

COMPREHENSIVE ANNUAL FINANCIAL REPORT

YEAR END
JUNE 30, 2015



Livermore Amador Valley Transit Authority
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**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

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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

Program's requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

Acknowledgments

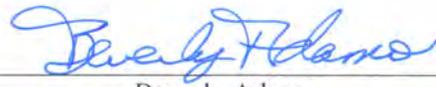
The preparation of this report required the dedicated efforts of the Authority's staff. We also gratefully recognize Maze & Associates for their timely audit and expertise on the preparation of this Comprehensive Annual Financial Report. Finally, we would like to thank the Board of Directors for its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

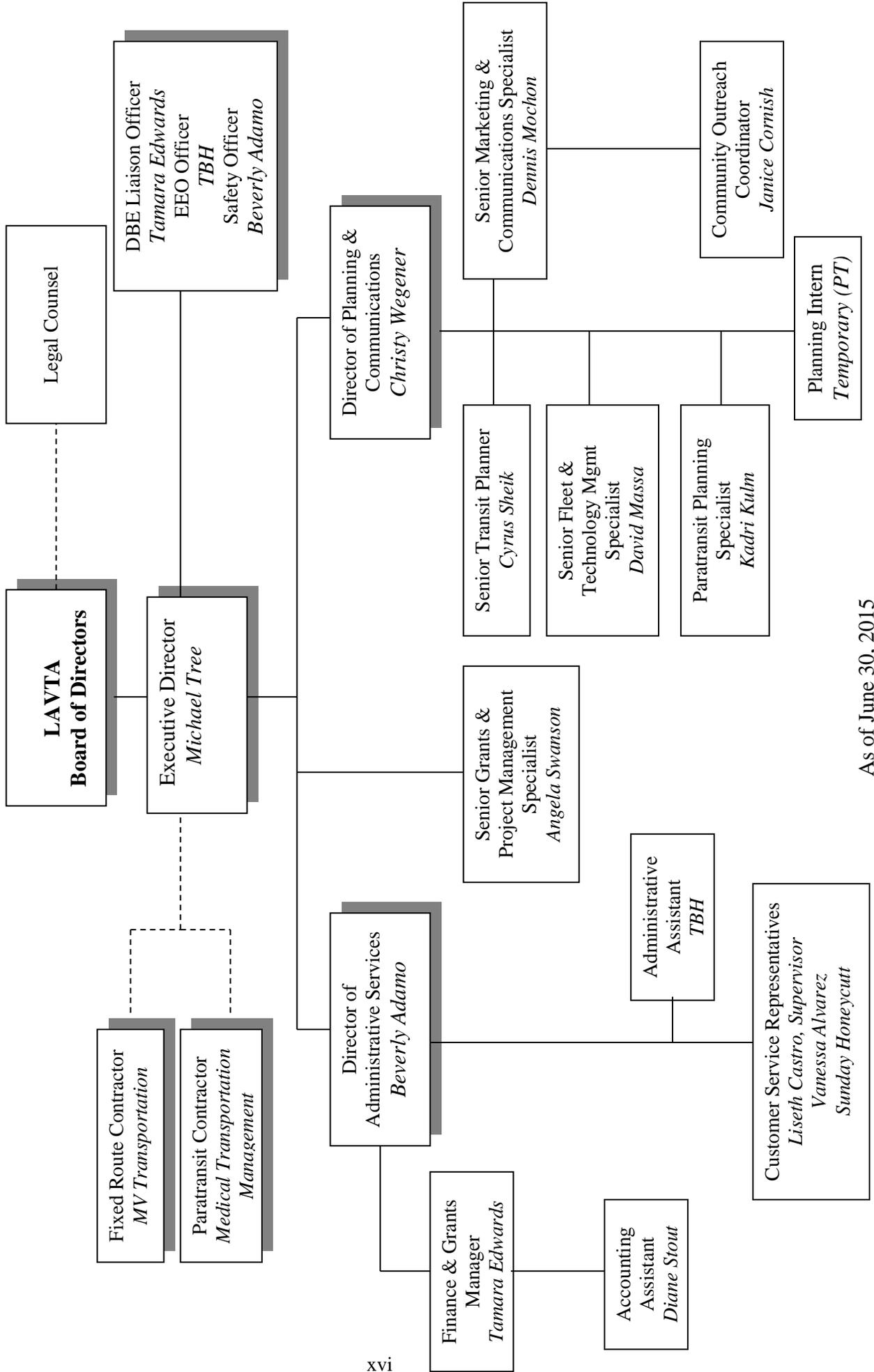
Chair	Scott Haggerty, Supervisor, Alameda County
Vice Chair.....	Don Biddle, Councilmember, City of Dublin
Member	Karla Brown, Vice Mayor, City of Pleasanton
Member	Jerry Pentin, Councilmember, City of Pleasanton
Member	David Haubert, Mayor, City of Dublin
Member	Laureen Turner, Vice Mayor, City of Livermore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

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 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.

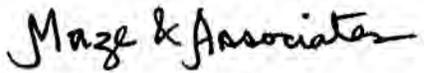
The Introductory and Statistical Sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

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

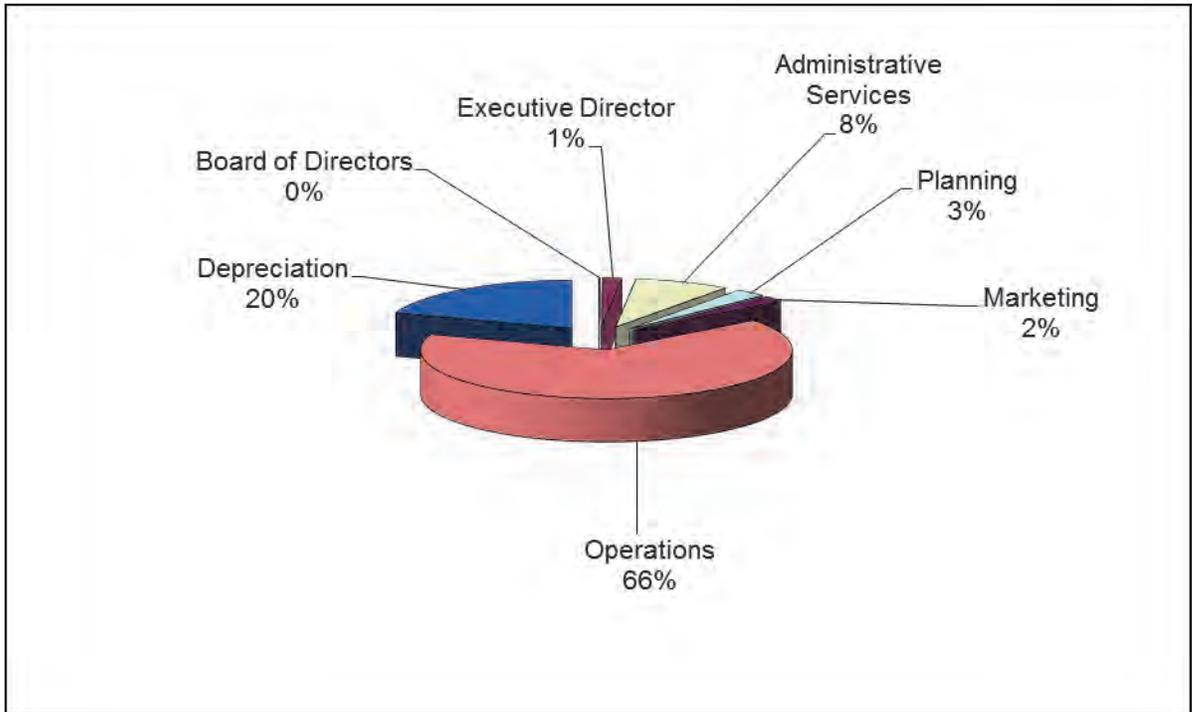
Total expenses including depreciation (which was \$3,593,338) were \$17,961,565 in the fiscal year ending June 30, 2015. Adjusting for depreciation this was a .42% decrease over the prior year. The decrease in expenses was driven by a number of minor factors.

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.



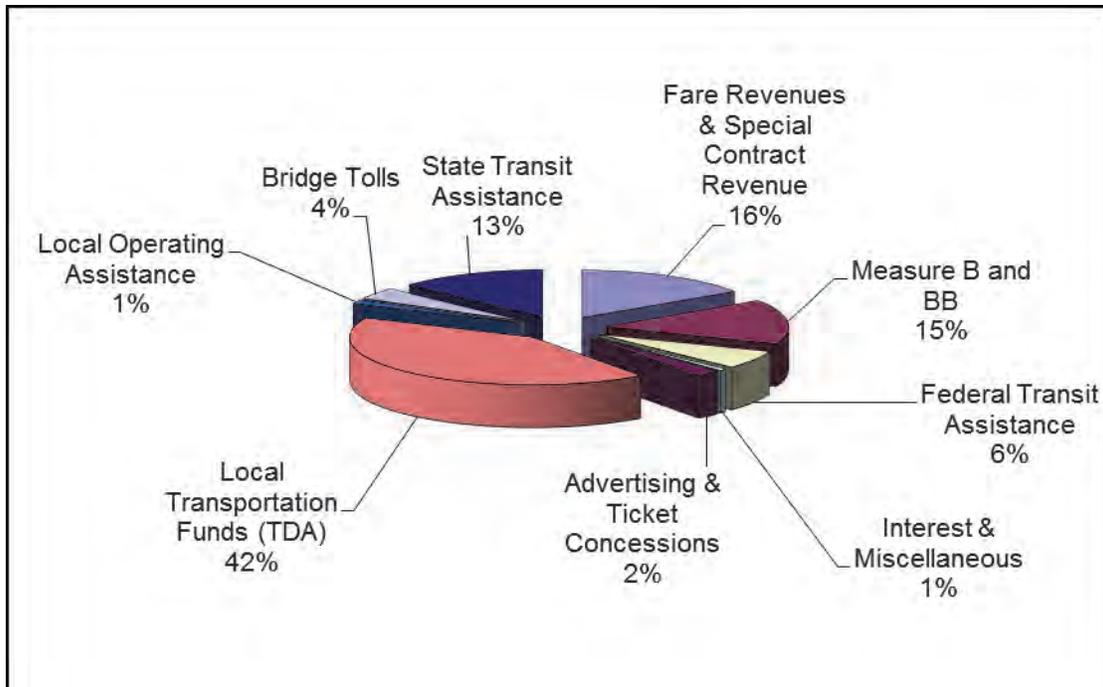
Revenues

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 10)	346,815		346,815	241,972
Capital Assets (Note 3):				
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 8)	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 6)	1,145,961		1,145,961	322,428
Due to LTF Operating (Note 4)	8,234,284		8,234,284	6,061,016
Net pension liability (Note 8)	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 8)	235,023		235,023	
NET POSITION				
Net investment in capital assets (Note 7)	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 3)	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 6):				
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	\$38,229,861	\$15,558	\$38,245,419	\$41,541,879

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	(10,059,169)	(1,526,552)	(11,585,721)	(12,425,966)
CASH FLOWS FROM INVESTING ACTIVITIES				
Interest on investments	90,673		90,673	58,918
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	580,836		580,836	727,831
Net cash provided by noncapital and financing activities	13,201,877	1,431,333	14,633,210	13,661,522
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				33,255
Net cash provided (used) by capital and related financing activities	1,306,036		1,306,036	(223,192)
NET CASH FLOWS	4,539,417	(95,219)	4,444,198	1,071,282
CASH AND INVESTMENTS AT BEGINNING OF YEAR	4,567,924	161,137	4,729,061	3,657,779
CASH AND INVESTMENTS AT END OF YEAR	\$9,107,341	\$65,918	\$9,173,259	\$4,729,061
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	(65,416)		(65,416)	
Net cash provided (used) by operating activities	(\$10,059,169)	(\$1,526,552)	(\$11,585,721)	(\$12,425,966)

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	<u>26,600,451</u>	<u>231,828</u>		<u>(240,985)</u>	<u>26,591,294</u>
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	<u>49,461,714</u>	<u>459,100</u>	<u>(191,427)</u>		<u>49,729,387</u>
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	<u>(34,576,552)</u>	<u>(3,552,630)</u>	<u>38,362</u>		<u>(38,090,820)</u>
Total depreciable assets	<u>14,885,162</u>	<u>(3,093,530)</u>	<u>(153,065)</u>		<u>11,638,567</u>
Capital assets, net	<u>\$41,485,613</u>	<u>(\$2,861,702)</u>	<u>(\$153,065)</u>	<u>(\$240,985)</u>	<u>\$38,229,861</u>
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	<u>922,284</u>		<u>(114,153)</u>		<u>808,131</u>
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	<u>(866,018)</u>	<u>(40,708)</u>	<u>114,153</u>		<u>(792,573)</u>
Total depreciable assets	<u>56,266</u>	<u>(40,708)</u>			<u>15,558</u>
Capital assets, net	<u>\$56,266</u>	<u>(\$40,708)</u>			<u>\$15,558</u>
Total					
Land and Construction in Progress	<u>\$26,600,451</u>	<u>\$231,828</u>		<u>(\$240,985)</u>	<u>\$26,591,294</u>
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	<u>14,941,428</u>	<u>(\$3,134,238)</u>	<u>(\$153,065)</u>		<u>11,654,125</u>
All Capital Assets, net	<u>\$41,541,879</u>				<u>\$38,245,419</u>

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
	<u>(10,284,990)</u>	<u>(1,431,333)</u>	<u>(11,716,323)</u>
Net operating expenses reimbursable by grants			
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
	<u>(6,971,553)</u>	<u>(906,531)</u>	<u>(7,878,084)</u>
Net Operating Expenses reimbursable by LTF and STA funds			
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
	<u>2,916,887</u>		<u>2,916,887</u>
Due to LTF - fiscal year 2014/2015			
Due to LTF - beginning of year	6,061,016		6,061,016
Prior Period Adjustment - Implementation of GASB 68	(743,619)		(743,619)
	<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 PEPR
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

Valuation Date	Actuarial		Overfunded (Underfunded) Accrued Liability	Funded Ratio	Covered Payroll	Overfunded (Underfunded) Actuarial Liability as Percentage of Covered Payroll
	Value of Assets	Accrued Liability				
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

3

STATISTICAL
SECTION

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.

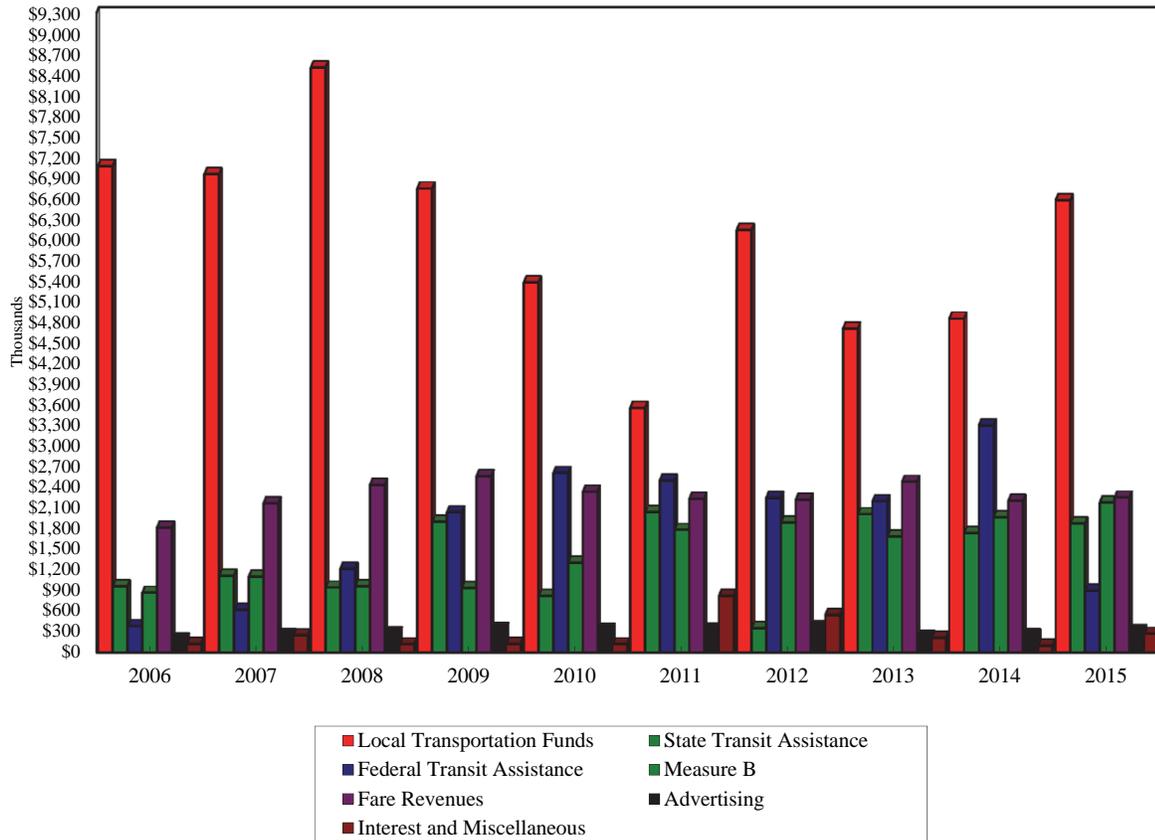
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Financial Trends
Changes in Net Position and Statement of Net Position
Last Ten Fiscal Years

	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>

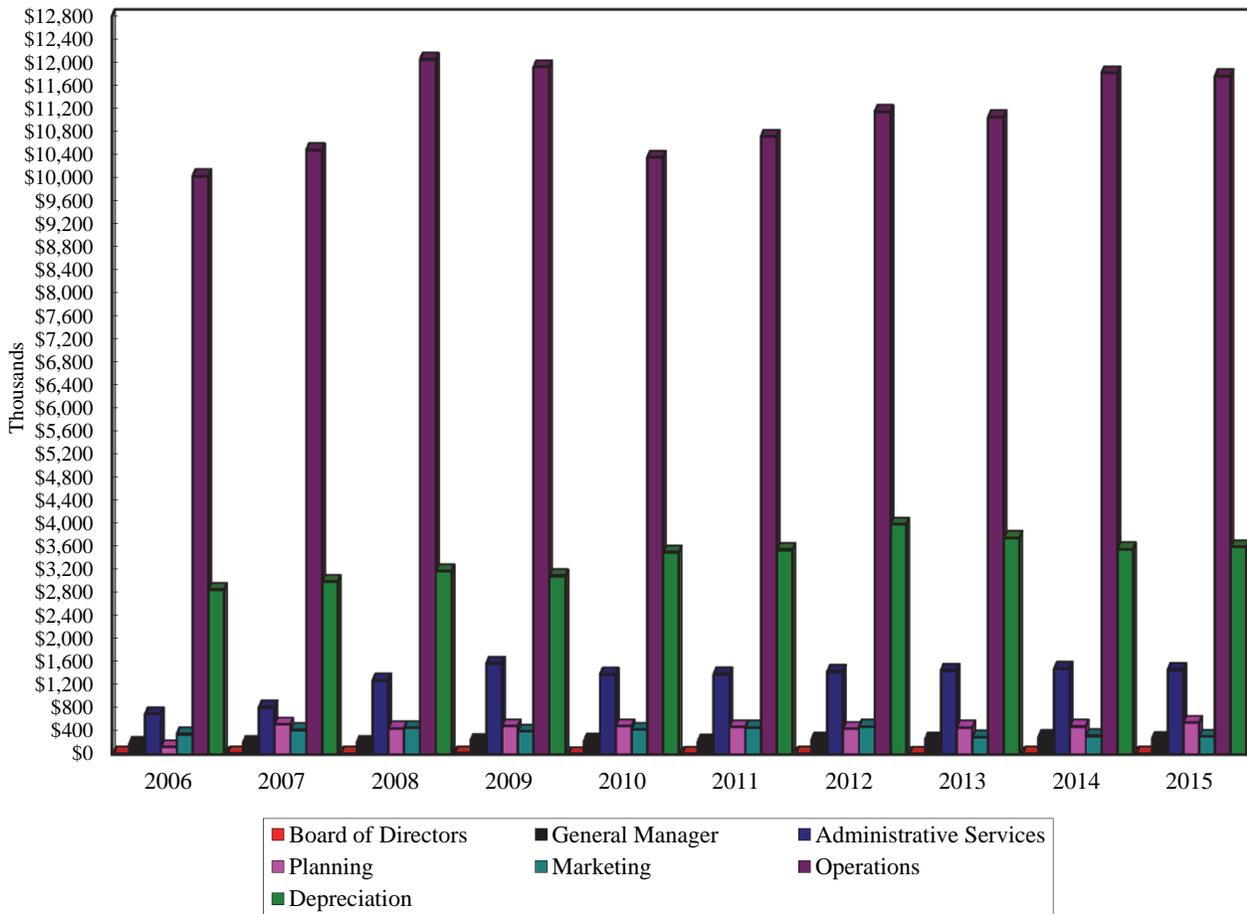
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING REVENUES BY SOURCE
LAST TEN FISCAL YEARS**



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

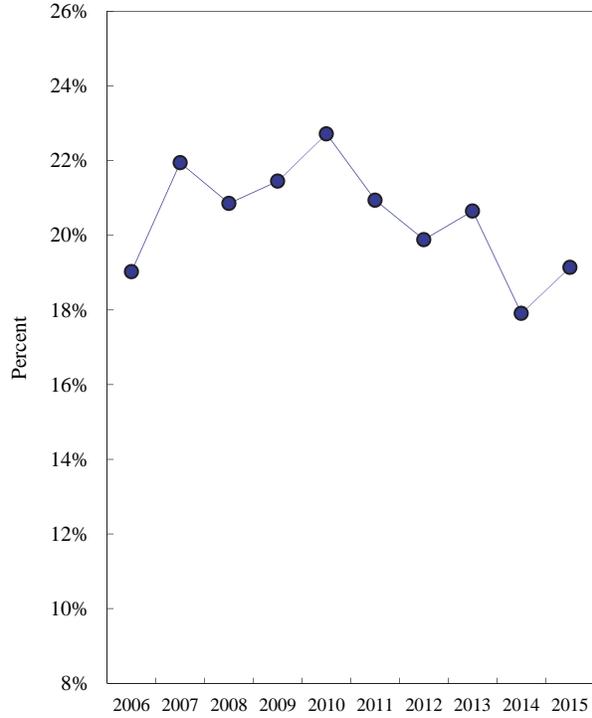
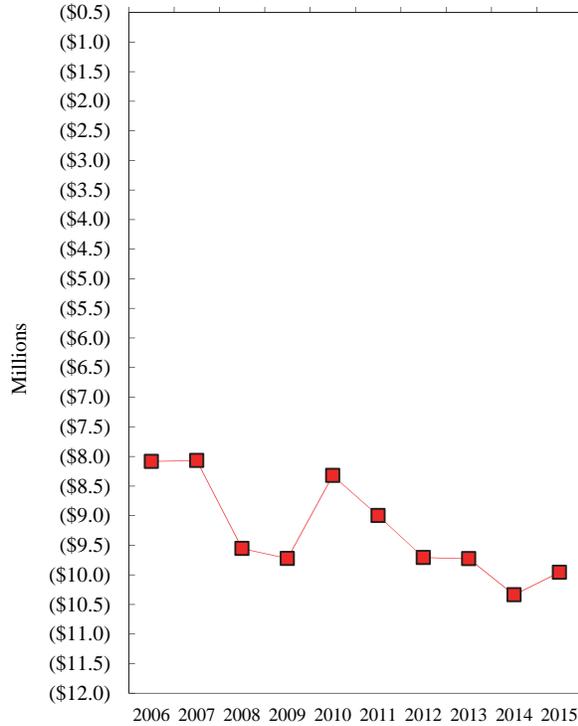
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENSES BY FUNCTION
LAST TEN FISCAL YEARS**



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

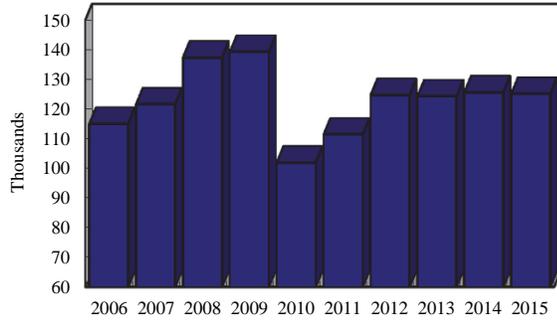
—●— Farebox Recovery Ratio

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%

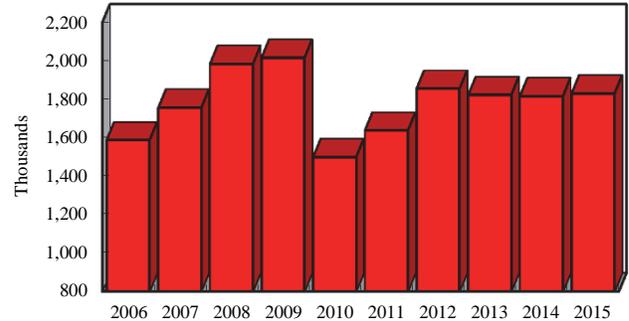
Source: Livermore Amador Valley Transit Authority Audit Reports

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

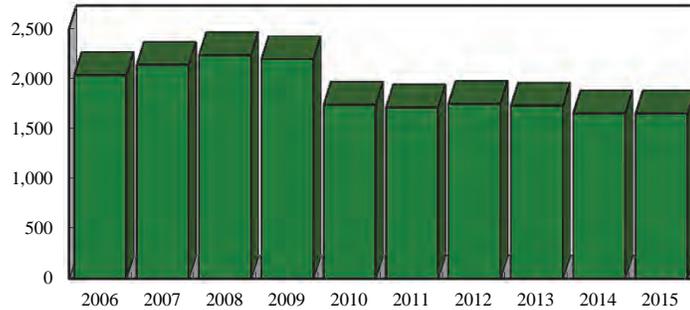
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE OPERATING STATISTICS
LAST TEN FISCAL YEARS**



■ Series1



■ Series1

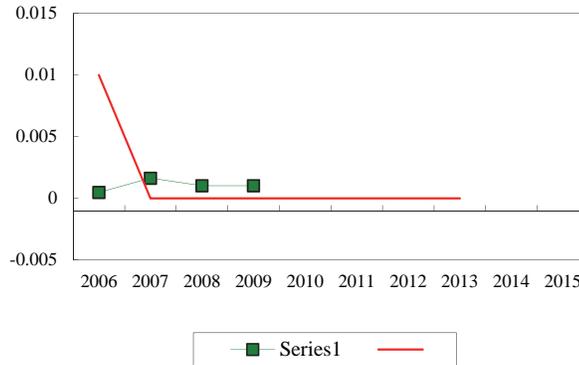
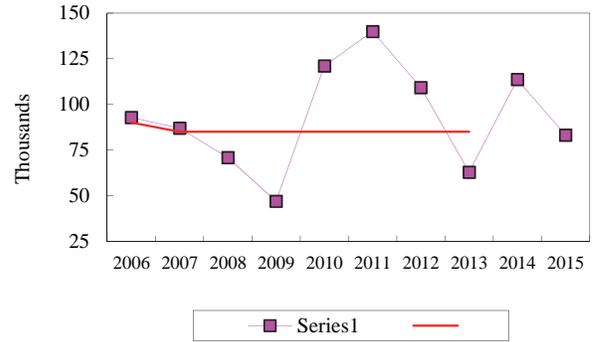
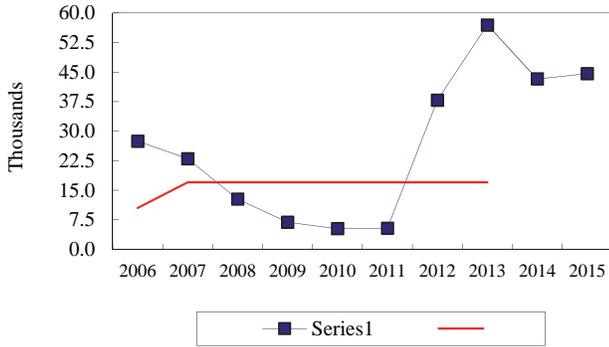


■ Series1

Fiscal Year	Revenue Hours	Revenue Miles	Passengers
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)

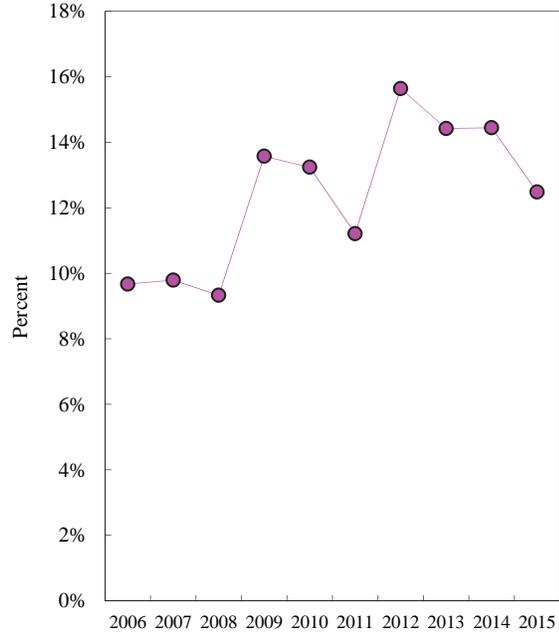
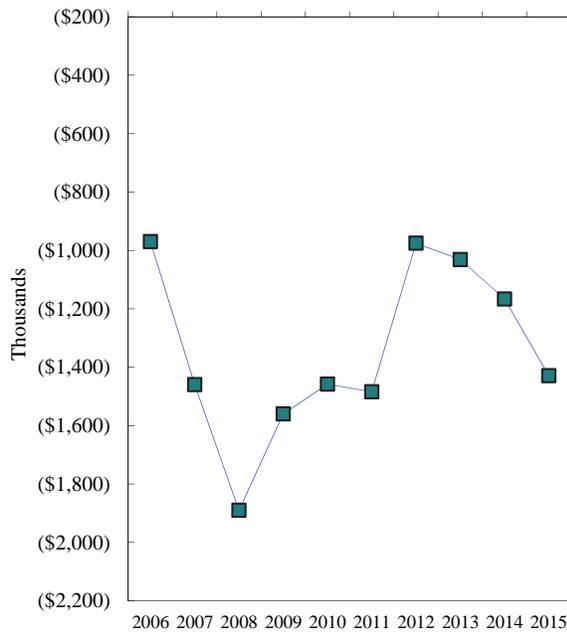
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE SAFETY STATISTICS
LAST TEN FISCAL YEARS**



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

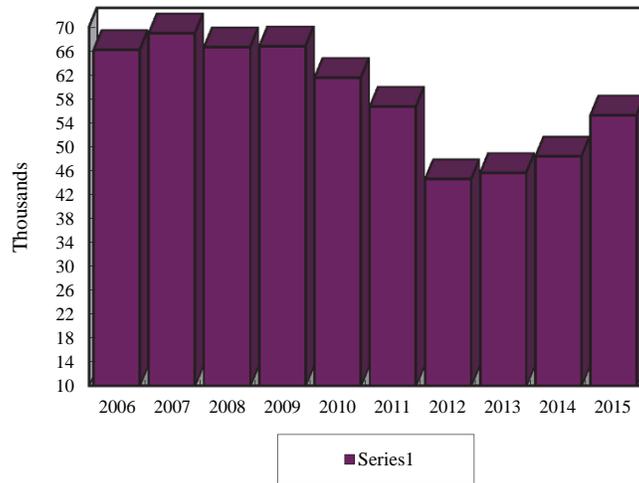
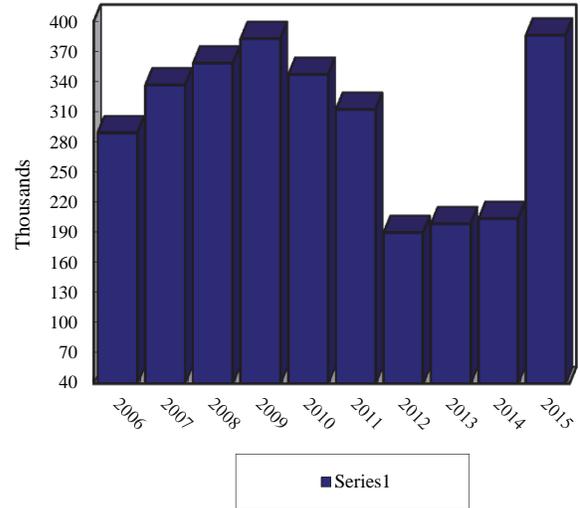
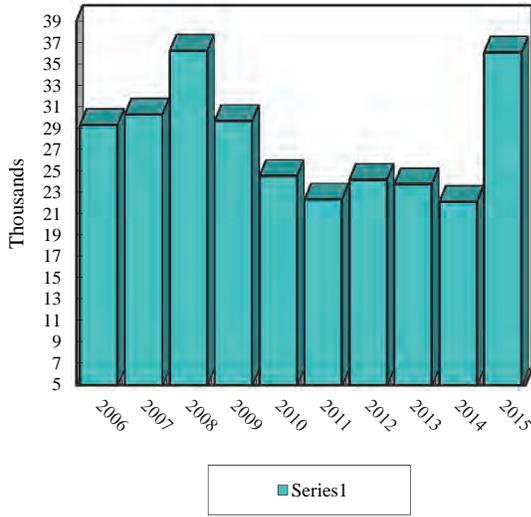
● Farebox Recovery Ratio

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

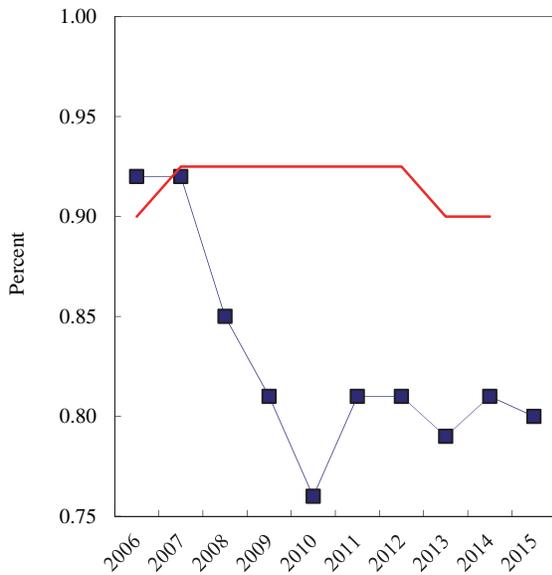
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
 PARATRANSIT OPERATING STATISTICS
 LAST TEN FISCAL YEARS



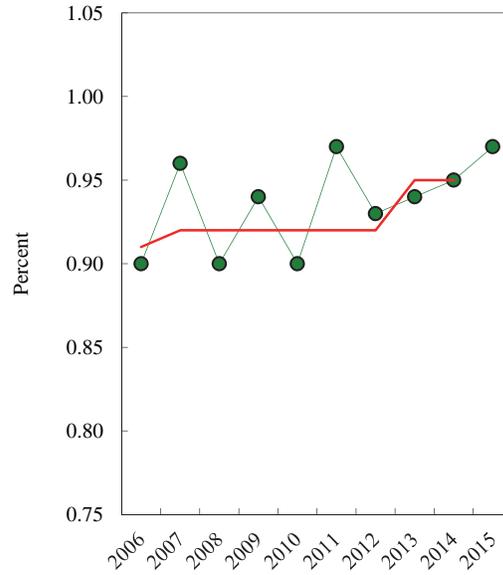
Fiscal Year	Revenue Hours	Revenue Miles	Passengers
2006	29,294	289,595	66,198
2007	30,311	336,835	69,016
2008	36,224	358,386	66,714
2009	29,689	383,051	66,870
2010	24,551	347,357	61,619
2011	22,350	312,903	56,795
2012	24,218	190,026	44,596
2013	23,807	199,011	45,704
2014	22,121	203,932	48,388
2015	36,120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



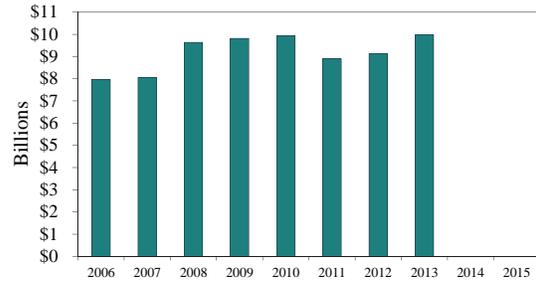
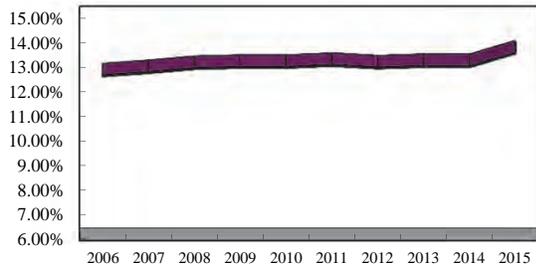
● Series1 — Series2

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

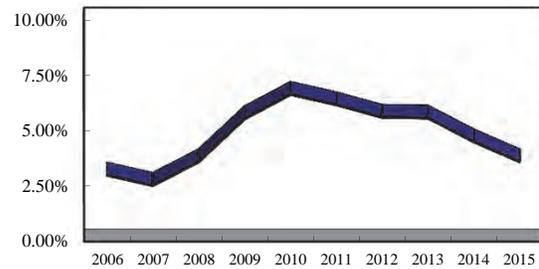
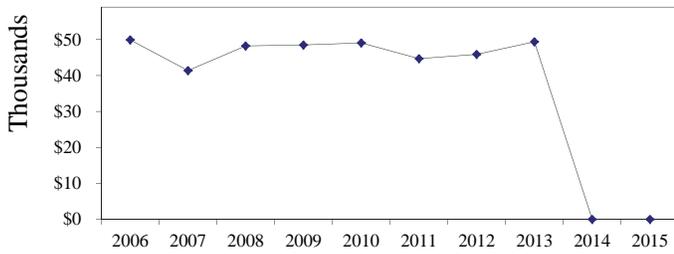
Note: Charts include all available data

**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>
Lawrence Livermore National Lab	5,723	1
Kaiser Permanente	3,271	2
Safeway, Inc.	2,600	3
U.S. Government	2,100	4
Oracle	1,650	5
Workday Inc.	1,456	6
Pleasanton Unified School District	1,290	7
Livermore Valley Joint Unified School District	1,236	8
Sandia National Laboratories	1,139	9
Macy's	949	10
Subtotal	<u>21,414</u>	
Total Authority Population	<u>216,684</u>	

**Percentage of
Total Authority
Population**

2.6%
1.5%
1.2%
1.0%
0.8%
0.7%
0.6%
0.6%
0.5%
0.4%
9.9%

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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4

COMPLIANCE
SECTION

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.

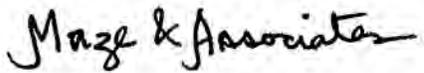
Compliance and Other Matters

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.

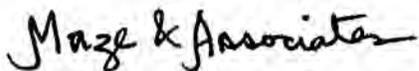
A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement 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.

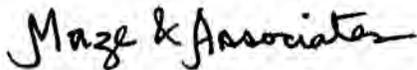
Compliance and Other Matters

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.

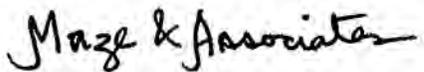
Compliance and Other Matters

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