

COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS

Audited Financial Statements
and Compliance Report

June 30, 2017

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS
AUDIT REPORT**

Table of Contents

	<u>Page</u>
Independent Auditor's Report	1-2
FINANCIAL STATEMENTS	
Balance Sheet – Transportation and Pedestrian/Bike Funds	3
Statement of Revenues, Expenditures and Changes in Fund Balance – Transportation and Pedestrian/Bike Funds	4
Statement of Net Position – Transit Fund	5
Statement of Revenues, Expenses and Changes in Net Position – Transit Fund	6
Statement of Cash Flows – Transit Fund	7
Notes to Financial Statements.....	8-18
OTHER REPORTS	
Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i> , The Transportation Development Act and the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) Guidelines	19-20



550 Howe Avenue, Suite 210
Sacramento, California 95825
Telephone: (916) 564-8727
FAX: (916) 564-8728

INDEPENDENT AUDITOR'S REPORT

To the Board of Supervisors
County of Placer
Auburn, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Transportation Development Act (TDA) Funds of the County of Placer (the County), as of and for year ended June 30, 2017, 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 audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free 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 opinion.

To the Board of Supervisors
County of Placer
Auburn, California

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the TDA Fund of the County as of June 30, 2017, and the 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.

Emphasis-of-Matter

As discussed in Note 1A, the financial statements present only the TDA Fund of the County and do not purport to, and do not, present fairly the financial position of the County as of June 30, 2017, 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.

Other Matters

Prior Year Comparative Information

We have previously audited the 2016 TDA Fund financial statements dated March 23, 2017. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2016 is consistent, in all material respects, with the audited financial statements from which it has been derived.

Required Supplementary Information

Management has omitted management's discussion and analysis and budgetary comparison information for the governmental fund 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 28, 2018 on our consideration of the County's internal control over financial reporting related to the TDA 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 County's internal control over financial reporting and compliance.

Richardson & Company, LLP

March 28, 2018

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Balance Sheet
Transportation and Pedestrian/Bike Funds
June 30, 2017
(With Comparative Totals as of June 30, 2016)

	Transportation Fund	Pedestrian/Bike Fund	Total	
			2017	2016
Assets				
Due from other governments	\$ -	\$ -	\$ -	\$ -
Total assets	\$ -	\$ -	\$ -	\$ -
Liabilities and Fund Balance				
Accounts payable	\$ -	\$ -	\$ -	\$ -
Fund balance:				
Restricted	-	-	-	-
Total liabilities and fund balance	\$ -	\$ -	\$ -	\$ -

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

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Statement of Revenues, Expenditures and Changes in Fund Balance
Transportation and Pedestrian/Bike Funds
For the Fiscal Year Ended June 30, 2017
(With Comparative Totals for the fiscal year ended June 30, 2016)

	Transportation Fund	Pedestrian/Bike Fund	Total	
			2017	2016
Revenues				
Local Transportation Funds	\$ 2,438,974	\$ -	\$ 2,438,974	\$ 2,000,000
Total revenues	2,438,974	-	2,438,974	2,000,000
Expenditures				
Streets and roads	2,438,974	-	2,438,974	2,000,000
Bicycle and pedestrian	-	-	-	-
Total expenditures	2,438,974	-	2,438,974	2,000,000
Changes in fund balance	-	-	-	-
Fund balance, beginning of the year	-	-	-	-
Fund balance, end of the year	\$ -	\$ -	\$ -	\$ -

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

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Statement of Net Position
Transit Fund
June 30, 2017
(With Comparative Totals as of June 30, 2016)

	2017	2016
Assets		
Current assets:		
Cash and investments	\$ 1,829,495	\$ 3,335,744
Accounts receivable	44,470	40,250
Interest receivable	3,003	3,788
Due from other governments	2,482,067	2,131,228
Due from other funds	100,000	900,000
Total current assets	4,459,035	6,411,010
Noncurrent Assets:		
Net OPEB asset	745,540	775,641
Capital assets, net of accumulated depreciation	6,740,255	5,570,124
Total noncurrent assets	7,485,795	6,345,765
Total assets	11,944,830	12,756,775
Deferred outflows of resources:		
Deferred outflows related to pensions	863,225	544,940
Liabilities and Net Position		
Current liabilities:		
Accounts payable	513,982	135,410
Accrued salaries and benefits	141,715	124,309
Compensated absences	26,067	27,070
Total current liabilities	681,764	286,789
Long-term liabilities:		
Compensated absences	234,599	243,636
Net pension liability	3,348,580	2,852,194
Total liabilities	4,264,943	3,382,619
Deferred inflows of resources:		
Deferred inflows related to pensions	263,839	420,013
Net position:		
Investment in capital assets	6,740,255	5,570,124
Restricted for:		
PTMISEA projects	621,414	2,286,958
LTF projects	22,379	1,143,536
TSSSDRA projects	158,884	115,293
Unrestricted	736,341	383,170
Total net position	\$ 8,279,273	\$ 9,499,082

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

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Statement of Revenues, Expenses and Changes in Net Position
Transit Fund
For the Fiscal Year Ended June 30, 2017
(With Comparative Totals for the fiscal year ended June 30, 2016)

	2017	2016
Operating revenues:		
Passenger fares	\$ 818,605	\$ 803,221
Van pool fares	\$ 68,460	87,619
Total operating revenues	887,065	890,840
Operating expenses:		
Salaries and benefits	2,772,732	2,325,088
Professional services	1,850,962	1,719,993
Maintenance	590,811	760,057
Fuels and lubricants	269,650	255,879
Insurance	324,816	179,883
Administration and overhead	668,511	715,032
Depreciation	715,191	664,268
Total operating expenses	7,192,673	6,620,200
Operating loss	(6,305,608)	(5,729,360)
Nonoperating revenues (expenses):		
Local Transportation Funds	1,939,000	2,290,416
Contributions from other agencies	1,171,853	1,178,134
Contributions from TART	25,884	-
State Transit Assistance	20,509	394,120
Investment Earnings	3,723	80,395
Federal capital grants	-	2,837,008
Federal operating grants	1,001,417	809,170
Other revenues	358,730	303,456
Loss on disposal of capital assets	-	(122,876)
Contributions to other county funds	-	(329,908)
Contributions to Tahoe Area Rapid Transit	(408,656)	(3,508)
Total nonoperating revenues (expenses)	4,112,460	7,436,407
(Loss)/income before contributions	(2,193,148)	1,707,047
Capital contributions	921,821	-
Capital contributions - PTMISEA	51,518	-
Change in net position	(1,219,809)	1,707,047
Net position, beginning of year	9,499,082	7,792,035
Net position, end of year	\$ 8,279,273	\$ 9,499,082

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

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Statement of Cash Flows
Transit Fund
For the Fiscal Year ended June 30, 2017
(With Comparative Totals for the fiscal year ended June 30, 2016)

	2017	2016
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash receipts from customers	\$ 882,845	\$ 850,643
Cash paid to employees	(2,713,339)	(2,458,292)
Cash paid to suppliers for goods and services	(3,326,178)	(3,794,961)
Net cash used for operating activities	(5,156,672)	(5,402,610)
 CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Operating grants and other revenue	3,992,787	4,338,258
Advance to other funds	800,000	(900,000)
Net cash provided by noncapital financing activities	4,792,787	3,438,258
 CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Federal and state capital grants	168,390	2,837,008
Acquisition of capital assets	(1,885,322)	(3,072,976)
Capital contribution transfer out	-	(329,908)
Capital contributions received	570,060	-
Net cash used for capital and related financing activities	(1,146,872)	(565,876)
 CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest received	4,508	80,921
Net cash provided by investing activities	4,508	80,921
 NET DECREASE IN CASH AND CASH EQUIVALENTS	(1,506,249)	(2,449,307)
CASH AND CASH EQUIVALENTS - BEGINNING OF YEAR	3,335,744	5,785,051
CASH AND CASH EQUIVALENTS - END OF YEAR	\$ 1,829,495	\$ 3,335,744
 RECONCILIATION OF OPERATING LOSS TO NET CASH USED FOR OPERATING ACTIVITIES:		
Operating loss	\$ (6,305,608)	\$ (5,729,360)
Adjustments to reconcile net loss to net cash used for operating activities:		
Depreciation	715,191	664,268
Changes in assets and liabilities:		
Decrease in accounts receivable	(4,220)	(40,197)
Decrease in net OPEB asset	30,101	(105,575)
Increase (decrease) in accounts payable and accrued expenses	378,571	(164,118)
Increase in accrued salaries	17,406	28,290
Increase (decrease) in compensated absences payable	(10,041)	19,749
Increase in pension liability	496,386	197,117
(Increase) decrease in deferred outflows	(318,284)	(272,106)
Increase (decrease) in deferred inflows	(156,174)	(678)
Net cash used for operating activities	\$ (5,156,672)	\$ (5,402,610)

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

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 1: Summary of Significant Accounting Policies

The financial statements of the Transportation Development Act Funds allocated to the County of Placer (the County) have been prepared in conformity with generally accepted accounting principles in the United States of America (GAAP) as applied to government units. The *Governmental Accounting Standard Board* (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the County's accounting policies are described below.

A. Description of Reporting Entity

The County annually receives allocations from the Placer County Transportation Planning Agency (PCTPA) to operate public transit services and to fund street and road and pedestrian and bicycle infrastructure improvements.

The financial statements present only the Transportation Development Act Funds allocated to the County of Placer and do not purport to, and do not, present fairly the financial position of the County of Placer as of June 30, 2017, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

B. Basis of Presentation

The County uses funds to report on its financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain government functions or activities. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

Governmental funds are used to account for all or most of a government's general activities, including the collection and disbursement of ear-marked monies (special revenue funds), the acquisition or construction of general fixed assets (capital projects funds), and the servicing of general long-term debt (debt service funds). The general fund is used to account for all activities of the general government not accounted for in some other fund.

The County of Placer utilizes the special revenue fund type of the governmental fund category to report its financial activity of the Transportation Development Act Funds. This includes accounting for the Transportation and Pedestrian & Bike funds.

Proprietary funds are used to account for activities similar to those found in the private sector, where the determination of net income is necessary or useful to sound financial administration. Goods or services from such activities can be provided either to outside parties (enterprise funds) or to other departments or agencies primarily within the County (internal service funds).

The Transit Fund is an enterprise fund of the County and is used to account for the operation of Placer County Transit.

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 1: **Summary of Significant Accounting Policies** (continued)

C. Basis of Accounting

All governmental funds are accounted for on a spending or *flow of current financial resources* measurement focus which means that only *current assets* and *current liabilities* are generally included on their balance sheets. Their reported fund balance is their net current assets, which is considered only to be a measure of *available spendable resources*. Governmental fund operating statements present a summary of sources and uses of available spendable resources during a period by presenting increases and decreases in net current assets.

Basis of accounting refers to *when* revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements, regardless of the measurement focus applied. All governmental funds are accounted for using the *modified accrual basis* of accounting. These fund revenues are recognized when they become measurable *and* available as net current assets. Measurable means the amount of the transaction can be determined and available means the amount is collectible within the current period or soon enough thereafter (generally sixty days) to be used to pay liabilities of the current period. Amounts that could not be measured or were not available were not accrued as revenue in the current fiscal year. Revenue susceptible to accrual includes sales taxes, intergovernmental grants, interest revenue, and charges for services.

All proprietary funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets and all liabilities associated with the operation of these funds are included on the balance sheet. The accrual basis of accounting is utilized by proprietary fund types. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Enterprise funds are used to account for those operations that are financed and operated in a manner similar to private businesses or where the board has decided that the determination of revenues earned, costs incurred and/or net income is necessary for management accountability. The Transit Fund distinguishes operating from non-operating revenues and expenses. Operating revenues and expenses generally result from provided services in connection with Transit's principal ongoing operations. The principal operating revenue of the Transit Fund is passenger fares. Operating expenses include the cost of services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

D. Cash and Cash Equivalents

Cash and cash equivalents represent the Transit Fund's share in the County Treasurer's cash and investment pool.

E. Capital Assets

Capital assets are stated at cost. Depreciation is computed using the straight-line method over the estimated useful lives of the assets, which ranges from ten to fifty years for structures and improvements and two to twenty-five years for equipment. The County's capitalization policy is to capitalize asset acquisitions with an individual cost greater than \$5,000 for equipment and vehicles and \$50,000 for building and improvements and infrastructure.

COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 1: **Summary of Significant Accounting Policies** (continued)

F. Compensated Absences

The County reports a liability for compensated absences attributable to services already rendered as of June 30, 2017, and which are not contingent on a specific event that is outside the control of the County, such as employee illness. This liability is based on the probability that the County will eventually compensate the employees for the benefits through paid time off or some other means, such as annual leave cash-outs, payment of future health insurance premiums, or cash payments at termination or retirement. The liability is calculated based on pay rates in effect on June 30, 2017, in addition to those salary-related payments that are directly and incrementally associated with payments made for compensated absences on termination, such as Social Security and Medicare taxes. See the County of Placer's Comprehensive Annual Financial Report (CAFR) for additional details.

G. Deferred Inflows/Outflows of Resources

In addition to assets, the statement of net position reports a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net position that applies to a future period(s) and so will not be recognized as an expense/expenditure until then. The Transit Fund's deferred outflows relate to the implementation of GASB 68, as described in Note 7.

In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources. This separate financial statement element relates to the County's pension plan, as described in Note 7.

H. Pensions

For purposes of measuring the net pension liability and deferred inflows/outflows of resources related to pensions, and pensions expense, information about the fiduciary net position of the County of Placer California Public Employees' Retirement System (CalPERS) plans and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are at fair value.

I. Net Position / Fund Balance

The Transit Fund utilizes a net position presentation. Net position is categorized as investment in capital assets, restricted and unrestricted.

Investment in capital assets – This category groups all capital assets into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce the net position balance.

Restricted – This category represents external restrictions imposed by creditors, grantors, contributors, or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted – This category represents net position, not restricted for any project or other purpose.

The Transportation Fund and the Pedestrian/Bike Fund report fund balance as nonspendable, restricted, committed, assigned or unassigned based primarily on the extent to which the County is bound to honor constraints on how specific amounts can be spent. As of June 30, 2017, there is no fund balance reported.

COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 1: **Summary of Significant Accounting Policies** (continued)

The Board of Supervisors establishes, modifies or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. When restricted and unrestricted resources are available for use, it is the County's policy to use restricted resources first, followed by assigned, committed, and unassigned resources as they are needed.

J. Use of Estimates

The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amount of revenue and expenses during the reporting period. Actual results could differ from these estimates.

K. Fair Market Measurement

The Transit Fund categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Transit Fund does not have any investments that are measured using Level 3 inputs.

The Transit Fund is a participant in the Placer County Treasurer's Pool (County Pool). The County Pool is an external investment pool, is not rated and is not registered with the Securities Exchange Commission (SEC). The Placer County Treasurer's Review Panel conducts County Pool oversight. Cash on deposit in the County Pool at June 30, 2017, is stated at fair value. The County Pool values participant shares on an amortized cost basis during the year and adjusts to fair value at year-end. For further information regarding the County Pool, refer to the County of Placer Comprehensive Annual Financial Report.

Note 2: **Cash and Investments**

The County's Funds maintain specific cash deposits with the County and involuntarily participate in the County's external investment pool. The County is restricted by state code in the types of investments it can purchase. Furthermore, the County Treasurer has a written investment policy, approved by the Board of Supervisors, which is more restrictive than state code as to terms of maturity and type of investment. The County has a Treasury Review Panel, which performs regulatory oversight for its pool pursuant to the County investment policy. The County's investment policy authorizes the County to invest in obligations of the U.S. Treasury, its agencies and instrumentalities, negotiable certificates of deposit, local agency bonds, commercial paper rated A-1 by Standard & Poor's Corporation or P-1 by Moody's Commercial Paper Record, bankers' acceptances, repurchase agreements, corporate notes, and the California Local Agency Investment Fund (LAIF). As of June 30, 2017, the Transit Fund's investment in the County Treasurer's pool is stated at fair value. However, the value of the pool shares in the County's investment pool, which may be withdrawn, is determined on an amortized cost basis, which is different than the fair value of the Transit Fund's position in the pool.

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 weighted average to maturity of the County's external investment pool as of June 30, 2017 and 2016 was 1,595 and 1,426 days respectively.

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 2: **Cash and Investments** (continued)

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. The County external investment pool is not rated.

Custodial Credit Risk and Concentration of Credit Risk

Custodial credit risk is the risk that, in the event of the failure of the counterparty to a transaction, the Transit Fund will not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. Concentration of credit risk is the risk of loss attributed to the magnitude of the Transit Fund's investment in a single issuer. The Transit Fund is not exposed to custodial credit or concentration of credit risk as it participates in the County's external investment pool, and therefore, is not subject to such risks.

Required disclosure information regarding categorization of investments and other deposit and investment risk disclosures can be found in the County's comprehensive annual financial report and may be obtained by contacting the County Auditor-Controller's Office at 2970 Richardson Drive, Auburn, California 95603 or online at www.placer.ca.gov.

Fair Value Measurement

The Transit Fund 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 the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. As of June 30, 2017, the Transit Fund held no individual investments. All funds were invested in the County Pool. In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Transit Fund's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability. Deposits and withdrawals from the County Pool are made on the basis of \$1 and not fair value. Accordingly, The Transit Fund's proportionate share of investments in the County Pool at June 30, 2017 of \$1,829,495 is an uncategorized input not defined as a Level 1, Level 2, or Level 3 input.

The County Treasurer's cash and investment pool is not registered with the SEC. The County's Treasury Review Panel is charged with overseeing activity in the pool for compliance and code requirements.

GASB Statement No. 40, *Deposit and Investment Risk Disclosure – an amendment of GASB Statement No. 3*, requires additional disclosures about a government's deposit and investment risks that include credit risk, custodial credit risk, concentration of credit risk and interest rate risk. The Commission does not have a separate investment policy, or any other policies that address these specific types of risk.

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 3: Capital Assets

A summary of changes in capital assets in the Transit Fund during the fiscal year ended June 30, 2017, is as follows:

	Balance July 1, 2016	Additions	Retirements	Transfers & Adjustments	Balance June 30, 2017
Capital assets, not being depreciated:					
Construction in progress	\$ -	\$ -	\$ -	\$ -	\$ -
Total capital assets, not being depreciated	-	-	-	-	-
Capital assets, being depreciated:					
Buildings and improvements	2,233,062	-	-	-	2,233,062
Transit vehicles and equipment	8,536,947	1,885,322	-	-	10,422,269
Total capital assets, being depreciated	10,770,009	1,885,322	-	-	12,655,331
Less accumulated depreciation for:					
Buildings and improvements	(1,344,096)	(161,460)	-	-	(1,505,556)
Transit vehicles and equipment	(3,855,789)	(553,731)	-	-	(4,409,520)
Total accumulated depreciation	(5,199,885)	(715,191)	-	-	(5,915,076)
Total capital assets, being depreciated, net	5,570,124	1,170,131	-	-	6,740,255
Total capital assets, net	<u>\$5,570,124</u>	<u>\$ 1,170,131</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 6,740,255</u>

Note 4: Fare Revenue Ratio

The Transit Fund is required under the Transportation Development Act to maintain fare revenue to operating expenses ratio of at least 13.2%. The calculation of the fare revenue ratio for the fiscal year ended June 30, 2017, is as follows:

Fare revenues	\$ 818,605
Other fare revenues	68,460
Total fares	<u>\$ 887,065</u>
Operating expenses	\$ 7,192,673
Less: Depreciation	(715,191)
Other exclusions	(397,772)
Total	<u>\$ 6,079,710</u>
Fare revenue ratio	14.6%

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 5: Compensated Absences

The following is a summary of activity for compensated absences for the fiscal year ended June 30, 2017:

	Balance July 1, 2016	Additions	Deletions	Balance June 30, 2017	Amounts Due Within One Year
Compensated Absences	\$ 270,707	\$ 207,329	\$ (217,370)	\$ 260,666	\$ 26,067

Note 6: Employees' Pension Plan

Plan Description

The Transit Fund contributes to the County's California Public Employees Retirement System (CalPERS) Miscellaneous Plan, an agent multiple-employer defined benefit pension plan administered by CalPERS. Benefit provisions under the plan are established by state statute and county resolution. CalPERS issues a publicly available financial report that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website at <http://calpers.ca.gov/index.jsp?bc=/about/forms-pubs/calpers-reports/actuarial-reports/home.xml>.

All full and part-time permanent Transit Fund employees and certain extra help employees who have worked over 1,000 hours in a fiscal year are eligible to participate in the County's Miscellaneous Plan with CalPERS. Elected officials may also participate at their option. Per diem employees and extra help employees working less than 1,000 hours in a fiscal year are not eligible. Benefits vest after five years of service. To be eligible for retirement an employee must be at least 50 years of age and have five years of CalPERS credited service. Effective January 1, 2013, new CalPERS members are subject to the Public Employees' Pension Reform Act (PEPRA) and to be eligible for retirement, an employee must be at least 52 years of age and have five years of CalPERS credited service.

Benefits Provided

The Plan's provisions and benefits in effect as of June 30, 2017, are summarized as follows:

	Tier 1	Tier 2	Tier 3
	Miscellaneous		
	Hired on or before March 12, 2011	Hired on or after March 13, 2011	Hired on or after Jan. 1, 2013
Benefit formula	2.5% @ 55	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service	5 years
Benefit payments	monthly for life	monthly for life	monthly for life
Retirement age	50 - 55	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	2.0% - 2.5%	1.43% - 2.42%	1.0% - 2.58%

The Placer Public Employee Organization's represented employees, pay 100% of their employee pension contribution of 7% or 8%.

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 6: **Employees' Pension Plan** (continued)

Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2017, the Transit Fund reported a net pension liability of \$3,348,580 for its proportionate share of the County's Miscellaneous Plan's net pension liability. The Transit Fund's net pension liability is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability of the plan is measured as of June 30, 2016, using an annual actuarial valuation as of June 30, 2015 rolled forward to June 30, 2016. The Transit Fund's proportionate share of the County's Miscellaneous Plan's net pension liability as of June 30, 2016 was 0.8323% which was a .0023% decrease from 2015.

For the year ended June 30, 2017, the Transit Fund recognized pension expense of \$21,926. At June 30, 2017, the Transit Fund reported deferred outflows and deferred inflows or resources related to pension for the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Employer pension contributions paid by the Transit Fund subsequent to measurement date	\$ 298,965	\$ -
Changes of assumptions	-	(58,611)
Differences between actual and expected experiences	7,326	-
Net differences between projected and actual earnings on pension plan investments	556,934	(205,228)
Total	\$ 863,225	\$ (263,839)

The amount of \$298,965 reported as deferred outflows of resources related to pensions, resulting from the Transit Fund's contributions to the County's Plan subsequent to the measurement date, will be recognized as a reduction of the net pension liability in the fiscal year ending June 30, 2017. Other amounts reported as deferred inflows of resources related to pensions will be recognized as a reduction to pension expense as follows:

Years ending June 30,	Amount
2018	\$ 3,220
2019	43,043
2020	161,917
2021	92,241
Total	\$ 300,421

Actuarial Assumptions, Discount Rate, and Pension Plan Fiduciary Net Position

Detailed information about the County's collective net pension liability is available in the County's separately issued CAFR. The County's CAFR may be obtained by contacting the Placer County Auditor-

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 6: **Employees' Pension Plan** (continued)

Controller's Office at 2970 Richardson Drive, Auburn, CA 95603.

Detailed information about the pension plans' fiduciary net position is available in the separately issued CalPERS financial reports.

Note 7: **Other Post Employee Benefits Plan**

Plan Description

The County provides postretirement healthcare benefits to its retirees under its Retiree Healthcare Plan in accordance with various labor agreements. The County contributes to the California Employers' Retiree Benefit Trust (CERBT), an agent multiple employer plan administered by CalPERS. CalPERS issues a publicly available Comprehensive Annual Financial Report that includes financial statements and required supplementary information. Copies of CalPERS' annual financial report may be obtained from their Executive Office, 400 Q Street, P.O. Box 942701, Sacramento, California 94229.

Eligibility

In accordance with California Government Code, all employees electing a CalPERS retirement date within 120 days of retiring from the County are eligible to receive healthcare benefits for life. The County provides postretirement medical and dental benefits to employees who retire after the age of 50 and with five years of service and ten years of CalPERS service if hired after January 1, 2005. Eligible retirees can continue participation in the medical and dental plans, with the The Transit Fund contributing up to a cap, which varies by bargaining unit.

Annual OPEB Cost and Net OPEB Asset

The Transit Fund's annual other postemployment benefit (OPEB) cost is calculated based on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement No. 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) to not exceed thirty years. The Transit Fund's contribution to the plan for fiscal year ended June 30, 2017 was \$141,379. The Transit Fund's net OPEB Asset as of June 30, 2017 was \$745,540.

See the County of Placer's Comprehensive Annual Financial Report (CAFR) for additional details.

Note 8: **Risk Management**

The County's Transit Enterprise Fund is self-insured for public liability and property damage up to \$250,000 per occurrence. Claims in excess of \$250,000 are insured through the California Transit Systems Joint Powers Insurance Authority (CalTIP), a joint powers agency risk sharing pool, established in 1987 to provide an independently managed self-insurance program for member transit operators.

The purpose of CalTIP is to spread the adverse effect of losses among the member agencies and to purchase excess insurance as a group, thereby reducing its expense. Claims in excess of the pool limit are covered by excess insurance purchased by CalTIP up to \$25,000,000 per occurrence.

The County's Transit Enterprise Fund has not settled any claims exceeding the risk-pool limit of \$250,000 per occurrence for any of the past three fiscal years. The Transit Enterprise Fund has the following forms

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 8: **Risk Management** (continued)

of coverage through CalTIP: bodily injury liability, property damage liability; public official's error and omissions liability; personal injury liability and collision and comprehensive coverage.

Note 9: **PTMISEA**

In November 2006, California voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the State as instructed by statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement. Qualifying expenditures must be encumbered within three years from the date of the allocation and expended within three years from the date of the encumbrance.

As of June 30, 2017, PTMISEA funds received and expended are as follows:

Beginning balance at June 30, 2016	\$	2,286,958
Activity for fiscal year ended June 30, 2017:		
Interest earned on unspent proceeds		53,143
Expenditures		<u>(1,718,687)</u>
Unexpended proceeds (restricted net assets) at June 30, 2017	\$	<u>621,414</u>

Note 10: **TSSSDRA**

The Transit System Safety, Security & Disaster Response Account (TSSSDRA) allocation; once bond proceeds are made available, and upon appropriation by the Legislature; and subject to such conditions and criteria as the Legislature may provide by statute, and by the California Emergency Management Agency (Cal EMA) are for capital projects that increase protection against a security and safety threat, and develop a disaster response transportation system that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

As of June 30, 2017, TSSSDRA funds received and expended are as follows:

Beginning balance at June 30, 2016	\$	115,293
Activity for fiscal year ended June 30, 2017:		
Revenue		51,518
Interest earned on unspent proceeds		1,695
Expenditures		<u>(9,622)</u>
Unexpended proceeds (restricted net assets) at June 30, 2017	\$	<u>158,884</u>

**COUNTY OF PLACER
TRANSPORTATION DEVELOPMENT ACT FUNDS**

Notes to Financial Statements
For the Fiscal Year Ended June 30, 2017

Note 11: Local Transportation Fund Eligibility

The Local Transportation Fund (LTF) allocates monies to the transit system to support operations. The Transit Fund is only eligible to receive allocations sufficient to cover operating expenses, less certain adjustments as described below. Allocations in excess of this amount are recorded as restricted net assets.

At June 30, 2017, eligibility in the Transit Fund was determined as follows:

LTF Allocations - June 30, 2017 :

	Operating
LTF Allocations:	\$ 1,939,000
Less amount applied to capital expenditures	<u>(15,957)</u>
 LTF Allocation available for operating expenditures	 \$ 1,923,043
 Maximum Eligibility:	
Operating expenses	7,192,673
 Adjustments:	
Depreciation	(715,191)
Fare box revenues	(887,065)
Federal operating and capital grants	(1,001,417)
Contributions from other agencies	(1,171,853)
State Transit Assistance	(20,509)
Interest revenue	6,292
Other revenue	<u>(358,730)</u>
 Maximum Eligibility	 <u>3,044,200</u>
 Current year LTF allocation in excess of eligibility	 \$ (1,121,157)
Beginning balance, July 1, 2016	<u>1,143,536</u>
Net expense over maximum	
eligibility (restricted net assets)	<u><u>\$ 22,379</u></u>

OTHER REPORTS

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*, THE TRANSPORTATION DEVELOPMENT ACT AND THE PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA) GUIDELINES

To the Board of Supervisors
County of Placer
Auburn, 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 Transportation Development Act Funds of the County of Placer (the County), as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise the County's basic financial statements, and have issued our report thereon dated March 28, 2018.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the County's internal control over financial reporting (internal control) to determine the auditing 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 County's internal control. Accordingly, we do not express an opinion on the effectiveness of the County'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 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. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

To the Board of Supervisors
County of Placer

Compliance and Other Matters (including PTMISEA)

As part of obtaining reasonable assurance about whether the County'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 County were expended in conformance with the applicable statutes, rules and regulations of the TDA and Section 6666 and 6667 of the California Code of Regulations. We also tested the receipt of bond funds, as presented in Notes 9 to the financial statements, in accordance with the PTMISEA statutes and guidelines. 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*, the TDA or the PTMISEA Guidelines.

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*, the TDA and PTMISEA Guidelines in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Richardson & Company, LLP

March 28, 2018