

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

BOARD OF DIRECTORS SPECIAL MEETING

BOARD MEMBERS

BOB WOERNER – CHAIR
SCOTT HAGGERTY
KARLA BROWN
BOB COOMBER

JERRY PENTIN – VICE CHAIR
DAVID HAUBERT
MELISSA HERNANDEZ

Agenda Questions: Please call the Executive Director at (925) 455-7564 or send an email to frontdesk@lavta.org

Documents received after publication of the Agenda and considered by the Board of Directors in its deliberation will be available for inspection only via electronic document transfer, due to the COVID-19 outbreak. See the COVID-19 provisions outlined below. Please call or email the Executive Director during normal business hours if you require access to any such documents.

TELECONFERENCE

NOVEMBER 2, 2020 – 4:00 PM

**CORONAVIRUS DISEASE (COVID-19) ADVISORY
AND MEETING PROCEDURE**

On June 5, 2020 (updated June 18, 2020), the Health Officer of Alameda County issued an Order that will continue to be in effect until it is rescinded, superseded, or amended in writing by the Health Officer. The Order directed that all individuals living in the county to shelter at their place of residence except that they may leave to provide or receive certain essential services or engage in certain essential activities and work for essential businesses and governmental services.

Under the Governor's Executive Order N-29-20, this meeting may utilize teleconferencing. As a precaution to protect the health and safety of staff, officials, and the general public. Councilmembers will not be physically in attendance, but will be available via video conference.

The administrative office of Livermore Amador Valley Transit Authority (LAVTA) is currently closed to the public and will remain closed for the duration of the Board of Directors (BOD) meeting. Consequently, there will be no physical location for members of the public to participate in the meeting. We encourage members of the public to shelter in place and access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment.

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, November 2, 2020 to frontdesk@lavta.org. Please include "Public Comment 11/2/2020" and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

This Board of Directors meeting will be conducted on the web-video communication platform, Zoom. In order to view and/or participate in this meeting, members of the public will need to download Zoom from its website, www.zoom.us.

It is recommended that anyone wishing to participate in the meeting complete the download process before the start of the meeting.

There will be zero tolerance for any person addressing the Board making profane, offensive and disruptive remarks, or engaging in loud, boisterous, or other disorderly conduct, that disrupts the orderly conduct of the public meeting.

How to listen and view meeting video:

- From a PC, Mac, iPad, iPhone or Android device click the link below:
<https://zoom.us/j/86715841855>
Passcode: BOD1362Mtg
- To supplement a PC, Mac, tablet or device without audio, please also join by phone:
Dial: 1 (669) 900-6833
Webinar ID: 867 1584 1855
Passcode: 761222

To comment by video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.

- Livestream online at: [Livermore Amador Valley Transit Authority YouTube Channel](#)

No option to make Public Comment on YouTube live stream.

How to listen only to the meeting:

- For audio access to the meeting by telephone, use the dial-in information below:
Dial: 1 (669) 900-6833
Webinar ID: 867 1584 1855
Passcode: 761222

*Please note to submit public comment via telephone dial *9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved and you will be allowed to speak. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

To submit written comments:

- Provide public written comments prior to the meeting by email, to frontdesk@lavta.org

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, November 2, 2020 to frontdesk@lavta.org. Please include “Public Comment 11/2/2020” and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

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

4. September Tri-Valley Accessible Advisory Committee Minutes

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the September 14, 2020 Board of Directors meeting.

B. Treasurer's Report for August 2020 and September 2020

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve the LAVTA Treasurer's Report for August 2020 and September 2020.

C. Adoption of Updated Conflict of Interest Code

Recommendation: The Finance and Administration Committee recommends that the Board of Directors review the attached Conflict of Interest Code, including revised Appendix of Designated Officials and Employees, which has been updated to reflect LAVTA's current staffing and organization.

D. Staff Proposed Revision to Adopted Fare Increase Timeline

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve a revised implementation date for two fare increase categories previously approved for implementation on January 1, 2021 and recommends that the Board delay the implementation of these proposed changes to January 1, 2022.

E. Revised Resolution in Support of Participation in the Metropolitan Transportation Commission's Clipper START! Pilot Program

Recommendation: The Projects and Services Committee recommends the Board of Directors authorize the Executive Director to provide the Metropolitan Transportation Commission (MTC) with a revised resolution indicating LAVTA's desire to participate in MTC's Clipper START! pilot program.

6. Fiscal Year 2020 Comprehensive Annual Financial Report (CAFR)

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

7. Set Board of Director Meeting Dates for 2021

Recommendation: Staff recommends the Board of Directors adopt the above meeting calendar for 2021.

8. Executive Director's Report

9. Adjourn to CLOSED SESSION

**10. Closed Session pursuant to Government Code Section 54957(b):
PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Executive Director**

**11. Closed Session pursuant to Government Code Section 54957.6
CONFERENCE WITH LABOR NEGOTIATOR
Agency Representative: Michael Conneran, Legal Counsel
Unrepresented Employee: Executive Director**

12. Reconvene to OPEN SESSION

13. Consideration of Amendment to Employment Agreement with Executive Director Michael Tree

Recommendation: Legal Counsel recommends that the Board consider an amendment to the employment agreement with Executive Director Michael Tree

14. Matters Initiated by the Board of Directors

- Items may be placed on the agenda at the request of three members of the Board.

15. Next Meeting Date is Scheduled for: December 7, 2020

16. Adjournment

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

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

/s/ Jennifer Suda

10/29/2020

LAVTA, Executive Assistant

Date

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

Executive Director

Livermore Amador Valley Transit Authority

1362 Rutan Court, Suite 100

Livermore, CA 94551

Fax: 925.443.1375

Email: frontdesk@lavta.org

AGENDA

ITEM 4

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

Tri-Valley Accessible Advisory Committee

DATE: Wednesday, September 2nd, 2020

PLACE: Zoom Teleconference

TIME: 3:30 p.m.

DRAFT MINUTES

1. Call to Order

The TAAC Chair Herb Hastings called the meeting to order at 3:32 pm.

Members Present:

David Weir	City of Livermore
Judith LaMarre	City of Livermore
joined at 3:43pm	
Michael Balero	City of Livermore – Alternate
Shawn Costello	City of Dublin
Connie Mack,	City of Dublin
joined at 4:25pm	
Donna Singer	City of Dublin – Alternate
Sue Tuite	City of Pleasanton
joined at 3:44pm	
Herb Hastings	County of Alameda
Kulwant Singh	County of Alameda – Alternate
Amy Mauldin	Social Services Member
Rachel Prater	Social Services Member
Diana Houghtaling	Social Services Member
Shay Roberson	Social Services Member – Alternate
Esther Waltz	PAPCO Representative

Staff Present:

Toan Tran	LAVTA
Kadri Kulm	LAVTA

Jennifer Suda
Clifton Crabtree
Christian Pereira

LAVTA
MTM
MV

2. **Roll Call**
Costello/Waltz
3. **Approval of Agenda and Modifications in necessary**
Weir/Mauldin
4. **Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**
None.
5. **Minutes of the July 1, 2020 meetings of the Committee**
Approved.
Waltz/Costello
6. **LAVTA Paratransit Operations and Maintenance RFP**
Staff informed the committee members that the agency has an RFP out for the paratransit operations contract since the current contract is in its last optional year. Similar to the current contract it will be for a 3-year term with four optional years.
7. **One Seat Regional Ride Pilot Program**
Staff informed the committee of the upcoming one-seat regional ADA-paratransit ride program, which is led by County Connection. With this program the riders would not have to transfer between vehicles when going to County Connection LINK service area.
8. **LAVTA and East Bay Regional Center Covid-19 Update**
The committee Chair and Vice Chair and LAVTA staff discussed their Zoom meeting with the East Bay Regional Center (EBRC) staff, which occurred about a month ago. The EBRC was interested in learning about LAVTA's Covid-related safety procedures as well as discussing how the service would work once the day programs open up again given the pandemic.
9. **Shared Autonomous Vehicle (SAV) Update**
Herb Hastings shared his experience in seeing the LAVTA's SAV and shared the photos he took. LAVTA staff updated the committee on the status of the project

and let everyone know that the agency is currently testing the vehicle. The staff showed a video of the SAV as well.

10. Para-Taxi Debit Card Pilot Program Update

Staff updated the committee members that the debit card (PEX) program is now live and explained in greater detail how the program works.

11. Service Updates and Concerns

Herb Hastings noted that the fixed route buses sometimes stop too far from the curb and it's hard to get on/off. MV to follow up with the drivers.

Donna Singer complemented Dial-A-Ride drivers.

Esther Waltz informed the committee that her husband and a long time Dial-A-Ride rider Richard Waltz had recently passed away.

12. Adjournment

Meeting adjourned at 4:52 pm

AGENDA

ITEM 5A

MINUTES OF THE SEPTEMBER 14, 2020 ZOOM TELECONFERENCE
LAVTA BOARD OF DIRECTORS MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Bob Woerner at 4:00pm.

Board Chair Bob Woerner informed the public that LAVTA's meeting is being conducted according to the pandemic rules that are detailed at the beginning of the agenda explaining why this is a Zoom teleconference and stated the Pledge of Allegiance will be dispensed.

2. Roll Call of Members

Members Present

David Haubert – City of Dublin (arrived @ 4:02pm)

Melissa Hernandez – City of Dublin

Scott Haggerty – County of Alameda

Jerry Pentin – City of Pleasanton

Karla Brown – City of Pleasanton

Bob Woerner – City of Livermore

Bob Coomber – City of Livermore

3. Meeting Open to Public

[David Haubert, from City of Dublin, arrived during Meeting Open to Public.]

No Comments.

4. July Tri-Valley Accessible Advisory Committee Minutes

Chair Herb Hastings of the Tri-Valley Accessible Advisory Committee (TAAC) reported on the minutes of the July 1, 2020 TAAC Zoom teleconference meeting. Herb Hastings notified that the election for Chair and Vice Chair for FY20/21 took place and he was re-elected to be Chair and Amy Mauldin was re-elected to be Vice Chair. Discussed at that meeting was new members, they reviewed the bylaws, set the FY20/21 meeting schedule, LAVTA's COVID-19 response and action plan, and service report.

Chair Woerner asked if the safety procedures were to the TAAC's satisfaction. TAAC Chair Herb Hastings responded yes. TAAC Chair Herb Hastings then informed there were concerns about the rear boarding's not being close enough to the curb.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. **Minutes of the July 6, 2020 Board of Directors meeting and August 31, 2020 Special Board of Directors meeting.**
- B. **Treasurer's Report for June 2020 and July 2020**

The Board of Directors approved the Preliminary June 2020 Treasurer's Report and July 2020 Treasurer's Report.

C. Disadvantaged Business Enterprise (DBE) 3-Year Goal Establishment (2021-2023)

The Board of Directors adopted the three year DBE goal of 1% for Federal Fiscal Years 2021-2023.

Approved: Haubert/Pentin

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

6. Zero-Emission Bus Study Update

Staff informed that Center for Transportation and the Environment (CTE) will provide the Board of Directors an update on their findings in an assessment that has been conducted on the fixed route service. The goal is to go over the results of the assessment and Staff is requesting guidance from the Board of Directors for the remainder of the Study. Savannah Gupton from CTE provided the Board of Directors a presentation on a service, fleet, and fuel assessment workshop that will run through CTE's findings. Savannah Gupton noted that the objective is to discuss the achievability with Zero Emission Buses (ZEB) with LAVTA's routes. During the presentation Savannah Gupton discussed CARB Innovative Clean Transit Requirements (CARB), Modeling and Simulation Approach, and Service/Fleet/Fuel assessments. Savannah Gupton explained that the next steps are to receive feedback from the Board of Directors from the current presentation, maintenance/infrastructure/total cost of ownership assessments, ZEB Master Plan, and the ICT rollout plan master document. Lastly, Savannah Gupton provided an overview of the project plan and schedule.

The item was discussed by the Board of Directors, staff, and the presenter. Director Scott Haggerty inquired about charging buses and concern about purchasing bus technology that may not be financially feasible during the current situation. Savannah Gupton stated that LAVTA is looking at charging stations that would take 15 minutes for a bus to charge. Executive Director Michael Tree noted that staff has been sensitive to the financial situation and LAVTA has some substantial bus purchases coming up. A small percentage of the bus purchases will be fuel emission vehicles, since LAVTA knows cost will be a factor. Executive Director Michael Tree did inform that in the long run the cost of hydrogen fuel will continue to decrease as more people use it, but in the short term LAVTA will utilize different technology for cost reasons. Steve Clermont from CTE clarified On-Route charging capabilities for the Board of Directors.

This was informational only.

7. Rutan Maintenance Floor Resurfacing Project

Staff provided the Board of Directors a PowerPoint presentation on the Rutan Maintenance Floor Resurfacing Project that discussed the overview of solicitations that dated back to March 2014 and informed that LAVTA went out for bid six times to no avail for various reasons. On July 9, 2020 staff issued an Invitation for Bid (IFB) and sent this to eight qualified contractors throughout California. LAVTA received two bids from Lenova and Servicon Systems, Inc.

Servicon Systems, Inc. submitted the lowest bid and it was found to be fair and reasonable considering the Scope of Work (SOW). When the project was released in 2014 the SOW was for a 15,000 sq. ft. area to be resurfaced and due to budget constraints, the current SOW is scaled down to approximately 8,000 sq. ft. Funding for this project is included in LAVTA's FY 2020-21 approved budget.

The item was discussed by the Board of Directors and staff. Director Scott Haggerty highlighted that he would like LAVTA's money spent at a minimum in Alameda County. Chair Bob Woerner inquired how many companies like this are within the Tri-Valley and wanted to know if there is a reason we are not receiving more bids on this project. Staff explained that LAVTA went out to bid six times in the past and included Tri-Valley companies with no avail and that some companies may not be willing to adhere to the prevailing wage requirement of this contract. Executive Director Michael Tree explained that most of the companies contacted in the past were not interested based on the small scope of the project, price, and some of the things that needed to be accomplished (example: moving heavy equipment).

The Board of Directors approved Resolution 27-2020: (1) awarding a contract to Servicon Systems, Inc., the lowest responsive and responsible bidder for the Rutan Maintenance Floor Resurfacing Project #2020-03, for a total contract award of \$97,000; (2) authorizing the Executive Director to sign the contract and issue an NTP to Servicon Systems, Inc.; and (3) authorizing a 10 percent contingency of \$9,700 to be used at the discretion of the Executive Director.

Approved: Haggerty/Pentin

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

8. Bus Stop/Station Cleaning Services Contract

Staff provided the Board of Directors an overview of the Bus Stop/Station Cleaning Services Contract. A Request for Proposals (RFP) was released on July 15, 2020 and proposals were due on August 5, 2020. LAVTA received two proposals from Gridiron Services, Inc. (Bakersfield, CA) and Aim to Please Janitorial Services, Inc. (San Francisco, CA). A committee was formed to evaluate the proposals and that committee consisted of two LAVTA staff members and City of Dublin staff member. The proposals were rated on three categories and based on reviewing the two proposals and interviews with these firms all three committee members came to the same conclusion that Aim to Please Janitorial Services, Inc will provide the highest level of service. Funding for Year 1 of this contract is included in LAVTA's FY 20-21 approved budget. Executive Director Michael Tree explained the difference between "Normal Conditions" and "Special Conditions." Special Conditions are specifically for COVID-19 and increased the frequency of cleanings and also includes electrostatic disinfecting of the shelters at each cleaning.

The item was discussed by the Board of Directors and staff. Director Karla Brown inquired if the bus stops sidewalks will be power washed. Staff responded that this is in the SOW for bus stops to be power washed monthly and if additional services are needed the vendor will assist with carrying that out. Director Scott Haggerty asked staff if LAVTA considered bringing this in-house to save money and provide additional jobs. Executive Director Michael Tree explained

that historically the bids have been advantageous and the bid received by Aim to Please Janitorial Services, Inc. would be difficult to beat with full-time employees (FTEs) in-house. Executive Director Michael Tree did note that there is a certain advantage to having this type of service in-house, but after completing a cost analysis of three full-time employees it didn't make sense to go that direction.

The Board of Directors approved Resolution 28-2020 to: (1) authorize the Executive Director to execute a contract with Aim to Please Janitorial Services, Inc., in the not-to-exceed amount of \$380,400 for the base term (Year 1 to Year 3); and (2) authorize the Executive Director to execute two one-year option terms in the not-to-exceed amount of \$276,384 if it is determined that the contractor will provide better value than going out to bid again during those option years.

Approved: Haggerty/Hernandez

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

9. Clipper Memorandum of Understanding Amendment No. 2

Executive Director Michael Tree provided the Board of Directors that Clipper Memorandum of Understanding Amendment No. 2 and explained that it revolves around the next generation Clipper system that is currently under development. The next generation of Clipper involves a mobile application with a customer interface that will make using Clipper easier and it includes new on-board equipment. The amendment is to address the cost of the new Clipper setup and the cost allocation mimics what LAVTA currently has in place. LAVTA calculates on the high end the cost impact is about \$15,000 for the agency and we have put that cost estimate in your accrued budget.

The Board of Directors adopted Resolution 29-2020 and authorized the Executive Director to execute Amendment No. 2 to the Amended and Restated Clipper Memorandum of Understanding.

Approved: Haggerty/Haubert

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

10. Executive Director's Report

Executive Director Michael Tree informed the Board of Directors that the Fixed Route ridership is slowly increasing. LAVTA is disinfecting the buses every night and disinfecting high touch areas multiple times a day. Executive Director Michael Tree explained that LAVTA is staging follower buses in case we need an extra bus due to high passenger loads to maintain social distancing requirements. All of LAVTA's buses have temporary germ barriers in an effort to start charging fares again and we are looking at a more permanent solution that would be used to protect the driver from germs and for safety purposes. LAVTA has been working with the Union and operators to make sure they are comfortable with the temporary germ guards, so that

LAVTA can start charging fares. County Connection is going to start charging fares in October and LAVTA would like to start collecting fares at the same time, so there is consistency between the two systems.

Executive Director Michael Tree also briefly highlighted the Tri-Valley Hub Study, an artist rendition of the Rapid Bus Stops on Santa Rita, Dublin Parking Garage, Shared Autonomous Vehicle (SAV) Project, Zero-Emission Bus Study, ViewPoint, and Go Tri-Valley. Executive Director Michael Tree detailed the work being done on the Valley Link Passenger Rail Project and informed that the Environmental Impact Report (EIR) is scheduled to be out this fall, will be embarking on 30% design, and final approval process with Caltrans. Executive Director Michael Tree informed that ACTC Policy, Planning and Legislation Committee looked at the amendment to transfer the 400 million in Measure BB funds from the BART to Livermore project to the Valley Link Project. The ACTC committee forwarded the item with a recommendation of approval to the full commission that will consider the item on September 24, 2020.

11. Matters Initiated by the Board of Directors

None.

12. Next Meeting Date is Scheduled for: October 5, 2020

13. Adjournment

Meeting adjourned at 5:05 pm.

AGENDA

ITEM 5B

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for August 2020

FROM: Tamara Edwards, Director of Finance

DATE: November 2, 2020

Action Requested

The Finance and Administration Committee requests that the Board of Directors approve the LAVTA Treasurer's Report for August 2020.

Discussion

Cash accounts:

Our petty cash account (101) has a balance of \$200, and our ticket sales change account (102) continues with a balance of \$240 (these two accounts should not change).

General checking account activity (105):

Beginning balance August 1, 2020	\$5,509,227.28
Payments made	\$1,347,442.87
Deposits made	\$1,667,953.37
Ending balance August 31, 2020	\$5,829,737.78

Farebox account activity (106):

Beginning balance August 1, 2020	\$199,086.99
Deposits made	\$0.00
Ending balance August 31, 2020	\$199,086.99

LAIF investment account activity (135):

Beginning balance August 1, 2020	\$5,934,406.58
Ending balance August 31, 2020	\$5,934,406.58

Operating Expenditures Summary:

As this is the second month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 16.6%. The agency is at 16.7% overall. However, this is expected at the beginning of the year because of amounts that are paid in advance for benefits and insurance.

Operating Revenues Summary:

While expenses are at 16.7%, revenues are at 4.7%, as expected for the beginning of the year. LAVTA has additional revenues not yet returned to the county held reserves to provide a healthy cash flow.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the LAVTA Treasurer's Report for August 2020.

Attachments:

1. August 2020 Treasurer's Report

Approved: _____

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
August 31, 2020**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	5,829,738	
106 CASH - FIXED ROUTE ACCOUNT	199,087	
107 Clipper Cash	84,850	
108 Rail	2,695,076	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	(1,845,777)	
135 INVESTMENTS - LAIF	5,934,407	
150 PREPAID EXPENSES	(339)	
160 OPEB ASSET	536,342	
165 DEFFERED OUTFLOW-Pension Related	636,065	
170 INVESTMENTS HELD AT CALTIP	0	
111 NET PROPERTY COSTS	66,271,476	
TOTAL ASSETS		80,341,410

LIABILITIES:

205 ACCOUNTS PAYABLE	(682,608)	
211 PRE-PAID REVENUE	3,089,480	
21101 Clipper to be distributed	(9,731)	
22000 FEDERAL INCOME TAXES PAYABLE	34	
22010 STATE INCOME TAX	(10)	
22020 FICA MEDICARE	(112)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	594	
22030 SDI TAXES PAYABLE	0	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	3,187	
22090 WORKERS' COMPENSATION PAYABLE	5,971	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	1,075,263	
23104 Deferred Inflow- Pension Related	60,124	
23103 INSURANCE CLAIMS PAYABLE	33,355	
23102 UNEMPLOYMENT RESERVE	2,428	
TOTAL LIABILITIES		3,577,975

FUND BALANCE:

301 FUND RESERVE	(7,734,299)	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	81,820,934	
30401 SALE OF BUSES & EQUIPMENT	83,853	
FUND BALANCE	2,592,947	
TOTAL FUND BALANCE		76,763,435
TOTAL LIABILITIES & FUND BALANCE		80,341,410

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
August 31, 2020**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	340,455	265	323	340,132	0.1%
4020000	Business Park Revenues	72,020	20,005	20,005	52,015	27.8%
4020500	Special Contract Fares	218,288	0	0	218,288	0.0%
4020500	Special Contract Fares - Paratransit	30,000	0	0	30,000	0.0%
4010200	Paratransit Passenger Fares	93,750	(70)	(70)	93,820	-0.1%
4060100	Concessions	20,820	0	0	20,820	0.0%
4060300	Advertising Revenue	30,000	2,672	2,672	27,328	8.9%
4070400	Miscellaneous Revenue-Interest	25,000	0	0	25,000	0.0%
4070300	Non transportation revenue	86,052	0	11,589	74,463	13.5%
4090100	Local Transportation revenue	538,506	0	0	538,506	0.0%
4099100	TDA Article 4.0 - Fixed Route	6,041,384	0	0	6,041,384	0.0%
4099500	TDA Article 4.0-BART	58,163	0	0	58,163	0.0%
4099200	TDA Article 4.5 - Paratransit	87,527	0	0	87,527	0.0%
4099600	Bridge Toll- RM2, RM1	348,502	0	0	348,502	0.0%
4110100	STA Funds-Paratransit	66,305	0	0	66,305	0.0%
4110500	STA Funds- Fixed Route BART	415,450	0	0	415,450	0.0%
4110100	STA Funds-pop	793,498	0	0	793,498	0.0%
4110100	STA Funds- rev	208,552	0	0	208,552	0.0%
4110100	STA Block	888,731	0	0	888,731	0.0%
4110100	STA Funds- Lifeline	38,281	0	0	38,281	0.0%
4110100	Caltrans	250,000	0	0	250,000	0.0%
4130000	FTA Section CARES Act	5,000,000	570,240	570,240	4,429,760	100.0%
4130000	FTA Section 5307 ADA Paratransit	412,325	0	0	412,325	0.0%
4130000	FTA TPI	88,000	0	0	88,000	100.0%
4640500	Measure B Gap	23,859	0	0	23,859	100.0%
4640500	Measure B Express Bus	-	0	0	-	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	559,135	0	0	559,135	0.0%
4640100	Measure B Paratransit Funds-Paratransit	103,034	0	0	103,034	0.0%
4640200	Measure BB Paratransit Funds-Fixed Route	413,424	0	0	413,424	0.0%
4640200	Measure BB Paratransit Funds-Paratransit	202,370	0	0	202,370	0.0%
RAIL		0	0	210,800		
TOTAL REVENUE		17,453,431	593,112	815,560	16,848,672	4.7%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
August 31, 2020**

		BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02	Salaries and Wages	\$1,670,376	\$120,465	\$297,680	\$1,372,696	17.82%
502 00	Personnel Benefits	\$999,960	\$44,733	\$222,469	\$777,491	22.25%
503 00	Professional Services	\$1,148,380	\$1,280	\$4,280	\$1,144,100	0.37%
503 05	Non-Vehicle Maintenance	\$825,443	\$201,428	\$251,257	\$574,186	30.44%
503 99	Communications	\$5,500	\$31	\$52	\$5,448	0.94%
504 01	Fuel and Lubricants	\$1,021,500	\$38,975	\$52,027	\$969,473	5.09%
504 03	Non contracted vehicle maintenance	\$3,000	\$3,041	\$4,572	(\$1,572)	152.40%
504 99	Office/Operating Supplies	\$56,030	\$2,049	\$2,210	\$53,820	3.94%
504 99	Printing	\$67,000	\$799	\$799	\$66,201	1.19%
505 00	Utilities	\$351,235	\$22,240	\$25,497	\$325,738	7.26%
506 00	Insurance	\$682,703	(\$713)	\$557,433	\$125,270	81.65%
507 99	Taxes and Fees	\$277,000	\$3,700	\$7,723	\$269,277	2.79%
508 01	Purchased Transportation Fixed Route	\$8,755,092	\$655,097	\$1,363,525	\$7,391,567	15.57%
2-508 02	Purchased Transportation Paratransit	\$1,314,813	\$58,107	\$117,909	\$1,196,904	8.97%
508 03	Purchased Transportation WOD	\$76,026	\$419	\$419	\$75,607	0.55%
509 00	Miscellaneous	\$179,477	\$14,196	\$16,918	\$162,559	9.43%
509 02	Professional Development	\$39,500	\$1,496	\$1,496	\$38,004	3.79%
509 08	Advertising	\$60,000	\$0	\$0	\$60,000	0.00%
TOTAL		\$17,533,035	\$1,167,342	\$2,926,267	\$14,606,768	16.69%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
August 31, 2020**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	199,000	0	0	199,000	0.00%
4090194	TDA Shop repairs and replacement	100,000	0	0	100,000	0.00%
4091794	Bus stop improvements	416,000	0	0	416,000	0.00%
4090994	Radio Upgrade	6,700	0	0	6,700	0.00%
4090794	TDA Transit Center Improvements	110,000	0	0	110,000	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	410,000	0	0	410,000	0.00%
4091294	TDA Doolan Tower Upgrade	30,000	0	0	30,000	0.00%
4091691	SAV BAAQMD	168,194	0	0	168,194	0.00%
4090691	CIP Shelters	1,277,410	0			
4090694	TDA TSP	66,000	0	0	66,000	0.00%
409xx94	Bus add ons	266,000	0	0	266,000	0.00%
4090294	TDA Atlantis	350,000	0	0	350,000	0.00%
409xx94	TDA Real Time APC	200,000	0	0	200,000	0.00%
409xx91	TVTC TSP	1,140,000	0			
4111700	SGR shelters and stops	80,640	0	0	80,640	0.00%
4110500	Prop 1B office and facility	200,962	0	0	200,962	0.00%
411	Prop 1B Transit Center	20,000	0	0	20,000	0.00%
411	Dublin Parking garage	20,000,000	0	0	20,000,000	0.00%
41315	FTA farebox		0	0	0	#DIV/0!
41320	FTA Hybrid battery packs	800,000	0	0	800,000	0.00%
	FTA Transit Center	440,000	0			0.00%
TOTAL REVENUE		26,380,906	-	-	23,523,496	0.00%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
August 31, 2020

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550207	Atlantis Facility	350,000	0	411	349,589	0.12%
5550107	Shop Repairs and replacement	300,962	0	0	300,962	0.00%
555xx07	SAV	168,194	0	0	168,194	0.00%
555xx07	Bus Add ons	266,000	0	0	266,000	0.00%
555xx07	Real time APC	200,000	0	0	200,000	0.00%
5550507	Office and Facility Equipment	199,000	0	0	199,000	0.00%
5550607	TSP upgrade	1,206,000	0	0	1,206,000	0.00%
5550907	Radio upgrade	6,700	0	0	6,700	0.00%
5551007	Transit Center Upgrades and Improvements	570,000	0	0	570,000	0.00%
5551207	Doolan Tower upgrade	30,000	0	0	30,000	0.00%
555xx07	Dublin Parking Garage	20,000,000	0	0	20,000,000	0.00%
5551707	Bus Shelters and Stops	1,774,050	8,243	64,865	1,709,185	3.66%
5551907	COVID Supplies	21,343	21,343	21,343	0	100.00%
5552007	Major component rehab	1,210,000	0	0	1,210,000	0.00%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
TOTAL CAPITAL EXPENDITURES		26,402,249	29,586	86,619	26,315,630	0.33%
FUND BALANCE (CAPITAL)		-21343.00	(29,586)	(86,619)		
FUND BALANCE (CAPTIAL & OPERATING)		-103,947.00	(603,815)	(2,248,157)		

California State Treasurer
Fiona Ma, CPA



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

September 18, 2020

[LAIF Home](#)
[PMIA Average Monthly Yields](#)

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

[Tran Type Definitions](#)

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Account Number: 80-01-002

August 2020 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	5,953,886.48
Total Withdrawal:	0.00	Ending Balance:	5,953,886.48

REPORT.: Sep 16 20 Wednesday
 RUN....: Sep 16 20 Time: 12:33
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 08-20 BANK ACCOUNT 105

PAGE: 001
 ID #: PY-CD
 CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
08-20	022136	08/07/20	ATT03 (AT&T)		(932.16)	.00	(932.16)	Ck# 022136 Reversed
	022184	08/10/20	A&M01 (LEO LAM INC)		635.86	.00	635.86	Automatic Generated Check
	022185	08/10/20	AIM01 (AIM TO PLEASE JANITORIAL SER		2,500.00	.00	2,500.00	Automatic Generated Check
	022186	08/10/20	ATT03 (AT&T)		1,877.28	.00	1,877.28	Automatic Generated Check
	022187	08/10/20	CAL13 (CALIFORNIA TRANSIT)		712.55	.00	712.55	Automatic Generated Check
	022188	08/10/20	CIT06 (CITY OF LIVERMORE SEWER)		202.50	.00	202.50	Automatic Generated Check
	022189	08/10/20	COR01 (CORBIN WILLITS SYSTEMS)		264.12	.00	264.12	Automatic Generated Check
	022190	08/10/20	CUR01 (CURIS SYSTEM LLC)		21,342.68	.00	21,342.68	Automatic Generated Check
	022191	08/10/20	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	022192	08/10/20	DEL01 (DELL MARKETING LP)		2,310.13	.00	2,310.13	Automatic Generated Check
	022193	08/10/20	EME01 (BRIGHTVIEW LANDSCAPE SERVICE		1,263.00	.00	1,263.00	Automatic Generated Check
	022194	08/10/20	FIN01 (FINISHMASTER INC)		6,393.31	.00	6,393.31	Automatic Generated Check
	022195	08/10/20	JTH01 (J. THAYER COMPANY)		277.64	.00	277.64	Automatic Generated Check
	022196	08/10/20	LIV10 (LIVERMORE SANITATION INC)		2,490.76	.00	2,490.76	Automatic Generated Check
	022197	08/10/20	MET01 (METROPOLITAN TRANSPORT-)		268.53	.00	268.53	Automatic Generated Check
	022198	08/10/20	PAC16 (PACIFIC COAST TRANE)		8,432.00	.00	8,432.00	Automatic Generated Check
	022199	08/10/20	SCF01 (SC FUELS)		26,628.23	.00	26,628.23	Automatic Generated Check
	022200	08/10/20	SHA02 (SHAMROCK OFFICE SOLUTIONS)		21.11	.00	21.11	Automatic Generated Check
	022201	08/10/20	SIN01 (SINGLEPOINT COMMUNICATIONS I		6,840.00	.00	6,840.00	Automatic Generated Check
	022202	08/10/20	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	022203	08/10/20	STO04 (STORMWINDSTUDIOOS LLC)		1,490.00	.00	1,490.00	Automatic Generated Check
	022204	08/10/20	TIC01 (BEATRICE R. ROBINSON)		70.00	.00	70.00	Automatic Generated Check
	022205	08/25/20	ATT02 (AT&T)		402.16	.00	402.16	Automatic Generated Check
	022206	08/25/20	AVI01 (AMADOR VALLEY INDUSTRIES)		517.66	.00	517.66	Automatic Generated Check
	022207	08/25/20	BAY09 (BAY WIDE GLASS, INC.)		10,159.27	.00	10,159.27	Automatic Generated Check
	022208	08/25/20	CIT06 (CITY OF LIVERMORE SEWER)		34.34	.00	34.34	Automatic Generated Check
	022209	08/25/20	COR01 (CORBIN WILLITS SYSTEMS)		264.12	.00	264.12	Automatic Generated Check
	022210	08/25/20	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	022211	08/25/20	ECA01 (ECAM SECURE INC)		16,110.16	.00	16,110.16	Automatic Generated Check
	022212	08/25/20	FAS02 (FASTENAL)		166.19	.00	166.19	Automatic Generated Check
	022213	08/25/20	FIN01 (FINISHMASTER INC)		7,948.54	.00	7,948.54	Automatic Generated Check
	022214	08/25/20	MET01 (METROPOLITAN TRANSPORT-)		21,552.20	.00	21,552.20	Automatic Generated Check
	022215	08/25/20	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	022216	08/25/20	PLA02 (PLANETERIA MEDIA LLC)		325.00	.00	325.00	Automatic Generated Check
	022217	08/25/20	SCF01 (SC FUELS)		14,362.96	.00	14,362.96	Automatic Generated Check
	022218	08/25/20	TEL01 (TPx COMMUNICATIONS)		2,699.92	.00	2,699.92	Automatic Generated Check
	022219	08/25/20	TOL06 (TOLAR MFR CO INC)		7,997.10	.00	7,997.10	Automatic Generated Check
	022220	08/25/20	TRA12 (TRAPEZE SOFTWARE GROUP)		133,884.47	.00	133,884.47	Automatic Generated Check
	022221	08/25/20	TK212 (LINDA WAHLE)		182.73	.00	182.73	Automatic Generated Check
	022222	08/25/20	UST01 (UST COMPLIANCE TESTING IN)		3,200.00	.00	3,200.00	Automatic Generated Check
	022223	08/25/20	ZIL01 (ZILLA CORPORATION)		245.76	.00	245.76	Automatic Generated Check
	H10570	08/07/20	TX228 (DEBORAH BUTLER)		176.80	.00	176.80	TX228, PARATAXI REIMBURSE
	H10571	08/07/20	TX242 (BONNIE WOLF)		180.00	.00	180.00	TX242, PARATAXI REIMBURSE
	H10572	08/04/20	NEL01 (NELSON\NYGAARD CONSULTING AS		1,845.34	.00	1,845.34	NEL01, 78052, JUN-20 LAVT
	H10573	08/21/20	VER01 (VERIZON WIRELESS)		2,321.91	.00	2,321.91	VER01, 9859281956, 6/23/2
	H10574	08/10/20	PAC02 (PACIFIC GAS AND ELECTRIC)		266.90	.00	266.90	PAC02, 9007202117-4, MOA
	H10575	08/10/20	PAC02 (PACIFIC GAS AND ELECTRIC)		1,158.61	.00	1,158.61	PAC02, 7264840356-5, BUS
	H10576	08/10/20	PAC02 (PACIFIC GAS AND ELECTRIC)		162.92	.00	162.92	PAC02, 7649646868-7, DOOL
	H10577	08/18/20	CIT07 (CITY OF LIVERMORE - WATER)		43.26	.00	43.26	CIT07, 139361-00, ATLANTI
	H10578	08/18/20	CIT07 (CITY OF LIVERMORE - WATER)		26.74	.00	26.74	CIT07, 139399-00, ATLANTI
	H10579	08/18/20	CIT07 (CITY OF LIVERMORE - WATER)		15.18	.00	15.18	CIT07, 138432-00, ATLANTI
	H10580	08/18/20	CIT07 (CITY OF LIVERMORE - WATER)		185.21	.00	185.21	CIT07, 138430-01, ATLANTI
	H10581	08/07/20	PER01 (PERS)		5,759.85	.00	5,759.85	PER01, PERS NEW CONTRIBUT
	H10582	08/07/20	PER01 (PERS)		3,900.38	.00	3,900.38	PER01, PERS CLASSIC CONTR
	H10583	08/07/20	PER04 (CALPERS RETIREMENT SYSTEM)		2,131.55	.00	2,131.55	PER04, PERS 457 CONTRIBUT
	H10584	08/07/20	EFT01 (ELECTRONIC FUND TRANSFERS)		8,967.30	.00	8,967.30	EFT01, FEDERAL TAX 7/25/2
	H10585	08/07/20	EMP01 (EMPLOYMENT DEVEL DEPT)		3,262.67	.00	3,262.67	EMP01, STATE TAX 7/25/20-
	H10586	08/07/20	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		44,613.38	.00	44,613.38	DIR02, PR DIRECT DEPOSIT
	H10587	08/10/20	CAL04 (CALIFORNIA WATER SERVICE)		933.20	.00	933.20	CAL04, 0198655555, BUS WA
	H10588	08/10/20	CAL04 (CALIFORNIA WATER SERVICE)		752.55	.00	752.55	CAL04, 9098655555, MOA WA
	H10589	08/20/20	PAC01 (AT&T)		351.43	.00	351.43	PAC01,ACCT #436-951-0106,
	H10590	08/20/20	PAC01 (AT&T)		33.03	.00	33.03	PAC01,ACCT #232-351-6260,
	H10591	08/20/20	PAC01 (AT&T)		295.77	.00	295.77	PAC01,ACCT #925-243-9029,
	H10592	08/20/20	PAC01 (AT&T)		183.09	.00	183.09	PAC01, ACCT #925-245-0576
	H10593	08/20/20	STA01 (STATE COMPENSATION FUND)		1,395.33	.00	1,395.33	STA01, AUG-20 WORKER'S CO
	H10594	08/03/20	CAS02 (LISETH CASTRO)		16.79	.00	16.79	CAS02, 4/27/20-7/13/20 MI
	H10595	08/06/20	MCC01 (TONY MCCAULAY)		1,139.67	.00	1,139.67	MCC01, 6/2/20-8/6/20 EXPE
	H10596	08/01/20	MER01 (MERCHANT SERVICES)		24.95	.00	24.95	MER01, JULY-20 MOA CC STA
	H10597	08/01/20	MER01 (MERCHANT SERVICES)		44.95	.00	44.95	MER01, JULY-20 TRANSIT CE
	H10598	08/20/20	MVT01 (MV TRANSPORTATION, INC.)		110,480.52	.00	110,480.52	MVT01, JUN-20 FIXED ROUTE
	H10599	08/20/20	MTM01 (MEDICAL TRANSPORTATION MANAG		58,180.14	.00	58,180.14	MTM01, JUN-20 MONTHLY SER
	H10600	08/21/20	TAX07 (ASMA SYEDA)		34.20	.00	34.20	TAX07, PARATAXI REIMBURSE
	H10601	08/21/20	STA13 (STAPLES CREDIT PLAN)		1,075.04	.00	1,075.04	STA13, AUG-20 CC STATEMEN
	H10602	08/20/20	VSP01 (VSP)		607.40	.00	607.40	VSP01, AUG-20 VISION INSU
	H10603	08/20/20	VSP01 (VSP)		587.98	.00	587.98	VSP01, SEPT-20 VISION INS
	H10604	08/20/20	MVT01 (MV TRANSPORTATION, INC.)		320,000.00	.00	320,000.00	MVT01, 109291, AUG-20 1ST
	H10605	08/31/20	MVT01 (MV TRANSPORTATION, INC.)		320,000.00	.00	320,000.00	MVT01, 109292, AUG-20 2ND
	H10606	08/28/20	PER01 (PERS)		3,900.38	.00	3,900.38	PER01, PERS CLASSIC CONTR
	H10607	08/28/20	PER01 (PERS)		4,836.54	.00	4,836.54	PER01, PERS NEW CONTRIBUT
	H10608	08/28/20	PER04 (CALPERS RETIREMENT SYSTEM)		2,112.61	.00	2,112.61	PER04, PERS 457 CONTRIBUT
	H10609	08/28/20	EMP01 (EMPLOYMENT DEVEL DEPT)		4,325.04	.00	4,325.04	EMP01, STATE TAX 8/8/20-8
	H10610	08/28/20	EFT01 (ELECTRONIC FUND TRANSFERS)		13,035.78	.00	13,035.78	EFT01, FEDERAL TAX 8/8/20
	H10611	08/28/20	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		55,445.11	.00	55,445.11	DIR02, PR DIRECT DEPOSIT
	H10612	07/31/20	CAL04 (CALIFORNIA WATER SERVICE)		68.84	.00	68.84	CAL04, 5755555555, CONTRA
	H10613	08/20/20	CAL04 (CALIFORNIA WATER SERVICE)		27.98	.00	27.98	CAL04, 3616555555, TC WAT
	H10614	08/20/20	CAL04 (CALIFORNIA WATER SERVICE)		51.63	.00	51.63	CAL04, 2575555555, TC FIR
	H10615	08/22/20	CAL04 (CALIFORNIA WATER SERVICE)		659.62	.00	659.62	CAL04, 4616555555, TC IRR
	H10616	08/20/20	CAL04 (CALIFORNIA WATER SERVICE)		68.84	.00	68.84	CAL04, 4755555555, MOA FI
	H10617	08/20/20	PAC02 (PACIFIC GAS AND ELECTRIC)		1,301.27	.00	1,301.27	PAC02, 6062256368-6, ATLA
	H10618	08/20/20	PAC02 (PACIFIC GAS AND ELECTRIC)		7,867.41	.00	7,867.41	PAC02, 5809326332-3, MOA
	H10619	08/20/20	CIT07 (CITY OF LIVERMORE - WATER)		41.10	.00	41.10	CIT07, 138431-00, ATLANTI

REPORT.: Sep 16 20 Wednesday
RUN....: Sep 16 20 Time: 12:33
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 08-20 BANK ACCOUNT 105

PAGE: 002
ID #: PY-CD
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
08-20	H10620	08/20/20	CIT07 (CITY OF LIVERMORE - WATER)		168.87	.00	168.87	CIT07, 139388-00, BUS WAS
	H10621	08/03/20	EMP01 (EMPLOYMENT DEVEL DEPT)		5,651.00	.00	5,651.00	EMP01, 2ND QTR 2020 UNEMP
	H10622	08/20/20	PER03 (CAL PUB EMP RETIRE SYSTM)		37,124.85	.00	37,124.85	PER03, SEPT-20 HEALTH INS
	H10623	08/03/20	EFT01 (ELECTRONIC FUND TRASFERS)		27.38	.00	27.38	EFT01, 2ND QTR 2020 FEDER
	H10624	08/20/20	BAN03 (BANKCARD CENTER)		12,946.97	.00	12,946.97	BAN03, JULY-20 BOW CC STA
			Total for Bank Account 105 ----->		1,346,510.71	.00	1,346,510.71	
			Grand Total of all Bank Accounts ----->		1,346,510.71	.00	1,346,510.71	

REPORT.: Sep 16 20 Wednesday
 RUN....: Sep 16 20 Time: 12:33
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 08-20

PAGE: 001
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-20	A&M01 (LEO LAM INC)	162442	08/03/20	09/02/20	A	635.86	A&M01, 162442, MP456 INTERIOR CAR CARDS COVI
08-20	AIM01 (AIM TO PLEASE JANITORIAL SE60-JUL-20		08/06/20	09/05/20	A	2500.00	AIM01, JULY-20 MONTHLY JANITORIAL SERVICE
08-20	ATT02 (AT&T)	15180778	08/13/20	09/12/20	A	402.16	ATT02, 15180778, PAYER #9391035694, 7/13-8/1
08-20	ATT03 (AT&T)	156116501 255265506u CK#022136	07/19/20 08/07/20 08/07/20	08/18/20 / / 09/06/20	A A A	945.12 932.16 932.16	ATT03, 1156116501, JULY-20 INTERNET PRI 022136 Reversed ATT03, JUN-20 INTERNET-CK #022136 REISSUE
	Vendor's Total					945.12	
08-20	AVI01 (AMADOR VALLEY INDUSTRIES)	843816	07/31/20	08/30/20	A	517.66	AVI01, 843816, JULY-20 GARBAGE PICK UP SERVI
08-20	BAN03 (BANKCARD CENTER)	JULY-2020H	07/28/20	08/27/20	A	12946.97	BAN03, JULY-20 BOW CC STATEMENT
08-20	BAY09 (BAY WIDE GLASS, INC.)	IO59017	08/11/20	09/10/20	A	10159.27	BAY09, IO59017, PO #7512 SUNSET SHELTER GLAS
08-20	CAL04 (CALIFORNIA WATER SERVICE)	198072120H 257073120H 361080320H 461080320H 475073120H 575073120H 909072020H	07/21/20 07/31/20 08/03/20 08/03/20 07/31/20 07/31/20 07/20/20	08/20/20 08/30/20 09/02/20 09/02/20 08/30/20 08/30/20 08/19/20	A A A A A A A	933.20 51.63 27.98 659.62 68.84 68.84 752.55	CAL04, 0198655555, BUS WASH 6/17/20-7/17/20 CAL04, 2575555555, TC FIRE 8/1/20-8/31/20 CAL04, 3616555555, TC WATER 7/1/20-7/31/20 CAL04, 4616555555, TC IRRG. 7/1/20-7/31/20 CAL04, 4755555555, MOA FIRE 8/1/20-8/31/20 CAL04, 5755555555, CONTRACTOR FIRE 8/1/20-8/ CAL04, 9098655555, MOA WATER 6/17/20-7/17/20
	Vendor's Total					2562.66	
08-20	CAL13 (CALIFORNIA TRANSIT)	312020JUL	08/01/20	08/31/20	A	712.55	CAL13, 31-2020-JULY, JULY-20 INSURANCE CLAIM
08-20	CAS02 (LISETH CASTRO)	0427-0713H	07/27/20	08/26/20	A	16.79	CAS02, 4/27/20-7/13/20 MILEAGE REIMBURSE
08-20	CIT06 (CITY OF LIVERMORE SEWER)	BW072120 TC081120 MOA072120	07/21/20 08/11/20 07/21/20	08/20/20 09/10/20 08/20/20	A A A	43.04 34.34 159.46	CIT06, 138143-00, BUS WASH 6/16/20-7/21/20 CIT06, 133389-00, TRANSIT CENTER 7/14/20-8/1 CIT06, 133294-00, MOA SEWER 6/16/20-7/21/20
	Vendor's Total					236.84	
08-20	CIT07 (CITY OF LIVERMORE - WATER)	361072120H 388080420H 399072120H 430072120H 431080420H 432072120H	07/21/20 08/04/20 07/21/20 07/21/20 08/04/20 07/21/20	08/20/20 09/03/20 08/20/20 08/20/20 09/03/20 08/20/20	A A A A A A	43.26 168.87 26.74 185.21 41.10 15.18	CIT07, 139361-00, ATLANTIS SEWER 6/16-7/21/2 CIT07, 139388-00, BUS WASH 7/7/20-8/4/20 CIT07, 139399-00, ATLANTIS SEWER 6/16-7/21/2 CIT07, 138430-01, ATLANTIS SEWER 6/16-7/21/2 CIT07, 138431-00, ATLANTIS IRRG. 7/7/20-8/4/ CIT07, 138432-00, ATLANTIS FIRE 6/16-7/21/20
	Vendor's Total					480.36	
08-20	COR01 (CORBIN WILLITS SYSTEMS)	C007151 C008151	07/15/20 08/15/20	08/14/20 09/14/20	A A	264.12 264.12	COR01, C007151, JULY-20 SERVICE COR01, C008151, AUG-20 SERVICE
	Vendor's Total					528.24	
08-20	CUR01 (CURIS SYSTEM LLC)	938	07/07/20	08/06/20	A	21342.68	CUR01, 938, PO #7508 FOGGING SYSTEM FOR BUSE
08-20	DAY02 (DAY & NIGHT PEST CONTROL)	155742	07/31/20	08/30/20	A	218.00	DAY02, 155742, 7/30/20 RUTAN SERVICE
08-20	DEL01 (DELL MARKETING LP)	401665478 409945924	06/22/20 07/17/20	07/22/20 08/16/20	A A	2085.96 224.17	DEL01, 10401665478, MP402 XPS 13 9300 DEL01, 10409945924, MP445 DELL UNIVERSAL DOC
	Vendor's Total					2310.13	
08-20	DIR01 (DIRECT TV)	678696138	08/11/20	09/10/20	A	14.00	DIR01, 37678696138, AUG-20 SERVICE
08-20	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20200807H 20200821H	08/07/20 08/28/20	09/06/20 09/27/20	A A	44613.38 55445.11	DIR02, PR DIRECT DEPOSIT 7/25/20-8/7/20 DIR02, PR DIRECT DEPOSIT 8/8/20-8/21/20
	Vendor's Total					100058.49	
08-20	ECA01 (ECAM SECURE INC)	540762	07/31/20	08/30/20	A	16110.16	ECA01, 540762, PO #7506 FACILITIES SECURITY
08-20	EFT01 (ELECTRONIC FUND TRANFERS)	20200630H	07/31/20	08/30/20	A	27.38	EFT01, 2ND QTR 2020 FEDERAL TAX-BALANCE DUE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-20	EFT01 (ELECTRONIC FUND TRNFERS)	20200807H	08/07/20	09/06/20	A	8967.30	EFT01, FEDERAL TAX 7/25/20-8/7/20
		20200821H	08/28/20	09/27/20	A	13035.78	EFT01, FEDERAL TAX 8/8/20-8/21/20
		Vendor's Total ----->				22030.46	
08-20	EME01 (BRIGHTVIEW LANDSCAPE SERVIC	6931748	08/01/20	08/31/20	A	1263.00	EME01, 6931748, AUG-20 LANDSCAPING SERVICE
08-20	EMP01 (EMPLOYMENT DEVEL DEPT)	20200807H	08/07/20	09/06/20	A	3262.67	EMP01, STATE TAX 7/25/20-8/7/20
		20200821H	08/28/20	09/27/20	A	4325.04	EMP01, STATE TAX 8/8/20-8/21/20
		QTR2-2020H	07/24/20	08/23/20	A	5651.00	EMP01, 2ND QTR 2020 UNEMPLOYMENT INSURANCE
		Vendor's Total ----->				13238.71	
08-20	FAS02 (FASTENAL)	LIV106440	07/16/20	08/15/20	A	166.19	FAS02, CALIV106440, MP481 BLACK ALTRUNA MAT
08-20	FIN01 (FINISHMASTER INC)	86194152	07/07/20	08/06/20	A	2475.72	FIN01, 86194152, MP442 GREY PAINT & 2K SINGL
		86250397	07/17/20	08/16/20	A	1985.94	FIN01, 86250397, MP447 GREY PAINT & 2K SINGL
		86292249	07/24/20	08/23/20	A	1931.65	FIN01, 86292249, MP458 SILVER PAINT & 2K SIN
		86391183	08/03/20	09/02/20	A	3065.12	FIN01, 86391183, MP470 SILVER PAINT & 2K SIN
		86444701	08/12/20	09/11/20	A	3350.86	FIN01, 86444701, MP482 SILVER PAINT & 2K SIN
		86488182	08/19/20	09/18/20	A	1532.56	FIN01, 86488182, MP489 SILVER PAINT & 2K SIN
		Vendor's Total ----->				14341.85	
08-20	JTH01 (J. THAYER COMPANY)	1466553-0	07/23/20	08/22/20	A	277.64	JTH01, 1466553-0, 7/23/20 PRINTING PAPER
08-20	LIV10 (LIVERMORE SANITATION INC)	1290385	07/31/20	08/30/20	A	2490.76	LIV10, 1290385, JULY-20 GARBAGE SERVICE
08-20	MCC01 (TONY McCAULAY)	0602-0806H	08/06/20	09/05/20	A	1139.67	MCC01, 6/2/20-8/6/20 EXPENSE REIMBURSE
08-20	MER01 (MERCHANT SERVICES)	TC073120H	08/01/20	08/31/20	A	44.95	MER01, JULY-20 TRANSIT CENTER CC STATEMENT
		MOA073120H	08/01/20	08/31/20	A	24.95	MER01, JULY-20 MOA CC STATEMENT
		Vendor's Total ----->				69.90	
08-20	MET01 (METROPOLITAN TRANSPORT-)	AR022490	04/01/20	05/01/20	A	19678.53	MET01, AR022490, FEB-20 CLIPPER FEES
		AR023456	06/30/20	07/30/20	A	268.53	MET01, AR023456, APR-20 CLIPPER FEES
		AR023667	06/30/20	07/30/20	A	1724.12	MET01, AR023667, MAY-20 CLIPPER FEES
		AR023779	06/30/20	07/30/20	A	149.55	MET01, AR023779, JUNE-20 CLIPPER FEES
		Vendor's Total ----->				21820.73	
08-20	MTM01 (MEDICAL TRANSPORTATION MANA JUN-2020H	07/02/20	08/01/20	A	58180.14	MTM01, JUN-20 MONTHLY SERVICE	
08-20	MVT01 (MV TRANSPORTATION, INC.)	109291H	08/03/20	09/02/20	A	320000.00	MVT01, 109291, AUG-20 1ST INSTALL PAYMENT
		109292H	08/03/20	09/02/20	A	320000.00	MVT01, 109292, AUG-20 2ND INSTALL PAYMENT
		JUN-2020H	07/10/20	08/09/20	A	110480.52	MVT01, JUN-20 FIXED ROUTE MONTHLY SERVICE
		Vendor's Total ----->				750480.52	
08-20	NEL01 (NELSON\NYGAARD CONSULTING A	78052H	07/29/20	08/28/20	A	1845.34	NEL01, 78052, JUN-20 LAVTA SRTP/LRTP
08-20	PAC01 (AT&T)	ATT 07/20H	07/13/20	08/12/20	A	183.09	PAC01, ACCT #925-245-0576, 7/13/20-8/12/20
		ATT070720H	07/07/20	08/06/20	A	33.03	PAC01,ACCT #232-351-6260,CONTRACTOR FIRE 7/7
		ATT071120H	07/11/20	08/10/20	A	351.43	PAC01,ACCT #436-951-0106,ATLANTIS T1 7/11-8/
		ATT071320H	07/13/20	08/12/20	A	295.77	PAC01,ACCT #925-243-9029,ATLANTIS ALARM 7/13
		Vendor's Total ----->				863.32	
08-20	PAC02 (PACIFIC GAS AND ELECTRIC)	580080520H	08/05/20	09/04/20	A	7867.41	PAC02, 5809326332-3, MOA ELECTRIC 7/1/20-7/2
		606080320H	08/03/20	09/02/20	A	1301.27	PAC02, 6062256368-6, ATLANTIS 6/29/20-7/27/2
		726072720H	07/27/20	08/26/20	A	1158.61	PAC02, 7264840356-5, BUS STOPS 6/22/20-7/20/
		764071720H	07/17/20	08/16/20	A	162.92	PAC02, 7649646868-7, DOOLAN TWR 6/12/20-7/12
		900071420H	07/14/20	08/13/20	A	266.90	PAC02, 9007202117-4, MOA GAS 6/13/20-7/13/20
		Vendor's Total ----->				10757.11	
08-20	PAC11 (PACIFIC ENVIROMENTAL SERV)	1904	08/05/20	09/04/20	A	120.00	PAC11, 1904, JULY-20 RUTAN MONTHLY SERVICE
		1905	08/05/20	09/04/20	A	120.00	PAC11, 1905, JULY-20 ATLANTIS MONTHLY SERVIC
		Vendor's Total ----->				240.00	
08-20	PAC16 (PACIFIC COAST TRANE)	C23698	07/20/20	08/19/20	A	800.00	PAC16, C23698, PO #7343 SEMI-ANNUAL INSPECTI
		J18606	07/20/20	08/19/20	A	7632.00	PAC16, J18606, MP212 BACnet UPGRADE FURNACE
		Vendor's Total ----->				8432.00	

REPORT.: Sep 16 20 Wednesday
 RUN....: Sep 16 20 Time: 12:33
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 08-20

PAGE: 003
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-20	PER01 (PERS)	20200807CH	08/07/20	09/06/20	A	3900.38	PER01, PERS CLASSIC CONTRIBUTION 7/25/20-8/7
		20200807NH	08/07/20	09/06/20	A	5759.85	PER01, PERS NEW CONTRIBUTION 7/25/20-8/7/20
		20200821CH	08/28/20	09/27/20	A	3900.38	PER01, PERS CLASSIC CONTRIBUTION 8/8/20-8/21
		20200821NH	08/28/20	09/27/20	A	4836.54	PER01, PERS NEW CONTRIBUTION 8/8/20-8/21/20
		Vendor's Total ----->				18397.15	
08-20	PER03 (CAL PUB EMP RETIRE SYSTM)	SEPT-2020H	08/14/20	09/13/20	A	37124.85	PER03, SEPT-20 HEALTH INSURANCE
08-20	PER04 (CALPERS RETIREMENT SYSTEM)	20200807H	08/07/20	09/06/20	A	2131.55	PER04, PERS 457 CONTRIBUTION 7/25/20-8/7/20
		20200821H	08/28/20	09/27/20	A	2112.61	PER04, PERS 457 CONTRIBUTIONS 8/8/20-8/21/20
		Vendor's Total ----->				4244.16	
08-20	PLA02 (PLANETERIA MEDIA LLC)	17702	08/15/20	09/14/20	A	325.00	PLA02, 17702, WEB HOSTING AUG-20
08-20	SCF01 (SC FUELS)	4356341	07/16/20	08/15/20	A	13004.29	SCF01, 4356341, 7/16/20 FUEL DELIVERY
		4365738	07/28/20	08/27/20	A	13623.94	SCF01, 4365738, 7/28/20 FUEL DELIVERY
		4383013	08/13/20	09/12/20	A	14362.96	SCF01, 4383013, 8/13/20 FUEL DELIVERY
		Vendor's Total ----->				40991.19	
08-20	SHA02 (SHAMROCK OFFICE SOLUTIONS)	482713	07/27/20	08/26/20	A	21.11	SHA02, 482713, FRONT DESK PRINTER 6/30/20-7/
08-20	SIN01 (SINGLEPOINT COMMUNICATIONS)	8117	08/01/20	08/31/20	A	6840.00	SIN01, 8117, MP473 FLEET WIFI ANNUAL CARE
08-20	SOL01 (SOLUTIONS FOR TRANSIT)	20-0805LA	08/05/20	09/04/20	A	2083.33	SOL01, 20-0805LAVTA, JULY-20 CLIPPER ANALYSI
08-20	STA01 (STATE COMPENSATION FUND)	AUG-2020H	07/22/20	08/21/20	A	1395.33	STA01, AUG-20 WORKER'S COMP PREMIUM
08-20	STA13 (STAPLES CREDIT PLAN)	AUG-2020H	08/09/20	09/08/20	A	1075.04	STA13, AUG-20 CC STATEMENT
08-20	STO04 (STORMWINDSTUDIOOS LLC)	30824	07/27/20	08/26/20	A	1490.00	STO04, 30824, MP450 ONLINE TRAINNING ACCESS
08-20	TAX07 (ASMA SYEDA)	0812-0908H	08/21/20	09/20/20	A	34.20	TAX07, PARATAXI REIMBURSE 8/12/20-9/8/20
08-20	TEL01 (TPx COMMUNICATIONS)	132676036	07/31/20	08/30/20	A	2699.92	TEL01, 132676036-0, 8/1/20-8/31/20 SERVICE
08-20	TIC01 (BEATRICE R. ROBINSON)	8-4-20DAR	08/07/20	09/06/20	A	70.00	TIC01, 8/4/20 DIAL-A-RIDE REFUND-20 @ \$3.50
08-20	TOL06 (TOLAR MFR CO INC)	13617	08/07/20	09/06/20	A	7997.10	TOL06, 13617, MP226 6' WIRE GRID BENCH
08-20	TRA12 (TRAPEZE SOFTWARE GROUP)	TPMAG8665	07/28/20	08/27/20	A	133884.47	TRA12, TPMAG08665, PO #7507 TRANSITMASTER FY
08-20	TX212 (LINDA WAHLE)	0702-0730	08/21/20	09/20/20	A	182.73	TX212, PARATAXI REIMBURSE 7/2/20-7/30/20
08-20	TX228 (DEBORAH BUTLER)	0504-0713H	08/07/20	09/06/20	A	176.80	TX228, PARATAXI REIMBURSE 5/4/20-7/13/20
08-20	TX242 (BONNIE WOLF)	0618-0727H	08/07/20	09/06/20	A	180.00	TX242, PARATAXI REIMBURSE 6/18/20-7/27/20
08-20	UST01 (UST COMPLIANCE TESTING IN)	4514	08/08/20	09/07/20	A	3200.00	UST01, 4514, MP478 ANNUAL & TRIENNIAL TESTIN
08-20	VER01 (VERIZON WIRELESS)	859281956H	07/22/20	08/21/20	A	2321.91	VER01, 9859281956, 6/23/20-7/22/20 CELL, WIF
08-20	VSP01 (VSP)	AUG-2020H	07/19/20	08/18/20	A	607.40	VSP01, AUG-20 VISION INSURANCE
		SEPT-2020H	08/19/20	09/18/20	A	587.98	VSP01, SEPT-20 VISION INSURANCE
		Vendor's Total ----->				1195.38	
08-20	ZIL01 (ZILLA CORPORATION)	30199	08/12/20	09/11/20	A	245.76	ZIL01, 30199, PO #7501 ADDITIONAL SLIDE HAMM

Total of Purchases -> 1346510.71

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for September 2020

FROM: Tamara Edwards, Director of Finance

DATE: November 2, 2020

Action Requested

Approval of the LAVTA Treasurer's Report for September 2020.

Discussion

Cash accounts:

Our petty cash account (101) has a balance of \$200, and our ticket sales change account (102) continues with a balance of \$240 (these two accounts should not change).

General checking account activity (105):

Beginning balance September 1, 2020	\$5,829,737.78
Payments made	\$2,603,669.02
Deposits made	\$4,223,908.28
Ending balance September 30, 2020	\$7,449,977.04

Farebox account activity (106):

Beginning balance September 1, 2020	\$199,086.99
Deposits made	\$0.00
Ending balance September 30, 2020	\$199,086.99

LAIF investment account activity (135):

Beginning balance September 1, 2020	\$5,934,406.58
Ending balance September 30, 2020	\$5,934,406.58

Operating Expenditures Summary:

As this is the third month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 25%. The agency is at 22.7% overall.

Operating Revenues Summary:

While expenses are at 22.7%, revenues are at 19.6%, as expected for the beginning of the year. LAVTA has additional revenues not yet returned to the county held reserves to provide a healthy cash flow.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the LAVTA Treasurer's Report for September 2020.

Attachments:

1. September 2020 Treasurer's Report

Approved: _____

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
September 30, 2020**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	7,449,977	
106 CASH - FIXED ROUTE ACCOUNT	199,087	
107 Clipper Cash	83,284	
108 Rail	2,695,076	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	808,754	
135 INVESTMENTS - LAIF	5,963,657	
150 PREPAID EXPENSES	(339)	
160 OPEB ASSET	802,201	
165 DEFFERED OUTFLOW-Pension Related	588,141	
166 DEFFERED OUTFLOW-OPEB	64,410	
170 INVESTMENTS HELD AT CALTIP	0	
111 NET PROPERTY COSTS	63,949,337	
TOTAL ASSETS		82,604,071

LIABILITIES:

205 ACCOUNTS PAYABLE	185,820	
211 PRE-PAID REVENUE	2,025,490	
21101 Clipper to be distributed	(11,297)	
22000 FEDERAL INCOME TAXES PAYABLE	34	
22010 STATE INCOME TAX	(10)	
22020 FICA MEDICARE	(112)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(330)	
22030 SDI TAXES PAYABLE	0	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	4,833	
22090 WORKERS' COMPENSATION PAYABLE	7,803	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	1,212,136	
23105 Deferred Inflow- OPEB Related	203,209	
23104 Deferred Inflow- Pension Related	81,681	
23103 INSURANCE CLAIMS PAYABLE	95,072	
23102 UNEMPLOYMENT RESERVE	(3,223)	
TOTAL LIABILITIES		3,801,107

FUND BALANCE:

301 FUND RESERVE	(7,734,299)	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	77,154,817	
30401 SALE OF BUSES & EQUIPMENT	84,491	
FUND BALANCE	9,297,956	
TOTAL FUND BALANCE		78,802,964
TOTAL LIABILITIES & FUND BALANCE		82,604,071

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
September 30, 2020**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	340,455	72	395	340,060	0.1%
4020000	Business Park Revenues	72,020	20,005	40,011	32,009	55.6%
4020500	Special Contract Fares	218,288	0	0	218,288	0.0%
4020500	Special Contract Fares - Paratransit	30,000	0	0	30,000	0.0%
4010200	Paratransit Passenger Fares	93,750	525	455	93,295	0.5%
4060100	Concessions	20,820	0	0	20,820	0.0%
4060300	Advertising Revenue	30,000	3,424	6,096	23,904	20.3%
4070400	Miscellaneous Revenue-Interest	25,000	0	0	25,000	0.0%
4070300	Non transportation revenue	86,052	10,959	22,548	63,504	26.2%
4090100	Local Transportation revenue	538,506	1,720,818	1,720,818	(1,182,312)	319.6%
4099100	TDA Article 4.0 - Fixed Route	6,041,384	0	0	6,041,384	0.0%
4099500	TDA Article 4.0-BART	58,163	14,387	14,387	43,776	24.7%
4099200	TDA Article 4.5 - Paratransit	87,527	8,968	8,968	78,559	10.2%
4099600	Bridge Toll- RM2, RM1	348,502	0	0	348,502	0.0%
4110100	STA Funds-Paratransit	66,305	0	0	66,305	0.0%
4110500	STA Funds- Fixed Route BART	415,450	0	0	415,450	0.0%
4110100	STA Funds-pop	793,498	0	0	793,498	0.0%
4110100	STA Funds- rev	208,552	0	0	208,552	0.0%
4110100	STA Block	888,731	0	0	888,731	0.0%
4110100	STA Funds- Lifeline	38,281	0	0	38,281	0.0%
4110100	Caltrans	250,000	0	0	250,000	0.0%
4130000	FTA Section CARES Act	5,000,000	622,452	1,192,692	3,807,308	100.0%
4130000	FTA Section 5307 ADA Paratransit	412,325	0	0	412,325	0.0%
4130000	FTA TPI	88,000	0	0	88,000	100.0%
4640500	Measure B Gap	23,859	0	0	23,859	100.0%
4640500	Measure B Express Bus	-	0	0	-	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	559,135	90,460	90,460	468,675	16.2%
4640100	Measure B Paratransit Funds-Paratransit	103,034	16,675	16,675	86,359	16.2%
4640200	Measure BB Paratransit Funds-Fixed Route	413,424	66,806	66,806	346,618	16.2%
4640200	Measure BB Paratransit Funds-Paratransit	202,370	32,701	32,701	169,669	16.2%
RAIL		0	0	210,800		
TOTAL REVENUE		17,453,431	2,608,251	3,423,811	14,240,420	19.6%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
September 30, 2020**

		BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02	Salaries and Wages	\$1,670,376	\$119,366	\$417,046	\$1,253,330	24.97%
502 00	Personnel Benefits	\$999,960	\$48,350	\$270,819	\$729,141	27.08%
503 00	Professional Services	\$1,148,380	\$74,744	\$79,024	\$1,069,356	6.88%
503 05	Non-Vehicle Maintenance	\$825,443	\$14,454	\$265,712	\$559,731	32.19%
503 99	Communications	\$5,500	\$0	\$52	\$5,448	0.94%
504 01	Fuel and Lubricants	\$1,021,500	\$38,711	\$90,739	\$930,761	8.88%
504 03	Non contracted vehicle maintenance	\$3,000	\$0	\$4,572	(\$1,572)	152.40%
504 99	Office/Operating Supplies	\$56,030	\$1,285	\$3,495	\$52,535	6.24%
504 99	Printing	\$67,000	\$1,174	\$1,973	\$65,027	2.94%
505 00	Utilities	\$351,235	\$26,428	\$51,925	\$299,310	14.78%
506 00	Insurance	\$682,703	\$0	\$557,433	\$125,270	81.65%
507 99	Taxes and Fees	\$277,000	\$3,685	\$11,409	\$265,591	4.12%
508 01	Purchased Transportation Fixed Route	\$8,755,092	\$650,660	\$2,014,186	\$6,740,906	23.01%
2-508 02	Purchased Transportation Paratransit	\$1,314,813	\$63,297	\$181,206	\$1,133,607	13.78%
508 03	Purchased Transportation WOD	\$76,026	\$1,773	\$2,193	\$73,833	2.88%
509 00	Miscellaneous	\$179,477	\$12,107	\$29,025	\$150,452	16.17%
509 02	Professional Development	\$39,500	\$0	\$1,496	\$38,004	3.79%
509 08	Advertising	\$60,000	\$1,200	\$1,200	\$58,800	2.00%
TOTAL		\$17,533,035	\$1,057,235	\$3,983,502	\$13,549,533	22.72%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
September 30, 2020**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	199,000	0	0	199,000	0.00%
4090194	TDA Shop repairs and replacement	100,000	0	0	100,000	0.00%
4091794	Bus stop improvements	416,000	0	0	416,000	0.00%
4090994	Radio Upgrade	6,700	0	0	6,700	0.00%
4090794	TDA Transit Center Improvements	110,000	0	0	110,000	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	410,000	0	0	410,000	0.00%
4091294	TDA Doolan Tower Upgrade	30,000	0	0	30,000	0.00%
4091691	SAV BAAQMD	168,194	0	0	168,194	0.00%
4090691	CIP Shelters	1,277,410	0			
4090694	TDA TSP	66,000	0	0	66,000	0.00%
409xx94	Bus add ons	266,000	0	0	266,000	0.00%
4090294	TDA Atlantis	350,000	0	0	350,000	0.00%
409xx94	TDA Real Time APC	200,000	0	0	200,000	0.00%
409xx91	TVTC TSP	1,140,000	0			
4111700	SGR shelters and stops	80,640	0	0	80,640	0.00%
4110500	Prop 1B office and facility	200,962	0	0	200,962	0.00%
411	Prop 1B Transit Center	20,000	0	0	20,000	0.00%
411	Dublin Parking garage	20,000,000	0	0	20,000,000	0.00%
41315	FTA farebox		0	0	0	#DIV/0!
41320	FTA Hybrid battery packs	800,000	0	0	800,000	0.00%
	FTA Transit Center	440,000	0			0.00%
TOTAL REVENUE		26,380,906	-	-	23,523,496	0.00%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
September 30, 2020

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550207	Atlantis Facility	350,000	18,850	19,261	330,739	5.50%
5550107	Shop Repairs and replacement	300,962	25,944	25,944	275,018	8.62%
5551607	SAV	168,194	9,775	9,775	158,419	5.81%
555xx07	Bus Add ons	266,000	0	0	266,000	0.00%
555xx07	Real time APC	200,000	0	0	200,000	0.00%
5550507	Office and Facility Equipment	199,000	0	0	199,000	0.00%
5550607	TSP upgrade	1,206,000	359,976	359,976	846,024	29.85%
5550907	Radio upgrade	6,700	21,644	21,644	(14,944)	323.04%
5551007	Transit Center Upgrades and Improvements	570,000	0	0	570,000	0.00%
5551207	Doolan Tower upgrade	30,000	0	0	30,000	0.00%
555xx07	Dublin Parking Garage	20,000,000	0	0	20,000,000	0.00%
5551707	Bus Shelters and Stops	1,774,050	393,476	458,341	1,315,709	25.84%
5551907	COVID Supplies	21,343	0	21,343	0	100.00%
5552007	Major component rehab	1,210,000	0	0	1,210,000	0.00%
555??07	Transit Capital	100,000	25,215	25,215	74,785	25.22%
TOTAL CAPITAL EXPENDITURES		26,402,249	854,880	941,498	25,460,751	3.57%
FUND BALANCE (CAPITAL)		-21343.00	(854,880)	(941,498)		
FUND BALANCE (CAPTIAL & OPERATING)		-103,947.00	673,667	(1,574,490)		

California State Treasurer
Fiona Ma, CPA



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

October 12, 2020

[LAIF Home](#)
[PMIA Average Monthly Yields](#)

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

[Tran Type Definitions](#)

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Account Number: 80-01-002

September 2020 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	5,953,886.48
Total Withdrawal:	0.00	Ending Balance:	5,953,886.48

REPORT.: Oct 12 20 Monday
RUN....: Oct 12 20 Time: 16:43
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 09-20 BANK ACCOUNT 105

PAGE: 001
ID #: PY-CD
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
09-20	022224	09/09/20	ACT01 (AC TRANSIT DISTRICT)		1,113.32	.00	1,113.32	Automatic Generated Check
	022225	09/09/20	AEC01 (AECOM TECHNICAL SERVICES INC		22,844.21	.00	22,844.21	Automatic Generated Check
	022226	09/09/20	AIM01 (AIM TO PLEASE JANITORIAL SER		3,261.25	.00	3,261.25	Automatic Generated Check
	022227	09/09/20	ATT03 (AT&T)		945.12	.00	945.12	Automatic Generated Check
	022228	09/09/20	BLA01 (BOB LEONARD & ASSOCIATES)		18,850.00	.00	18,850.00	Automatic Generated Check
	022229	09/09/20	CIT06 (CITY OF LIVERMORE SEWER)		218.14	.00	218.14	Automatic Generated Check
	022230	09/09/20	COV01 (COVERLY PROFESSIONAL SERVICE		500.00	.00	500.00	Automatic Generated Check
	022231	09/09/20	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	022232	09/09/20	EME01 (BRIGHTVIEW LANDSCAPE SERVICE		1,263.00	.00	1,263.00	Automatic Generated Check
	022233	09/09/20	KIM02 (KIMLEY-HORN AND ASSOC, INC)		9,155.47	.00	9,155.47	Automatic Generated Check
	022234	09/09/20	LIV10 (LIVERMORE SANITATION INC)		2,490.76	.00	2,490.76	Automatic Generated Check
	022235	09/09/20	PLA02 (PLANETERIA MEDIA LLC)		98.00	.00	98.00	Automatic Generated Check
	022236	09/09/20	SCF01 (SC FUELS)		14,635.65	.00	14,635.65	Automatic Generated Check
	022237	09/09/20	SHI02 (SHI INTERNATIONAL CORP)		7,380.64	.00	7,380.64	Automatic Generated Check
	022238	09/09/20	SPI01 (SPRUCE & GANDER INC.)		16,825.40	.00	16,825.40	Automatic Generated Check
	022239	09/09/20	TOL06 (TOLAR MFR CO INC)		104,106.12	.00	104,106.12	Automatic Generated Check
	022240	09/09/20	TRA12 (TRAPEZE SOFTWARE GROUP)		47,690.00	.00	47,690.00	Automatic Generated Check
	022241	09/09/20	TX183 (KEVIN PEHRSON)		12.64	.00	12.64	Automatic Generated Check
	022242	09/21/20	A&M01 (LEO LAM INC)		418.08	.00	418.08	Automatic Generated Check
	022243	09/21/20	AEC01 (AECOM TECHNICAL SERVICES INC		18,597.11	.00	18,597.11	Automatic Generated Check
	022244	09/21/20	AVI01 (AMADOR VALLEY INDUSTRIES)		517.66	.00	517.66	Automatic Generated Check
	022245	09/21/20	CAL13 (CALIFORNIA TRANSIT)		125.10	.00	125.10	Automatic Generated Check
	022246	09/21/20	CIT06 (CITY OF LIVERMORE SEWER)		34.34	.00	34.34	Automatic Generated Check
	022247	09/21/20	CME01 (CME LIGHTING SUPPLY COMPANY)		647.42	.00	647.42	Automatic Generated Check
	022248	09/21/20	CUR01 (CURIS SYSTEM LLC)		24,976.47	.00	24,976.47	Automatic Generated Check
	022249	09/21/20	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	022250	09/21/20	GTT01 (GLOBAL TRAFFIC TECHNOLOGIES		83,445.20	.00	83,445.20	Automatic Generated Check
	022251	09/21/20	HAN01 (HANSON BRIDGETT MARCUS)		9,657.00	.00	9,657.00	Automatic Generated Check
	022252	09/21/20	JTH01 (J. THAYER COMPANY)		205.23	.00	205.23	Automatic Generated Check
	022253	09/21/20	LTK01 (LTK CONSULTING SERVICES, INC		26,116.49	.00	26,116.49	Automatic Generated Check
	022254	09/21/20	LYF01 (LYFT, INC)		1,353.36	.00	1,353.36	Automatic Generated Check
	022255	09/21/20	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	022256	09/21/20	PLA02 (PLANETERIA MEDIA LLC)		325.00	.00	325.00	Automatic Generated Check
	022257	09/21/20	PRO02 (PROFESSIONAL ELECTRIC)		547.50	.00	547.50	Automatic Generated Check
	022258	09/21/20	RSE01 (R & S ERECTION)		199.00	.00	199.00	Automatic Generated Check
	022259	09/21/20	SCF01 (SC FUELS)		13,225.68	.00	13,225.68	Automatic Generated Check
	022260	09/21/20	SHA02 (SHAMROCK OFFICE SOLUTIONS)		16.96	.00	16.96	Automatic Generated Check
	022261	09/21/20	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	022262	09/21/20	TEL01 (TPx COMMUNICATIONS)		2,726.81	.00	2,726.81	Automatic Generated Check
	022263	09/21/20	TRA12 (TRAPEZE SOFTWARE GROUP)		146,436.86	.00	146,436.86	Automatic Generated Check
	022264	09/21/20	TX122 (LINDA WAHLE)		171.76	.00	171.76	Automatic Generated Check
	022265	09/21/20	YES01 (YESCO LLC)		119,123.79	.00	119,123.79	Automatic Generated Check
	022266	09/30/20	A&M01 (LEO LAM INC)		755.63	.00	755.63	Automatic Generated Check
	022267	09/30/20	ATT02 (AT&T)		399.87	.00	399.87	Automatic Generated Check
	022268	09/30/20	ATT03 (AT&T)		945.12	.00	945.12	Automatic Generated Check
	022269	09/30/20	CAL13 (CALIFORNIA TRANSIT)		759.75	.00	759.75	Automatic Generated Check
	022270	09/30/20	CIT06 (CITY OF LIVERMORE SEWER)		280.70	.00	280.70	Automatic Generated Check
	022271	09/30/20	COR01 (CORBIN WILLITS SYSTEMS)		264.12	.00	264.12	Automatic Generated Check
	022272	09/30/20	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	022273	09/30/20	DCE02 (DC ELECTRIC GROUP INC.)		263,969.70	.00	263,969.70	Automatic Generated Check
	022274	09/30/20	EAS04 (EASYMILE INC.)		2,194.00	.00	2,194.00	Automatic Generated Check
	022275	09/30/20	ECA01 (ECAM SECURE INC)		3,059.00	.00	3,059.00	Automatic Generated Check
	022276	09/30/20	EME01 (BRIGHTVIEW LANDSCAPE SERVICE		250.00	.00	250.00	Automatic Generated Check
	022277	09/30/20	FAS02 (FASTENAL)		84.98	.00	84.98	Automatic Generated Check
	022278	09/30/20	KIM02 (KIMLEY-HORN AND ASSOC, INC)		10,389.47	.00	10,389.47	Automatic Generated Check
	022279	09/30/20	LIV10 (LIVERMORE SANITATION INC)		2,490.76	.00	2,490.76	Automatic Generated Check
	022280	09/30/20	MAZ01 (MAZE & ASSOCIATES)		16,842.00	.00	16,842.00	Automatic Generated Check
	022281	09/30/20	OFF01 (OFFICE DEPOT)		627.00	.00	627.00	Automatic Generated Check
	022282	09/30/20	PAC16 (PACIFIC COAST TRANE)		924.72	.00	924.72	Automatic Generated Check
	022283	09/30/20	PRE03 (PREMIER SECURITY SOLNS CO)		704.80	.00	704.80	Automatic Generated Check
	022284	09/30/20	QUE01 (QUENCH)		281.87	.00	281.87	Automatic Generated Check
	022285	09/30/20	SCF01 (SC FUELS)		12,938.03	.00	12,938.03	Automatic Generated Check
	022286	09/30/20	SHA02 (SHAMROCK OFFICE SOLUTIONS)		20.35	.00	20.35	Automatic Generated Check
	022287	09/30/20	SHI02 (SHI INTERNATIONAL CORP)		1,500.00	.00	1,500.00	Automatic Generated Check
	022288	09/30/20	SPE03 (SPECTRIO)		1,200.36	.00	1,200.36	Automatic Generated Check
	022289	09/30/20	TNT01 (TNT FIRE PROTECTION INC)		1,400.00	.00	1,400.00	Automatic Generated Check
	022290	09/30/20	TX240 (DATTASRAYA KULKARNI)		25.50	.00	25.50	Automatic Generated Check
	022291	09/30/20	ZEB01 (ZEBRA)		3,000.00	.00	3,000.00	Automatic Generated Check
	H10625	09/08/20	TX242 (BONNIE WOLF)		80.00	.00	80.00	TX242, PARATAXI REIMBURSE
	H10626	09/08/20	TAX07 (ASMA SYEDA)		28.65	.00	28.65	TAX07, PARATAXI REIMBURSE
	H10627	09/08/20	TX228 (DEBORAH BUTLER)		102.43	.00	102.43	TX228, PARATAXI REIMBURSE
	H10628	09/11/20	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		45,302.11	.00	45,302.11	DIR02, PR DIRECT DEPOSIT
	H10629	09/11/20	PER04 (CALPERS RETIREMENT SYSTEM)		2,122.00	.00	2,122.00	PER04, PERS 457 CONTRIBUT
	H10630	09/11/20	PER01 (PERS)		3,900.38	.00	3,900.38	PER01, PERS CLASSIC CONTR
	H10631	09/11/20	PER01 (PERS)		4,445.22	.00	4,445.22	PER01, PERS NEW CONTRIBUT
	H10632	09/11/20	EMP01 (EMPLOYMENT DEVEL DEPT)		3,111.68	.00	3,111.68	EMP01, STATE TAX 8/22/20-
	H10633	09/11/20	EFT01 (ELECTRONIC FUND TRANSFERS)		8,948.22	.00	8,948.22	EFT01, FEDERAL TAX 8/22/2
	H10634	09/15/20	MVT01 (MV TRANSPORTATION, INC.)		303,134.00	.00	303,134.00	MVT01, 109774, SEPT-20 MV
	H10635	09/18/20	PAC01 (AT&T)		182.91	.00	182.91	PAC01, ACCT #925-245-0576
	H10636	09/18/20	PAC01 (AT&T)		296.22	.00	296.22	PAC01, ACCT #925-243-9029,
	H10637	09/18/20	PAC01 (AT&T)		351.43	.00	351.43	PAC01, ACCT #436-951-0106,
	H10638	09/18/20	PAC01 (AT&T)		33.03	.00	33.03	PAC01, ACCT #232-351-6260,
	H10639	09/18/20	TX228 (DEBORAH BUTLER)		97.54	.00	97.54	TX228, PARATAXI REIMBURSE
	H10640	09/18/20	TAX91 (VIVIAN MARIE MILLER)		303.15	.00	303.15	TAX91, PARATAXI REIMBURSE
	H10641	09/18/20	TAX67 (CHRISTEL RAGER)		119.05	.00	119.05	TAX67, PARATAXI REIMBURSE
	H10642	09/25/20	BAN03 (BANKCARD CENTER)		4,170.72	.00	4,170.72	BAN03, AUG-20 BOW CC STAT
	H10643	09/24/20	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		55,536.40	.00	55,536.40	DIR02, PR DIRECT DEPOSIT
	H10644	09/24/20	EMP01 (EMPLOYMENT DEVEL DEPT)		4,187.96	.00	4,187.96	EMP01, STATE TAX 9/5/20-9
	H10645	09/24/20	EFT01 (ELECTRONIC FUND TRANSFERS)		13,014.45	.00	13,014.45	EFT01, FEDERAL TAX 9/5/20
	H10646	09/24/20	PER01 (PERS)		4,479.81	.00	4,479.81	PER01, PERS NEW CONTRIBUT
	H10647	09/24/20	PER01 (PERS)		3,900.38	.00	3,900.38	PER01, PERS CLASSIC CONTR

REPORT.: Oct 12 20 Monday
RUN....: Oct 12 20 Time: 16:43
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 09-20 BANK ACCOUNT 105

PAGE: 002
ID #: PY-CD
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
09-20	H10648	09/24/20	PER04 (CALPERS RETIREMENT SYSTEM)		2,112.61	.00	2,112.61	PER04, PERS 457 CONTRIBUT
	H10649	09/16/20	CAL04 (CALIFORNIA WATER SERVICE)		68.84	.00	68.84	CAL04, 5755555555, CONTRA
	H10650	09/21/20	CAL04 (CALIFORNIA WATER SERVICE)		584.16	.00	584.16	CAL04, 4616555555, TC IRR
	H10651	09/21/20	CAL04 (CALIFORNIA WATER SERVICE)		27.98	.00	27.98	CAL04, 3616555555, TC WAT
	H10652	09/16/20	CAL04 (CALIFORNIA WATER SERVICE)		68.84	.00	68.84	CAL04, 4755555555, MOA FI
	H10653	09/08/20	CAL04 (CALIFORNIA WATER SERVICE)		994.53	.00	994.53	CAL04, 0198655555, BUS WA
	H10654	09/08/20	CAL04 (CALIFORNIA WATER SERVICE)		795.00	.00	795.00	CAL04, 9098655555, MOA WA
	H10655	09/16/20	CAL04 (CALIFORNIA WATER SERVICE)		51.63	.00	51.63	CAL04, 2575555555, TC FIR
	H10656	09/01/20	PAC02 (PACIFIC GAS AND ELECTRIC)		211.96	.00	211.96	PAC02, 9007202117-4, MOA
	H10657	09/04/20	PAC02 (PACIFIC GAS AND ELECTRIC)		130.38	.00	130.38	PAC02, 7649646868-7, DOOL
	H10658	09/10/20	PAC02 (PACIFIC GAS AND ELECTRIC)		1,284.40	.00	1,284.40	PAC02, 7264840356-5, BUS
	H10659	09/04/20	PAC02 (PACIFIC GAS AND ELECTRIC)		1,436.15	.00	1,436.15	PAC02, 6062256368-6, ATLA
	H10660	09/04/20	PAC02 (PACIFIC GAS AND ELECTRIC)		8,904.21	.00	8,904.21	PAC02, 5809326332-3, MOA
	H10661	09/01/20	MER01 (MERCHANT SERVICES)		44.95	.00	44.95	MER01, AUG-20 TRANSIT CEN
	H10662	09/01/20	MER01 (MERCHANT SERVICES)		24.95	.00	24.95	MER01, AUG-20 MOA CC STAT
	H10663	09/15/20	CIT07 (CITY OF LIVERMORE - WATER)		92.82	.00	92.82	CIT07, 139361-00, ATLANTI
	H10664	09/15/20	CIT07 (CITY OF LIVERMORE - WATER)		26.74	.00	26.74	CIT07, 139399-00, ATLANTI
	H10665	09/15/20	CIT07 (CITY OF LIVERMORE - WATER)		185.21	.00	185.21	CIT07, 138430-01, ATLANTI
	H10666	09/15/20	CIT07 (CITY OF LIVERMORE - WATER)		15.18	.00	15.18	CIT07, 138432-00, ATLANTI
	H10667	09/29/20	CIT07 (CITY OF LIVERMORE - WATER)		41.10	.00	41.10	CIT07, 138431-00, ATLANTI
	H10668	09/29/20	CIT07 (CITY OF LIVERMORE - WATER)		127.29	.00	127.29	CIT07, 139388-00, BUS WAS
	H10669	09/29/20	CIT07 (CITY OF LIVERMORE - WATER)		35.00	.00	35.00	CIT07, 139361-00, ATLANTI
	H10670	09/29/20	CIT07 (CITY OF LIVERMORE - WATER)		22.61	.00	22.61	CIT07, 139399-00, ATLANTI
	H10671	09/29/20	CIT07 (CITY OF LIVERMORE - WATER)		15.18	.00	15.18	CIT07, 138432-00, ATLANTI
	H10672	09/29/20	CIT07 (CITY OF LIVERMORE - WATER)		181.89	.00	181.89	CIT07, 138430-01, ATLANTI
	H10673	09/25/20	PER03 (CAL PUB EMP RETIRE SYSTM)		36,354.51	.00	36,354.51	PER03, OCT-20 HEALTH INSU
	H10674	09/01/20	PER01 (PERS)		700.00	.00	700.00	PER01, GASB-68 REPORTING
	H10675	09/11/20	OAK01 (OAKS BUSINESS PK OWNERS)		3,378.00	.00	3,378.00	OAK01, 3RD QTR BUSINESS P
	H10676	09/10/20	MVT01 (MV TRANSPORTATION, INC.)		68,925.26	.00	68,925.26	MVT01, JULY-20 FIXED ROUT
	H10677	09/10/20	MTM01 (MEDICAL TRANSPORTATION MANAG		59,784.30	.00	59,784.30	MTM01, JULY-20 MONTHLY SE
	H10678	09/30/20	MVT01 (MV TRANSPORTATION, INC.)		303,134.00	.00	303,134.00	MVT01, 109775, SEPT-20 MV
	H10679	09/03/20	DND01 (DALTON NUNEZ DESIGN INC.)		2,250.00	.00	2,250.00	DND01, 9/3/20 BALANCE DUE
	H10680	09/01/20	DND01 (DALTON NUNEZ DESIGN INC.)		2,000.00	.00	2,000.00	DND01, 9/1/20 DEPOSIT-BUS
	H10681	09/24/20	PEX01 (PEX CARD)		1,000.00	.00	1,000.00	PEX01, 9/24/20 INITIAL DE
Total for Bank Account 105 ----->					1,981,195.02	.00	1,981,195.02	
Grand Total of all Bank Accounts ----->					1,981,195.02	.00	1,981,195.02	

REPORT.: Oct 12 20 Monday
 RUN....: Oct 12 20 Time: 16:43
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 09-20

PAGE: 001
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
09-20	A&M01 (LEO LAM INC)	162813	09/09/20	10/09/20	A	264.96	A&M01, 162813, MP508 100-QTY BAY AREA HEALTH
		162814	09/09/20	10/09/20	A	153.12	A&M01, 162814, MP511 TC KIOSKS FY21 HOLIDAY
		162872	09/14/20	10/14/20	A	755.63	A&M01, 162872, MP510 SOCIAL DISTANCING FLOOR
		Vendor's Total ----->				1173.71	
09-20	ACT01 (AC TRANSIT DISTRICT)	LOC0980	09/01/20	10/01/20	A	1113.32	ACT01, LOC000980, FY21 1ST QTR RTC PROGRAM
09-20	AEC01 (AECOM TECHNICAL SERVICES)	IN200395728	08/19/20	09/18/20	A	22844.21	AEC01, 2000395728, 6/20-7/24/20 REGIONAL BUS
		200398769	08/26/20	09/25/20	A	18597.11	AEC01, 2000398769, 7/25-8/21/20 REGIONAL BUS
		Vendor's Total ----->				41441.32	
09-20	AIM01 (AIM TO PLEASE JANITORIAL SE61-AUG-20)		09/01/20	10/01/20	A	3261.25	AIM01, AUG-20 MONTHLY JANITORIAL SERVICE
09-20	ATT02 (AT&T)	15323281	09/13/20	10/13/20	A	399.87	ATT02, 15323281, PAYER #9391035694 8/13/20-9
09-20	ATT03 (AT&T)	587976504	08/19/20	09/18/20	A	945.12	ATT03, 3587976504, AUG-20 INTERNET PRI
		915317506	09/19/20	10/19/20	A	945.12	ATT03, 1915317506, SEPT-20 INTERNET PRI
		Vendor's Total ----->				1890.24	
09-20	AVI01 (AMADOR VALLEY INDUSTRIES)	846252	08/31/20	09/30/20	A	517.66	AVI01, 846252, AUG-20 GARBAGE PICK UP SERVIC
09-20	BAN03 (BANKCARD CENTER)	AUG-2020 H	08/28/20	09/27/20	A	4170.72	BAN03, AUG-20 BOW CC STATEMENT
09-20	BLA01 (BOB LEONARD & ASSOCIATES)	11168-2	08/18/20	09/17/20	A	18850.00	BLA01, 11168-2, PO #7502 ATLANTIS-PLUMBING &
09-20	CAL04 (CALIFORNIA WATER SERVICE)	198082020H	08/20/20	09/19/20	A	994.53	CAL04, 0198655555, BUS WASH 7/18/20-8/18/20
		257082820H	08/28/20	09/27/20	A	51.63	CAL04, 2575555555, TC FIRE 9/1/20-9/30/20
		361083120H	08/31/20	09/30/20	A	27.98	CAL04, 3616555555, TC WATER 8/1/20-8/28/20
		461083120H	08/31/20	09/30/20	A	584.16	CAL04, 4616555555, TC IRRG. 8/1/20-8/28/20
		475082820H	08/28/20	09/27/20	A	68.84	CAL04, 4755555555, MOA FIRE 9/1/20-9/30/20
		575082820H	08/28/20	09/27/20	A	68.84	CAL04, 5755555555, CONTRACTOR FIRE 9/1/20-9/
		909081920H	08/19/20	09/18/20	A	795.00	CAL04, 9098655555, MOA WATER 7/18/20-8/18/20
		Vendor's Total ----->				2590.98	
09-20	CAL13 (CALIFORNIA TRANSIT)	312020AUG	09/01/20	10/01/20	A	125.10	CAL13, 31-2020-AUG, AUG-20 INSURANCE CLAIMS
		312020SEP	09/30/20	10/30/20	A	759.75	CAL13, 31-2020-SEPT, SEPT-20 INSURANCE CLAIM
		Vendor's Total ----->				884.85	
09-20	CIT06 (CITY OF LIVERMORE SEWER)	BW081820	08/18/20	09/17/20	A	43.04	CIT06, 138143-00, BUS WASH 7/21/20-8/18/20
		BW091520	09/15/20	10/15/20	A	43.04	CIT06, 138143-00, BUS WASH 8/18/20-9/15/20
		TC090820	09/08/20	10/08/20	A	34.34	CIT06, 133389-00, TRANSIT CENTER 8/11-9/8/20
		MOA081820	08/18/20	09/17/20	A	175.10	CIT06, 133294-00, MOA SEWER 7/21/20-8/18/20
		MOA091520	09/15/20	10/15/20	A	237.66	CIT06, 133294-00, MOA SEWER 8/18/20-9/15/20
		Vendor's Total ----->				533.18	
09-20	CIT07 (CITY OF LIVERMORE - WATER)	361081820H	08/18/20	09/17/20	A	92.82	CIT07, 139361-00, ATLANTIS SEWER 7/21/20-8/1
		361091520H	09/15/20	10/15/20	A	35.00	CIT07, 139361-00, ATLANTIS SEWER 8/18/20-9/1
		388090120H	09/01/20	10/01/20	A	127.29	CIT07, 139388-00, BUS WASH 8/4/20-9/1/20
		399081820H	08/18/20	09/17/20	A	26.74	CIT07, 139399-00, ATLANTIS SEWER 7/21/20-8/1
		399091520H	09/15/20	10/15/20	A	22.61	CIT07, 139399-00, ATLANTIS SEWER 8/18/20-9/1
		430081820H	08/18/20	09/17/20	A	185.21	CIT07, 138430-01, ATLANTIS INDOOR 7/21/20-8/
		430091520H	09/15/20	10/15/20	A	181.89	CIT07, 138430-01, ATLANTIS INDOOR 8/18/20-9/
		431090120H	09/29/20	10/29/20	A	41.10	CIT07, 138431-00, ATLANTIS IRRG. 8/4/20-9/1/
		432081820H	08/18/20	09/17/20	A	15.18	CIT07, 138432-00, ATLANTIS FIRE 7/21/20-8/18
		432091520H	09/15/20	10/15/20	A	15.18	CIT07, 138432-00, ATLANTIS FIRE 8/18/20-9/15
		Vendor's Total ----->				743.02	
09-20	CME01 (CME LIGHTING SUPPLY COMPANY)	240179	08/27/20	09/26/20	A	647.42	CME01, 240179, MP484 RUTAN CONFERENCE ROOM L
09-20	COR01 (CORBIN WILLITS SYSTEMS)	C009151	09/15/20	10/15/20	A	264.12	COR01, C009151, SEPT-20 SERVICE
09-20	COV01 (COVERLY PROFESSIONAL SERVIC	20-056	09/03/20	10/03/20	A	500.00	COV01, 20-056, MP512 BRT SHELTER ARTIST FEE
09-20	CUR01 (CURIS SYSTEM LLC)	1076	08/31/20	09/30/20	A	24976.47	CUR01, 1076, PO #7513 CUROXIDE FOGGING SOLUT
09-20	DAY02 (DAY & NIGHT PEST CONTROL)	156453	08/27/20	09/26/20	A	218.00	DAY02, 156453, 8/27/20 RUTAN SERVICE

REPORT.: Oct 12 20 Monday
 RUN....: Oct 12 20 Time: 16:43
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 09-20

PAGE: 002
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
09-20	DAY02 (DAY & NIGHT PEST CONTROL)	157053	09/17/20	10/17/20	A	218.00	DAY02, 157053, 9/17/20 RUTAN SERVICE
			Vendor's Total ----->			436.00	
09-20	DCE02 (DC ELECTRIC GROUP INC.)	415725	09/08/20	10/08/20	A	263969.70	DCE02, 415725, TSP UPGRADE & EXPANSION PROJE
09-20	DIR01 (DIRECT TV)	759056228	09/11/20	10/11/20	A	14.00	DIR01, 37759056228, SEPT-20 SERVICE
09-20	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20200904H	09/11/20	10/11/20	A	45302.11	DIR02, PR DIRECT DEPOSIT 8/22/20-9/4/20
		20200918H	09/24/20	10/24/20	A	55536.40	DIR02, PR DIRECT DEPOSIT 9/5/20-9/18/20
			Vendor's Total ----->			100838.51	
09-20	DND01 (DALTON NUNEZ DESIGN INC.)	9/1DEPOSIH	09/01/20	10/01/20	A	2000.00	DND01, 9/1/20 DEPOSIT-BUS STOP SHELTER COLOR
		9/3BALANCH	09/03/20	10/03/20	A	2250.00	DND01, 9/3/20 BALANCE DUE-BUS STOP SHELTER S
			Vendor's Total ----->			4250.00	
09-20	EAS04 (EASYMILE INC.)	2019-0059	12/30/19	01/29/20	A	2194.00	EAS04, INV2019-0059, SAV DMV TEMP OPERATING
09-20	ECA01 (ECAM SECURE INC)	551713	08/31/20	09/30/20	A	3059.00	ECA01, 551713, MP451 SECURITY CAMERAS WORK
09-20	EFT01 (ELECTRONIC FUND TRANFERS)	20200904H	09/11/20	10/11/20	A	8948.22	EFT01, FEDERAL TAX 8/22/20-9/4/20
		20200918H	09/23/20	10/23/20	A	13014.45	EFT01, FEDERAL TAX 9/5/20-9/18/20
			Vendor's Total ----->			21962.67	
09-20	EME01 (BRIGHTVIEW LANDSCAPE SERVIC	6974408	09/01/20	10/01/20	A	1263.00	EMEM01, 6974408, SEPT-20 LANDSCAPING SERVICE
		7037091	09/29/20	10/29/20	A	250.00	EME01, 7037091, MP546 REPAIR FLOODING POT
			Vendor's Total ----->			1513.00	
09-20	EMP01 (EMPLOYMENT DEVEL DEPT)	20200904H	09/11/20	10/11/20	A	3111.68	EMP01, STATE TAX 8/22/20-9/4/20
		20200918H	09/23/20	10/23/20	A	4187.96	EMP01, STATE TAX 9/5/20-9/18/20
			Vendor's Total ----->			7299.64	
09-20	FAS02 (FASTENAL)	LIV107528	09/09/20	10/09/20	A	13.53	FAS02, CALIV-107528, MP526 4x5 WHITE FLAG-10
		LIV107662	09/15/20	10/15/20	A	71.45	FAS02, CALIV-107662, MP527 5/8-3 1/2 WEDGE A
			Vendor's Total ----->			84.98	
09-20	GTT01 (GLOBAL TRAFFIC TECHNOLOGIES	54600	08/20/20	09/19/20	A	67445.20	GTT01, 54600, PO #7430 OPTICOM CMS & ASM SOF
		54601	08/20/20	09/19/20	A	16000.00	GTT01, 54601, PO #7430 REAL TIME ROUTE INTER
			Vendor's Total ----->			83445.20	
09-20	HAN01 (HANSON BRIDGETT MARCUS)	1272646	08/19/20	09/18/20	A	5644.00	HAN01, 1272646, JULY-20 CONTRACT LEGAL FEES
		1272647	08/19/20	09/18/20	A	4013.00	HAN01, 1272647, JULY-20 ADMIN LEGAL FEES
			Vendor's Total ----->			9657.00	
09-20	JTH01 (J. THAYER COMPANY)	1475003-0	09/03/20	10/03/20	A	205.23	JTH01, 1475003-0, 9/3/20 PRINTING PAPER
09-20	KIM02 (KIMLEY-HORN AND ASSOC, INC)	17099634	08/31/20	09/30/20	A	6155.47	KIM02, 17099634, JULY-20 TSP UPGRADE & EXPAN
		17099635	08/31/20	09/30/20	A	3000.00	KIM02, 17099635, 10R CORRIDOR ENHANCE PROJ J
		17209458	09/30/20	10/30/20	A	6405.47	KIM02, 17209458, AUG-20 TSP UPGRADE & EXPANS
		17209463	09/30/20	10/30/20	A	3984.00	KIM02, 17209463, AUG-20 10R CORRIDOR ENHANCE
			Vendor's Total ----->			19544.94	
09-20	LIV10 (LIVERMORE SANITATION INC)	1311489	08/31/20	09/30/20	A	2490.76	LIV10, 1311489, AUG-20 GARBAGE SERVICE
		1316906	09/30/20	10/30/20	A	2490.76	LIV10, 1316906, SEPT-20 GARBAGE SERVICE
			Vendor's Total ----->			4981.52	
09-20	LTK01 (LTK CONSULTING SERVICES, INC	C5364-016	07/31/20	08/30/20	A	13191.98	LTK01, C5364-016, RAIL CONSULTANTS 5/30/20-6
		C536402-8	07/31/20	08/30/20	A	3864.77	LTK01, C5364.02-8, PROJ MANAGEMENT 5/30/20-6
		C536403-8	07/31/20	08/30/20	A	3704.74	LTK01, C5364.03-8, PROJ MANAGEMENT 5/30/20-6
		C536404-7	07/31/20	08/30/20	A	5355.00	LTK01, C5364.04-7, PROJ SUPPORT 5/30/20-6/30
			Vendor's Total ----->			26116.49	

REPORT.: Oct 12 20 Monday
 RUN....: Oct 12 20 Time: 16:43
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 09-20

PAGE: 003
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
09-20	LYF01 (LYFT, INC)	64735	07/31/20	08/30/20	A	32.58	LYF01, 64735, JULY-20 CODE: GO SANRAMON
		64736	07/31/20	08/30/20	A	1320.78	LYF01, 64736, JULY-20 CODES: GODUBLIN & GO T
		Vendor's Total ----->				1353.36	
09-20	MAZ01 (MAZE & ASSOCIATES)	37402	09/17/20	10/17/20	A	16842.00	MAZ01, 37402, FY20 AUDIT WORK #3 9/17/20-FIN
09-20	MER01 (MERCHANT SERVICES)	TC083120H	09/01/20	10/01/20	A	44.95	MER01, AUG-20 TRANSIT CENTER CC STATEMENT
		MOA083120H	09/01/20	10/01/20	A	24.95	MER01, AUG-20 MOA CC STATEMENT
		Vendor's Total ----->				69.90	
09-20	MTM01 (MEDICAL TRANSPORTATION MANA	JULY-2020H	08/03/20	09/02/20	A	59784.30	MTM01, JULY-20 MONTHLY SERVICE
09-20	MVT01 (MV TRANSPORTATION, INC.)	109774H	09/15/20	10/15/20	A	303134.00	MVT01, 109774, SEPT-20 MV 1ST INSTALL PAYMEN
		109775H	09/30/20	10/30/20	A	303134.00	MVT01, 109775, SEPT-20 MV 2ND INSTALL PAYMEN
		JULY-2020H	08/03/20	09/02/20	A	68925.26	MVT01, JULY-20 FIXED ROUTE MONTHLY SERVICE
		Vendor's Total ----->				675193.26	
09-20	OAK01 (OAKS BUSINESS PK OWNERS)	3QTR-2020H	08/01/20	08/31/20	A	3378.00	OAK01, 3RD QTR BUSINESS PARK DUES 2020-FY21
09-20	OFF01 (OFFICE DEPOT)	682368001	09/14/20	10/14/20	A	50.37	OFF01, 122682368001, 9/14/20 OFFICE SUPPLIES
		683887001	09/14/20	10/14/20	A	576.63	OFF01, 122683887001, 9/11/20 OFFICE SUPPLIES
		Vendor's Total ----->				627.00	
09-20	PAC01 (AT&T)	ATT 08/20H	08/13/20	09/12/20	A	182.91	PAC01, ACCT #925-245-0576, 8/13/20-9/12/20
		ATT080720H	08/07/20	09/06/20	A	33.03	PAC01,ACCT #232-351-6260,CONTRACTOR FIRE 8/7
		ATT081120H	08/11/20	09/10/20	A	351.43	PAC01,ACCT #436-951-0106, ATLANTIS T1 8/11-9
		ATT081320H	08/13/20	09/12/20	A	296.22	PAC01,ACCT #925-243-9029,ATLANTIS ALARM 8/13
		Vendor's Total ----->				863.59	
09-20	PAC02 (PACIFIC GAS AND ELECTRIC)	580090420H	09/04/20	10/04/20	A	8904.21	PAC02, 5809326332-3, MOA ELECTRIC 7/30-8/30/
		606090420H	09/04/20	10/04/20	A	1436.15	PAC02, 6062256368-6, ATLANTIS 7/28-8/26/20
		726082620H	09/10/20	10/10/20	A	1284.40	PAC02, 7264840356-5, BUS STOPS 7/21-8/19/20
		764081820H	08/18/20	09/17/20	A	130.38	PAC02, 7649646868-7, DOOLAN TWR 7/13-8/11/20
		900081320H	08/13/20	09/12/20	A	211.96	PAC02, 9007202117-4, MOA GAS 7/14-8/12/20
		Vendor's Total ----->				11967.10	
09-20	PAC11 (PACIFIC ENVIROMENTAL SERV)	1922	09/03/20	10/03/20	A	120.00	PAC11, 1922, AUG-20 RUTAN MONTHLY SERVICE
		1923	09/03/20	10/03/20	A	120.00	PAC11, 1923, AUG-20 ATLANTIS MONTHLY SERVICE
		Vendor's Total ----->				240.00	
09-20	PAC16 (PACIFIC COAST TRANE)	S103645	09/10/20	10/10/20	A	924.72	PAC16, S103645, MP539 THERMOSTAT SERVICE CAL
09-20	PER01 (PERS)	20200904CH	09/11/20	10/11/20	A	3900.38	PER01, PERS CLASSIC CONTRIBUTION 8/22/20-9/4
		20200904NH	09/11/20	10/11/20	A	4445.22	PER01, PERS NEW CONTRIBUTION 8/22/20-9/4/20
		20200918CH	09/24/20	10/24/20	A	3900.38	PER01, PERS CLASSIC CONTRIBUTIONS 9/5/20-9/1
		20200918NH	09/24/20	10/24/20	A	4479.81	PER01, PERS NEW CONTRIBUTIONS 9/5/20-9/18/20
		GASB-2020H	08/21/20	09/20/20	A	700.00	PER01, GASB-68 REPORTING FEES 2020
		Vendor's Total ----->				17425.79	
09-20	PER03 (CAL PUB EMP RETIRE SYSTM)	OCT-2020H	09/14/20	10/14/20	A	36354.51	PER03, OCT-20 HEALTH INSURANCE
09-20	PER04 (CALPERS RETIREMENT SYSTEM)	20200904H	09/11/20	10/11/20	A	2122.00	PER04, PERS 457 CONTRIBUTION 8/22/20-9/4/20
		20200918H	09/24/20	10/24/20	A	2112.61	PER04, PERS 457 CONTRIBUTIONS 9/5/20-9/18/20
		Vendor's Total ----->				4234.61	
09-20	PEX01 (PEX CARD)	9/24DEPOSH	09/24/20	10/24/20	A	1000.00	PEX01, 9/24/20 INITIAL DEPOSIT-PARATAXI PEX
09-20	PLA02 (PLANETERIA MEDIA LLC)	17666	08/01/20	08/31/20	A	98.00	PLA02, 17666, DOMAIN RENEWAL-RIDE10R.COM & R
		17798	09/15/20	10/15/20	A	325.00	PLA02, 17798, WEB HOSTING SEPT-20
		Vendor's Total ----->				423.00	
09-20	PRE03 (PREMIER SECURITY SOLNS CO)	2009-181	09/22/20	10/22/20	A	352.40	PRE03, 2009-181, MP547 RUTAN SERVICE 9/16/20
		2009-182	09/22/20	10/22/20	A	352.40	PRE03, 2009-182, MP547 ATLANTIS SERVICE 9/16
		Vendor's Total ----->				704.80	

REPORT.: Oct 12 20 Monday
 RUN....: Oct 12 20 Time: 16:43
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 09-20

PAGE: 004
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
09-20	PRO02 (PROFESSIONAL ELECTRIC)	2505	09/03/20	10/03/20	A	547.50	PRO02, 2505, MP498 RUTAN CONFERENCE ROOM LIG
09-20	QUE01 (QUENCH)	02626424	09/01/20	10/01/20	A	281.87	QUE01, INVO2626424, PO #6616 QUENCH 810 9/20
09-20	RSE01 (R & S ERECTION)	115649-GR	04/10/20	05/10/20	A	199.00	RSE01, 115649-GR, ATLANTIS YARD GATE SERVICE
09-20	SCF01 (SC FUELS)	4394455 4407102 4420129	08/27/20 09/10/20 09/24/20	09/26/20 10/10/20 10/24/20	A A A	14635.65 13225.68 12938.03	SCF01, 4394455, 8/27/20 FUEL DELIVERY SCF01, 4407102, 9/10/20 FUEL DELIVERY SCF01, 4420129, 9/24/20 FUEL DELIVERY
	Vendor's Total					40799.36	
09-20	SHA02 (SHAMROCK OFFICE SOLUTIONS)	486226 491124	08/25/20 09/24/20	09/24/20 10/24/20	A A	16.96 20.35	SHA02, 486226, FRONT DESK PRINTER 7/30/20-8/ SHA02, 491124, FRONT DESK PRINTER 8/30/20-9/
	Vendor's Total					37.31	
09-20	SHI02 (SHI INTERNATIONAL CORP)	B12199674 B12207243	08/26/20 08/27/20	09/25/20 09/26/20	A A	7380.64 1500.00	SHI02, B12199674, MP493 ADOBE CC-ALL APPS SHI02, B12207243, MP493 ESET BUSINESS VIRUS
	Vendor's Total					8880.64	
09-20	SOL01 (SOLUTIONS FOR TRANSIT)	20-0905LA	09/05/20	10/05/20	A	2083.33	SOL01, 20-0905LAVTA, AUG-20 CLIPPER ANALYSIS
09-20	SPE03 (SPECTRIO)	1090957	09/01/20	10/01/20	A	1200.36	SPE03, 1090957, ANNUAL ON-HOLD 9/1/20-8/31/2
09-20	SPI01 (SPRUCE & GANDER INC.)	2053BALAN	07/06/20	08/05/20	A	16825.40	SPI01, 2053, PO #7499 WASTE RECEPTACLES PLEA
09-20	TAX07 (ASMA SYEDA)	0819-0823H	09/04/20	10/04/20	A	28.65	TAX07, PARATAXI REIMBURSE 8/19/20-8/23/20
09-20	TAX67 (CHRISTEL RAGER)	0502-0825H	09/17/20	10/17/20	A	119.05	TAX67, PARATAXI REIMBURSE 5/2/20-8/25/20
09-20	TAX91 (VIVIAN MARIE MILLER)	0609-0913H	09/17/20	10/17/20	A	303.15	TAX91, PARATAXI REIMBURSE 6/9/20-9/13/20
09-20	TEL01 (TPx COMMUNICATIONS)	133808253	08/31/20	09/30/20	A	2726.81	TEL01, 133808253-0, 9/1/20-9/30/20 SERVICE
09-20	TNT01 (TNT FIRE PROTECTION INC)	2020-6123 2020-6124	09/30/20 09/30/20	10/30/20 10/30/20	A A	700.00 700.00	TNT01, 2020-6123, MP515 RUTAN-FIRE SPRINKLER TNT01, 2020-6124, MP515 ATLANTIS-FIRE SPRINK
	Vendor's Total					1400.00	
09-20	TOL06 (TOLAR MFR CO INC)	13615	08/07/20	09/06/20	A	104106.12	TOL06, 13615, PO #7488 RAPID SHELTERS ENHANC
09-20	TRA12 (TRAPEZE SOFTWARE GROUP)	AMSER1104 AMSER1106 AMSER1108 AMSER1109	08/22/20 08/22/20 08/28/20 08/28/20	09/21/20 09/21/20 09/27/20 09/27/20	A A A A	146436.86 12700.00 25215.00 9775.00	TRA12, AMSER1104, PO #7490 TRANSITMASTER SIG TRA12, AMSER0001106, PO #7489 DOOLAN RADIO L TRA12, AMSER0001108, PO #6912 SUP VEHICLES I TRA12, AMSER0001109, PO #7493 SUP VEHICLES I
	Vendor's Total					194126.86	
09-20	TX183 (KEVIN PEHRSON)	8-11-20	09/04/20	10/04/20	A	12.64	TX183, PARATAXI REIMBURSE 8/11/20
09-20	TX212 (LINDA WAHLE)	0801-0829	09/17/20	10/17/20	A	171.76	TX212, PARATAXI REIMBURSE 8/1/20-8/29/20
09-20	TX228 (DEBORAH BUTLER)	0607-0811H 0827-0909H	09/04/20 09/17/20	10/04/20 10/17/20	A A	102.43 97.54	TX228, PARATAXI REIMBURSE 6/7/20-8/11/20 TX228, PARATAXI REIMBURSE 8/27/20-9/9/20
	Vendor's Total					199.97	
09-20	TX240 (DATTASRAYA KULKARNI)	0629-0912	09/30/20	10/30/20	A	25.50	TX240, PARATAXI REIMBURSE 6/29/20-9/12/20
09-20	TX242 (BONNIE WOLF)	0804-0812H	09/04/20	10/04/20	A	80.00	TX242, PARATAXI REIMBURSE 8/4/20-8/12/20
09-20	YES01 (YESCO LLC)	IN0247851	09/16/20	10/16/20	A	119123.79	YES01, INY-0247851, PO #7487 BALANCE 19 SIGN
09-20	ZEB01 (ZEBRA)	2132	09/24/20	10/24/20	A	3000.00	ZEB01, 2132, FY2021 ZEBRA MEMBERSHIP DUES

Total of Purchases -> 1981195.02

AGENDA

ITEM 5C

STAFF REPORT

SUBJECT: Adoption of Updated Conflict of Interest Code

FROM: Tamara Edwards Director of Finance

DATE: November 2, 2020

Action Required

The Finance and Administration Committee requests that the Board of Directors review the attached Conflict of Interest Code, including revised Appendix of Designated Officials and Employees, which has been updated to reflect LAVTA's current staffing and organization.

Background

California Government Code Section 87306.5 requires every local agency to review its Conflict of Interest Code in each even-numbered year and to amend the Code if necessitated by changed circumstances. Staff and counsel have reviewed LAVTA's current Code and have determined that it should be updated to add the Director of Operations and Innovation position to the list of positions designated for required filing of annual economic interest disclosures and remove the Manager of Customer Service and Contract Oversight position from the list.

Consultants other than those serving in positions identified in the Code may also be required to file economic disclosures. LAVTA's Executive Director (Interim or permanent) will set forth disclosure requirements for consultants on a form provided by the Fair Political Practices Commission (Form 805), retained by the District. In addition, any new designated staff positions will be recorded, and disclosure categories set forth, on FPPC Form 804 until the Code is amended to include such positions.

After the Board adopts the amended Code, it will be sent to the Alameda County Board of Supervisors for approval.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors review the attached Conflict of Interest Code, including revised Appendix of Designated Officials and Employees, which has been updated to reflect LAVTA's current staffing and organization.

Attachments:

1. Resolution 30-2020 of the Board of Directors of the Livermore Amador Valley Transit Authority Approving Revised Conflict of Interest Code
2. Revised Conflict of Interest Code

Approved: _____

RESOLUTION NO. 30-2020

**A RESOLUTION OF THE LIVERMORE AMADOR VALLEY TRANSIT
AUTHORITY APPROVING AN AMENDED CONFLICT OF INTEREST CODE**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) is required by the Political Reform Act of 1974 to maintain a Conflict of Interest Code (Code); and

WHEREAS, California Government Code Section 87306.5 requires that the Authority review its Code every even-numbered year and revise if necessary; and

WHEREAS, Legal Counsel and staff have reviewed the current Code and have determined that the Code should be updated to add the Director of Operations and Innovation to the list of designated positions that must disclose their economic interests on an annual basis, and remove the Manager of Customer Service and Contract Oversight; and

WHEREAS, Legal Counsel and staff recommend adopting the attached amended Code.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Livermore Amador Valley Transit Authority hereby approves and adopts the revised Conflict of Interest Code in the form attached hereto and presented to the Board of Directors; and

BE IT FURTHER RESOLVED that the Executive Director is directed to transmit a copy of the amended Conflict of Interest Code to the Board of Supervisors of the County of Alameda for its review and approval.

PASSED AND ADOPTED by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 2nd day of November 2020.

BY _____
Bob Woerner, Chair

ATTEST _____
Michael N. Conneran, Legal Counsel

CONFLICT OF INTEREST CODE

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Adopted on the 25th of February, 1986
by Resolution 2-86

Amended on the 1st of November, 2004
by Resolution 22-2004

Amended on the 4th of August, 2008
by Resolution 21-2008

Amended on the 13th of September, 2010
by Resolution 25-2010

Amended on the 10th of September, 2012
by Resolution 25-2012

Amended on the 6th of October, 2014
by Resolution 27-2014

Amended on the 5th of November, 2018
by Resolution 29-2018

Amended on the 2nd of November, 2020
By Resolution 30-2020

**CONFLICT-OF-INTEREST CODE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (LAVTA)**

The Political Reform Act, (Government Code Sections 81000, et seq.) requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation (2 California Code of Regulations Section 18730) that contains the terms of a standard conflict-of-interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict-of-interest code of the Livermore Amador Valley Transit Authority (LAVTA).

Individuals holding designated positions shall file their statements of economic interests with LAVTA, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) LAVTA will retain a copy of each statement and forward the originals to the Alameda County Board of Supervisors, which shall be the filing officer.

APPENDIX A: DESIGNATED POSITIONS

Designated Positions	Disclosure Categories
Attorney	1, 2
Director of Planning and Marketing	1, 2
Director of Operations and Innovation	1, 2
Consultants/New Positions*	

*Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation: The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code. (Gov. Code Section 81008.)

The following positions are NOT covered by the conflict-of-interest code because they must file a statement of economic interests pursuant to Government Code Section 87200 and, therefore, are listed for information purposes only:

Board of Directors
Executive Director
Director of Finance

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

APPENDIX B: DISCLOSURE CATEGORIES

Category 1.

All investments, business positions, and sources of income (including loans, gifts, and travel payments) from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by LAVTA.

Category 2.

All interests in real property located in whole or in part within the LAVTA service area or within two miles of the LAVTA service area.

AGENDA

ITEM 5D

STAFF REPORT

SUBJECT: Staff Proposed Revision to Adopted Fare Increase Timeline

FROM: Michael Tree, Executive Director

DATE: November 2, 2020

Action Requested

The Finance and Administration Committee recommends that the Board of Directors approve a revised implementation date for two fare increase categories previously approved for implementation on January 1, 2021 and recommends that the Board delay the implementation of these proposed changes to January 1, 2022.

Background

In October 2018, the LAVTA Board approved a set of fare policy changes. The majority of those changes were implemented on January 1, 2019. However, two of the changes were approved for a phased implementation based on input from the Tri-Valley Accessible Advisory Committee (TAAC). Those changes were:

- Have the Senior and Disabled Monthly Pass increase from \$18 to \$22 in January, 2019, as originally proposed by staff, then increase from \$22 to \$25 in January, 2021 with no additional increase beyond that point.
- Have the Dial-A-Ride fare increase from \$3.50 to \$3.75 in January 2019, as originally proposed by staff and delay the proposed increase to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed.

Discussion

Given the current environment and the economic impact of the pandemic, staff is recommending that both of these fare changes originally approved for January 1, 2021 be postponed by one year to January 1, 2022. The financial impact to LAVTA is anticipated to be less than \$400 per month.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve a revised implementation date for two fare increase categories previously approved for implementation on January 1, 2021 and recommends that the Board delay the implementation of these proposed changes to January 1, 2022.

Attachments:

1. Staff Report on October 2018
2. Minutes of October 1, 2018 Meeting

Submitted: _____

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

SUBJECT: Final Staff Proposed Fare Policy Changes

FROM: Tony McCaulay, Director of Planning and Marketing

DATE: October 1, 2018

Action Requested

LAVTA's Finance and Administration Committee recommends that the Board of Directors approve the final staff proposed fare policy changes with an implementation date of January 1, 2019.

Background

In June 2016, staff presented the Board with a set of proposed fare policy changes and requested authorization to initiate a public input process. The public outreach process included:

- Two presentations to the Tri-Valley Accessible Advisory Committee (TAAC, formerly the Wheels Accessible Advisory Committee) and one to the Pleasanton Paratransit Task Force
- Presentations to Wheels and Rapid bus operators at their monthly Safety Meetings in August
- Flyers outlining the public input process posted on all Wheels, Rapid and Paratransit vehicles and at high ridership bus stops
- A brochure detailing the proposed changes and the public input process that was made available on all Wheels, Rapid and Paratransit vehicles
- Flyers and brochures distributed to the public libraries, Senior Centers and a number of senior housing complexes in Livermore, Pleasanton and Dublin
- Advertisements outlining the public input process that ran twice each in the Pleasanton Weekly and the Livermore Independent
- A news release sent to area media, resulting in stories in the Pleasanton Weekly and Livermore Independent.
- Social media outreach including posts multiple posts on Facebook, Twitter and Nextdoor as well as a post on Peachjar
- Public hearings in Dublin, Pleasanton and Livermore the week of September 10

Discussion

Public feedback was primarily received via email and the wheelsbus.com website. Eleven comments were received from those sources and are included as Attachment 1 to this document. There were no attendees at either the Dublin or Pleasanton public hearings and three people came to the Livermore public hearing. None of the public hearing attendees submitted formal comments, but instead chose to ask questions and receive responses.

The Tri-Valley Accessible Advisory Committee (TAAC) considered the proposed changes at their September 5 meeting. At the meeting, the committee reviewed the proposals and chose to take an action recommending adjustments to the staff proposal. The TAAC recommended adjustments are:

- Have the Senior and Disabled Monthly Pass increase from \$18 to \$22 in January, 2019, as originally proposed by staff, then increase from \$22 to \$25 in January, 2021 with no additional increase beyond that point
- Have the Dial-A-Ride fare increase from \$3.50 to \$3.75 in January 2019, as originally proposed by staff and delay the proposed increase to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed.

Based on the input received, Staff is proposing the following fare policy changes, which includes some modifications from the original proposal noted below:

Eliminate transfers and replace with Day Pass. Currently, upon depositing payment, LAVTA passengers receive a 2-hour window of unlimited boardings at no extra charge. This is primarily intended for transferring from one route to another, but may also be used for short roundtrip or trip-chaining purposes within the allotted time window.

The Day Pass is already available as a fare payment option for passengers using the Clipper Card and is priced at \$3.75 (\$1.75 senior/disabled/Medicare), which is less than the cost of two cash fares. Further, it applies automatically with the second boarding of the day and caps the daily fare at this amount. Staff's proposal would expand the access to the Day Pass, making it available for cash purchase at the farebox upon boarding, by issuing a magnetic-stripe card as fare medium for this purpose.

A number of comments were received requesting that the current \$1 credit available for passengers transferring from BART to Wheels and rapid buses be maintained for those using a Clipper Card. Staff supports this request, which is limited to Clipper Card transactions and not the paper transfers issued at BART Stations.

The amended staff recommendation is that the current free two-hour transfer be discontinued and that the current Clipper Day Pass option priced at \$3.75 (\$1.75 senior/disabled/Medicare) be extended to also be available with a cash purchase onboard at the farebox. In addition, passengers transferring from BART and using a Clipper Card for payment would continue to receive a \$1 credit towards their Wheels or Rapid fare.

Eliminate 10-ride tickets and replace with a Youth Clipper Card fare at the same rate. Currently, LAVTA sells its FareBuster-branded tickets in paper sheets of 10 tickets for \$16.00 for Adults and Youth. This fare type is popular with parents of students who ride to school because they can dispense them to their children on a day-to-day basis.

These tickets, however, cannot be accepted by the new fareboxes that the agency is deploying fleet-wide. As an interim solution, FareBuster tickets are collected manually into a pouch by the

bus driver, who then turns it in at the end of the shift. This procedure is not ideal from a loss prevention and fraud perspective and needs to be discontinued.

Given this, staff proposed to discontinue the 10-ride FareBuster paper ticket and replace it with a \$1.60 (value equivalent to each individual FareBuster ticket) youth fare. This discounted fare would be available only on Clipper, and the youth fare discount would not apply to any other fare category, such as cash, the Day Pass cap or the monthly pass. Youth Clipper Cards are available free of charge. During the Fall 2018 semester, LAVTA staff would work closely with area schools to assist students in the transition from FareBusters to Clipper Cards.

LAVTA also currently sells 10-ride tickets for Senior/Disabled/Medicare riders for \$10.00, which provides no discount compared to cash fare. It is proposed to discontinue selling these 10-ride tickets and encourage the transition to Clipper Card. Senior/Disabled Clipper Cards offer the incentive of the discounted Day Pass when two or more rides are taken in a day.

Several public comments were received regarding this proposal. Among the comments were the following points:

- For a person who bikes to work and rides the bus home, a discounted fare medium would no longer be available
- Eliminating the Farebusters and the \$1 BART credit would increase the daily commute rate from \$2.60 to \$3.75
- Support for the new Clipper Card Youth fare
- Concern over being able to use existing supplies of Farebusters
- A question regarding the impact of the proposed Paratransit Fare on the cost of 10 ride paratransit tickets

After considering these comments, staff still proposes that 10-ride tickets no longer be sold beginning December 31, 2018. A rider using Farebusters today rides round trip for \$3.20. With the Day Pass proposal, this daily cost would increase to \$3.75. However, given the fact that LAVTA has not had a fare increase since 2009, this increase does not seem excessive. Staff originally proposed that 10-ride tickets would continue to be accepted through December 2020 to allow riders the opportunity to use previously purchased tickets. Upon further consideration, one year seems to provide sufficient time for the use of outstanding inventory, so staff is now proposing that tickets continue to be accepted through December 31, 2019. Regarding the cost of Paratransit 10 ride tickets, the cost has always been the non-discounted cost of ten rides. That is proposed to continue.

Raise monthly senior/disabled pass price to 50% of the full-fare monthly pass. The monthly pass provides for unlimited rides on the buses of LAVTA and three of the other small East Bay-based operators of County Connection, WestCat, and Tri-Delta Transit. It is available as a flash pass by calendar month, as well as on the Clipper card for a rolling 31-day period that starts with the day of the first boarding.

Currently, the price for an unlimited-ride monthly regular Adult/Youth monthly pass is \$60.00, while the price for a Senior/Disabled/Medicare monthly pass is \$18.00 – a 70% discount over

the regular price. This differs from LAVTA's other fare options, where the Senior/Disabled/Medicare discount is 50%.

In order to bring the pricing of the Senior/Disabled/Medicare monthly pass in line with the agency's other fare types (and common industry practice), staff had originally proposed to gradually raise the price of the Senior/Disabled/Medicare monthly pass to 50% of the regular Adult/Youth pass using the annual steps as follows:

- Current - \$18.00
- Proposed January 1, 2019- \$22.00
- Proposed January 1, 2020 - \$26.00
- Proposed January 1, 2021 - \$30.00

This was one of the proposals that the TAAC recommended adjustments to the original staff recommendation, suggesting that the pass increase from \$18 to \$22 in January 2019, as originally proposed, then increase from \$22 to \$25 in January 2021 with no additional increase beyond that point. Given the concern over the financial impact of the original proposal to the affected riders, staff supports the TAAC's recommendation.

Raise the paratransit fare to be double that of the fixed-route fare. Due to its nature of on-demand, curb-to-curb service, the LAVTA paratransit service is expensive to provide. Whereas the average subsidy in FY2017 per fixed-route passenger was \$7.66, the corresponding number for paratransit was \$27.40. The current fare the LAVTA paratransit service is \$3.50.

As a recipient of Federal funds, LAVTA cannot impose an unlimited charge on its paratransit riders; the Federal rules allow a charge of up to double the amount of the full fixed-route fare. Based on the agency's current full fare of \$2.00 for fixed route, the paratransit fare cap would be \$4.00.

Given the high cost of providing the paratransit service, and to encourage the use of fixed routes, it is proposed that the paratransit fare be raised to \$4.00. Recognizing that many of the riders in this category are on fixed, limited incomes, it is proposed that this increase be implemented in two steps:

- Current - \$3.50
- Proposed January 1, 2019 - \$3.75
- Proposed January 1, 2020 - \$4.00

The TAAC also asked for adjustments to the original staff recommendation on this proposal. They suggested that the fare increase from \$3.50 to \$3.75 in January 2019, as originally proposed and that LAVTA delay the proposed increase to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed. Again, given the concern over the financial impact of the original proposal to the affected riders, staff supports the TAAC's recommendation.

The table below summarizes the results from the modeling in terms of impact to revenue and ridership of the final staff recommended fare policy modifications.

Staff Recommendation Annual Ridership and Revenue Impacts

	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
Eliminate Transfers and Add Day Pass (\$3.75)	-22,100	-1.3%	\$315,800	15.7%
Eliminate FareBuster Tickets and Add Day Pass	-21,300	-1.3%	\$62,700	3.1%
Modify Senior/Disabled Monthly Pass Price (\$22)	-4,500	-0.3%	\$8,400	0.4%
Modify Senior/Disabled Monthly Pass Price (\$25)	-7,900	-0.5%	\$14,000	0.7%
Paratransit Fare (\$4.00)	-1,200	-2.3%	\$27,100	11.7%
Year one impact: Eliminate Transfers, Add Day Pass (\$3.75/\$1.75), Eliminate FareBuster Tickets (except Youth), Modify Senior/Disabled Monthly Pass Price (\$22)	-51,000	-3.1%	\$280,200	14.0%
Full implementation impact: Eliminate Transfers, Add Day Pass (\$3.75/\$1.75), Eliminate FareBuster Tickets (except Youth), Modify Senior/Disabled Monthly Pass Price (\$25)	-54,300	-3.3%	\$292,200	14.6%

Note: In FY16, Wheels annual fixed-route ridership was 1,648,604, and passenger fare revenue was \$2,007,023.

While LAVTA is not required to complete a fare equity analysis of these proposed changes as a part of its Title VI plan, the recommended changes recommended do not appear to disproportionately impact or burden low-income or limited-English proficient populations. It is also important to note that all of the proposed fare policy changes have been reviewed by LAVTA's Tri-Valley Accessible Advisory Committee (TAAC) and both of the TAAC recommended modifications to the original staff proposal have been incorporated into this final staff recommendation.

Next Steps

If approved by the Board, staff would begin an extensive public outreach campaign to educate our passengers on the upcoming changes.

Recommendation

Approve these proposed changes with an implementation date of January 1, 2019.

Attachments:

1. Letter from TAAC Chair Herb Hastings
2. Written Public Comments Received
3. Resolution 28-2018

Approved: _____

Attachment 1

Tri-Valley Accessible Advisory Committee

TAAC

September 26, 2018

This letter is to provide our feedback from the Tri-Valley Accessibility Advisory Committee (TAAC) in regards to the proposed fare changes by staff.

The committee met on September 5th, 2018 at our regular scheduled TAAC meeting. During the meeting, TAAC members and LAVTA staff had a positive discussion in regards to the proposed fare changes.

During the meeting, TAAC made two modifications to the proposal. The first proposal is to modify the schedule of increases to the Senior/Disabled monthly pass. The modification would be to limit the overall cost increase to \$25 spaced over a two-year period. The second proposal is to increase the amount of time between fare increases on the Dial-A-Ride service.

Senior/Disabled Monthly Pass Increases:

January 1st, 2019 increase to \$22.00

January 1st, 2021 increase to \$25.00

No further increase to the cost of the Senior/Disabled Monthly Pass.

Dial-A-Ride Fare Increases

January 1st, 2019 increase to \$3.75

January 1st, 2021 increase to \$4.00

With the adoption of TAAC's recommendations into Staff's final fare increase proposal, TAAC is in support of the final fare increase proposal.

Sincerely,



Herb Hastings
Chair, TAAC

Written Public Comments Received

Steven Dunbar (8/26/2018):

Hello Wheels Staff, I wanted to chime in and say I support the fare changes being proposed fare changes to Day Passes and elimination of paper transfers, having seen first-hand the issues they cause when people see that their transfer is not valid, frustrating both the driver and the rider. I also support it because it will hopefully reduce confusion about fares, leading to increases in service speed. I am all too aware of the tough balance between a service that serves seniors/ADA users, children, and tourists, while still providing the speed and convenience for commuters and just people trying to get from place to place. I would suggest that LAVTA tries to add very clear directions on Day Passes both directly on the farebox and at popular stops, such as BART and the outlets, with easy to understand instructions. (Ex: Heading somewhere and then back on the same line? Taking longer than x hours? Ask the driver for a day pass) I would hope that LAVTA makes it clear at the outreach hearings that electronic transfers are not being discontinued, and to also make it clear what facilities will be available to distribute Clipper cards to seniors or others with little internet access. Clipper is a great system that should be encouraged for all users, but there is an initial barrier in getting a card and then keeping it loaded for those who don't have frequent internet access. If Clipper services are not already offered at the Livermore Transit Station, I would suggest adding them there. I have no opinion on Monthly Passes and Dial-a-Ride fees other than to say that the per-passenger subsidy of Dial-a-Ride is worrying but largely outside of LAVTA's control. Increasing the fare is a band-aid. Thanks for listening, Steven Dunbar

Greg Lingenfelder (8/27/2018):

Hello, I ride the bus every work day on my way home. I commute by bicycle in the morning, and ride bus occasionally in morning. The monthly pass is not worth it for me. Fare Buster ticket sheet is my only option for discount off of normal fare. Please consider bicycle commuters and offer some kind of bulk buying discount that Fare Buster provides.

John Collins (9/5/2018):

I disagree with two of your plans. First, I am no longer working and so I don't know if the \$1 BART discount still applies to those who use BART for a return trip. If it still does, then your plan to eliminate the Fare Buster tickets for all adults and instead offer only a day pass will increase a round trip cost for BART commuters from \$2.60 to \$3.75. Eliminating Fare Buster tickets will be one more reason for BART commuters to cease using Wheels. I suggest that you offer the Fare Buster tickets on-line to add to ones Clipper card. Clipper offers BART ticket discounts for Clipper cards and I am certain that you too can arrange discounts with Clipper. Second, I recommend that you continue the use of transfers automatically for Clipper card users. I believe that it is unfair to those to whom you don't provide single bus service to charge almost a second fare simply because your system fails to provide a single bus route to their destination. You should charge one fare to all passengers to get to their destination. Your concern of fare evasion will not be possible for those who use Clipper and must use more than one bus simply to get anywhere within the LAVTA service area. Therefore, your reason for eliminating transfers will not be valid.

Lisa Adamos (9/5/2018):

To whom it may concern, With regard to implementing a reduced Youth fare discount using the Clipper Card from the current \$1.75/ride to \$1.60/ride, I am in full support. It would save parents time from having to go to Safeway to purchase the Farebuster tickets and allow for more convenience to add funds via the Clipper Card website. We would also save \$3/month with the additional discount using Clipper Card. Thank you, Lisa Adamos

Stephanie Wilson-Goure (9/8/2018):

I support the fare increase for Wheels. I worked for a transit agency and understand the need to increase fares particularly if there has been no fare increase since 2009. Thank you for this opportunity to comment.

Dan Rosler (9/11/2018):

Hi, I'd like to provide this input to your planning process. I use the Wheels bus service to get to and from BART for work and use both the 10-ride books (which I get through WageWorks to save on taxes) and the BART-to-bus transfer discount on my Clipper Card to help with total commute costs. I know from some discussion on Nextdoor.com that there are other professionals like me who do the exact same. So please consider that it's not only students who are using the 10-ride books. And if the concern about offering transfer discounts is because of fraud with the paper tickets, please continue to offer transfers when using Clipper Card -- for which there can be no fraud. Thank you, Dan

Forrest Brown (9/11/2018):

I have two concerns with the new, proposed policy changes.

- 1) "It is proposed that the use of paper transfers be eliminated".

How is it proposed to deal with that portion of the revenue customers who are on a strictly cash basis? I see a lot of people every day shoveling dimes or quarters into the fare box. They obviously prefer cash, for whatever reason, to a Clipper Card or a Day Pass Option. A significant number of the general bus rider population appear to be those who do not have a lot of spare cash for alternative options as proposed.

- 2) "It is proposed that Fare Busters and Senior/Disabled tickets be eliminated".

A) See comments above with regards to that portion of the population that have limited access to Clipper Cards and prefer to be on a strictly cash basis.

B) It is unclear what the proposed policy will be with regards to those of use that have purchased blocks of Fare Buster tickets in advance, as it were. Will my existing blocks of 40 tickets become invalid on some arbitrary date? Will I still be able to use up my existing stock of tickets, or will I lose the monetary value that the blocks of tickets represent? Will I be able to get a refund for the current value of the tickets? Perhaps as a credit to a Clipper Card, assuming that I have one, or will the invalidation of my current stock of tickets represent a taking of personal property?

Your assistance in these matters is appreciated. Forrest Brown

Lynda Kinnard 9/11/2018):

Since the fleet of new buses cannot accept Fare Buster tickets, it is obvious that the plan to eliminate them was in the works before the test bus was approved and buses ordered. So "asking the public" may really just be an act to ease your collective consciences.

I do not use Wheels daily, but when I do, see some of the people who depend on this service and rely on it every day. Especially the elderly and those with physical challenges. As most of them are dependent on social security and other financial services for their survival, the proposed increases will create hardship for many of them. They have no control over their income, so should not be penalized, even if your costs increase. Eliminate this part of your plan, or adjust it, so it remains affordable for those without other transportation options.

As to fraudulent use of the paper tickets; such as the FareBuster tickets; it was your choice to have fare boxes that do not accept them. You selected the bus design and now you are sugar-coating the need to cover the costs.

And, I do not recall seeing any mention of plans for safe and convenient places for your customers to obtain and upload money onto the Clipper cards that you are encouraging them to use. Are there plans to have a few indoor kiosks for those without internet access, and don't take BART?

Thank you for your time and consideration, Lynda Kinnard

Shannon Fogerty (9/12/2018):

Hi there I'm looking at the proposed fare change pamphlet and I am actually curious about one thing that wasn't mentioned in there. If everything else goes up with this passing and I just wanted to find out if the Dial-a-Ride tickets sheet of 10 would still stay at the same price or would that supposedly increase too? Just wanted to make sure that I didn't miss anything important stuff as well. Let me know when you find out the info for my question please and thanks again Shannon Fogarty

Dan Lee (9/14/2018):

Once you increase the fare bus 8 will no longer be anything of a value. I can take an Uber pool to and from work for about the same price and Uber pool isn't late EVERY SINGLE DAY. I mean seriously why is this bus late every day by more than 10 minutes. It's not even a long route.

Mary West (9/16/2018):

I take BART to Berkeley for my work and I take the 10 to get to my house downtown by using the transfer that is in the BART station that makes the total ride affordable. Thank you to please consider these transfers during your rate adjustments and help those taking public transportation by keeping discounted bus rides for those taking BART instead of driving to the parking garage. Thanks! Mary

RESOLUTION NO. 28-2018

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING 2019 FARE POLICY CHANGES**

WHEREAS, LAVTA conducted a Fare Study that included an analysis of agency trends, the current fare structure, an examination of potential fare policy adjustments and associated ridership and revenue impacts, and

WHEREAS, staff developed a set of proposed Fare Policy Changes and has solicited and received public input on the proposed changes as requested by the LAVTA Board of Directors, and

WHEREAS, staff has considered the input received and developed a final fare policy change proposal that includes several revisions to the original proposal.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Board authorizes implementation of the January 2019 Fare Policy Changes as described in the accompanying staff report, and authorizes staff to implement these changes effective January 2019.

PASSED AND ADOPTED this 1st day of October 2018.

Scott Haggerty, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

MINUTES OF THE OCTOBER 1, 2018 LAVTA BOARD MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Scott Haggerty at 4:03pm

2. Roll Call of Members

Members Present

David Haubert – Mayor, City of Dublin

Janine Thalblum – Councilmember, City of Dublin

Jerry Pentin – Councilmember, City of Pleasanton

Karla Brown – Councilmember, City of Pleasanton

Steven Spedowski – Councilmember, City of Livermore

Bob Coomber – Councilmember, City of Livermore

Scott Haggerty – Supervisor, County of Alameda

3. Meeting Open to Public

David Haubert, Mayor from City of Dublin, arrived during Meeting Open to Public

Herb Hastings

Herb Hastings proposed involving a member of the Tri-Valley Accessible Advisory Committee to help establish the set-up for the new Tri-Valley – San Joaquin Valley Regional Rail Authority train system and that would include the station and train to be properly designed for accessibility. Board Chair Scott Haggerty stated that the Tri-Valley – San Joaquin Valley Regional Rail Authority was set-up by state legislation and in no way excludes Mr. Hastings from being involved by going to the meetings.

After the Meeting Open to Public, Agenda Item 10 and 5 was moved up on the agenda for the convenience of the group in managing the balance of the meeting.

10. Matters Initiated by the Board of Directors

Board Chair Scott Haggerty informed that LAVTA Board of Directors honored Diane Farner at the September 10, 2018 Board meeting where Resolution 26-2018 was passed, but Ms. Farner was unable to attend. Board Chair Scott Haggerty did a special recognition today of Diane Farner for her Wheels bus operator service from 1987 to 2018.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the September 10, 2018 Board of Directors meeting.

B. Preliminary Treasurer's Report for August 2018

The Board of Directors approved the August 2018 (preliminary) Treasurer's Report.

Approved: Pentin/Coomber

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

4. September Tri-Valley Accessible Advisory Committee Minutes Report

Herb Hastings, Chair of the Tri-Valley Accessible Advisory Committee (TAAC) reported on the minutes of the September 5, 2018 TAAC meeting. Discussed at the TAAC meeting included the change of the committee name with a recommendation and fixed route and Dial-A-Ride issues/suggestions for changes. The most important item discussed was the fare policy proposed changes. The TAAC drafted a letter and then Herb Hastings worked with Jonathan Steketee to draft the letter that was included in the October Board packet recommending a revision to the original proposed fare policy. The TAAC requested the Senior Monthly Pass/Disabled Monthly Pass fares to increase to \$22 in January 2019 and in 2021 to increase this fare to \$25. The DAR proposal is to increase from \$3.50 to \$3.75 in January 2019 and then wait until 2021 for another \$.25 increase to \$4.00. This is how the TAAC recommends the Board consider the fare proposal. Amy Mauldin, Vice Chair of the TAAC added that they thought the price increase was too much for seniors and disabled who are generally low income. After working with Jonathan Steketee they realized the monthly bus pass would have increased 66%. The TAAC also felt having increases each year over three years would be too confusing. It was also requested that after the monthly passes increase to \$25 that there would be no additional increases beyond this point.

6. Final Staff Proposed Fare Policy Changes

Staff informed that after Board approval in June, LAVTA initiated public outreach and the public input process for the proposed fare policy changes. Staff received 11 public comments including a letter from the TAAC and those were included in the packet for review. Staff is recommending for the following final fare policy changes:

- Eliminate transfers and replace with Day Pass
- Eliminate 10-ride tickets and replace with a Youth Clipper Card fare at the same rate
- Senior/Disabled Monthly Pass increase from \$18 to \$22 in January 2019 and then increase from \$22 to \$ 25 in January 2021 with no additional increase beyond this point
- Dial-A-Ride increase from \$3.50 to \$3.75 in January 2019 and delay the proposed increase to \$4.00 until January 2021

LAVTA's financial impact of the Senior/Disabled Monthly Pass fare change by capping it at \$25 versus \$30 would be zero impact in 2019, but by the time the pass would have gotten to \$30 versus \$25 the impact is \$8,000 a year.

LAVTA's financial impact of the Dial-A-Ride fare change by stretching that out to 2021 instead of 2020 is a onetime annual impact of \$13,550.

The item was discussed by the Board of Directors and staff.

The Board of Directors approved these proposed changes with an implementation date of January 1, 2019. Resolution 28-2018.

Approved: Haubert/Spedowski

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

7. BART Early-Morning Service Plan and Bus Bridge

Staff informed the Board of Directors that the BART District is planning to begin their train service an hour later than currently on weekday mornings, so they can perform critical repairs to aging infrastructure in the system. BART staff is proposing an early morning bus bridge network and requested LAVTA's assistance between East Dublin/Pleasanton and Bay Fair. Staff expected two daily roundtrips to Bay Fair during the 4am hour after which the buses could be positioned to operate our local routes. BART would be expected to compensate LAVTA for the full cost of operating the service and there will likely be an agreement that is renewable for one year at a time until early morning service can be resumed. Staff received direction from the Projects and Services Committee, so this agenda item is more of an informational item.

The item was discussed by the Board of Directors and staff.

The Board of Directors approved in concept the request by the BART District for LAVTA to operate an early-morning bus bridge route on weekdays between the East Dublin / Pleasanton and Bay Fair stations, and direct staff to negotiate a draft agreement with BART District that fully compensates LAVTA for the additional services rendered. It is anticipated that the draft agreement would be considered by the LAVTA Board at a future meeting.

Approved: Pentin/Brown

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

8. 2018 FTA Triennial Review

Staff informed that every three years LAVTA and every other transit agency that is the recipient of FTA funding must have a triennial review. FTA Triennial Review is essentially an audit, but not just a financial audit. The Triennial Review covers everything: procurement, contract oversight, maintenance records, etc. Staff informed that out of 20 areas reviewed by the FTA LAVTA had one deficiency in Satisfactory Continuing Control in regard to the agencies spare ratio.

The FTA accepted LAVTA's corrective action plan to fix the deficiency.

The Board of Directors reviewed the 2018 FTA Triennial report.

Approved: Brown/Spedowski

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

9. Management Action Plan

Executive Director Michael Tree provided the Board of Directors the Management Action Plan for review. Executive Director Michael Tree announced some important events coming up:

- LAVTA is being named the Transit Agency of the Year for the California Transit Association (CTA). The award will be presented at the CTA Conference in Long Beach on Thursday, October 25, 2018 at 8:45am and Board Members are invited.
- The Historic Train Depot ribbon cutting ceremony is on Thursday, October 11, 2018 at 10am.
- The Dublin Parking Garage groundbreaking is on Tuesday, October 9, 2018 at 3pm.

Executive Director Michael Tree noted that for the first time since 2011 the average ridership during the weekday was over 7,000 in the month of September 2018, but the fare changes today will temper this ridership. It was also noted that LAVTA was approached to add cell towers on our property and we have been in negotiations for this project. Executive Director Michael Tree informed that there will be an agenda item soon one in regards to the SAV Project.

11. Next Meeting Date is Scheduled for: November 5, 2018

12. Adjournment

Meeting adjourned at 4:41 pm.

AGENDA

ITEM 5E

STAFF REPORT

SUBJECT: Revised Resolution in Support of Participation in the Metropolitan Transportation Commission's Clipper START! Pilot Program

FROM: Michael Tree, Executive Director

DATE: November 2, 2020

Action Requested

The Projects and Services Committee recommends the Board of Directors authorize the Executive Director to provide the Metropolitan Transportation Commission (MTC) with a revised resolution indicating LAVTA's desire to participate in MTC's Clipper START! pilot program.

Background

The Metropolitan Transportation Commission (MTC) has established an 18-month pilot program to offer discounted transit fares to low income individuals. Known as Clipper START!, the program will allow adults who live in the Bay Area and whose annual earnings are up to 200 percent of the federal poverty level to qualify.

Discussion

In July, the Board adopted a resolution authorizing the Executive Director to notify MTC of our desire to participate in this pilot program. Subsequently, MTC has developed a template resolution that they would like all participating agencies to adopt, which is why this revised resolution is being brought before the Board.

Budget

Riders using the Clipper START! card will receive a 20 percent discount on fares. MTC will be using Cares Act funding to reimburse LAVTA for half of that discount, up to \$98,992. The remainder of the discount will be recovered using our Low Carbon Transit Operations Program (LCTOP) funds. We view the program as an opportunity to assist Tri-Valley residents who may be economically challenged in the months ahead.

Recommendation

The Projects and Services Committee recommends the Board of Directors authorize the Executive Director to provide the Metropolitan Transportation Commission (MTC) with a revised resolution indicating LAVTA's desire to participate in MTC's Clipper START! pilot program.

Attachments:

1. Resolution 31-2020

2. Staff Report and Adopted Resolution on July 2020
3. Minutes of July 6, 2020 Meeting

Submitted: _____

RESOLUTION 31-2020

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING
PARTICIPATION IN THE METROPOLITAN TRANSPORTATION
COMMISSION'S CLIPPER START! PILOT PROGRAM**

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans; and

WHEREAS, MTC has established the regional framework for the Regional Means-Based Transit Fare Pilot Program to improve transit affordability and access to opportunity for eligible low-income residents; and

WHEREAS, MTC has adopted a regional framework for the program, with participating operators, funding guidelines, and program conditions, pursuant to MTC Resolution No. 4320, Revised, to guide implementation of the Clipper START Pilot Program for the 18-month period spanning Fiscal Year 2020-21 and Fiscal Year 2021-22; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4439 to program funds appropriated in the Coronavirus Aid, Relief, and Economic Security (CARES) Act for the expansion of Clipper START Pilot to operators (Cohort 2) beyond the four (Cohort 1) operators as established in Resolution No. 4420; and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) has followed its Board-adopted fare policies and processes to be in compliance with Title VI analysis prior to implementing the Means-Based Fare Program; and

WHEREAS, LAVTA recommends that its Board of Directors authorize a resolution of support for LAVTA to participate in the Regional Means-Based Fare Program (Clipper START), to be funded in part under the Regional Means-Based Fare Program; and

WHEREAS, LAVTA agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the Regional Means-Based Fare Program (Clipper START), and satisfy all other conditions set forth in MTC Resolution No. 4320, Revised, and MTC Resolution No. 4439, and

WHEREAS, LAVTA certifies that the project(s) and purpose(s) for which funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

WHEREAS, there is no legal impediment to LAVTA making the funding request; and

WHEREAS, there is no pending or threatened litigation which might in any way adversely affect the ability of LAVTA to deliver the proposed project(s) for which funds are being requested; and

WHEREAS, MTC will reimburse participating operators based on Clipper START ridership actual trips taken and MTC will take programming action to establish the maximum amount for each participating operator; now, therefore, be it

RESOLVED, that LAVTA requests that MTC program funds available under its Clipper START Pilot Program, in the amounts requested for which LAVTA is eligible, which is up to \$98,992; and

RESOLVED, that staff of LAVTA shall forward a copy of this Resolution, and such other information as may be required, to MTC, the Alameda County Transportation Commission (ACTC), and such other agencies as may be appropriate.

APPROVED AND PASSED this 2nd day of November 2020.

Bob Woerner, Chair

ATTEST:

Michael Tree, Executive Director

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Resolution in Support of Participation in the Metropolitan Transportation Commission's Clipper START! Pilot Program

FROM: Michael Tree, Executive Director

DATE: July 6, 2020

Action Requested

Staff recommends the Board of Directors authorize the Executive Director to notify the Metropolitan Transportation Commission (MTC) of LAVTA's desire to participate in MTC's Clipper START! pilot program.

Background

The Metropolitan Transportation Commission (MTC) has established an 18-month pilot program to offer discounted transit fares to low income individuals. Known as Clipper START!, the program will allow adults who live in the Bay Area and whose annual earnings are up to 200 percent of the federal poverty level to qualify. The pilot originally included only BART, Caltrain, Golden Gate Transit, Golden Gate Ferry, and Muni.

Discussion

MTC has now invited the transit operators in the East Bay to participate in Clipper START!. Because of the way the Clipper program is configured, all East Bay operators, including LAVTA, County Connection, WestCAT and Tri Delta Transit must have the same fare policy rules, meaning we would all have to participate or not participate. I discussed the program with the other agencies and we have decided as a group to seek to be included in the pilot. The 18-month pilot period starts on July 15, even though none of us are collecting fares at the present time. Clipper will be responsible for all program means testing and for issuing cards to eligible individuals. The discount will be embedded into the card, similar to the Senior and Youth Clipper Cards.

Budget

Riders using the Clipper START! card will receive a 20 percent discount on fares. MTC is considering the use of Cares Act funding to reimburse LAVTA for half of that discount. The remainder of the discount will be recovered using our Low Carbon Transit Operations Program (LCTOP) funds. We view the program as an opportunity to assist Tri-Valley residents who may be economically challenged in the months ahead.

Recommendation

Staff recommends the Board of Directors authorize the Executive Director to notify the Metropolitan Transportation Commission (MTC) of LAVTA's desire to participate in MTC's Clipper START! pilot program.

Attachments:

1. Resolution 24-2020

Submitted: _____

RESOLUTION NO. 24-2020

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING
PARTICIPATION IN THE METROPOLITAN TRANSPORTATION
COMMISSION'S CLIPPER START! PILOT PROGRAM**

WHEREAS the Metropolitan Transportation Commission (MTC) has established a pilot program called Clipper START!, which offers discounted fares to low income transit riders; and

WHEREAS the MTC has solicited Bay Area transit agencies to participate in the pilot and will subsidize up to a 10 percent discount on fares under this program; and

WHEREAS the Livermore Amador Valley Transit Authority has Low Carbon Transit Operations Program (LCTOP) funds that can be used to the remaining amount of the proposed 20 percent discount;

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors that the Livermore Amador Valley Transit Authority's Executive Director is authorized to notify MTC of our desire to participate in the Clipper START! pilot program.

APPROVED AND PASSED this 6th day of July 2020.

Bob Woerner, Chair

ATTEST:

Michael Tree, Executive Director

MINUTES OF THE JULY 6, 2020 ZOOM TELECONFERENCE
LAVTA BOARD OF DIRECTORS MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Bob Woerner at 4:00pm. Chair Bob Woerner dispensed the Pledge of Allegiance, due to this being a Zoom teleconference meeting.

2. Roll Call of Members

Members Present

David Haubert – City of Dublin
 Melissa Hernandez – City of Dublin
 Scott Haggerty – County of Alameda
 Jerry Pentin – City of Pleasanton
 Karla Brown – City of Pleasanton
 Bob Woerner – City of Livermore
 Bob Coomber – City of Livermore

3. Meeting Open to Public

The following comments were received by members of the public during the item via Zoom, phone, and email.

Steven Dunbar

Steven Dunbar informed the Board of Directors that he sent Public Comment in the form of an email with a list of ideas to consider. Steven Dunbar noted that the ideas on his list do not have to happen immediately, but with LAVTA's Short and Long Range Transit plans and Valley Link he is hopefully LAVTA will look at a couple of the suggestions he made in the email.

Chair Bob Woerner pointed out that the Board of Directors cannot take any action on Steven Dunbar's item, but may discuss it at matters initiated on Agenda Item 11.

Herb Hastings

Herb Hastings informed the Board of Directors he was only saying hello and would provide the Tri-Valley Accessible Advisory Committee (TAAC) report out on the minutes at the next Board meeting.

Michael Conneran, Legal Counsel summarized an email received from a member of the public listed below, into the record:

Sue Compton

CEO Sue Compton from Axis Community Health is located on West Las Positas Boulevard in Pleasanton. Sue Compton noted they are a community health center with a Wheels bus stop located adjacent to their facility and they are appreciative of the ease of access. Sue Compton emphasized the value of Wheels Route 14 in providing access to their facility. Executive Director Michael Tree followed-up by stating this public comment was probably related to Agenda Item 4. D. on the consent calendar.

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the June 8, 2020 Board of Directors Special meeting.

B. Treasurer's Report for May 2020

The Board of Directors approved the May 2020 Treasurer's Report.

C. MV Transportation, Inc. (MV) Payment Agreement

The Board of Directors approved Resolution 21-2020, Authorizing the Executive Director to extend the payment agreement with MV on a month-to-month basis until service returns to pre-COVID levels, or when the agency reaches a stable level of service.

D. Approval of Resolution Authorizing an Application for Lifeline Transportation Program Cycle 6 Funding

The Board of Directors approved Resolution 18-2020, in support of a funding request to MTC for the Cycle 6 Lifeline Transportation Program for continued operations of Wheels Route 14 serving North Livermore.

E. Approval of Resolution Designating Applicant's Agent for Non-State Agencies to Obtain Federal and/or State Disaster Assistance Funding

The Board of Directors approved execution of Form 130, designating LAVTA's authorized Agent to apply for and receive funding from the Federal Emergency Management Agency and/or California Governor's Office of Emergency Services for disaster assistance funding in connection with the declared COVID-19 disaster.

F. Establishing Standing Committees and Memberships

The Board of Directors confirmed and Resolution 23-2020, establishing standing committees, memberships, and officers.

Approved: Haggerty/Haubert

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

5. Executive Director's Report

Executive Director Michael Tree noted that most of the Executive Director's Report was discussed at length during the Project and Services Committee meeting and that the Board of Directors had a chance to review the information prior to this meeting. Executive Director Michael Tree informed that there are updates on the Board agenda in regards to some of the items in his Executive Director's Report, but he did include a comprehensive review of the Valley Link project and asked if they would like to discuss any of the items in his report.

The Board of Directors had no questions or discussion on this agenda item.

6. Atlantis Transit Facility – Schematic Design

Staff provided the Atlantis Transit Facility – Schematic Design to the Board of Directors and noted that during the June 2020 Projects and Services (P&S) Committee meeting there were comments about the building layout and timeline of this project and the Zero-Emission Bus (ZEB) Study. Staff introduced Mike Mowery of Kimley-Horn and Associates who presented a brief update on the Atlantis Transit Facility and addressed the P&S Committee member comments regarding the building layout. Staff also provided a detailed timeline of the Atlantis Transit Facility Project and the ZEB Study.

The item was discussed by the Board of Directors, staff, and the presenter. Board Member Karla Brown asked about the separation of bathrooms facilities, a shared air flow system and how that works, what type of solar would be used, and will LAVTA still accommodate the parking spaces we currently rent to Google and commercial bus systems when the facility is built. Mike Mowery responded that on the ground level there are separate bathroom facilities and on the second floor there may be a potential to add bathrooms on the LAVTA Administration side. Mike Mowery informed that they will probably have two HVAC systems, due to how zones work and that both architects have a MEP consultant on their teams. Mike Mowery acknowledged that he had discussions with LAVTA Staff and that silver solar panels are being considered in the paved area where the buses are parked, but there could be a loss of parking spaces when a solar array is added and that would mean some buses would be parked in another location on-site. Staff also stated that additional solar panels may be placed in the employee parking area near the Administration Office. Executive Director Michael Tree informed that he believes LAVTA could continue to rent some space. Chair Bob Woerner requested that the next time Mike Mowery presents a design to explicitly discuss the air flow and what their plans are to make sure there is no type of containment buildup in the HVAC system.

The Board of Directors approved approve Resolution 20-2020, authorizing the Executive Director to execute a Contract Task Order 4 between LAVTA and Kimley-Horn and Associates in the amount of \$450,000 to assist with project management services for schematic design of the LAVTA Atlantis Transit Facility. Please note the Projects & Services Committee supported the resolution for the execution of CTO 4 in the amount of \$350,000.

Approved: Haggerty/Hernandez

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

7. Modification 6 to Contract with MTM for Paratransit Operations

Staff provided background of the contract with MTM for Paratransit Operations to the Board of Directors. LAVTA entered into an agreement with MTM in 2014 for the management, maintenance, and operations of the Paratransit services. The base term of the contract was for three years with four one-year option terms. Staff informed that LAVTA has exercised three of the four option terms and the last one ended on June 30, 2020, so LAVTA is requesting to

executive Modification 6 to the contract. Staff noted that Modification 6 will be for six months and would use this time to issue a new solicitation.

Taking into account the time for a formal solicitation the Board of Directors authorized the Executive Director to execute Modification #6 with MTM to extend the current payment agreement and exercise the last option term until December 31, 2020. Since the monthly supplemental agreement was based on trip volume, the Board approved that it be waived and revert back to the pre-COVID pricing structure of a per trip cost when the average weekday trip volume for any month is 100 or more trips. The new pricing structure will be as follows:

Tier	Number of Trips per Month	Price per Trip	Change from Previous Rates
1	Up to 4,199	\$36.94	\$0.72 or 2%
2	4,200 – 6,699	\$36.05	\$0.70 or 2%
3	4,700+	\$34.85	\$0.68 or 2%

Approved: Haggerty/Pentin

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

8. Legislative Update

Staff provided the Board of Directors a brief follow-up to the Legislative Update and support position recommended by that the Finance and Administration (F&A) Committee at their June 23, 2020 meeting. The F&A Committee approved one support position for the public transit provisions of H.R. 2, the INVEST in America Act for the full board to consider in accordance with LAVTA's adopted Legislative Program. Staff informed that the H.R. 2 bill started about one month ago as a proposal in the House Transportation and Infrastructure Committee known as the INVEST in America Act; which was to reauthorize the Federal Surface Transportation Program (FAST Act) that expires on September 30, 2020. This bill also included emergency funding for transit in FY21, in addition to a five-year funding authorization covering FY21 to FY25. Staff highlighted that this would increase programmatic funding for public transit by 72% over FAST Act levels for the next five years. Staff announced that since the F&A Committee meeting, the House voted on H.R. 2 and passed the bill, with Rep. Eric Swalwell as a co-sponsor. Staff informed that the bill will now go to the Senate, but they are currently at recess and will return later this month. Staff noted that it's possible the Senate will take up surface-transportation reauthorization when they return, since the current Federal Surface Transportation Authorization (FAST Act) expires on September 30, 2020.

The Board of Directors approved a SUPPORT position for the public transit provisions of H.R. 2, the INVEST in America Act/Moving Forward Act.

Approved: Brown/Haubert

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

9. Resolution in Support of Application for FY 20-21 Funding through the State Transit Assistance State of Good Repair Program

Staff informed the Board of Directors that LAVTA receives an annual allocation from the State Transit Assistance Program that can be used for State of Good Repair (SGR) maintenance needs, and these revenues come from vehicle registration fees, so they aren't as impacted at this time in terms of revenue levels compared to other programs that are sales or use tax based. Staff emphasized that under these circumstances LAVTA recommends using the funding to support preventative maintenance and in order to maximize LAVTA's ability to flex funds normally designated for capital expenditures for short-term operating needs.

The Board of Directors approved Resolution 22-2020 in support of an allocation request to MTC and Caltrans for the State Transit Assistance State of Good Repair (SGR) Program.

Approved: Pentin/Brown

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

10. Resolution in Support of Participation in the Metropolitan Transportation Commission's Clipper START! Pilot Program

Staff provided an overview of the Metropolitan Transportation Commission's (MTC) Clipper START! Pilot Program to the Board of Directors. Staff informed that the START! Program provides discounted fares to low income individuals and low income being defined as 200% of the Federal poverty level. Staff explained that the START! Program would be administered through Clipper and is an automatic discount when the patron utilizes their Clipper card on the vehicle. Staff acknowledged that MTC originally only planned on having five agencies participate in this program, but they set aside CARES Act funds to allow other agencies to participate in an eighteen-month pilot program.

The Board of Directors approved Resolution 24-2020, authorizing the Executive Director to notify the Metropolitan Transportation Commission (MTC) of LAVTA's desire to participate in MTC's Clipper START! pilot program.

Approved: Pentin/Brown

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

11. Matters Initiated by the Board of Directors

Chair Bob Woerner requested Executive Director Michael Tree to provide thoughts on how to respond to the suggestions received for Public Comments via email from Steven Dunbar. Executive Director Michael Tree informed that he felt Steven Dunbar's email was well put together and Staff would like to explore his suggestions further, so there is a video conference setup for Thursday afternoon with Steven Dunbar to have further discussions. Chair Bob Woerner informed that a Staff Report does not need to come back to the full Board, but a quick note summarizing the status would be sufficient.

12. Next Meeting Date is Scheduled for: August 3, 2020

13. Adjournment

Meeting adjourned at 4:53 pm.

AGENDA

ITEM 6

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Fiscal Year 2020 Comprehensive Annual Financial Report (CAFR)

FROM: Tamara Edwards, Director of Finance

DATE: November 2, 2020

Action Requested

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

Background

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

Discussion

Attached for your review is the draft Comprehensive Annual Financial Report for the fiscal year ending June 2020. This report includes the annual audit prepared by Maze and Associates and staff stating that for the period audited, there were no findings.

David Alvey from Maze and Associates will be attending both the committee and Board meetings to provide an overview and answer any questions.

Recommendation

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

Attachments:

1. Draft LAVTA 2020 Comprehensive Annual Financial Report

Approved: _____



Comprehensive Annual Financial Report

Year End - 6/30/2020

**Livermore Amador Valley
Transit Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551**

**wheelsbus.com
Office: (925) 455-7555
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**Livermore Amador Valley
TRANSIT AUTHORITY**



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

COMPREHENSIVE ANNUAL FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30, 2020

PREPARED BY THE FINANCE DEPARTMENT

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Introduction Section

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Year Ended June 30, 2020

Table of Contents

Page

INTRODUCTORY SECTION:

Table of Contents	i
Letter of Transmittal	v
Principal Officials	xiv
Organizational Chart.....	xv
GFOA Award.....	xvi

FINANCIAL SECTION:

<i>Independent Auditor's Report</i>	1
---	---

<i>Management's Discussion and Analysis</i>	5
---	---

Basic Financial Statements

Statement of Net Position	13
Statement of Revenues, Expenses and Changes in Net Position.....	14
Statement of Cash Flows	15
Notes to Basic Financial Statements	17

Required Supplementary Information

Schedule of Changes in the Net Pension Liability and Related Ratios – Pension Plan.....	43
Schedule of Contributions – Pension Plan	44
Schedule of Changes in the Net OPEB Liability and Related Ratios – Other Post-Employment Benefit Plan	45
Schedule of Contributions – Other Post-Employment Benefit Plan	46

Supplementary Information

Schedule of Operating Revenues and Expenses by Function.....	48
--	----

STATISTICAL SECTION:

Financial Trends

Changes in Net Position and Statement of Net Position – Last Ten Fiscal Years	50
---	----

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Year Ended June 30, 2020

Table of Contents

	<u>Page</u>
Operating Revenues by Source – Last Ten Fiscal Years.....	52
Operating Expenses by Function – Last Ten Fiscal Years	53
 <i>Revenue Capacity & Demographic and Economic Information</i>	
Fixed Route Service-Operating Data – Last Ten Fiscal Years.....	54
Fixed Route Operating Statistics – Last Ten Fiscal Years	55
Fixed Route Safety Statistics – Last Ten Fiscal Years	56
Paratransit Services-Operating Data – Last Ten Fiscal Years.....	57
Paratransit Operating Statistics – Last Ten Fiscal Years	58
Percent of On-Time Departures – Last Ten Fiscal Years.....	59
Demographic and Economic Statistics – Last Ten Fiscal Years	60
Principal Employers – Current Fiscal Year.....	61
 <i>Operating Information</i>	
Full-Time Equivalent Authority Employees by Function – Last Ten Fiscal Years.....	62
Capital Asset Statistics by Function/Program – Last Ten Fiscal Years	63
 COMPLIANCE SECTION:	
Schedule of Findings and Questioned Costs.....	65
Section I – Summary of Auditor’s Results	65
Section II – Financial Statement Findings.....	66
Section III – Federal Award Findings and Questioned Costs	66
Schedule of Expenditures of Federal Awards	67
Notes to the Schedule of Expenditures of Federal Awards	69
Independent Auditor’s Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	71

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Year Ended June 30, 2020

Table of Contents

	<u>Page</u>
Independent Auditor’s Report on Compliance for each Major Federal Program; Report on Internal Control over Compliance; and Report on the Schedule of Expenditures of Federal Awards Required by the Uniform Guidance	73
Independent Auditor’s Report on Internal Control Over Financial Reporting, on and on Compliance with the Transportation Development Act and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	77
Independent Auditor’s Report on Internal Control Over Financial Reporting and on Compliance with the Rules and Regulations of the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA)	79

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October 15, 2020

**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, 2019 through June 30, 2020.

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

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

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

BACKGROUND INFORMATION

History

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

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

The Authority has come a long way over the years. In early 1990 the fixed route fleet was upgraded with the delivery of 34 new Gillig buses. That year almost 680,000 passengers were transported at a rate of 10.3 passengers per hour. Today, the Authority's fixed route fleet has 66 buses. The fleet includes the vehicles for local fixed route and bus rapid transit (BRT) service and in 2019/2020 the Authority transported over 1.4 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." The Authority is the Administering agency for the Tri-Valley – San Joaquin Regional Rail Authority. No other entity exists for which the Authority exercises oversight responsibility or has a special financing arrangement.

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

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

The Executive Director oversees the general operations of the transit system in accordance with the policy direction prescribed by the Board of Directors. During the 2020 fiscal year a Director of Planning and Marketing, Director of Finance, Director of Operations and Innovation, Senior Transit Planner, Senior Fleet & Technology Management Specialist, Paratransit Planner, Senior Grants and Management Specialist, Marketing & Communications Specialist, Executive Assistant, Accounting Analyst, Customer Service Supervisor, two Customer Service Representatives and five interns supported the Executive Director.

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

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

Services

The Livermore Amador Valley Transit Authority provides local public transit services to the cities of Dublin, Livermore, and Pleasanton and to the adjacent unincorporated areas of Alameda County. The service area covers approximately 40 square miles and has approximately 237,041 residents. The service area is divided into two sub-areas: Pleasanton/Dublin and Livermore.

The Authority provides the following transportation services: Fixed Route (Wheels) Service, Bus Rapid Transit (Rapid) Service, Demand Responsive Paratransit Service (Dial-A-Ride) to senior and disabled persons and on-demand services throughout the service area through a partnership with Transportation Network Companies (TNC).

The Wheels Fixed Route system consists of the following services:

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

Wheels fixed route service runs 365 days a year. On an average weekday, the Authority's fixed route fleet carries an average of 5,010 passengers. After several years of ridership decline, in FY 2019 ridership increased by 7.2%; however, while ridership was up for the first three quarters of FY20 the COVID 19 pandemic had a large impact on ridership and the year ended with a decrease over the prior year of 15.3%.

LAVTA's Rapid service, launched in January 2011 features 15-minute service on major arterials throughout the Tri-Valley offering a connection to every BART Train. The primary goal of the service is to connect major Tri-Valley employment, retail, medical, and civic locations with fast, frequent bus service, including the BART system. The Rapid features limited bus stops, transit signal priority, improved bus stop amenities including real-time arrival signs, hybrid technology buses, and unique branding. With the pandemic-related decrease in ridership this service was changed to 30-minute service for the last quarter of FY20.

The Authority's fixed route service is supplemented by Dial-A-Ride paratransit service, which transported 36,002 mobility-impaired patrons in FY2020 on approved vehicles provided by the contracted paratransit provider. While the number of paratransit passengers decreased during the period from FY09 to FY12, the number of passengers increased significantly between FY13-FY16. To manage the demand, the Authority has focused on improved information and education on transportation options, including the fixed route system, parataxi and GoDublin/GoTri-Valley programs, as well as productivity and eligibility policies. As anticipated, there was a decrease in trips between FY16 and 17, and another decrease between FY17 and FY18, and a further decrease in both FY18 and again in FY19. FY20 saw a significant decrease but primarily due to the COVID-19 Pandemic and the demand being for essential trips only.

The August 2016 bus system redesign shifted unproductive fixed route resources away from low-ridership areas and boosted frequency on major arterials. This left places in the Wheels service area without fixed route service. In order to continue to provide residents with a transportation option, LAVTA staff engaged in a pilot partnership with Transportation Network Companies (Uber, Lyft and De Soto Cab) to provide discounted service in the City of Dublin that is named GoDublin. In FY20 this was expanded to include all areas of the Tri-Valley.

ACCOUNTING SYSTEM AND BUDGETARY CONTROLS

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

Internal Accounting Controls

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

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

The concept of reasonable assurance recognizes that:

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

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

Cash Management

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

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

Budgetary Controls

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

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

Risk Management

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

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

Insurance

Property
Inland Marine (valuable papers)
Boiler and Machinery
Underground Storage Tank

Liability Limit

\$350,000,000
No-sublimit for Valuable Papers
\$25,000,000 per occurrence
\$1,000,000 Occurrence/\$1,000,000 Aggregate

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

Independent Audit

State law requires that independent auditors, selected by the Board of Directors, audit the financial statements of the Authority. The fiscal year ended June 30, 2020 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; Measures B, and BB, and Prop 1B Security and PTMISEA funds. The Auditors' reports on compliance are presented in the Compliance Section of this report. In all cases the Auditor's reports are "unmodified" meaning there were no compliance exceptions.

FISCAL YEAR IN REVIEW

LAVTA's FY20 Budget was \$20,596,292 which was 6.09% higher than FY19. LAVTA was able to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs. While the budget itself was not adjusted with the onset of the COVID-19 Pandemic, services were cut to meet the reduced demand and some projects were delayed due to the Shelter in Place order and the ability to get the work done.

In August 2016, a major service redesign was implemented following the Wheels Forward/Comprehensive Operational Analysis. In FY20, LAVTA staff continued to monitor the routes post-implementation and have made minor schedule adjustments to better connect the routes with one another, as well as with BART. On-Time performance during FY20 was 88%.

The capital program had two major area of focus: Improvements to bus stops and shelters, and upgrading and expanding the Transit Signal Priority (TSP) network.

Fiscal Year 2020 Accomplishments

While the previous section summarizes the financial situation last year, this section describes the work accomplished in FY20. In addition to the on-going workload of the agency, staff was busy this year on the following issues and projects.

Fixed Route Service/Planning –Completed annual survey to assess customer satisfaction of fixed route services; made adjustments to the Pleasanton and Dublin school services; implemented reduced service plans in response to decreased ridership resulting from COVID-19.

Paratransit Service – Completed sixth full year with MTM; incorporated Transportation Network Companies (TNC), including wheelchair accessible vehicles, into the same-day Para-Taxi program, as well as concierge service Go Go Grandparent; responded to Covid-19 pandemic challenges by incorporating a variety of safety measures into the paratransit program, including only allowing one trip per vehicle (no shared rides) and free fares to minimize unnecessary contact between riders and the driver, providing face masks to those passengers without face coverings, and using the drivers for providing Meals on Wheels deliveries due to low paratransit demand.

Capital Projects –completed the majority of construction and implementation work for the Transit Signal Priority GPS Upgrade project for Routes 10R and 30R in Livermore, Pleasanton, and Dublin; completed design activities and awarded the construction and several procurement contracts for the Pleasanton BRT Corridor Enhancements projects for the 10R corridor in Pleasanton; initiated pre-construction activities in partnership with Alameda County General Services Agency for the Dublin Parking Garage; continued to work with software vendor on implementing enhancements of Viewpoint Software for improved management of bus system.

Marketing – Expanded Student Transit Pass Program to all middle and high school students in the Livermore School District and to low income middle and high school students in the Pleasanton School District; won two First Place honors in the American Public Transportation Association’s annual AdWheel Awards competition.

Audits/Reviews - completed the FY19 Financial Audit (CAFR); completed and an audit on RM2 funds.

Financial Management - received GFOA’s Award of Excellence for Financial Reporting for FY19 CAFR;

Procurement – LAVTA’s largest procurements this year involved equipment, software, and services for the Transit Signal Priority Upgrade and Expansion project, Zero-Emission Bus Transition Study consulting services, bus shelters and related passenger amenities as well as construction services for the Pleasanton BRT Corridor Enhancements project, individualized marketing services, and bus stop cleaning and facility janitorial services.

FUTURE OUTLOOK

LAVTA’s FY21 adopted Budget is \$20,820,728 which is 1.09% higher than FY20. However, while the adopted budget was higher the “working budget” based on “COVID-19 conditions” is 17,453,428, a decrease of 16.17%. The adjusted budget assumes LAVTA will provide 78,212 fixed route service hours and 46,875 paratransit trips, and \$48,000 in Wheels on Demand reimbursements. The Budget for FY21 continues to comply with the Board’s policy to maintain reserves equivalent to 3-6 months of operating costs.

FY21’s major highlights will be continued monitoring of the route network and making adjustments as necessary, based on current conditions, continuing the SAV testing in Dublin, and beginning service, drafting the Short and Long Range Transit Plan for the Agency and Procurement of a new Paratransit Operations contract.

LAVTA’s capital program’s largest projects this year will be the upgrade of bus shelters and stops, and working with Alameda County on construction of a new parking garage at the Dublin/Pleasanton BART station.

As the transit agency enters FY21, its activities will occur against the backdrop of an economy affected by the COVID-19 Pandemic and the uncertainty surrounding the continued need for social distancing and sheltering in place.

Fiscal Year 2021 Goals

The Wheels Strategic Plan establishes an overall vision and mission for Wheels and contains a series of goals and strategies to guide the future development of services and projects. Here’s the goals and strategies and projects for FY21:

Goal: Service Development

Strategies:

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

Projects:

- (1) Complete review of fixed routes and create next Short and Long Range Transit Plans
- (2) Complete Network Integration Study of the Tri-Valley Hub
- (3) Renegotiate the Hacienda Pass
- (4) Finish Transit Signal Priority Project
- (5) Monitor Go Tri-Valley Program
- (6) Complete 12 tests on SAV project

Goal: Marketing and Public Awareness

Strategies:

- (1) Focus ridership based marketing efforts along two Rapid routes
- (2) Continue to work with area middle schools and high schools to increase utilization
- (3) Coordinate with Las Positas College to encourage student ridership

Projects:

- (1) Implement second round of SmartTrips outreach activities along Rapid routes in Pleasanton and Dublin. Additionally, use targeted digital marketing in key locations along Rapid routes. Also, conduct outreach with major employers and to select events along Rapid Routes. Finally, peak hour radio spots.
- (2) Continue campus outreach at Las Positas College and emphasize in-kind marketing activities, including email blasts, on campus signage, website info and campus activities.
- (3) With Middle and High Schools coordinate with Student Transit Pass Program, engage students through interactive social media, and encourage student pass usage for non-school related trips.
- (4) Begin replacement of Wheels bus stop signs with rebranded logo/look
- (5) Continue community outreach activities, including food drive, toy drive, Bike to Work Day, Earth Day, etc.

Goal: Regional Leadership

Strategies:

- (1) Advocate for local regional, state, and federal policies that support mission of Wheels
- (2) Support staff involvement in leadership roles representing regional, state and federal forums
- (3) Promote transit priority initiatives with member agencies
- (4) Support regional initiatives that support mobility convenience

Projects:

- (1) Advocate for positions taken by LAVTA on FY20 Legislative Plan
- (2) Continue support of Tri-Valley – San Joaquin Valley Regional Rail Authority/Valley Link
- (3) Assist County of Alameda with Dublin Parking Garage

Goal: Organizational Effectiveness

Strategies:

- (1) Promote system wide continuous quality improvement
- (2) Continue to expand the partnership with contract staff

- (3) HR development with focus on employee quality of life and strengthening of technical resources
- (4) Enhance and improve organizational structures, processes and procedures
- (5) Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions.

Projects:

- (1) Monitor the performance of Wheels bus system improvements through Viewpoint
- (2) Continue to improved contract management process/oversight for fixed route operator, paratransit operator and bus stop repair and cleaning contractors.
- (3) Continue to emphasize and support training of employees to improve their technical and customer service expertise.
- (4) Continue planning of Atlantis

Goal: Financial Management

Strategies:

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

Projects:

- (1) Approve FY20 budget with emphasis on growing system ridership
- (2) Achieve continuing recognition for financial management excellence

ECONOMIC CONDITION AND OUTLOOK

The Livermore Amador Valley, also called the Tri-Valley, is located on the eastern edge of Alameda County, the seventh largest county in California. The cities of Livermore, Dublin and Pleasanton surpassed 200,000 total residents according to 2010 Census data. According to the Metropolitan Transportation Commission's (MTC) 2040 Plan Bay Area Transportation Plan released in 2017, the number of households in Alameda County is expected to grow by 35% between 2010 and 2040. Employment is projected to grow by 35%..¹

The Tri-Valley cities have a lower unemployment rate than other cities in Alameda County, the state, and the nation. Statistics for 2020 show that unemployment rates in Tri-Valley is lower than the rest of Alameda County.

At the end of FY 2009, in the face of the economic recession and declining revenues, the Authority reduced service by 25% and immediately saw a decrease in ridership of approximately the same percentage. Since then the Agency has made efforts to gradually restore service hours and has conducted a comprehensive operations analysis resulting in changes in service during FY17. These changes increased ridership in FY18, again in FY19, and during the first three quarters of FY20. Unfortunately, ridership declined the last quarter due to the Shelter in Place order brought on by the COVID-19 Pandemic. The challenge for the Authority moving forward will be to regain the trust of riders as the area begins to "open up".

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, 2019. This was

¹ Source: Land Use Modeling Report, Plan Bay Area 2040 Final Supplemental Report, July 2017.

the twenty-third 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

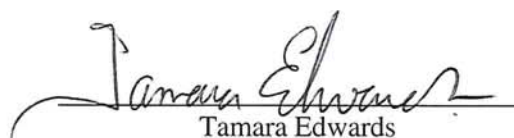
The preparation of this report required the dedicated efforts of the Authority's staff. We also gratefully recognize Maze & Associates for their timely audit and expertise on the preparation of this Comprehensive Annual Financial Report. Finally, we would like to thank the Board of Directors for its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

Executive Director



Michael Tree

Director of Finance



Tamara Edwards

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

PRINCIPAL OFFICIALS

June 30, 2020

Board of Directors

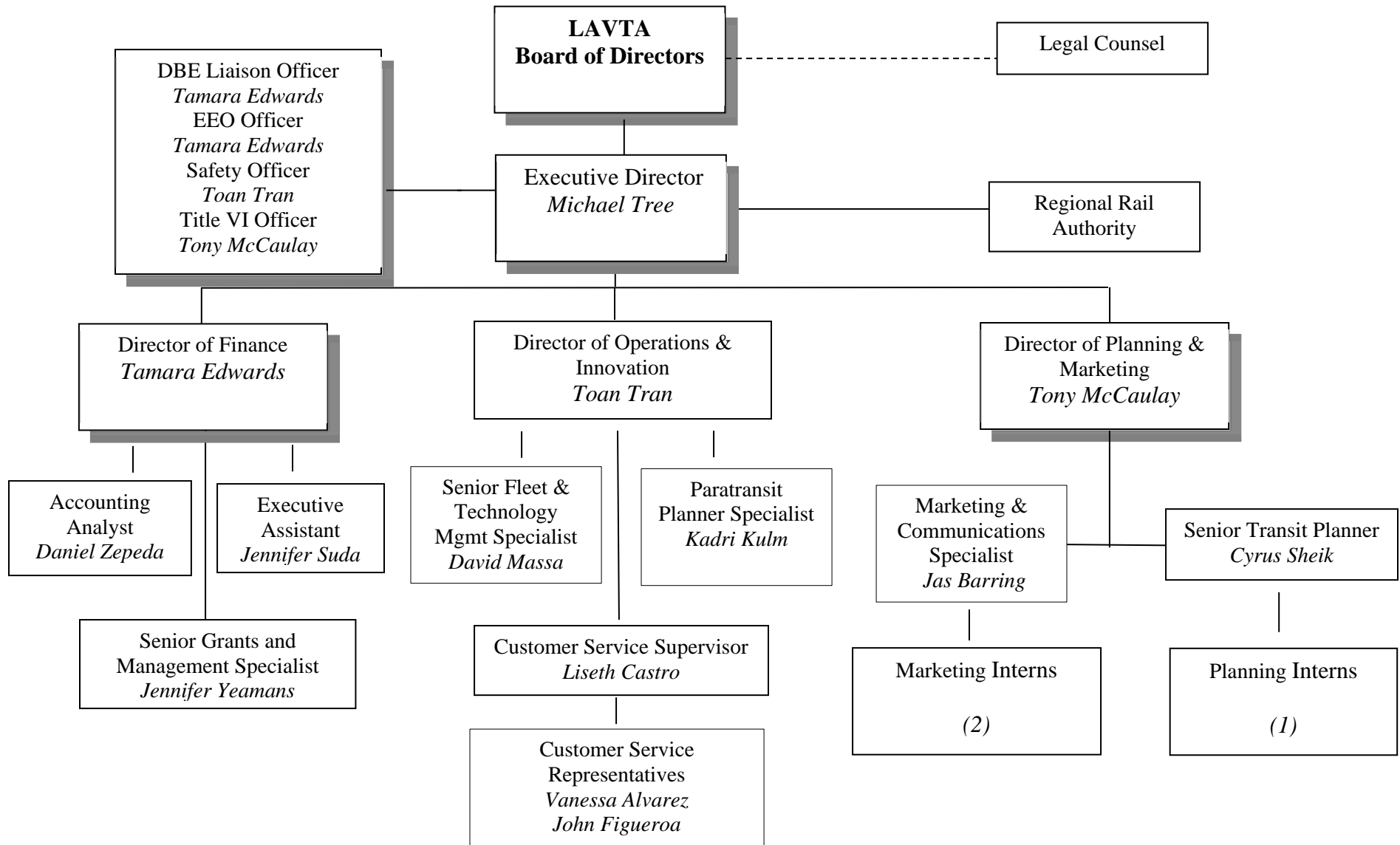
Chair	David Haubert, Mayor, City of Dublin
Vice Chair	Bob Woerner, Vice Mayor, City of Livermore
Member	Scott Haggerty, Supervisor, Alameda County
Member	Bob Coomber, Councilmember, City of Livermore
Member	Jerry Pentin, Councilmember, City of Pleasanton
Member	Karla Brown, Councilmember, City of Pleasanton
Member	Melissa Hernandez, Councilmember, City of Dublin

Staff

Executive Director	Michael Tree
Director of Planning & Marketing	Tony McCauley
Director of Finance	Tamara Edwards
Director of Operations & Innovation	Toan Tran
Senior Transit Planner	Cyrus Sheik
Senior Fleet and Technology	
Management Specialist	David Massa
Paratransit Planner	Kadri Kulm
Senior Grants & Management Specialist	Jennifer Yeamans
Accounting Analyst	Daniel Zepeda
Executive Assistant	Jennifer Suda
Marketing and Communications Specialist	Jas Barring
Customer Service Supervisor	Liseth Castro
Customer Service Representative	Vanessa Moreno
Customer Service Representative	John Figuero

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Organizational Chart





Government Finance Officers Association

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

Presented to

**Livermore Amador Valley
Transit Authority, California**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

June 30, 2019

Christopher P. Morrell

Executive Director/CEO

Financial Section

INDEPENDENT AUDITOR'S REPORT

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

Report on Financial Statements

We have audited the accompanying financial statements of each major fund of the Livermore Amador Valley Transit Authority (Authority), California, as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the Table of Contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of each major fund of the Authority as of June 30, 2020 and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Report on Summarized Comparative Information

We have previously audited the Authority's 2019 financial statements, and we expressed an unmodified audit opinion on those audited financial statements in our report dated October 15, 2019. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2019 is consistent, in all material respects, with the audited financial statements from which it has been derived.

Other Matters

Required Supplementary Information

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

Other Information

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

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

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report October 15, 2020, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Pleasant Hill, California
October 15, 2020

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MANAGEMENT DISCUSSION AND ANALYSIS

For the Year Ended June 30, 2020

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, 2020.

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

Page references are to the attached fiscal year ended June 30, 2020 basic financial statements.

Background and Overview of the Presentation of the Financial Statements

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

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

1. *The Independent Auditor's Report.* This is an annual report prepared by the auditor to accompany the financial statements.
2. *Management Discussion and Analysis (MD&A).* This report accompanies the GASB34 compliant financial statements. The MD&A must include:
 - A brief explanation of the presentation that makes up the basic financial statements and the relationship of one statement to another.
 - Condensed financial information, allowing comparison of current and prior fiscal periods.
 - Analysis of the Authority's overall financial position (Statement of Net Position), and results of operations (Statement of Revenues, Expenses and Changes in Net Position).
 - Analysis of balances and transactions of major individual funds.

- Significant capital asset and long-term debt activity.
- Any facts, decisions, or conditions known at the close of audit fieldwork that is expected to have a significant effect on the financial position or results of operations.

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

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

The following table summarizes the Net Position of governmental activities as of June 30, 2020 and June 30, 2019:

Table 1

Statement of Net Position		
	Year Ending 6/30/2020	Year Ending 6/30/2019
Assets:		
Cash and investments	\$14,915,528	\$10,796,511
Receivables	5,223,530	10,272,111
Capital assets (depreciated)	<u>57,387,049</u>	<u>59,709,187</u>
Total assets	<u>77,526,107</u>	<u>80,777,809</u>
Deferred Outflows		
Deferred Outflows	<u>792,519</u>	<u>776,033</u>
Liabilities:		
Accounts/Claims payable	3,847,325	8,040,711
Due to LTF	16,277,964	13,093,436
Net Pension Liability	1,188,321	1,051,448
Net OPEB liability	<u>412,630</u>	<u>678,489</u>
Total liabilities	<u>21,726,240</u>	<u>22,864,084</u>
Deferred Inflows		
Deferred inflows	<u>\$344,032</u>	<u>\$119,266</u>
Net Position:		

Net investments in capital assets	57,387,049	59,709,187
Unrestricted	<u>(1,138,695)</u>	<u>(1,138,695)</u>
Total restricted Net Position	<u>56,248,354</u>	<u>58,570,492</u>

Assets and Deferred Outflows

Total assets and deferred outflows amounted to \$78,318,626 consisting of \$20,139,058 in current assets such as cash and accounts receivable, \$57,387,049 in capital assets primarily vehicles and facilities including furnishings and equipment, and \$792,519 in pension related deferred outflows. Notes 2, 3, 8, and 10 further describe Cash and Investments, Capital Assets and Pension related expenses, liabilities, and deferred inflows/outflows of resources related to pensions. In the fiscal year ended June 30, 2020 the capital projects below were ongoing:

Bus Shelters and Stops

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

TSP System Upgrade

In a number of high use intersections throughout the authority's service area Transit Signal Priority detectors have been placed. This system allows the transponder on the buses, when certain conditions are met, to communicate with the detector and cause the green light to remain green for a longer period of time. This technology helps decrease the travel time. The authority is in the process of upgrading this system to a GPS based system to improve efficiency.

Atlantis Maintenance and Operations Facility

The Authority has purchased land and built the first phase (parking lot) and a second phase (fuel and wash facility) and is currently designing another portion of the facility to house maintenance and operations functions. This is expected to be a significant multi-year project.

Liabilities and Deferred Inflows

Liabilities and deferred inflows totaled \$22,070,272 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 \$10,976,767 in reserves.

Net Position

Change of Net Position was (2,322,138) this decrease in Net Position is the depreciation on existing capital assets being greater than the additions of capital assets.

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

The following table summarizes the Statement of Revenues, Expenses and Change in Net Position, or the change in Net Position of governmental activities, for the year ended June 30, 2020 and June 30, 2019:

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

	Year Ending 6/30/2020	Year Ending 6/30/2019
EXPENSES		
Expenses, non-capital		
Board of Directors	\$13,398	\$17,190
Executive Director	2,643,685	3,848,996
Finance	1,941,196	2,046,045
Planning	724,499	573,804
Marketing	681,431	777,227
Operations	<u>13,978,804</u>	<u>13,745,979</u>
Total Expenses, non-capital	<u>19,983,013</u>	<u>21,009,241</u>
Expenses, capital		
Depreciation	4,502,614	4,354,157
Total Expenses, capital	<u>4,502,614</u>	<u>4,354,157</u>
Total expenses	<u>24,485,627</u>	<u>25,363,398</u>
REVENUES		
Program operating revenues:		
Fare and contract revenues	\$2,070,034	\$2,535,311
Advertising and ticket concessions	<u>126,872</u>	<u>146,290</u>
Total operating revenues	2,196,906	2,681,601
Non-operating revenues, non-capital:		
Operating grants and contributions	17,786,107	18,327,640
Total non-operating revenues, non-capital	<u>17,786,107</u>	<u>18,327,640</u>
Total non-capital revenues	<u>19,983,013</u>	<u>21,009,241</u>
Net Loss Before Capital Contributions	4,502,620	4,354,157
Non-operating revenues, capital		
Gain (Loss) on Disposal of Equipment	<u>(21,777)</u>	<u>(52,472)</u>

Total Gain (Loss)	(21,777)	(52,472)
Net non-operating revenues before capital contributions (grants)	<u>17,764,330</u>	<u>18,275,168</u>
Capital grants, net		
Total capital grants, net	<u>2,202,253</u>	<u>1,454,115</u>
Total revenues	<u>\$19,966,583</u>	<u>\$19,729,283</u>
 CHANGE IN NET POSITION	 (2,322,138)	 (2,952,514)
Net Position, beginning	<u>58,570,492</u>	<u>61,523,006</u>
Net Position, ending	<u>56,248,354</u>	<u>58,570,492</u>

Expenses

Total expenses including depreciation (which was \$4,502,620) were \$24,485,627 in the fiscal year ending June 30, 2020. Adjusting for depreciation this was a 5% decrease over the prior year. The decrease in expenses was driven by a number of factors, but primarily actions taken to address the COVID 19 pandemic and the affect it had on Transit.

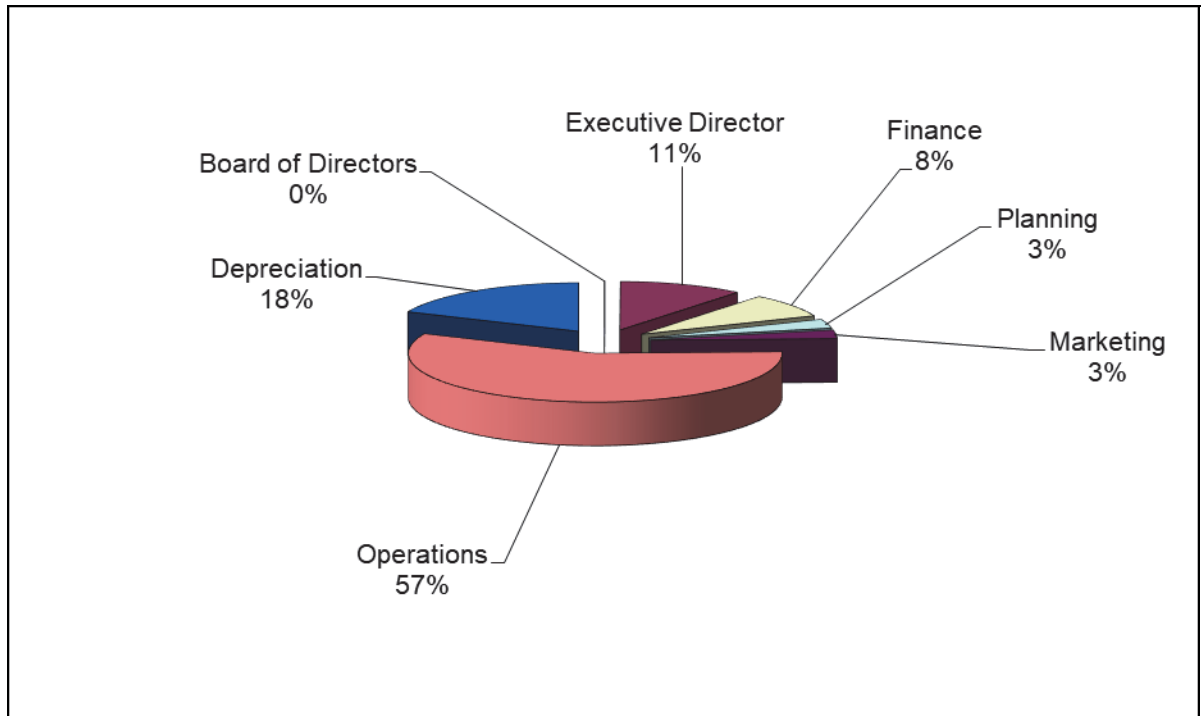
Expenses, excluding depreciation, are sorted by department. A brief description of each department's function is as follows:

- *Board of Directors* All the costs associated with the Board of Directors including their stipends and professional development expenses are charged to this department.
- *Executive Director* The Executive Director is responsible for the general supervision of the administration of the transit system. All costs associated with this position are accounted for in this cost center. The majority of the expenses charged to this department are the Executive Director's salary and benefits.
- *Finance* Specific department responsibilities include: preparation of operating and capital budgets; financial reporting and analysis; oversight of all financial and compliance audits and preparation of the Comprehensive Annual Financial Report (CAFR); human resources management; procurement oversight; administration of federal, state, and local operating and capital grants; securing federal, state and local grants, monitoring of Authority's comprehensive insurance program; fixed asset management; facilities maintenance; fare and revenue collection; customer service, and general office administration. Significant costs charged to this department are salary and benefits for the eight accounting, grants, administrative and customer service positions, as well as utilities and facility maintenance expenses.
- *Planning* This department plans, organizes, directs, and implements the Authority's short and long-range planning programs. This department is also responsible for transit development functions including capital improvement

programs, route planning and scheduling, collection and evaluation of operations data, oversight of information technology support, implementation and monitoring of ADA services. Primary costs in this department are for salary and benefits for four positions.

- *Marketing* The Marketing Department is responsible for planning, organizing, directing, and implementing the Authority’s marketing and community outreach programs. In addition to salary and benefits for two employees all printing, advertising, and outside marketing services are charged to this department.
- *Operations* This department is responsible for operating and maintaining fixed route, and Dial-A-Ride paratransit service. Fixed Route services are currently provided under contract by MV Transportation, Inc., and Dial-a-Ride is provided under contract with Medical Transportation Management, both are private transit services providers. In addition to the cost of purchased transportation, liability insurance, and fuel are significant costs attributed to this department.
- *Depreciation* is the final category of expenses. This is the current year depreciation on existing capital assets calculated on a straight-line basis.

A historical comparison of expenses by department is also included in the statistical section of this report. Below are the percentages by department for the fiscal year ending June 2020.



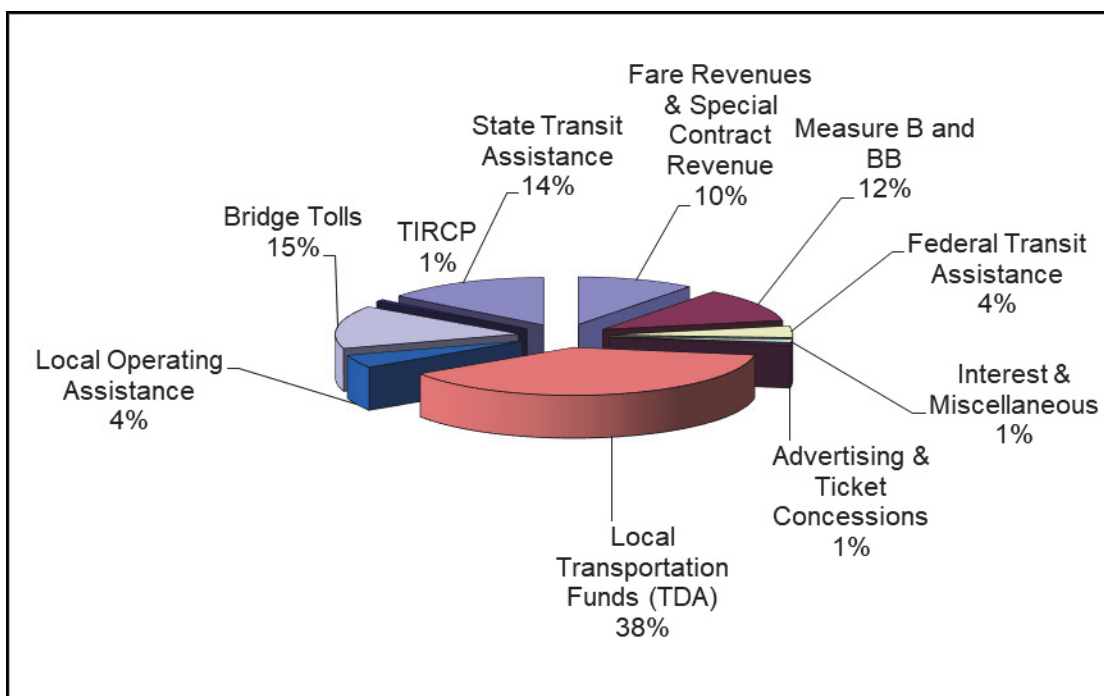
Revenues

The Authority's primary source of operating revenue is Transportation Development Act (TDA) Article 4.0 and 4.5 funds. In FY20, TDA accounted for 38% of total operating revenue. The rest of the revenue is comprised of Federal Transit Assistance, Passenger Fares, State Transit Assistance, Measures B, and BB, Bridge Tolls, Advertising and Ticket Concessions, and Interest.

Federal operating funds accounted for \$779,525 or 4% of the total; this is a decrease over the prior year.

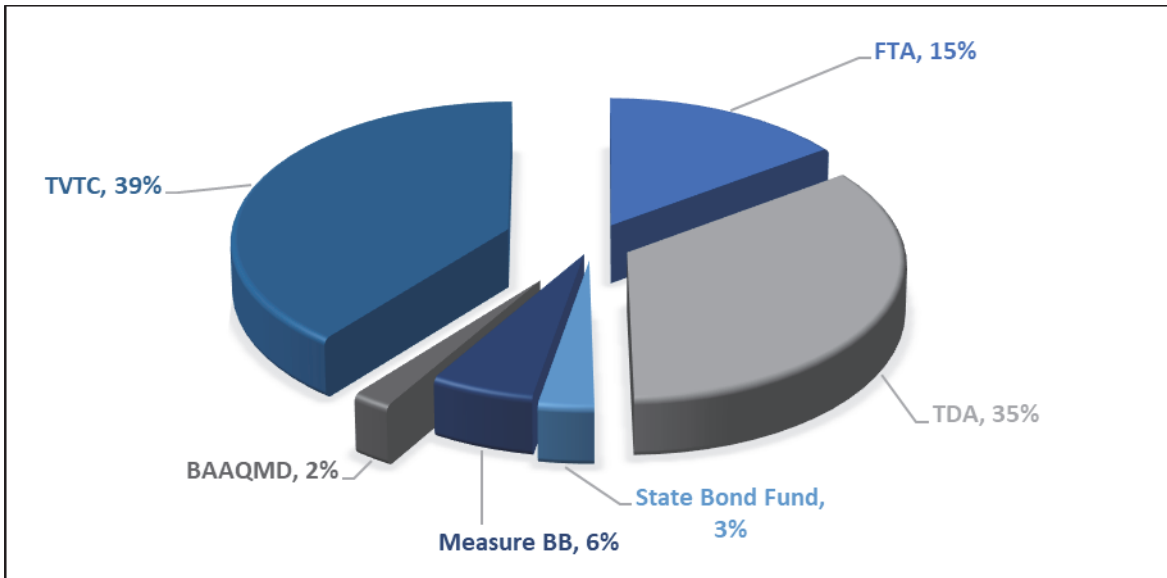
Revenue generated from operations (farebox, contract, and advertising revenues) decreased from the prior year as LAVTA stopped collecting passenger fares in mid-March.

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 2020.



Capital Contributions

Capital contributions in the fiscal year ending June 2020 were \$2,202,253 which is an increase over the capital contributions for the fiscal year ending June 30, 2019 of \$1,454,115. The increase in capital contributions is attributed primarily to the TSP project moving into the installation phase in FY20. Below are percentages by capital funding source for the fiscal year ending June 2020.



4. *Notes to the Financial Statements*

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

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

Contacting Authority Management

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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF NET POSITION
JUNE 30, 2020
WITH SUMMARIZED TOTALS AS OF JUNE 30, 2019

	2020				2019
	Fixed Route Program	Paratransit Program	WHEELS on Demand	Rail Planning	Totals
ASSETS					
Current Assets					
Cash and investments (Note 2)	\$14,839,683		\$75,845		\$14,915,528
Receivables:					
Accounts	1,151,749	\$937,856	2,639	\$1,031,337	3,123,581
Capital grants	816,660	44,395			861,055
Due from other fund (Note 1I)	1,131,458				1,131,458
Prepaid expenses	107,147	150		139	107,436
Total current assets	18,046,697	982,401	78,484	1,031,476	20,139,058
Noncurrent Assets					
Capital Assets (Note 3):					
Land and construction in progress	29,531,332				29,531,332
Depreciable assets	65,075,330	123,324			65,198,654
Subtotal capital assets	94,606,662	123,324			94,729,986
Less: accumulated depreciation	(37,285,908)	(57,029)			(37,342,937)
Capital assets, net	57,320,754	66,295			57,387,049
Total noncurrent assets	57,320,754	66,295			57,387,049
Total Assets	75,367,451	1,048,696	78,484	1,031,476	77,526,107
DEFERRED OUTFLOWS OF RESOURCES					
Pension related (Note 8)	417,635				417,635
OPEB related (Note 10)	374,884				374,884
Total Deferred Outflows of Resources	792,519				792,519
LIABILITIES					
Current Liabilities					
Due to other funds (Note 1I)		545,875		585,583	1,131,458
Accounts payable and accrued liabilities	1,355,616	118,420	11,897	357,128	1,843,061
Claims payable (Note 1E)	99,169				99,169
Total current liabilities	1,454,785	664,295	11,897	942,711	3,073,688
Noncurrent Liabilities					
Unearned revenues (Note 6)	615,359		69,513	88,765	773,637
Due to LTF Operating (Note 4)	16,277,964				16,277,964
Net pension liability (Note 8)	1,188,321				1,188,321
Net OPEB liability (Note 10)	412,630				412,630
Total noncurrent liabilities	18,494,274		69,513	88,765	18,652,552
Total Liabilities	19,949,059	664,295	81,410	1,031,476	21,726,240
DEFERRED INFLOWS OF RESOURCES					
Pension related (Note 8)	107,187				107,187
OPEB related (Note 10)	236,845				236,845
Total Deferred Inflows of Resources	344,032				344,032
NET POSITION					
Net investment in capital assets (Note 7)	57,320,754	66,295			57,387,049
Unrestricted (Note 7)	(1,453,875)	318,106	(2,926)		(1,138,695)
Total Net Position	\$55,866,879	\$384,401	(\$2,926)		\$56,248,354

See accompanying notes to basic financial statements

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2020
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2019

	2020				2019
	Fixed Route Program	Paratransit Program	WHEELS on Demand	Rail Planning	Totals
PROGRAM OPERATING REVENUES					
Fare revenues	\$1,432,634	\$118,272			\$1,550,906
Special contract revenue	495,288	23,840			519,128
Advertising and ticket concessions	126,872				126,872
Total program operating revenues	2,054,794	142,112			2,196,906
PROGRAM OPERATING EXPENSES					
Board of Directors	11,871	1,020	\$507		13,398
Executive Director	350,267	4,030	4,094	\$2,285,294	2,643,685
Finance	1,670,716	70,168	11,819	188,493	1,941,196
Planning	601,262	40,983		82,254	724,499
Marketing	336,279		19,935	325,217	681,431
Operations	12,368,493	1,498,685	103,740	7,886	13,978,804
Depreciation (Note 3)	4,482,928	19,686			4,502,614
Total program operating expenses	19,821,816	1,634,572	140,095	2,889,144	24,485,627
PROGRAM OPERATING LOSSES	(17,767,022)	(1,492,460)	(140,095)	(2,889,144)	(22,288,721)
NON-OPERATING REVENUES (EXPENSES)					
Interest and miscellaneous	212,809				212,809
Local Transportation Funds 4.0	7,467,590	10,874			7,478,464
Local Transportation Funds 4.5		144,276			144,276
State Transit Assistance	2,898,635				2,898,635
Local Operating Assistance	240,291		140,095	503,735	884,121
FTA operating assistance		779,525			779,525
Local Sales Tax/Measure B and BB funds:					
Measure B grants	998,196	185,448			1,183,644
Measure BB grants	736,134	341,602			1,077,736
Measure BB - GAP Grants	43,431	11,049			54,480
Bridge tolls	529,916			2,385,409	2,915,325
Transit and Intercity Rail Capital Program	157,092				157,092
Gain (Loss) on disposal of equipment	(21,777)				(21,777)
Net non-operating revenues, before capital contributions (grants)	13,262,317	1,472,774	140,095	2,889,144	17,764,330
Capital contributions (grants) (Note 6):					
FTA capital assistance	330,540				330,540
Local Transportation Funds 4.0	719,923	44,395			764,318
State Bond Fund - State of Good Repair	68,221				68,221
Measure BB - GAP Grants	127,285				127,285
Strategic Government Resources					
Tri-Valley Transportation Council	863,729				863,729
Bay Area Air Quality Management District	48,160				48,160
Total capital contributions (grants)	2,157,858	44,395			2,202,253
Net non-operating revenues and contributions	15,420,175	1,517,169	140,095	2,889,144	19,966,583
NET INCOME (LOSS) BEFORE OPERATING TRANSFERS	(2,346,847)	24,709			(2,322,138)
Transfers in	10,108	478,762	121,435	19,274	629,579
Transfers out	(619,471)	(10,108)			(629,579)
Change in net position	(2,956,210)	493,363	121,435	19,274	(2,322,138)
NET POSITION,					
Beginning of Year	58,823,089	(108,962)	(124,361)	(19,274)	58,570,492
End of Year	\$55,866,879	\$384,401	(\$2,926)		\$56,248,354

See accompanying notes to basic financial statements

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2020
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2019

	2020				2019
	Fixed Route Program	Paratransit Program	WHEELS on Demand	Rail Planning	Totals
					Totals
CASH FLOWS FROM OPERATING ACTIVITIES					
Receipts from customers	\$2,628,158	\$91,390	\$432,499	\$2,046,585	\$5,198,632
Payments to vendors	(13,145,066)	(1,532,554)	(80,414)	(3,127,263)	(17,885,297)
Payments to and on behalf of employees	(2,180,530)	(204,589)	(47,784)	(232,628)	(2,665,531)
					(2,402,681)
Net cash provided (used) by operating activities	(12,697,438)	(1,645,753)	304,301	(1,313,306)	(15,352,196)
					(19,794,407)
CASH FLOWS FROM INVESTING ACTIVITIES					
Interest on investments	212,809				212,809
					431,776
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES					
Local Transportation Funds 4.0	10,652,118	10,874	69,513		10,732,505
Local Transportation Funds 4.5		144,276			144,276
State Transit Assistance	2,898,635				2,898,635
Local Operating Assistance	240,291			(303,735)	(63,444)
FTA operating assistance		773,608			773,608
Local sales tax/Measure B and BB funds	1,905,046	538,099			2,443,145
Bridge tolls	529,916			2,385,409	2,915,325
Transit and Intercity Rail Capital Program	157,092				157,092
Transfers received from other funds	10,108	478,762	121,435	19,274	629,579
Transfers paid to other funds	(619,471)	(10,108)			(629,579)
Interfund payments	(1,131,458)	(835,633)	(559,499)	(1,876,960)	(4,403,550)
Interfund receipts	3,272,092	545,875		585,583	4,403,550
					4,771,190
Net cash provided by noncapital and financing activities	17,914,369	1,645,753	(368,551)	809,571	20,001,142
					21,263,572
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES					
Purchase of capital assets	(2,157,858)	(44,395)			(2,202,253)
Loss from sale of capital asset	(21,777)				(21,777)
Capital grants received:					
FTA capital assistance	313,798				313,798
Local Transportation Funds 4.0	703,181	44,395	140,095	503,735	1,391,406
State Bond Fund - State of Good Repair	68,221				68,221
Tri-Valley Transportation Council	863,729				863,729
Bay Area Air Quality Management District	48,160				48,160
State Bond Fund - Prop 1B	(1,204,022)				(1,204,022)
Bridge Tolls					
Net cash provided (used) by capital and related financing activities	(1,386,568)		140,095	503,735	(742,738)
					98,642
NET CASH FLOWS	4,043,172		75,845		4,119,017
					1,999,583
CASH AND INVESTMENTS AT BEGINNING OF YEAR	10,796,511				10,796,511
					8,796,928
CASH AND INVESTMENTS AT END OF YEAR	\$14,839,683		\$75,845		\$14,915,528
					\$10,796,511
Reconciliation of operating loss to net cash provided (used) by operating activities:					
Operating losses	(\$17,767,022)	(\$1,492,460)	(\$140,095)	(\$2,889,144)	(\$22,288,721)
Adjustments to reconcile operating loss to net cash provided by operating activities:					
Depreciation	4,482,928	19,686			4,502,614
Increase (decrease) in:					
Accounts receivable	367,010	(50,722)	432,499	2,046,585	2,795,372
Prepaid expenses	150,596	1,519		(139)	151,976
Net OPEB liability, related deferred inflows, net of deferred outflows	(127,060)				(127,060)
Accounts payable	(39,377)	(123,776)	11,897	(470,608)	(621,864)
Claims payable	29,133				29,133
Net pension liability, related deferred inflows, net of deferred outflows	206,354				206,354
					172,198
Net cash provided (used) by operating activities	(\$12,697,438)	(\$1,645,753)	\$304,301	(\$1,313,306)	(\$15,352,196)
					(\$19,794,407)

See accompanying notes to basic financial statements

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES
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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).

WHEELS on Demand - A partnership with the private sector to provide service to low density suburban areas where previously existing Wheels bus service could not be supported. WHEELS on Demand is an extension of a traditional user-side subsidy program which is used by transit systems nationwide to partner with taxicab companies and extends the partnership to Transportation Network Companies (TNC) such as Uber and Lyft.

Rail Planning - The Tri-Valley-San Joaquin Valley Regional Rail Working Group is made up of representatives from the local cities of Alameda County and San Joaquin County. The purpose of this group is to move the BART to Livermore project forward and find a better connection between BART and ACE. The Joint Powers Agency still has not been formally established; however, the Authority is acting as the administrative resource for this group.

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

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

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

B. *Fund Accounting*

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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)
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C. *Basis of Accounting*

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

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

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).

WHEELS on Demand - A partnership with the private sector to provide service to low density suburban areas where previously existing Wheels bus service could not be supported.

Rail Planning - The Tri-Valley-San Joaquin Valley Regional Rail Working Group is made up of representatives from the local cities of Alameda County and San Joaquin County. The purpose of this group is to move the BART to Livermore project forward and find a better connection between BART and ACE.

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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

E. Risk Management

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

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

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

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

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

	<u>2019-2020</u>	<u>2018-2019</u>
Balance, July 1	\$70,036	\$125,730
Net change in liability for claims and claims paid but not reported	669,048	528,275
Claims paid	<u>(639,915)</u>	<u>(583,969)</u>
Balance, June 30	<u>\$99,169</u>	<u>\$70,036</u>

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

F. Use of Estimates

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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)
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G. *Deferred Inflow/Outflow of Resources*

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

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

H. *Fair Value Measurements*

Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The fair value hierarchy categorizes the inputs to valuation techniques used to measure fair value into three levels based on the extent to which inputs used in measuring fair value are observable in the market.

Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities.

Level 2 inputs are inputs – other than quoted prices included within level 1 – that are observable for an asset or liability, either directly or indirectly.

Level 3 inputs are unobservable inputs for an asset or liability.

If the fair value of an asset or liability is measured using inputs from more than one level of the fair value hierarchy, the measurement is considered to be based on the lowest priority level input that is significant to the entire measurement.

I. *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.

J. *Summarized Prior Period Information*

The basic financial statements include certain prior-year summarized comparative information in total but not at the level of detail required for a presentation in accordance with generally accepted accounting principles. Accordingly, such information should be read in conjunction with the Authority's financial statements for the year ended June 30, 2019, from which the summarized information was derived.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 2 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2020 consist of the following:

Local Agency Investment Fund	\$5,961,491
Cash in bank	8,953,551
Cash on hand	<u>486</u>
Total Cash and Investments	<u><u>\$14,915,528</u></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 Authority's investment policy does not contain any specific provisions intended to limit the Authority's exposure to interest rate risk, credit risk, and concentration of credit risk.

B. *Interest Rate Risk*

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

The Authority is a participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The Authority reports its investment in LAIF at the fair value amount provided by LAIF, which is the same as the value of the pool share. The balance available for withdrawal on demand is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. Included in LAIF's investment portfolio are collateralized mortgage obligation, mortgage-backed securities, other asset-backed securities, loans to certain state funds, and floating rate securities issued by federal agencies, government-sponsored enterprises, United States Treasury Notes and Bills, and corporations. At June 30, 2020, these investments matured in an average of 191 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.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 2 – CASH AND INVESTMENTS (continued)
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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.

E. Cash Deposits with Financial Institutions

Custodial credit risk-deposits. In the case of deposits, this is the risk that in the event of a bank failure, the Authority's deposits may not be returned to it. The Authority does not have a deposit policy for custodial credit risk. As of June 30, 2020, the Authority's bank balance was \$8,953,551 and \$8,176,661 of that amount was exposed to custodial credit risk because it was uninsured and collateralized with securities held by the pledging or financial institution's trust department or agent, but not in the Authority's name.

F. Fair Value Hierarchy

The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure fair value of the assets. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

The Authority only invests in Local Agency Investment Fund, which is exempt from the fair value leveling, and is valued at amortized cost. The value is based on the fair value factor provided by the Treasurer of the State of California, which is calculated as the fair value divided by the amortized cost of the investment pool.

NOTE 3 – CAPITAL ASSETS

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

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

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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 3 – CAPITAL ASSETS (Continued)

Capital assets comprised the following at June 30, 2020:

	Balance June 30, 2019	Additions / Adjustments	Retirements	Transfers	Balance June 30, 2020
Fixed Route:					
Capital assets not being depreciated:					
Land	\$3,973,472				\$3,973,472
Construction in Progress	24,175,795	\$1,768,275		(\$386,210)	25,557,860
Total capital assets not being depreciated	28,149,267	1,768,275		(386,210)	29,531,332
Capital assets being depreciated:					
Vehicles	49,030,176	378,329	(\$96,746)		49,311,759
Facilities	8,971,308		(15,633)		8,955,675
Equipment	6,410,432	11,254		386,210	6,807,896
Total capital assets being depreciated	64,411,916	389,583	(112,379)	386,210	65,075,330
Less accumulated depreciation for:					
Vehicles	(20,799,124)	(3,923,577)	80,847		(24,641,854)
Facilities	(6,693,973)	(345,265)	9,755		(7,029,483)
Equipment	(5,400,485)	(214,086)			(5,614,571)
Total accumulated depreciation	(32,893,582)	(4,482,928)	90,602		(37,285,908)
Total depreciable assets	31,518,334	(4,093,345)	(21,777)		27,789,422
Capital assets, net	\$59,667,601	(\$2,325,070)	(\$21,777)	(\$386,210)	\$57,320,754
Paratransit					
Capital assets being depreciated:					
Facilities	\$40,452				\$40,452
Vehicles	38,477	\$44,395			82,872
Total capital assets being depreciated	78,929	44,395			123,324
Less accumulated depreciation for:					
Facilities	(37,343)	(3,111)			(40,454)
Vehicles		(16,575)			(16,575)
Total accumulated depreciation	(37,343)	(19,686)			(57,029)
Total depreciable assets	41,586	24,709			66,295
Capital assets, net	\$41,586	\$24,709			\$66,295
Total					
Land and Construction in Progress	\$28,149,267	\$1,768,275		(\$386,210)	\$29,531,332
Depreciable Assets:					
Cost	64,490,845	433,978	(\$112,379)	386,210	65,198,654
Less accumulated depreciation for:	(32,930,925)	(4,502,614)	90,602		(37,342,937)
Net	31,559,920	(\$4,068,636)	(\$21,777)	\$386,210	27,855,717
All Capital Assets, net	\$59,709,187				\$57,387,049

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 4 – OPERATING GRANTS

Under the State Transportation Development Act (the Act), the Metropolitan Transportation Commission (MTC) allocates funds from the County Local Transportation Fund (LTF) based on the Authority's available balance determined at the beginning of each fiscal year and the amount that the Authority requests through an annual claim process. At June 30, 2020, the MTC had unallocated balances not yet granted to the Authority, which are available to fund the Authority's future operating and capital needs. These funds are retained, in accordance with the California Administrative Code, in the LTF at the County of Alameda based on terms and conditions determined by MTC. A summary of these unallocated balances as of June 30, 2020 follows:

<u>Source</u>	<u>Unallocated Balances</u>
Transportation Development Act Funds	\$10,627,039
State Transit Assistance Funds:	
Revenue Based Funds	<u>349,728</u>
Total Unallocated Local Transportation Funds	<u><u>\$10,976,767</u></u>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 4 – OPERATING GRANTS (Continued)

The Authority's operating needs are determined as set forth below, by adjusting operating losses for certain items and adding back grant funding. MTC allocates State Transit Assistance, Article 4.0 and Article 4.5 funds to cover remaining net operating expenses. Under the Act, Article 4.0 funds may be used to cover Fixed Route Program and Paratransit Program expenses; Article 4.5 funds may only be used to cover Paratransit Program expenses. Unexpended grant funds at June 30, 2020 are calculated as follows:

Fiscal 2020 unexpended funds:	Fixed Route Program	Paratransit Program	Total
Operating loss	(\$17,767,022)	(\$1,492,460)	(\$19,259,482)
Add back:			
Depreciation	4,482,928	19,686	4,502,614
Interest and miscellaneous	212,809		212,809
Net operating expenses reimbursable by grants	(13,071,285)	(1,472,774)	(14,544,059)
Grants:			
Local Operating Assistance	240,291		240,291
County Measure B Grants	998,196	185,448	1,183,644
County Measure BB Grants	736,134	341,602	1,077,736
Bridge Tolls	529,916		529,916
Transit and Intercity Rail Capital Program	157,092		157,092
Measure BB - GAP Grants	43,431	11,049	54,480
Federal Transportation Administration: Operating Assistance		779,525	779,525
Net Operating Expenses reimbursable by LTF and STA funds	(10,366,225)	(155,150)	(10,521,375)
State Transit Assistance Receipts	2,898,635		2,898,635
LTF Receipts:			
Article 4.0	10,652,118	10,874	10,662,992
Article 4.5		144,276	144,276
Due to LTF - fiscal year 2019/2020	3,184,528		3,184,528
Due to LTF - beginning of year	13,093,436		13,093,436
Due to LTF - end of year	\$16,277,964		\$16,277,964

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 5 – PARATRANSIT OPERATING GRANT LIMITATIONS

A. General

In addition to the calculations discussed in Note 4, 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:

	2020	2019
Operating expenses excluding depreciation	\$1,614,886	\$1,818,430
Less:		
Actual passenger fare revenues	(118,272)	(162,931)
Special contract revenue	(23,840)	(32,436)
Article 4.0 LTF revenues	(10,874)	(478,762)
Maximum eligibility	<u>\$1,461,900</u>	<u>\$1,144,301</u>

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

Maximum eligibility	\$1,461,900	\$1,144,301
Less:		
Article 4.5 LTF revenues	(144,276)	(141,539)
State Transit Assistance		(23,813)
FTA operating assistance	(779,525)	(406,769)
Local sales tax/Measure B funds	(185,448)	(200,170)
Local sales tax/Measure BB funds	(341,602)	(362,042)
GAP Grants	(11,049)	(9,968)
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, 2020

NOTE 5 – 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.

	2020	2019
Maximum eligibility computed above	\$1,461,900	\$1,144,301
Total TDA Article 4.5 revenues	\$144,276	\$141,539
Amount, if any, to be returned to LTF	\$0	\$0
Amount, if any, to be returned to Alameda County	\$0	\$0

State Transit Assistance received by the Authority amounted to \$3,055,727 during fiscal year 2019-2020, which was expended for operating expenses of the Fixed Route Program.

NOTE 6 – CAPITAL GRANTS

A. Summary

The Authority's capital transactions and unexpended grant funds at June 30, 2020 are calculated as follows:

	Fixed Route Program	Paratransit Program	Total
Capital costs:			
Capital asset additions	(\$2,157,858)	(\$44,395)	(\$2,202,253)
Funding sources:			
FTA Capital Assistance	\$330,540		\$330,540
Local Transportation Fund 4.0	719,923	44,395	764,318
State Bond Fund - Prop 1B	68,221		68,221
GAP Grants	127,285		127,285
Tri-Valley Transportation Council	863,729		863,729
Bay Area Air Quality Management District	48,160		48,160
Total Funding Sources	\$2,157,858	\$44,395	\$2,202,253

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 6 – CAPITAL GRANTS (Continued)

B. Prop 1B (PTMISEA) Projects

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

A summary of the Authority's outstanding Proposition 1B revenue and expenditures for the year ended June 30, 2020 are as follows:

Project Name	Grant Amount	Interest Earned		Expended in Fiscal		Unearned Revenue
		Prior Years	2019-20	Prior Years	2019-20	
PTMISEA PROGRAMS:						
FY 16 Upgrades and Improvements	\$125,625	\$4,554		\$129,717	\$462	
FY 15 Upgrades and Improvements	361,514	11,079	\$4,401	171,314	-	\$205,680
OTHER PROGRAMS:						
FY 17 California Transit Security Grant Program (C)	29,357	852	308	14,329	-	16,188
Total Prop 1B	<u>\$516,496</u>	<u>\$16,485</u>	<u>\$4,709</u>	<u>\$315,360</u>	<u>\$462</u>	<u>\$221,868</u>
Other Unearned Revenues						551,769
Total Unearned Revenues						<u>\$773,637</u>

C. State of Good Repair (SGR)

As part of the Road Repair and Accountability Act of 2017 established by the California Legislature by Senate Bill (SB) 1, signed by the Governor on April 28, 2018 included a program that provides additional revenue for transit infrastructure repair and service improvements. The Authority was awarded funding from the State of Good Repair (SGR) Program for years ended June 30, 2018 through June 30, 2020 for bus shelter and stop maintenance within the Authority's service area.

A summary of the Authority's outstanding State of Good Repair revenues, including interest earned on unspent funds and expenditures for the year ended June 30, 2020 are as follows and included in the other unearned revenues as noted above:

Project Name	Grant	Interest Earned		Expended in Fiscal		Unearned
	Amount	Prior Years	2019-20	Prior Years	2019-20	Revenue
SGR Programs						
FY 18 Bus Stop and Shelter Improvements	\$55,640	\$1,020	\$940		\$57,600	
FY 19 Bus Stop and Shelter Improvements	51,209	138	516	\$22,356	10,621	\$18,886
FY 20 Bus Stop and Shelter Improvements	54,155		138			54,293
Total State of Good Repair	\$161,004	\$1,158	\$1,594	\$22,356	\$68,221	\$73,179

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 7 – NET POSITION

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

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

Unrestricted - This component of net position consists of the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position. The Authority first applies restricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position are available.

NOTE 8 – PENSION PLANS

A. General Information about the Pension Plans

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

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

The Plans' provisions and benefits in effect at June 30, 2020, are summarized as follows:

	Miscellaneous Tier I	Miscellaneous PEPR
	Prior to	On or after
	January 1, 2013	January 1, 2013
Hire date		
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	55 - 67+	52 - 67+
Monthly benefits, as a % of eligible compensation	1.426% - 2.418%	1.0% - 2.5%
Required employee contribution rates	7.00%	6.75%
Required employer contribution rates	10.221%	6.985%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 8 – PENSION PLANS (Continued)

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

For the year ended June 30, 2020, the contributions recognized as part of pension expense for the Plan were as follows:

	<u>Miscellaneous</u>
Contributions - employer	\$183,665

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

As of June 30, 2020, the Authority reported net pension liabilities for its proportionate shares of the net pension liability of the Plan as follows:

	<u>Proportionate Share of Net Pension Liability</u>
Miscellaneous	\$1,188,321

The Authority’s net pension liability for the Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plans is measured as of June 30, 2019, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2018 rolled forward to June 30, 2019 using standard update procedures. The Authority’s proportion of the net pension liability was based on a projection of the Authority’s long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined. The Authority’s proportionate share of the net pension liability for the Plan as of June 30, 2018 and 2019 was as follows:

Proportion - June 30, 2018	0.02790%
Proportion - June 30, 2019	<u>0.02967%</u>
Change - Increase (Decrease)	0.00177%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 8 – PENSION PLANS (Continued)

For the year ended June 30, 2020, the Authority recognized pension expense of \$206,354. At June 30, 2020, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$183,665	
Differences between actual and expected experience	82,534	(\$6,395)
Changes in assumptions	56,665	(20,087)
Net differences between projected and actual earnings on plan investments		(20,776)
Change in proportion and differences between actual contributions and proportionate share of contributions	94,771	(59,929)
Total	<u>\$417,635</u>	<u>(\$107,187)</u>

\$183,665 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Annual Amortization
2021	\$109,637
2022	602
2023	12,346
2024	4,198
Total	<u>\$126,783</u>

Actuarial Assumptions – The total pension liabilities in the June 30, 2018 actuarial valuation was determined using the following actuarial assumptions:

	Miscellaneous Plan
Valuation Date	June 30, 2018
Measurement Date	June 30, 2019
Actuarial Cost Method	Entry-Age Normal in accordance with the requirements of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.50%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table ¹	Derived using CalPERS' Membership Data for all Funds
Post Retirement Benefit Increase	Contract COLA up to 2.0% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.50% thereafter

(1) The mortality table used was developed based on CalPERS-specific data. The table includes 15 years of mortality improvements using the Society of Actuaries Scale 90% of scale MP 2016. For more details on this table, please refer to the December 2017 experience study report (based on CalPERS demographic data from 1997 to 2015) that can be found on the CalPERS website.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 8 – PENSION PLANS (Continued)

Discount Rate – The discount rate used to measure the total pension liability for each Plan was 7.15%. The projection of cash flows used to determine the discount rate for each Plan assumed that contributions from all plan members in the Public Employees Retirement Fund (PERF) will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, each Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members for all plans in the PERF. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability for each Plan.

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

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

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

Asset Class (1)	Policy Target Allocation	Real Return Years 1 - 10(2)	Real Return Years 11+(3)
Global Equity	50.0%	4.80%	5.98%
Fixed Income	28.0%	1.00%	2.62%
Inflation Assets	-	0.77%	1.81%
Private Equity	8.0%	6.30%	7.23%
Real Assets	13.0%	3.75%	4.93%
Liquidity	1.0%	-	-0.92%
Total	<u>100%</u>		

(1) In the System's CAFR, Fixed Income is included in Global Debt Securities; Liquidity is included in Short-term Investments; Inflation Assets are included in both Global Equity Securities and Global Debt Securities.

(2) An expected inflation of 2.00% used for this period.

(3) An expected inflation of 2.92% used for this period.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 8 – PENSION PLANS (Continued)

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

	Discount Rate		
	1% Decrease	Current	1% Increase
	6.15%	7.15%	8.15%
Miscellaneous	\$1,996,485	\$1,188,321	\$521,239

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

NOTE 9 – DEFERRED COMPENSATION PLAN

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

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

NOTE 10 – POST-EMPLOYMENT HEALTH CARE BENEFITS

- A. ***Plan Description:*** The only OPEB provided by LAVTA, hereafter referred to as “the Authority” is medical plan coverage, which is administered as an Agent-Multiple Employer Benefit Plan.

Medical coverage is currently provided through CalPERS as permitted under the Public Employees' Medical and Hospital Care Act (PEMHCA). This coverage requires the employee to satisfy the requirements for retirement under CalPERS: either (a) attainment of age 50 (age 52, if a miscellaneous employee new to PERS on or after January 1, 2013) with 5 years of State or public agency service or (b) an approved disability retirement. The employee must begin his or her pension benefit within 120 days of terminating employment with the Authority to be eligible to continue medical coverage through the Authority and be entitled to the employer subsidy described below. Employees covered by the PEMHCA Vesting Resolution who work at least 20 years for the Authority are not subject to the retirement to begin their pension benefit within 120 days of leaving the Authority’s employment.

If an eligible employee is not already enrolled in the medical plan, he or she may enroll within 60 days of retirement or during any future open enrollment period. Coverage may be continued at the retiree's option for his or her lifetime. A surviving spouse and other eligible dependents may also continue coverage.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)
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B. *Benefits Provided* – The Authority has been under contract with CalPERS for medical plan coverage since 1986. As a condition of participation in this program, the Authority is obligated to contribute toward the cost of retiree medical coverage for the retiree's lifetime or until coverage is discontinued. A surviving spouse and other eligible dependents may also continue coverage and receive the Authority's contribution.

The Authority currently maintains two different types of resolutions with CalPERS which apply to those eligible for coverage (as described above), based on the employee's hire date:

- Retirees hired before July 1, 2010 are covered by an equal contribution resolution. This resolution provides for the Authority to pay the full cost of the selected medical premium for the retiree and any enrolled dependents, up to a maximum of 100% of the employee's medical premiums plus 100% of dependent premiums up to the highest cost HMO plan.

- Retirees hired on or after July 1, 2010 are covered by a PEMHCA 'vesting' resolution. Under this resolution, the Authority's contribution toward retiree medical benefits is determined as the lesser of (a) and (b):

(a) 100% of the medical plan premiums for the retiree and his or her eligible dependents and (b) The maximum monthly benefits (caps) under the vesting formula multiplied by the vesting percent. Cap amounts vary by coverage level and are adjusted annually. In 2019, the caps are \$725 (single), \$1,377 (two-party) and \$1,766 (family). The vesting percent is based on years of CalPERS membership (but at least 5 years with the Authority).

Employees covered by the PEMHCA vesting resolution who qualify for and take an approved disability retirement are automatically 100% vested, regardless of their years of service. Unlike retirees hired prior to July 2010, those covered by the vesting resolution who complete at least 20 years of service with the Authority are entitled to these subsidized medical benefits even if they terminate employment prior to reaching the earliest retirement age permitted under their retirement program.

Spousal Coverage: Active employees: 85% of future retirees are assumed to be married and 80% of those married are assumed to elect coverage for their spouse in retirement. Surviving spouses are assumed to continue coverage until their death. Husbands are assumed to be 3 years older than their wives.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

Retired participants: Existing elections for spouse coverage are assumed to be continued until the spouse's death. Actual spouse ages are used, where known; if not, husbands are assumed to be 3 years older than their wives.

Years of Qualifying Service	Vested Percent	Years of Qualifying Service	Vested Percent
Less than 10	0%	15	75%
10	50%	16	80%
11	55%	17	85%
12	60%	18	90%
13	65%	19	95%
14	70%	20 or more	100%

For the year ended June 30, 2020, the Authority's contributions to the Plan were \$248,726.

Employees Covered by Benefit Terms – Membership in the plan consisted of the following at the measurement date of June 30, 2020

Active employees	14
Inactive employees or beneficiaries currently receiving benefit payments	12
Inactive employees entitled to but not yet receiving benefit payments	-
Total	<u>26</u>

B. Net OPEB Liability

Actuarial Methods and Assumptions – The Authority's net OPEB liability was measured as of June 30, 2019 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2020 that was rolled forward using standard update procedures to determine the net OPEB liability as of June 30, 2019, based on the following actuarial methods and assumptions:

	Actuarial Assumptions
Valuation Date	June 30, 2019
Measurement Date	June 30, 2019
Actuarial Cost Method	Entry Age Normal Cost, level percent of pay
Actuarial Assumptions:	
Discount Rate	6.65%
Inflation	2.50%
Payroll Growth	3.00%
Investment Rate of Return	6.65%
Mortality Rate	MacLeod Watts Scale 2018 applied generationally from 2015
Asset Valuation Method	Market Value of Assets
Healthcare Trend Rate	6.50 decreasing to 4%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

The underlying mortality assumptions were based on the Macleod Watts Scale 2018, which is a two-dimensional mortality improvement scale reflecting both age and year of mortality improvement. The underlying base scale is Scale MP-2017 which has two segments - (1) historical improvement rates for the period 1951-2013 and (2) an estimate of future mortality improvement for years 2014-2016 using the Scale MP-2017 methodology but utilizing the assumptions obtained from Scale MP-2015. The Macleod Watts scale then transitions from the 2016 improvement rate to the Social Security Administration (SSA) Intermediate Scale linearly over the 10-year period 2017-2026. After this transition period, the Macleod Watts Scale uses the constant mortality improvement rate from the SSA Intermediate Scale from 2026-2040. The SSA's Intermediate Scale has a final step down in 2041 which is reflected in the Macleod Watts scale for years 2041 and thereafter. Over the ages 95 to 115, the SSA improvement rate is graded to zero.

Scale MP-2017 can be found at the SOA website and the projection scales used in the 2017 Social Security Administrations Trustees Report at the Sociate Security Administration website.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Global Equity	59%	4.80%
Fixed Income	25%	1.10%
Global Real Estate(REITs)	8%	3.20%
Treasury Inflation Protected Securities	5%	0.20%
Commodities	3%	1.50%
Total	100%	

Discount Rate – The discount rate used to measure the total OPEB liability was 7%. The projection of cash flows used to determine the discount rate assumed that Authority's contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees and beneficiaries. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

C. Changes in Net OPEB Liability

The changes in the net OPEB liability follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability/(Asset)
	(a)	(b)	(a) - (b)
Balance at 6/30/2018	\$2,359,499	\$1,681,010	\$678,489
Changes Recognized for the Measurement Period:			
Service Cost	101,028		101,028
Interest on the total OPEB liability	167,222		167,222
Changes in benefit terms	-		
Differences between expected and actual experience	(261,886)		(261,886)
Changes of assumptions	146,247		146,247
Contributions from the employer		310,474	(310,474)
Net investment income		108,365	(108,365)
Administrative expenses		(369)	369
Benefit payments	(143,286)	(143,286)	
Other Expenses			
Net changes	9,325	275,184	(265,859)
Balance at 6/30/2019 (Measurement Date)	\$2,368,824	\$1,956,194	\$412,630

Detailed information about the OPEB plan's fiduciary net position is available in the separately issued plan financial report. The benefit payments and refunds include implied subsidy benefit payments in the amount of \$7,584.

D. Sensitivity of the Net OPEB Liability to Changes in the Discount Rate and Healthcare Cost Trend Rates

The following presents the net OPEB liability of the Authority, as well as what the Authority's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6%) or 1-percentage-point higher (8%) than the current discount rate:

Net OPEB Liability/(Asset)		
Discount Rate -1%	Discount Rate	Discount Rate +1%
(5.65%)	(6.65%)	(7.65%)
\$765,887	\$412,630	\$124,455

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

The following presents the net OPEB liability of the Authority, as well as what the Authority's net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

Net OPEB Liability/(Asset)		
Current Healthcare Cost		
1% Decrease	Trend Rates	1% Increase
\$91,147	\$412,630	\$816,765

E. OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the year ended June 30, 2020, the Authority recognized OPEB expense of \$127,060. At June 30, 2020, the Authority reported deferred outflows and inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Employer contributions made subsequent to the measurement date	\$248,726	
Differences between actual and expected experience		\$225,913
Changes of assumptions	126,158	
Net differences between projected and actual earnings on plan investments		10,932
Deferred Contributions		
Total	\$374,884	\$236,845

\$248,726 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the OPEB liability in the year ended June 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as part of OPEB expense as follows:

Year Ended June 30	Annual Amortization
2021	(\$23,444)
2022	(23,443)
2023	(14,725)
2024	(12,856)
2025	(15,884)
Thereafter	(20,335)
Total	(110,687)

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2020

NOTE 11 – CONTINGENT LIABILITIES

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

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

NOTE 12 – MAJOR CONTRACTOR

During fiscal year 2018, the Authority renewed its contract agreement with MV Transportation Inc. to operate and maintain the fixed route program. The term is from July 1, 2018 to June 30, 2021, with an option to extend for up to four additional one-year terms, exercisable at LAVTA's sole discretion. MV Transportation Inc. is paid monthly based on a fixed fee plus a fee calculated at a fixed rate of \$47.34 per service hour. In March 2020 this contract was amended to reflect condition changes caused by the COVID 19- Pandemic and the Shelter in Place orders. Expenses incurred under this contract amounted to \$9,947,927 for the fiscal year ended June 30, 2020.

During fiscal year 2013-2014, the Authority entered into a contract agreement with Medical Transportation Management, Inc., to operate the Paratransit program. The term of this agreement is from May 1, 2014 to June 30, 17, with an option to extend for up to four additional one-year terms. In September 2019, the Authority exercised the option to extend the contract through June 30, 2020. Medical Transportation Management is paid monthly based on a fixed rate per-trip less a Paratransit fare credit per-ride due to the Authority. In May 2020 this contract was amended to reflect condition changes caused by the COVID 19- Pandemic and the Shelter in Place orders. Expenses incurred under this contract amounted to \$1,324,919 for the fiscal year ended June 30, 2020.

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REQUIRED SUPPLEMENTARY INFORMATION

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Agent Multiple-Employer Defined Pension Plan
As of fiscal year ending June 30, 2020
Last 10 Years*

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS

Last 10 Years*
SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY

Measurement Date	6/30/2014	6/30/2015	6/30/2016	6/30/2017	6/30/2018	6/30/2019
Plan's proportion of the Net Pension Liability (Asset)	0.00990%	0.02310%	0.02550%	0.02730%	0.0278994%	0.0296746%
Plan's proportion share of the Net Pension Liability (Asset)	\$617,185	\$634,007	\$886,251	\$1,075,263	\$1,051,448	\$1,188,321
Plan's Covered Payroll	\$1,065,075	\$1,055,059	\$1,182,687	\$1,280,580	\$1,318,639	\$1,318,697
Plan's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	57.95%	60.09%	74.94%	83.97%	79.74%	90.11%
Plan's Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability	79.82%	78.40%	74.06%	73.31%	77.69%	73.37%

* Fiscal year 2015 was the 1st year of implementation. Additional years will be displayed as they become available.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Agent Multiple-Employer Defined Pension Plan
As of fiscal year ending June 30, 2020
Last 10 Years*
SCHEDULE OF CONTRIBUTIONS

Last 10 Years*
SCHEDULE OF CONTRIBUTIONS

Fiscal Year ended June 30:	2015	2016	2017	2018	2019	2020
Actuarially determined contribution	\$107,649	\$82,453	\$125,806	\$128,881	\$152,147	\$183,665
Contributions in relation to the actuarially determined contributions	(107,649)	(82,453)	(125,806)	(128,881)	(152,147)	(183,665)
Contribution deficiency (excess)	-	-	-	-	-	-
Covered payroll	\$1,055,059	\$1,182,687	\$1,280,580	\$1,318,639	\$1,318,697	\$1,430,831
Contributions as a percentage of covered payroll	10.20%	6.97%	9.82%	9.77%	11.54%	12.84%

* Fiscal year 2015 was the 1st year of implementation. Additional years will be displayed as they become available.

Notes to Schedule:

	Miscellaneous Plan
Valuation Date	June 30, 2018
Measurement Date	June 30, 2019
Actuarial Cost Method	Entry-Age Normal in accordance with the requirements of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.50%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table ¹	Derived using CalPERS' Membership Data for all Funds
Post Retirement Benefit Increase	Contract COLA up to 2.0% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.50% thereafter

(1) The mortality table used was developed based on CalPERS-specific data. The table includes 15 years of mortality improvements using the Society of Actuaries Scale 90% of scale MP 2016. For more details on this table, please refer to the December 2017 experience study report (based on CalPERS demographic data from 1997 to 2015) that can be found on the CalPERS website.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Other Post-Employment Benefit Plan
As of fiscal year ended June 30, 2020
SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS

SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS

CALPERS

Last 10 fiscal years*

Measure Date	6/30/17	6/30/18	6/30/19
Total OPEB Liability			
Service Cost	\$94,769	\$97,849	\$101,028
Interest	151,446	159,290	167,222
Changes in benefit terms			
Differences between expected and actual experience			(261,886)
Changes of assumptions			146,247
Benefit payments	(123,756)	(150,720)	(143,286)
Net change in total OPEB liability	122,459	106,419	9,325
Total OPEB liability - beginning	2,130,621	2,253,080	2,359,499
Total OPEB liability - ending (a)	\$2,253,080	\$2,359,499	\$2,368,824
Plan fiduciary net position			
Contributions - employer	\$244,507	\$280,660	\$310,474
Contributions - employee			
Net investment income	130,957	114,555	108,365
Administrative expense	(656)	(767)	(369)
Benefit payments	(123,756)	(150,720)	(143,286)
Other Expenses		(1,904)	
Net change in plan fiduciary net position	251,052	241,824	275,184
Plan fiduciary net position - beginning	1,188,134	1,439,186	1,681,010
Plan fiduciary net position - ending (b)	\$1,439,186	\$1,681,010	\$1,956,194
Net OPEB liability - ending (a)-(b)	\$813,894	\$678,489	\$412,630
Plan fiduciary net position as a percentage of the total OPEB liability	63.88%	71.24%	82.58%
Covered- employee payroll	\$1,320,431	\$1,299,760	\$1,265,362
Net OPEB liability as a percentage of covered-employee payroll	62.62%	52.20%	32.61%

Notes to schedule:

* Fiscal year 2018 was the first year of implementation.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Other Post-Employment Benefit Plan

As of fiscal year ended June 30, 2020

SCHEDULE OF CONTRIBUTIONS

SCHEDULE OF CONTRIBUTIONS

CALPERS

Last 10 fiscal years*

Fiscal Year Ended June 30,	2018	2019	2020
Actuarially determined contribution	\$162,064	\$167,188	\$172,474
Contributions in relation to the actuarially determined contribution	280,660	310,474	248,726
Contribution deficiency (excess)	(\$118,596)	(\$143,286)	(\$76,252)
Covered employee payroll	\$1,299,760	\$1,265,362	\$1,406,535
Contributions as a percentage of covered employee payroll	21.59%	24.54%	17.68%

Notes to Schedule

Valuation date:	6/30/2018	6/30/2017	6/30/2019
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Methods and assumptions used to determine contribution rates:

Valuation Date	6/30/2017	6/30/2017	6/30/2017
Actuarial Assumptions:			
Actuarial Cost Method	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization Method	Level % 30 yr closed	Level % 30 yr closed	Level % 30 yr closed
Inflation	2.75%	2.75%	2.75%
Payroll Growth	3.25%	3.25%	3.25%
Investment Rate of Return	7%	7%	7%
	MacLeod Watts Scale 2017	MacLeod Watts Scale 2017	MacLeod Watts Scale 2017
Mortality Rate	applied generationally	applied generationally	applied generationally
Healthcare Trend Rate	7.5% decreasing to 5%	7.5% decreasing to 5%	7.5% decreasing to 5%

Notes to schedule:

* Fiscal year 2018 was the first year of implementation.

SUPPLEMENTARY INFORMATION

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
SCHEDULE OF OPERATING REVENUES AND EXPENSES BY FUNCTION
FOR THE YEAR ENDED JUNE 30, 2020
WITH SUMMARIZED TOTALS FOR THE YEAR OF JUNE 30, 2019

	Fixed Route	Paratransit	WHEELS on Demand	Rail Planning	Totals	
					2020	2019
REVENUES						
Fares	\$1,432,634	\$118,272			\$1,550,906	\$1,751,836
Special contract revenue	495,288	23,840			519,128	783,475
Advertising and concessions	126,872				126,872	146,290
Interest and miscellaneous	212,809				212,809	431,776
Local Transportation Funds 4.0	7,467,590	10,874			7,478,464	6,313,574
Local Transportation Funds 4.5		144,276			144,276	141,539
State Transit Assistance	2,898,635				2,898,635	4,446,481
Local operating assistance	240,291		\$140,095	\$503,735	884,121	162,999
FTA operating assistance		779,525			779,525	870,129
Local sales tax/Measure B funds - allocations	998,196	185,448			1,183,644	1,274,531
Local sales tax/Measure BB funds	736,134	341,602			1,077,736	1,156,682
Measure BB - GAP Grants	43,431	11,049			54,480	9,968
Bridge tolls and concessions	529,916			2,385,409	2,915,325	3,519,961
Transit and Intercity Rail Capital Program	157,092				157,092	
Total Revenues	\$15,338,888	\$1,614,886	\$140,095	\$2,889,144	\$19,983,013	\$21,009,241
EXPENSES						
Labor	\$1,328,696	\$150,423	\$39,267	\$224,658	\$1,743,044	\$1,542,843
Fringe benefits	851,834	54,166	8,517	7,970	922,487	859,838
Services	1,079,721	25,216	21,888	2,627,894	3,754,719	4,584,736
Purchased transportation	9,947,927	1,346,943	39,095		11,333,965	11,747,016
Fuel, parts, supplies and other operation costs	1,099,268	30,579	7,613	7,876	1,145,336	1,270,245
Insurance	703,337			7,889	711,226	596,215
Administration and legal	349,882	7,559	23,715	12,857	394,013	460,820
Depreciation	4,482,928	19,686			4,502,614	4,354,157
Gain (Loss) on disposal of equipment	(21,777)				(21,777)	(52,472)
Total Expenses	\$19,821,816	\$1,634,572	\$140,095	\$2,889,144	\$24,485,627	\$25,363,398

Statistical Section

STATISTICAL SECTION

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

Financial Trends

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

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

Revenue Capacity & Demographic and Economic Information

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

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

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

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

Debt Capacity

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

Operating Information

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

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

Sources

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

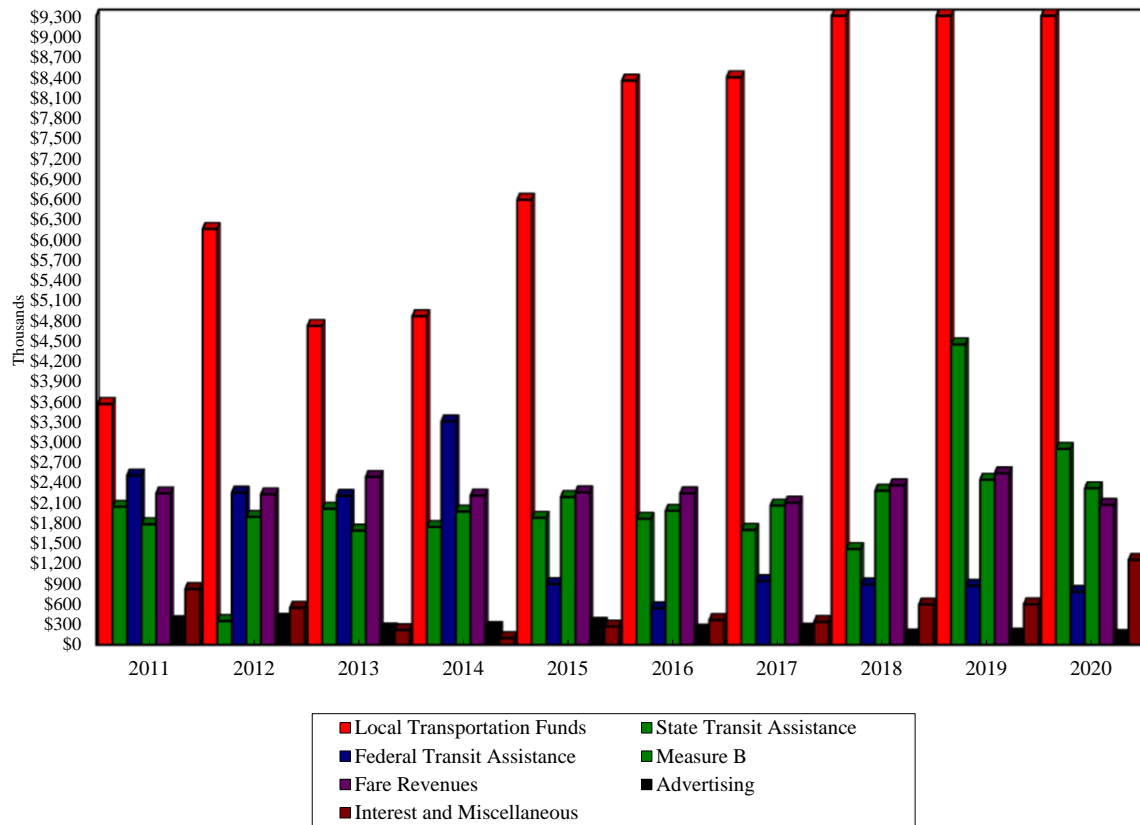
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Financial Trends
Changes in Net Position and Statement of Net Position
Last Ten Fiscal Years

	2011	2012	2013	2014
Operating Revenues:				
Fare Revenue & Special Contract Revenue	\$2,238,915	\$2,224,902	\$2,482,825	\$2,206,694
Advertising & Ticket Concessions	332,274	365,394	222,653	245,295
Total Operating Revenues	2,571,189	2,590,296	2,705,478	2,451,989
Operating Expenses:				
Board of Directors	12,100	13,800	11,900	15,000
Executive Director	223,373	256,528	256,794	301,175
Finance	1,389,776	1,433,790	1,451,961	1,487,766
Planning	474,195	445,676	467,394	484,615
Marketing	465,480	481,728	297,587	320,775
Operations	10,719,199	11,144,981	11,052,981	11,818,800
Depreciation	3,542,369	3,984,765	3,749,118	3,554,273
Total Operating Expenses	16,826,492	17,761,268	17,287,735	17,982,404
Operating loss	(14,255,303)	(15,170,972)	(14,582,257)	(15,530,415)
Nonoperating Revenues (Expenses):				
Local Transportation Funds	2,876,917	5,570,918	4,055,154	4,134,353
State Transit Assistance	2,040,616	348,781	2,011,249	1,742,123
Local Operating Assistance	758,038	540,671	208,538	36,347
Federal Transit Assistance	2,503,783	2,250,272	2,201,915	3,306,883
Measures B & BB	1,782,765	1,891,459	1,687,287	1,969,687
Bridge tolls	686,001	580,836	663,388	727,831
Interest and Miscellaneous	64,814	3,270	5,608	58,918
Gain (loss) on disposal of capital assets	296,844	(218,247)	(474)	(14,718)
Total Nonoperating Revenues	11,009,778	10,967,960	10,832,665	11,961,424
Add Capital contributions (grants)				
STP/CMAQ Grant				
FTA Capital Assistance	6,429,256	802,913	3,991,864	403,473
Local Transportation Funds 4.0	498,903	281,898	313,069	731,653
AVL State				
Bridge Tolls	225,322		70,195	773
Local Sales / Measure B				
State Bond Fund - Prop 1B	153,154	496,713	1,242,373	537,063
Low Carbon Transit Operations Program				
Tri-Valley Transportation Council				
State Transit Assistance		114,047	9,125	
STIP		2,311,645	1,688,355	
Contractor Contribution		104,970		
Proceeds from Bus Sales				
Total Capital Contributions	7,306,635	4,112,186	7,314,981	1,672,962
Change in net position	4,061,110	(90,826)	3,565,389	(1,896,029)
Net position - beginning of period		4,061,110	3,970,284	7,535,673
Net position - end of period	\$4,061,110	\$3,970,284	\$7,535,673	\$5,639,644
Statement of Net Position				
Net investment in capital assets	\$4,061,110	\$3,970,284	\$7,535,673	\$5,639,644
Unrestricted				
Total net position	\$4,061,110	\$3,970,284	\$7,535,673	\$5,639,644

Source: LAVTA's basic financial statements.

2015	2016	2017	2018	2019	2020
\$2,253,853	\$2,239,549	\$2,100,641	\$2,358,653	\$2,535,311	\$2,070,034
307,378	207,674	220,205	134,585	146,290	126,872
2,561,231	2,447,223	2,320,846	2,493,238	2,681,601	2,196,906
13,900	12,400	14,000	12,600	17,190	13,398
267,874	286,187	389,213	1,595,315	3,848,996	2,643,685
1,463,419	1,626,818	1,774,636	1,435,628	2,046,045	1,941,196
549,575	872,266	635,082	813,384	573,804	724,499
308,716	380,240	749,882	581,771	777,227	681,431
11,764,743	12,354,542	12,150,840	12,582,572	13,745,979	13,978,804
3,593,338	2,851,726	2,899,301	4,381,174	4,354,157	4,502,614
17,961,565	18,384,179	18,612,954	21,402,444	25,363,398	24,485,627
(15,400,334)	(15,936,956)	(16,292,108)	(18,909,206)	(22,681,797)	(22,288,721)
6,001,207	7,760,657	7,719,945	8,250,669	6,455,113	7,622,740
1,876,877	1,862,911	1,697,975	1,414,435	4,446,481	2,898,635
176,611	263,750	137,500	514,070	162,999	884,121
894,942	536,514	941,565	890,169	870,129	779,525
2,185,850	1,981,247	2,058,647	2,278,736	2,549,883	2,388,665
580,836	580,836	671,636	1,089,005	3,519,961	2,915,325
90,673	99,315	198,014	79,987	431,776	212,809
(153,065)		54,800	(33,816)	(52,472)	(21,777)
11,653,931	13,085,230	13,480,082	14,483,255	18,383,870	17,680,043
86,710	62,522	14,004,539	11,728,464	407,821	330,540
213,514	82,892	3,087,479	3,079,866	670,993	764,318
37,851	15,020	519,943	535,578		
111,868	111,765	862,449	132,519	196,738	68,221
			256,773		
			92,399	37,537	863,729
		13,312	10,960		
449,943	272,199	18,487,722	15,836,559	1,313,089	2,026,808
(3,296,460)	(2,579,527)	15,675,696	11,410,608	(2,984,838)	(2,581,870)
5,639,644	2,343,184	(236,343)	50,112,398	61,523,006	58,570,492
\$2,343,184	(\$236,343)	\$15,439,353	\$61,523,006	\$58,538,168	
\$2,343,184	(\$236,343)	\$51,240,131	\$62,661,701	\$59,709,187	\$57,387,049
		101,457	(1,138,695)	(1,138,695)	(1,138,695)
\$2,343,184	(\$236,343)	\$51,341,588	\$61,523,006	\$58,570,492	\$56,248,354

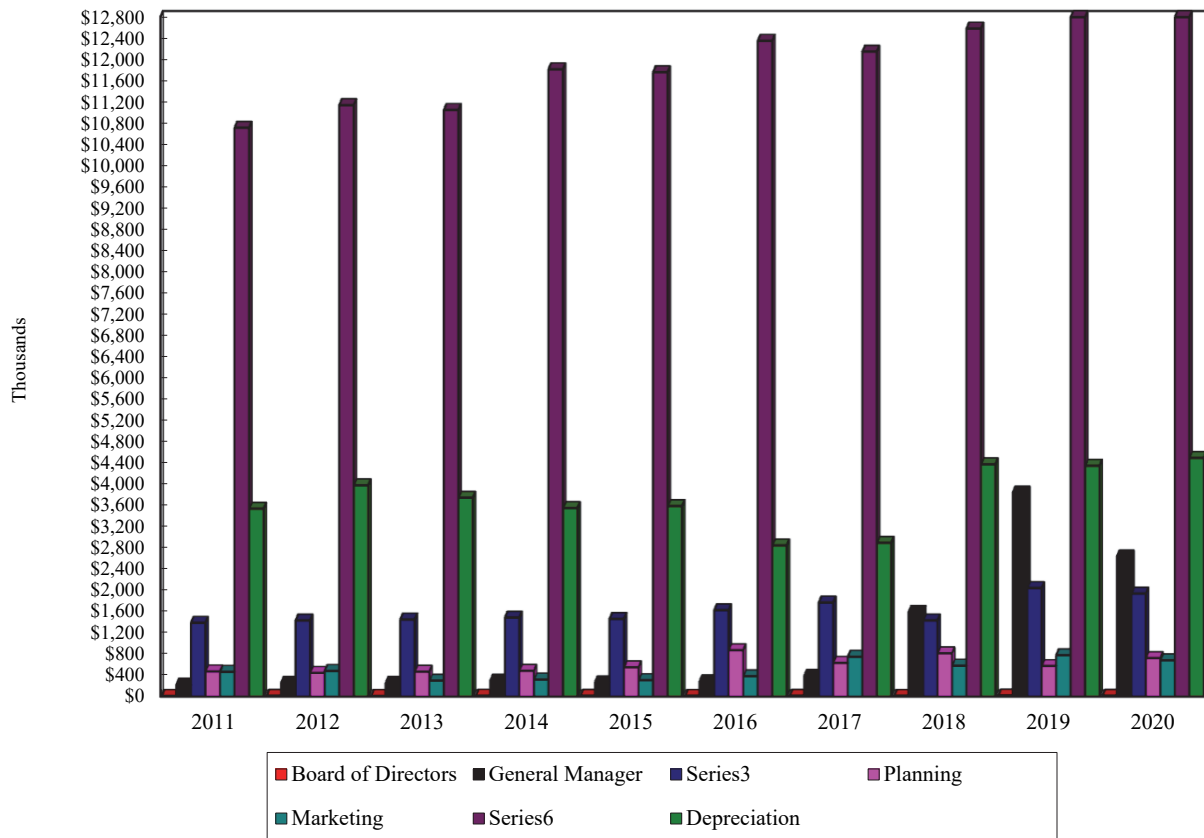
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING REVENUES BY SOURCE
LAST TEN FISCAL YEARS**



Fiscal Year	Local Transportation Funds	State Transit Assistance	Federal Transit Assistance	Measures B & BB	Fare Revenues & Special Contract Revenue	Advertising & Ticket Concessions	Local Operating Assistance, Interest and Miscellaneous	Total
2011	\$3,562,918	\$2,040,616	\$2,503,783	\$1,782,765	\$2,238,915	\$332,274	\$822,852	\$13,284,123
2012	6,151,754	348,781	2,250,272	1,891,459	2,224,902	365,394	543,941	13,776,503
2013	4,718,542	2,011,249	2,201,915	1,687,287	2,482,825	222,653	214,146	13,538,617
2014	4,862,184	1,742,123	3,306,883	1,969,687	2,206,694	245,295	95,265	14,428,131
2015	6,582,043	1,876,877	894,942	2,185,850	2,253,853	307,378	267,284	14,368,227
2016	8,341,493	1,862,911	536,514	1,981,247	2,239,549	207,674	363,065	15,532,453
2017	8,391,581	1,697,975	941,565	2,058,647	2,100,641	220,205	335,514	15,746,128
2018	9,339,674	1,414,435	890,169	2,278,736	2,358,653	134,585	594,057	17,010,309
2019	9,975,074	4,446,481	870,129	2,441,181	2,535,311	146,290	594,775	21,009,241
2020	10,538,065	2,898,635	779,525	2,315,860	2,070,034	126,872	1,254,022	19,983,013

Source: Livermore Amador Valley Transit Authority Audit Reports

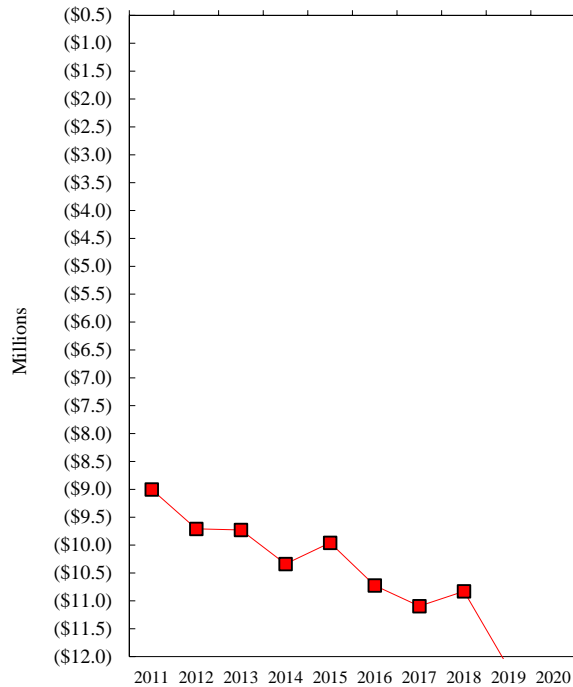
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENSES BY FUNCTION
LAST TEN FISCAL YEARS**



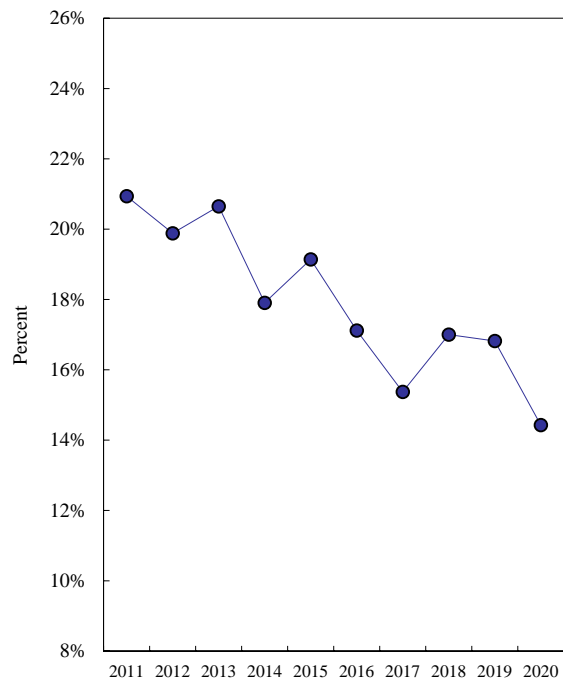
Fiscal Year	Board of Directors	Executive Director	Finance	Planning	Marketing	Operations	Depreciation	Total
2011	\$12,100	\$223,373	\$1,389,776	\$474,195	\$465,480	\$10,719,199	\$3,542,369	\$16,826,492
2012	13,800	256,528	1,433,790	445,676	481,728	11,144,981	3,984,765	17,761,268
2013	11,900	256,794	1,451,961	467,394	297,587	11,052,981	3,749,118	17,287,735
2014	15,000	301,175	1,487,766	484,615	320,775	11,818,800	3,554,273	17,982,404
2015	13,900	267,874	1,463,419	549,575	308,716	11,764,743	3,593,338	17,961,565
2016	12,400	286,187	1,626,818	872,266	380,240	12,354,542	2,851,726	18,384,179
2017	14,000	389,213	1,774,636	635,082	749,882	12,150,840	2,899,301	18,612,954
2018	12,600	1,595,315	1,435,628	813,384	581,771	12,585,572	4,381,174	21,405,444
2019	17,190	3,848,996	2,046,045	573,804	777,227	13,745,979	4,354,157	25,363,398
2020	13,398	2,643,685	1,941,196	724,499	681,431	13,978,804	4,502,614	24,485,627

Source: Livermore Amador Valley Transit Authority Audit Reports

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



—■— Series1



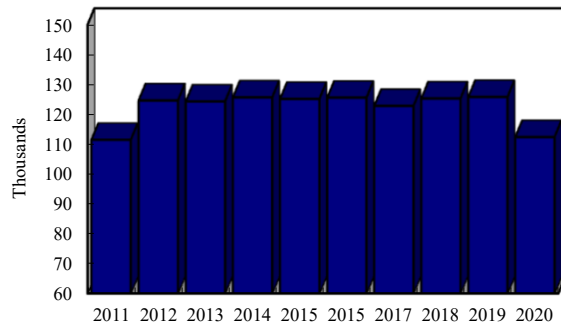
—●— Series1

Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
2011	\$11,384,641	\$2,383,763	(\$9,000,878)	20.9%
2012	12,117,793	2,409,432	(9,708,361)	19.9%
2013	12,259,747	2,531,661	(9,728,086)	20.7%
2014	12,593,085	2,255,015	(10,338,070)	17.9%
2015	12,315,547	2,357,410	(9,958,137)	19.1%
2016	12,937,607	2,214,697	(10,722,910)	17.1%
2017	13,110,490	2,015,491	(11,094,999)	15.4%
2018	13,046,572	2,218,233	(10,828,339)	17.0%
2019	14,665,989	2,466,812	(12,199,177)	16.8%
2020	14,239,620	2,054,794	(12,184,826)	14.4%

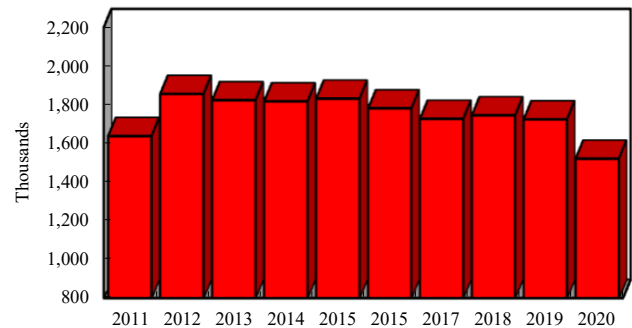
Source: Livermore Amador Valley Transit Authority Audit Reports

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

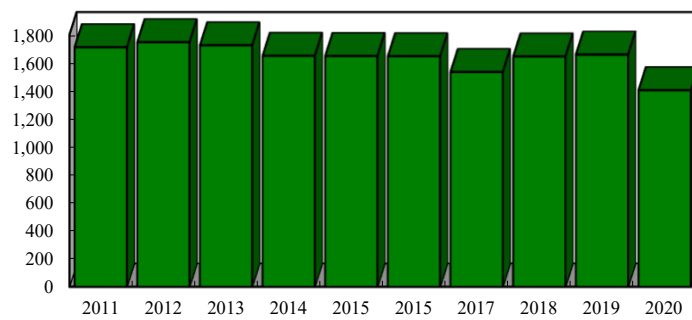
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE OPERATING STATISTICS
LAST TEN FISCAL YEARS



■ Revenue Hours



■ Revenue Miles

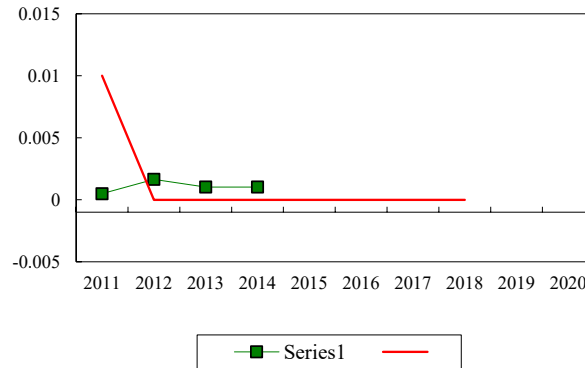
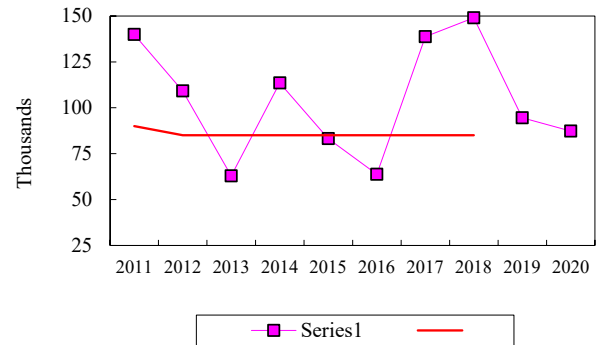
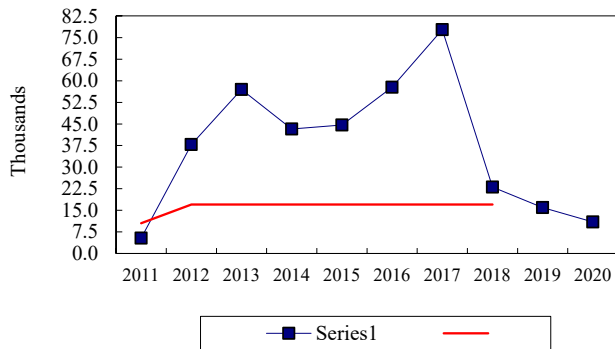


■ Passengers

Fiscal Year	Revenue Hours	Revenue Miles	Passengers
2011	111,484	1,637,604	1,712,879
2012	124,702	1,855,438	1,749,168
2013	124,353	1,822,867	1,727,085
2014	125,706	1,816,916	1,652,151
2015	125,201	1,831,125	1,650,388
2015	125,604	1,780,948	1,648,811
2017	122,837	1,726,897	1,536,084
2018	125,334	1,744,881	1,647,003
2019	125,853	1,724,046	1,660,443
2020	112,412	1,520,641	1,406,245

Source: National Transit Database Report (Formerly Section 15)

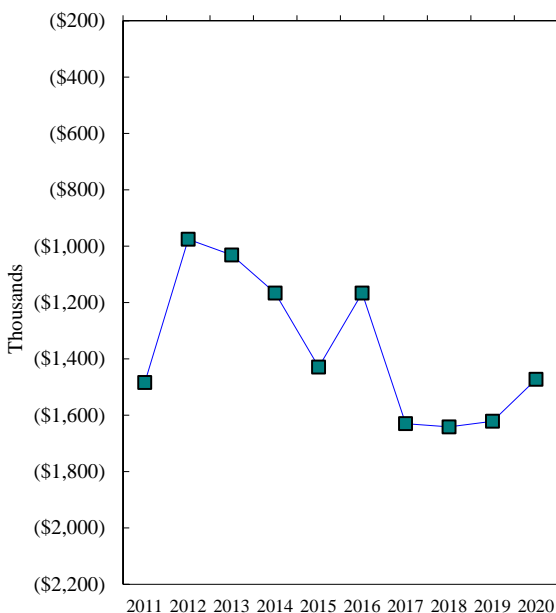
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE SAFETY STATISTICS
LAST TEN FISCAL YEARS



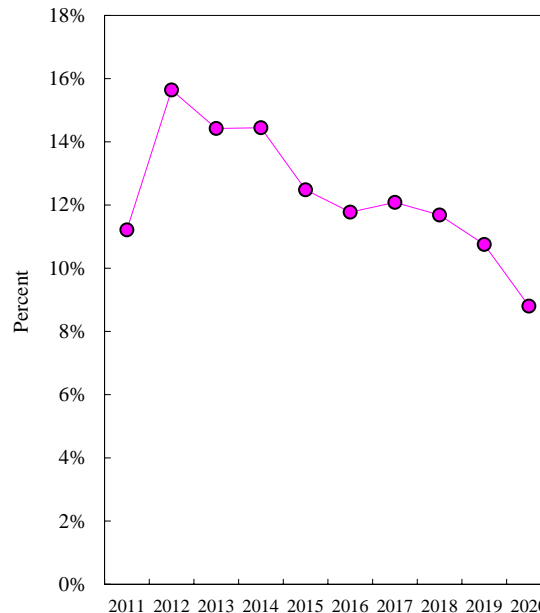
Fiscal Year	Miles Between Road Calls	Goal	Miles Between Accidents	Goal	Injuries/ Boardings	Goal
2011	5,323	17,000-20,000	139,923	85,000-100,000	3/1,712,879	N/A
2012	37,866	17,000-20,000	109,143	85,000-100,000	8/1,749,168	N/A
2013	56,965	17,000-20,000	62,857	85,000-100,000	5/1,727,085	N/A
2014	43,260	17,000-25,000	113,557	100,000	6/1,652,151	N/A
2015	44,620	17,000-25,000	83,156	100,000	7/1,650,388	N/A
2016	57,764	17,000-25,000	63,740	100,000	9/1,648,811	N/A
2017	77,720	17,000-25,000	138,737	100,000	9/1,536,084	N/A
2018	23,052	17,000-25,000	148,993	100,000	9/1,647,003	N/A
2019	15,939	17,000-25,000	94,506	100,000	3/1,660,443	N/A
2020	10,939	17,000-25,000	87,322	100,000	2/1,406,245	N/A

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

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



Series1



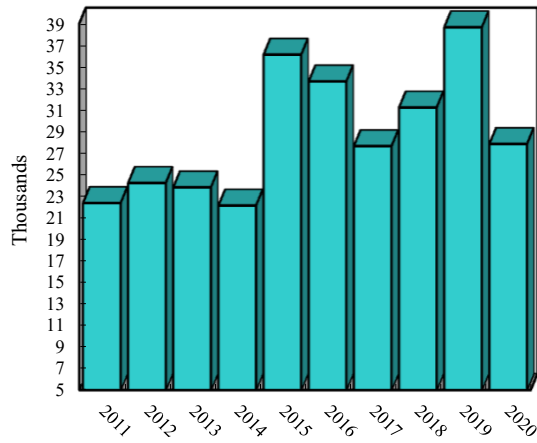
Series1

Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
2011	\$1,671,585	\$187,426	(\$1,484,159)	11.2%
2012	1,156,372	180,864	(975,508)	15.6%
2013	1,205,257	173,817	(1,031,440)	14.4%
2014	1,363,619	196,974	(1,166,645)	14.4%
2015	1,633,002	203,821	(1,429,181)	12.5%
2016	1,974,712	232,526	(1,166,645)	11.8%
2017	1,854,081	224,023	(1,630,058)	12.1%
2018	1,858,729	217,184	(1,641,545)	11.7%
2019	1,816,966	195,367	(1,621,599)	10.8%
2020	1,614,886	142,112	(1,472,774)	8.8%

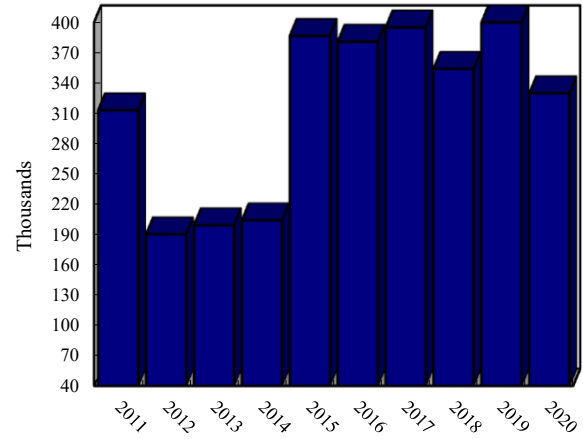
Source: Livermore Amador Valley Transit Authority

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

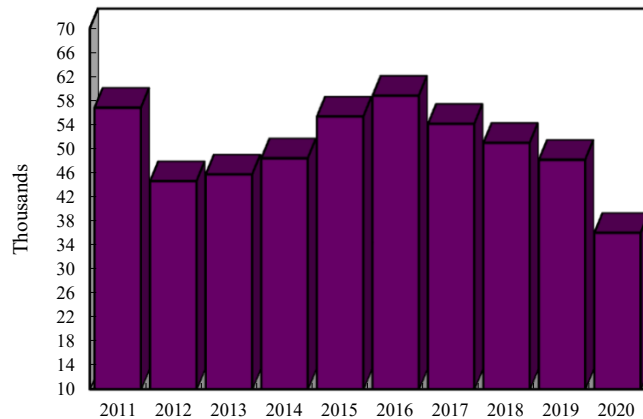
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
PARATRANSIT OPERATING STATISTICS
LAST TEN FISCAL YEARS



■ Revenue Hours



■ Revenue Miles

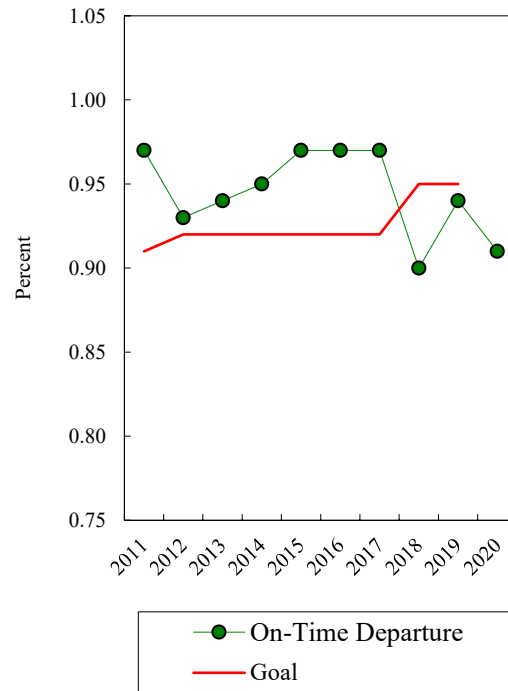
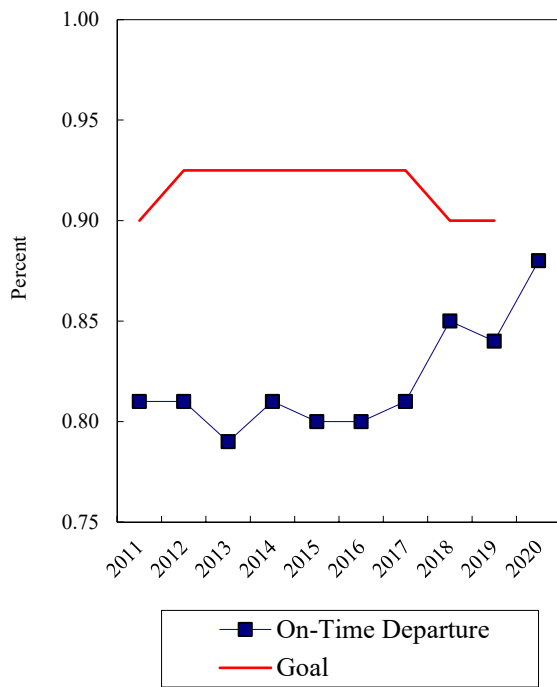


■ Passengers

Fiscal Year	Revenue Hours	Revenue Miles	Passengers
2011	22,350	312,903	56,795
2012	24,218	190,026	44,596
2013	23,807	199,011	45,704
2014	22,121	203,932	48,388
2015	36,120	386,586	55,341
2016	33,642	380,831	58,798
2017	27,631	394,847	54,121
2018	31,219	353,966	50,967
2019	38,665	417,558	48,141
2020	27,833	329,784	36,002

Source: National Transit Database Report (Formerly Section 15)

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

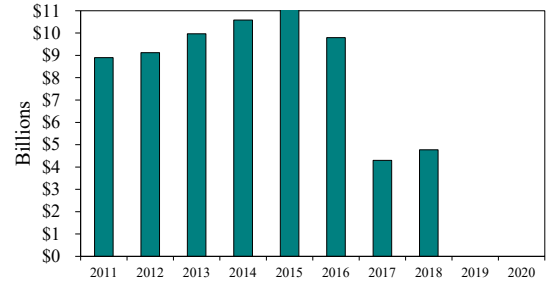
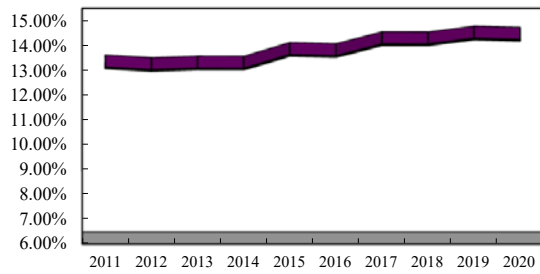


Fiscal Year	Fixed Route		Paratransit	
	On-Time Departure	Goal	On-Time Departure	Goal
2011	0.81	0.87-0.83	0.97	0.91-0.93
2012	0.81	0.90	0.93	≤ 0.95
2013	0.79	0.90	0.94	≤ 0.95
2014	0.81	0.90	0.95	≤ 0.95
2015	0.80	0.90	0.97	≤ 0.95
2016	0.80	0.85	0.97	0.95
2017	0.81	0.85	0.97	0.95
2018	0.85	0.85	0.90	0.95
2019	0.84	0.85	0.94	0.95
2020	0.88	0.85	0.91	0.95

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

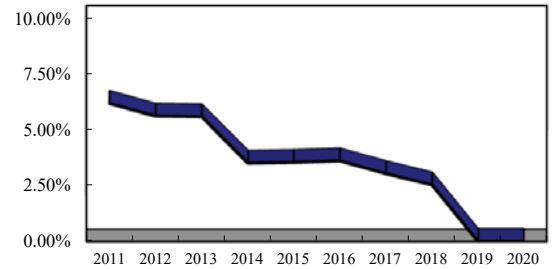
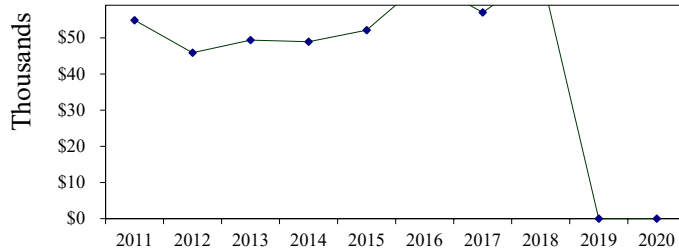
Note: Charts include all available data

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



■ Authority 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
2011	199,073	8,896,995,748	54,870	6.17%	1,521,157	13.09%
2012	198,893	9,120,795,800	45,858	5.60%	1,532,137	12.98%
2013	202,002	9,968,724,525	49,350	5.57%	1,548,681	13.04%
2014	205,086	10,584,221,916	48,921	3.50%	1,573,254	13.04%
2015	216,684	11,648,959,062	52,098	3.53%	1,594,569	13.59%
2016	220,469	9,791,798,832	65,884	3.60%	1,627,865	13.54%
2017	230,968	4,299,478,125	57,006	3.03%	1,647,704	14.02%
2018	233,061	4,769,199,955	68,290	2.53%	1,663,190	14.01%
2019	236,300	info not avail	info not avail	info not avail	1,658,131	14.25%
2020	237,041	info not avail	info not avail	info not avail	1,669,301	14.20%

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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
PRINCIPAL EMPLOYERS
Current Fiscal Year

Employer	2019-20		
	Number of Employees	Rank	Percentage of Total Authority Population
Lawrence Livermore National Laboratory	7,300	1	3.1%
Kaiser Foundation Hospitals	4,663	2	2.0%
Workday Incorporated	4,565	3	1.9%
U.S. Government & Federal Correction Institute	2,100	4	0.9%
Sandia National Laboratories	1,550	5	0.6%
Oracle America Incorporated	1,502	6	0.6%
Livermore Valley Joint Unified School District	1,450	7	0.6%
Pleasanton Unified School District	1,373	8	0.6%
Safeway Incorporated	1,367	9	0.6%
Stanford Healthcare-Valleycare	1,054	10	0.4%
Subtotal	26,924		11.4%
Total Authority Population	237,041		

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

NOTE: Data from nine years prior is not available.

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

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

	Adopted for Fiscal Year Ended June 30,				
	2016	2017	2018	2019	2020
Function					
Executive Director	1.00	1.00	1.00	1.00	1.00
Finance	8.00	6.00	7.00	7.00	4.00
Planning	4.00	5.00	4.00	3.50	1.50
Marketing	2.00	2.00	2.00	1.50	1.50
Operations	0.00	0.00	0.00	1.00	6.00
Total	15.00	14.00	14.00	14.00	14.00

Source: Livermore/Amador Valley Transit Authority

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

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

	Fiscal Year				
	2016	2017	2018	2019	2020
Function/Program					
Fixed Route					
Total Vehicles	64	64	60	60	66
Average Fleet Age	11.20	8.09	3.93	4.93	5.93
Vehicles Operated In Maximum Service	49	47	48	49	52
Paratransit					
Total Vehicles	0	0	0	0	0
Average Fleet Age	0.00	0.00	0.00	0.00	0.00
Vehicles Operated In Maximum Service	0	0	0	0	0
Shared Stations Maintenance Facilities	3	3	3	3	3

*Six vehicles on loan/leased to other agencies.

** Four vehicles on loan/leased to other agencies

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

Source: Livermore Amador Valley Transit Authority

Note: n/a denotes information is not available.

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Compliance Section

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For The Year Ended June 30, 2020**

SECTION I – SUMMARY OF AUDITOR’S RESULTS

Financial Statements

Type of auditor’s report issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified?

_____ Yes X No

- Significant deficiency(ies) identified

_____ Yes X None Reported

Noncompliance material to financial statements noted?

_____ Yes X No

Federal Awards

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

Unmodified

Internal control over major programs:

- Material weakness(es) identified?

_____ Yes X No

- Significant deficiency(ies) identified

_____ Yes X None Reported

Any audit findings disclosed that are required to be reported in accordance with section 2 CFR 200.516(a)?

_____ Yes X No

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
<u>20.507</u>	<u>Federal Transit Cluster</u>

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Auditee qualified as low-risk auditee? X Yes _____ No

SECTION II – FINANCIAL STATEMENT FINDINGS

Our audit did not disclose any significant deficiencies, or material weaknesses or instances of noncompliance material to the basic financial statements. We have also issued a separate Memorandum on Internal Control dated October 15, 2020, which is an integral part of our audits and should be read in conjunction with this report.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

Our audit did not disclose any findings or questioned costs required to be reported in accordance with Uniform Guidance.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Fiscal Year Ended June 30, 2020

Federal Grantor/ Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Federal Expenditures
Federal Transit Cluster		
US Department of Transportation Direct Programs:		
Federal Transit - Formula Grants (Urban Area Formula Program)		
Paratransit Operating Assistance	20.507	\$367,200
Paratransit Operating Assistance	20.507	412,325
TSP Dublin Blvd	20.507	195,522
Farebox Replacement	20.507	99,172
Battery Pack Replacement	20.507	35,848
 Subtotal Department of Transportation Direct Programs		<u>1,110,067</u>
 Total US Department of Transportation		<u>1,110,067</u>
 Total Expenditures of Federal Awards		<u><u>\$1,110,067</u></u>

See Accompanying Notes to Schedule of Expenditures of Federal Awards

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For The Year Ended June 30, 2020**

NOTE 1 – REPORTING ENTITY

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

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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 – INDIRECT COST ELECTION

The Authority has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of each major fund of the Livermore Amador Valley Transit Authority (Authority) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated October 15, 2020.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion.

The results of our tests disclosed no instances of noncompliance that are required to be reported under *Government Auditing Standards*.

We have also issued a separate Memorandum on Internal Control dated October 15, 2020 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

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

Pleasant Hill, California
October 15, 2020

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR
FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE;
AND REPORT ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
REQUIRED BY THE UNIFORM GUIDANCE**

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

Report on Compliance for Each Major Federal Program

We have audited Livermore Amador Valley Transit Authority (Authority) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2020. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance 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 Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Each Major Federal Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2020.

Report on Internal Control Over Compliance

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

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

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

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

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the Authority as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our report thereon dated October 15, 2020, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

Pleasant Hill, California
October 15, 2020

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

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of each major fund of the Livermore Amador Valley Transit Authority (Authority), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated October 15, 2020.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

We have also issued a separate Memorandum on Internal Control dated October 15, 2020 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

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

Pleasant Hill, California
October 15, 2020

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

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

We have audited the statement of revenues and expenditures of the Livermore Amador Valley Transit Authority Public Transportation Modernization, Improvement and Service Enhancement Account Projects, a program of the Livermore Amador Valley Transit Authority, California, (the Authority) in accordance with generally accepted auditing standards in the United States of America as of and for the year ended June 30, 2020 and have issued our report thereon dated October 15, 2020.

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

Internal Control over Financial Reporting

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

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

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

Compliance and Other Matters

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

We have also issued a separate Memorandum on Internal Control dated October 15, 2020 which is an integral part of our audit and should be read in conjunction with this report.

Purpose of this Report

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

Pleasant Hill, California
October 15, 2020

AGENDA

ITEM 7

STAFF REPORT

SUBJECT: Set Board of Director Meeting Dates for 2021

FROM: Tamara Edwards, Director of Finance

DATE: November 2, 2020

Action Requested

Set dates for all regularly scheduled meetings of the Board of Directors for the upcoming calendar year 2021.

Background

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

January 4, 2021

February 1, 2021

March 1, 2021

April 5, 2021

May 3, 2021

June 7, 2021

July 12, 2021 (Independence Day Holiday observed on Monday, July 5, 2021)

August 2, 2021

September 13, 2021 (Labor Day Holiday falls on Monday, September 6, 2021)

October 4, 2021

November 1, 2021

December 6, 2021

Recommendation

Staff recommends the Board of Directors adopt the above meeting calendar for 2021.

Approved: _____

AGENDA

ITEM 8

EXECUTIVE DIRECTOR'S REPORT

November 2020

Fare Collection Resumed October 1st

As previously noted, we began collecting fares again and resumed front door boarding on October 1. A temporary barrier has been installed to separate the bus operator from boarding passengers. Hand sanitizer dispensers have been installed near the front of every bus. Both weekday and weekend ridership has remained steady, even with fare collection resuming. Our average weekday ridership thus far in October 2020 is 1,382 per day, compared to 1,348 in September of this year. By comparison, our average weekday ridership in October 2019 was 7,852.

APTA Virtual Award Ceremony

APTA held their annual award ceremony in a virtual setting on Wednesday, October 21. We were presented with our Outstanding Public Transportation System of the Year Award. Despite some technical glitches in the broadcast, it was a privilege to represent LAVTA and to be presented with this prestigious award. APTA is hoping to have a rescheduled in-person conference in March 2021 at which we would be recognized again in a more traditional setting. We have already installed decals on all of our buses noting our latest honor as well as our two California Transit Agency of the Year Awards.

Another APTA AdWheel Grand Award!!!

Each year, the American Public Transportation Association (APTA) conducts an AdWheel Awards competition to recognize the marketing and communications efforts of its members. Entries are judged by transit marketing professionals and the top scoring entries in each category receive First Place Awards. First place award winners are then judged a second time for the top honor of AdWheel Grand Award.

As we have previously notified the Board, we received a First Place Award for electronic media (to increase ridership) for our drive time radio ads that run on radio station KKIQ. Valley Link was selected for a First Place Award for electronic media (highlighting transit needs) for the Valley Link Informational Video. In addition, we nominated Gillig for an AdWheel in the educational initiative category for the passenger shelter they designed and installed on Jack London Drive near their facility. That entry was also selected to receive a First Place Award. The Grand Awards are typically presented at the APTA Annual Conference. Because that conference was postponed, the public announcement of the AdWheel Grand Award winners was postponed until the in-person conference in March. However, we have been notified that we will be announced as the Grand Award winner in the Electronic Media category. This is the second year in a row that LAVTA was selected as an AdWheel Grand award winner. We have also been told that our entry of the Gillig bus stop was selected as a Grand Award winner.

ViewPoint Power BI Pilot

LAVTA is currently piloting a new and improved version of ViewPoint, which leverages the business intelligence capabilities of Power BI in order to visualize and analyze fixed-route-related data. Previously the data has always been available in Transit Master and the old ViewPoint but there were many limitations to the reports available and any customizations required the vendor to program. Since the beginning of October, staff has been introduced to

the new application and undergoing training to create various interactive reports to show on-time performance, ridership, and more. Such reports offer advanced analytics of the service in order to proactively identify operational improvements. The pilot is slated to run through December, at which time staff will review and report findings on this tool.

Shared Autonomous Vehicle (SAV) Project

The testing phase of this project has gone well and staff is preparing to shoot a promotional video this week, which will be compiled into a press kit to be distributed to various media outlets. LAVTA plans to offer a promotional period to the public as part of marketing the SAV service.

Zero-Emission Bus Study

The Center for Transportation and the Environment (CTE) is in the process of completing the rest of the zero-emission bus (ZEB) study, including assessments on the infrastructure, maintenance, and total cost of ownership. CTE is scheduled to return in December to provide their final results.

Maintenance Shop Floor Resurfacing Project

A Notice to Proceed was issued to Servicon Systems, Inc. on October 12 for the resurfacing of the maintenance shop floor at the Rutan Facility. Work will commence on October 28 and is expected to be completed by late November.

Pleasanton Corridor Enhancement Project (Rapid Stops on Santa Rita)

Construction is under way on enhancements to 19 stops along the 10R corridor in Pleasanton, with the contractor performing deep excavations to install concrete footings for the new Rapid medallion signs along the corridor and assembling the 10 new shelters to be installed. Work is expected to continue throughout the fall months with completion scheduled for early 2021.

Transit Signal Priority Upgrade and Expansion Project

This project will upgrade 67 intersections on the 10R and 30R Rapid routes and 24 Rapid buses with an improved and more reliable GPS-based signal-priority system. All intersection and on-board equipment has been installed and is operational. Earlier this month LAVTA staff received training from the vendor on the operation and maintenance of the new system. Once all testing and configuration is complete the project will be ready for final acceptance.

Dublin Parking Garage Project

Alameda County serves as the Lead Agency on this project in partnership with LAVTA as project sponsor. On August 4, the Alameda County Board of Supervisors authorized issuance of the parking garage construction RFP, which the County expects to advertise later this month. Alameda County staff anticipates County awarding the construction contract in early 2021, with completion by early 2023.

Attachments:

1. Board Statistics August 2020
2. Board Statistics September 2020
3. FY21 Upcoming Items

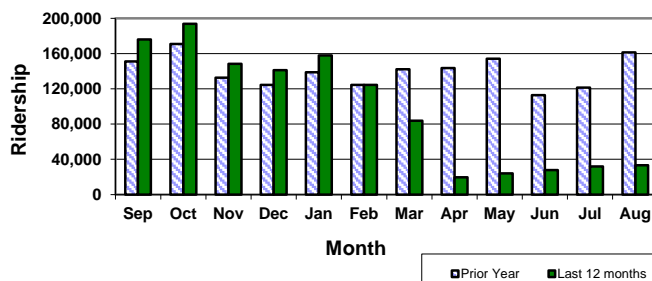
Monthly Summary Statistics for Wheels

August 2020

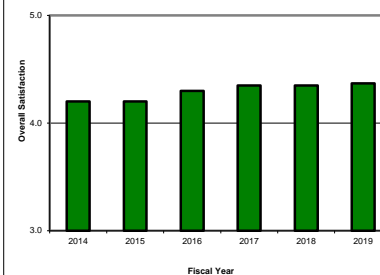
FIXED ROUTE

	August 2020			% change from one year ago		
Total Ridership FY 2020 To Date	65,233			-76.9%		
Total Ridership For Month	33,332			-79.3%		
Fully Allocated Cost per Passenger	\$21.56			190.2%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	1,249	741	678	-81.2%	-59.6%	-54.1%
Passengers Per Hour	5.9	5.0	4.6	-61.4%	-56.7%	-51.6%
	August 2020			% change from last month		
On Time Performance	93.6%			1.8%		

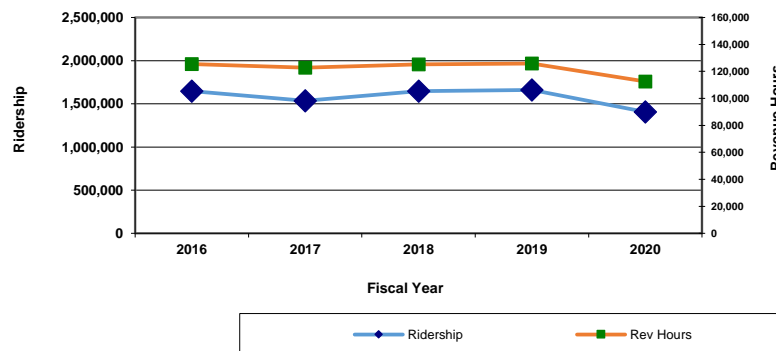
Monthly Unlinked Boardings
Last 24 Months



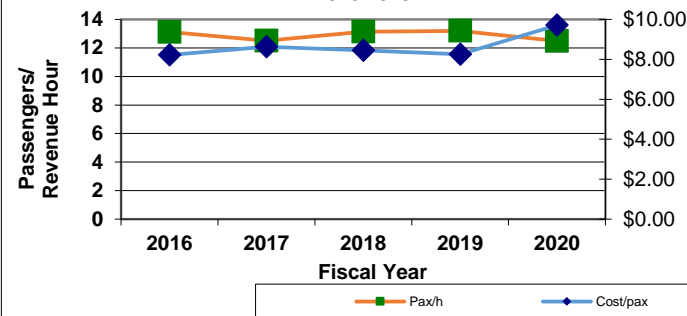
Historical Customer Service
Survey Results



Annual Unlinked Boardings and Revenue Hours
FY2016-2020



Full Cost Per Passenger and Passenger Per Hour
FY2016-2020



Monthly Summary Statistics for Wheels

August 2020

PARATRANSIT

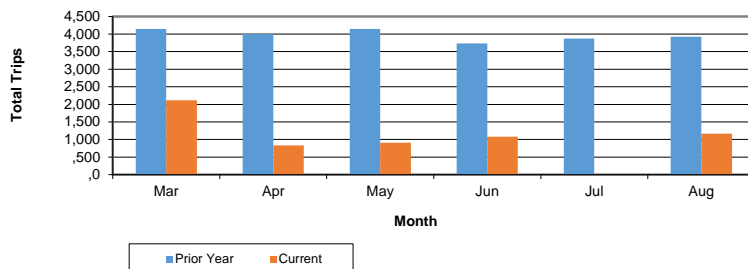
General Statistics	August 2020	% Change from last year	Year to Date
Total Monthly Passengers	1,164	-72.0%	2,315
Average Passengers Per Hour	1.21	-6.9%	1.21
On Time Performance	96.1%	10.3%	96.42%
Cost per Trip	\$51.53	49.4%	\$52.62
Number of Paratransit Assessments	0	-100.0%	0
Calls Answered in <1 Minute	88.6%	2.9%	89.04%

**There were no in-person assessments due to Covid-19, but the applicants received temporary presumptive eligibility based on their application*

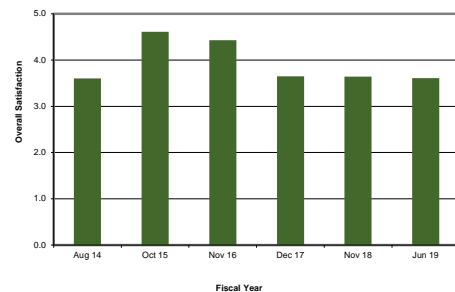
and doctor's verification until the in-person assessments can be resumed.

Missed Services Summary	August 2020	Year to Date
1st Sanction - Phone Call	0	0
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	0	0
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

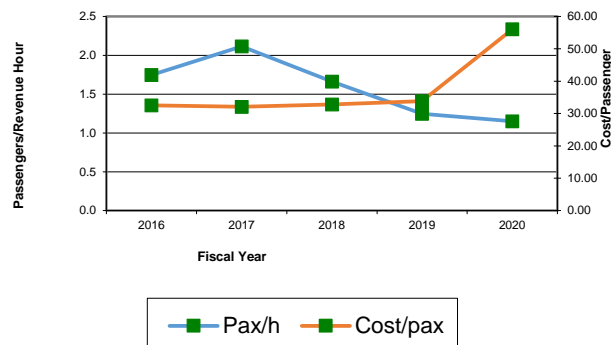
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2016-2020



Monthly Summary Statistics for Wheels
August 2020

SAFETY								
ACCIDENT DATA	August 2020				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	0		0		1		0	
Preventable	0		0		0			
Non-Preventable	0		0		1			
Physical Damage								
Major	0		0		0		0	
Minor	0		0		1			
Bodily Injury								
Yes	0		0		0		0	
No	0		0		1			
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$125.10							
To Date This Fiscal Year	\$837.65							
Budget	\$100,000.00							
% Expended	1%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	August 2020	Year To Date						
Praise	0	0						
Bus Stop	3	3						
Incident	0	0						
Trip Planning	1	1						
Fares/Tickets/Passes	2	2						
Route/Schedule Planning	6	7						
Marketing/Website	0	0						
ADA	1	1						
COVID Inquiries	0	2						
Lost/Found	3	3						
TOTAL	16	19						
CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	2	0	0	5	0	0	0	0
Safety	4	1	2	6	0	0	0	1
Driver/Dispatch Discourtesy	0	2	0	1	0	0	0	0
Early	0	0	0	0	0	1	0	0
Late	0	0	0	0	0	0	0	0
No Show	0	0	0	0	0	0	0	0
Incident	0	0	0	0	0	0	0	0
Driver/Dispatch Training	0	0	0	0	0	0	0	4
Maintenance	0	0	0	0	0	0	0	0
Bypass	2	3	0	3	0	0	0	0
TOTAL	8	6	2	15	0	1	0	5
Valid Complaints								
Per 10,000 riders	1.80							
Per 1,000 riders					0.00			

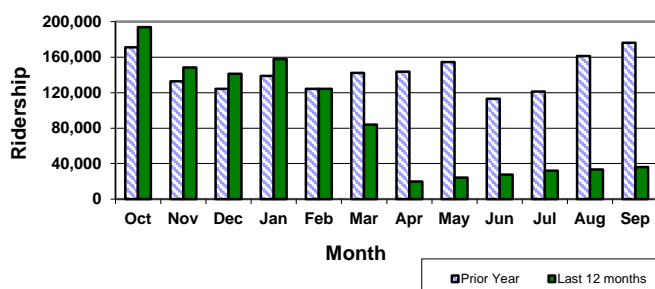
Monthly Summary Statistics for Wheels

September 2020

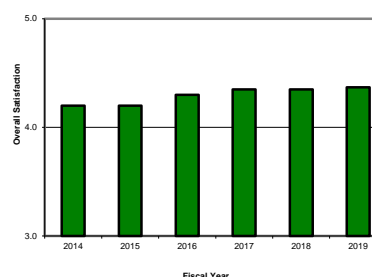
FIXED ROUTE

	September 2020			% change from one year ago		
Total Ridership FY 2020 To Date	101,228			-77.9%		
Total Ridership For Month	35,995			-79.6%		
Fully Allocated Cost per Passenger	\$22.57			246.8%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	1,348	922	799	-83.2%	-47.3%	-47.1%
Passengers Per Hour	5.3	6.2	5.4	-70.5%	-43.3%	-44.1%
	September 2020			% change from last month		
On Time Performance	93.9%			0.3%		

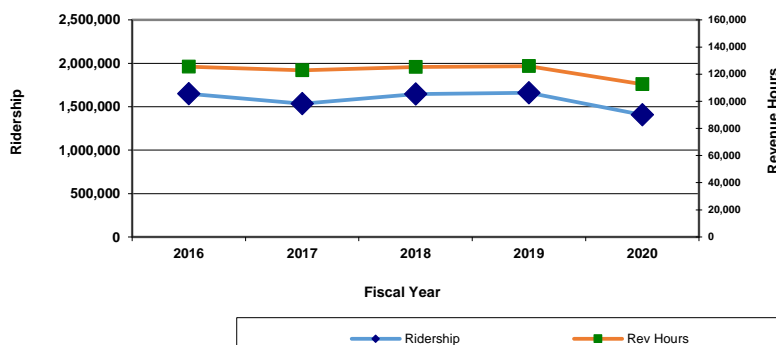
Monthly Unlinked Boardings
Last 24 Months



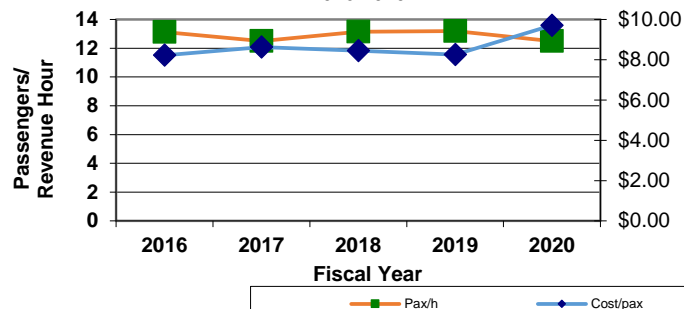
Historical Customer Service
Survey Results



Annual Unlinked Boardings and Revenue Hours
FY2016-2020



Full Cost Per Passenger and Passenger Per Hour
FY2016-2020



Monthly Summary Statistics for Wheels

September 2020

PARATRANSIT

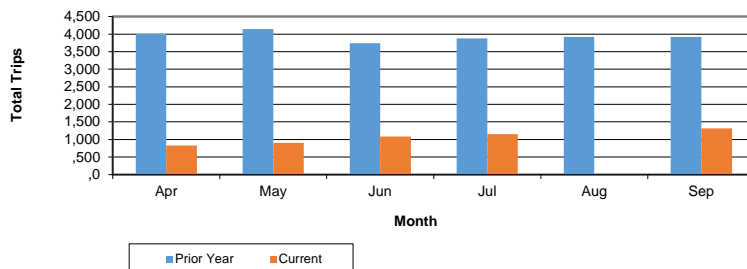
General Statistics	September 2020	% Change from last year	Year to Date
Total Monthly Passengers	1,316	-66.4%	3,631
Average Passengers Per Hour	1.25	-5.3%	1.23
On Time Performance	97.6%	12.2%	97.02%
Cost per Trip	\$47.38	30.8%	\$50.00
Number of Paratransit Assessments	0	-100.0%	0
Calls Answered in <1 Minute	87.5%	4.4%	88.05%

**There were no in-person assessments due to Covid-19, but the applicants received temporary presumptive eligibility based on their application*

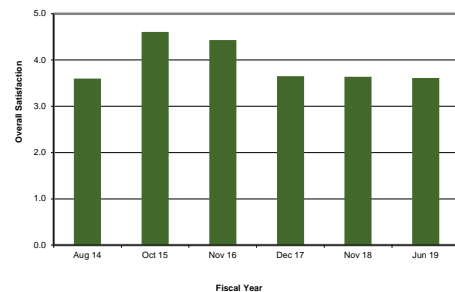
and doctor's verification until the in-person assessments can be resumed.

Missed Services Summary	September 2020	Year to Date
1st Sanction - Phone Call	0	0
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	0	0
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

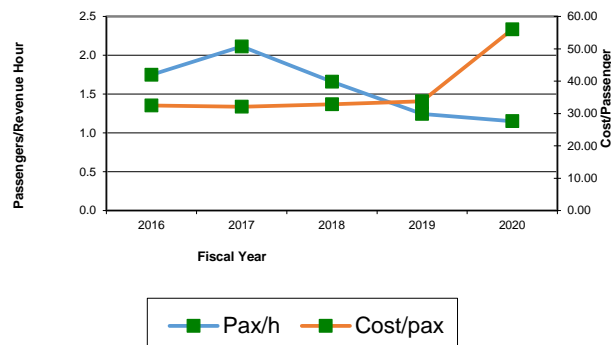
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2016-2020



Monthly Summary Statistics for Wheels
September 2020

SAFETY								
ACCIDENT DATA	September 2020				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	1		0		2		0	
Preventable	0		0		0			
Non-Preventable	1		0		2			
Physical Damage								
Major	0		0		0		0	
Minor	1		0		2			
Bodily Injury								
Yes	0		0		0		0	
No	1		0		2			
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$759.75							
To Date This Fiscal Year	\$1,597.40							
Budget	\$100,000.00							
% Expended	2%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	September 2020	Year To Date						
Praise	1	1						
Bus Stop	1	4						
Incident	1	1						
Trip Planning	0	1						
Fares/Tickets/Passes	0	2						
Route/Schedule Planning	1	8						
Marketing/Website	0	0						
ADA	1	2						
COVID Inquiries	0	2						
Lost/Found	1	4						
TOTAL	6	25						
CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	1	0	0	6	0	0	0	0
Safety	1	1	0	7	0	0	0	1
Driver/Dispatch Discourtesy	2	3	0	3	0	0	0	0
Early	0	0	0	0	0	0	0	0
Late	0	1	0	0	0	0	0	0
No Show	0	0	0	0	0	0	0	0
Incident	0	0	0	0	0	0	0	0
Driver/Dispatch Training	0	0	0	0	0	2	0	4
Maintenance	0	0	0	0	0	0	0	0
Bypass	1	0	0	4	0	0	0	0
TOTAL	5	5	0	20	0	2	0	5
Valid Complaints								
Per 10,000 riders	1.11							
Per 1,000 riders					0.00			

LAVTA COMMITTEE ITEMS - November 2020 - March 2021

Finance & Administration Committee

November

	Action	Info
Minutes	X	
Treasurers Report	X	

December

	Action	
Minutes	X	
Treasurers Report	X	
Draft 2021 Legislative Program	X	

*Typically December committee meetings are cancelled

January

	Action	Info
Minutes	X	
Treasurers Report	X	

February

	Action	Info
Minutes	X	
Treasurers Report	X	

March

	Action	Info
Minutes	X	
Treasurers Report	X	

LAVTA COMMITTEE ITEMS - November 2020 - March 2021

Projects & Services Committee

November

Minutes

Action

Info

X

Award of Paratransit O&M Contract

X

December

Minutes

Action

Info

X

*Typically December committee meetings are cancelled

January

Minutes

Action

Info

X

DAR Customer Satisfaction Survey

X

February

Minutes

Action

Info

X

March

Minutes

Action

Info

X