



COMPREHENSIVE ANNUAL FINANCIAL REPORT

Year Ended
June 30

2007

**Livermore
Amador
Valley
Transit
Authority**

Livermore
California

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**LIVERMORE/AMADOR VALLEY
TRANSIT AUTHORITY**

COMPREHENSIVE ANNUAL FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30, 2007

PREPARED BY THE ADMINISTRATIVE SERVICES DEPARTMENT

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Introductory Section

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LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Year Ended June 30, 2007

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November 5, 2007

**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, 2006 through June 30, 2007.

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). 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 in the last twenty 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, twenty-four 40-foot and ten 29-foot Gillig buses have replaced those original buses. The Authority's fixed route fleet has 75 buses. The fleet includes the vehicles for local fixed route service and in 2006/2007 the Authority transported over 2.1 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 four areas: administration and budget; marketing; operations, planning and scheduling; and legislation. Additional input to the Board comes from a seven-member Wheels Accessibility Advisory Committee representing the interests of the elderly and disabled.

The General Manager oversees the general operations of the transit system in accordance with the policy direction prescribed by the Board of Directors. During the 2007 fiscal year, an Assistant General Manager, Manager of Administrative Services, Manager of Marketing and Public Affairs, Manager of Grants, Capital Projects and Procurement, Accounting Analyst, Transit Planner, System Administrator/Route Scheduler, ADA Coordinator, Customer Service Coordinator, and an Administrative Assistant supported the General Manager.

Since its formation, the Authority has contracted with private companies for the day-to-day operation of its services. Fixed route and paratransit services, as well as vehicle maintenance, are provided under contract with MV Transportation, Inc.

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 191,223 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 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.
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 7,315 passengers. Fixed route ridership has been increasing over the last several years (since 2001 drop) at 2,136,005 passengers; it is a 1.05% increase over 2006. Passengers per hour, a measure of system efficiency, decreased by 5.1% from 18.7 in FY2006 to 17.8 in the current year.

The Authority's fixed route service is supplemented by Dial-A-Ride paratransit service, which transported 69,016 mobility-impaired patrons in FY2007 on 27 specially equipped lift-vans. Unlike the fixed route service, ridership on this service increases annually. In the last ten years paratransit ridership has increased by 154%.

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 General Manager 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 and \$500 on 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.

Insurance

Liability Limit

Property (including earthquake)	\$7,091,000
Inland Marine (valuable papers)	\$25,000
Boiler and Machinery	\$6,000,000 per Accident
Underground Storage Tank	\$1,000,000 Occurrence/\$2,000,000 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, 2007 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; and Measure B. 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

Annual review of the Strategic Plan sets the stage for departments and staff to recognize and analyze our goals and accomplishments, consistently emphasizing the role of our values: integrity, accountability, service quality, community, cooperation, environment, respect, and stewardship.

Fiscal Year 2007 Accomplishments

Specifically, the Authority needed to transition our agency to meet the emerging needs of our community while still improving the base service to our existing riders, and have accomplished this through the following:

- Expanded routes and services by developing new or revising existing services consistent with the Strategic Plan to provide timely, seamless service deliverability
- Initiated project management of the Bus Rapid Transit Service
- Implemented additional shuttles (Hacienda Business Park and BART Parking) for fixed route service, and additional group trip services to supplement paratransit service.
- Increased accessibility to fixed route service and optimized paratransit service through innovative travel training program development
- Improved connectivity with regional transit systems
- Continued to build the Wheels brand image, identity, and value for customers through ongoing public outreach and advertising/marketing campaigns including customer surveys and comprehensive Market Segmentation Study
- Promoted Wheels to new businesses and residents via effective communication programs
- Integrated transit into local economic development plans through effective involvement of the Assistant General Manager with City and County planning agencies
- Revised JPA policies to better position Wheels for current and future conditions
- Developed Capital Improvement Plan, including policies and processes.

- Advocated for regional, state and federal policies that support Wheels' goals by revitalizing the legislative agenda through Wheels Legislative Committee
- Continued to develop partnerships with transit and other local public agencies by participation in Regional and State-wide emergency preparedness programs.
- Continued in process of designing and planning for shared facilities
- Enhanced human and technical resources throughout Wheels with professional development and technical replacement plans
- Completed mini update of SRTP and initiated full update

FUTURE OUTLOOK

Of specific note are several projects and changes that significantly transform the Wheels service and the manner in which it is delivered. The Rapid service is scheduled for launch in Fall of 2008, and with the vehicles purchased in FY2007 for this service, Wheels is one of the first bay area transit properties to implement a Diesel/Electric Hybrid Motorcoach program. In accordance with the updated mission statement, Wheels has stepped up its commitment to customer service by taking the program in-house and developing a full service Customer Service Transit Center and upgrading the Wheels' image in the community by raising the level of bus shelter and stop cleaning services. Additionally, with the first phase of our new facility, we will be breaking ground and establishing our training facilities for our operators and parking for our vehicles.

During the budget planning process, the entire six goal areas comprising the Board Adopted Revised Strategic Plan Objectives were thoroughly reviewed using a system wide approach taking into consideration various stakeholders such as Wheels riders, employees, Board of Directors, vendors, and the Tri-Valley Community as whole. Here is a brief overview of additional significant projects Wheels is undertaking this fiscal year to meet these goals.

Fiscal Year 2008 Goals

- A. **Service Development** - Provide effective transit services that increase accessibility to community, services, and jobs.
 - Expand routes and services to meet current and future demand for timely and reliable transit service
 - Increase accessibility to community, services, and jobs
 - Optimize existing routes and services to increase productivity
 - Improve connectivity with regional transit systems
 - Explore innovative fare policies and pricing options
 - Provide routes and services to promote mode shift from personal car to public transit
- B. **Marketing and Public Awareness** - Improve visibility, image and awareness of Wheels.
 - Continue to build the Wheels brand image, identity and value for customers
 - Improve the public image and awareness of Wheels
 - Increase two-way communication between Wheels and its customers
 - Increase ridership to fully attain community benefits achieved through optimum utilization of our transit system
- C. **Community and Economic Development** - Utilize transit as an essential community and economic development tool for local communities
 - Promote Wheels to new businesses and residents

- Integrate transit into local economic development plans
 - Advocate for increased transit friendly and transit oriented developments in the Cities' planning departments and in the site development processes
 - Partner with employers in the use of transit to meet transportation demand management requirements
- D. Regional Leadership** - Strengthen Wheels' leadership position within the region to enhance opportunities for development and maintenance of quality transit service.
- Advocate for local, regional, state, and federal policies that support Wheels' goals
 - Support Staff involvement in leadership roles representing the agency at regional, state, and federal forums
 - Promote Transit First initiatives with city and county governments
 - Develop regional initiatives that support riders mobility through more seamless passenger use
- E. System Effectiveness** - Strengthen system wide capabilities and resources to improve overall performance and customer satisfaction.
- Promote system wide continuous quality improvement initiatives
 - Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service
 - Establish metrics with action plans for improvement
 - Strengthen human resources through staff development and a focus on employee quality of life and strengthen technical resources throughout the organization
 - Enhance and improve organizational structures, processes and procedures to increase system effectiveness
 - Develop policies that hold Board and Staff accountable, providing clear direction through sound policy making decisions
- F. Financial Management** - Maintain fiscal responsibility to ensure the financial sustainability of existing and new transit services.
- Develop budget in accordance with the Strategic Plan, integrating fiscal review processes into all decisions
 - Explore and develop revenue generating opportunities
 - Maintain fiscally responsible long range capital and operating plans

ECONOMIC CONDITION AND OUTLOOK

The Livermore Amador Valley is located on the eastern edge of Alameda County, the seventh largest county in California. The cities of Livermore, Dublin and Pleasanton are among the fastest growing cities in the county. The Tri-Valley population is expected to grow by 26% between 2005 and 2020. Employment growth is even more rapid than population growth, with continued concentration in office parks in the edge cities of the Bay Area (including the Tri-Valley). Between 2005 and 2020 employment in the Wheels service area is forecast to grow by 38%. The senior population is another area of astronomical growth; between 2005 and 2020 the senior population will grow 141%! On the other hand, the low-income population (defined as households with low car ownership and in the bottom 25% of household income) will only grow 1% during the forecast period.¹

¹ Source: MTC/ABAG 2003 Forecasts, by 1454 TAZ

The Tri-Valley cities have among the lowest unemployment rates in the county. Statistics for 2006 show that unemployment rates in Tri-Valley cities are: Pleasanton 2.5%, Dublin 3.0%, and Livermore 3.0%, compared to the county-wide figure of 4.2%.²

Even with the recent decline in the economy the Tri-Valley area is forecast to grow in population and employment. The challenge for the Authority will be to plan service that appeals to a market that is not the traditional transit-dependent population. Current transit use in the Tri-Valley, based on 2000 census data, shows the following public transit usage for work trips: Livermore 3.3%, Dublin 5.4%, and Pleasanton 4.9%. Much of this public transit usage was on BART, which has a station in the Tri-Valley area, and the ACE train, a commuter train between San Joaquin County and the Santa Clara Valley. Bus usage by city was a small percent of total transit ridership: Livermore 1.5%, Dublin 0.8%, and Pleasanton 0.6%.³

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, 2006. This was the eleventh 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.

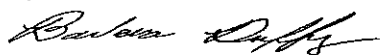
A Certificate of Achievement is valid for a period of one year only. We believe our current Comprehensive Annual Financial Report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

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.

General Manager

Manager of Administrative Services



Barbara Duffy

Beverly Adamo

² Source: Employment Development Department, Labor Force Data for Sub-County Areas

³ Source: MTC/ABAG Bay Area Census 2000

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

PRINCIPAL OFFICIALS

June 30, 2007

Board of Directors

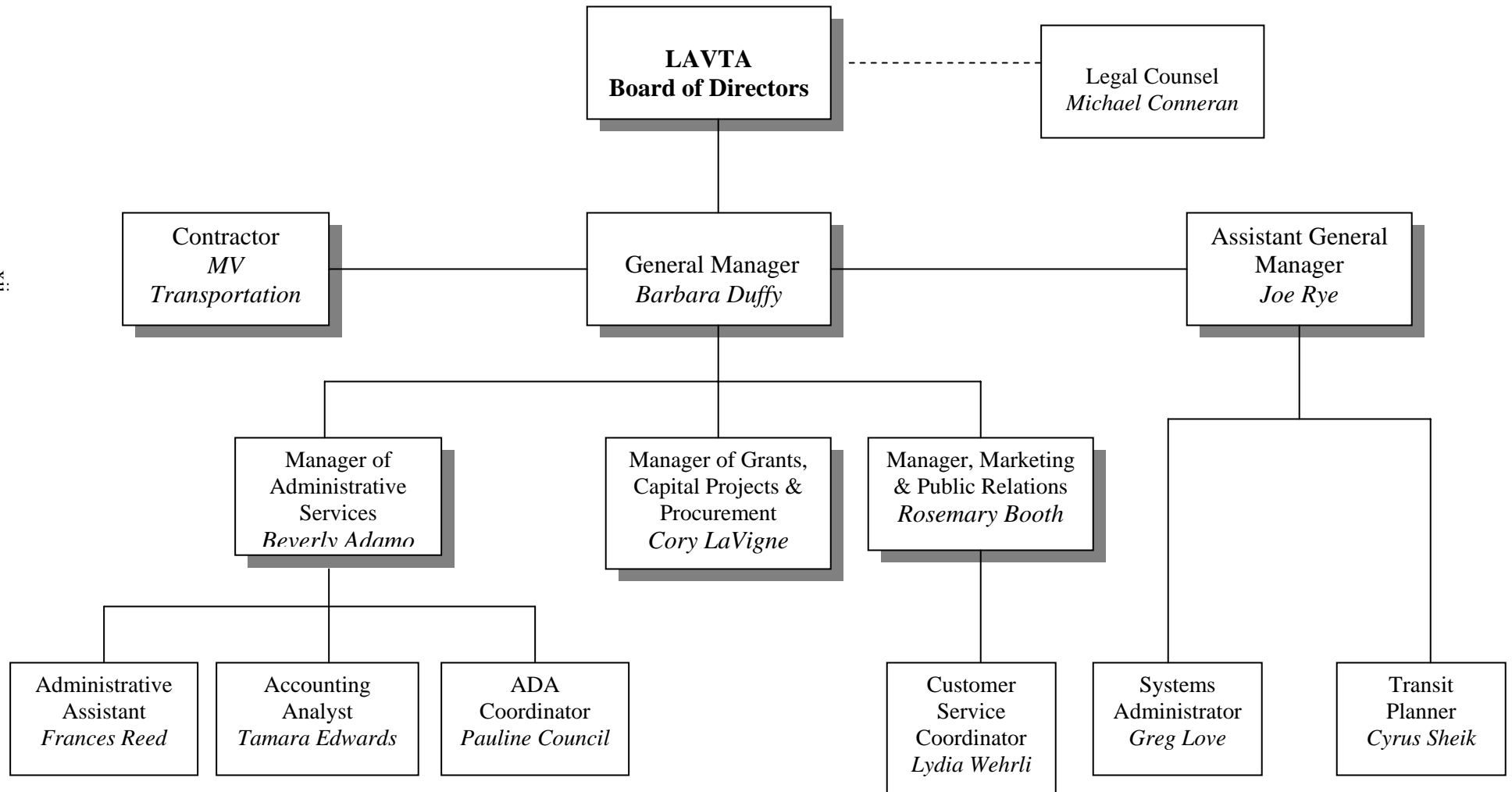
Chair	Cindy McGovern, Vice Mayor, City of Pleasanton
Vice Chair.....	Janet Lockhart, Mayor, City of Dublin
Member.....	Scott Haggerty, Supervisor, Alameda County
Member	Jerry Thorne, Councilmember, City of Pleasanton
Member	Tony Oravetz, Vice Mayor, City of Dublin
Member	Marshall Kamena, Mayor, City of Livermore
Member	Marjorie Leider, Vice Mayor, City of Livermore

Staff

General Manager	Barbara Duffy
Manager of Administrative Services	Beverly Adamo
Manager of Marketing & Public Affairs	Rosemary Booth
Manager of Grants, Capital Projects & Procurement	Cory LaVigne
Accounting Analyst	Tamara Edwards
Transit Planner	Cyrus Sheik
System Admin/Route Scheduler	Greg Love
ADA Coordinator& Travel Trainer	Pauline Council
Administrative Assistant	Frances Reed
Customer Service Coordinator	Lydia Wehrli

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Organizational Chart



Fiscal Year 2007

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, 2006

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



President

Executive Director

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Financial Section

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INDEPENDENT AUDITOR'S REPORT

ACCOUNTANCY CORPORATION
3478 Buskirk Ave. - Suite 215
Pleasant Hill, California 94523
(925) 930-0902 • FAX (925) 930-0135
maze@mazeassociates.com
www.mazeassociates.com

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

We have audited the basic financial statements of the Livermore/Amador Valley Transit Authority (Authority) as of and for the year ended June 30, 2007 in the table of contents. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit. The prior year summarized information has been derived from the Authority's fiscal 2006 financial statements; in our report dated September 20, 2006 we expressed an unqualified opinion on those financial statements.

We conducted our audit in accordance with generally accepted auditing standards in the United States of America and the standards for financial audits contained in the *Government Audit Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance as to whether the financial statements are free of material misstatement. An audit includes examining on a test basis evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly in all material respects the financial position of the Authority at June 30, 2007 and the results of its operations and its cash flows for the year then ended, in conformity with generally accepted accounting principles in the United States of America.

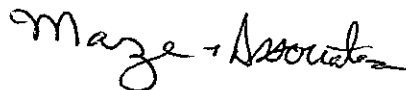
Management's Discussion and Analysis is supplementary information required by the Government Accounting Standards Board, but is not part of the financial statements. We have applied certain limited procedures to this information, principally inquiries of management regarding the methods of measurement and presentation of this information, but we did not audit this information and we express no opinion on it.

In accordance with *Governmental Auditing Standards* we have also issued a report dated September 7, 2007 on our consideration of the Authority's internal control structure and a report dated September 7, 2007 on its compliance with laws and regulations.

Our audit was made for the purpose of forming an opinion on the financial statements taken as a whole. The supplementary information listed in the table of contents is presented for purposes of additional analysis and is not a required part of the financial statements of the Authority. Such information has been subjected to the auditing procedures applied in our audit of the financial statements and in our opinion is fairly stated in all material respects in relation to the financial statements taken as a whole.

The introductory section and statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on them.

September 7, 2007



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MANAGEMENT DISCUSSION AND ANALYSIS

For the Year Ended June 30, 2007

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, 2007.

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 Assets and a Statement of Revenues, Expenses and Changes in Net Assets. The Statement of Net Assets 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 assets. The Statement of Revenues, Expenses and Changes in Net Assets summarizes how the Authority's net assets have changed over the fiscal year.

Page references are to the attached fiscal year ended June 30, 2007 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 Assets), and results of operations (Statement of Revenues, Expenses and Changes in Net Assets).
 - 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 Assets summarizes the Authority's assets and liabilities, with the difference of the two reported as net assets (rather than equity). The Statement of Net Assets 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 assets could serve as an indication of whether the overall financial position of the Authority is stable.

The following table summarizes the net assets of governmental activities as of June 30, 2007 and June 30, 2006:

Table 1
Statement of Net Assets

	Year Ending 6/30/2007	Year Ending 6/30/2006
ASSETS		
Cash and investments	\$2,004,749	\$2,877,645
Receivables	3,040,926	1,583,094
Capital assets (depreciable)	25,734,694	23,574,205
Total assets	30,780,369	28,034,944
LIABILITIES		
Accounts/Claims payable	4,399,232	4,460,739
Due to LTF (operating)	646,443	0
Total liabilities	5,045,675	4,460,739
NET ASSETS		
Invested in capital assets, net of related debt	25,734,694	23,574,205
Total restricted net assets	25,734,694	23,574,205

Assets

Total assets amounted to \$30,780,369 consisting of \$5,045,675 in current assets such as cash and accounts receivable, and \$25,734,694 in capital assets primarily vehicles and facilities including furnishings and equipment. Notes 2 and 3 further describe Cash and Investments and Capital Assets. In the fiscal year ended June 30, 2007 the capital projects below were ongoing:

Hybrid Vehicles

Purchase of diesel electric hybrid vehicles to be used in fixed route service. The first two vehicles have been purchased and should be placed in service in October 2007.

Maintenance and Operations Facility

The Authority has begun the process of purchasing land and designing a new facility to house all maintenance and operations functions. This is expected to be a significant multi-year project.

Paratransit Vans

Additionally the Authority completed the replacement of nine medium duty cutaway vans for use in paratransit service.

Liabilities

Liabilities totaled \$5,045,675 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 \$4,636,345 in reserves.

Net Assets

Change of Net Asset was \$2,160,489. This increase in net assets is due to additions to capital assets in excess of the depreciation on existing capital assets.

The Statement of Revenues, Expenses and Change in Net Assets 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 Assets explains in detail the change in net assets for a given year. The amounts in the Statement of Revenues, Expenses and Change in Net Assets 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 Assets, or the change in net assets of governmental activities, for the year ended June 30, 2007 and June 30, 2006:

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

	Year Ending 6/30/2007	Year Ending 6/30/2006
REVENUES		
Program operating revenues:		
Fare and contract revenues	\$2,171,707	\$1,818,670
Advertising and ticket concessions	255,715	185,066
Non-operating revenues:		
Operating grants and contributions	9,950,735	9,401,390
Capital grants, net	5,243,541	1,567,518
Total revenues	<u>17,621,698</u>	<u>12,972,644</u>
EXPENSES		
Board of Directors	\$16,604	\$14,166
General Manager	204,540	190,979
Administrative Services	816,202	702,453
Planning	522,690	127,899
Marketing	424,933	350,464
Operations	10,483,366	10,032,115
Depreciation	2,992,874	2,852,254
Total expenses	<u>15,461,209</u>	<u>14,270,330</u>
CHANGE IN NET ASSETS	<u>2,160,489</u>	<u>(1,297,686)</u>
Net Assets, beginning	<u>23,574,205</u>	<u>24,871,891</u>
Net Assets, ending	<u>25,734,694</u>	<u>23,574,205</u>

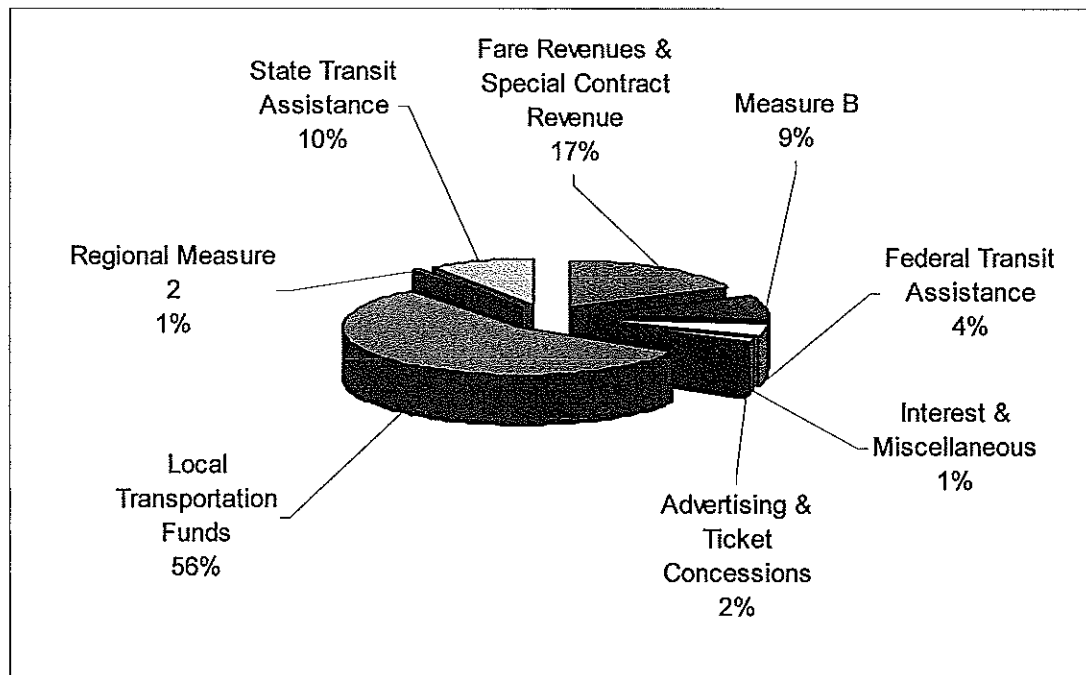
Revenues

The Authority's primary source of operating revenue is Transportation Development Act (TDA) Article 4.0 and 4.5 funds. Most years these funds account for 65-70% of total operating revenue. In FY2006-07, TDA accounted for only 56% of total operating revenue. The rest of the revenue is comprised of Federal Transit Assistance, Passenger Fares, State Transit Assistance, Measure B, Advertising and Ticket Concessions Interest, and Regional Measure 2 – Bridge Tolls.

Federal operating funds accounted for \$614,146 or 6% of the total; this is an increase over the prior year due to receipt of a federal CMAQ grant for operation of two commuter shuttle services.

Revenue generated from operations (farebox, contract, and advertising revenues) increased from the prior year due in part to a fare increase and a new advertising contract.

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 2007.



Expenses

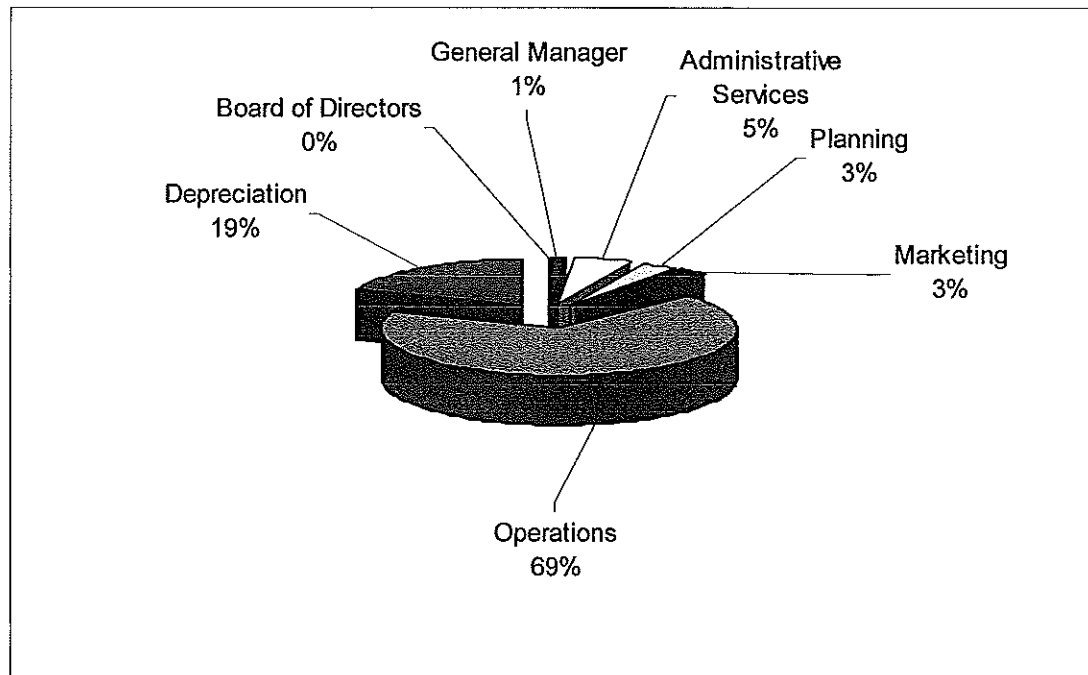
Total expenses including depreciation (\$2,992,874) were \$15,461,209 in the fiscal year ending June 30, 2007. Adjusting for depreciation this was a 9% increase over the prior year. The major driver of these increases were development costs associated with the Bus Rapid Transit service which is scheduled to be deployed in January 2009.

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.

- *General Manager* The General Manager 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 General Manager'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; monitoring of Authority's comprehensive insurance program; fixed asset management; facilities maintenance; fare and revenue collection; and general office administration. Significant costs charged to this department are salary and benefits for the three accounting and administrative 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, securing federal, state and local grants, 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.
- *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 providing fixed route, and Dial-A-Ride paratransit service. These services are currently provided under contract by MV Transportation, Inc., a private transit services provider. In addition to the cost of purchased transportation, liability insurance, fuel, and bus shelter maintenance 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 2007.



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
STATEMENTS OF NET ASSETS
JUNE 30, 2007 AND 2006

	2007			2006
	Fixed Route Program	Paratransit Program	Totals	Totals
ASSETS				
Current Assets				
Cash and investments (Note 2)	\$2,004,749		\$2,004,749	\$2,877,645
Receivables:				
Accounts	1,022,377	\$69,947	1,092,324	799,316
Capital grants	1,831,989	1,726	1,833,715	371,045
Due from other fund (Note 3)	71,593		71,593	384,003
Prepaid expenses	43,123	171	43,294	28,730
Total current assets	4,973,831	71,844	5,045,675	4,460,739
Capital Assets (Note 4):				
Land and construction in progress	5,648,634		5,648,634	1,841,269
Depreciable assets	36,998,950	2,322,777	39,321,727	38,233,815
Subtotal capital assets	42,647,584	2,322,777	44,970,361	40,075,084
Less: accumulated depreciation	(17,948,788)	(1,286,879)	(19,235,667)	(16,500,879)
Capital assets, net	24,698,796	1,035,898	25,734,694	23,574,205
Total Assets	29,672,627	1,107,742	30,780,369	28,034,944
LIABILITIES				
Accounts payable and accrued liabilities	1,551,952	251	1,552,203	388,760
Claims payable (Note 1E)	158,523		158,523	87,101
Due to other fund (Note 3)		71,593	71,593	384,003
Due to LTF Capital (Note 7)	2,200,368		2,200,368	3,184,330
Deferred proceeds (Note 7)	416,545		416,545	416,545
Due to LTF Operating (Note 5)	646,443		646,443	
Total Liabilities	4,973,831	71,844	5,045,675	4,460,739
NET ASSETS				
Invested in capital assets (Note 8)	24,698,796	1,035,898	25,734,694	23,574,205
Total Restricted Net Assets	\$24,698,796	\$1,035,898	\$25,734,694	\$23,574,205

See accompanying notes to basic financial statements

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
YEARS ENDED JUNE 30, 2007 AND 2006

	2007			2006
	Fixed Route Program	Paratransit Program	Totals	Totals
PROGRAM OPERATING REVENUES				
Fares revenues	\$1,819,259	\$101,290	\$1,920,549	\$1,551,517
Special contract revenue	194,021	57,137	251,158	267,153
Advertising & Ticket concessions	255,715		255,715	185,066
Total program operating revenues	2,268,995	158,427	2,427,422	2,003,736
PROGRAM OPERATING EXPENSES				
Board of Directors	15,613	991	16,604	14,166
General Manager	204,540		204,540	190,979
Administrative services	729,204	86,998	816,202	702,453
Planning	516,915	5,775	522,690	127,899
Marketing	424,933		424,933	350,464
Operations	8,926,198	1,557,168	10,483,366	10,032,115
Depreciation	2,749,716	243,158	2,992,874	2,852,254
Total program operating expenses	13,567,119	1,894,090	15,461,209	14,270,330
PROGRAM OPERATING LOSS	(11,298,124)	(1,735,663)	(13,033,787)	(12,266,594)
NON-OPERATING REVENUES (EXPENSES)				
Interest and miscellaneous	144,093		144,093	64,636
Local Transportation Funds 4.0	5,696,187	1,154,371	6,850,558	6,982,937
Local Transportation Funds 4.5		111,772	111,772	100,079
State Transit Assistance	1,072,883	45,299	1,118,182	961,000
FTA operating assistance	614,146		614,146	300,533
FTA operating assistance - LIFT Program				80,821
Local sales tax/Measure B funds:				
Allocations	748,802	141,137	889,939	866,334
BRT & Taxi Study/Express Bus	172,297	39,926	212,223	
Bridge tolls	100,000		100,000	58,000
Loss on disposal of equipment	(87,413)	(2,765)	(90,178)	(12,950)
Net non-operating revenues, before capital contributions (grants)	8,460,995	1,489,740	9,950,735	9,401,390
Capital contributions (grants):				
STP/CMAQ Grant				
FTA capital assistance	2,861,034	127,847	2,988,881	1,075,862
Local Transportation Funds 4.0	1,504,651	47,885	1,552,536	241,507
Bridge Tolls	641,456	60,668	702,124	183,897
STIP				66,252
Total capital contributions (grants)	5,007,141	236,400	5,243,541	1,567,518
Net non-operating revenues (expenses)	13,468,136	1,726,140	15,194,276	10,968,908
Change in net assets	2,170,012	(9,523)	2,160,489	(1,297,686)
NET ASSETS,				
Beginning of Year	22,528,784	1,045,421	23,574,205	24,871,891
End of Year	\$24,698,796	\$1,035,898	\$25,734,694	\$23,574,205

See accompanying notes to basic financial statements

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
STATEMENTS OF CASH FLOWS
YEARS ENDED JUNE 30, 2007 AND 2006

	2007			2006
	Fixed Route Program	Paratransit Program	Totals	Totals
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	\$1,743,333	\$391,081	\$2,134,414	\$2,031,399
Payments to vendors	(9,524,889)	(1,570,221)	(11,095,110)	(10,491,212)
Payments to and on behalf of employees	(1,056,181)	(80,705)	(1,136,886)	(892,427)
Net cash provided by operating activities	(8,837,737)	(1,259,845)	(10,097,582)	(9,352,240)
CASH FLOWS FROM INVESTING ACTIVITIES				
Interest on investments	144,093		144,093	64,636
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Local Transportation Funds 4.0	6,342,630	1,154,371	7,497,001	4,166,882
Local Transportation Funds 4.5		111,772	111,772	100,079
State Transit Assistance	1,072,883	45,299	1,118,182	961,000
FTA operating assistance	614,146	127,847	741,993	300,533
FTA operating assistance -LIFT				80,821
Local sales tax/Measure B funds	921,099	181,063	1,102,162	866,334
Bridge tolls	8,664		8,664	58,000
Interfund payments		(312,410)	(312,410)	(79,005)
Interfund receipts	312,410		312,410	79,005
Net cash by noncapital and financing activities	9,271,832	1,307,942	10,579,774	6,533,649
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Purchase of capital assets	(5,007,141)	(236,400)	(5,243,541)	(1,567,518)
Capital grants received:				
Land purchase grants				3,184,330
FTA capital assistance	1,906,655	64,225	1,970,880	1,046,638
Local Transportation Funds 4.0	1,649,402	47,885	1,697,287	247,687
Bridge Tolls		76,193	76,193	175,552
Net cash by capital and related financing activities	(1,451,084)	(48,097)	(1,499,181)	3,086,689
NET CASH FLOWS	(872,896)		(872,896)	332,704
CASH AND INVESTMENTS AT BEGINNING OF YEAR	2,877,645		2,877,645	2,544,941
CASH AND INVESTMENTS AT END OF YEAR	<u>\$2,004,749</u>		<u>\$2,004,749</u>	<u>\$2,877,645</u>
Reconciliation of operating income (loss) to net cash provided (used) by operating activities:				
Operating loss	(\$11,298,124)	(\$1,735,663)	(\$13,033,787)	(\$12,266,594)
Adjustments to reconcile operating loss to net cash provided by operating activities:				
Depreciation	2,749,716	243,158	2,992,874	2,852,254
Increase (decrease) in:				
Accounts receivable	(525,662)	232,654	(293,008)	27,663
Prepaid expenses	(14,914)	350	(14,564)	32,386
Accounts payable	179,825	(344)	179,481	83,450
Claims payable	71,422		71,422	(81,399)
Net cash provided by operating activities	<u>(\$8,837,737)</u>	<u>(\$1,259,845)</u>	<u>(\$10,097,582)</u>	<u>(\$9,352,240)</u>

See accompanying notes to basic financial statements

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
Notes to Basic Financial Statements
For the year ended June 30, 2007

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 assets, 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 Financial Accounting Standards Board Statements issued before November 30, 1989, which do not conflict with Governmental Accounting Boards 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, 2007

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).

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 in the aggregate. 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 \$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.

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.

	<u>2006-2007</u>	<u>2005-2006</u>
Balance, July 1	\$87,101	\$168,500
Net change in liability for claims and claims paid but not reported	99,403	(67,866)
Claims paid	<u>(27,981)</u>	<u>(13,533)</u>
Balance, June 30	<u><u>\$158,523</u></u>	<u><u>\$87,101</u></u>

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Notes to Basic Financial Statements

For the year ended June 30, 2007

NOTE 2 - CASH AND INVESTMENTS

Cash and investments as of June 30, 2007 consist of the following:

Local Agency Investment Fund	\$893,276
Cash in bank	1,110,833
Cash on hand	640
Total Cash and Investments	<u>\$2,004,749</u>

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 Entity'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 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, an 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, 2007 these investments matured in an average of 176 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, 2007

NOTE 3 - INTERFUND TRANSACTIONS

Current interfund balances arise in the normal course of business and are expected to be repaid shortly after the end of the fiscal year. At June 30, 2007, the Fixed Route Program Fund was owed a total of \$71,593 by the Paratransit Program Fund.

NOTE 4 - 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 \$1,000. 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, 2007

NOTE 4 - CAPITAL ASSETS (Continued)

Capital assets comprised the following at June 30, 2007:

	Balance June 30, 2006	Additions	Retirements	Transfers	Balance June 30, 2007
Fixed Route:					
Capital assets not being depreciated:					
Land	\$778,539	\$3,194,934			\$3,973,473
Construction in Progress	296,962	1,447,851	(\$69,652)		1,675,161
Total capital assets not being depreciated	<u>1,075,501</u>	<u>4,642,785</u>	<u>(69,652)</u>		<u>5,648,634</u>
Capital assets being depreciated:					
Vehicles	24,671,021	231,964	(222,400)	(\$185,634)	24,494,951
Facilities	8,230,730	22,321	(3,108)	(313,728)	7,936,215
Equipment	4,002,879	110,073	(44,530)	499,362	4,567,784
Total capital assets being depreciated	<u>36,904,630</u>	<u>364,358</u>	<u>(270,038)</u>		<u>36,998,950</u>
Less accumulated depreciation for:					
Vehicles	(10,605,854)	(1,898,383)	215,421	18,689	(12,270,127)
Facilities	(3,631,883)	(292,296)	1,111	106,834	(3,816,234)
Equipment	(1,213,610)	(559,039)	35,745	(125,523)	(1,862,427)
Total accumulated depreciation	<u>(15,451,347)</u>	<u>(2,749,718)</u>	<u>252,277</u>		<u>(17,948,788)</u>
Total depreciable assets	<u>21,453,283</u>		<u>(\$87,413)</u>		<u>19,050,162</u>
Capital assets, net	<u>\$22,528,784</u>				<u>\$24,698,796</u>
Paratransit					
Capital assets not being depreciated:					
Construction in Progress	\$765,768			(\$765,768)	
Capital assets being depreciated:					
Vehicles	\$1,329,185	\$236,400	(\$8,576)	765,768	2,322,777
Less accumulated depreciation for:					
Vehicles	(1,049,532)	(\$243,158)	5,811		(1,286,879)
Total depreciable assets	<u>279,653</u>		<u>(\$2,765)</u>		<u>1,035,898</u>
Capital assets, net	<u>\$1,045,421</u>				<u>\$1,035,898</u>
Total					
Land and Construction in Progress	\$1,841,269	\$4,642,785	(69,652)	(\$765,768)	\$5,648,634
Depreciable Assets:					
Cost	38,233,815	600,758	(\$278,614)	765,768	39,321,727
Less accumulated depreciation for:	(16,500,879)	(2,992,876)	258,088		(19,235,667)
Net	<u>21,732,936</u>	<u>(\$2,392,118)</u>	<u>(\$20,526)</u>	<u>\$765,768</u>	<u>20,086,060</u>
All Capital Assets, net	<u>\$23,574,205</u>				<u>\$25,734,694</u>

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Notes to Basic Financial Statements

For the year ended June 30, 2007

NOTE 5 – 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, 2007, the MTC had an 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, 2007 follows:

<u>Source</u>	<u>Unallocated Balances</u>
Transportation Development Act Funds	\$3,460,866
State Transit Assistance Funds:	
Revenue Based Funds	165,499
Population Based Funds	<u>1,009,980</u>
Total Unallocated Local Transportation Funds	<u>\$4,636,345</u>

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
Notes to Basic Financial Statements
For the year ended June 30, 2007

NOTE 5 – 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, 2007 are calculated as follows:

Fiscal 2007 unexpended funds:	Fixed Route Program	Paratransit Program	Total
Operating loss	(\$11,298,124)	(\$1,735,663)	(\$13,033,787)
Add back:			
Depreciation	2,749,716	243,158	2,992,874
Interest and miscellaneous	144,093		144,093
Net operating expenses reimbursable by grants	(8,404,315)	(1,492,505)	(9,896,820)
Grants:			
County Measure B Grants	921,099	181,063	1,102,162
Federal Transportation Administration Operating Assistance	526,534		526,534
LIFT Program			
Bridge tolls	100,000		100,000
Net Operating Expenses reimbursable by LTF and STA funds	(6,856,682)	(1,311,442)	(8,168,124)
State Transit Assistance Receipts	1,160,495	45,299	1,205,794
LTF Receipts Receivables:			
Article 4.0	6,342,630	1,154,371	7,497,001
Article 4.5		111,772	111,772
Due to LTF from fiscal 2007 unexpended funds	646,443		646,443
Due to LTF from fiscal 2006 unexpended funds			
Total due to LTF at June 30, 2007	\$646,443	\$0	\$646,443

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
Notes to Basic Financial Statements
For the year ended June 30, 2007

NOTE 6 - 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.

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:

	<u>2007</u>	<u>2006</u>
Operating expenses excluding depreciation	\$1,650,932	\$1,102,732
Less:		
Actual passenger fare revenues	(101,290)	(70,575)
Special contract revenue	(57,137)	(33,301)
Interest income	0	(1,273)
Taxi study expenses	(39,926)	
Article 4.0 LTF revenues	<u>(1,154,371)</u>	<u>(443,006)</u>
Maximum eligibility	<u>\$298,208</u>	<u>\$554,577</u>

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

Maximum eligibility	\$298,208	\$554,577
Less:		
Article 4.5 LTF revenues	(111,772)	(100,079)
State Transit Assistance	(45,299)	(44,541)
FTA operating assistance	0	(270,128)
Local sales tax/Measure B funds	<u>(141,137)</u>	<u>(139,829)</u>
Deficit (surplus) of Measure B revenue over maximum eligibility	<u>\$0</u>	<u>\$0</u>

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Notes to Basic Financial Statements

For the year ended June 30, 2007

NOTE 6 - PARATRANSIT OPERATING GRANT LIMITATIONS (Continued)

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.

	2007	2006
Maximum eligibility computed above	<u>\$298,208</u>	<u>\$554,577</u>
Total TDA Article 4.5 revenues	<u>\$111,772</u>	<u>\$100,079</u>
Amount, if any, to be returned to LTF	<u>\$0</u>	<u>\$0</u>
Amount, if any, to be returned to Alameda County	<u>\$0</u>	<u>\$0</u>

State Transit Assistance received by the Authority amounted to \$1,205,794 during fiscal year 2006-2007, of which \$1,160,495 was expended for operating expenses of the Fixed Route Program and \$45,299 was expended for Paratransit operating expenses.

NOTE 7 - CAPITAL GRANTS

The Authority's capital transactions and unexpended grant funds at June 30, 2007 are calculated as follows:

	Fixed Route Program	Paratransit Program	Total
Capital costs:			
Capital asset additions	<u>(\$5,007,141)</u>	<u>(\$236,400)</u>	<u>(\$5,243,541)</u>
Funding sources:			
FTA Capital Assistance	\$2,861,034	\$127,847	\$2,988,881
Local Transportation Fund 4.0	1,504,651	47,885	1,552,536
Bridge Tolls	<u>641,456</u>	<u>60,668</u>	<u>702,124</u>
Total Funding Sources	<u>\$5,007,141</u>	<u>\$236,400</u>	<u>\$5,243,541</u>

Due to LTF Capital: As of June 30, 2007, the Authority held \$2,200,368 in capital funds which were temporarily used to fund the purchase of land but were replaced with federal Transit Assistance funds in fiscal 2006-07.

Deferred Proceeds: As of June 30, 2007, the Authority held proceeds from the sale of busses and insurance reimbursement proceeds received to reimburse the Authority for fire damage to a bus. These proceeds are to be used for future capital asset acquisition as instructed by the Federal Transit Administration. These funds have been deferred to reflect the commitment to fund the future asset acquisitions or in their absence the return of funds to the federal government.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Notes to Basic Financial Statements

For the year ended June 30, 2007

NOTE 8 – NET ASSETS

Net Assets is the excess of all the Authority's assets over all its liabilities, regardless of fund. Net Assets are divided into three captions and apply only to Net Assets, which is determined only at the Government-wide level, and are described below:

Invested in Capital Assets, net of related debt describes the portion of Net Assets 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.

Restricted describes the portion of Net Assets which is restricted as to use by the terms and conditions of agreements with outside parties, governmental regulations, laws, or other restrictions which the Authority cannot unilaterally alter.

NOTE 9 - PENSION PLAN

Substantially all of the Authority's employees are eligible to participate in pension plans offered by California Public Employees Retirement System (CALPERS), an agent multiple employer defined benefit pension plan which acts as a common investment and administrative agent for its participating member employers. CALPERS provides retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. The Authority's employees participate in the separate Miscellaneous (all other) Employee Plans. Benefit provisions under the Plan are established by State statute and Authority resolution. Benefits are based on years of credited service, equal to one year of full time employment. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CALPERS; the Authority must contribute these amounts. The Plans' provisions and benefits in effect at June 30, 2007, are summarized as follows:

	Miscellaneous
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Retirement age	50
Monthly benefits, as a % of annual salary	1.426% - 2.418%
Required employee contribution rates	7%
Required employer contribution rates	13.771%

The Authority's personnel policy requires it to pay employee contributions as well as its own.

CALPERS determines contribution requirements using a modification of the Entry Age Normal Method. Under this method, the Authority's total normal benefit cost for each employee from date of hire to date of retirement is expressed as a level percentage of the related total payroll cost. Normal benefit cost under this Method is the level amount the employer must pay annually to fund an employee's projected retirement benefit. This level percentage of payroll method is used to amortize any unfunded actuarial liabilities. The actuarial assumptions used to compute contribution requirements are also used to compute the actuarially accrued liability. The Authority uses the actuarially determined percentages of payroll to calculate and pay contributions to CALPERS. This results in no net pension obligations or unpaid contributions. Annual Pension Costs, representing the payment of all contributions required by CALPERS, for the years ended June 30, 2007, 2006 and 2005 amounted to \$151,142, \$108,517 and \$93,739 respectively.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Notes to Basic Financial Statements

For the year ended June 30, 2007

NOTE 9 - PENSION PLAN (Continued)

CALPERS uses the market related value method of valuing the Plan's assets. An investment rate of return of 7.75% is assumed, including inflation rate at 3.0%. Annual salary increases are assumed to vary by duration of service. Changes in liability due to plan amendments, changes in actuarial assumptions, or changes in actuarial methods are amortized as a level percentage of payroll on a closed basis over twenty years. Investment gains and losses are accumulated as they are realized and amortized over a rolling thirty year period.

As required by new State law, effective July 1, 2005, the Authority's Miscellaneous Plan was terminated, and the employees in those plans were required by CALPERS to join new State-wide pools. One of the conditions of entry to these pools was that the District true-up any unfunded liabilities in the former Plans, either by paying cash or by increasing its future contribution rates through a Side Fund offered by CALPERS. The Authority satisfied its Miscellaneous Plan's unfunded liability of \$227,296 agreeing to contribute that amount to the Side Fund through an addition to its normal contribution rates over the next 12 years.

Audited annual financial statements are available from CALPERS at P.O. Box 942709, Sacramento, CA 94229-2709.

NOTE 10 - 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 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 accountants in accordance with the provisions of the Federal Single Audit Act Amendments of 1986 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.

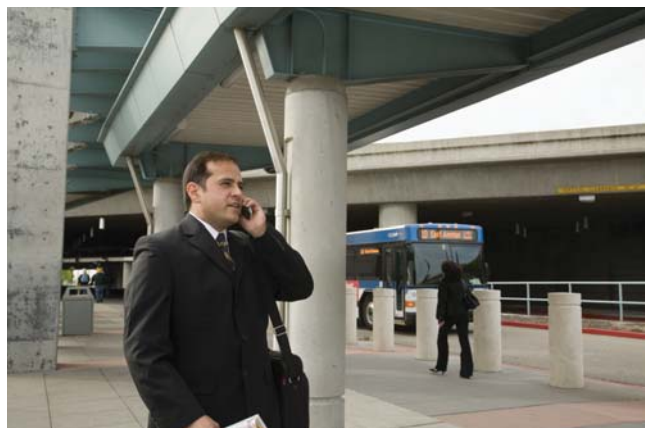
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Notes to Basic Financial Statements

For the year ended June 30, 2007

NOTE 12 - MAJOR CONTRACTOR

The Authority has an agreement dated July 1, 2002 inclusive with a Contractor, (MV Transportation Inc.) which requires MV Transportation Inc. to operate and maintain the fixed route and paratransit programs. The Authority issued an amendment to extend the contract for an additional two years with MV Transportation ending June 30, 2007. MV Transportation Inc. is paid monthly based on a fixed fee plus a fee calculated at a mileage rate multiplied by the number of total vehicle miles. Expenses incurred under this contract amounted to \$8,241,235 for the fiscal year ended June 30, 2007.



Compliance Section

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LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
SCHEDULES OF OPERATING REVENUES AND EXPENSES BY FUNCTION
YEARS ENDED JUNE 30, 2007 AND 2006

	Fixed Route	Paratransit	Totals	
			2007	2006
REVENUES				
Fares	\$1,819,259	\$101,290	\$1,920,549	\$1,551,517
Special contract revenue	194,021	57,137	251,158	267,153
Advertising	255,715		255,715	185,066
Interest and miscellaneous	144,093		144,093	64,636
Local Transportation Funds 4.0	5,696,187	1,154,371	6,850,558	6,982,937
Local Transportation Funds 4.5		111,772	111,772	100,079
State Transit Assistance	1,072,883	45,299	1,118,182	961,000
FTA operating assistance	614,146		614,146	300,533
FTA operating assistance- LIFT				80,821
Local sales tax/Measure B funds - allocations	748,802	141,137	889,939	866,334
Local sales tax/Measure B funds - Taxi study	172,297	39,926	212,223	
Bridge tolls	100,000		100,000	58,000
Total Revenues	<u>\$10,817,403</u>	<u>\$1,650,932</u>	<u>\$12,468,335</u>	<u>\$11,418,076</u>
EXPENSES				
Labor	\$732,509	\$58,052	\$790,561	\$633,522
Fringe benefits	323,672	22,653	346,325	258,905
Services	474,515	44,158	518,673	207,466
Purchased transportation	6,956,560	1,284,675	8,241,235	7,746,529
Fuel, parts, supplies and other operation costs	1,126,971	196,502	1,323,473	1,384,805
Insurance	477,363	32,734	510,097	512,663
Administration and legal	725,813	12,158	737,971	674,186
Depreciation	2,749,716	243,158	2,992,874	2,852,254
Total Expenses	<u>\$13,567,119</u>	<u>\$1,894,090</u>	<u>\$15,461,209</u>	<u>\$14,270,330</u>

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SCHEDULE OF FINDINGS AND QUESTIONED COSTS

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

We are required by the Office of Management and Budget Circular A-133, *Audits of States, Local Governments and Non-profit Organizations*, to present an overview of the Single Audit which is presented below.

We have audited the basic financial statements of the Livermore/Amador Valley Transit Authority (Authority), California, for the year ended June 30, 2007 and have issued our unqualified report thereon dated September 7, 2007. These basic financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these basic financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards in the United States of America; *Government Auditing Standards*, issued by the Comptroller General of the United States and the Office of Management and Budget Circular A-133, *Audits of States, Local Governments and Non profit Organizations*. We performed a Single Audit as requested by the Authority to comply with the provisions of the Single Audit Act as amended in 1996 and OMB A-133.

Section I—Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:

Unqualified

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:

Unqualified

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:

CFDA Number(s)

Name of Federal Program or Cluster

20.500 & 20.505 (Cluster Program)

Federal Transit – Capital Investment Grants
and Formula Grants (Urbanized Area
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

Section III – Federal Award Findings and Questioned Costs

Current Year Findings and Questioned Costs

Our audit did not disclose any findings or questioned costs required to be reported in accordance with OMB Circular A-133.

Section IV - Status of Prior Year Findings and Questioned Costs

Prepared by Management

None.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2007

<u>Federal Awards Programs</u>	<u>CFDA #</u>	<u>Grant Number</u>	<u>Federal Expenditures</u>
US Department of Transportation, Federal Transit Administration Capital & Operating Awards used for operating expenses:			
Paratransit Operating Assistance	20.505	CA-90-Y040-22	\$219,893
CMAQ route 50, 53	20.505	CA-95-X022-00	190,000
CMAQ BRT	20.505	CA-90-Y354-03	89,000
Planning Study (Fixed Route)	20.505	CA812003	61,294
JARC Program - Passed through MTC	20.505		53,959
			<hr/>
Subtotal for this program			614,146
			<hr/>
Awards used for capital assets:			
Paratransit Vans	20.500	CA-90-Y354-00	127,847
Satellite Facility	20.500	CA-03-Y633-00	1,832,461
34 Bus Purchase	20.500	CA-90-Y200-00	159,035
4 Hybrids	20.500	CA-90-Y354-00	861,200
Security Enhancements	20.500	CA-90-Y040-20	8,338
			<hr/>
Subtotal for this program			2,988,881
			<hr/>
Total Expenditures			<u>\$3,603,027</u>

See accompanying notes to Schedule of Expenditures of Federal Awards

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Note 1-Reporting Entity

The Schedule of Expenditure of Federal Awards (the Schedule) includes expenditures of federal awards for the Authority 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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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*

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

We have audited the basic financial statements of the Livermore/Amador Valley Transit Authority (Authority) as of and for the year ended June 30, 2007, and have issued our report thereon dated September 7, 2007. We conducted our audit in accordance with generally accepted auditing standards 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.

Internal Control over Financial Reporting

In planning and performing our audit, we considered the Authority's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over financial reporting.

A control deficiency 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 misstatements on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the Authority's ability to initiate, authorize, record, process or report financial data reliably in accordance with generally accepted accounting principles such that there is more than a remote likelihood that a misstatement of the Authority's financial statements that is more than inconsequential will not be prevented or detected by the Authority's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by the Authority's internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Internal Control over Compliance

The management of the Authority is responsible for establishing and maintaining effective internal controls over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered the Authority's internal control over compliance with the requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance, 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 Authority's internal control over compliance.

A *control deficiency* in an entity's internal control over compliance 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 noncompliance with a type of compliance requirement of a federal program on a timely basis. A *significant deficiency* is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to administer a federal program such that there is more than a remote likelihood that noncompliance with a type of compliance requirement of a federal program that is more than inconsequential will not be prevented or detected by the entity's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected by the entity's internal control.

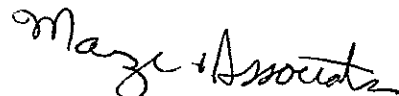
Our consideration of the internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in the internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider as material weaknesses, as defined above.

Schedule of Expenditures of Federal Awards

We have audited the financial statements of the Authority as of and for the year ended June 30, 2007, and have issued our report thereon dated September 7, 2007. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards is presented for the purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

This report is intended solely for the information and use of the management, Authority Board, others within the entity and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than the specified parties.

September 7, 2007



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REPORT ON COMPLIANCE WITH REQUIREMENTS APPLICABLE TO
EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE IN
ACCORDANCE WITH OMB CIRCULAR A-133

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

Compliance

We have audited the compliance of the Livermore/Amador Valley Transit Authority (Authority) with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Circular A-133 Compliance Supplement* that are applicable to each of its major federal programs for the year ended June 30, 2007. The Authority's major federal programs are identified in Section I - Summary of Auditor's Results included on the accompanying Schedule of Findings and Questioned Costs. Compliance with the requirements of laws, regulations, contracts and grants applicable to each of its major federal programs is the responsibility of the Authority's management. Our responsibility is to express an opinion on the Authority's compliance based on our audit.

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. Our audit does not provide a legal determination on the Authority's compliance with those requirements.

In our opinion, the Authority complied, in all material respects, with the requirements referred to above that are applicable to each of its major federal programs for the year ended June 30, 2007.

Internal Control over Compliance

The management of the Authority is responsible for establishing and maintaining effective internal controls over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered the Authority's internal control over compliance with the requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance, 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 Authority's internal control over compliance.

A *control deficiency* in an entity's internal control over compliance 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 noncompliance with a type of compliance requirement of a federal program on a timely basis. A *significant deficiency* is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to administer a federal program such that there is more than a remote likelihood that noncompliance with a type of compliance requirement of a federal program that is more than inconsequential will not be prevented or detected by the entity's internal control.

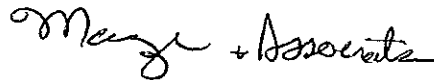
A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected by the entity's internal control.

Our consideration of the internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in the internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider as material weaknesses, as defined above.

Schedule of Expenditures of Federal Awards

We have audited the financial statements of the Authority as of and for the year ended June 30, 2007, and have issued our report thereon dated September 7, 2007. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards is presented for the purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

This report is intended solely for the information and use of the management, Authority Board, others within the entity and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than the specified parties.



September 7, 2007

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE
WITH RULES AND REGULATIONS OF THE TRANSPORTATION
DEVELOPMENT ACT

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

We have audited the financial statements of the Livermore Amador Valley Transit Authority, as of June 30, 2007, and for the year then ended, and have issued our report thereon dated September 7, 2007.

In connection with our audit, we have read and performed the applicable audit procedures contained in §6667 of the Transportation Development Act Statutes and Administrative Code adopted by the Department of Transportation.

We have not performed any audit steps in connection with any other sections of the Act as they might apply to funds allocated to the Programs other than those listed in §6667 of the Act set forth above and, accordingly, we do not express any opinion with respect to compliance by the Programs with regard to any other sections of the Act or instructions of the Metropolitan Transportation Commission. Furthermore, compliance with the Act is a legal determination and, as accountants, we cannot advise you as to whether the Programs were in compliance with or in violation of any provisions of the Act.

In conjunction with our audit, we performed tests of compliance with the applicable provisions of the Transportation Development Act and the allocation instructions and resolutions and the rules and regulations of the Metropolitan Transportation Commissions as required by Title 21 of California Code of Regulations §6667. Based on these procedures, we noted no instance of noncompliance with the applicable statutes, rules, and regulations of the Transportation Development Act and the applicable allocation instructions and resolutions of the Metropolitan Transportation Commission.

This report is intended for the information of the Mayor, Members of the Board, management, and others within the Authority, and officials of applicable state grantor agencies. However, this report is a matter of public record and its distribution is not limited.

Maze & Associates

September 7, 2007

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INDEPENDENT ACCOUNTANT'S REPORT

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

We have examined the Livermore/Amador Valley Transit Authority's (Authority's) compliance with the requirements described in the Measure B Sales Tax for Mass Transit Funds agreement (Agreement) between the Authority and the Alameda County Transportation Improvement Authority (ACTIA) that are applicable to its Measure B Funds for the year ended June 30, 2007. Measure B sales taxes under the Agreement are included in the accompanying schedule of resources and expenditures of Measure B Funds. Compliance with the requirements of laws, regulations, contracts and grants applicable to its Measure B Funds is the responsibility of the Authority's management. Our responsibility is to express an opinion on the Authority's compliance based on our audit.

We conducted our audit of compliance 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 noncompliance with the compliance requirements referred to above that could have a direct and material effect on Measure B Funds 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. Our audit does not provide a legal determination on the Authority's compliance with those requirements.

In our opinion, the Authority complied, in all material respects, with the requirements referred to above that are applicable to its Measure B Funds for the year ended June 30, 2007.

This report is intended for the information and use of the Authority Board, management, others within the Authority and operating agencies and the ACTIA and is not intended to be and should not be used by anyone other than these specified parties.

Maze & Associates

September 7, 2007

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Statistical Section

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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 Assets & Net Assets by Component
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. Operating Indicators by Function/Program
3. 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. The Authority implemented GASB Statement 34 in 2004; schedules presenting government-wide information include information beginning in that year.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Financial Trends

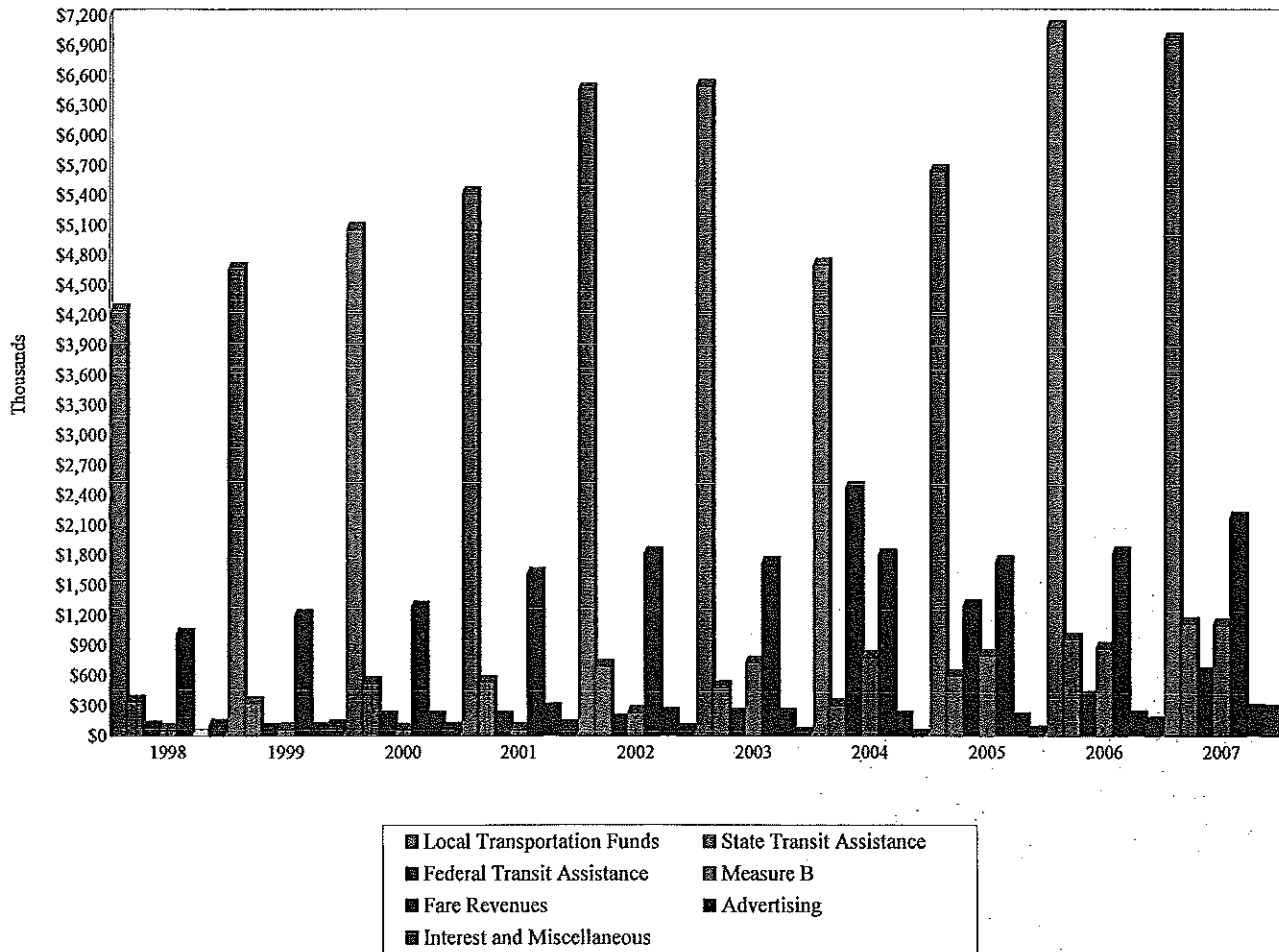
Changes in Net Assets and Statement of Net Assets

Last Four Fiscal Years

	2004	2005	2006	2007
Revenues:				
Local Transportation Funds	\$4,702,542	\$5,642,370	\$7,083,016	\$6,962,330
State Transit Assistance	302,314	595,400	961,000	1,118,182
Federal Transit Assistance	2,468,142	1,289,211	381,354	614,146
Measure B	783,987	796,358	866,334	1,102,162
Bridge tolls			58,000	100,000
Fare Revenue & Special Contract Revenue	1,798,519	1,730,775	1,818,670	2,171,707
Advertising & Ticket Concessions	176,550	165,748	185,066	255,715
Interest and Miscellaneous	3,097	35,143	64,636	144,093
Loss on disposal of capital assets	(380,523)	(156,330)	(12,950)	(90,178)
Total Revenues	9,854,628	10,098,675	11,405,126	12,378,157
Expenses:				
Board of Directors	63,044	65,585	14,166	16,604
General Manager	142,161	176,409	190,979	204,540
Administrative Services	767,569	660,188	702,453	816,202
Planning	305,121	272,449	127,899	522,690
Marketing	199,362	279,531	350,464	424,933
Operations	8,757,895	8,800,844	10,032,115	10,483,366
Depreciation	1,486,657	2,408,131	2,852,254	2,992,874
Total Expenses	11,721,809	12,663,137	14,270,330	15,461,209
Add Capital contributions (grants)				
STP/CMAQ Grant		30,883		
FTA Capital Assistance	10,872,374		1,075,862	2,988,881
Local Transportation Funds 4.0	791,050	424,798	241,507	1,552,536
AVL State	683,445	22,872		
Bridge Tolls	2,367,115	7,050	183,897	702,124
STIP			66,252	
City of Livermore Park and Ride Facility	(742,644)			
	13,971,340	485,603	1,567,518	5,243,541
Change in net assets	12,104,159	(2,078,859)	(1,297,686)	2,160,489
Net assets - beginning of period	14,846,591	26,950,750	24,871,891	23,574,205
Net assets - end of period	\$26,950,750	\$24,871,891	\$23,574,205	\$25,734,694
Statement of Net Assets				
Invested in capital assets, net of related debt service	\$26,950,750	\$24,871,891	\$23,574,205	\$25,734,694

Source: LAVTA's basic financial statements.

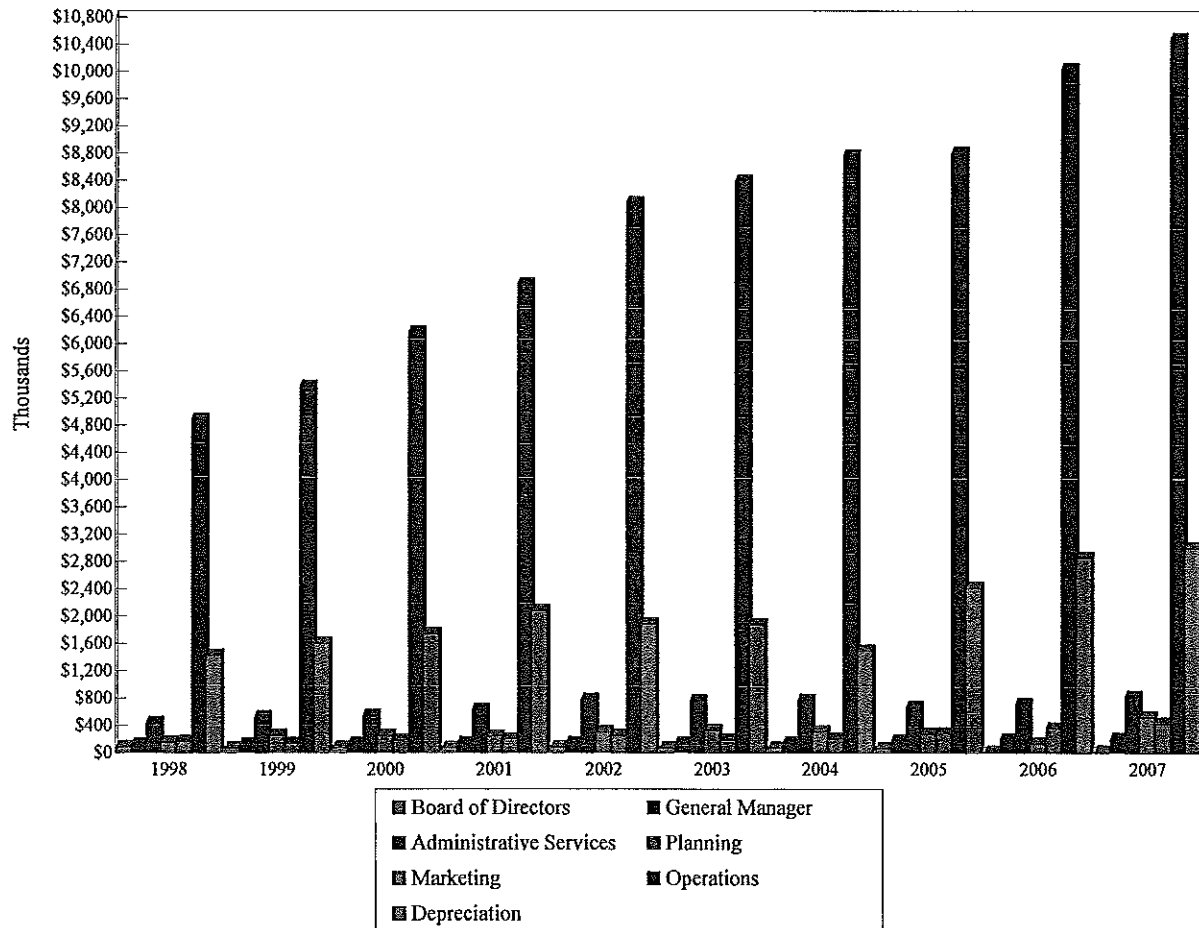
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
OPERATING REVENUES BY SOURCE
LAST TEN FISCAL YEARS



Fiscal Year	Local Transportation Funds	State Transit Assistance	Federal Transit Assistance	Measure B	Fare Revenues & Special Contract Revenue	Advertising & Ticket Concessions	Interest and Miscellaneous	Total
1998	\$4,249,919	\$336,855	\$81,082	\$52,353	\$1,006,980		\$100,455	\$5,827,644
1999	4,660,575	324,465	56,547	62,182	1,195,189	\$65,723	95,466	6,460,147
2000	5,063,118	523,803	179,299	59,375	1,276,133	182,423	68,034	7,352,185
2001	5,417,019	530,901	179,229	57,812	1,610,507	262,131	94,876	8,152,475
2002	6,455,527	693,519	145,686	232,608	1,818,765	214,730	48,603	9,609,438
2003	6,490,560	479,960	210,902	724,659	1,722,791	208,553	13,977	9,851,402
2004	4,702,542	302,314	2,468,142	783,987	1,798,519	176,550	3,097	10,235,151
2005	5,642,370	595,400	1,289,211	796,358	1,730,775	165,748	35,143	10,255,005
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

Source: Livermore/Amador Valley Transit Authority Audit Reports

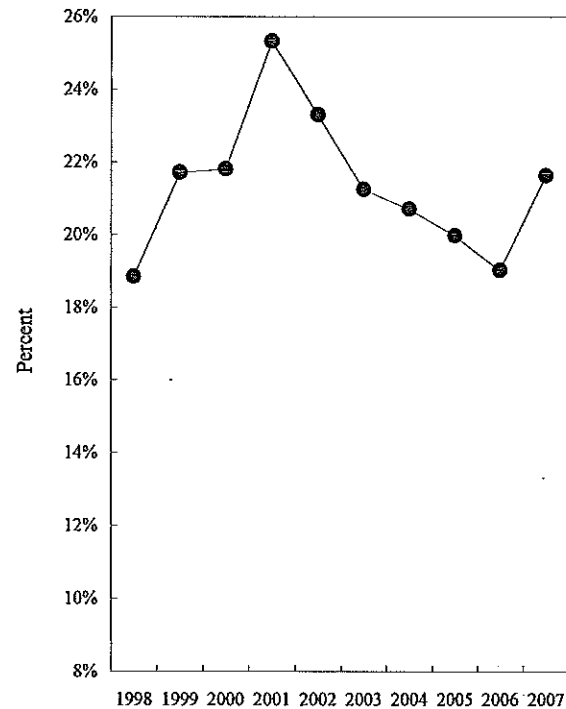
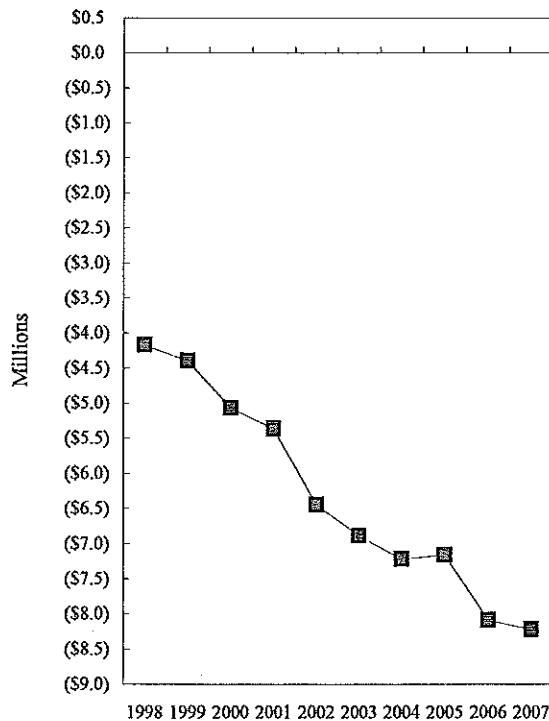
**LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENSES BY FUNCTION
LAST TEN FISCAL YEARS**



Fiscal Year	Board of Directors	General Manager	Administrative Services	Planning	Marketing	Operations	Depreciation	Total
1998	\$81,220	\$121,296	\$435,136	\$149,777	\$156,572	\$4,883,643	\$1,421,081	\$7,248,725
1999	65,151	126,183	520,899	252,133	128,608	5,367,173	1,596,816	8,056,963
2000	75,463	136,166	539,808	253,420	182,152	6,165,176	1,740,473	9,092,658
2001	71,032	141,997	629,398	238,820	194,859	6,876,369	2,073,196	10,225,671
2002	77,399	143,432	776,597	301,000	247,375	8,063,635	1,881,662	11,491,100
2003	62,300	141,539	756,146	317,398	181,472	8,392,547	1,871,252	11,722,654
2004	63,044	142,161	767,569	305,121	199,362	8,757,895	1,486,657	11,721,809
2005	65,585	176,409	660,188	272,449	279,531	8,800,844	2,408,131	12,663,137
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

Source: Livermore/Amador Valley Transit Authority Audit Reports

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



—■— Operating Losses

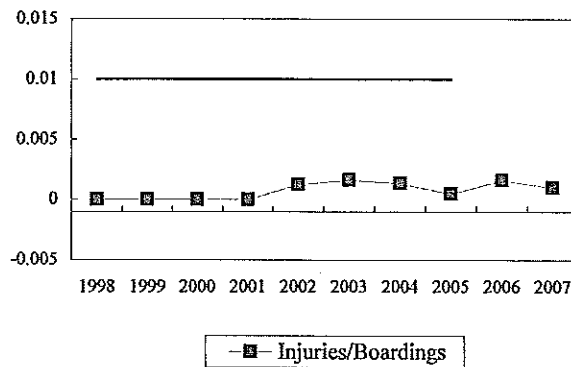
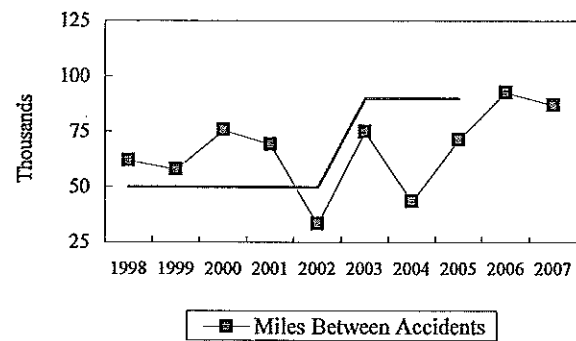
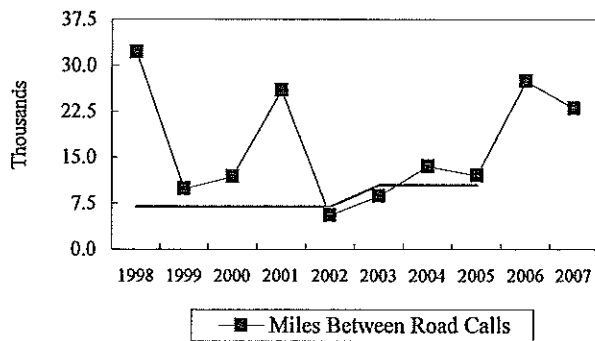
—●— Farebox Recovery Ratio

Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
1998	\$5,136,683	\$968,124	(\$4,168,559)	18.8%
1999	5,611,326	1,218,368	(4,392,958)	21.7%
2000	6,476,794	1,412,568	(5,064,226)	21.8%
2001	7,177,651	1,818,063	(5,359,588)	25.3%
2002	8,403,068	1,958,218	(6,444,850)	23.3%
2003	8,737,747	1,856,536	(6,881,211)	21.2%
2004	9,103,569	1,885,093	(7,218,476)	20.7%
2005	8,945,946	1,787,615	(7,158,331)	20.0%
2006	9,985,794	1,899,860	(8,085,934)	19.0%
2007	10,487,853	2,268,995	(8,218,858)	21.6%

Source: Livermore/Amador Valley Transit Authority Audit Reports

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

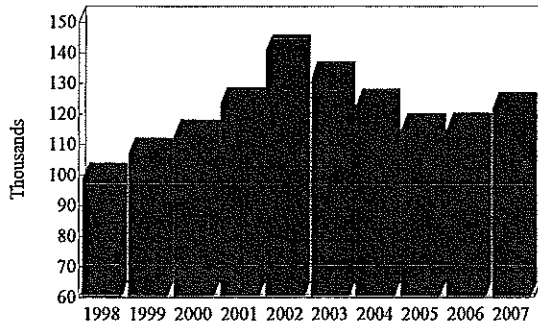
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE SAFETY STATISTICS
LAST TEN FISCAL YEARS



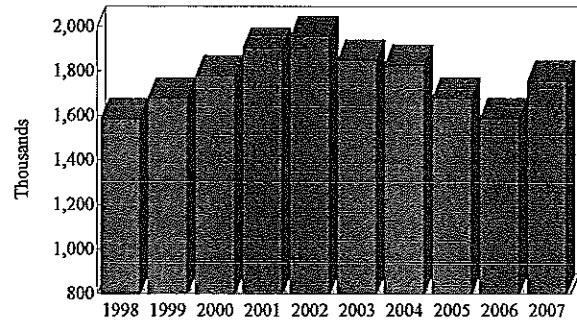
Fiscal Year	Miles Between Road Calls	Goal	Miles Between Accidents	Goal	Injuries/ Boardings	Goal
1998	32,164	7,000	61,963	50,000	0/1,432,903	0.00001
1999	9,891	7,000	57,904	50,000	2/1,594,350	0.00001
2000	11,890	7,000	75,774	50,000	3/1,835,778	0.00001
2001	25,985	7,000	69,227	50,000	3/2,201,525	0.00001
2002	5,589	7,000	33,359	50,000	1/2,036,707	0.00001
2003	8,691	10,500	75,058	90,000	2/1,921,891	0.00001
2004	13,540	10,500	43,515	90,000	3/1,936,206	0.00001
2005	12,041	10,500	71,355	90,000	2/1,944,493	0.00001
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

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

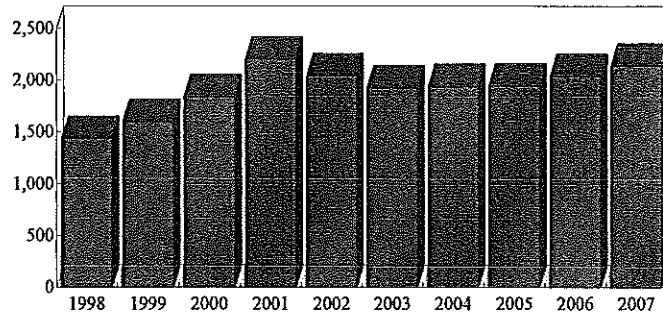
**LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE OPERATING STATISTICS
LAST TEN FISCAL YEARS**



■ Revenue Hours



■ Revenue Miles

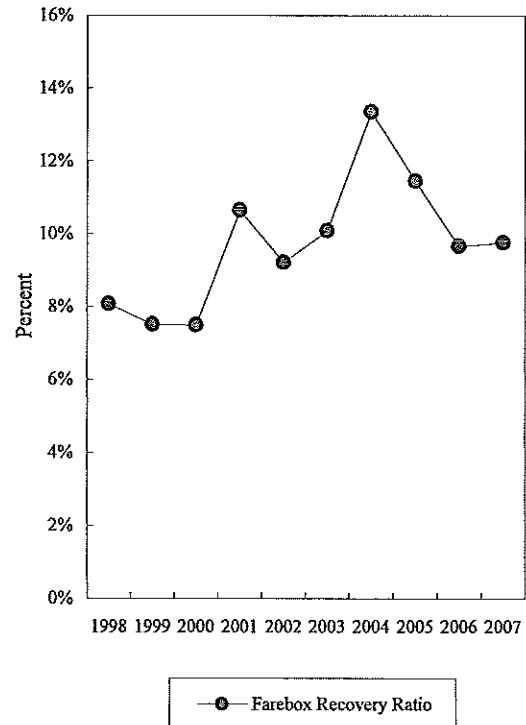
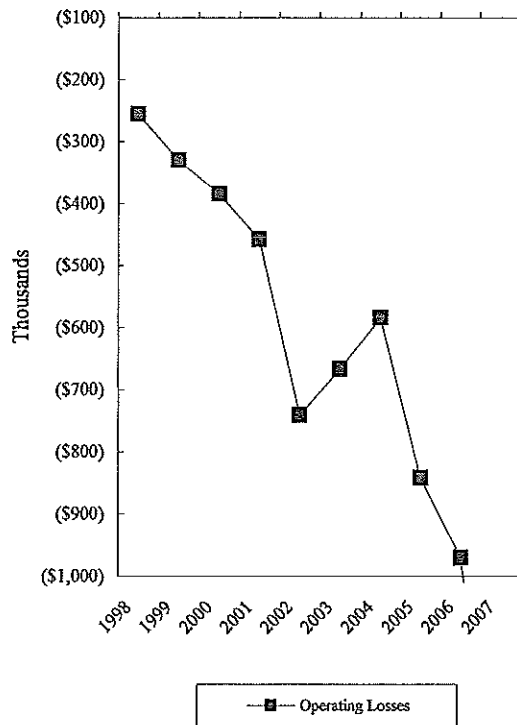


■ Passengers

<u>Fiscal Year</u>	<u>Revenue Hours</u>	<u>Revenue Miles</u>	<u>Passengers</u>
1998	98,676	1,585,193	1,432,903
1999	106,814	1,678,070	1,594,350
2000	112,862	1,778,407	1,835,778
2001	123,369	1,903,792	2,201,525
2002	140,591	1,956,116	2,036,707
2003	131,855	1,849,844	1,921,891
2004	122,909	1,827,613	1,936,206
2005	114,885	1,680,240	1,943,310
2006	115,044	1,587,613	2,036,955
2007	121,686	1,756,274	2,136,005

Source: National Transit Database Report (Formerly Section 15)

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

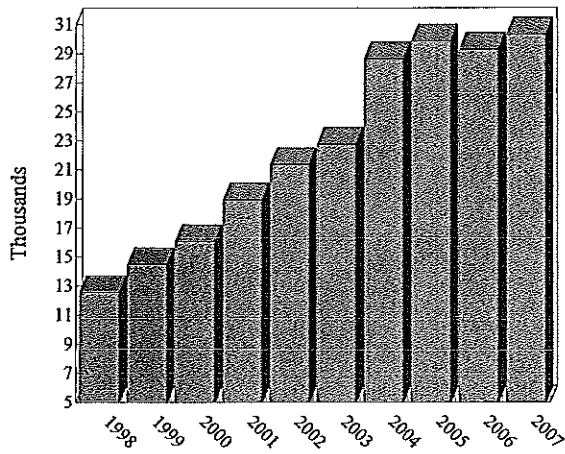


Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
1998	\$278,099	\$22,472	(\$255,627)	8.1%
1999	356,693	26,810	(329,883)	7.5%
2000	415,513	31,167	(384,346)	7.5%
2001	512,105	54,576	(457,529)	10.7%
2002	815,923	75,277	(740,646)	9.2%
2003	741,022	74,808	(666,214)	10.1%
2004	673,602	89,976	(583,626)	13.4%
2005	950,426	108,908	(841,518)	11.5%
2006	1,074,075	103,876	(970,199)	9.7%
2007	1,622,275	158,427	(1,463,848)	9.8%

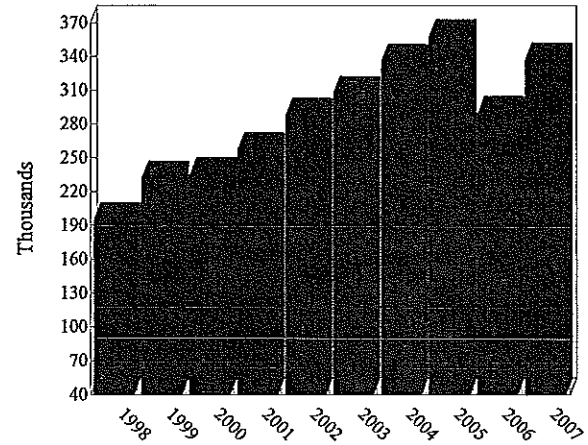
Source: Livermore/Amador Valley Transit Authority

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

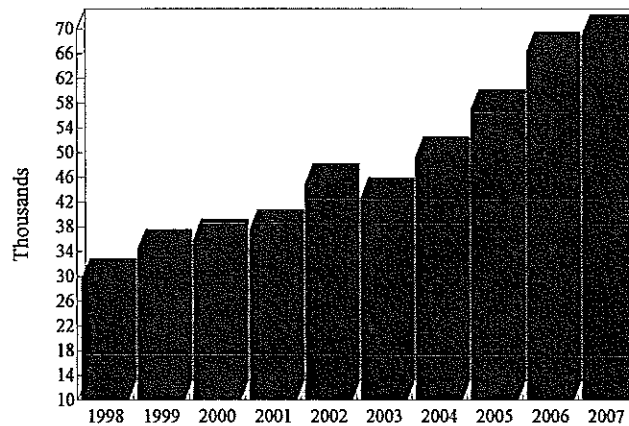
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
PARATRANSIT OPERATING STATISTICS
LAST TEN FISCAL YEARS



■ Revenue Hours



■ Revenue Miles

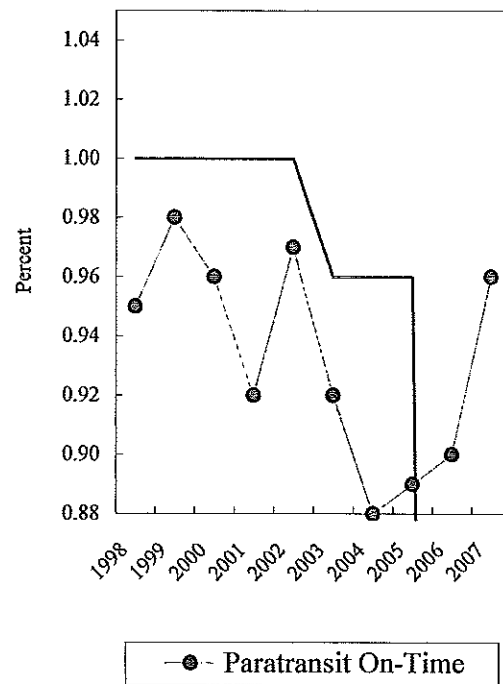
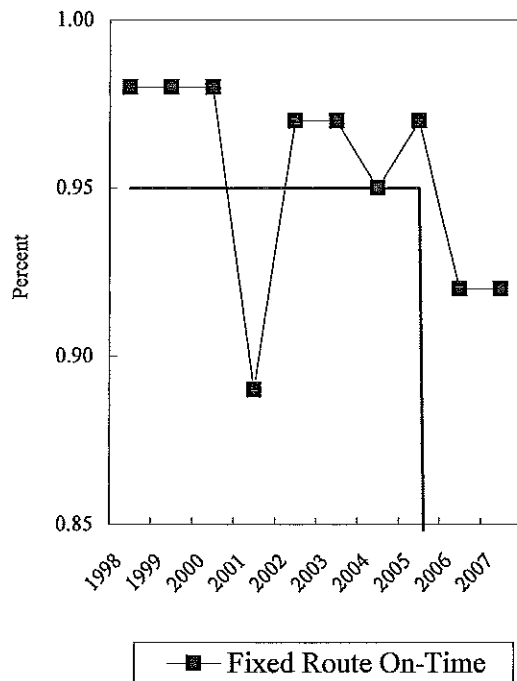


■ Passengers

Fiscal Year	Revenue Hours	Revenue Miles	Passengers
1998	12,534	195,004	29,569
1999	14,471	231,842	34,300
2000	16,052	234,943	35,950
2001	18,910	257,382	37,519
2002	21,351	287,640	44,912
2003	22,754	307,066	42,630
2004	28,634	335,554	49,283
2005	29,859	357,744	56,934
2006	29,294	289,595	66,198
2007	30,311	336,835	69,016

Source: National Transit Database Report (Formerly Section 15)

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

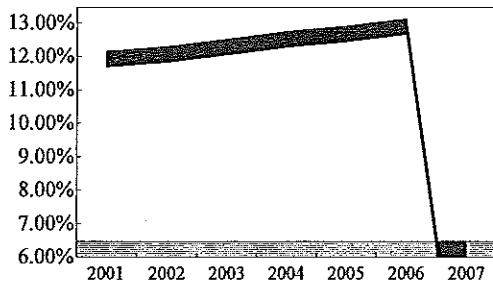


Fiscal Year	Fixed Route		Paratransit	
	On-Time Departure	Goal	On-Time Departure	Goal
1998	0.98	0.95	0.95	1.00
1999	0.98	0.95	0.98	1.00
2000	0.98	0.95	0.96	1.00
2001	0.89	0.95	0.92	1.00
2002	0.97	0.95	0.97	1.00
2003	0.97	0.95	0.92	0.96
2004	0.95	0.95	0.88	0.96
2005	0.97	0.95	0.89	0.96
2006	0.92	.90-.95	0.90	.91-.93
2007	0.92	.90-.95	0.96	.91-.93

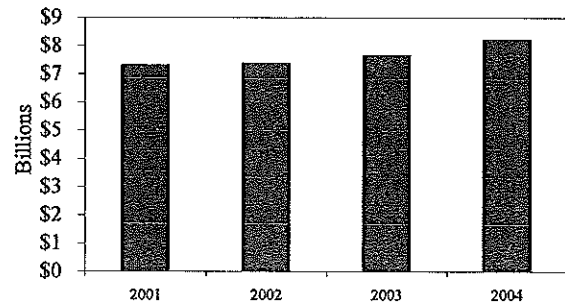
Source: Livermore/Amador Valley Transit Authority Short Range Transit Plans or Contractor Service Quality Standards Index

Note: Charts include all available data

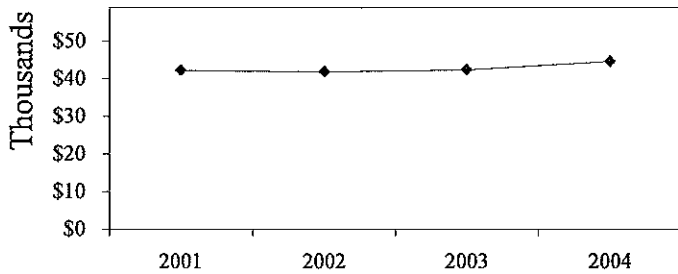
**LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS**



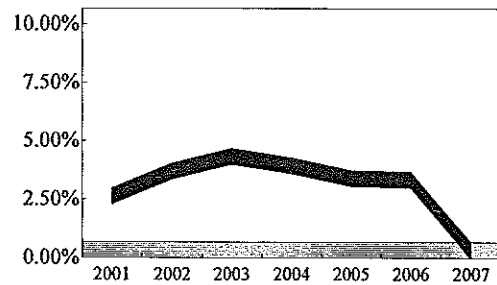
■ City Population as a % of County Population



■ Total Personal Income



◆ Per Capita Personal Income



■ Unemployment Rate (%)

Fiscal Year	Authority Population	Total Personal Income	Per Capita Personal Income	Unemployment Rate (%)	Alameda County Population	Authority Population % of County
2001	172,924	\$7,322,735,440	\$42,347	2.30%	1,479,100	11.69%
2002	175,911	7,384,141,273	41,977	3.37%	1,486,550	11.83%
2003	180,333	7,667,300,042	42,517	4.00%	1,496,200	12.05%
2004	183,979	8,224,446,000	44,703	3.60%	1,498,125	12.28%
2005	187,580	info not avail	info not avail	3.07%	1,507,500	12.44%
2006	191,223	info not avail	info not avail	3.00%	1,510,303	12.66%
2007	info not avail	info not avail	info not avail	info not avail	info not avail	info not avail

Source: California State Department of Finance

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY

Principal Employers

Current Fiscal Year

<u>Employer</u>	<u>2006-07</u>		
	<u>Number of Employees</u>	<u>Rank</u>	<u>Percentage of Total City Population</u>
Lawrence Livermore National Lab	7,950	1	4.2%
Safeway	2,400	2	1.3%
EMC Corporation	2,200	3	1.2%
Oracle	1,800	4	0.9%
Washington Mutual	1,400	5	0.7%
Valley Care Medical Center	1,300	6	0.7%
Kaiser Permanente	1,200	7	0.6%
Pleasanton Unified School District	1,168	8	0.6%
Robert Half International	1,102	9	0.6%
E-Loan	825	10	0.4%
Subtotal	<u>21,345</u>		<u>11.2%</u>
Total Authority Population	<u>191,223</u>		

Source: City of Dublin, City of Livermore, City of Pleasanton 2006 CAFRs

Note: Day population and data from nine years ago 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,			
	1998	1999	2000	2001
Function				
General Manager	1.00	1.00	1.00	1.00
Administrative Services	4.00	4.00	4.00	5.00
Planning	3.00	3.00	3.00	3.00
Marketing	1.00	1.00	1.00	1.00
Operations	0.00	0.00	1.00	2.00
Total	9.00	9.00	10.00	12.00

	Adopted for Fiscal Year Ended June 30,					
	2002	2003	2004	2005	2006	2007
Function						
General Manager	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Services	5.00	5.00	3.00	3.00	4.00	4.00
Planning	3.00	4.00	1.00	1.00	1.00	2.00
Marketing	1.00	1.00	1.50	1.50	2.00	2.00
Operations	2.00	2.00	1.50	2.50	2.00	2.00
Total	12.00	13.00	8.00	9.00	10.00	11.00

Source: Livermore/Amador Valley Transit Authority

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

Function/Program	Fiscal Year				
	1998	1999	2000	2001	2002
Fixed Route					
Total Vehicles	48	60	67	67	75
Average Fleet Age	6.15	8.53	9.76	10.21	11.21
Vehicles Operated In Maximum Service	40	48	50	50	60
Paratransit					
Total Vehicles	14	14	18	18	18
Average Fleet Age	2.50	3.5	2.7	3.67	4.67
Vehicles Operated In Maximum Service	8	8	8	10	10
Shared Stations Maintenance Facilities	2	2	2	2	2

*Six vehicles on loan/leased to other agencies.

Source: Livermore/Amador Valley Transit Authority

Note: n/a denotes information is not available.

Fiscal Year				
2003	2004	2005	2006	2007
75	75	74*	74*	74
11.10	8.8	6.37	7.16	8.2
54	49	44	44	45
18	18	18	18	27
5.00	5	6.17	7.17	n/a
10	12	15	16	17
2	2	2	2	2

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