

**CITY OF GRIDLEY
SENIOR TAXI FUND**

Audited Financial Statements
and Compliance Report

June 30, 2019

CITY OF GRIDLEY
Senior Taxi Fund

Audited Financial Statements
and Compliance Report

June 30, 2019

Audited Financial Statements

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INDEPENDENT AUDITOR'S REPORT

To the City Council
City of Gridley, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Senior Taxi Fund (the Fund) of the City of Gridley (the City), as of and for the years ended June 30, 2019 and 2018, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Senior Taxi Fund of the City of Gridley as of June 30, 2019 and 2018, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

To the City Council
City of Gridley, California

Emphasis-of-Matter

As discussed in Note B, the financial statements present only the Senior Taxi Fund of the City of Gridley and do not purport to, and do not, present fairly the financial position of the City of Gridley as of June 30, 2019 and 2018, the changes in financial position, or where applicable, its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Required Supplementary Information

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. Our opinion on the financial statements is not affected by this missing information.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 23, 2020 on our consideration of the City's internal control over financial reporting related to the Fund and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters, and the Transportation Development Act. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Richardson & Company, LLP

March 23, 2020

CITY OF GRIDLEY
SENIOR TAXI FUND

BALANCE SHEETS

June 30, 2019 and 2018

	2019	2018
ASSETS		
Cash and investments	\$ 56,260	\$ 82,735
Due from other governments		1,887
Interest receivable	306	225
TOTAL CURRENT ASSETS	56,566	84,847
CAPITAL ASSETS, DEPRECIABLE, NET	33,177	39,812
TOTAL ASSETS	89,743	124,659
DEFERRED OUTFLOWS OF RESOURCES		
Pension	54,535	50,943
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$ 144,278	\$ 175,602
LIABILITIES AND NET POSITION		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$ 3,022	\$ 4,534
Compensated absences - current	4,400	5,940
Due to other City funds	3,297	30,000
TOTAL CURRENT LIABILITIES	10,719	40,474
NONCURRENT LIABILITIES		
Compensated absences - noncurrent	6,046	2,461
Net pension liability	210,670	215,208
TOTAL NON-CURRENT LIABILITIES	216,716	217,669
TOTAL LIABILITIES	227,435	258,143
DEFERRED INFLOWS OF RESOURCES		
Pension	22,016	6,429
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	249,451	264,572
NET POSITION		
Net investment in capital assets	33,177	39,812
Deficit	(138,350)	(88,970)
TOTAL NET POSITION	(105,173)	(88,970)
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	\$ 144,278	\$ 175,602

The accompanying notes are an integral part of these financial statements.

CITY OF GRIDLEY
SENIOR TAXI FUND

STATEMENTS OF REVENUES, EXPENSES
AND CHANGES IN FUND NET POSITION

For the Years Ended June 30, 2019 and 2018

	2019	2018
OPERATING REVENUES		
Passenger fares	\$ 15,838	\$ 16,322
TOTAL OPERATING REVENUES	15,838	16,322
OPERATING EXPENSES		
Salaries and benefits	111,903	195,870
Fuel	4,753	5,263
Administrative	8,657	7,550
Maintenance	2,670	2,483
Office	497	
Insurance	1,512	1,499
Communications	1,385	1,167
Professional	620	567
Special department expense	3	46
Depreciation	6,635	6,635
TOTAL OPERATING EXPENSES	138,635	221,080
NET LOSS FROM OPERATIONS	(122,797)	(204,758)
NONOPERATING REVENUES (EXPENSES)		
Local transportation fund	100,200	98,342
Taxi subsidy	5,781	3,822
Interest	1,325	700
Other	(712)	
TOTAL NONOPERATING REVENUES	106,594	102,864
CHANGE IN NET POSITION	(16,203)	(99,755)
Net position, beginning of year	(88,970)	10,785
NET POSITION AT END OF YEAR	\$ (105,173)	\$ (88,970)

The accompanying notes are an integral part of these financial statements.

CITY OF GRIDLEY
SENIOR TAXI FUND

STATEMENTS OF CASH FLOWS

For the Years Ended June 30, 2019 and 2018

	2019	2018
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash receipts from customers	\$ 15,838	\$ 16,322
Cash paid to suppliers for goods and services	(21,609)	(17,903)
Cash paid to employees for services	(102,401)	(107,987)
NET CASH USED FOR OPERATING ACTIVITIES	(108,172)	(109,568)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received	1,244	554
NET CASH PROVIDED BY INVESTING ACTIVITIES	1,244	554
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Taxi subsidy received	5,781	3,822
Cash received from other funds	(26,703)	30,000
Contributions from other governments	102,087	97,095
Other nonoperating (expenses) revenue	(712)	2,139
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	80,453	133,056
CASH FLOWS FROM CAPITAL FINANCING ACTIVITIES		
Cash paid for capital asset acquisitions		(46,447)
NET CASH USED FOR CAPITAL FINANCING ACTIVITIES		(46,447)
NET CHANGE IN CASH AND CASH EQUIVALENTS	(26,475)	(22,405)
Cash and cash equivalents at beginning of year	82,735	105,140
CASH AND CASH EQUIVALENTS AT END OF YEAR	\$ 56,260	\$ 82,735
RECONCILIATION OF NET LOSS FROM OPERATIONS TO NET CASH USED FOR OPERATING ACTIVITIES		
Net loss from operations	\$ (122,797)	\$ (204,758)
Adjustments to reconcile net loss from operations to net cash used for operating activities		
Depreciation	6,635	6,635
Change in operating assets, deferred outflows of resources, liabilities and deferred inflows of resources:		
Accounts payable and accrued liabilities	(1,512)	672
Deferred outflows/inflows of resources	11,995	50,611
Compensated absences	2,045	(1,207)
Net pension liability	(4,538)	38,479
NET CASH USED FOR OPERATING ACTIVITIES	\$ (108,172)	\$ (109,568)

The accompanying notes are an integral part of these financial statements.

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS

June 30, 2019 and 2018

NOTE A – ORGANIZATION

The City of Gridley (the City) receives funds under the provision of the Transportation Development Act (TDA) from the Butte County Local Transportation Fund (LTF) under Article 4, Section 99260(a). The LTF funds are to be used to support the transportation systems as defined in the TDA. The City operates the Gridley Golden Feather Flyer which provides fixed route and dial-a-ride transportation service for seniors and the disabled. The Senior Taxi Fund is used to account for these TDA funds received by the City.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation: The financial statements of the Senior Taxi Fund (the Fund) of the City of Gridley have been prepared in conformity with generally accepted accounting principles as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

Reporting Entity: The financial statements are intended to present the financial position and results of operations of only those transactions recorded in the Fund. The Fund is included in the financial statements of the City.

Fund Accounting: The accounts of the City are organized on the basis of funds. A fund is an accounting entity with a self-balancing set of accounts established to record the financial position and results of operations of a specific governmental activity. The City utilizes the enterprise fund type of the proprietary fund group to account for the activities of the Fund.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. All proprietary funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets, deferred outflows of resources, liabilities and deferred inflows of resources associated with the operation of these funds are included on the balance sheet. Net position is segregated into the net investment in capital assets, amounts restricted and amounts unrestricted. Proprietary fund-type operating statements present increases (e.g., revenues) and decreases (e.g., expenses) in net position.

The accrual basis of accounting is used by proprietary fund types. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. TDA revenues are recognized when all eligibility requirements have been met.

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 operations. The principal operating revenues of the Fund are fees received from passengers for transportation services. Operating expenses for enterprise funds include the cost of services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the City's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash and Cash Equivalents: For purposes of reporting cash flows, cash and cash equivalents is defined as those amounts included in the balance sheet caption "Cash and cash equivalents" and consist of amounts held in the City's cash and investments pool, which is available upon demand.

Short-term Interfund Receivables/Payables: During the course of operations, numerous transactions occur between individual funds for goods provided or services rendered. These receivables and payables are classified as "due to other City funds" and "due from other City funds" on the balance sheet.

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2019 and 2018

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets: Capital assets are stated at cost. Provision is made for depreciation of the vehicle by the straight-line method over the estimated useful life of the asset, which is 5 years. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Improvements are capitalized and depreciated over the remaining useful lives of the related fixed assets. It is the policy of the City to capitalize asset acquisitions with an individual cost greater than \$10,000.

Compensated Absences: Compensated absences comprise unused vacation leave and compensatory time off, which are accrued as earned. In addition, those employees who have reached the age of retirement may cash out sick leave upon retirement. The liability has been calculated using the vesting method, in which leave amounts for both employees who currently are eligible to receive termination payments and other employees who are expected to become eligible in the future to receive such payments upon termination are included.

Restricted Net Position: Restrictions of net position are amounts that are legally restricted for specific uses under the Transportation Development Act or other outside agencies. The Senior Taxi Fund had no restricted net position as of June 30, 2019 and 2018.

Use of Estimates: The preparation of the financial statements in conformity with 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.

NOTE C – CASH AND INVESTMENTS

The Senior Taxi Fund’s cash is held in the City Treasury. The City maintains cash and investments in the State of California’s Local Agency Investment Fund (LAIF) and other Money Market Funds and allocates interest to the various funds based upon the average daily cash balances. Investments held in the City’s cash accounts are available on demand to the Senior Taxi Fund and are stated at cost, which approximates fair value. The City’s investment policy, interest rate risk and credit risk may be found in the notes to the City of Gridley basic financial statements.

NOTE D – CAPITAL ASSETS

Capital asset activity for the years ended June 30 was as follows:

	<u>Balance at July 1, 2018</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance at June 30, 2019</u>
Capital assets, being depreciated:				
Vehicle	\$ 46,447			\$ 46,447
Accumulated depreciation	(6,635)	\$ (6,635)		(13,270)
Capital assets, net	<u>\$ 39,812</u>	<u>\$ (6,635)</u>	<u>\$ -</u>	<u>\$ 33,177</u>
	<u>Balance at July 1, 2017</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance at June 30, 2018</u>
Less accumulated depreciation for:				
Vehicle	\$ 104,765		\$ (58,318)	\$ 46,447
Accumulated depreciation	(58,318)	\$ (6,635)	58,318	(6,635)
Capital assets, net	<u>\$ 46,447</u>	<u>\$ (6,635)</u>	<u>\$ -</u>	<u>\$ 39,812</u>

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2019 and 2018

NOTE E – LONG TERM LIABILITIES

Changes in long-term liabilities consisted of the following for the years ended June 30:

	Balance June 30, 2018	Additions	Deletions	Balance June 30, 2019	Due Within One Year
Compensated absences	\$ 8,401	\$ 2,045		\$ 10,446	\$ 4,400
Net pension liability	215,208		\$ (4,538)	210,670	
	<u>\$ 223,609</u>	<u>\$ 2,045</u>	<u>\$ (4,538)</u>	<u>\$ 221,116</u>	<u>\$ 4,400</u>
	Restated Balance			Balance	Due Within
	June 30, 2017	Additions	Deletions	June 30, 2018	One Year
Compensated absences	\$ 9,608		\$ (1,207)	\$ 8,401	\$ 5,940
Net pension liability	183,321	\$ 31,887		215,208	
	<u>\$ 192,929</u>	<u>\$ 31,887</u>	<u>\$ (1,207)</u>	<u>\$ 223,609</u>	<u>\$ 5,940</u>

NOTE F – PENSION LIABILITY

The City has three cost-sharing defined benefit pension plans, a Safety Plan (Police and Fire) and two Miscellaneous Plans for all other City employees. Information is available about the City's pension plans in the City's financial statements. The Senior Taxi Fund employees are included in the Miscellaneous Plan. However, the actuarial valuation for the City's Miscellaneous Plan received from CalPERS does not separately disclose information that is required to be reported under GASB 68 and 71 for the Senior Taxi Fund. The pension liability reported in the Senior Taxi Fund represents a proportional share of the pension liability of the City's Miscellaneous Plan as a whole based on a proportional share of cash basis employer contributions paid on behalf of the Senior Taxi Fund employees compared to all non-Safety City employees. The deferred outflows of resources, net pension liability, deferred inflows of resources and pension expense related to the Senior Taxi Fund were \$54,535, \$210,670, \$22,016, and \$7,457 respectively, as of and for the year ended June 30, 2019, and \$50,943, \$215,208, \$6,429, and \$17,026 respectively as of and for the year ended June 30, 2018. Pension expense was reported as part of salaries and benefits expenses.

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2019 and 2018

NOTE G – FARE REVENUE RATIO

The City is required to maintain a fare revenue to operating expense ratio of 10.00% in accordance with Section 99268.5 of the Transportation Development Act. The fare revenue to operating expenses ratio for the City is calculated as follows for the years ended:

	2019	2018
Fare revenues	\$ 15,838	\$ 16,322
Local support: taxi subsidy	5,781	3,822
	21,619	20,144
Operating expenses	138,635	221,080
Less allowable exclusions:		
Depreciation and amortization	(6,635)	(6,635)
	\$ 132,000	\$ 214,445
Net operating expenses	132,000	214,445
Actual fare revenue ratio	16.38%	9.39%
Required fare revenue ratio	10.00%	10.00%

The Senior Taxi Fund was not in compliance with this requirement for the fiscal year June 30, 2018. The fare revenue to expenses ratio was met in fiscal year June 30, 2019. As such, the City will not be subject to a penalty under Section 99268.5 of the Transportation Development Act.

NOTE H – CONCENTRATIONS

The Fund receives a substantial amount of its support from a statewide retail sales tax from the LTF and diesel sales tax from the STA created by the Transportation Development Act. A significant reduction in the level of this support, if this were to occur, may have a significant effect on the Fund's activities.

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*
AND THE TRANSPORTATION DEVELOPMENT ACT

To the City Council
City of Gridley, California

We have audited, 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, the financial statements of the Senior Taxi Fund (the Fund) of the City of Gridley (the City), as of and for the years ended June 30, 2019 and 2018, and the related notes to the financial statements, which collectively comprise the Fund's financial statements, and have issued our report thereon dated March 23, 2020.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Fund's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of Fund'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 combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity'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 and therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did identify certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as item 2019-1 that we consider to be a material weakness.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Fund's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Our audit was further made to determine that Transportation Development Act (TDA) Funds allocated and received by the Fund were expended in conformance with the applicable statutes, rules and regulations of the TDA and Section 6667 of the California Code of Regulations. 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 performing our tests disclosed no instances of noncompliance that is required to be reported under *Governmental Auditing Standards*, the TDA or the PTMISEA.

To the City Council
City of Gridley, California

The City's Response to Findings

The City's response to the finding identified in our audit is described in the accompanying schedule of findings. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we do not express an opinion on it.

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 entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* and the TDA in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose

Richardson & Company, LLP

March 23, 2020

CITY OF GRIDLEY
SENIOR TAXI FUND

SCHEDULE OF FINDINGS

June 30, 2019 and 2018

INTERNAL CONTROL OVER FINANCIAL REPORTING

CURRENT YEAR FINDINGS:

Finding 2019-1

Criteria: Internal controls over financial reporting should be in place to ensure management has the ability to initiate, record, process and report financial data consistently with the assertions of management in the financial statements.

Condition: The City did not record audit adjustments made during the June 30, 2018 and prior audits causing the fund balance to not rollforward correctly.

Effect: Audit adjustments were required to correct fund balance roll-forward from the prior year so that the City's general ledger is consistent with amounts reported in the audited financial statements.

Cause: The City did not update the TDA Fund for all activity that occurred during the year.

Recommendation: We recommend the City record audit adjustments made during the TDA audit so the general ledger is consistent with how the fund is reported in the audited financial statements.

Management's Response: The City will accept the recommendation to record all future audit adjustments during the TDA audit so that the general ledger is consistent with how the fund is reported in the audited financial statements.

COMPLIANCE

PRIOR YEAR FINDINGS

FINDING 2017/18

Criteria: Under Section 6633 of the California Code of Regulations, the City is required to maintain a minimum fare revenue to operating expense ratio of 10% for its transit services.

Condition: The City did not meet the minimum required fare revenue to operating expense ratio for the fiscal year ended June 30, 2018.

Effect: The City's TDA allocation could be reduced under Section 6633.9 of the California Code of Regulations in a future year if the ratio is not met. Fiscal year 2017/18 is a grace year and reduction in funding could occur if the ratio is not met in fiscal year 2018/19.

Cause: The City's fares from bus operations were 9.39% of operating expenses from those services. This level of fares and local support was not sufficient to meet the minimum required fare revenue ratio.

Current Year Status: The City resolved the issue during the year ended June 30, 2019. The City's fares from bus operations were 16.38% of operating expenses from those services.