



Year End - 6/30/2025

Annual Comprehensive Financial Report



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

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30, 2025

WITH

SUMMARIZED COMPARATIVE

INFORMATION FOR THE

YEAR ENDED JUNE 30, 2024

PREPARED BY THE FINANCE DEPARTMENT

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Introduction Section

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT
For the Year Ended June 30, 2025

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December 5, 2025

**The Board of Directors and the Citizens Served by the
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, 2024, through June 30, 2025.

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). Generally 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 60 Gillig buses, which includes vehicles for both local fixed route and bus rapid transit (BRT) service. In fiscal year 2025 the Authority transported over 1.3 million passengers, representing a very small 1% decrease from the previous fiscal year. Like most transit agencies, Wheels ridership is still lower than the pre-pandemic levels; however, ridership has returned nearly in full on weekends and continues to surpass 80% pre-Pandemic ridership on weekdays.

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 provides financial oversight and assistance to the Tri-Valley – San Joaquin Valley 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 the cities of Livermore, Dublin and Pleasanton, and some unincorporated areas of Alameda County (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 those with mobility challenges.

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 2025 fiscal year, Authority staff included a Director of Customer Experience, Director of Finance, Director of Operations and Planning, Manager of Capital Projects, Senior Transit Planner, Operations Analyst: Fleet & ITS, Paratransit Planner, Senior Grants and Management Specialist, Senior Operations Specialist, Senior Marketing and Communications Specialist, Executive Assistant, Accounting Analyst, Customer Service Supervisor, and two Customer Service Representatives.

Since its formation, the Authority has contracted with private companies for the day-to-day operation of its services. In fiscal year 2025, fixed route operations and vehicle maintenance were provided under contract with MV Transportation, Inc. Paratransit services were provided under contract with County Connection and their subcontractor Transdev. In 2025 LAVTA re-procured its operations and maintenance contract for a three-year base term beginning July 1, 2025.

The Authority has launched an update to its Strategic Plan, which will be completed in the first half of fiscal year 2026. The new Strategic Plan will update the Authority’s mission and vision statements, as well as prioritize initiatives. The Strategic Plan will include a 3-5 year implementation plan which will be used to guide the annual operating budget, staff workplans and workforce development processes.

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, and is an important connector to regional rail systems BART and ACE. The service area covers approximately 40 square miles and has approximately 237,000 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, discounted on rideshare trips through a partnership with Transportation Network Companies (TNC), and discounted trips on taxi and TNC trips for eligible persons through its Para-Taxi program.

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.

Wheels fixed route service runs 365 days a year. On an average weekday, in FY25 the Authority’s fixed route fleet carried an average of 4,658 passengers per weekday. FY25 saw a decrease in ridership of 1% over FY24.

Service changes in FY25 were mostly focused on reconnecting routes to BART after BART modified the Blue Line train schedule in August 2024 and January 2025. Additionally, Route 201 was introduced for service to Dublin’s new Emerald High School, with associated modifications to the local school-tripper routes serving Dublin High School. On-time performance fell over the year primarily due to increased traffic throughout the Tri-Valley; in FY26 the agency will be focused on improving on-time performance through modifications of running times and implementation of cloud-based transit-signal priority.

The Authority’s fixed route service is supplemented by Dial-A-Ride paratransit service, which transported 33,873 customers in FY2025. The Authority has focused on improved information and education on transportation options, including the fixed route system and Para-Taxis well as eligibility policies.

In July 2021, the Agency took a significant step towards improving transportation services in the East Bay by collaborating with three other transit operators in the region to introduce the Regional One Seat Ride (OSR) Paratransit Pilot Program. This innovative initiative aimed to revolutionize the way paratransit clients made regional trips by offering seamless, transfer-free rides that extended beyond the traditional service-area boundaries of individual transit operators. Partner agencies include County Connection, Tri Delta Transit, and WestCat. OSR ran for four years as a pilot service; in FY25, the LAVTA Board took action to make the program permanent.

The primary objective of the OSR program was to streamline and improve the regional transit experience, with a particular focus on serving those with mobility challenges who rely on ADA paratransit services. Since its inception, the OSR program has made remarkable strides, with a total of 3,640 trips taken by customers in FY25. This figure underscores the growing demand for a transfer-free, streamlined transportation solution in the East Bay region.

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 May.

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 \$2,500 on staff vehicles with a value of less than \$50,000. As a member of CalTIP the Authority has a seat on the governing board. The Board of Directors consists of representatives from all the member organizations.

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

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

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

Independent Audit

State law requires that independent auditors, selected by the Board of Directors, audit the financial statements of the Authority. The fiscal year ended June 30, 2025 audit was conducted by Maze & Associates and their report is included in the Financial Section. Maze & Associates has also audited the Authority's compliance with the Transportation Development Act, a state law governing the expenditure of Local Transportation Funds; and State Transit Assistance, the Single Audit Act and regulations, the law, rules and regulations governing expenditures of federal awards; Measure BB funds, and State of Good Repair (SGR) 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 FY25 Budget was \$25,035,641 which was 1.69% higher than FY25. LAVTA was able to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

The capital program had three major areas of focus: Improvements to bus stops and shelters, revamping the plans for the Atlantis Facility to accommodate the growing system, and the hydrogen retrofit of the maintenance area at the Rutan facility.

Fiscal Year 2025 Accomplishments

While the previous section summarizes the financial situation last year, this section describes the work accomplished in FY25. In addition to the on-going workload of the agency, staff have been busy this year on the following issues and projects.

Fixed Route Service/Planning –Adjusted schedules in August 2024 in response to BART schedule changes; modified Route 30R schedule in February 2025 to improve OTP. Introduced new route 201 to Emerald High School in August 2024. Adjusted supplemental school service to match new school bell times. Implemented a new summer schedule for Route 10R to respond to a seasonal detour in Downtown Pleasanton. A refresh was done of all onboard car cards, and new static ride guides were installed at BART and the Transit Center.

Paratransit Service – Worked with County Connection on paratransit contractor oversight. Provided ongoing monitoring of the One Seat Ride Program, which was made into a permanent program in FY25. Expanded the Para Taxi program and increased both the maximum subsidy per trip to \$30, and the total subsidy per month to \$300.

On-Demand Services: The Go Tri-Valley discount program with Uber and Lyft continued to grow in ridership, necessitating another adjustment to the program in Summer 2025 to control costs. The Para-Taxi program was expanded with an increased subsidy available per trip (from \$20 to \$30) and increased monthly cap from \$200 to \$300.

Capital Projects – Substantially completed the Rutan Hydrogen Retrofit project which will allow for the safe maintenance of hydrogen fuel cell buses at the Rutan facility; finished repainting the Livermore Transit Center passenger canopy and signature stop on Railroad Ave; began design for the Passenger Facilities Enhancement project and the cloud-based Transit Signal Priority upgrade and expansion project.

Audits/Reviews - Had a successful FTA Triennial audit with zero findings; completed the FY24 Financial Audit (ACFR); completed the MTC Triennial audit of TDA funds, a worker's compensation audit, two audits on RM2 funding and one for RM3.

Financial Management - received GFOA's Award of Excellence for Financial Reporting for FY24 ACFR;

FUTURE OUTLOOK

LAVTA's FY26 adopted Budget is \$26,830,558 which is 7% higher than FY25. The budget allows for up to 128,656 total hours of service, which is approximately 5.8% higher than the hours budgeted in FY25. Given the increase in costs associated with the new Operations and Maintenance Contract, to balance the FY26 operating budget, the agency had to utilize one-time funds from reserves (\$2.4M) and is facing a structural deficit moving forward. Without identification of new revenues, the agency will likely need to significantly reduce costs (service) in the near future. To address the agency's structural deficit, LAVTA successfully advocated to be named as an eligible recipient of funds in the future regional transportation revenue measure (SB 63 – Wiener/Arreguin). If signed by the Governor, it will authorize a revenue measure to be placed on the November 2026 ballot. The Budget for FY26 continues to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

FY26's major operational highlight will be the start of the new Fixed Route Operations and Maintenance Contract, which started July 1, 2025. With the installation of new technology and software systems, LAVTA's focus in FY26 will be improving on-time performance and connectivity to the regional rail network. Additionally, the agency will look at options to re-route Route 10R off Neal Street in Downtown Pleasanton.

Additionally, in the fall 2025 the Agency will complete its 2030 Strategic Plan which guide the agency’s priorities and projects over the next five years. The agency will be undertaking an update to its Innovative Clean Transit (ICT) Zero Emissions Bus (ZEB) transition plan this year and is expected to

LAVTA’s FY26 capital program will advance multiple major capital projects to the construction stage, including:

- Passenger Facilities Enhancement Project: Design is underway for passenger facing improvements at Dublin/Pleasanton BART, Las Positas College, and the Lawrence Livermore/Sandia National Labs.
- Livermore Transit Center Improvements: The final work at the Livermore Transit Center, including new lighting and monument signage, will be complete in FY26.
- Cloud Based Transit Signal Priority Upgrade and Expansion: Design will be substantially complete before the end of 2025; the agency will move into the procurement phase in early 2026.

Fiscal Year 2026 Goals

The new Wheels 2030 Strategic Plan, which is expected to be adopted in November 2025, 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. Below is a chart of the updated five goal areas, with the specific goals and the associated example projects that will be undertaken in FY26.

Goal Area 1: Service Development	Example FY26 Projects
Assess LAVTA’s service area network, monitor ridership trends, evaluate routes, and make recommendations for meeting current demand and community priorities.	-Launch the 2027 Short-Range Transit Plan (SRTP) including an enhanced analysis of ridership and operational data, and public input -Continue to balance available resources with service demand and utilization
Ensure connectivity to the regional transit system.	-Use of MTC’s Transit Transfer Analysis Tool (TTAT) tool on a regular basis in scheduling -Use of Swiftly on-time performance and run time modules regularly to inform scheduling -Examination of real time on-time performance data for BART to inform potential adjustment of transfer window
Improve accessibility for all riders with disabilities.	-Implement accessibility improvements at bus stops -Address accessibility complaints in a timely manner -Implement Wheels Access/Mobility Management program
Adjust fare structure to align with the costs of service delivery.	-Implement a fare increase in FY26 and potentially FY27 -Monitor results

Goal Area 2: Marketing and Communications	Example FY26 Projects
Continue to improve customer information for enhanced access and accuracy.	<ul style="list-style-type: none"> -Regularly update website with accurate content in a timely manner -Implement ride guides at high ridership bus stops and transit hubs -Manage and improve GTFS feed -Install new or updated real time signs at bus stops along Rapid corridors
Resolve all customer complaints and incident investigations in a timely manner.	<ul style="list-style-type: none"> -Ongoing call center efforts -Analyze complaint trends
Implement a comprehensive public information campaign to ensure awareness of LAVTA's services and capabilities.	<ul style="list-style-type: none"> -Develop and implement public information campaign in preparation for the 2026 Regional Measure
Facilitate the integration of electronic fare systems and transition to digital fare media.	<ul style="list-style-type: none"> -Complete Agency transition to Clipper 2.0 and open payments, ensuring customer service and operations staff are trained -Support MTC's transition of new and existing customers to Clipper 2.0 -Develop marketing or outreach campaign to encourage use of Clipper -Target routes and bus stops near hotels and the Outlets to promote open payments -Complete transition to ACE CST and digital fare media

Goal Area 3: Advocacy and Partnerships	Example FY26 Projects
Participate and advocate for LAVTA's interests in regional business development, MTC-led initiatives and committees.	<ul style="list-style-type: none"> -Participate in Clipper Executive Board and Regional Network Management Activities -Staff engagement in MTC-led initiatives, including Regional Mapping and Wayfinding, Transit Priority, Accessibility, and Fare Integration
Continue to build and grow relationships with adjacent cities and counties, and State and Federal delegations.	<ul style="list-style-type: none"> -Complete LAVTA's annual legislative platform -Secure long-term lobbyist contracts -Attend CTA and APTA Legislative Conferences -Make regular visits to Sacramento to engage with elected delegation on LAVTA's legislative platform -Engage with and/or join CTA and APTA Legislative and Operations Committees
Collaborate with regional transit providers to pursue transit-friendly regional policies, joint purchasing programs, etc.	<ul style="list-style-type: none"> -Continue to work with the small east bay operators on joint projects and service opportunities
Advocate for the upcoming regional transit funding measure.	<ul style="list-style-type: none"> -Participate in all MTC and Alameda CTC-led activities related to the future regional measure -Share information on Wheels website -Conduct a public awareness campaign
Build support for an expanded transit priority traffic control system throughout the Tri-Valley.	<ul style="list-style-type: none"> -Implement cloud-based transit-signal priority system -Facilitate regular meetings with City staff to share operational data from the system
Implement all MTC-led initiatives and regional projects, etc.	<ul style="list-style-type: none"> -Participate in the Regional Mapping and Wayfinding pilot at Dublin/Pleasanton BART
Implement capital improvements at bus stops and transfer centers to improve passenger safety and convenience	<ul style="list-style-type: none"> -Complete the Mobility Hubs Improvement Project -Complete the Livermore Transit Center Projects including Railroad Court lighting and new monument signage

Goal Area 4: Operational Effectiveness	Example FY26 Projects
Ensure fixed route and paratransit contractor compliance	-Monitor contractor reports monthly; assess liquidated damages monthly and quality standards index (SQSI) points quarterly. -coordinate regular contractor-client meetings for fixed route and paratransit
Design schedules to reflect accurate running times.	-Deploy Swiftly On-time performance and run-time modules -Utilize information from Swiftly modules to inform schedule adjustments on a regular basis
Update assumptions made in the Zero Emission Bus transition plan and make recommendations for modifications.	-Issue task order to on-call zero-emissions bus consultants
Determine a realistic timeframe for completing the Zero Emission Bus transition and Atlantis Facility	-Complete an update of the ICT Plan
Deploy new technology to improve safety, maintenance, and fleet reliability	-Implement Cloud-Based RTA -Implement Cradlepoint routers fleet wide -Complete multimodal integration of new routers -Continue to monitor contractor use of new technology
Identify and implement improvements to bus operations by implementing transit signal priority and other improvements	-Implement cloud-based transit signal priority

Goal Area 5: Organizational and Financial Management	Example FY26 Projects
Pursue and apply grant funding for high priority LAVTA initiatives	-Apply for and win Federal, State, regional and local competitive grants to support LAVTAs projects and priorities
Produce a balanced budget every year.	-Annual budgeting process
Deliver a “satisfactory” audit report every year	-Annual AFCR, Triennial FTA and Triennial TDA Audit
Align the Agency’s budget with the goals and objectives of the 2025 Strategic Plan	-Anchor budget inputs to strategic plan goals and objectives -Format annual budget book to include strategic plan goals
Tie staff work products to strategic plan objectives	-Modify staff workplan templates to include strategic plan goals
Create and implement policies that establish a positive culture and working environment, making LAVTA an employer of choice.	-Continue to follow industry best practices for workplace policies -Conduct regular salary studies approximately every three years to ensure staff compensation is in-line with the industry and the region

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 250,000 total residents according to 2020 Census data. According to the Metropolitan Transportation Commission’s (MTC) 2050 Plan Bay Area Transportation Plan released in 2021, the population of the Bay Area is expected to grow by 2,000,000 residents between 2020 and 2050. With an additional 1,000,000 jobs. ¹

The Tri-Valley cities have a lower unemployment rate than other cities in Alameda County, the state, and the nation. Statistics for 2025 show that unemployment rates in Tri-Valley are lower than the rest of Alameda County.

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, 2024. This was the twenty-eighth 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 Annual Comprehensive Financial Report. This Report must satisfy both generally accepted accounting principles and applicable legal requirements.

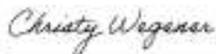
A Certificate of Achievement is valid for a period of one year only. We believe our current Comprehensive Annual Financial Report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

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

Director of Finance



Christy Wegener



Tamara Edwards (Dec 4, 2025 15:54:51 PST)

Tamara Edwards

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

PRINCIPAL OFFICIALS

June 30, 2025

Board of Directors

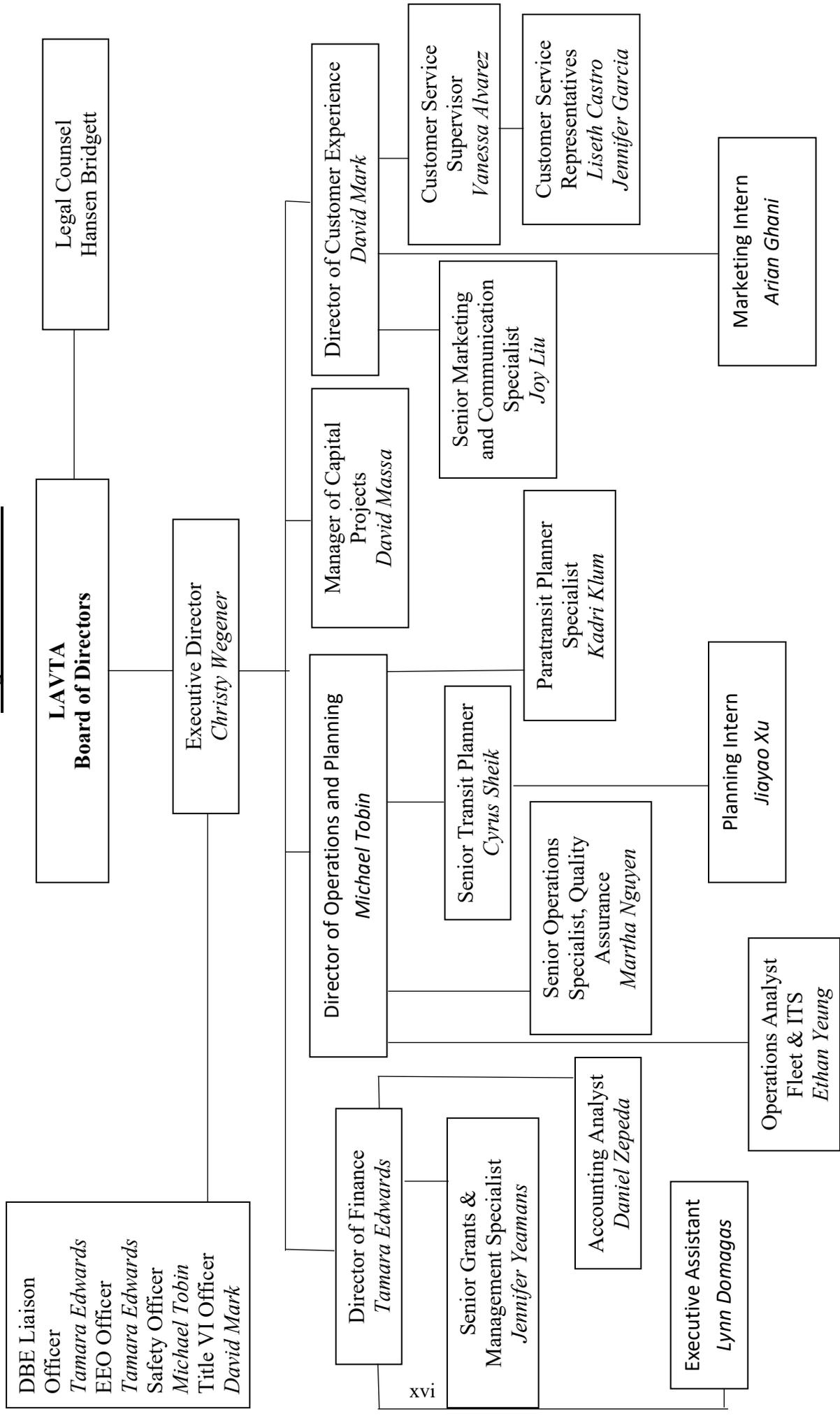
Chair	Evan Branning, Councilmember, City of Livermore
Vice Chair	Julie Testa, Councilmember, City of Pleasanton
Member	David Haubert, Supervisor, Alameda County
Member	Kristie Wang, Councilmember, City of Livermore
Member	Craig Eicher, Councilmember, City of Pleasanton
Member	Jean Josey, Councilmember, City of Dublin
Member	Michael McCorriston, Councilmember City of Dublin

Staff

Executive Director	Christy Wegener
Director of Customer Experience	David Mark
Director of Finance	Tamara Edwards
Director of Operations and Planning	Michael Tobin
Capital Projects Manager	David Massa
Senior Transit Planner	Cyrus Sheik
Senior Grants & Management Specialist	Jennifer Yeamans
Senior Operations Assistant, Quality Assurance	Martha Nguyen
Senior Marketing and Communications Specialist	Joy Liu
Operations Analyst Fleet and ITS	Ethan Yeung
Paratransit Planner	Kadri Kulm
Accounting Analyst	Daniel Zepeda
Executive Assistant	Lynn Domagas
Customer Service Supervisor	Vanessa Moreno
Customer Service Representative	Liseth Castro
Customer Service Representative	Jennifer Garcia

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 Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morill

Executive Director/CEO

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Financial Section

2

INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinions

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, 2025, and the related notes to the financial statements which collectively comprise the Authority's basic financial statements as listed in the Table of Contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the each major fund of the Authority as of June 30, 2025, 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.

Basis for Opinions

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. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirement relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management's 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, and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Report on Summarized Comparative Information

We have previously audited the Authority's June 30, 2024 financial statements, and expressed unmodified audit opinions on those audited financial statements in our report dated November 1, 2024. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2024 is consistent, in all material respects, with audited financial statements from which it has been derived.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the 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 is the responsibility of management and, 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.

Supplementary 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 accompanying Supplementary Information, as listed in the Table of Contents, is presented for purposes of additional analysis and is not a required part of the basic 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 basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Supplementary Information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Introductory Section and Statistical Section listed in the Table of Contents, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 5, 2025, 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 solely 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 the effectiveness of the Authority's 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
December 5, 2025

MANAGEMENT DISCUSSION AND ANALYSIS

For the Year Ended June 30, 2025

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, 2025.

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, 2025 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, 2025 and June 30, 2024:

Table 1

Statement of Net Position	Year Ending 6/30/2025	Year Ending 6/30/2024
Assets:		
Current Assets		
Cash and investments	\$25,619,629	\$21,418,976
Restricted investments	454,183	322,062
Receivables		
Accounts	2,296,690	3,913,734
Capital Grants	785,920	630,289
Due from other funds	191,870	0
Due from other governments	2,930,530	2,930,530
Prepaid expenses	<u>382,150</u>	<u>613,150</u>
Total Current Assets	<u>32,660,972</u>	<u>29,828,741</u>
Noncurrent Assets		
Net OPEB asset	67,698	69,638
Capital assets (net)	53,142,429	57,760,412
Total Noncurrent Assets	<u>53,210,127</u>	<u>57,830,050</u>
Total assets	<u>85,871,099</u>	<u>87,658,791</u>
Deferred Outflows		
Deferred Outflows	<u>1,223,548</u>	<u>1,370,807</u>
Liabilities:		
Current Liabilities		

Due to other funds	191,870	0
Accounts payable	3,887,212	3,993,880
Compensated absences	135,743	26,596
Claims payable	<u>23,780</u>	<u>24,311</u>
Total Current Liabilities	<u>4,238,605</u>	<u>4,044,787</u>
Noncurrent Liabilities		
Unearned revenues	320,356	315,897
Compensated absences	0	99,521
Due to LTF	28,548,382	25,627,304
Long Term Liabilities		
Net Pension Liability	<u>1,325,703</u>	<u>1,605,376</u>
Total noncurrent liabilities	<u>30,194,441</u>	<u>27,648,098</u>
Total Liabilities	<u>34,433,046</u>	<u>31,692,885</u>
Deferred Inflows		
Deferred inflows	<u>\$458,147</u>	<u>\$515,275</u>
Net Position:		
Net investments in capital assets	53,142,429	57,760,412
Restricted for:		
Pension Trust	454,183	322,062
Net OPEB asset	67,698	0
Unrestricted	<u>(1,803,191)</u>	<u>(1,261,036)</u>
Total Net Position	<u>\$52,203,454</u>	<u>\$56,821,438</u>

Assets and Deferred Outflows

Total assets and deferred outflows amounted to \$87,094,647 consisting of \$32,660,972 in current assets such as cash and accounts receivable, \$67,698, net OPEB asset, \$53,142,429 in capital assets primarily vehicles and facilities including furnishings and equipment, and \$1,223,548 in pension and OPEB related deferred outflows. Notes 2, 3, 8, and 10 further describe Cash and Investments, Capital Assets and Pension and OPEB related expenses, liabilities, and deferred inflows/outflows of resources related to pensions. In the fiscal year ended June 30, 2025 the capital projects below were ongoing:

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 seeking funding to build out the new operations and maintenance buildings that will be located on the facility. Additionally, a Hydrogen Fueling Station will be added. This is expected to be a significant multi-year project.

Bus Stop Upgrade

LAVTA has three prime bus stop locations, the Pleasanton/Dublin BART station, Los Positas College, and the Lawrence Livermore Lab that the agency is currently working to upgrade. These upgrades include new street furniture, and new real time signage. The project is currently in design and construction is expected to commence in FY26.

Rutan Bus Gate Replacement

The gate at the Rutan facility that buses utilize to enter and exit the yard has been in place since 1991. For security purposes, the gate should open and close for each bus entering and exiting; however, the gate has been malfunctioning for the last year and thus the agency is replacing it with a new gate, with a new design that will allow for a secured bus yard. The project will be complete in mid-FY26.

Transit Center Upgrades

LAVTA's Transit Center is a major transfer hub within the WHEELS network. Over the last few years LAVTA has upgraded the signage, the landscaping, and repaired the parking lot. In FY25, the agency repainted the passenger canopy and signature bus stop on Railroad Ave. Currently, LAVTA is working on finalizing design for new lighting connecting the Transit Center to Railroad Ave, and new monument signs at both entrances.

Additional information on Capital Asset Activities can be found in Note 3.

Liabilities and Deferred Inflows

Liabilities and deferred inflows totaled \$34,891,193 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 \$12,578,723 in reserves.

Net Position

Change of Net Position was \$4,617,984 this decrease in Net Position is due to the deletion and transfer of capital assets being less than the depreciation on existing capital.

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, and WHEELS on Demand. 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, 2025 and June 30, 2024:

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

	Year Ending 6/30/2025	Year Ending 6/30/2024
EXPENSES		
Expenses, non-capital		
Board of Directors	\$25,505	\$26,240
Executive Director	541,671	419,245
Finance	2,581,664	2,576,129
Planning	293,703	273,510
Marketing	1,105,879	908,134
Operations	<u>18,018,326</u>	<u>17,131,255</u>
Total Expenses, non-capital	<u>22,556,748</u>	<u>21,334,513</u>
Expenses, capital (non-operating)		
Depreciation	6,568,647	8,065,299
Total Expenses, capital	<u>6,568,647</u>	<u>8,065,299</u>
Total expenses	<u>29,135,395</u>	<u>29,399,812</u>
 Program Operating Losses	 (26,706,920)	 (26,948,607)
 REVENUES		
Program operating revenues:		
Fare revenues	\$1,502,932	\$1,518,380
Special contract revenues	710,491	723,907
Advertising and ticket concessions	<u>215,052</u>	<u>208,918</u>
Total operating revenues	<u>2,428,475</u>	<u>2,451,205</u>
Non-operating revenues, non-capital:		
Interest and Miscellaneous	1,804,844	775,838
Local Transportation Funds 4.0	10,853,098	5,224,606
Local Transportation Funds 4.5	46,914	225,974
State Transit Assistance	3,121,908	3,373,932
Local Operating Assistance	35,732	6,519
FTA Operating Assistance	791,712	5,007,356
Local Sales Tax/Measure BB funds:		
Measure BB grants	2,761,352	2,690,937
Measure BB-Gap grants	60,807	18,546
Measure BB-City of Pleasanton	199,186	176,023
Bridge tolls	<u>1,182,719</u>	<u>1,383,577</u>
Total non-capital revenues	<u>20,138,272</u>	<u>18,883,308</u>

Net Loss Before Capital Contributions	6,568,648	8,065,299
Non-operating revenues, capital		
Transfer of Assets	<u>0</u>	<u>(20,181,711)</u>
Gain (Loss) on Disposal of Equipment	<u>(20,247)</u>	<u>0</u>
Total Gain (Loss)	<u>(20,247)</u>	<u>(20,181,711)</u>
Net non-operating revenues before capital contributions (grants)	<u>22,546,500</u>	<u>1,152,802</u>
Capital grants, net		
Total capital grants, net	<u>1,970,911</u>	<u>9,118,006</u>
Total revenues	<u>\$22,088,936</u>	<u>\$7,819,603</u>
Net income	(4,617,984)	(19,129,004)
CHANGE IN NET POSITION	(4,617,984)	(19,129,004)
Net Position, beginning	<u>56,821,438</u>	<u>75,950,442</u>
Net Position, ending	<u>\$52,203,454</u>	<u>\$56,821,438</u>

Expenses

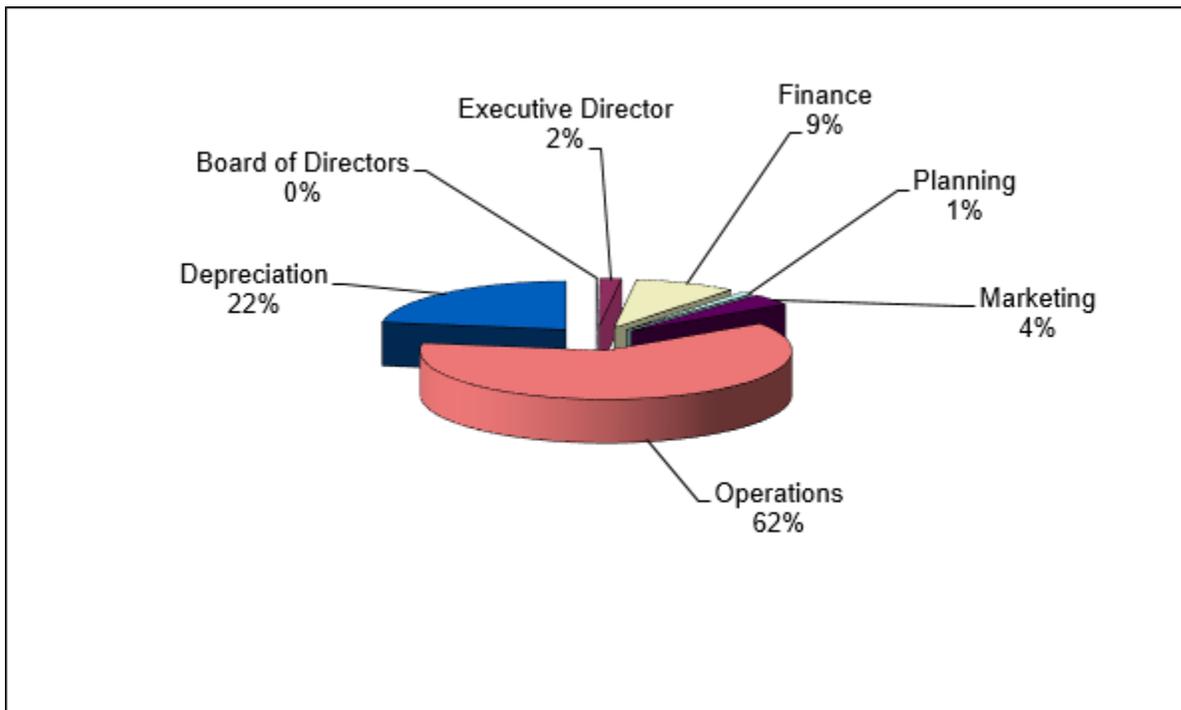
Total expenses including depreciation (which was \$6,568,647) were \$29,135,395 in the fiscal year ending June 30, 2025. Adjusting for depreciation and asset transfers this was a 1% decrease over the prior year. The decrease in expenses was driven by a number of factors, but primarily the decrease in depreciation due to some assets reaching their useful life and no longer being depreciated.

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 Annual Comprehensive Financial Report (ACFR); 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; capital asset management; facilities maintenance; fare and revenue collection; and general office administration. Significant costs charged to this department are salary and benefits for the five accounting, grants, and administrative positions, as well as utilities and facility maintenance expenses.

- *Planning* This department plans, organizes, directs, and implements the Authority's short and long-range planning programs. This department is also responsible for transit development functions including capital improvement programs, 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 the Central Contra Costa Transportation Authority (CCCTA). 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 2025.

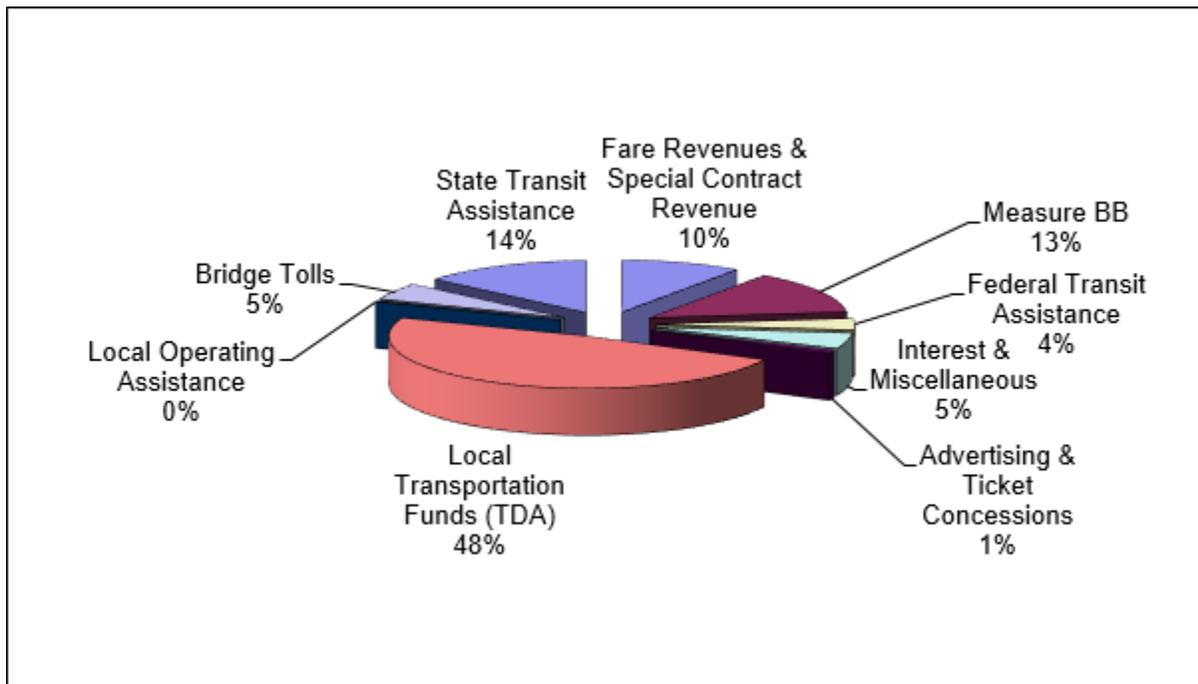


Revenues

The Authority's primary source of operating revenue is Transportation Development Act (TDA) Article 4.0 and 4.5 funds. In FY25, TDA accounted for 48% of total operating revenue. The rest of the revenue is comprised of Federal Transit Assistance, Passenger Fares, State Transit Assistance, Measure BB, Bridge Tolls, Advertising and Ticket Concessions, and Interest. In FY25.

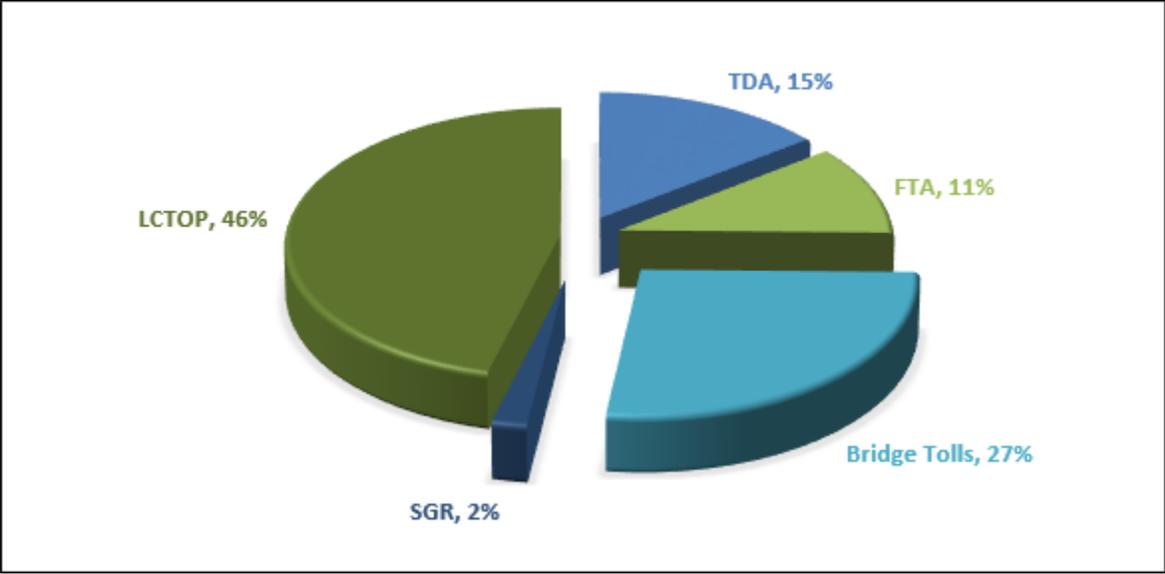
Revenue generated from operations (farebox, contract, and advertising revenues) decreased slightly from the prior year as LAVTA saw a decrease in ridership.

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 2025.



Capital Contributions

Capital contributions in the fiscal year ending June 2025 were \$1,970,911 which is a decrease over the capital contributions for the fiscal year ending June 30, 2024 of \$9,118,006. The decrease in capital contributions is attributed to the completion of LAVTA's partnership with Alameda County in building a parking garage. Below are percentages by capital funding source for the fiscal year ending June 2025.



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.

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF NET POSITION
JUNE 30, 2025
WITH SUMMARIZED TOTALS AS OF JUNE 30, 2024

	2025			2024 Totals	
	Fixed Route Program	Paratransit Program	WHEELS on Demand		Totals
ASSETS					
Current Assets					
Cash and investments (Note 2)	\$25,432,377	\$187,252		\$25,619,629	\$21,418,976
Restricted investments (Note 2)	454,183			454,183	322,062
Receivables:					
Accounts	1,350,603	944,655	\$1,432	2,296,690	3,913,734
Capital grants	785,920			785,920	630,289
Due from other funds (Note 1I)	191,870			191,870	
Due from other governments	2,930,530			2,930,530	2,930,530
Prepaid expenses	242,876	139,274		382,150	613,150
Total current assets	31,388,359	1,271,181	1,432	32,660,972	29,828,741
Noncurrent Assets					
Net OPEB asset (Note 10)	67,698			67,698	69,638
Capital Assets (Note 3):					
Land and construction in progress	19,384,362			19,384,362	17,963,900
Depreciable assets	88,657,595	84,846		88,742,441	88,236,039
Subtotal capital assets	108,041,957	84,846		108,126,803	106,199,939
Less: accumulated depreciation	(54,899,528)	(84,846)		(54,984,374)	(48,439,527)
Capital assets, net	53,142,429			53,142,429	57,760,412
Total noncurrent assets	53,210,127			53,210,127	57,830,050
Total Assets	84,598,486	1,271,181	1,432	85,871,099	87,658,791
DEFERRED OUTFLOWS OF RESOURCES					
Pension related (Note 8)	567,050			567,050	777,421
OPEB related (Note 10)	656,498			656,498	593,386
Total Deferred Outflows of Resources	1,223,548			1,223,548	1,370,807
LIABILITIES					
Current Liabilities					
Due to other funds (Note 1I)			191,870	191,870	
Accounts payable and accrued liabilities	3,148,804	715,302	23,106	3,887,212	3,993,880
Compensated absences (Note 1J)	135,743			135,743	26,596
Claims payable (Note 1E)	23,780			23,780	24,311
Total current liabilities	3,308,327	715,302	214,976	4,238,605	4,044,787
Noncurrent Liabilities					
Unearned revenues (Note 6)	320,356			320,356	315,897
Compensated absences (Note 1J)					99,521
Due to LTF Operating (Note 4)	28,548,382			28,548,382	25,627,304
Net pension liability (Note 8)	1,325,703			1,325,703	1,605,376
Total noncurrent liabilities	30,194,441			30,194,441	27,648,098
Total Liabilities	33,502,768	715,302	214,976	34,433,046	31,692,885
DEFERRED INFLOWS OF RESOURCES					
Pension related (Note 8)	172,348			172,348	141,094
OPEB related (Note 10)	285,799			285,799	374,181
Total Deferred Inflows of Resources	458,147			458,147	515,275
NET POSITION					
Net investment in capital assets (Note 7)	53,142,429			53,142,429	57,760,412
Restricted for:					
Pension trust (Note 7)	454,183			454,183	322,062
Unrestricted (Note 7)	(1,735,493)	555,879	(213,544)	(1,393,158)	(1,261,036)
Total Net Position	\$51,861,119	\$555,879	(\$213,544)	\$52,203,454	\$56,821,438

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, 2025
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2024

	2025			Totals	2024 Totals
	Fixed Route Program	Paratransit Program	WHEELS on Demand		
PROGRAM OPERATING REVENUES					
Fare revenues	\$1,376,620	\$126,312		\$1,502,932	\$1,518,380
Special contract revenue	684,315	26,176		710,491	723,907
Advertising and ticket concessions	215,052			215,052	208,918
Total program operating revenues	<u>2,275,987</u>	<u>152,488</u>		<u>2,428,475</u>	<u>2,451,205</u>
PROGRAM OPERATING EXPENSES					
Board of Directors	21,545	2,970	\$990	25,505	26,240
Executive Director	506,955	17,358	17,358	541,671	419,245
Finance	2,550,091	31,115	458	2,581,664	2,576,129
Planning	245,183	48,520		293,703	273,510
Marketing	1,105,389	490		1,105,879	908,134
Operations	15,696,706	2,063,395	258,225	18,018,326	17,131,255
Depreciation (Note 3)	6,564,066	4,581		6,568,647	8,065,299
Total program operating expenses	<u>26,689,935</u>	<u>2,168,429</u>	<u>277,031</u>	<u>29,135,395</u>	<u>29,399,812</u>
PROGRAM OPERATING LOSSES	<u>(24,413,948)</u>	<u>(2,015,941)</u>	<u>(277,031)</u>	<u>(26,706,920)</u>	<u>(26,948,607)</u>
NON-OPERATING REVENUES (EXPENSES)					
Interest and miscellaneous	1,084,844			1,084,844	775,838
Local Transportation Funds 4.0	10,581,800		271,298	10,853,098	5,224,606
Local Transportation Funds 4.5		46,914		46,914	225,974
State Transit Assistance	3,121,908			3,121,908	3,373,932
Local Operating Assistance	30,000		5,732	35,732	6,519
FTA operating assistance		791,712		791,712	5,007,356
Local Sales Tax/Measure BB funds:					
Measure BB grants	1,848,611	912,741		2,761,352	2,690,937
Measure BB - GAP Grants		60,807		60,807	18,546
Measure BB - City of Pleasanton		199,186		199,186	176,023
Bridge tolls	1,182,719			1,182,719	1,383,577
Transfer of Parking Garage to County					(20,181,711)
Gain (Loss) on disposal of equipment	(20,247)			(20,247)	
Net non-operating revenues, before capital contributions (grants)	<u>17,829,635</u>	<u>2,011,360</u>	<u>277,030</u>	<u>20,118,025</u>	<u>(1,298,403)</u>
Capital contributions (grants) (Note 6):					
FTA capital assistance	212,199			212,199	46,212
Local Transportation Funds 4.0	285,936			285,936	759,852
Bridge tolls	527,742			527,742	
State Bond Fund - State of Good Repair	38,362			38,362	
LCTOP	906,672			906,672	
Transit and Intercity Rail Capital Program					8,311,942
Total capital contributions (grants)	<u>1,970,911</u>			<u>1,970,911</u>	<u>9,118,006</u>
Net non-operating revenues and contributions	<u>19,800,546</u>	<u>2,011,360</u>	<u>277,030</u>	<u>22,088,936</u>	<u>7,819,603</u>
NET INCOME (LOSS) BEFORE OPERATING TRANSFERS	<u>(4,613,402)</u>	<u>(4,581)</u>	<u>(1)</u>	<u>(4,617,984)</u>	<u>(19,129,004)</u>
Transfers in		227,664		227,664	
Transfers (out)	(17,052)		(210,612)	(227,664)	
Change in net position					
NET POSITION,					
Beginning of Year	56,491,573	332,796	(2,931)	56,821,438	75,950,442
End of Year	<u>\$51,861,119</u>	<u>\$555,879</u>	<u>(\$213,544)</u>	<u>\$52,203,454</u>	<u>\$56,821,438</u>

See accompanying notes to basic financial statements

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2025
WITH SUMMARIZED TOTALS FOR THE YEAR ENDED JUNE 30, 2024

	2025			2024 Totals	
	Fixed Route Program	Paratransit Program	WHEELS on Demand		Totals
CASH FLOWS FROM OPERATING ACTIVITIES					
Receipts from customers	\$4,290,079	(\$436,984)		\$3,853,095	\$2,485,806
Payments to vendors	(17,294,147)	(1,859,600)	(\$234,488)	(19,388,235)	(21,176,649)
Payments to and on behalf of employees	(2,995,389)	(200,207)	(37,092)	(3,232,688)	(3,066,729)
Net cash provided (used) by operating activities	<u>(15,999,457)</u>	<u>(2,496,791)</u>	<u>(271,580)</u>	<u>(18,767,828)</u>	<u>(21,757,572)</u>
CASH FLOWS FROM INVESTING ACTIVITIES					
Contributions to Section 115 Trust	(132,121)			(132,121)	(118,030)
Interest on investments	1,125,542			1,125,542	764,271
Net cash provided by investing activities	<u>993,421</u>			<u>993,421</u>	<u>646,241</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES					
Local Transportation Funds 4.0	13,502,878		271,298	13,774,176	176,863
Local Transportation Funds 4.5		46,914		46,914	225,974
State Transit Assistance	3,121,908			3,121,908	3,373,932
Local Operating Assistance	30,000		5,732	35,732	
FTA operating assistance		791,712	554	792,266	5,076,068
Local sales tax/Measure B and BB funds	1,848,611	973,548		2,822,159	2,885,506
Proposition 1B					
Bridge tolls	1,182,719			1,182,719	1,383,577
City of Pleasanton		199,186		199,186	
Due from other funds	(191,870)			(191,870)	
Due to other funds			191,870	191,870	2,930,530
Transfer in		227,664		227,664	
Transfer (out)	(17,052)		(210,612)	(227,664)	
Net cash provided by noncapital and financing activities	<u>19,477,194</u>	<u>2,239,024</u>	<u>258,842</u>	<u>21,975,060</u>	<u>16,052,450</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES					
Purchase of capital assets	(1,970,911)			(1,970,911)	11,063,424
Transfer of Parking Garage to County					(20,181,711)
Capital grants received:					
FTA capital assistance	212,199			212,199	46,212
Local Transportation Funds 4.0	285,936			285,936	759,852
State Bond Fund - State of Good Repair	38,362			38,362	
Vehicle Registration Funds	527,742			527,742	
City of Pleasanton					
LCTOP	906,672			906,672	
TIRCP					8,311,942
Net cash provided (used) by capital and related financing activities					<u>(281)</u>
NET CASH FLOWS	<u>4,471,158</u>	<u>(257,767)</u>	<u>(12,738)</u>	<u>4,200,653</u>	<u>(5,059,162)</u>
CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR	<u>20,961,219</u>	<u>445,019</u>	<u>12,738</u>	<u>21,418,976</u>	<u>26,478,138</u>
CASH AND CASH EQUIVALENTS AT END OF YEAR	<u>\$25,432,377</u>	<u>\$187,252</u>	<u>\$12,738</u>	<u>\$25,619,629</u>	<u>\$21,418,976</u>
Reconciliation of operating loss to net cash provided (used) by operating activities:					
Operating losses	(\$24,413,948)	(\$2,015,941)	(\$277,031)	(\$26,706,920)	(\$26,948,607)
Adjustments to reconcile operating loss to net cash provided by operating activities:					
Depreciation	6,564,066	4,581		6,568,647	8,065,299
Increase (decrease) in:					
Accounts receivable	2,014,092	(589,472)		1,424,620	34,601
Prepaid expenses	233,101	(2,101)		231,000	123,396
Net OPEB liability(asset), related deferred inflows, net of deferred outflows	(149,554)			(149,554)	(76,478)
Accounts payable	(232,744)	120,625	5,451	(106,668)	(3,179,449)
Compensated absences	24,109	(14,483)		9,626	126,117
Claims payable	(531)			(531)	(12,033)
Net pension liability, related deferred inflows, net of deferred outflows	(38,048)			(38,048)	109,582
Net cash provided (used) by operating activities	<u>(\$15,999,457)</u>	<u>(\$2,496,791)</u>	<u>(\$271,580)</u>	<u>(\$18,767,828)</u>	<u>(\$21,757,572)</u>

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, 2025

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. General

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

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

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

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.

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, 2025

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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.

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, 2025

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 (CAL TIP), 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.

CAL TIP is governed by a board consisting of representatives from member municipalities. The board controls the operations of CAL TIP, 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. Through the current Fixed Route Operations contract with MV Transportation the contractor reimburses LAVTA for these expenses.

	2024-2025	2023-2024
Balance, July 1	\$24,311	\$36,344
Net change in liability for claims and claims paid but not reported	852,020	718,488
Claims paid	(852,551)	(730,521)
Balance, June 30	\$23,780	\$24,311

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, 2025

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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 assets that applies to future period 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 assets that applies to future period 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 Balances*

Current and prior year balances arise in the normal course of business and are expected to be repaid shortly after the end of the fiscal years.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

J. *Compensated Absences*

The liability for compensated absences includes the vested portions of vacation, sick leave and compensated time off. The liability for compensated absences is determined annually.

Compensated absences activity for the year ended June 30, 2025 is as follows:

Beginning Balance	\$126,117
Net change	<u>9,626</u>
Ending Balance	<u><u>\$135,743</u></u>
Current Portion	<u><u>\$135,743</u></u>

K. *Prior Year Summarized Comparative Information*

The basic financial statements include certain prior-year summarized information in total but not at the level of detail required for a presentation on 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, 2024, from which the summarized information was derived.

L. *Cash and Cash Equivalents*

For the purposes of cash flows, the Authority considers their demand deposits and all highly liquid investments with an original maturity of three months or less when purchased to be cash equivalents.

NOTE 2 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2025 consist of the following:

Unrestricted Cash and Investments:	
Local Agency Investment Fund	\$23,432,455
Cash in bank	2,186,734
Cash on hand	<u>440</u>
Total Unrestricted Cash and Investments	<u><u>25,619,629</u></u>
Restricted Cash and Investments:	
Cash	<u>454,183</u>
Total Restricted Cash and Investments	<u><u>454,183</u></u>
Total Cash and Investments	<u><u>\$26,073,812</u></u>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 2 – CASH AND INVESTMENTS (Continued)

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, 2025, these investments matured in an average of 248 days.

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

C. *Credit Risk*

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

D. *Concentration of Credit Risk*

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

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, 2025, the Authority’s bank balance was \$2,187,538 and \$1,664,584 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.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 2 – CASH AND INVESTMENTS (Continued)

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.

G. 115 Trust

On October 2021, the Authority Board adopted a resolution approving the adoption of the California Employers' Pension Prefunding Trust (CEPPT) Fund administered by CalPERS. The Trust is an irrevocable trust and qualifies as an Internal Revenue Section 115 trust. This trust will assist the Authority in mitigating the CalPERS contribution rate volatility. Investments of funds held in Trust are governed by the Investment Guideline Document for the investment account and by the agreement for administrative services with CalPERS, rather than the general provisions of the California Government Code or the Authority's investment policy. The Authority elected the CEPPT Strategy 2 option. The assets in the Trust will eventually be used to fund pension plan obligations. As of June 30, 2025, the balance held in the Section 115 trust was \$454,183.

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, 2025

NOTE 3 – CAPITAL ASSETS (Continued)

Capital assets comprised the following at June 30, 2025:

	Balance June 30, 2024	Additions	Retirements / Adjustments	Balance June 30, 2025
Fixed Route:				
Capital assets not being depreciated:				
Land	\$3,973,472			\$3,973,472
Construction in Progress	13,990,428	\$1,420,462		15,410,890
Total capital assets not being depreciated	17,963,900	1,420,462		19,384,362
Capital assets being depreciated:				
Vehicles	56,803,345	168,639	(\$36,915)	56,935,069
Facilities	22,850,041	32,079		22,882,120
Equipment	8,497,807	349,731	(7,132)	8,840,406
Total capital assets being depreciated	88,151,193	550,449	(44,047)	88,657,595
Less accumulated depreciation for:				
Vehicles	(31,609,709)	(4,162,246)	16,668	(35,755,287)
Facilities	(9,475,565)	(1,859,154)		(11,334,719)
Equipment	(7,273,988)	(542,666)	7,132	(7,809,522)
Total accumulated depreciation	(48,359,262)	(6,564,066)	23,800	(54,899,528)
Total depreciable assets	39,791,931	(6,013,617)	(20,247)	33,758,067
Capital assets, net	\$57,755,831	(\$4,593,155)	(\$20,247)	\$53,142,429
Paratransit				
Capital assets being depreciated:				
Facilities	\$40,452			\$40,452
Vehicles	44,394			44,394
Total capital assets being depreciated	84,846			84,846
Less accumulated depreciation for:				
Facilities	(40,452)			(40,452)
Vehicles	(39,813)	(\$4,581)		(44,394)
Total accumulated depreciation	(80,265)	(4,581)		(84,846)
Total depreciable assets	4,581	(4,581)		
Capital assets, net	\$4,581	(\$4,581)		
Total				
Land and Construction in Progress	\$17,963,900	\$1,420,462		\$19,384,362
Depreciable Assets:				
Cost	88,236,039	550,449	(\$44,047)	88,742,441
Less accumulated depreciation for:	(48,439,527)	(6,568,647)	23,800	(54,984,374)
Net	39,796,512	(\$6,018,198)	(\$20,247)	33,758,067
All Capital Assets, net	\$57,760,412			\$53,142,429

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

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, 2025, 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, 2025 follows:

Source	Unallocated Balances
Transportation Development Act Funds	\$12,086,269
State Transit Assistance Funds:	
Revenue Based Funds	492,454
Total Unallocated Local Transportation Funds	\$12,578,723

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

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, 2025 are calculated as follows:

Fiscal 2025 unexpended funds:	<u>Fixed Route Program</u>	<u>Paratransit Program</u>	<u>Total</u>
Operating loss	(\$24,413,948)	(\$2,015,941)	(\$26,429,889)
Add back:			
Depreciation	6,564,066	4,581	6,568,647
Interest and miscellaneous	<u>1,084,844</u>		<u>1,084,844</u>
Net operating expenses reimbursable by grants	<u>(16,765,038)</u>	<u>(2,011,360)</u>	<u>(18,776,398)</u>
Grants:			
County Measure BB Grants	1,848,611	912,741	2,761,352
Bridge Tolls	1,182,719		1,182,719
Local Operating Assistance	30,000		30,000
Measure BB - GAP Grants		60,807	60,807
Measure BB - City of Pleasanton		199,186	199,186
Federal Transportation Administration: Operating Assistance		<u>791,712</u>	<u>791,712</u>
Net Operating Expenses reimbursable by LTF and STA funds	(13,703,708)	(46,914)	(13,750,622)
State Transit Assistance Receipts	3,121,908		3,121,908
LTF Receipts:			
Article 4.0	13,502,878		13,502,878
Article 4.5		<u>46,914</u>	<u>46,914</u>
Due to LTF - fiscal year 2024/2025	2,921,078		2,921,078
Due to LTF - beginning of year	<u>25,627,304</u>		<u>25,627,304</u>
Due to LTF - end of year	<u>\$28,548,382</u>		<u>\$28,548,382</u>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

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 BB Eligibility

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

	2025	2024
Operating expenses excluding depreciation	\$2,163,848	\$2,001,208
Less:		
Actual passenger fare revenues	(126,312)	(120,887)
Special contract revenue	(26,176)	(38,440)
Article 4.0 LTF revenues		
Maximum eligibility	\$2,011,360	\$1,841,881

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

Maximum eligibility	\$2,011,360	\$1,841,881
Less:		
Article 4.5 LTF revenues	(46,914)	(225,974)
State Transit Assistance		
FTA operating assistance	(791,712)	(552,153)
Local sales tax/Measure BB funds	(912,741)	(872,166)
GAP Grants	(60,807)	(15,565)
Measure BB - City of Pleasanton	(199,186)	(176,023)
Deficit (surplus) of Measure B revenue over maximum eligibility	\$0	\$0

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

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.

	2025	2024
Maximum eligibility computed above	\$2,011,360	\$1,841,881
Total TDA Article 4.5 revenues	\$46,914	\$225,974
Amount, if any, to be returned to Alameda County	\$0	\$0

State Transit Assistance received by the Authority amounted to \$3,121,908 during fiscal year 2024-2025, 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, 2025 are calculated as follows:

	Fixed Route Program	Paratransit Program	Total
Capital costs:			
Capital asset additions, non garage	(\$1,970,911)		(\$1,970,911)
Funding sources:			
FTA Capital Assistance	\$212,199		\$212,199
Local Transportation Fund 4.0	285,936		285,936
Bridge tolls	527,742		527,742
State Bond Fund - State of Good Repair	38,362		38,362
LCTOP	906,672		906,672
Total Funding Sources	\$1,970,911		\$1,970,911

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 6 – CAPITAL GRANTS (Continued)

B. 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, 2025 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, 2025 are as follows and included in the Other Unearned Revenues as noted above:

Project Name	Grant Amount	Interest Earned		Expended in Fiscal		Unearned Revenue
		Prior Years	2024-25	Prior Years	2024-25	
SGR Programs						
FY 21 Battery Pack Replacements	\$60,996	\$2,480	\$1,218	\$28,701	\$35,975	\$18
FY 22 Transit Center Local Match	62,405	1,247	87	61,349	2,387	3
FY 23 Replacement Bus Purchase	64,628	2,923	3,037			70,588
FY 24 Replacement Bus Purchase	67,087	498	2,796			70,381
FY 25 Rutan Facility Rehabilitation and Enhancement	69,100		323			69,423
Total State of Good Repair	<u>\$324,216</u>	<u>\$7,148</u>	<u>\$7,461</u>	<u>\$90,050</u>	<u>\$38,362</u>	<u>\$210,413</u>
Total Unearned Revenues						<u>\$210,413</u>

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.

Restricted – This component of net position consists of amounts that are constrained for specific purposes which are externally imposed by providers, such as creditors, contracts, or amounts constrained due to constitutional provisions or enabling legislation. The Authority has restricted fund balance for amounts held by California Employers’ Pension Prefunding Trust in the amount of \$454,183.

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.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 8 – PENSION PLANS

A. General Information about the Pension Plans

Plan Descriptions – All qualified regular 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, 2025 for Miscellaneous and Public Employees' Pension Reform Act of 2013 (PEPRA), are summarized as follows:

	<u>Miscellaneous Tier I</u>	<u>Miscellaneous PEPRA</u>
	Prior to January 1, 2013	On or after January 1, 2013
Hire date		
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 63+	52 - 67+
Monthly benefits, as a % of eligible compensation	1.426% - 2.418%	1.0% - 2.5%
Required employee contribution rates	7.00%	7.75%
Required employer contribution rates	12.52%	7.87%
Required UAL Contribution	\$123,445	\$2,760

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

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, 2025, the contributions recognized as part of pension expense for the Plan were as follows:

	<u>Miscellaneous</u>
Contributions - employer	\$324,345

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

As of June 30, 2025, 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	\$1,325,703

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, 2024, 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, 2023 rolled forward to June 30, 2024 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, 2023 and 2024 was as follows:

Proportion - June 30, 2023	0.03210%
Proportion - June 30, 2024	0.02741%
Change - Increase (Decrease)	-0.00470%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 8 – PENSION PLANS (Continued)

For the year ended June 30, 2025, the Authority recognized pension expense of (\$38,048) At June 30, 2025, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$324,345	
Differences between actual and expected experience	114,619	(\$4,472)
Changes in assumptions	34,073	
Net differences between projected and actual earnings on plan investments	76,319	
Change in proportion and differences between actual contributions and proportionate share of contributions		(24,334)
Change in proportions	<u>17,694</u>	<u>(143,542)</u>
Total	<u>\$567,050</u>	<u>(\$172,348)</u>

\$324,345 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, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

<u>Year Ended June 30</u>	<u>Annual Amortization</u>
2026	\$14,583
2027	106,498
2028	(24,571)
2029	<u>(26,153)</u>
Total	<u>\$70,357</u>

Actuarial Assumptions – The total pension liabilities in the June 30, 2024 actuarial valuation was determined using the following actuarial assumptions:

	<u>Miscellaneous Plan</u>
Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry-Age Normal in accordance with the requirements of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table ¹	Derived using CalPERS' Membership Data for all Funds (1)
Post Retirement Benefit Increase	The lesser of Contract Cola or 2.30% until Purchasing Power Protection Allowance floor on purchase power applies, 2.30% thereafter

(1) The mortality table used was developed based on CalPERS-specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. Mortality rates incorporate full generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details on this table, please refer to the 2021 experience study report from November 2021 that can be found on the CalPERS website.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 8 – PENSION PLANS (Continued)

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2023 valuation were based on the results of a November 2021 actuarial experience study for the period 2001 to 2019. Further details of the Experience Study can be found on the CalPERS website.

Discount Rate – The discount rate used to measure the total pension liability for the Plan was 6.90%. The projections of cash flows used to determine the discount rate for the 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, the Plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. 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.

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. Using historical returns of all the funds’ asset classes, expected compound (geometric) returns were calculated over the next 20 years using a building-block approach. The expected rate of return was then adjusted to account for assumed administrative expenses of 10 basis points.

The expected real rates of return by asset class are as follows:

Asset Class (1)	Assumed Asset Allocation	Real return (1,2)
Global Equity - Cap-weighted	30.0%	4.54%
Global Equity - Non-Cap-weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.21%
Leverage	-5.0%	-0.59%
Total	<u>100%</u>	

(1) An expected inflation of 2.30% used for this period.

(2) Figured are based on the 2021 Asset Liability Management study.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

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 City’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 of 1-percentage point higher than the current rate:

	Discount Rate		
	1% Decrease	Current	1% Increase
	5.90%	6.90%	7.90%
Miscellaneous	\$2,512,267	\$1,325,703	\$348,987

Pension Plan Fiduciary Net Position – Detailed information about the 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, 2025

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

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 2025, the caps are \$1,060 (single), \$2,039 (two-party) and \$2,551 (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 75% 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.

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, 2025, the Authority's contributions to the Plan were \$272,701.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

Employees Covered by Benefit Terms – Membership in the plan consisted of the following at the measurement date of June 30, 2024:

Active employees	15
Inactive employees or beneficiaries currently receiving benefit payments	12
Inactive employees entitled to but not yet receiving benefit payments	-
Total	27

C. Net OPEB Asset

Actuarial Methods and Assumptions – The Authority’s net OPEB asset was measured as of June 30, 2024 and the total OPEB liability used to calculate the net OPEB asset was determined by an actuarial valuation dated June 30, 2023 that was rolled forward using standard update procedures to determine the net OPEB liability as of June 30, 2024, based on the following actuarial methods and assumptions:

	Actuarial Assumptions
Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry Age Normal Cost, level percent of pay
Actuarial Assumptions:	
Discount Rate	6.15%
Inflation	2.50%
Payroll Growth	3.00%
Investment Rate of Return	6.15%
Mortality Rate	MacLeod Watts Scale 2022 applied generationally from 2017
Asset Valuation Method	Market Value of Assets
Healthcare Trend Rate	6.5% decreasing to 3.9% by 2075 and later

The underlying mortality assumptions were based on the Macleod Watts Scale 2022, which is a two-dimensional mortality improvement scale reflecting both age and year of mortality improvement. The underlying base scale is Scale MP-2021 which has two segments - (1) historical improvement rates for the period 1951-2017 and (2) an estimate of future mortality improvement for years 2018-2020 using the Scale MP-2021 methodology but utilizing the assumptions obtained from Scale MP-2015. The Macleod Watts scale then transitions from the 2020 improvement rate to the Social Security Administration (SSA) Intermediate Scale linearly over the 10-year period 2021-2030. After this transition period, the Macleod Watts Scale uses the constant mortality improvement rate from the SSA Intermediate Scale from 2030-2044. The SSA's Intermediate Scale has a final step down in 2045 which is reflected in the Macleod Watts scale for years 2045 and thereafter. Over the ages 95 to 117, the SSA improvement rate is graded to zero.

Scale MP-2021 can be found at the SOA website and the projection scales used in the 2021 Social Security Administrations Trustees Report at the Sociate Security Administration website.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

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	49%	3.90%
Fixed Income	23%	2.70%
Global Real Estate (REITs)	20%	3.70%
Treasury Inflation Protected Securities	5%	1.70%
Commodities	3%	2.90%
Total	<u>100%</u>	

Discount Rate – The discount rate used to measure the total OPEB liability was 6.15%. The discount rate used at June 30, 2024 measurement date was 6.15%. 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.

D. Changes in Net OPEB Liability (Asset)

The changes in the net OPEB liability (asset) follows:

	Increase (Decrease)		
	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability/(Asset) (a) - (b)
Balance at 6/30/2023 (Measurement Date)	\$2,863,027	\$2,932,665	(\$69,638)
Changes Recognized for the Measurement Period:			
Service Cost	122,951		122,951
Interest on the total OPEB liability	180,663		180,663
Differences between expected and actual experience	255,618		255,618
Contributions from the employer		223,596	(223,596)
Net investment income		334,676	(334,676)
Administrative expenses		(980)	980
Benefit payments	(96,736)	(96,736)	
Net changes	<u>462,496</u>	<u>460,556</u>	<u>1,940</u>
Balance at 6/30/2024 (Measurement Date)	<u>\$3,325,523</u>	<u>\$3,393,221</u>	<u>(\$67,698)</u>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

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 \$9,205.

E. 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 (5.15%) or 1-percentage-point higher (7.15%) than the current discount rate:

Net OPEB Liability/(Asset)		
Discount Rate -1%	Discount Rate	Discount Rate +1%
(5.15%)	(6.15%)	(7.15%)
\$405,338	(\$67,698)	(\$458,288)

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
(\$516,630)	(\$67,698)	\$491,105

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

For the year ended June 30, 2025, the Authority recognized OPEB expense of \$123,147. At June 30, 2025, 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	\$272,701	
Differences between actual and expected experience	219,565	(\$234,464)
Changes of assumptions	138,032	(51,335)
Net differences between projected and actual earnings on plan investments	26,200	
Total	\$656,498	(\$285,799)

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
NOTES TO BASIC FINANCIAL STATEMENTS
For The Year Ended June 30, 2025

NOTE 10 – POST-EMPLOYMENT HEALTHCARE BENEFITS (Continued)

\$272,701 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, 2026. 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
2026	(\$7,993)
2027	94,715
2028	(21,472)
2029	(9,765)
2030	6,571
Thereafter	35,942
Total	\$97,998

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, LAVTA exercised the first year option for FY22. MV Transportation Inc. is paid monthly based on a fixed fee plus a fee calculated per service hour. In April 2022 this contract was amended to reflect the need to increase wages for the contractor’s personnel in order to provide a competitive wage. Expenses incurred under this contract amounted to \$12,034,770 for the fiscal year ended June 30, 2025.

In April 2021, the Board of Directors entered into a contract with Contra Costa County Transportation Authority for share Paratransit services. This contract involves a sub-contractor, Transdev. The contract is paid on a fixed monthly fee plus service hour basis. In fiscal year 2025 the expenses under this contract amounted to \$1,850,362.

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REQUIRED SUPPLEMENTARY INFORMATION

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Cost-Sharing Multiple-Employer Defined Pension Plan
As of fiscal year ending June 30, 2025
Last 10 Years

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS

Measurement Date	<u>6/30/2015</u>	<u>6/30/2016</u>	<u>6/30/2017</u>	<u>6/30/2018</u>	<u>6/30/2019</u>
Plan's proportion of the Net Pension Liability (Asset)	0.02310%	0.02550%	0.02730%	0.0278994%	0.0296746%
Plan's proportion share of the Net Pension Liability (Asset)	\$634,007	\$886,251	\$1,075,263	\$1,051,448	\$1,188,321
Plan's Covered Payroll	\$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	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	78.40%	74.06%	73.31%	77.69%	73.37%
Measurement Date	<u>6/30/2020</u>	<u>6/30/2021</u>	<u>6/30/2022</u>	<u>6/30/2023</u>	<u>6/30/2024</u>
Plan's proportion of the Net Pension Liability (Asset)	0.0316032%	0.0318717%	0.0354450%	0.0321048%	0.0274098%
Plan's proportion share of the Net Pension Liability (Asset)	\$1,333,048	\$605,181	\$1,658,554	\$1,605,376	\$1,325,703
Plan's Covered Payroll	\$1,430,831	\$1,580,036	\$1,549,607	\$1,755,777	\$1,937,912
Plan's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	93.17%	38.30%	107.03%	91.43%	68.41%
Plan's Fiduciary Net Position as a Percentage of the Plan's Total Pension Liability	73.12%	90.49%	76.68%	76.21%	78.08%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Cost-Sharing Multiple-Employer Defined Pension Plan
As of fiscal year ending June 30, 2025
Last 10 Years

SCHEDULE OF CONTRIBUTIONS

Fiscal Year ended June 30:	2016	2017	2018	2019	2020
Actuarially determined contribution	\$82,453	\$125,806	\$128,881	\$152,147	\$183,665
Contributions in relation to the actuarially determined contributions	(82,453)	(125,806)	(128,881)	(152,147)	(183,665)
Contribution deficiency (excess)	-	-	-	-	-
Covered payroll	\$1,182,687	\$1,280,580	\$1,318,639	\$1,318,697	\$1,430,831
Contributions as a percentage of covered payroll	6.97%	9.82%	9.77%	11.54%	12.84%
Fiscal Year ended June 30:	2021	2022	2023	2024	2025
Actuarially determined contribution	\$239,002	\$248,864	\$251,262	\$282,266	\$324,345
Contributions in relation to the actuarially determined contributions	(239,002)	(248,864)	(251,262)	(282,266)	(324,345)
Contribution deficiency (excess)	-	-	-	-	-
Covered payroll	\$1,585,156	\$1,580,036	\$1,549,607	\$1,755,777	\$1,937,912
Contributions as a percentage of covered payroll	15.08%	15.75%	16.21%	16.08%	16.74%

Notes to Schedule:

	<u>Miscellaneous Plan</u>
Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry-Age Normal in accordance with the requirements of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table ¹	Derived using CalPERS' Membership Data for all Funds (1)
Post Retirement Benefit Increase	The lesser of Contract Cola or 2.30% until Purchasing Power Protection Allowance floor on purchase power applies, 2.30% thereafter

(1) The mortality table used was developed based on CalPERS-specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. Mortality rates incorporate full generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details on this table, please refer to the 2021 experience study report from November 2021 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, 2025

SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS

CALPERS
Last 10 fiscal years*

Measurement Date	6/30/17	6/30/18	6/30/19	6/30/20	6/30/21	6/30/22	6/30/23	6/30/24
Total OPEB Liability								
Service Cost	\$94,769	\$97,849	\$101,028	\$97,091	\$100,004	\$110,805	\$127,738	\$122,951
Interest	151,446	159,290	167,222	159,915	169,056	172,894	184,012	180,663
Changes in benefit terms								
Differences between expected and actual experience			(261,886)		(73,214)		(216,346)	255,618
Changes of assumptions			146,247		(36,962)	190,682	(48,231)	-
Benefit payments	(123,756)	(150,720)	(143,286)	(122,344)	(122,581)	(101,376)	(96,940)	(96,736)
Net change in total OPEB liability	<u>122,459</u>	<u>106,419</u>	<u>9,325</u>	<u>134,662</u>	<u>36,303</u>	<u>373,005</u>	<u>(49,767)</u>	<u>462,496</u>
Total OPEB liability - beginning	<u>2,130,621</u>	<u>2,253,080</u>	<u>2,359,499</u>	<u>2,368,824</u>	<u>2,503,486</u>	<u>2,539,789</u>	<u>2,912,794</u>	<u>2,863,027</u>
Total OPEB liability - ending (a)	<u>\$2,253,080</u>	<u>\$2,359,499</u>	<u>\$2,368,824</u>	<u>\$2,503,486</u>	<u>\$2,539,789</u>	<u>\$2,912,794</u>	<u>\$2,863,027</u>	<u>\$3,325,523</u>
Plan fiduciary net position								
Contributions - employer	\$244,507	\$280,660	\$310,474	\$248,726	\$244,247	\$234,077	\$247,271	\$223,596
Contributions - employee								
Net investment income	130,957	114,555	108,365	80,375	604,163	(406,821)	170,992	334,676
Administrative expense	(656)	(767)	(369)	(967)	(836)	(748)	(767)	(980)
Benefit payments	(123,756)	(150,720)	(143,286)	(122,344)	(122,581)	(101,376)	(96,940)	(96,736)
Other Expenses		(1,904)						
Net change in plan fiduciary net position	<u>251,052</u>	<u>241,824</u>	<u>275,184</u>	<u>205,790</u>	<u>724,993</u>	<u>(274,868)</u>	<u>320,556</u>	<u>460,556</u>
Plan fiduciary net position - beginning	<u>1,188,134</u>	<u>1,439,186</u>	<u>1,681,010</u>	<u>1,956,194</u>	<u>2,161,984</u>	<u>2,886,977</u>	<u>2,612,109</u>	<u>2,932,665</u>
Plan fiduciary net position - ending (b)	<u>\$1,439,186</u>	<u>\$1,681,010</u>	<u>\$1,956,194</u>	<u>\$2,161,984</u>	<u>\$2,886,977</u>	<u>\$2,612,109</u>	<u>\$2,932,665</u>	<u>\$3,393,221</u>
Net OPEB liability - ending (a)-(b)	<u>\$813,894</u>	<u>\$678,489</u>	<u>\$412,630</u>	<u>\$341,502</u>	<u>(\$347,188)</u>	<u>\$300,685</u>	<u>(\$69,638)</u>	<u>(\$67,698)</u>
Plan fiduciary net position as a percentage of the total OPEB liability	63.88%	71.24%	82.58%	86.36%	113.67%	89.68%	102.43%	102.04%
Covered payroll	<u>\$1,320,431</u>	<u>\$1,299,760</u>	<u>\$1,265,362</u>	<u>\$1,406,535</u>	<u>\$1,510,348</u>	<u>\$1,580,036</u>	<u>\$1,549,607</u>	<u>\$1,678,794</u>
Net OPEB liability as a percentage of covered-employee payroll	<u>62.62%</u>	<u>52.20%</u>	<u>32.61%</u>	<u>24.28%</u>	<u>-22.99%</u>	<u>19.03%</u>	<u>-4.49%</u>	<u>-4.03%</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, 2025

SCHEDULE OF CONTRIBUTIONS

CALPERS
Last 10 fiscal years*

Fiscal Year Ended June 30,	2018	2019	2020	2021
Actuarially determined contribution	\$162,064	\$167,188	\$172,474	\$150,331
Contributions in relation to the actuarially determined contribution	280,660	310,474	248,726	244,247
Contribution deficiency (excess)	(\$118,596)	(\$143,286)	(\$76,252)	(\$93,916)
Covered payroll	\$1,299,760	\$1,265,362	\$1,406,535	\$1,510,348
Contributions as a percentage of covered employee payroll	21.59%	24.54%	17.68%	16.17%

Notes to Schedule

Valuation date:	6/30/2018	6/30/2017	6/30/2019	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	6/30/2019
Actuarial Assumptions:				
Actuarial Cost Method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization Method	Level % 30 yr closed			
Inflation	2.75%	2.75%	2.75%	2.50%
Payroll Growth	3.25%	3.25%	3.25%	3.00%
Investment Rate of Return	7%	7%	7%	6.65%
Mortality Rate	MacLeod Watts Scale 2017 applied generationally	MacLeod Watts Scale 2017 applied generationally	MacLeod Watts Scale 2017 applied generationally	MacLeod Watts Scale 2018 applied generationally
Healthcare Trend Rate	7.5% decreasing to 5%	7.5% decreasing to 5%	7.5% decreasing to 5%	6.5% decreasing to 4%

Fiscal Year Ended June 30,	2022	2023	2024	2025
Actuarially determined contribution	\$91,171	\$157,790	\$193,695	\$235,489
Contributions in relation to the actuarially determined contribution	234,077	247,271	223,596	272,701
Contribution deficiency (excess)	(\$142,906)	(\$89,481)	(\$29,901)	(\$37,212)
Covered payroll	\$1,580,036	\$1,549,607	\$1,678,794	\$1,937,912
Contributions as a percentage of covered employee payroll	14.81%	15.96%	13.32%	14.07%

Notes to Schedule

Valuation date:	6/30/2021	6/30/2022	6/30/2023	6/30/2023
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Methods and assumptions used to determine contribution rates:

Valuation Date	6/30/2021	6/30/2022	6/30/2023	6/30/2023
Actuarial Assumptions:				
Actuarial Cost Method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization Method	Level % 30 yr closed			
Inflation	2.50%	2.50%	2.50%	2.50%
Payroll Growth	3.00%	3.00%	3.00%	3.00%
Investment Rate of Return	6.65%	6.15%	6.15%	6.15%
Mortality Rate	MacLeod Watts Scale 2020 applied generationally	MacLeod Watts Scale 2020 applied generationally	MacLeod Watts Scale 2022 applied generationally	MacLeod Watts Scale 2022 applied generationally
Healthcare Trend Rate	5.7% decreasing to 4%	5.6% decreasing to 4%	6.5% decreasing to 3.9%	6.5% decreasing to 3.9%

Notes to schedule:

* Fiscal year 2018 was the first year of implementation.

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SUPPLEMENTARY INFORMATION

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
SCHEDULE OF OPERATING AND NON-OPERATING REVENUES AND EXPENSES BY FUNCTION
FOR THE YEAR ENDED JUNE 30, 2025
WITH SUMMARIZED TOTALS FOR THE YEAR OF JUNE 30, 2024

	Fixed Route	Paratransit	WHEELS on Demand	Totals	
				2025	2024
REVENUES					
Fares	\$1,376,620	\$126,312		\$1,502,932	\$1,518,380
Special contract revenue	684,315	26,176		710,491	723,907
Advertising and concessions	215,052			215,052	208,918
Interest and miscellaneous	1,084,844			1,084,844	775,838
Local Transportation Funds 4.0	10,581,800		\$271,298	10,853,098	5,224,606
Local Transportation Funds 4.5		46,914		46,914	225,974
State Transit Assistance	3,121,908			3,121,908	3,373,932
Local operating assistance	30,000		5,732	35,732	6,519
FTA operating assistance		791,712		791,712	5,007,356
Local sales tax/Measure BB funds	1,848,611	912,741		2,761,352	2,690,937
Measure BB - GAP Grants		60,807		60,807	18,546
Measure BB - City of Pleasanton		199,186		199,186	176,023
Bridge tolls	1,182,719			1,182,719	1,383,577
Total Revenues	\$20,125,869	\$2,163,848	\$277,030	\$22,566,747	\$21,334,513
EXPENSES					
Labor	\$1,842,803	\$148,574	\$29,150	\$2,020,527	\$1,787,639
Fringe benefits	1,152,586	51,633	7,942	1,212,161	1,279,090
Services	2,584,219	45,298	10,170	2,639,687	2,324,435
Purchased transportation	12,034,675	1,894,864	229,769	14,159,308	13,556,008
Fuel, parts, supplies and other operation costs	1,156,069	14,521		1,170,590	1,361,885
Insurance	853,322	4,163		857,485	730,764
Administration and legal	502,195	4,795		506,990	294,692
Depreciation	6,564,066	4,581		6,568,647	8,065,299
Transfer of Parking Garage to County					20,181,711
Gain (Loss) on disposal of equipment	(20,247)			(20,247)	
Total Expenses	\$26,669,688	\$2,168,429	\$277,031	\$29,115,148	\$49,581,523



Statistical Section

3

STATISTICAL SECTION

This part of the Authority's Annual Comprehensive 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. Paratransit Services-Operating Data
3. Fixed Route Operating Statistics
4. Fixed Route Safety Statistics
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 Annual Comprehensive Financial Reports for the relevant year.

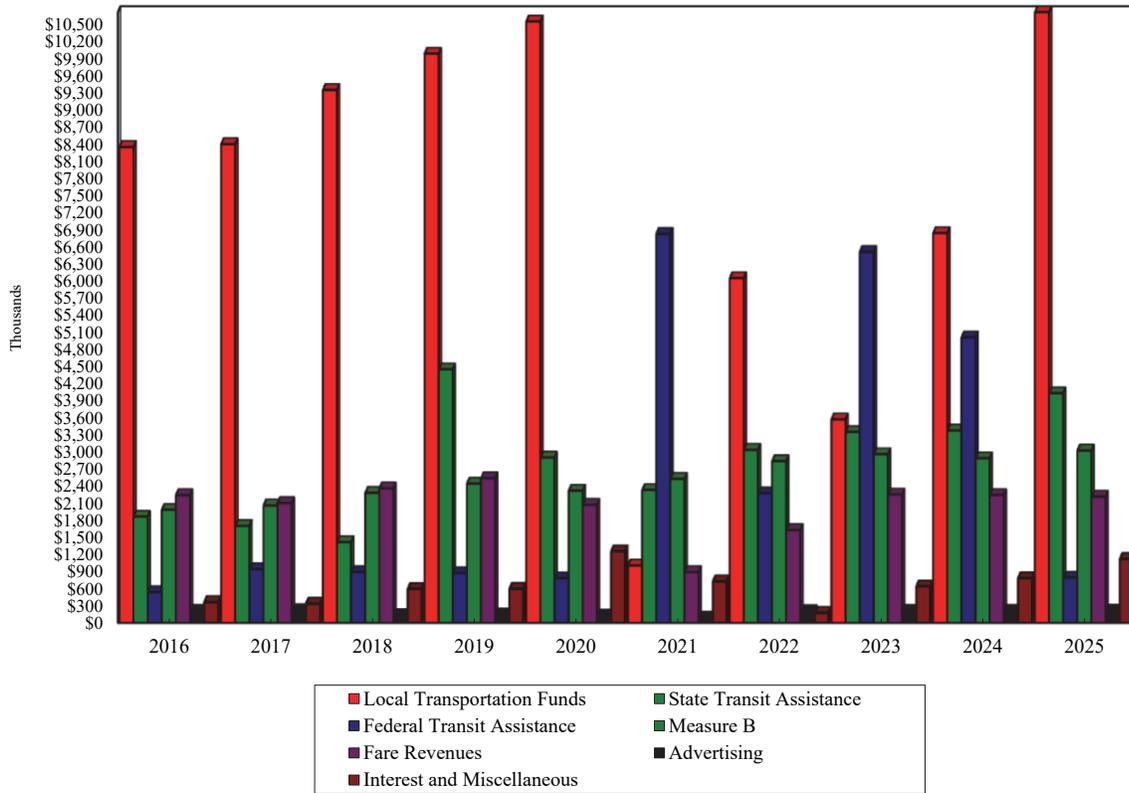
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Financial Trends
Changes in Net Position and Statement of Net Position
Last Ten Fiscal Years

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Operating Revenues:				
Fare Revenue & Special Contract Revenue	\$2,239,549	\$2,100,641	\$2,358,653	\$2,535,311
Advertising & Ticket Concessions	207,674	220,205	134,585	146,290
Total Operating Revenues	<u>2,447,223</u>	<u>2,320,846</u>	<u>2,493,238</u>	<u>2,681,601</u>
Operating Expenses:				
Board of Directors	12,400	14,000	12,600	17,190
Executive Director	286,187	389,213	1,595,315	3,848,996
Finance	1,626,818	1,774,636	1,435,628	2,046,045
Planning	872,266	635,082	813,384	573,804
Marketing	380,240	749,882	581,771	777,227
Operations	12,354,542	12,150,840	12,582,572	13,745,979
Depreciation	2,851,726	2,899,301	4,381,174	4,354,157
Total Operating Expenses	<u>18,384,179</u>	<u>18,612,954</u>	<u>21,402,444</u>	<u>25,363,398</u>
Operating loss	<u>(15,936,956)</u>	<u>(16,292,108)</u>	<u>(18,909,206)</u>	<u>(22,681,797)</u>
Nonoperating Revenues (Expenses):				
Local Transportation Funds	7,760,657	7,719,945	8,250,669	6,455,113
State Transit Assistance	1,862,911	1,697,975	1,414,435	4,446,481
Local Operating Assistance	263,750	137,500	514,070	162,999
Federal Transit Assistance	536,514	941,565	890,169	870,129
Measures BB	1,981,247	2,058,647	2,278,736	2,549,883
Bridge tolls	580,836	671,636	1,089,005	3,519,961
Interest and Miscellaneous	99,315	198,014	79,987	431,776
Transit and Intercity Rail				
LCTOP				
Transfer of Parking Garage to County				
Gain (loss) on disposal of capital assets		54,800	(33,816)	(52,472)
Total Nonoperating Revenues	<u>13,085,230</u>	<u>13,480,082</u>	<u>14,483,255</u>	<u>18,383,870</u>
Add Capital contributions (grants)				
STP/CMAQ Grant				
FTA Capital Assistance	62,522	14,004,539	11,728,464	407,821
Local Transportation Funds 4.0	82,892	3,087,479	3,079,866	670,993
Transit and Intercity Rail				
Bridge Tolls	15,020	519,943	535,578	
Local Sales / Measure B				
State of Good Repair				
State Bond Fund - Prop 1B	111,765	862,449	132,519	196,738
RM2 Viewpoint				
Low Carbon Transit Operations Program			256,773	
Tri-Valley Transportation Council			92,399	37,537
State Transit Assistance				
LCTOP				
STIP				
Contractor Contribution				
Proceeds from Bus Sales		13,312	10,960	
Total Capital Contributions	<u>272,199</u>	<u>18,487,722</u>	<u>15,836,559</u>	<u>1,313,089</u>
Change in net position	<u>(2,579,527)</u>	<u>15,675,696</u>	<u>11,410,608</u>	<u>(2,984,838)</u>
Net position - beginning of period	<u>2,343,184</u>	<u>(236,343)</u>	<u>50,112,398</u>	<u>61,523,006</u>
Net position - end of period	<u>(\$236,343)</u>	<u>\$15,439,353</u>	<u>\$61,523,006</u>	<u>\$58,538,168</u>
Statement of Net Position				
Net investment in capital assets	(\$236,343)	\$51,240,131	\$62,661,701	\$59,709,187
Restricted for Pension trust				
Restricted for OPEB Asset				
Unrestricted		101,457	(1,138,695)	(1,138,695)
Total net position	<u>(\$236,343)</u>	<u>\$51,341,588</u>	<u>\$61,523,006</u>	<u>\$58,570,492</u>

Source: LAVTA's basic financial statements.

<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
\$2,070,034	\$889,319	\$1,626,959	\$2,249,423	\$2,242,287	\$2,213,423
126,872	88,984	206,973	208,095	208,918	215,052
<u>2,196,906</u>	<u>978,303</u>	<u>1,833,932</u>	<u>2,457,518</u>	<u>2,451,205</u>	<u>2,428,475</u>
13,398	12,650	17,400	16,917	26,240	25,505
2,643,685	342,877	506,257	275,145	419,245	541,671
1,941,196	1,745,186	1,344,662	2,781,353	2,576,129	2,581,664
724,499	543,962	428,231	440,153	273,510	293,703
681,431	178,649	428,934	399,599	908,134	1,105,879
13,978,804	11,556,825	13,476,763	15,561,623	17,131,255	18,018,326
4,502,614	4,430,184	3,955,850	3,736,541	8,065,299	6,568,647
<u>24,485,627</u>	<u>18,810,333</u>	<u>20,158,097</u>	<u>23,211,331</u>	<u>29,399,812</u>	<u>29,135,395</u>
<u>(22,288,721)</u>	<u>(17,832,030)</u>	<u>(18,324,165)</u>	<u>(20,753,813)</u>	<u>(26,948,607)</u>	<u>(26,706,920)</u>
7,622,740	594,510	5,635,706	2,533,070	5,450,580	10,900,012
2,898,635	2,328,173	3,033,985	2,649,435	3,373,932	3,121,908
884,121	409,794	136,134	272,445	6,519	35,732
779,525	6,819,121	2,273,383	6,505,849	5,007,356	791,712
2,388,665	2,524,565	2,835,442	2,956,438	2,885,506	3,021,345
2,915,325	409,489	409,489	1,036,467	1,383,577	1,182,719
212,809	161,891	31,171	364,938	775,838	1,084,844
	154,303	6,894			
		206,113	698,630		
				(20,181,711)	
<u>(21,777)</u>	<u></u>	<u>(31,581)</u>	<u>(22,805)</u>	<u></u>	<u>(20,247)</u>
<u>17,680,043</u>	<u>13,401,846</u>	<u>14,536,736</u>	<u>16,994,467</u>	<u>(1,298,403)</u>	<u>20,118,025</u>
330,540	110,022		11,587,268	46,212	212,199
764,318	1,809,530	765,756	3,664,159	759,852	285,936
		925,026	10,944,462	8,311,942	
	755,939				
68,221	12,124				
	112,515	112,782	138,317		38,362
	20,505				
863,729	146,334				
		410,657	130,343		527,742
					906,672
	33,308				
<u>2,026,808</u>	<u>3,000,277</u>	<u>2,214,221</u>	<u>26,464,549</u>	<u>9,118,006</u>	<u>1,970,911</u>
<u>(2,581,870)</u>	<u>(1,429,907)</u>	<u>(1,573,208)</u>	<u>22,705,203</u>	<u>(19,129,004)</u>	<u>(4,617,984)</u>
<u>58,570,492</u>	<u>56,248,354</u>	<u>54,818,447</u>	<u>53,245,239</u>	<u>75,950,442</u>	<u>56,821,438</u>
<u>\$55,988,622</u>	<u>\$54,818,447</u>	<u>\$53,245,239</u>	<u>\$75,950,442</u>	<u>\$56,821,438</u>	<u>\$52,203,454</u>
\$57,387,049	\$55,957,142	\$54,183,932	\$76,889,135	\$57,760,412	\$53,142,429
			204,032	322,062	454,183
					67,698
<u>(1,138,695)</u>	<u>(1,138,695)</u>	<u>(938,693)</u>	<u>(1,142,725)</u>	<u>(1,261,036)</u>	<u>(1,460,856)</u>
<u>\$56,248,354</u>	<u>\$54,818,447</u>	<u>\$53,245,239</u>	<u>\$75,950,442</u>	<u>\$56,821,438</u>	<u>\$52,203,454</u>

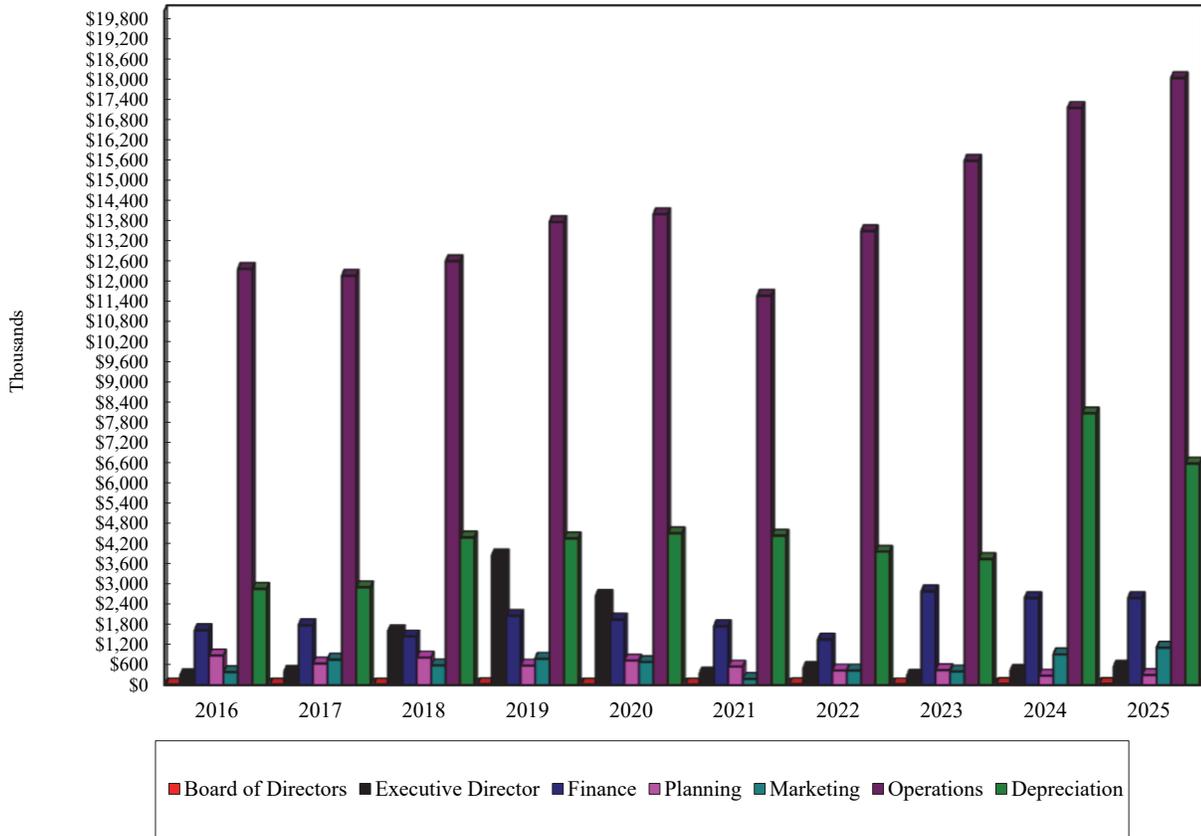
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING AND NON-OPERATING REVENUES BY SOURCE
LAST TEN FISCAL YEARS



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
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
2021	1,003,999	2,328,173	6,819,121	2,524,565	889,319	88,984	725,988	14,380,149
2022	6,045,195	3,033,985	2,273,383	2,835,442	1,626,959	206,973	174,199	16,196,136
2023	3,569,537	3,348,065	6,505,849	2,956,438	2,249,423	208,095	637,383	19,474,790
2024	6,834,157	3,373,932	5,007,356	2,885,506	2,242,287	208,918	782,357	21,334,513
2025	12,082,731	4,028,580	791,712	3,021,345	2,213,423	215,052	1,120,576	23,473,419

Source: Livermore Amador Valley Transit Authority Audit Reports

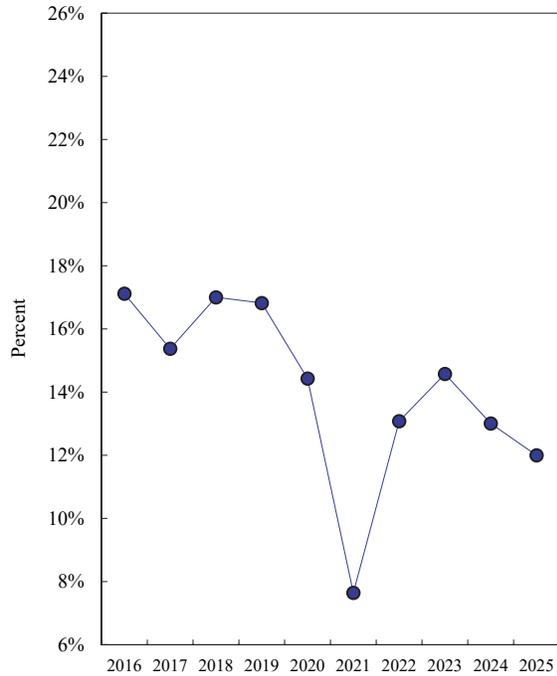
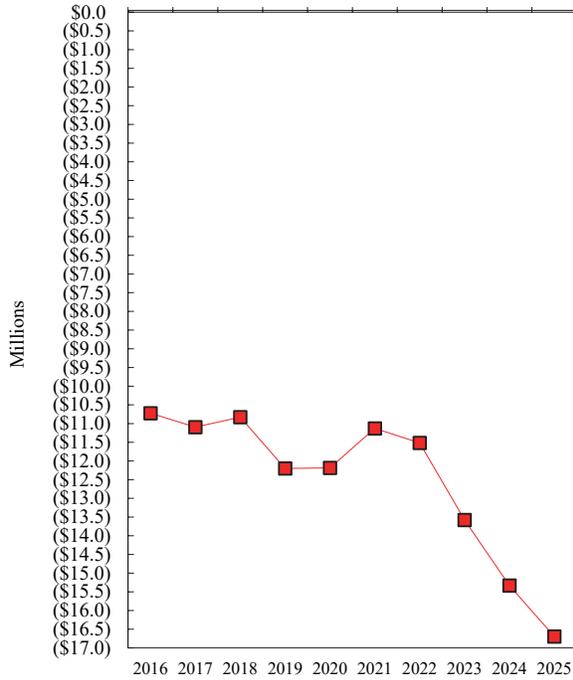
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENSES BY FUNCTION
LAST TEN FISCAL YEARS**



Fiscal Year	Board of Directors	Executive Director	Finance	Planning	Marketing	Operations	Depreciation	Total
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
2021	12,650	342,877	1,745,186	543,962	178,649	11,556,825	4,430,184	18,810,333
2022	17,400	506,257	1,344,662	428,231	428,934	13,476,763	3,955,850	20,158,097
2023	16,917	275,145	2,781,353	440,153	399,599	15,561,623	3,736,541	23,211,331
2024	26,240	419,245	2,576,129	273,510	908,134	17,131,255	8,065,299	29,399,812
2025	25,505	541,671	2,581,664	293,703	1,105,879	18,018,326	6,568,647	29,135,395

Source: Livermore Amador Valley Transit Authority Audit Reports

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



■ Series1

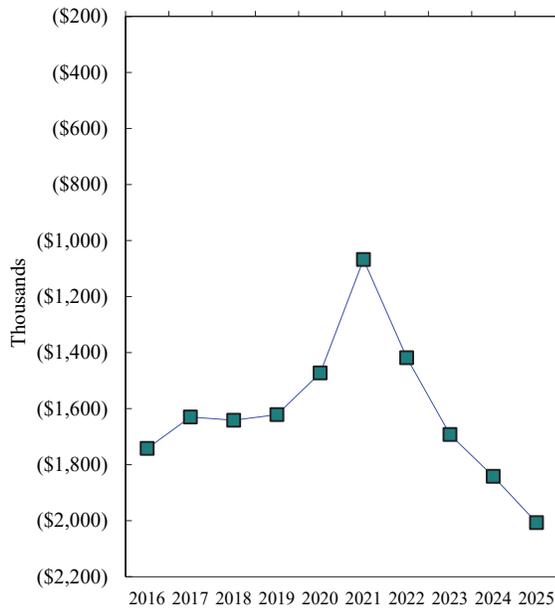
● Farebox Recovery Ratio

Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
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%
2021	12,050,002	921,193	(11,128,809)	7.6%
2022	13,250,097	1,732,935	(11,517,162)	13.1%
2023	15,895,639	2,316,984	(13,578,655)	14.6%
2024	17,621,414	2,291,878	(15,329,536)	13.0%
2025	18,969,800	2,275,987	(16,693,813)	12.0%

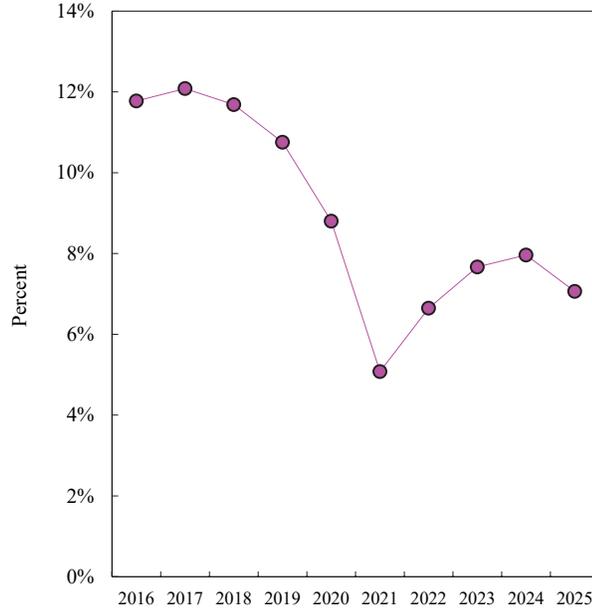
Source: Livermore Amador Valley Transit Authority Audit Reports

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

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



Series1



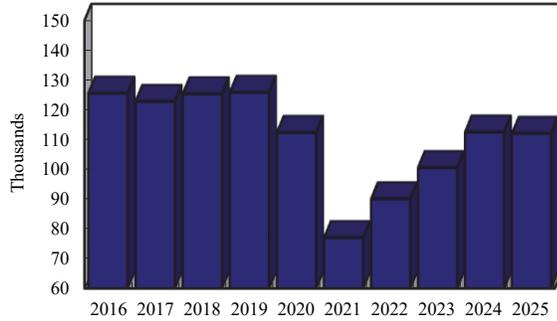
Farebox Recovery Ratio

Fiscal Year	Operating Expenses Excluding Insurance and Depreciation	Fare & Auxiliary Transportation Revenues	Operating Loss Before Insurance and Depreciation	Farebox Recovery Ratio
2016	\$1,974,712	\$232,526	(\$1,742,186)	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%
2021	1,125,031	57,110	(1,067,921)	5.1%
2022	1,519,606	100,997	(1,418,609)	6.6%
2023	1,833,140	140,534	(1,692,606)	7.7%
2024	2,001,188	159,327	(1,841,861)	8.0%
2025	2,159,685	152,488	(2,007,197)	7.1%

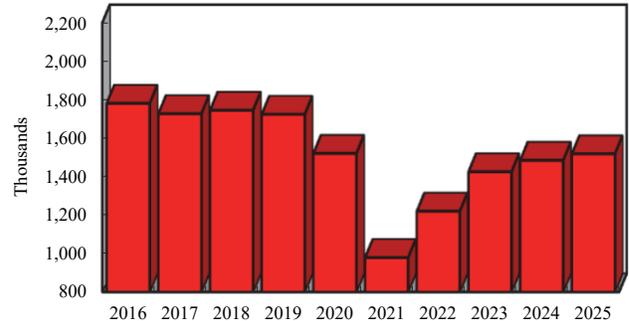
Source: Livermore Amador Valley Transit Authority

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

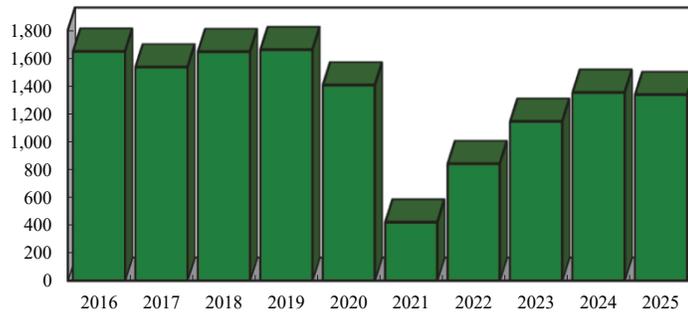
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE OPERATING STATISTICS
LAST TEN FISCAL YEARS**



■ Revenue Hours



■ Revenue Miles

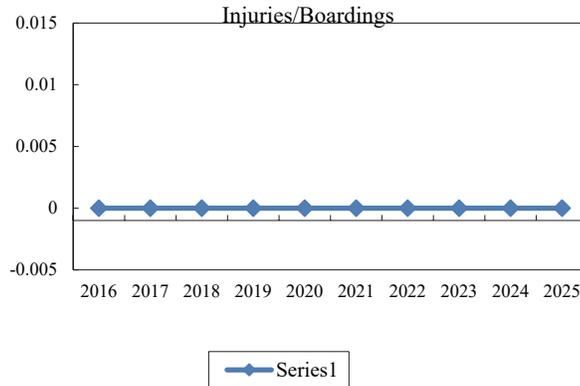
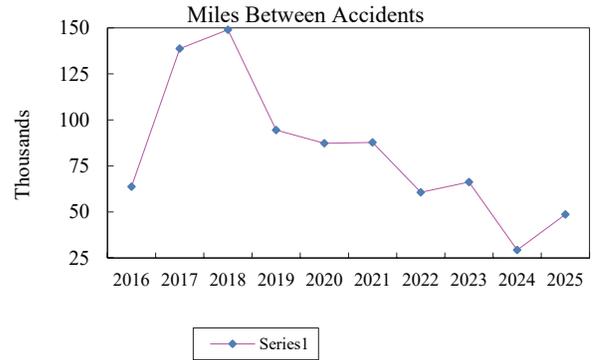
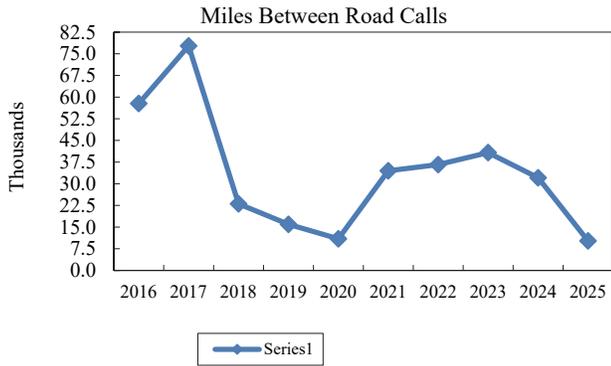


■ Passengers

Fiscal Year	Revenue Hours	Revenue Miles	Passengers
2016	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
2021	77,053	978,477	420,226
2022	90,069	1,219,740	841,343
2023	100,598	1,425,216	1,145,515
2024	112,516	1,484,636	1,353,810
2025	112,066	1,518,582	1,337,497

Source: National Transit Database Report (Formerly Section 15)

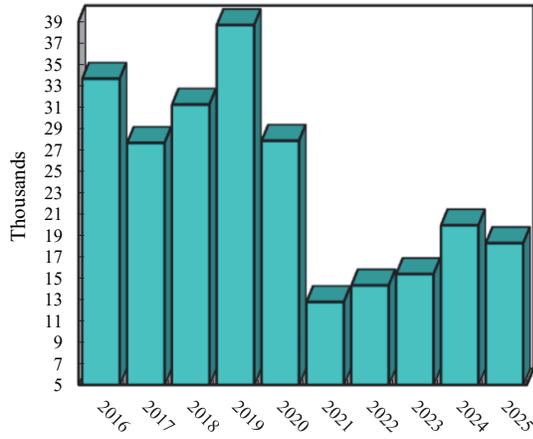
**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
FIXED ROUTE SAFETY STATISTICS
LAST TEN FISCAL YEARS**



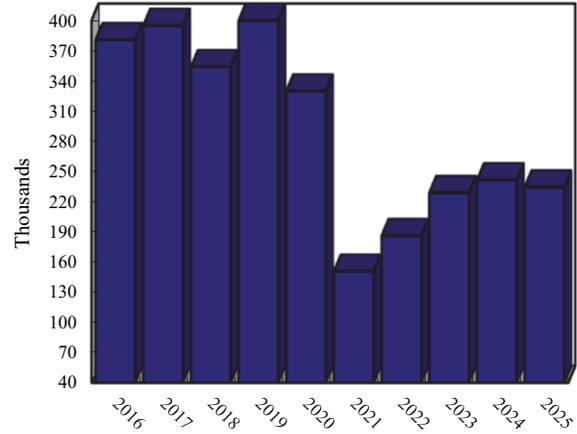
Fiscal Year	Miles Between Road Calls	Goal	Miles Between Accidents	Goal	Injuries/Boardings	Goal
2016	57,764	17,000-25,000	63,740	100,000	9/1,648,811	N/A
2017	77,720	17,000-25,000	138,737	100,000	9/1,536,084	N/A
2018	23,052	17,000-25,000	148,993	100,000	9/1,647,003	N/A
2019	15,939	17,000-25,000	94,506	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
2021	34,484	17,000-25,000	87,760	100,000	3/420,226	N/A
2022	36,636	17,000-25,000	60,679	100,000	8/841,343	N/A
2023	40,780	17,000-25,000	66,267	100,000	2/1,145,515	N/A
2024	32,067	17,000-25,000	29,350	100,000	11/1,353,810	N/A
2025	10,226	17,000-25,000	48,671	100,000	1/133,7497	N/A

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

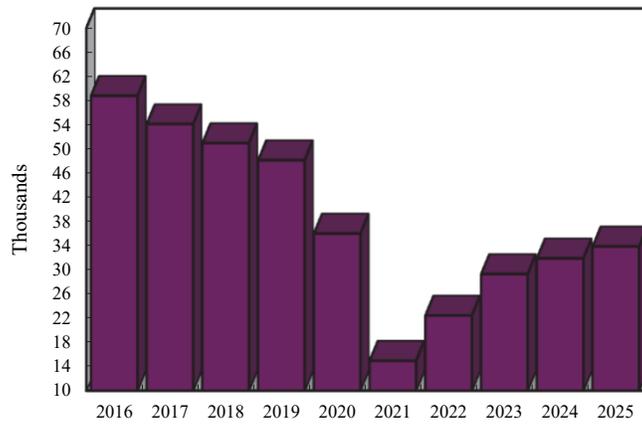
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
 PARATRANSIT OPERATING STATISTICS
 LAST TEN FISCAL YEARS



■ Revenue Hours



■ Revenue Miles

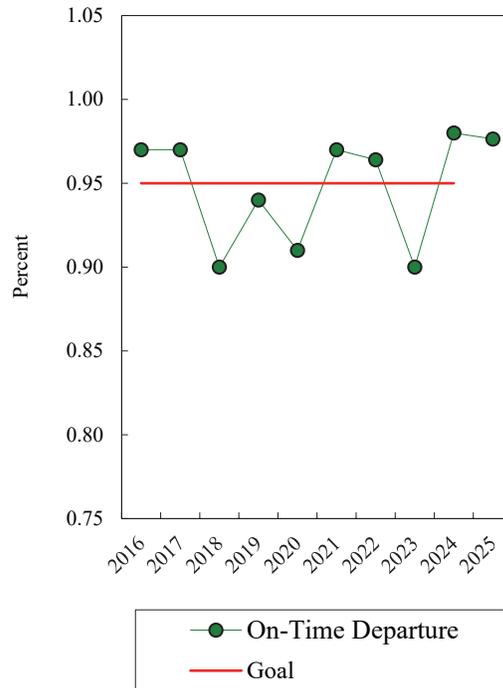
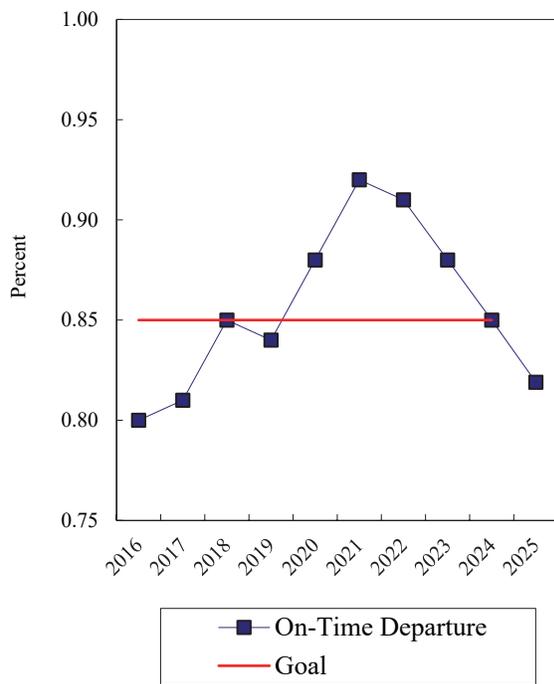


■ Passengers

Fiscal Year	Revenue Hours	Revenue Miles	Passengers
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
2021	12,747	150,703	14,960
2022	14,300	186,068	22,454
2023	15,364	228,836	29,293
2024	19,927	241,401	31,902
2025	18,263	234,418	33,873

Source: National Transit Database Report (Formerly Section 15)

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

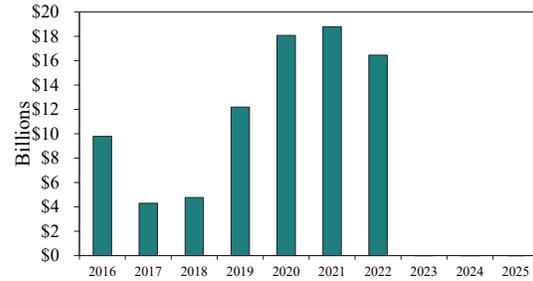
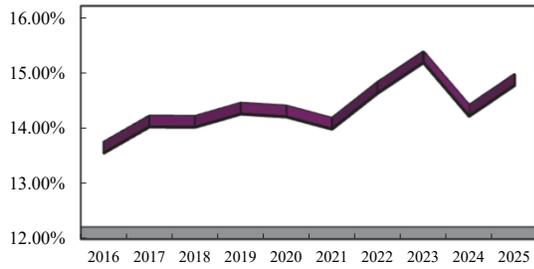


Fiscal Year	Fixed Route		Paratransit	
	On-Time Departure	Goal	On-Time Departure	Goal
2016	0.80	0.85	0.97	0.95
2017	0.81	0.85	0.97	0.95
2018	0.85	0.85	0.90	0.95
2019	0.84	0.85	0.94	0.95
2020	0.88	0.85	0.91	0.95
2021	0.92	0.85	0.97	0.95
2022	0.91	0.85	0.96	0.95
2023	0.88	0.85	0.90	0.95
2024	0.85	0.85	0.98	0.95
2025	0.82	0.85	0.98	0.95

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

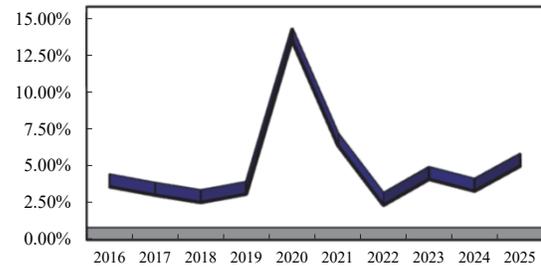
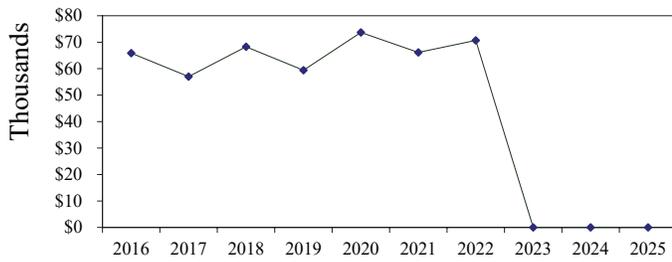
Note: Charts include all available data

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
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	12,196,374,455	59,421	3.10%	1,658,131	14.25%
2020	237,041	18,079,183,396	73,700	13.5%	1,669,301	14.20%
2021	235,163	18,792,753,154	66,139	6.4%	1,682,353	13.98%
2022	241,142	16,454,948,000	70,678	2.33%	1,648,556	14.63%
2023	252,774	info not avail	info not avail	4.10%	1,665,405	15.18%
2024	233,312	info not avail	info not avail	3.30%	1,641,869	14.21%
2025	237,822	info not avail	info not avail	5.00%	1,610,046	14.77%

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

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
 PRINCIPAL EMPLOYERS
 Current Fiscal Year

<u>Employer</u>	<u>2024-25</u>		
	<u>Number of Employees</u>	<u>Rank</u>	<u>Percentage of Total Authority Population</u>
Lawrence Livermore National Laboratory	9,291	1	3.9%
Workday Incorporated	5,399	2	2.3%
Kaiser Foundation Hospitals	3,844	3	1.6%
U. S. Government & Federal Correction Institute	3,109	4	1.3%
Sandia National Laboratories	1,842	5	0.8%
Livermore Valley Joint Unified School District	1,401	6	0.6%
Safeway Inc.	1,348	7	0.6%
County of Alameda	1,308	8	0.5%
Stanford Healthcare Trivalley	1,124	9	0.5%
Dublin Unified School District	1,117	10	0.5%
Subtotal	<u>29,783</u>		<u>12.5%</u>
Total Authority Population	<u>237,822</u>		

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

Employer	2015-16		
	Number of Employees	Rank	Percentage of Total Authority Population
Lawrence Livermore National Lab	6,000	1	2.7%
Kaiser Permanente	3,741	2	1.7%
Safeway Incorporated	2,600	3	1.2%
Workday Incorporated	2,250	4	1.0%
U.S. Government & Federal Correction Institute	2,100	5	1.0%
Oracle	1,612	6	0.7%
Stanford/Valleycare Medical Center	1,300	7	0.6%
Livermore Valley Joint Unified School District	1,300	8	0.6%
Pleasanton Unified School District	1,293	9	0.6%
Sandia National Laboratories	1,200	10	0.5%
Subtotal	<u>17,396</u>		<u>7.9%</u>
Total Authority Population	<u>220,469</u>		

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

	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
Administrative Services	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	7.00
Total	15.00	14.00	14.00	14.00	15.00

	Adopted for Fiscal Year Ended June 30,				
	2021	2022	2023	2024	2025
Function					
Executive Director	1.00	1.00	1.00	1.00	1.00
Finance and Administration	4.00	4.00	5.00	5.00	5.00
Planning	1.50	1.50	1.50	1.00	1.00
Marketing	1.50	0.50	0.50	5.00	5.00
Operations	7.00	7.00	7.00	4.00	4.00
Total	15.00	14.00	15.00	16.00	16.00

Source: Livermore/Amador Valley Transit Authority

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

	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

	Fiscal Year				
	2021	2022	2023	2024	2025
Function/Program					
Fixed Route					
Total Vehicles	65	65	60	60	60
Average Fleet Age	6.81	7.81	5.71	7.19	8.00
Vehicles Operated In Maximum Service	52	47	49	47	48
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

Source: Livermore Amador Valley Transit Authority

Note: n/a denotes information is not available.



Compliance Section

4

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For The Year Ended June 30, 2025**

SECTION I—SUMMARY OF AUDITOR’S RESULTS

Financial Statements

Type of report the auditor 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

Internal control over major federal programs:

- Material weakness(es) identified? Yes X No
- Significant deficiency(ies) identified? Yes X None Reported

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

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? Yes X No

Identification of major program(s):

Assistance Listing Number(s)	Name of Federal Program or Cluster
<u>20.507</u>	<u>Federal Transit - Formula Grants (Urban Area Formula Program)</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 December 5, 2025 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, 2025

<u>Federal Grantor/ Pass-Through Grantor/Program or Cluster Title</u>	<u>Federal Assistance Listing Number</u>	<u>Pass-Through Identifying Number</u>	<u>Federal Expenditures</u>
U.S Department of Transportation Pass-Through Programs:			
State of California Department of Transportation			
Federal Transit Cluster			
Federal Transit - Formula Grants (Urban Area Formula Program)			
Paratransit Operating Assistance	20.507	CA-2024-145-00	\$229,496
Paratransit Operating Assistance	20.507	CA-2025-137	562,217
Battery Pack Replacement	20.507	CA-2019-100	66,781
Transit Center Improvements	20.507	CA-2021-011-01	36,583
Bus Stop Improvements	20.507	CA-2023-044	<u>108,835</u>
Total U.S Department of Transportation Programs			<u>1,003,912</u>
Total Expenditures of Federal Awards			<u><u>\$1,003,912</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, 2025**

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, and its component units 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. The proprietary funds are reported 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 City Council
Livermore Amador Valley Transit Authority, 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 as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated December 5, 2025.

Report on 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) as a basis for designing 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 or significant deficiencies may exist that were not identified.

Report on 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 financial statements. 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 December 5, 2025, 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
December 5, 2025

**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**

To the Honorable Members of the City Council
Livermore Amador Valley Transit Authority, California

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Livermore Amador Valley Transit Authority (Authority) compliance with the types of compliance requirements identified as subject to audit 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, 2025. 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.

In our opinion, the Authority complied, in all material respects, with the 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, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); 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). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances 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 the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on 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 Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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 each major fund of the Authority as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our report thereon dated December 5, 2025, which contained an unmodified opinion on those financial statements. Our audit was performed for the purpose of forming opinions 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 basic 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 basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects in relation to the basic financial statements as a whole.

Maze + Associates

Pleasant Hill, California
December 5, 2025

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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, 2025, and the related notes to the financial statements, and have issued our report thereon dated December 5, 2025.

Report on 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) as a basis for designing 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 or significant deficiencies may exist that have not been identified.

Report on 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 of financial statements. 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 December 5, 2025, 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.

This report is intended solely for the information and use of the Metropolitan Transportation Commission, management, the Board of Directors, others within the Authority, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties: however, this restriction is not intended to limit the distribution of this report, which is a matter of public record.

Maze + Associates

Pleasant Hill, California
December 5, 2025