR’S RESULTS

Financial Statements

Type of auditor’s report issued: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? Yes X No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? Yes X None Reported

Noncompliance material to financial statements noted? Yes X No

Federal Awards

Type of auditor’s report issued on compliance for major programs: Unmodified

Internal control over major programs:

- Material weakness(es) identified? Yes X No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? Yes X None Reported

Any audit findings disclosed that are required to be reported in accordance with section 510(a) of OMB Circular A-133? Yes X No

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
20.500 & 20.507	Federal Transit Cluster - Capital Investment Grants & Formula Grants

Dollar threshold used to distinguish between type A and type B programs: \$300,000

Auditee qualified as low-risk auditee? X Yes No

SECTION II – FINANCIAL STATEMENT FINDINGS

Our audit did not disclose any significant deficiencies, or material weaknesses or instances of noncompliance material to the basic financial statements. We have also issued a separate Memorandum on Internal Control dated November 17, 2015 which is an integral part of our audits and should be read in conjunction with this report.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

Our audit did not disclose any findings or questioned costs required to be reported in accordance with section 510(a) of OMB Circular A-133.

SECTION IV – STATUS OF PRIOR YEAR FINDINGS AND QUESTIONED COSTS

Prepared by Management

Financial Statement Prior Year Findings

There were no prior year Financial Statement Findings reported.

Federal Award Prior Year Findings and Questioned Costs

There were no prior year Federal Award Findings and Questioned Costs reported.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For The Year Ended June 30, 2015

Federal Awards Programs	CFDA #	Pass-through Identification #	Federal Expenditures
US Department of Transportation, Federal Transit Administration Capital & Operating			
Awards used for operating expenses:			
Paratransit Operating Assistance	20.507	CA-90Z213-00	\$306,949
Preventative maintenance	20.507	CA-90-Z213-00	196,984
Preventative maintenance	20.507	CA-90-Y994-00	300,539
New Freedom Parataxi	20.507	CA-57-X080-00	7,781
New Freedom Parataxi	20.507	CA-57-X112-00	1,133
(Passed through CalTrans)			
JARC Program	20.507	CA-37-X166	<u>81,486</u>
Subtotal for this program	20.507		<u>894,872</u>
Awards used for capital assets:			
Satellite Facility	20.500	CA-04-0017-02	1,025
BRT	20.500	CA-03-0801-01	44,736
Stops & Shelters	20.500	CA-57-X080-00	<u>40,949</u>
Fixed Route Capital Awards	20.500		<u>86,710</u>
Subtotal for this program	20.500		<u>86,710</u>
Total Expenditures			<u><u>\$981,582</u></u>

See accompanying notes to Schedule of Expenditures of Federal Awards

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For The Year Ended June 30, 2015**

NOTE 1-REPORTING ENTITY

The Schedule of Expenditure Federal Awards (the Schedule) includes expenditures of federal awards for the Livermore Amador Valley Transit Authority, California and its component units as disclosed in the notes to the Basic Financial Statements

NOTE 2-BASIS OF ACCOUNTING

Basis of accounting refers to *when* revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements, regardless of the measurement focus applied. All proprietary funds are accounted for using the accrual basis of accounting. Expenditures of Federal Awards reported on the Schedule are recognized when incurred.

NOTE 3-DIRECT AND INDIRECT (PASS-THROUGH) FEDERAL AWARDS

Federal awards may be granted directly to the Authority by a federal granting agency or may be granted to other government agencies which pass-through federal awards to the Authority. The Schedule includes both of these types Federal award programs when they occur.

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**INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

To the Honorable Members of the Board of Directors
Livermore Amador Valley Transit Authority
Livermore, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the basic financial statements of the Livermore Amador Valley Transit Authority, as of and for the year ended June 30, 2015, and the related notes to the financial statements, and have issued our report thereon dated November 17, 2015. Our report included an emphasis of a matter paragraph disclosing the implementation of new accounting principles.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered Authority’s internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Authority’s internal control. Accordingly, we do not express an opinion on the effectiveness of Authority’s internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority’s financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

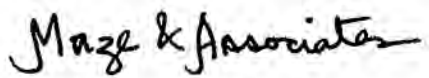
Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We have also issued a separate Memorandum on Internal Control dated November 17, 2015 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Maze & Associates". The signature is written in a cursive, flowing style.

Pleasant Hill, California
November 17, 2015

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED BY OMB CIRCULAR A-133

Honorable Members of the Board of Directors of
Livermore Amador Valley Transit Authority
Livermore, California

Report on Compliance for Each Major Federal Program

We have audited Livermore Amador Valley Transit Authority's (Authority) compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2015. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2015.

Report on Internal Control Over Compliance

Management is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

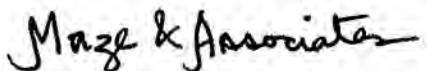
A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by OMB Circular A-133

We have audited the basic financial statements of the Authority as of and for the year ended June 30, 2015, and have issued our report thereon dated November 17, 2015, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.



Pleasant Hill, California
November 17, 2015

**INDEPENDENT AUDITOR'S REPORT ON
INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE WITH THE TRANSPORTATION DEVELOPMENT ACT AND
OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE
WITH GOVERNMENT AUDITING STANDARDS**

Honorable Members of the Board of Directors of
Livermore Amador Valley Transit Authority
Livermore, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Livermore Amador Valley Transit Authority (Authority), as of and for the year ended June 30, 2015, and the related notes to the financial statements, and have issued our report thereon dated November 17, 2015. Our opinion included emphasis of matter paragraphs disclosing the effect of the implementation of new accounting principles.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

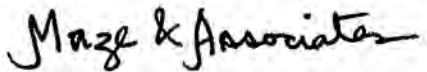
Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Our procedures included the applicable audit procedures contained in §6667 of Title 21 of California Code of Regulations and tests of compliance with the applicable provisions of the Transportation Development Act and the allocation instructions and resolutions of the Metropolitan Transportation Commission. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We have also issued a separate Memorandum on Internal Control dated November 17, 2015 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Pleasant Hill, California
November 17, 2015



**INDEPENDENT AUDITOR'S REPORT ON
INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE WITH THE RULES AND REGULATIONS OF THE
PUBLIC TRANSPORTATION MODERNIZATION
IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)**

Honorable Members of the Board of Director of the
Livermore Amador Valley Transit Authority
Livermore, California

We have audited the statement of revenues and expenditures of the Livermore Amador Valley Transit Authority Public Transportation Modernization, Improvement and Service Enhancement Account Projects, a program of the Livermore Amador Valley Transit Authority, California, (the Authority) in accordance with generally accepted auditing standards in the United States of America as of and for the year ended June 30, 2015, and have issued our report thereon dated November 17, 2015.

In connection with our audit, we have read and performed the applicable audit procedures contained in the *Public Transportation Modernization, Improvement and Service Enhancement Account Guideline* (Guideline) adopted by the California of Department of Transportation.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

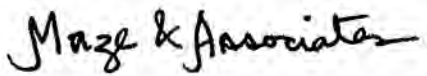
Compliance and Other Matters

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We have also issued a separate Memorandum on Internal Control dated November 17, 2015 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Pleasant Hill, California
November 17, 2015

AGENDA

ITEM 7



STAFF REPORT

SUBJECT: LAVTA Representative to the Tri-Valley Regional Rail Advisory Group
FROM: Executive Director
DATE: December 7, 2015

Action Requested

The staff recommendation is that the LAVTA Board of Directors appoint a representative to serve on the Tri-Valley Regional Rail Advisory Group.

Background

In October the LAVTA Board of Directors approved the establishment of the Tri-Valley Regional Rail Advisory Group for the purpose of ensuring that regional rail planning in the Tri-Valley leads to project implementation that is fast, cost-effective and responsive to community goals and objectives. Areas of focus will include interregional rail connection to ACE, the Phase 1 of BART to Isabel/I-580, and improved rail connectivity throughout the Bay Area and Northern California Mega Region.

The membership of the Advisory Group was approved to be a representative from the cities of Livermore, Pleasanton, Dublin and Tracy, the counties of Alameda and San Joaquin, and transportation agencies LAVTA, ACE, and BART.

Since approval by the LAVTA Board of the Advisory Group, the following have been appointed:

City of Livermore:	Mayor Marchand
City of Pleasanton:	Mayor Thorne
City of Dublin:	Mayor Haubert
City of Tracy:	Councilwoman Vargas
County of Alameda:	Supervisor Haggerty
County of San Joaquin:	Supervisor Miller
ACE:	Director Hernandez
BART:	Director Radulovich

Discussion

Staff is anticipating the first Advisory Group meeting in early January of 2016. Staff recommends the LAVTA Board of Directors appoint a representative to serve on the Tri-Valley Regional Rail Advisory Group.

Submitted by: _____

AGENDA

ITEM 8



EXECUTIVE DIRECTOR'S REPORT

December 2015

1. **Clipper® Project**

The Clipper® Project launched on November 1. There have been some minor technical issues with implementation, mostly related to Clipper hardware on the buses, but overall the project has launched smoothly. Clipper personnel are working to fix the hardware issues.

2. **Comprehensive Operational Analysis Update**

The public comment period for the three service scenarios ends on December 4. The preferred alternative will be developed during the month of December and presented to the Projects and Services Committee in January. Of note, staff has been working with Uber, Lyft, Scoop and other dynamic ridesharing companies to provide a form of this innovative service as part of the preferred alternative. Additionally, staff has been working diligently with Las Positas College to have an Easy Pass in place for students, faculty and staff if the Rapid serves the college after the planning efforts. The Easy Pass would be a one-year demonstration project to gauge the market potential before deciding on a long-term funding strategy for the pass program.

3. **New Website Nearing Completion**

It's anticipated that the new Wheels website will go live in early December. The website will feature a new, easy to use Google Trip Planner, as well as the agency's latest news, a social media section with latest social media posts, and a rider alert section for up-to-date info on bus routes.

4. **Bus Shelter Improvement Plan**

An action plan for bus shelter improvements has been completed. The plan identifies shelters that are in need of replacement, as well as those with state of good repair issues. With the project, staff is also looking at consistency with amenities (passenger information, lighting, branding, etc.). Funding for the first phase of improvements with the Bus Shelter Improvement Plan is budgeted and improvements will take place during the winter months.

5. **2015 MTC TDA Triennial Performance Audit**

As the administrator of TDA Article 4 funds in the San Francisco Bay Area, MTC is obligated by law to hire an independent auditor to conduct a performance audit of transit operators that are allocated these funds. The audit period covered will be FYs 2012-13, 2013-14, and 2014-15. The kick-off meeting is scheduled between MTC's Audit contractor and LAVTA staff for December 17, 2015. Once the Audit is completed, the report will be brought to the Board for review.

6. **2015 Dial A Ride Customer Satisfaction Survey**

The annual Dial-A-Ride customer satisfaction survey was conducted in October 2015. 100 Dial-A-Ride customers participated in the survey, representing a statistically significant sample of customers. Overall, the rider satisfaction scores have increased when comparing them to the scores from prior years. It is staff's observation that customer satisfaction scores are very closely correlated to on-time-performance and valid customer complaints per 1,000 rides metrics, which both have been on a positive trend. The full report is provided in Attachment 7.

Attachments

1. Management Action Plan w/updates
2. Board Statistics October FY16
3. FY16 Upcoming Committee Items
4. SR 1st Quarter Operations Update
5. SR_1st 2016-Qtr Marketing Update
6. SR_1st Qtr Grants Update
7. SR_DAR Passenger Survey 2015

FY2016 Goals, Strategies and Projects

Last Updated– November 17, 2015

MANAGEMENT ACTION PLAN (MAP)

Goal: Service Development						
Strategies (those highlighted in bold indicate highest Board priority)						
<ol style="list-style-type: none"> 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 and participate in BART to Livermore project 5. Explore innovative fare policies and pricing options 6. Provide routes and services to promote mode shift from personal car to public transit 						
Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Comprehensive Operational Analysis (COA)	<ul style="list-style-type: none"> • Development of RFP/Selection of Contractor 	DP	Projects/ Services	Mar 2015	→ Project awarded to Nelson/Nygaard.	
	<ul style="list-style-type: none"> • Completion of scope of work 			Feb 2016	→ Draft household survey received. <u>Service alternatives scheduled to be received. Promotion on winning an iPad® mini by filling out a COA survey done. 227 surveys received. Public workshops in October lightly attended. Service Design Guidelines approved by Board. Service alternatives received and posted online for review until end of the November. Draft preferred alternative being created.</u> Project on schedule.	X
	<ul style="list-style-type: none"> • Implementation of improvements 			Aug 2016		X
Short Range Transit Plan (SRTP is a 10-year plan)	<ul style="list-style-type: none"> • COA will provide info for the SRTP • COA planning firm scheduled to conduct the SRTP 	DP	Projects/ Services	Mar 2016	<p>→ This project is now part of the COA. Agreement with MTC in place for funding. Will begin as service alternative are identified in COA. Staff involved with regional planning efforts to ensure collaboration and inclusion of LAVTA planning.</p> <p>Kickoff meeting held with consultant team on 8/7. Consultant will rewrite COA to meet MTC SRTP specs. Project on schedule.</p>	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Long Range Transit Plan (LRTP is a 30 year plan)	<ul style="list-style-type: none"> COA planning firm will conduct the LRTP 	DP	Projects/ Services	Feb 2016	→ This project will begin after service alternative is identified in COA. Staff involved with regional planning efforts to ensure collaboration and inclusion of LAVTA planning.	
Schedule Development	<ul style="list-style-type: none"> Develop timetables for each route, with time points, running times and schedules. 	DP	Projects/ Services	Feb 2016	→ This project will begin after service alternative is identified in COA.	
Fare Analysis	<ul style="list-style-type: none"> Evaluate fare analysis proposal of firm with best COA submittal Fare analysis conducted at same time as COA/SRTP/LRTP Implement fare changes 	DP	Projects/ Services	Feb 2015 Feb 2016 Jul 2016	→ Fare analysis awarded to Nelson/Nygaard. → This project is underway. LAVTA submitted fare data including utilization and fare policies to Nelson Nygaard. ECO Pass to be a part of the fare analysis.	X

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
BART to Livermore	<ul style="list-style-type: none"> • Provide guidance on bus routes in four alternatives being considered as part of the environmental study. Coordinate with LAVTA COA/Short & Long Range Planning. 	DP	Projects/ Services	Jun 2016	<p>→ Staff and Nelson/Nygaard providing ongoing feedback on bus routes within four alternatives. Feedback provided on street design in specific plan for development adjacent to BART station on Isabel.</p> <p>→ LAVTA Board approved a Tri-Valley Regional Rail Advisory Group. Letters sent to member agencies requesting representative. <u>LAVTA Board to select representative in Dec. First meeting being scheduled.</u></p>	
MTC Plan Bay Area Update	<ul style="list-style-type: none"> • Provide technical expertise • Ensure that LAVTA Short/Long Range Plans are incorporated into County Long Range Transportation Plan and then the MTC Plan Bay Area Update. • Participate in public workshops to ensure Priority Development Areas and public transit in Tri-Valley area is adequately planned. 	DP	Projects/ Services	<p>May 2015</p> <p>Sept 2015</p> <p>Apr 2016</p>	<p>→ MTC convened meeting with staff</p> <p>→ COA/Short & Long Range Plan underway.</p> <p>→ Project/budget spreadsheets submitted for business as usual model to 2040. Capital asset inventory and maintenance plan submitted. ACTC has included the plans in their planning documents that are approved and being forwarded to MTC.</p>	X
ACTC County Transit Study	<ul style="list-style-type: none"> • Serve on TAC and participate in public workshops. • Ensure that LAVTA Short/Long Range Plans are incorporated into Study 	DP	Projects/ Services	<p>Feb 2015</p> <p>Dec 2015</p>	<p>→ Staff has attended TAC meetings and is providing input on key activity centers in Tri-Valley and performance standards.</p> <p>→ Nelson/Nygaard is coordinating LAVTA COA with ACTC.</p>	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
ACTC Tri-Valley Integrated Park & Ride Study	<ul style="list-style-type: none"> • Serve on TAC and participate in public workshops. • Ensure that LAVTA Short/Long Range Plans are incorporated into study. 	DP	Projects/ Services	May 2015 Dec 2015	<p>→ Nelson/Nygaard has begun LAVTA planning work and will contact project consultant to coordinate work.</p> <p>→ Kickoff meeting with DKS and project TAC held in August.</p> <p>→ <u>Existing Conditions report and Travel Behavior and Market Analysis completed. Discussing dynamic, real-time parking and person-to-person ridesharing with ACTC staff.</u></p>	
ACTC Goods Movement Study and Arterials Study	<ul style="list-style-type: none"> • Serve on TAC and participate in public workshops. • Ensure that LAVTA Short/Long Range Plans are incorporated into study. 	DP	Projects/ Services	Dec 2015 Dec 2015	<p>→ Staff working on TAC. Staff provided comment on methodology to rank arterials and priority for improvements and performance measures. Next TAC meeting in November.</p>	
CCTA: I-680 Express Bus Study/I-680 Transit Investment & Transit Relief Study	<ul style="list-style-type: none"> • Serve on TAC and participate in public workshops. • Ensure that LAVTA Short/Long Range Plans are incorporated into study. 	DP	Projects/ Services	Dec 2015 Dec 2015	<p>→ Projects are ongoing. Geographic focus on Walnut Creek to Dublin. Existing conditions report completed. <u>Main options being explored at this point include bus rapid transit in combination with ITS options. Bus on shoulder option being explored in combination with the abovementioned.</u></p>	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Clipper Project	<ul style="list-style-type: none"> • Policy development • Site work • Installation • Implementation 	DP	Projects/ Services	Jul 2015	→ Day Pass Accumulator Approved. Amended MOU approved.	X
				Jul 2015	→ Site work has been finished. Equipment install completed on buses. Testing in progress. Employers in Tri-Valley being notified of Clipper progress.	X
				Sept 2015	Training of on-board and ticket-office terminal equipment done. Customer service and operator training done.	X
				Nov 2015	→Customer service training occurred in early October. Operator training done. <u>Go-live successful on Nov 1, 2015.</u>	X
Dublin Signalization improvements, queue jumps on Dublin Blvd	<ul style="list-style-type: none"> • Feasibility study for queue jumps on lanes • Secure final FTA approvals and transfer the FHWA funds to FTA to admin • Design/install queue jumps 	DP	Projects/ Services	Dec 2015	→Scope of Work completed. Study underway with Kimley Horn.	
				Feb 2016	→FTA moving to TRAMs from TEAM program. Launch delays slowing the application processing. Expect done in Feb.	
				Mar 2017	→Once FTA done, staff will select consultants to design and build project.	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
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Goal: Marketing and Public Awareness

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Continue to build the Wheels brand image, identity and value for customers**
2. Improve the public image and awareness of Wheels
3. Increase two-way communication between Wheels and its customers
- 4. Increase ridership, particularly on the Rapid, to fully attain benefits achieved through optimum utilization of our transit system**
5. Promote Wheels to New Businesses and residents

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Website Redesign	<ul style="list-style-type: none"> Develop/Advertise RFP/Evaluate proposals/execute contract New website goes live 	DP	Projects/ Services	Mar 2015 May 2015 Dec 2015	→RFP advertised. Planeteria awarded contract → <u>Draft final version of website reviewed by staff. Final graphics and design work being performed. Go live date set for December.</u>	X
Social Media Engagement	<ul style="list-style-type: none"> Development of strategic communications plan Development of LAVTA goals with Facebook/Twitter 	DP	Projects/ Services	Apr 2015 Jun 2016	→Regular sweepstakes initiated to engage Facebook/Twitter followers. Goal is 2,500 “likes” from customers and residents in service area. Currently at over 564 from 150. Bicycle Sweepstakes in July. iPad sweepstake in Aug/Sept.	
Phone App w/Real Time Info	<ul style="list-style-type: none"> MTC reviewing funding availability on secured grant. Create scope of work/RFP Phone app live 	DP	Projects/ Services	Mar 2015 Mar 2015 Aug 2016	→ Funding has been allocated and staff is awaiting MTC clearance to begin project. Scope of work being created. Presentations made to staff from RideRight, Transloc, and Double Map.	

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Google Transit Trip Planner	<ul style="list-style-type: none"> Submit data for review/approval to Google Go live with planner on new website 	DP/Exec Dir	Projects/Services	Sept 2015 Oct 2015	→ Most trip planning in US is done through Google Trip Planner. Google Trip Planner available online. Will be on homepage of new website, which is scheduled to go live in December.	X
Wayfinding at BART Stations	<ul style="list-style-type: none"> Plan new wayfinding signage Seek funding and install signage 	DP/Exec Dir	Projects/Services	Feb 2015 Jun 2016	<p>→ Staff has taken pictures and provided conceptual of wayfinding signage to BART. Currently in RFP that is being advertised.</p> <p>→ \$900,000 allocated to various improvements at Dublin/Pleasanton station. Working with BART to use portion of funds for improvements. <u>BART contact out for surgery until January. Project in a holding pattern.</u></p>	X
High School Ambassador Project	<ul style="list-style-type: none"> Finalize program Appoint ambassadors and train Implementation of program 	DP/Exec Dir	Projects/Services	April 2015 Aug/Sept 2015 Oct 2015	<p>→ Applications for Ambassadors being developed for all high schools. No students signed up for program. Regrouping for sign-ups in September.</p> <p><u>Six applications already received. Training of ambassadors in Dec w/ go live in January.</u></p>	X
LAVTA Rebranding Project	<ul style="list-style-type: none"> Create RFP Award consultant Finish project 	DP/Exec Dir	Projects/Services	Oct 2015 Nov 2015 Jun 2016	→ Project to look at agency logo, naming and logos of services, and bus paint/graphics design. <u>Rework of scope finalized. RFP to be advertised/awarded in December.</u>	X

Underlined text indicates changes since last report.

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Comprehensive Dial-A-Ride Rider Publication	<ul style="list-style-type: none"> Review dial-a-ride policies Publisher to design and create publication. 	DP/ Exec Dir	Projects/ Services	Mar 2016 Apr 2016	→ Staff currently reviewing policies. Looking to insert policy regarding reasonable modification rules into document.	
Dial-A-Ride Customer Service Survey	<ul style="list-style-type: none"> Hire consultant/Develop Survey/Conduct Survey Report to Board survey results 	DP/ Exec Dir	Projects/ Services	Oct 2015 Nov 2015	→ Scope of work finalized. RFQ will be issued the week of 9/21. <u>Awarded to Invictus. Survey completed and being presented in Nov committee meeting.</u>	X X
<p>Goal: Community and Economic Development</p> <p><i>Strategies (those highlighted in bold indicate highest Board priority)</i></p> <ol style="list-style-type: none"> Integrate transit into local economic development plans Advocate for increased TOD from member agencies and MTC Partner with employers in the use of transit to meet TDM goals & requirements 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
ACTC: Measure BB Transit Student Pass Program	<ul style="list-style-type: none"> Attend ACTC meetings on student pass program development. Assist in the development of a timeline for policy and project implementation 	DP	Projects/ Services	Jun 2016 TBD	→ Staff assisted ACTC in interviewing/scoring the potential consultants. Contract in award process. Last meeting with TAC included discussion on current programs with transit operators that could hint as to how program might move forward. Expect Tri-Valley to be a demonstration area.	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Explore TOD Partnerships	<ul style="list-style-type: none"> Explore TOD partnership near Livermore TC 	DP	Finance/ Admin	Jul 2016	→ Discussed Livermore TC TOD project with city staff. Mtgs held with TOD experts at BART. <u>Exploring opportunity for a grant to move potential project forward.</u>	
City of Livermore Ridership Development Study	<ul style="list-style-type: none"> Provide technical assistance and attend public meetings 	DP	Projects/ Services	Dec 2015	→ Specific Plan being drafted for 1,000+ acres adjacent to BART/Isabel station. Provided input on SWAT analysis from a transit perspective. <u>Also provided input on street design/streetscape in specific plan.</u> <u>Staff attended public workshop in November.</u>	
Las Positas College Student, Faculty, Staff Pass Program	<ul style="list-style-type: none"> Develop guidelines for pass Discuss financing of pass program, including student fee and potential demonstration project Implementation of pass demonstration project to coincide with implementation of COA improvements. 	Exec Dir	Projects/ Services	Nov 2015 Dec 2015 Mar 2016	→ Researching appropriate cost of pass for pilot program with 8,000/year purchased. Chabot college vote failed. Made presentation to Student Senate in Sept and received positive feedback on developing college ridership/student pass. <u>Exploring a Try Transit week at college to market Wheels.</u> <u>Met with administration in October to discuss near future system improvements and funding for pilot program that could coincide with implementation of improvements.</u> <u>Follow-up meeting being held in December.</u>	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
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Goal: Regional Leadership

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Advocate for local, regional, state, and federal policies that support 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

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Tri-Valley Regional Rail Advocacy Group	<ul style="list-style-type: none"> • Creation of Advocacy Group • Establish goals and regular meeting schedule 	Exec Dir	Projects/ Services	<p>Oct 2015</p> <p>Nov 2015</p>	→ Board approved the Advisory Group in October. Letters sent to members to choose a representative. <u>First meeting being planned.</u>	
2016 Legislative Plan	<ul style="list-style-type: none"> • Research on common issues within regional planning agencies and transit agencies • Creation of 2016 Legislative Plan and review/approval by the Board 	Exec Dir	Finance/ Admin	<p>Nov 2015</p> <p>Jan 2016</p>	→ Research being done on emerging priorities at state and federal level. Coordinating priorities at regional level.	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
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Goal: Organizational Effectiveness

Strategies (those highlighted in bold indicate highest Board priority)

1. Promote system wide continuous quality improvement initiatives
2. Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service
- 3. Establish performance based metrics with action plans for improvement; monitor, improve, and report on-time performance and productivity**
4. HR development with focus on employee quality of life and strengthening of technical resources
5. Enhance and improve organizational structures, processes and procedures to increase system effectiveness
6. Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Trapeze Viewpoint Software	<ul style="list-style-type: none"> • Work through custom software issues 	DP/ Exec Dir	Projects/ Services	Dec 2015	→ Software installed at LAVTA. Custom reports being created with assistance of Trapeze. Bugs identified and fixed. Staff actively using software to monitor OTP and for planning activities.	X
Performance Metrics Improvement	<ul style="list-style-type: none"> • Staff setting up aggressive monitoring of key performance metrics. <i>Focus on actions to improve on time performance (OTP).</i> 	DP	Projects/ Services	July 2016	→ Changes made to routes <u>70X</u> , 15, 53, 54, 3. Incentive program established with drivers. Tracking of OTP and operators leaving yard on-time happening on a daily basis.	

Goal: Financial Management

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Develop budget in accordance with strategic Plan, integrating fiscal review processes into all decisions**
2. Explore and develop revenue generating opportunities
3. Maintain fiscally responsible long range capital and operating plans

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
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<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Leasing Opportunities at Atlantis	<ul style="list-style-type: none"> Conduct outreach to private and non-profit organizations. Work with agency attorney to bring good offers to the Board for consideration. 	Exec Dir	Finance/ Admin	Nov 2015	→ LAVTA and Google staff working on final version of lease agreement. <u>Attorneys have approved agreement. Anticipate signing agreement in late November.</u>	
FY15 Comprehensive Annual Financial Report	<ul style="list-style-type: none"> Complete financial audit and all required reporting to Board, local, regional and state agencies. 	DA	Finance/ Admin	Dec 2015	→ <u>Audit completed Oct 2015. Final presentations to Board Dec 7, 2015..</u>	
<i>Other:</i>						
Bus Shelter Rehab/Replacement Project	<ul style="list-style-type: none"> Refinish Rapid bus shelter benches Dozens of bus shelters throughout the system have reached their life expectancy and are in need of rehabilitation or replacement. 	DA	Projects/ Services	Jun 2016 Mar 2016	→ Glass/stripping repair of Rapid shelters completed. 43 benches to be rehabbed this fiscal year. → <u>Bus stop inventory of current conditions completed. Planning underway to phase rehabilitation of shelters. Presentation to LAVTA Board in January.</u>	
Bus Shelters for Routes 501, 502, and 503 in City of Dublin	<ul style="list-style-type: none"> Plan financing mechanism for purchase and installation of bus shelters in residential areas, to include ADA upgrades. Construct improvement and install shelters. 	Exec Dir	Projects/ Services	Jun 2016 TBD	→ Meeting held with Dublin School District to look at how many bus shelters might be needed and to discuss potential funding sources. Exploring with City and School District funding opportunities.	

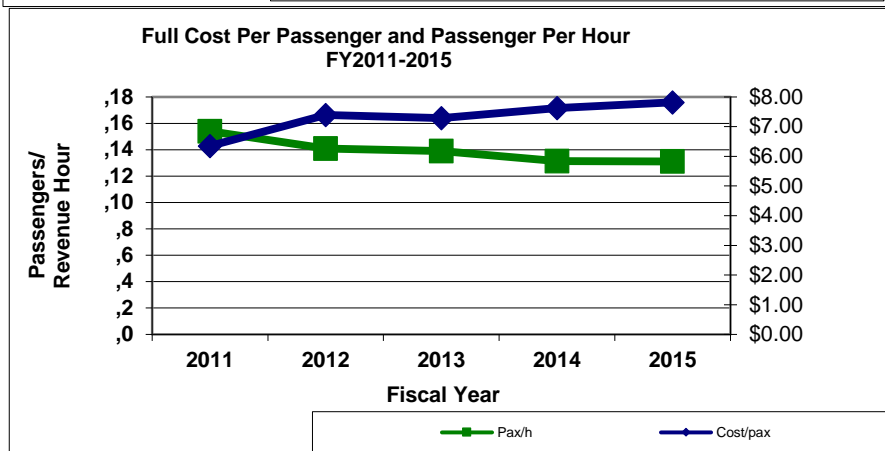
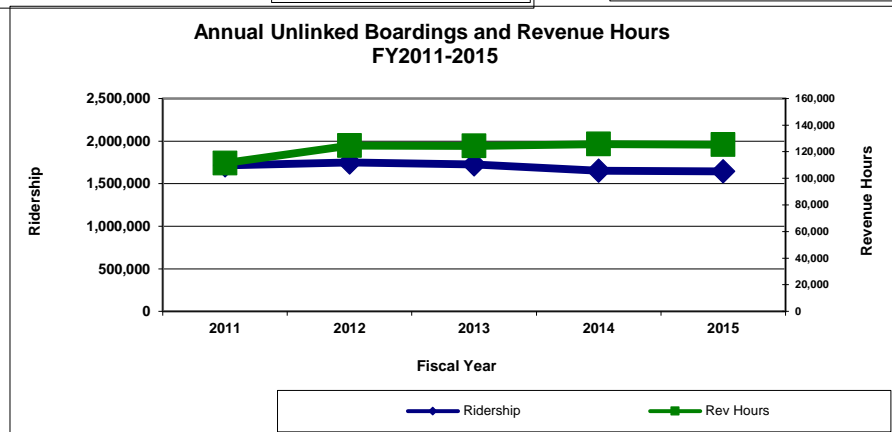
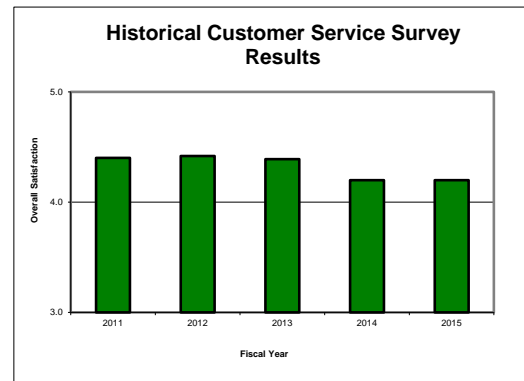
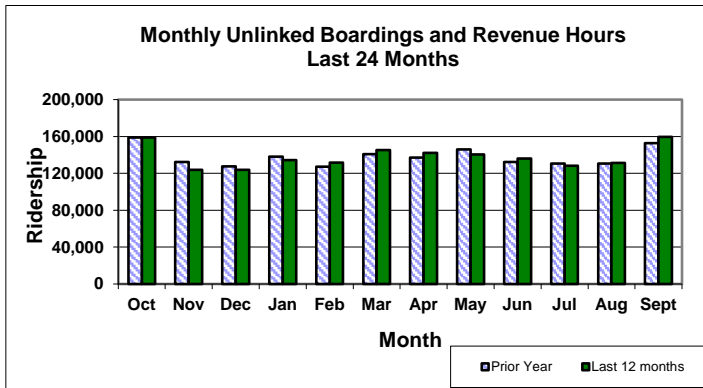
Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Security Lighting at Transit Facilities (Bus Shelters)	<ul style="list-style-type: none"> Purchase security lighting in/at bus shelters in high priority areas Install lighting. Focusing on key corridors with a high level of evening service. 	DA	Projects/ Services	<p>Mar 2016</p> <p>Aug 2016</p>	<p>→ Waiting on state to issue funds to begin project. \$73,392 available for equipment purchase.</p> <p>→ Funded through FY14 & FY15 CalOES Security Program. Awarded but not funded.</p>	
Replace Info Stations on Kiosks at Livermore Transit Center	<ul style="list-style-type: none"> Get quotes for repairs and complete project Replace Info Stations at Kiosks 	DA	Projects/ Services	Dec 2015	→ Info kiosks at Livermore Transit Center have been vandalized over several years. Staff replacing 12 custom info stations on kiosks. Info stations arrived and were installed in October.	<p>X</p> <p>X</p>
Historic Train Depot Relocation at Livermore Transit Center	<ul style="list-style-type: none"> Negotiate acceptable terms for rehab of Depot to be used for customer service. Create agreement 	Exec Dir	Projects/ Services	<p>Sept 2015</p> <p>Nov 2015</p>	→LAVTA has been meeting regularly with City staff. Environmental work nearing completion. Final location set for passenger island. <u>Agreement signed in November</u>	<p>X</p> <p>X</p>
Audio/Video Project in LAVTA Board room	<ul style="list-style-type: none"> Plan out project Contractor Award 	DA	Projects/ Services	<p>Dec</p> <p>Feb</p>	→ This project is not funded in FY16 budget. <u>Staff working with experts to plan the project. Looking to include in budget at mid-point of budget cycle, pending overall performance of budget.</u>	
2016 Gillig Bus Purchase (20 buses)	<ul style="list-style-type: none"> Board approval of purchase. Purchase order and notice to proceed to Gillig. Final details for buses performed with Gillig. 	DA	Projects/ Services	<p>Aug 2014</p> <p>Nov 2014</p>	<p>→ Approval granted in mid-2014. Purchase order and notice to proceed provided to Gillig.</p> <p>→LAVTA will meet with Gillig in Dec to finalize details on buses.</p>	<p>X</p> <p>X</p>

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
2017 Gillig Bus Purchase (20 buses)	<ul style="list-style-type: none"> LAVTA releases RFP for minimum of 12 hybrid replacement buses in consortium Agreement and notice to proceed to manufacturer 	DA	Projects/ Services	Dec 2015 Nov 2017	<p>→ RFP in development. <u>Exploring an RFP for 12 hybrid buses, with a separate partnership with an electric bus company for remaining 8 buses.</u></p> <p>→</p>	
Atlantis Phases I, II	<ul style="list-style-type: none"> Phases I and II completed with exception of \$134,000 in miscellaneous projects (funded). Select vendor for Fare Vault. Select engineer for design Bid and perform construction. Close grant. 	Exec Dir	Projects/ Services	Feb 2015 Oct 2015 Oct 2015 Mar 2016	<p>→ \$134,000 left for future improvements. Fare vault is selected as project.</p> <p>→ Genfare GFI selected vendor. Working on contract.</p> <p>→ OLMM selected engineer. Working on a contract.</p> <p>→ Awaiting planning.</p>	X
Atlantis Phases III, IV, V, VI	<ul style="list-style-type: none"> Conduct review of current Atlantis project and cost estimates. Confirm space requirements and location with COA/SRTP/LRTP planning efforts Work with local, regional, state and federal entities to procure funding for Atlantis. 	Exec Dir	Projects/ Services	Jun 2016 Ongoing	<p>→ Staff review finds latest space requirements correct for Atlantis. Will confirm the spacing requirements, etc. through near future planning process.</p> <p>→ ACTC and MTC have both had briefings on Atlantis and the need for a larger facility. Additional RM2 funding not an option at this point. Atlantis in ACTC and MTC planning documents.</p>	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Atlantis Security and Video Equipment	<ul style="list-style-type: none"> Identify and spec the type of security system desired at Atlantis To include license plate camera. Issue IFB for equipment and install. Award Contract/Install equipment. 	DA	Projects/ Services	Dec 2015 Jan 2016 Mar 2016	→ Cal OES transit security grant funding by Prop 1B. Requested and received a one year extension in April 2015. Funds must be expended by March 31, 2016 - \$36,696.	
Rutan Rehabilitation Projects	<ul style="list-style-type: none"> \$537,000 grant awarded for shop floor replacement and for parking lot improvements. Initiate and execute procurement for Shop Floor Replacement. Initiate and execute procurement for parking lot slurry sealing and ADA upgrades 	AD	Projects/ Services	April 2015 Oct 2015 Jan 2016	→ Grant funds available → IFB issued and bids rejected due to non responsiveness. Reissuing the IFB. →Waiting for bid/construction in the spring for more favorable conditions.	X
Rapid Projects	<ul style="list-style-type: none"> Identify remaining projects to fix productivity issues on Rapid. Also complete Rapid shelters. 	Exec Dir	Projects/ Services	Mar 2016	→ Approximately \$300,000 in federal funding remaining for Rapid project. Staff working with FTA to keep in abeyance until planning completed to fix the Rapid productivity. <u>Conference calls with FTA in September and October included draft Rapid improvement plans and discussion on handling movement of bus stops. Shelter inventory provided list of incomplete Rapid shelters.</u>	

Monthly Summary Statistics for Wheels October 2015

FIXED ROUTE						
	October 2015			% change from one year ago		
Total Ridership FY 2015 To Date	579,668			1.2%		
Total Ridership For Month	160,434			1.0%		
Fully Allocated Cost per Passenger	\$7.00			-0.6%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	6,492	2,301	1,524	3.6%	5.6%	1.5%
Passengers Per Hour	15.0	12.3	13.4	4.9%	6.0%	3.1%
	October 2015			% change from last month		
On Time Performance	79.8%			1.9%		



Monthly Summary Statistics for Wheels

October 2015

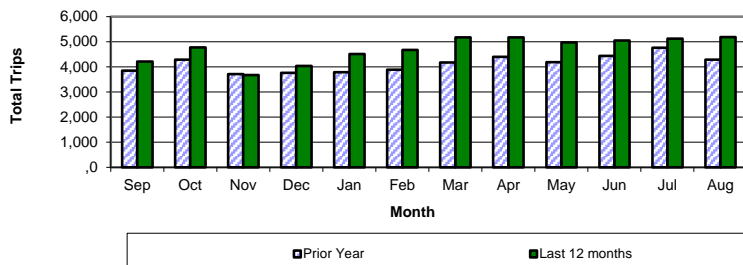
PARATRANSIT

General Statistics	October 2015	% Change from last year	Year to Date
Total Monthly Passengers	5,136	8.3%	10,263
Average Passengers Per Hour	1.68	-47.5%	
On Time Performance	97.5%	0.5%	
Cost per Trip	\$32.51	2.0%	
Number of Paratransit Applications	60	106.9%	95
Calls Answered in <1 Minute	83.60%	6.1%	

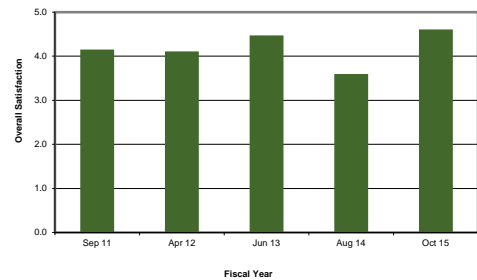
36 applications from Pleasanton residents

Missed Services Summary	October 2015	Year to Date
1st Sanction - Phone Call	0	0
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	0	0
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

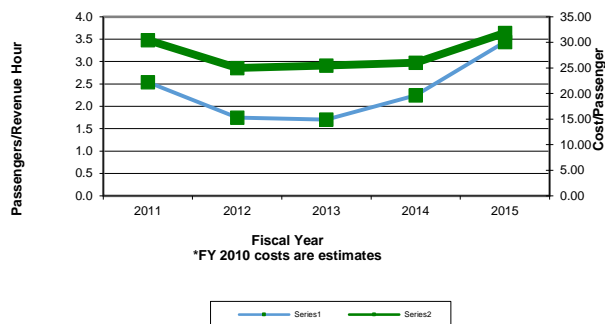
Paratransit Monthly Unlinked Boardings, Last 24 Months



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2011-2015



Monthly Summary Statistics for Wheels

October 2015

SAFETY								
ACCIDENT DATA	October 2015				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	7		0		15		0	
Preventable	2		0		5		0	
Non-Preventable	5		0		10		0	
Physical Damage								
Major	0		0		1		0	
Minor	7		0		14		0	
Bodily Injury								
Yes	3		0		5		0	
No	4		0		10		0	

MONTHLY CLAIMS ACTIVITY	Totals
Amount Paid	
This Month	\$22,618.90
To Date This Fiscal Year	\$47,938.66
Budget	\$100,000.00
% Expended	48%

CUSTOMER SERVICE - ADMINISTRATION		
CATEGORY	Number of Requests	
	October 2015	Year To Date
Praise	0	0
Bus Stop	3	16
Incident	0	0
Trip Planning	1	2
Fares/Tickets/Passes	1	1
Route/Schedule Planning	6	23
Marketing/Website	0	7
ADA	0	5
TOTAL	11	54

CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	1	0	0	3	0	0	0	1
Safety	2	9	0	7	0	0	0	0
Driver/Dispatch Courtesy	1	7	0	3	0	1	1	1
Early	0	0	0	1	0	0	0	0
Late	3	3	5	15	0	0	0	1
No Show	3	0	0	14	0	1	0	0
Incident	0	0	0	0	0	0	0	0
Driver/Dispatch Training	3	2	0	7	0	0	0	0
Maintenance	0	2	0	1	0	0	0	0
Bypass	0	5	0	4	0	0	0	0
TOTAL	12	28	5	52	0	2	1	2
Valid Complaints								
Per 10,000 riders	0.75							
Per 1,000 riders					0.00			

LAVTA COMMITTEE ITEMS - JANUARY 2016 - MAY 2016

Finance & Administration Committee

January	Action	Info
Minutes (November)	X	
Treasurers Report (November & December)	X	
Legislative Program (if not Nov)	X	
CalTIP Resolution	X	
		Info
February	Action	
Minutes	X	
Treasurers Report	X	X
Quarterly Budget & Grants Report	X	
		Info
March	Action	
Minutes	X	
Treasurers Report	X	
Annual Org Review	X	
		Info
April	Action	
Minutes	X	
Treasurers Report	X	
Funding Resolutions - TDA, STA, RM2, Measure B	X	
Preliminary Budget	X	X
10 Year Projections		
		Info
May	Action	
Minutes	X	
Treasurers Report	X	
LAIF	X	
FTA Triennial Review	X	
Final Budget	X	X
Quarterly Budget & Grants Report		
Clipper Fare Approval	X	

Projects & Services Committee

January

	Action	Info
Minutes (November)	X	
Draft SRTP	X	
Draft COA Recommendations	X	
Draft Title VI Report	X	

February

	Action	Info
Minutes	X	
Quarterly Operations Report		X
Quarterly Marketing Report		X

March

	Action	Info
Minutes	X	
Alameda County Fair and Fourth of July Service	X	
Pleasanton Summer School Service	X	

April

	Action	Info
Minutes	X	
Relocation of Livermore Historic Train Depot		X
Draft Employer Pass Program		X

May

	Action	Info
Minutes	X	
WAAC Appointments	X	
FY2017 Marketing Work Plan	X	
Quarterly Operations Report		X
Quarterly Marketing Report		X

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
S T A F F R E P O R T

SUBJECT: FY 2016 1st Quarter Report – Operations

FROM: Christy Wegener, Director of Planning & Communications

DATE: November 23, 2015

Action Requested

This is an informational item.

Background

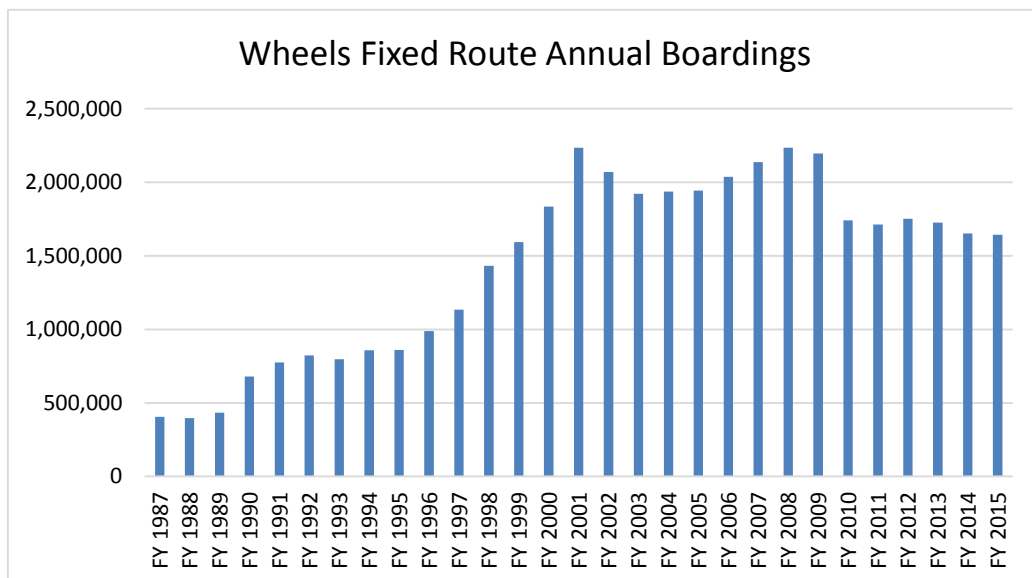
This report is intended to provide the Committee with a summary and analysis of operations for the first quarter of FY2016 (July – September 2015), including fixed route and operational performance metrics.

Discussion

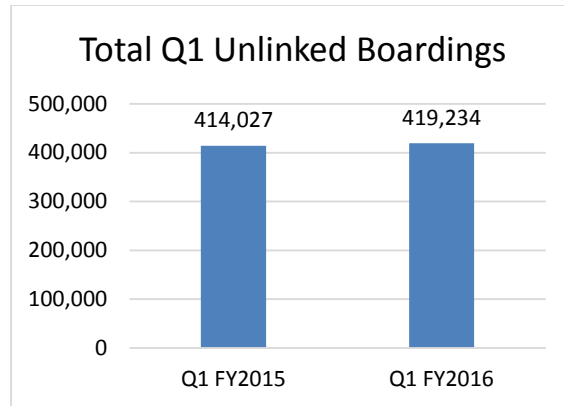
Fixed Route

As indicated in the previous quarterly update staff report, ridership on the Wheels fixed-route system remained roughly stationary between fiscal years 2014 and 2015, during both of which the agency saw a total of approximately 1.65 million unlinked boardings.

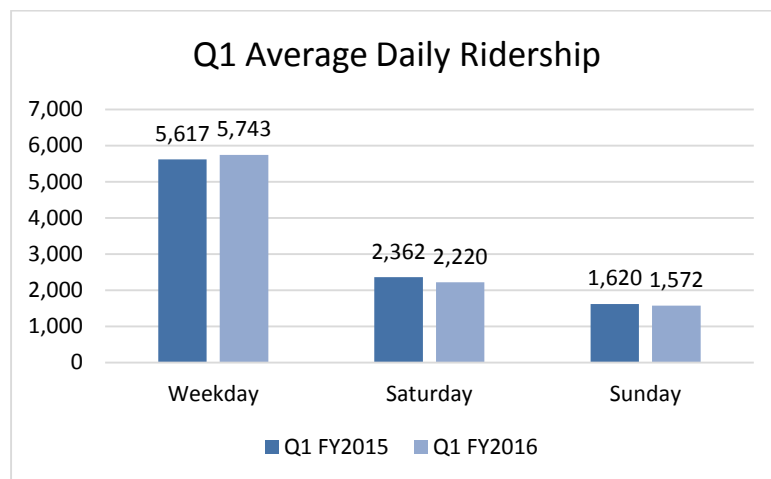
The graph below shows the long-term ridership trend for the Wheels service from the agency’s inception thru FY2015.



Turning to the first quarter of FY2016, ridership was up compared to the same quarter of the previous year. The increase was slight (1.3%), but is a continuation of the trend from the two prior quarters, where approximately a one-percent year-on-year increase was observed.



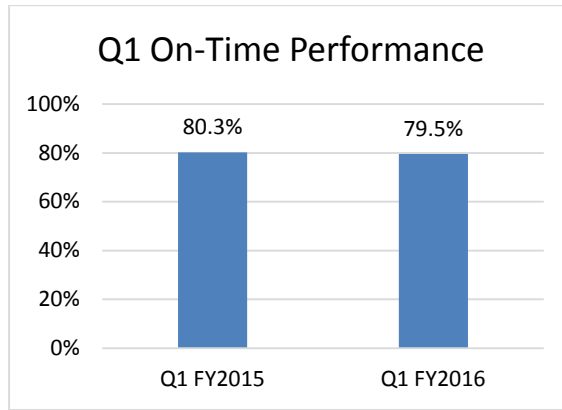
The next chart shows the ridership breakdown by average boardings per day during the quarter. It shows that the slight ridership gain was attributable to the weekday service, as both Saturday and Sunday ridership was down slightly compared to Q1 of FY14. This trend was also observed in the previous quarter.



It is difficult to draw short-term conclusions from these trend variations in ridership, but it is worth noting that the last three quarters have been trend-positive.

Ridership trends at the individual route level were also mainly positive, in particular on some of the local lines: Routes 2, 3, and 11 all saw double-digit year-on-year percentage increases, albeit from small levels. The important trunk lines 10 and 30 (*Rapid*) remained stable as they both trended within a $\pm 2\%$ range during the quarter. Weekend route-by-route trends were mixed, but the 10 line receded somewhat on both Saturdays and Sundays.

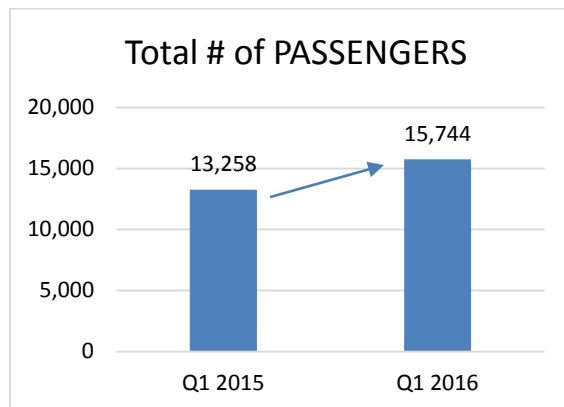
On-time performance (OTP) decreased slightly compared with same quarter of the previous year, ending up at just under 80%. Within the quarter, the highest OTP percentage was observed in August, with a reading of 80.3%.

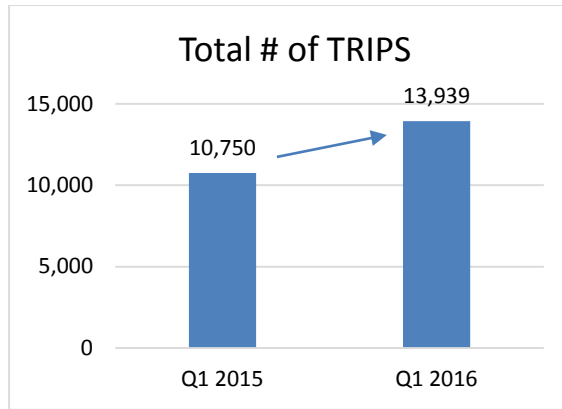


Looking at route-level OTP, the shorter local routes 1, 2 14, and 51 all stayed above 88% during the quarter, while only one – Route 3 – had an adherence less than 70%. The large trunk lines 10 and 30 (*Rapid*) both performed close to the systemwide average at 80.5% and 78.7%, respectively. Of note is also that the I-680 corridor Route 70X saw a marked improvement during the quarter, following a revision to the route specifically to address its on-time adherences effective August 24. Starting out with an OTP percentage of 52% during the month of July, this route had advanced to 70% during the month of September. As the majority of system trips are operated on routes 10 and 30, however, the overall OTP percentage tends to be mostly determined by those two routes.

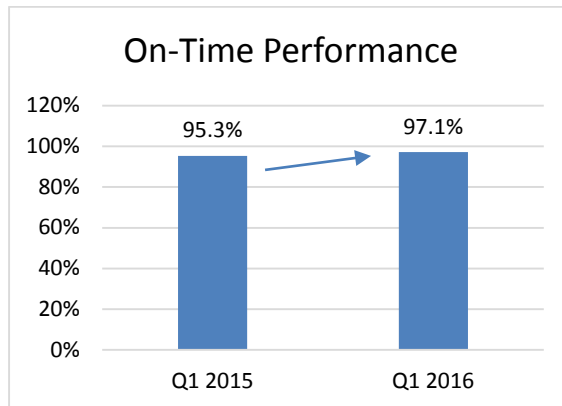
Paratransit

The FY2016 Q1 total number of passengers served on paratransit, which includes personal care attendants (PCAs) and companions, has increased by 18.8% when compared to the same three months the year prior, and the number of trips during the same time period has increased by 29.7 %, as the following two charts illustrate.





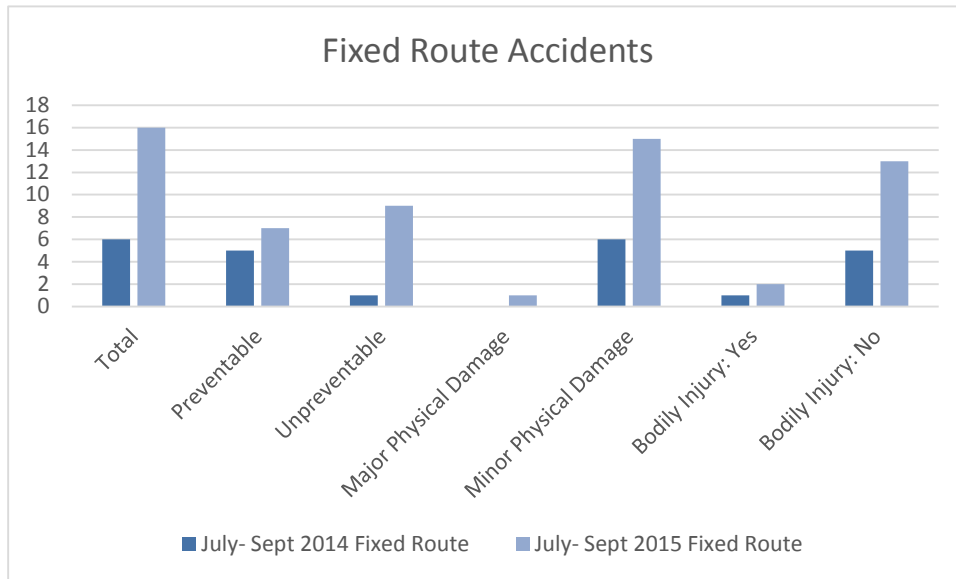
The on-time performance (OTP) for the FY 2016 Q1 is 97.1% compared to 95.3% for the same quarter during the previous fiscal year (1.9% increase) as shown in the chart below. The performance standard for OTP is 95%.



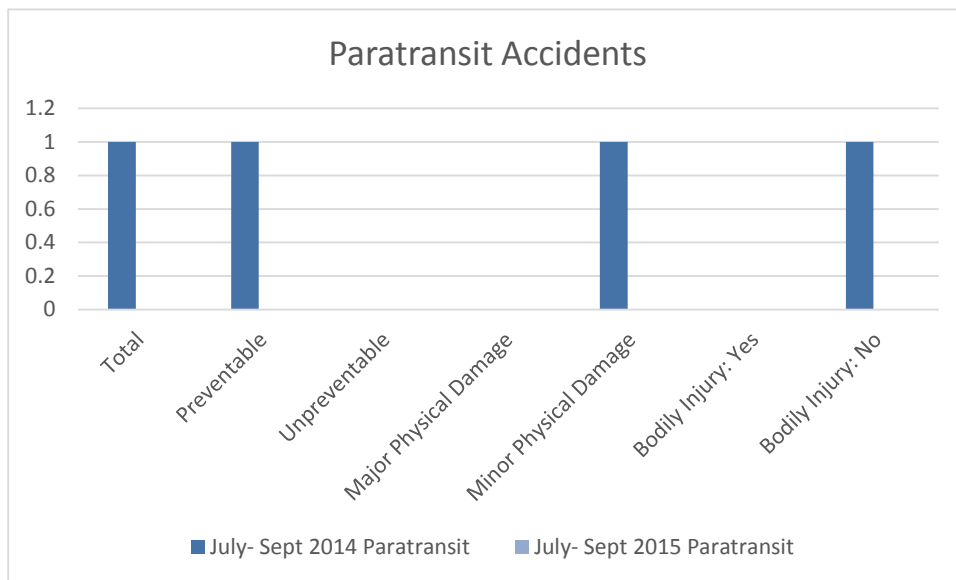
Accidents

Noted in the figure below, in the first quarter, there have been sixteen (16) accidents for fixed route, seven (7) of which were determined to be preventable, and nine (9) deemed non-preventable. One of the accidents resulted in major damage, and fifteen (15) resulted in minor or no damage to the vehicles (only fixed route are LAVTA owned vehicles). Two (2) of the fixed route accidents resulted in bodily injury. The total number of accidents for the quarter has increased from this time last year; and the number of preventable accidents continue to rise. Staff is working with the operations contractor to identify trends in preventable accidents and has engaged CalTIP Safety resources to provide additional training for fixed operations staff to improve the Safety program.

Many contractor-operated transportation companies use 1 preventable accident per 100,000 miles as a goal. Looking at preventable accidents per 100,000 miles, MV comes in at 0.52 for the 2015 calendar year.



In the first quarter there were zero paratransit accidents compared to one (1) last year.

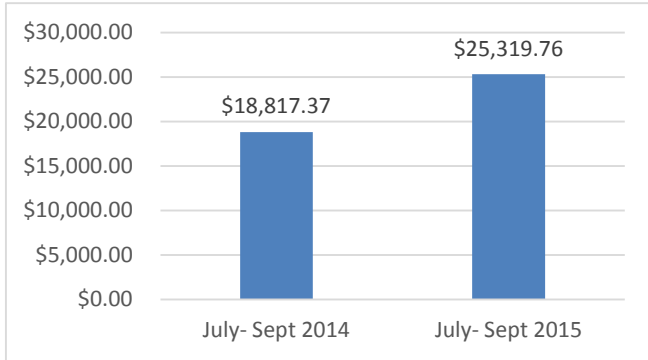


Claims Activity

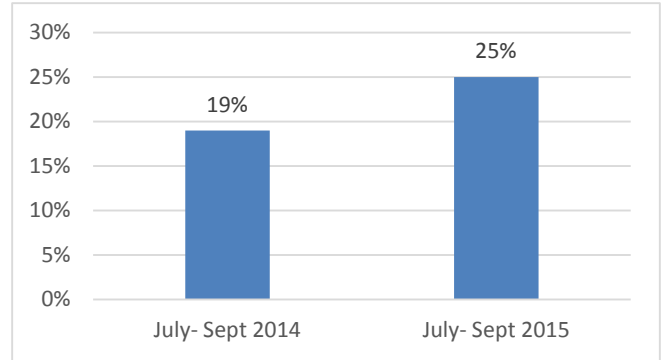
With respect to the monthly accident claim activity, the below charts highlight claims **for fixed route only**. The dollar amount expended during Q1 was higher this year than last, and the percent of budget expended over the course of the year was higher, albeit at the allowable 25%. It should be noted that some of the FY15 expenditures are for the prior fiscal year, as adjudication of claims can take some time after the actual accident/incident. Even so, there is

an increased focus on Safety with LAVTA's fixed route contractor in light of the preventable accidents and higher dollars being expended on claims.

Accident Claims: \$ Expended

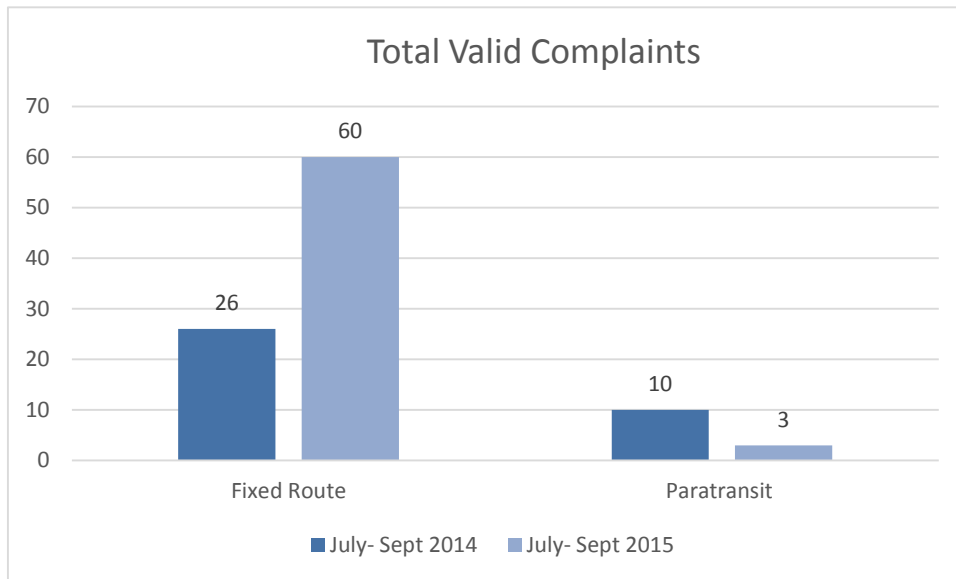


% Budget Expended

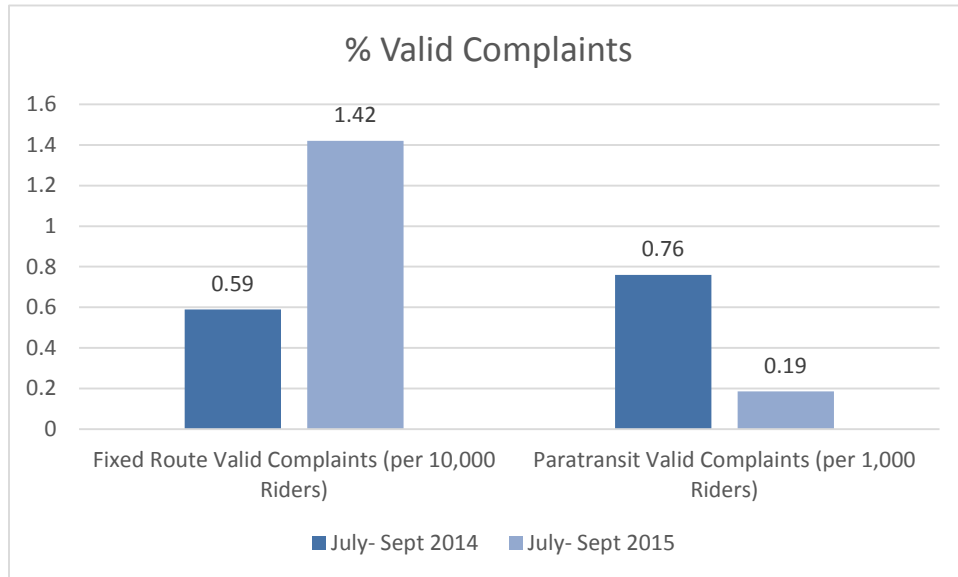


Customer Service

Customer Service staff processed a total of 174 customer requests for Q1 FY15 and a total of 214 for Q1 FY16. LAVTA's Service Quality Standards Index, a measurement of performance for fixed route and paratransit service providers, tracks the number of **valid** complaints for both fixed route and paratransit service, as noted for the quarter in the chart below.



The SQSI's established an industry standard of excellence for complaints of less than 1 per 10,000 riders for fixed route and 1 per 1,000 riders for paratransit.



Comparing the total valid complaints from FY15 and FY16, the number for fixed route has increased and staff continues to work with the fixed route contractor in the Fixed Route Task Force meetings held every other week, which allow for timely recognition of trends, and increased attention to the Customer Oversight Program which provides for assigning points to operators for valid complaints. The top valid complaints for fixed route for this quarter are in the areas of “late” (19 complaints), “no show” (15 complaints), and “safety” (8 complaints).

The paratransit valid complaints continues to decrease. Staff and the contractor have worked hard to ensure that the complaints have been reduced, with only three (3) valid complaints (one in the area of “driver courtesy, one “late,” and one in the area of safety”) for all three months of Q1 for FY16. Staff and the contractor deserve recognition for decreasing and maintaining a very respectable standard in this area.

Next Steps

None

Recommendation

None – information only.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
S T A F F R E P O R T

SUBJECT: First Quarter 2016 Marketing and Outreach Activities

FROM: Dennis Mochon, Senior Marketing and Communications Specialist

DATE: November 23, 2015

Action Requested

Informational item only. No action required.

Background

This report is intended to provide the Committee with a summary of the marketing and outreach activities for the first quarter of FY 2016.

Discussion

Activities completed in the first quarter:

August Service Change & General Outreach

On August 22, 2015, the agency implemented a minor Wheels service change. To inform customers of the change, the agency produced a new bus book, car cards, website information, bus stop schedules, on-hold phone messages and a press release.

Try Transit to Schools

LAVTA targeted middle and high school students through a two week initiative in September to promote Wheels services. The Try Transit to Schools promotion offered students free rides on all regular fixed routes from September 7th – 18th. The agency promoted the event through traditional media channels, including the website and Facebook, as well as through the Tri-Valley schools. In addition, radio spots ran on KKIQ as part of the service change promotion as well as the outreach activities noted in the outreach attachment.

Wheels Forward Public Meetings

LAVTA promoted the Wheels Forward customer input and the first round of meetings (held in July) through extensive outreach, communications and marketing.

Wheels in the News

Wheels produced eleven press releases during the first quarter. These included: LAVTA joins Next Door; Hacienda's 5 millionth Wheels passenger; Wheels Forward meetings; Wheels schedules Day Pass Accumulator public hearing; Wheels August 2015 service change; Try Transit to School promotion; Wheels offers Google Maps feature; Wheels tablet promotion; and

Wheels announces High School Student Ambassador program. Wheels received major local and national industry articles in The Independent, Pleasanton Weekly, The Patch and Mass Transit.

Outreach

Wheels participated in 26 outreach activities targeting schools, seniors, employers and other community organizations as highlighted in Attachment 1.

The following activities are currently planned for the second quarter of FY 2016.

Stuff a Bus

On December 6th from 12pm. to 4pm., the agency will be partnering with Safeway again to hold three Stuff-a-Bus events at three Safeway stores in the Tri Valley. The locations are: 1) 7499 Dublin Blvd. in Dublin; 2) 4495 First Street in Livermore; and 3) 6790 Bernal Avenue in Pleasanton. The event will benefit two local food banks, Open Heart and Tri-Valley Haven.

To promote the events, the agency is running advertising on KKKIQ and having the station host a live radio remote broadcast at the Livermore Safeway from noon to 2pm. The station will have a prize wheel that the public can spin and win prizes for providing a food donation. As part of the partnership with LAVTA, Safeway will provide 20-\$25 gift cards as prizes as well as a food donation of 100 turkeys.

High School Ambassador Program

In October, Wheels solicited for applicants for its High School Ambassador program. The selected high school students will be trained as Wheels Ambassadors helping other students learn to ride the bus and navigate the Wheels bus system. As an incentive, the agency will be offering Ambassadors a free yearly pass valued at \$720.

Clipper Card Introduction

Wheels has worked with the other East Bay small operators to successfully launch Clipper Card on each system. The system went live November 1 and is being promoted through bus cards, flyers, posters, news release, customer outreach and social media. More major marketing will run from January through March 2016.

New Wheels Website

Wheels continues to work with contractor Planeteria to launch a new website. The website is in the final stages of development and testing and is planned to go live in November.

Budget

No budgetary impact.

Recommendation

None – information only.

Attachment 1: Summary of Outreach Activities

1st Quarter Community Outreach Summary Report

July 2015 - September 2015

Describe significant accomplishments this quarter:

Increased participation in committees and civic meetings throughout the Tri-Valley.

Describe significant challenges or barriers encountered this quarter.

Establishing parameters for the Clipper Card implementation and assisting with outreach for the COA

Organization Name	Date	Comments
Alameda County Fair	7/2/2015	Senior Days Outreach
Livermore Senior Center	7/9/2015	Consultations for Seniors
Hispanic Business Council	7/9/2015	Networking
Livermore Needs Committee	7/14/2015	Networking
Hillcrest Gardens	7/16/2015	Outreach
Dublin Senior Center	7/21/2015	Consultations for Seniors
SF Premium Outlets	7/24/2015	Job Fair
Livermore Community Center	7/28/2015	COA Workshop
Dublin Civic Center	7/29/2015	COA Workshop
Pleasanton Civic Library	7/30/2015	COA Workshop
Spare the Air Resource Team	8/4/2015	Awards/Planning Meeting
Liv. Chambers Econ. Dev. Mtg	8/5/2015	Networking
Livermore Needs Committee	8/11/2015	Networking
MV Transit/LAVTA CSR's	8/18, 19 & 20/2015	Service Change Brief Drivers/Staff
Dublin School Dist-Dublin HS	8/22/2015	Tabling information
Livermore School Dist	8/26/2015	Tabling information
Dublin Senior Center	9/2/2015	Transit Forum
Livermore Needs Committee	9/8/2015	Networking
Livermore Senior Center	9/10/2015	Consultations for Seniors
Hispanic Business Council	9/10/2015	Networking
Pleasanton Senior Center	9/10/2015	Transit Forum
Pleasanton Farmers' Market	9/12/2015	Outreach
Dublin Senior Center	9/15/2015	Consultations for Seniors
Livermore Senior Center	9/16/2015	Transit Forum
State Comp Insurance	9/24/2015	Outreach
SF-Ferry Bldg.	9/30/2015	Travel Training Trip to SF

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

S T A F F R E P O R T

SUBJECT: Quarterly Grants Update

FROM: Angela Swanson, Senior Grants & Project Management Specialist

DATE: November 24, 2015

Action Requested

Review and forward to the Board of Directors the FY16 First Quarter Grants Update.

Discussion

The Board of Directors requested a quarterly update of the budget and grants noting any significant changes for both revenues and expenses. This report provides a focus on grant updates. In keeping with our previously introduced system of grant classification, the attached report details activity through October 30, 2015. Closed out grants are not reported here. Pending grants are included; no applications were denied or 'not awarded'.

Recommendation

NA – information only.

Active/Not at Risk				
Project Name	Funding Type	Funding Source	Grant Award	Notes
Repair & Improve Amenities at the Livermore Transit Center	PTMISEA	Caltrans	\$125,625	NEW!! Funds available Feb '16
Para-taxi Voucher and Administration Support	5310	Caltrans	\$80,000	NEW!!! Parataxi subsidy for riders. Effective Jan '16 for 24 months.
FY 15 Operating Assistance Rural Routes 2, 11, 12 & 20	5311	FTA	\$43,683	NEW!! Operating subsidy for the Concord UZA rural routes
Bus Purchase (2016)	Prop 1B PTMISEA	MTC	\$572,778	Applying funds to bus purchase
Electric/Diesel Hybrid Bus (2016)	LCTOP	Caltrans	\$107,192	Applying funds to bus purchase
Trapeze upgrade (viewpoint)	RM2	MTC	\$74,535	Project complete, moving to close-out
Bus Stop Repair/Replacement	Prop 1B PTMISEA	MTC / Caltrans	\$240,910	Project nearing 50%. \$116K grant balance. Anticipate final work complete by spring '16
LAVTA Facility Upgrade and Improvements	PTMISEA	Caltrans	\$357,966	Funds Rutan projects incl. shop floor resurfacing, parking lots slurry seal etc. Projects underway.
LAVTA Facility FY'08		FTA	\$326,879	Atlantis project. Final project activities underway. Vault purchased; design work to retrofit the facility pending. Install expected Feb '16
Transit Planning Interns (2 for 2 yrs)	5304	FTA/Caltrans	\$56,000	25% into grant. 2 interns on staff working 20 hr/wk supporting planning, grants, marketing
Rapid Operation	RM2	MTC	\$580,836	Funds reserved pending 20% Farebox Recovery threshold. Reapply 2016
BRT	Small Starts	FTA	\$559,355	Construction funds remaining
Parataxi, Dublin/Pleasanton	New Freedom	FTA	\$33,000	Reimbursement funding
Fleet DVR's	Prop 1B Security	CalOES	\$36,696	Board approved 2/24/15
The Tri-Valley Multi-Modal Access	SC-TAP	ACTC	\$1,385,000	ACTC the lead agency; LAVTA a participating partner

and PDA Connectivity Study				
Local TFCA; Routes 8, 12, 15	Local TFCA	ACTC	\$278,000	Entering second and final year

Inactive or At Risk				
Project Name	Funding Type	Funding Source	Amount Requested	Expected Notification
Fleet DVRs	Prop 1B Transit Security Gran	CalOES	\$36,696	DVRs are part of the 20 bus fleet order underway at Gillig. Fleet arriving June '16. Grant expires March '16. Will need to apply for extension with April '16 reporting. Request ministerial in nature. No issues expected.
Atlantis Security/DVRs	Prop 1B Transit Security Gran	CalOES	\$36,696	One year extension expires 3/31/16. Staff expect purchase and install of equipment complete by end of January '16

Pending/Not yet Awarded				
Project Name	Funding Type	Funding Source	Amount Requested	Expected Notification
8 Electric Buses and Charging Stations for Routes 10, 53, 54	Low or No Emission Program (LoNo)	FTA	\$2,136,550	NEW!!! Applied 11/16/15. Response expected by June 2016
Onboard Digital Communications (WiFi) systems and/or IT maintenance FY 15-16	Prop 1B Transit Security Grants Program	CalOES	\$36,696	NEW!!! Submitting grant in December 2015. Expect funds from CA bond sale in June 2016.
Tri-Valley Paratransit Assessment	Sustainable Communities Grant Program	Caltrans	\$163,780	NEW!!! Partnered with Pleasanton Paratransit Services. Grant due 12/30. Highly competitive program.
Livermore Transit Center TOD Feasibility Study	Sustainable Communities Grant Program	Caltrans	\$195,000	NEW!!! Partnering with Livermore to explore opportunities to consolidate adjacent parcels for transit oriented

				development, and to create improved visibility and access to the Transit Center.
Security Lighting for Bus Shelters FY 13-14	Prop 1B Transit Security Grants Program	CalOES	\$36,696	NEW!!! Submitted grant in October 2015. Expect funds from CA bond sale in February 2016. Thereafter project can be initiated.
BRT Route	TFCA	ACTC	\$400,000	Applied 6/19/15. Two year grant. Response expected by September
TPI Dublin Boulevard Project (LAVTA Sponsor, City of Dublin and MTC Co-Sponsors)	TPI via FHWA	MTC	\$1,570,000	Award authority held up due to FTA system changeover. Moving forward with non-expenditure activities including a feasibility study for additional queue jumps. Expect project to ramp up in May 2016.
Facility Lighting/ Security Upgrades FY 14-15	Prop 1B Security	CalOES	\$36,696	Prop 1B bonds sold. Expect receipt in Feb '16. Project initiation in Spring '16.
Rural Route Operating Assistance	FTA 5311	FTA via Caltrans via MTC	\$43,683	Unofficially hear we are awarded. No formal word.

Agency Acronyms:

ACE: Altamont Corridor Express
ACTC: Alameda County Transportation Commission
BAAQMD: Bay Area Air Quality Management District
CalTrans: California Department of Transportation
CalOES: California Office of Emergency Services
FHWA: Federal Highway Administration
FTA: Federal Transportation Agency
MTC: Metropolitan Transportation Commission

Program Acronyms

1B: *California State Proposition 1B, bond act passed by voters in 2006*
Measure B: *½ cent sales tax for transportation passed 2000 in Alameda County*
JARC: *Job Access Reverse Commute, a federal fund to improve mobility for low-income*
Lifeline: *Transportation Program funds projects that result in improved mobility for low-income residents*
Measure BB: *½ cent sales tax for transportation passed 2014 in Alameda County*
PTMISEA: *Public Transportation Modernization, Improvement, & Service Enhancement Account. Part of Prop 1B bond act of 2006*
RM2: *Regional Measure 2, passed in 2004 by Bay Area voters, increases bridge tolls for infrastructure \$\$*
SC-TAP: *Sustainable Communities Technical Assistance Program*
TFCA: *Transportation Fund for Clean Air*
5304: *Apportioned annually to states for use in rural planning and research including planning support for non-urbanized areas, and human-resource development.*

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Dial-A-Ride Passenger Survey 2015

FROM: Christy Wegener, Director of Planning and Communications

DATE: December 7, 2015

Action Requested

None. This is an informational item only.

Background

LAVTA performs annual Dial-A-Ride passenger surveys to assess passenger satisfaction in order to continually improve service.

Methodology

The 2015 annual Dial-A-Ride customer satisfaction survey was conducted between October 26 and October 28 via telephone by randomly calling currently active Dial-A-Ride passengers. Active riders are those who have used Dial-A-Ride at least once within the last twelve months. The survey was administered by a third party surveyor, and a total of 100 Dial-A-Ride surveys were completed. The results are statistically reliable at 95% confidence interval ± 8.5 point margin of error.

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

DiscussionDial-A-Ride Survey Results

Overall satisfaction was very high across all stages of the rider experience. The average score for the reservation process was 4.45, pick-up experience 4.45, ride experience 4.38, drop-off experience 4.37, and the overall satisfaction score was 4.61 on the scale of 1 to 5.

Areas where scores were exceptionally high included:

- Person on the phone was courteous 4.47
- Person on the phone was able to arrange request for transportation 4.5
- Driver arrived at correct address and spot 4.48

- Driver was dressed appropriately and clean 4.47
- Driver operated vehicle safely and followed all traffic laws 4.55

Areas where scores were lower than average:

- Driver was on time for pickup 4.05
- Prefer use of new smaller vehicles 3.86
- No problems navigating phone menu 4.23

The key areas where riders consistently expressed the importance to them were timeliness, scheduling ease and accuracy, courteousness, quick return pickups, disabled accessibility and equipment friendly.

The following table compares the average customer satisfaction ratings of the surveys conducted over the last four years:

Service Aspect	Apr 2012		Jun 2013		Jul 2014		Oct 2014		Oct 2015	
	Mean	Median	Mean	Median	Mean	Median	Mean	Median	Mean	Median
Reservation	4.29	5	4.67	5	3.67	4	4.29	5	4.45	5
Pickup	3.97	4	4.27	4	3.58	4	4.11	4	4.45	5
Ride	4.08	4	4.6	5	4.6	5	4.68	5	4.38	5
Dropoff	4.28	5	4.5	5	4.1	5	4.61	5	4.37	4
Overall rating	4.11	5	4.47	5	3.55	4	4.36	4	4.61	5

The 2015 survey showed the four-year highest ratings in the areas of pick-up experience and overall rating, which indicates that high on-time performance is highly correlated with the overall satisfaction with the service.

In addition to the quantitative scores for different aspects of the Dial-A-Ride service, the surveyors also encouraged respondents to provide any verbal open-ended feedback/comments/suggestions about the service. The open-ended passenger comments are attached to the staff report.

Summary

Overall, the rider satisfaction scores have increased when comparing them to the scores from prior years. It is staff’s observation that customer satisfaction scores are very closely correlated to on-time-performance and valid customer complaints per 1,000 rides metrics, which both have been on a positive trend. LAVTA will continue to closely monitor customer satisfaction and following up on the comments/feedback received from the survey respondents.

Attachment:

Dial-A-Ride Survey Comments

LAVTA Rider Satisfaction Survey - Oct 2015 - Q24 Open Ended Comments	
1	No comments
2	They have on occasion been late and got me to my destination late.
3	Umm, one time they sent a vehicle that didn't have a lift, I really had a very hard time getting in the vehicle that only happened once as an example, one time out of ten I had a bad experience, it was unpleasant because I had a hard time getting in the vehicle
4	I wish that we had some way of knowing that once we have booked a ride that they are really going to come the next day. There is an automated call that comes through the night before, but if the call doesn't come through I don't have a way of knowing if they won't show up. There should be a cal saying that the ride will not show up if so. There have been times that I haven't been picked up.
5	As of July 2014 when you people were bought out by MTM i will say that the people who are operating from the Missouri office do not know California traffic patterns. Might it be possible to put somebody who is in the California office on the handling of dispatch because there are certain people who will ask for certain drop offs at certain times. It would help
6	Ummmm/ No / Umm / The service has been like that for a couple of years or so. / I'm satisfied.
7	I have no problems the drivers are always friendly and helpful.
8	No
9	No, I'm thankful that they are there and I appreciate their service otherwise I couldn't go to a doc appointment and sometimes go to grocery store, so I'm satisfied with service
10	No.
11	No
12	When I'm picked up from my second pick up to go somewhere out other home than I should be able to change it if I want to and they won't allow me to do that.
13	No comments
14	You may need a few new vehicles./ The stopper had fallen off the door. The door rolled out of place. And then the van could not be put into gear. It has happened to several vans. The administrative people came out to see what the issue was right away. The driver was complaining about it. Even the back up driver talked about it happening to several of the vans. / The doors are extra strong./ Eadh time the driver Alex comes to pick me up he uses his own van.
15	I seem to have a problem on Friday afternoon. But I don't know if it's me or them so I can't complain.
16	no I don't
17	No, he's good
18	I use them a lot every Monday at six am, my destination is only a mile to a mile and a half. I'm always on time, sometimes they show up earlier than six and they will sometimes pick up someone else then drop off to their destination even if it is further away than mine/. It only takes the driver seven minutes to get me to my destination at the hospital so I think I should be dropped off first before the other people since I was on time and waiting outside and picked up before the other people. I should be dropped off first. There are times that I am in the vehicle for around 40 minutes. The driver should use common sense and think who is closer to their destination and who was waiting first and get them dropped off first instead of making me wait and drive all around town. I don't want to experience Driving Miss Daisy.
19	No
20	No.
21	No

22	Not that I know of
23	Long interview, and called late.
24	Uh, thankful and congratulates her driver for good service
25	If I had an unusually long wait I would object but that doesn't happen very often.
26	They need ot get to pick up as soon as they can./ On Wednesdays I go to Target and I need to get there on time or I get in trouble./ In the afternoons they don't have a ramp./ Please make certain they will get me to work on time. I was late - not the last time but before that./ Please know what time thay are picking up./ Please don't call at night.
27	The drivers are all great. Like the drivers
28	Uh I love the service and um am thankful that I get to use the service.
29	Overall very good.
30	I wish they would get back to having a basic contract with a local company when you do it with a company out of Salt Lake City or out of state their business practices can really be improved on
31	They usually com on time or withing half an hour. / Rarely they're not. / Keep up the good work.
32	No
33	I said one time that I haven't heard about that. I sat one time and I bruised my back.
34	none nothing
35	no very happy with service.
36	They should have smaller vehicles. Several times they sent a huge van when it was only me in it.
37	No
38	I am a satisfied rider. They come and get me, right place right time, very polite very kind, very patient.
39	Don't give your drivers to many stops on the same drive. / Don't have your driver pickup people first, dispatch doesn't seems smooth enough.
40	I have been using this service for almost seven years. This company is better than others that I have tried. I like the newer vehicles some don't look that great they are working well but don't look that great. Overall the service is good.
41	several times the drivers are texting while driving or are on the phone and i think thats distracting. i had somebody pick me up and they didn't tell me we were picking somebody up and they were late picking me up and it was an overall i was not happy also bamen or something like that i cant remember his name he has a dark beard and he did not put my seatbelt on and he just pulled off and drove off i told him to pullover and put my seatbelt on and he didnt listen to me and finally he pulled over and picked somebody up and put my seatbelt on.
42	none
43	a lot of times the operator doesnt give driver enough times to make stops or pick ups sometimes im late to the va hospital and i dont like that.
44	There was one driver that made really late for an appointment, he picked me up late and he was a strange person. I reported him and explained that I did not want to be picked up by him again. Overall the company is good.
45	This is a great improvement since your company came to work in May / Previous company wasn't great, your company is really doing a great job
46	Timing was bad on Sunday but the other times they pick up when supposed to.
47	no.
48	no comments
49	No
50	i only had one bad experience they picked me up and drove me around for forty minutes driving around picking up other people but it was only once//

51	no comments
52	I think I had a wait half a hour / but I appreciation that the service is available to me.
53	no.
54	Except for the timing / Hardly on time, on the pick up on the turn, they make me wait an hour there.
55	I do a lot of transfers. The dispatch has been horrible. They don't always get the right time, I make appointments for night, they arrive in the morning. Drivers are good, reservation is good, but dispatch is not good
56	no i was very impressed and really happy with it
57	No
58	Like the new company that took over arranging the trips, and drivers are local that's good.
59	No
60	Not really.
61	nope your company has been a pretty darn good company as how it was before.
62	just one i wish they would if im only ten minutes away just drive me there instead of driving me around everywhere/ i wish i could schedule the pick up online//
63	no comments
64	No other comments.
65	Here is one just recently. I did not care for. She got real snotty with me because I told her don't knock on the door, use the doorbell because when I'm in the bathroom I can't hear the knock I can hear the doorbell better and she just took off with ought me. So I don't want her anymore I like Matt he is a good driver. Another thing that I like are the low vans not the high vans. And another thing is, one of the vans does not have a seat belt in back of it. I think they should get rid of it. Because if somebody fell backwards they could hurt themselves and hit their head and they would have a big loss suit on themselves.
66	I did have a problem yesterday and had a transfer trip and they took me to the wrong address and then tried to pick me up at the wrong address as well, so I don't know what happened but that was my only bad experience.
67	No other comments.
68	No other than I'm very grateful we have it it's a fantastic service for us I'm very appreciative.
69	Wondering how I would be able to sign up
70	very good but sometimes new drivers or somebody that doesn't know the area but its very good i feel very happy.
71	Eventually I'm sure it's going to change as time goes on, but the service has been great when I have used it
72	no
73	Maybe more timeliness of the pick up and drop off, if they are late for the pick up then you miss the connection, its like a domino effect / Sometimes the rides are arranged in a weird way too.
74	No, I've been very happy with them.
75	No no comments other than I really appreciate the service.
76	some of the stuff outstanding there has been some that can kill people and i made sure that the supervisors were informed with completly dates and times full info with what happened and what was wrong the whole deal and was properly taken care of i will write letters to people that are in the office that are wonderful and outstanding and are outstanding to company and i would like to work with them and as an inspector i could straighten out and help fix that becuse i know what im doing
77	I have run out of tickets and need to know how to get them.

78	You guys are doing a wonderful job I want you to know.
79	No comments.
80	The drivers are very helpful and courteous. They're gentleman and ladies. Great help
81	They should quit double booking the drivers.
82	rosemary and tony are excellent/ the two brothers that pick up are excellent/ all drivers are good except the man with the beard/
83	No
84	No comments
85	No
86	I wish it was a little cheaper and that I could take my grand kids with me but no i appreciate it so much and I'm so grateful.
87	When it comes to connecting with other areas like links or something to have them be the ones hauling you back a lot of times they wont be the one calling you back so its a different area code so I won't answer and won't actually know ho they are and would just prefer them to be the ones to call with the connection.
88	On the average my drivers have been very good, nice and helpful. Really happy with the service. Polite, friendly chit chat, they explain the order of pick up/drop off, explain what they're going to do. They're very accommodating
89	no just about the other passangers make sure theyre not to far//
90	no.
91	No.
92	It's nice if you can have the same driver coming and going because its seems like the pickup works better
93	There is to much of a window of time and there were times where I was there at the doctors appointment much to early; I can understand that they have to be efficient' but I had to kind of park myself.
94	The coordination between counties are poor. He has to take the wheels dial-a-ride to a neutral transfer point where another county picks him up. He's on the bus for four hours a day going back and forth. It's poor service to the rider to transfer rather than taking him directly to the destination. Some drivers are great, others are poor. It would be great if we had the same drivers everyday. I make arrangements on email, the phone calls I have made to arrange have been horrendous. Every time I have called, I called to the mid-west trying to get rides to places they don't know about because the city wasn't listed even though the city exists. There's a tendency to blame the other county when there is a problem but my son is the one who suffers. We have had exceptional service with Jauna Lopez, a supervisor. If it wasn't for her, it would be a complete disaster.
95	Keep it up.
96	No they are doing a great job.
97	My comment is that it's not fair that they pick me up first and then drop me off last / They need to add air conditioning / They need to clean the cars most of the people are sick and I don't want to catch anything else.
98	It's great! It's the only way to go if your going into that area I never thought I could go there until I found dial-a-ride. Now I can go to other events like venues. It broadens my horizons very much.
99	I think that's it.