



Comprehensive Annual Financial Report

Year End - 6/30/2020

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Transit Authority
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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
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STATISTICAL SECTION:

Financial Trends

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

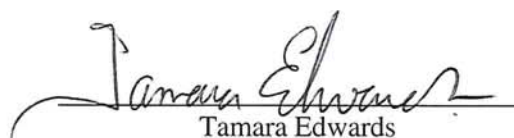
Acknowledgments

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

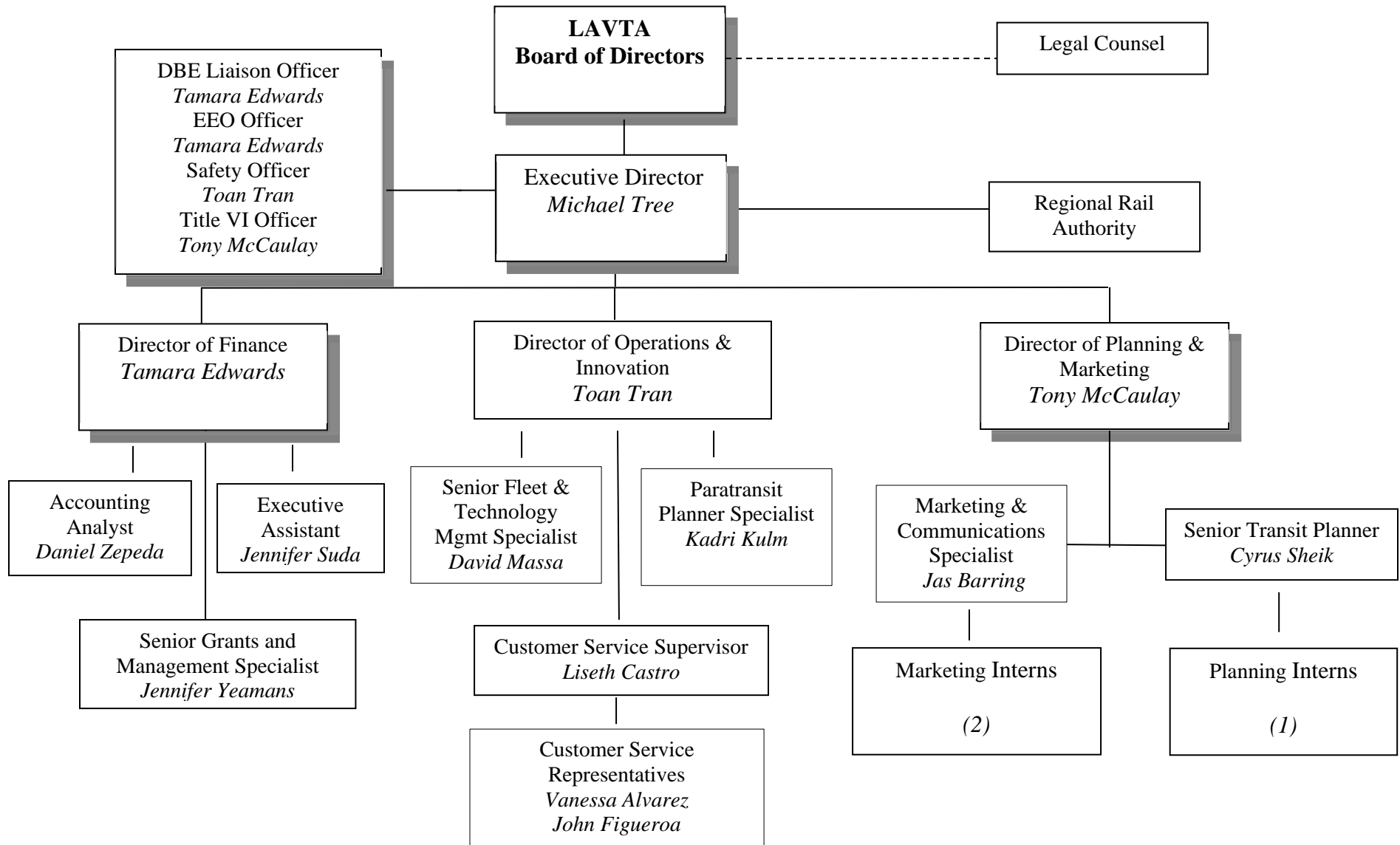
Chair	David Haubert, Mayor, City of Dublin
Vice Chair	Bob Woerner, Vice Mayor, City of Livermore
Member	Scott Haggerty, Supervisor, Alameda County
Member	Bob Coomber, Councilmember, City of Livermore
Member	Jerry Pentin, Councilmember, City of Pleasanton
Member	Karla Brown, Councilmember, City of Pleasanton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

Maze + Associates

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.

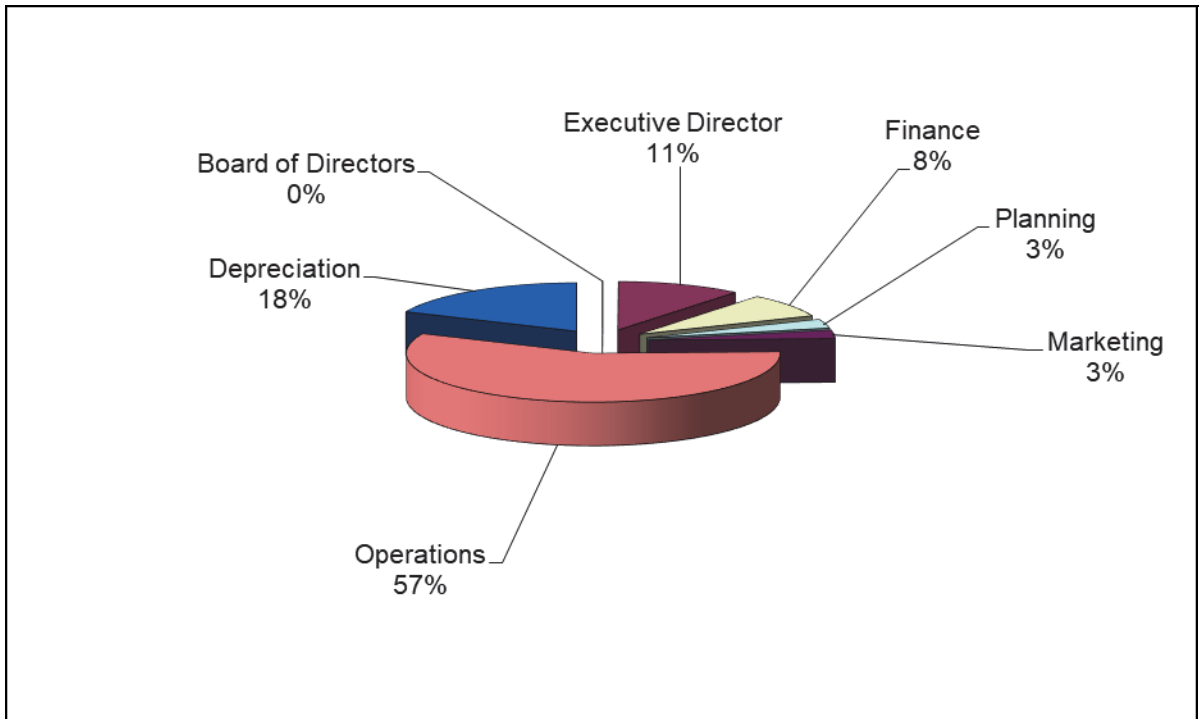
Expenses, excluding depreciation, are sorted by department. A brief description of each department's function is as follows:

- *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.



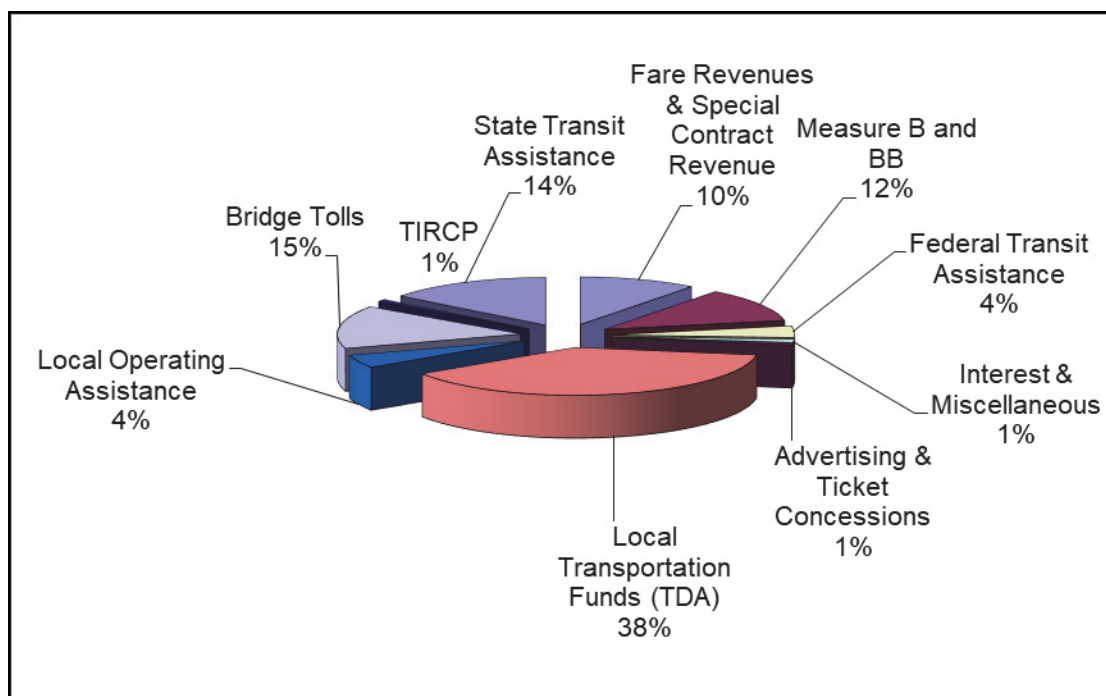
Revenues

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.

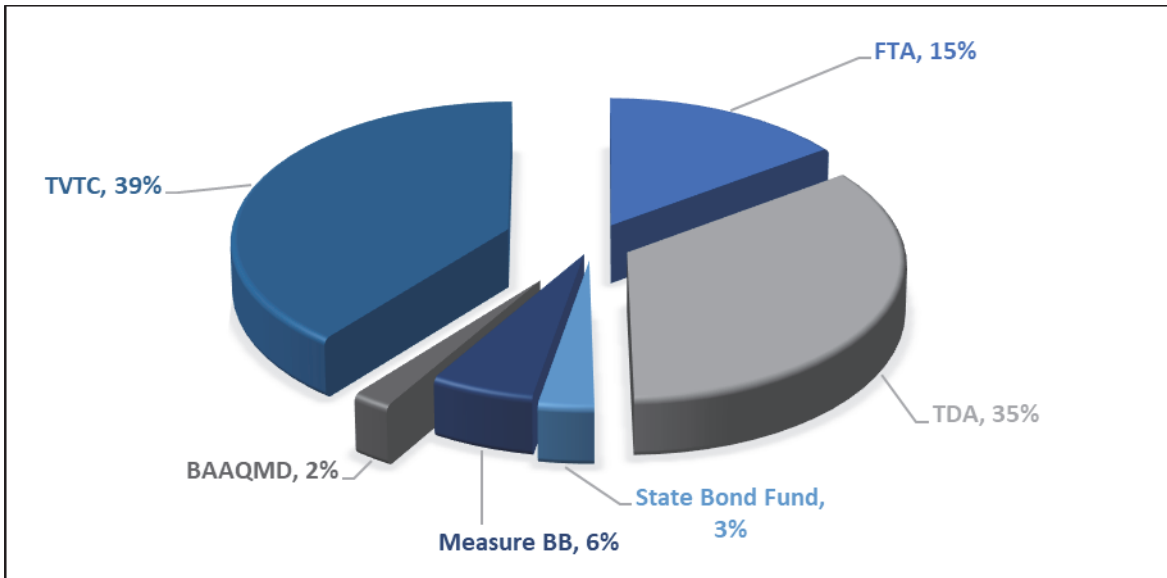
Revenue generated from operations (farebox, contract, and advertising revenues) decreased from the prior year as LAVTA stopped collecting passenger fares in mid-March.

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)		\$58,570,492

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)	<u>\$2,253,080</u>	<u>\$2,359,499</u>	<u>\$2,368,824</u>
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)	<u>\$1,439,186</u>	<u>\$1,681,010</u>	<u>\$1,956,194</u>
 Net OPEB liability - ending (a)-(b)	 <u>\$813,894</u>	 <u>\$678,489</u>	 <u>\$412,630</u>
 Plan fiduciary net position as a percentage of the total OPEB liability	 63.88%	 71.24%	 82.58%
 Covered- employee payroll	 <u>\$1,320,431</u>	 <u>\$1,299,760</u>	 <u>\$1,265,362</u>
 Net OPEB liability as a percentage of covered-employee payroll	 <u>62.62%</u>	 <u>52.20%</u>	 <u>32.61%</u>

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.

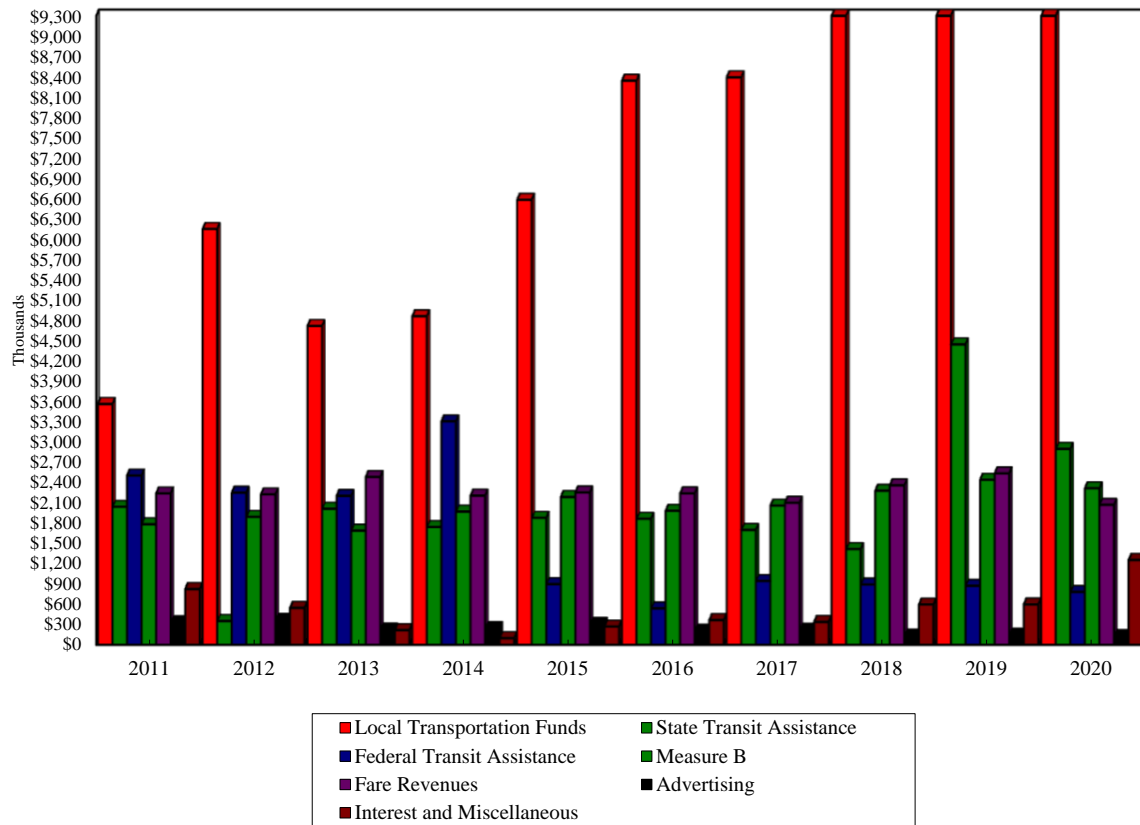
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Financial Trends
Changes in Net Position and Statement of Net Position
Last Ten Fiscal Years

	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	<u>2,571,189</u>	<u>2,590,296</u>	<u>2,705,478</u>	<u>2,451,989</u>
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	<u>16,826,492</u>	<u>17,761,268</u>	<u>17,287,735</u>	<u>17,982,404</u>
Operating loss	<u>(14,255,303)</u>	<u>(15,170,972)</u>	<u>(14,582,257)</u>	<u>(15,530,415)</u>
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	<u>11,009,778</u>	<u>10,967,960</u>	<u>10,832,665</u>	<u>11,961,424</u>
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	<u>7,306,635</u>	<u>4,112,186</u>	<u>7,314,981</u>	<u>1,672,962</u>
Change in net position	<u>4,061,110</u>	<u>(90,826)</u>	<u>3,565,389</u>	<u>(1,896,029)</u>
Net position - beginning of period		4,061,110	3,970,284	7,535,673
Net position - end of period	<u>\$4,061,110</u>	<u>\$3,970,284</u>	<u>\$7,535,673</u>	<u>\$5,639,644</u>
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	<u>\$4,061,110</u>	<u>\$3,970,284</u>	<u>\$7,535,673</u>	<u>\$5,639,644</u>

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

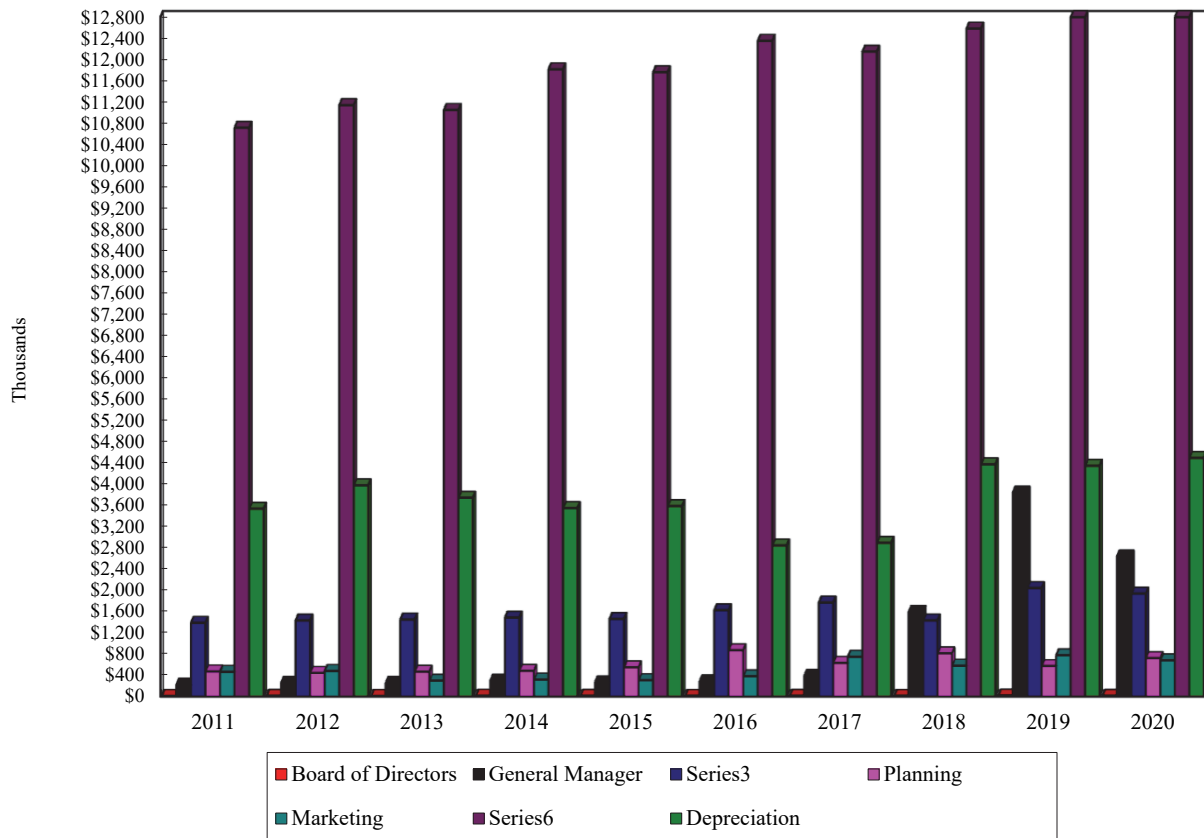
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING REVENUES BY SOURCE
LAST TEN FISCAL YEARS**



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

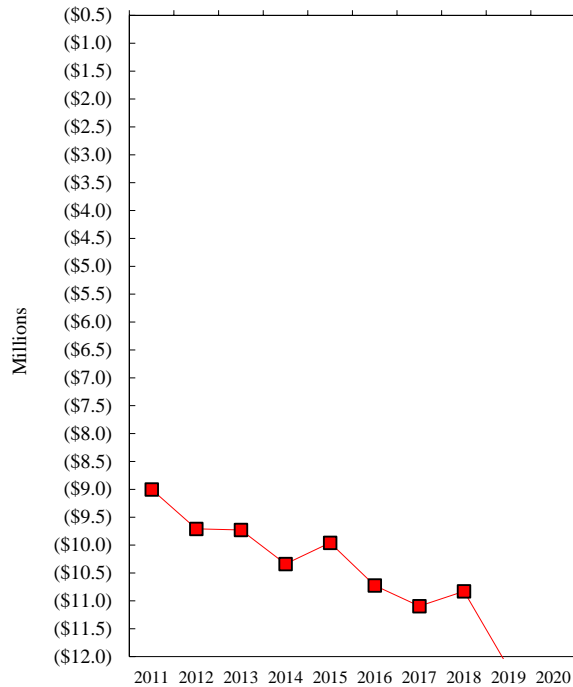
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENSES BY FUNCTION
LAST TEN FISCAL YEARS**



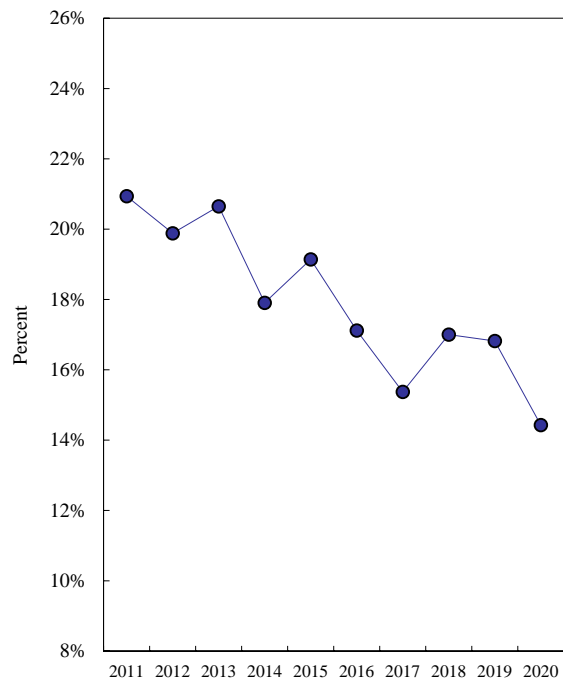
Fiscal Year	Board of Directors	Executive Director	Finance	Planning	Marketing	Operations	Depreciation	Total
2011	\$12,100	\$223,373	\$1,389,776	\$474,195	\$465,480	\$10,719,199	\$3,542,369	\$16,826,492
2012	13,800	256,528	1,433,790	445,676	481,728	11,144,981	3,984,765	17,761,268
2013	11,900	256,794	1,451,961	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



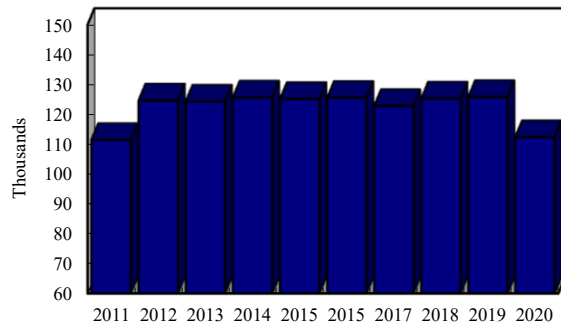
—●— Series1

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%

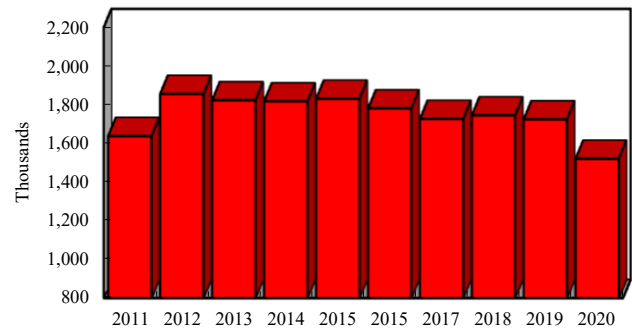
Source: Livermore Amador Valley Transit Authority Audit Reports

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

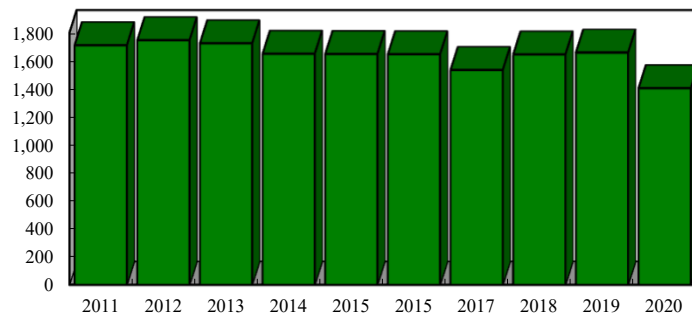
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE OPERATING STATISTICS
LAST TEN FISCAL YEARS



■ Revenue Hours



■ Revenue Miles

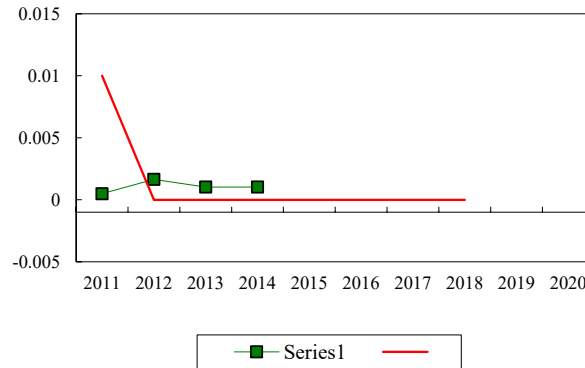
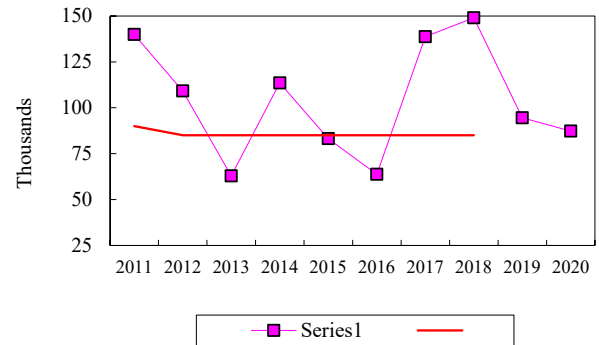
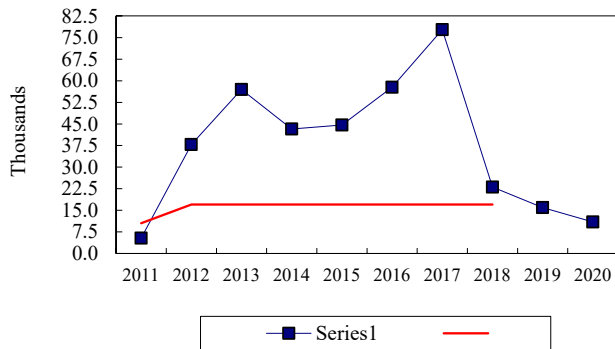


■ Passengers

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)

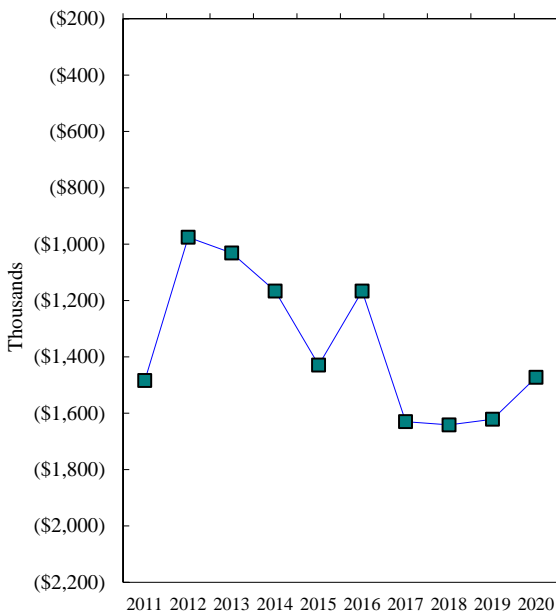
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE SAFETY STATISTICS
LAST TEN FISCAL YEARS



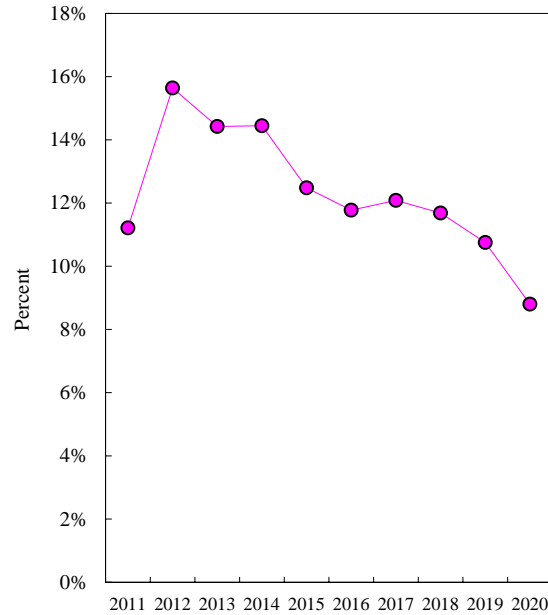
Fiscal Year	Miles Between Road Calls	Goal	Miles Between Accidents	Goal	Injuries/ Boardings	Goal
2011	5,323	17,000-20,000	139,923	85,000-100,000	3/1,712,879	N/A
2012	37,866	17,000-20,000	109,143	85,000-100,000	8/1,749,168	N/A
2013	56,965	17,000-20,000	62,857	85,000-100,000	5/1,727,085	N/A
2014	43,260	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



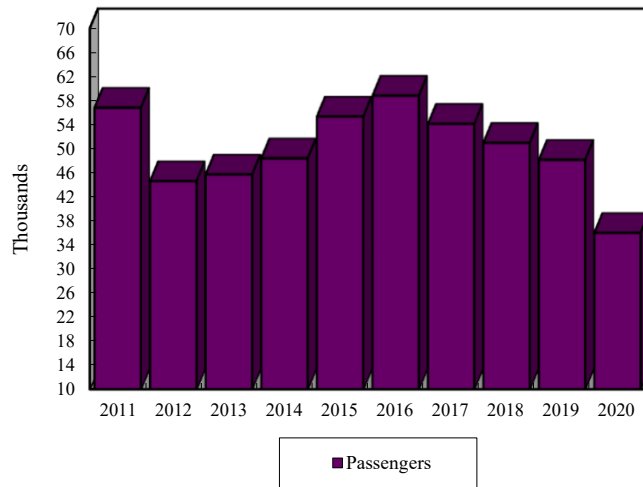
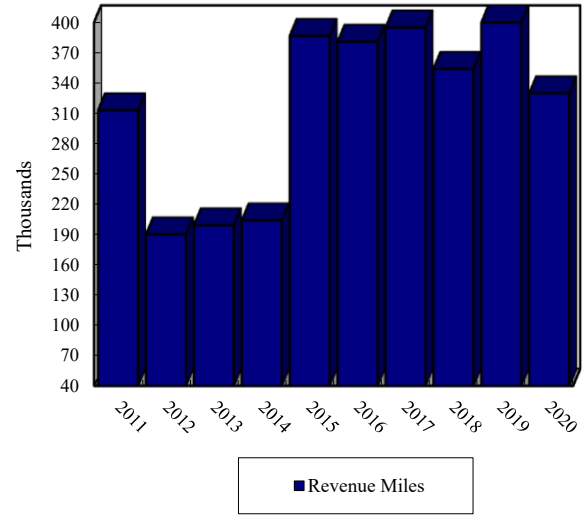
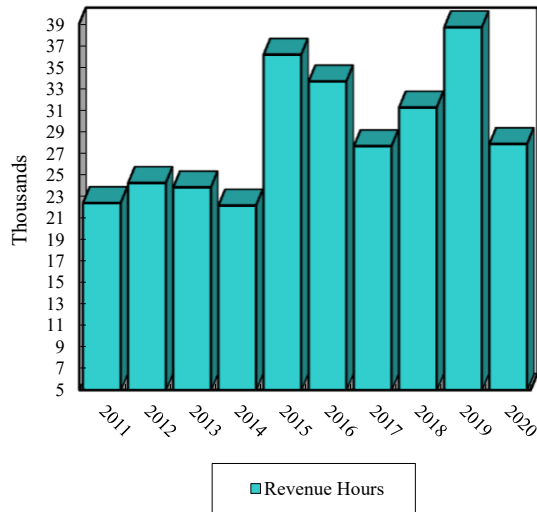
Series1

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

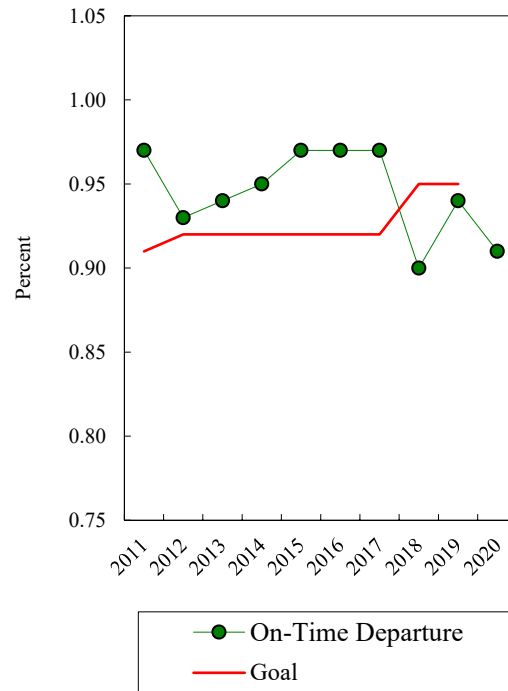
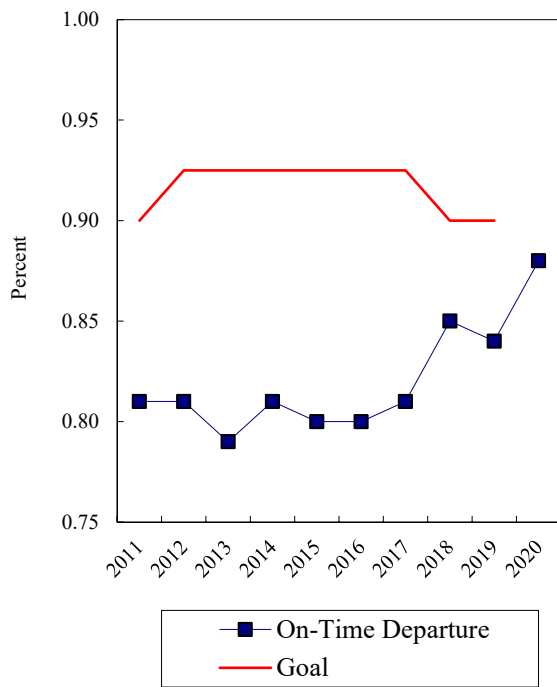
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
PARATRANSIT OPERATING STATISTICS
LAST TEN FISCAL YEARS



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

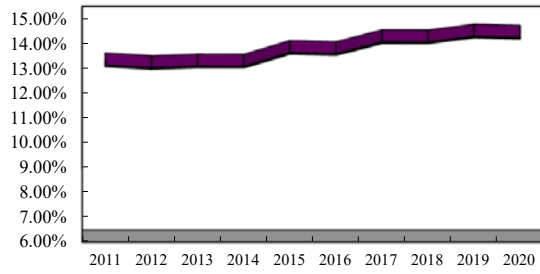


Fiscal Year	Fixed Route		Paratransit	
	On-Time Departure	Goal	On-Time Departure	Goal
2011	0.81	0.87-0.83	0.97	0.91-0.93
2012	0.81	0.90	0.93	≤ 0.95
2013	0.79	0.90	0.94	≤ 0.95
2014	0.81	0.90	0.95	≤ 0.95
2015	0.80	0.90	0.97	≤ 0.95
2016	0.80	0.85	0.97	0.95
2017	0.81	0.85	0.97	0.95
2018	0.85	0.85	0.90	0.95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

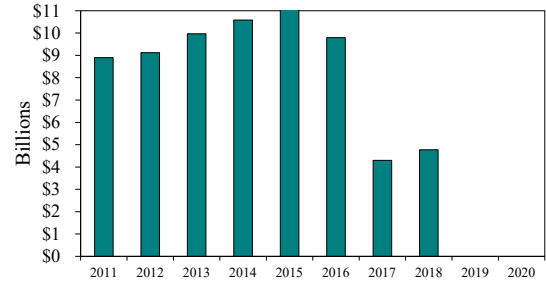
Source: Livermore Amador Valley Transit Authority Short Range Transit Plans or Contractor Service Quality Standards Index

Note: Charts include all available data

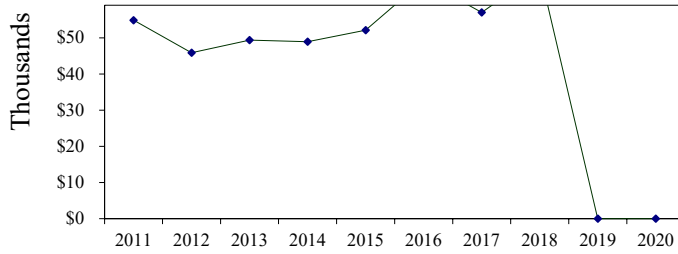
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS**



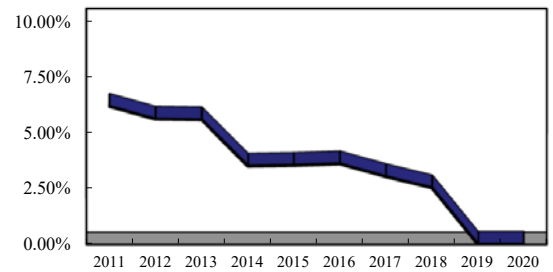
■ Authority Population



■ 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.

Maze + Associates

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.

Maze + Associates

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.

Maze + Associates

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.

Maze + Associates

Pleasant Hill, California
October 15, 2020