

YUBA-SUTTER TRANSIT AUTHORITY

Audited Financial Statements
and Compliance Reports

June 30, 2018

YUBA-SUTTER TRANSIT AUTHORITY

Audited Financial Statements
and Compliance Reports

June 30, 2018 and 2017

Audited Financial Statements

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Yuba-Sutter Transit Authority
Marysville, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Yuba-Sutter Transit Authority (the Authority) as of and for the years ended June 30, 2018 and 2017, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of 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, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the State Controller's Minimum Audit Requirements for California Special Districts. 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.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2018 and 2017, and 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 as well as accounting systems prescribed by the State Controller's Office and state regulations governing special districts.

To the Board of Directors
Yuba-Sutter Transit Authority

Other Matters

Required Supplementary Information

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

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 Information

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by *Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is also not a required part of the basic financial statements. The schedule of expenditures of federal awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 31, 2018 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 Transportation Development Act and other state grant program guidelines. 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.

Richardson & Company, LLP

December 31, 2018

YUBA-SUTTER TRANSIT AUTHORITY

BALANCE SHEETS

June 30, 2018 and 2017

	<u>2018</u>	<u>2017</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents	\$ 1,415,017	\$ 1,203,064
Accounts receivable	4,674	3,368
Interest receivable	2,457	1,753
Due from other governmental agencies	5,431,425	1,644,843
Prepaid expenses and other assets	9,262	7,785
TOTAL CURRENT ASSETS	<u>6,862,835</u>	<u>2,860,813</u>
NONCURRENT ASSETS		
Restricted cash and cash equivalents	569,105	474,205
Capital assets:		
Nondepreciable	4,868,177	905,570
Depreciable, net	7,857,484	9,165,656
Total Capital Assets	<u>12,725,661</u>	<u>10,071,226</u>
TOTAL NONCURRENT ASSETS	<u>13,294,766</u>	<u>10,545,431</u>
TOTAL ASSETS	<u>20,157,601</u>	<u>13,406,244</u>
DEFERRED OUTFLOWS OF RESOURCES		
Pension plan	147,285	134,221
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 20,304,886</u>	<u>\$ 13,540,465</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable	\$ 4,459,206	\$ 522,837
Accrued payroll	35,292	33,089
Accrued compensated absences	36,472	27,486
Unearned revenue	1,077,395	653,884
Deposits payable	25,075	25,248
TOTAL CURRENT LIABILITIES	<u>5,633,440</u>	<u>1,262,544</u>
NONCURRENT LIABILITIES		
Net pension liability	356,041	309,326
TOTAL LIABILITIES	<u>5,989,481</u>	<u>1,571,870</u>
DEFERRED INFLOWS OF RESOURCES		
Pension plan	13,801	17,723
NET POSITION		
Net investment in capital assets	12,725,661	10,071,226
Restricted for operations in specified service areas	41,492	50,117
Unrestricted	1,534,451	1,829,529
TOTAL NET POSITION	<u>14,301,604</u>	<u>11,950,872</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u>\$ 20,304,886</u>	<u>\$ 13,540,465</u>

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

YUBA-SUTTER TRANSIT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the Years Ended June 30, 2018 and 2017

	<u>2018</u>	<u>2017</u>
OPERATING REVENUES		
Passenger fares	\$ 1,147,721	\$ 1,255,421
Special transit fares	20,704	23,227
TOTAL OPERATING REVENUES	<u>1,168,425</u>	<u>1,278,648</u>
OPERATING EXPENSES		
Operations		
Purchased transportation	5,027,000	4,811,276
Depreciation	1,403,922	1,491,170
Fuel and lubricants	689,361	540,844
Maintenance and supplies	429,702	405,838
Vehicle insurance	282,051	276,788
Total operations	<u>7,832,036</u>	<u>7,525,916</u>
General administration		
Personnel costs	595,546	485,087
Services	111,637	71,156
Utilities	70,002	63,304
Casualty and liability insurance	29,959	28,225
Materials	8,653	10,472
Miscellaneous	21,393	26,278
Total general and administration	<u>837,190</u>	<u>684,522</u>
TOTAL OPERATING EXPENSES	<u>8,669,226</u>	<u>8,210,438</u>
NET LOSS FROM OPERATIONS	(7,500,801)	(6,931,790)
NONOPERATING REVENUES (EXPENSES)		
Federal transit administration operating grants	2,359,913	2,267,330
Local Transportation Fund	2,500,000	2,491,500
State Transit Assistance Fund operating	755,000	496,694
State operating grants	45,121	151,000
Advertising	37,025	37,872
Other revenues	88,313	90,993
Interest	7,804	5,353
Loss on disposal of capital assets		(1,900)
Intergovernmental expenses	(286,000)	
TOTAL NONOPERATING REVENUES (EXPENSES)	<u>5,507,176</u>	<u>5,538,842</u>
NET LOSS BEFORE CAPITAL CONTRIBUTIONS	(1,993,625)	(1,392,948)
CAPITAL CONTRIBUTIONS		
State of California PTMISEA grant	3,389,487	
Federal Transit Administration capital grants	859,120	
Low Carbon Transit Operations Program grant	55,250	47,767
Sacramento Metropolitan Air Quality Management District capital grant	30,000	
State Proposition 1B Transit Security grant	10,500	38,810
TOTAL CAPITAL CONTRIBUTIONS	<u>4,344,357</u>	<u>86,577</u>
CHANGE IN NET POSITION	2,350,732	(1,306,371)
Net position at beginning of year	<u>11,950,872</u>	<u>13,257,243</u>
NET POSITION AT END OF YEAR	<u>\$ 14,301,604</u>	<u>\$ 11,950,872</u>

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

YUBA-SUTTER TRANSIT AUTHORITY

STATEMENT OF CASH FLOWS

For the Year Ended June 30, 2018 and 2017

	<u>2018</u>	<u>2017</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash receipts from customers	\$ 1,167,119	\$ 1,284,056
Cash paid to suppliers for goods and services	(6,807,533)	(6,314,053)
Cash paid to employees for services	(429,839)	(379,601)
NET CASH USED FOR OPERATING ACTIVITIES	<u>(6,070,253)</u>	<u>(5,409,598)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Operating grants and subsidies	5,916,393	4,848,639
Cash paid to other government agencies	(286,000)	
Other nonoperating revenue	125,338	128,865
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	<u>5,755,731</u>	<u>4,977,504</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital grants received	724,927	445,861
Proceeds from sale of capital assets		100
Purchase of capital assets	(110,652)	(86,577)
NET CASH (USED) PROVIDED BY CAPITAL AND RELATED FINANCING ACTIVITIES	<u>614,275</u>	<u>359,384</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest earnings received	7,100	3,951
NET CASH PROVIDED BY INVESTING ACTIVITIES	<u>7,100</u>	<u>3,951</u>
INCREASE(DECREASE) IN CASH AND CASH EQUIVALENTS	306,853	(68,759)
Cash and cash equivalents at beginning of year	<u>1,677,269</u>	<u>1,746,028</u>
CASH AND CASH EQUIVALENTS AT END OF YEAR	<u>\$ 1,984,122</u>	<u>\$ 1,677,269</u>
RECONCILIATION OF CASH AND CASH EQUIVALENTS TO THE BALANCE SHEETS		
Cash and cash equivalents	\$ 1,415,017	\$ 1,203,064
Restricted cash and cash equivalents	569,105	474,205
CASH AND CASH EQUIVALENTS AT END OF YEAR	<u>\$ 1,984,122</u>	<u>\$ 1,677,269</u>
RECONCILIATION OF NET LOSS FROM OPERATIONS TO NET CASH USED FOR OPERATING ACTIVITIES:		
Net loss from operations	\$ (7,500,801)	\$ (6,931,790)
Adjustments to reconcile net loss from operations to net cash used for operating activities:		
Depreciation	1,403,922	1,491,170
Construction in progress written-off as maintenance and supplies expense		
Changes in operating assets, deferred outflows, liabilities and deferred inflows:		
Accounts receivable	(1,306)	5,408
Prepaid expenses	(1,477)	12,385
Accounts payable	(11,336)	18,442
Accrued payroll	2,203	8,266
Accrued compensated absences	8,986	5,254
Deposits payable	(173)	
Net pension liability and related deferred inflows and outflows of resources	29,729	(18,733)
NET CASH USED FOR OPERATING ACTIVITIES	<u>\$ (6,070,253)</u>	<u>\$ (5,409,598)</u>
NONCASH INVESTING, CAPITAL AND FINANCING ACTIVITIES:		
Capital asset purchases payable	\$ 3,947,705	

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

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

June 30, 2018 and 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Yuba-Sutter Transit Authority (the Authority) have been prepared in conformity with generally accepted accounting principles (GAAP) 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. The more significant accounting principles of the Authority are described below.

Description of Reporting Entity: The Authority is a joint powers agency formed by Yuba and Sutter Counties and the Cities of Marysville and Yuba City, to provide transportation services in the Yuba-Sutter Bi-County Area. The Authority is governed by an eight member Board of Directors consisting of two members each from the Board of Supervisors of the counties of Yuba and Sutter and the City Councils of the cities of Yuba City and Marysville. The Authority operates a wide range of public transit services in both the rural and urbanized areas of Yuba and Sutter Counties, including the cities of Marysville, Yuba City, Wheatland, and Live Oak through the use of a transit contractor. These services include fixed routes and dial-a-ride in the urban areas, rural route deviation service to Live Oak, Wheatland, and the Yuba County foothills, and both commuter and midday service to Sacramento.

Basis of Presentation: The Authority's resources are allocated to and accounted for in these financial statements as an enterprise fund type of the proprietary fund group. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies. Unrestricted net position for the enterprise fund represents the net position available for future operations.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Enterprise 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 this fund are included on the balance sheet. Net position is segregated into the net investment in capital assets, amounts restricted and amounts unrestricted. Enterprise fund-type operating statements present increases (i.e., revenue) and decreases (i.e., expenses) in net position.

The Authority uses the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Grant revenue is recognized when program expenditures are incurred in accordance with program guidelines. When such funds are received they are recorded as unearned revenues until earned. Transportation Development Act (TDA) revenues are recognized when all eligibility requirements have been met.

Proprietary funds distinguish operating revenues and expenses from non-operating 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 Authority are charges to customers for transportation services. Operating expenses include the cost of purchased transportation, fuel and lubricants, administrative expenses, maintenance, insurance and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

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

Cash and Cash Equivalents: For the purposes of reporting cash flows, the Authority considers all cash and highly liquid investments purchased with an original maturity of three months or less and the investment in the Local Agency Investment Fund (LAIF) to be cash equivalents.

Restricted Cash and Cash Equivalents: Restricted cash and cash equivalents represents the unexpended amount received under the State Transportation Bond (Proposition 1B) and Low Carbon Transit Operations Program grants that must be held for use on approved projects. The amount is reported as noncurrent assets because the amount will be used for capital projects rather than for operations and does not meet the definition of a current asset.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets: Capital assets are valued at historical cost. Capital assets are defined by the Authority as assets with an initial, individual cost of more than \$5,000 and an estimated useful life of one year or more. Provision is made for depreciation on the straight-line method over the estimated useful lives of the assets. The estimated useful lives are as follows:

Buildings and improvements	5-30 years
Vehicles	4-12 years
Equipment	5-10 years

Maintenance and repairs are charged to operations when incurred. Costs of assets sold or retired (and the related amounts of accumulated depreciation) are eliminated from the accounts in the year of sale or retirement and the resulting gain or loss is included in the operating statement.

Unearned Revenue: Unearned revenue at June 30, 2018 and 2017 consisted of unspent State Transit Assistance capital, State Transportation Bond (Proposition 1B) and Low Carbon Transit Operations Program revenue received prior to the qualifying expenses being incurred.

Compensated Absences: It is the Authority’s policy to permit employees to accumulate earned but unused annual leave benefits up to a maximum of 384 hours. Unused annual leave is paid to the employees upon termination. The Authority considers the entire balance of compensated absences to be a current liability.

Restricted Net Position: Restrictions of net position show amounts that are legally restricted for specific uses. The amount restricted for operations are for State Transit Assistance funds claimed on behalf of Wheatland and Live Oak that have not been spent.

Pension Plan: For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to the pension plan, and pension expense, information about the fiduciary net position of the Authority’s California Public Employees’ Retirement System (CalPERS) plan (Plan) and additions to/deductions from the Plan’s 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 reported at fair value.

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 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 B – CASH AND CASH EQUIVALENTS

Cash and cash equivalents reported on the balance sheet was as follows at June 30:

	<u>2018</u>	<u>2017</u>
Cash and cash equivalents	\$ 1,415,017	\$ 1,203,064
Restricted cash and cash equivalents	<u>569,105</u>	<u>474,205</u>
Total cash and cash equivalents	<u>\$ 1,984,122</u>	<u>\$ 1,677,269</u>

YUBA-SUTTER TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE B – CASH AND CASH EQUIVALENTS (Continued)

Cash and cash equivalents consisted of the following at June 30:

	2018	2017
Cash on hand	\$ 200	\$ 200
Deposits in financial institutions:		
Unrestricted	897,121	441,731
Restricted	569,105	474,205
Investment in Local Agency Investment Fund (LAIF)		
Unrestricted	517,696	761,133
Total cash and cash equivalents	\$ 1,984,122	\$ 1,677,269

Investment Policy: California statutes authorize districts to invest idle or surplus funds in a variety of credit instruments as provided for in the California Government Code, Section 53600, Chapter 4 - Financial Affairs. The Authority’s investment policy permits investments only in time deposits and the State of California Local Agency Investment Fund (LAIF).

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 to changes in market interest rates. As of June 30, 2018 and 2017, the weighted average maturity of the investments contained in the LAIF investment pool was approximately 193 and 194 days, respectively.

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.

Custodial Credit Risk: Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Authority’s investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure public agency deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

At June 30, 2018 and 2017, the carrying amount of the Authority’s deposits was \$1,466,226 and \$915,936 and the balance in financial institutions was \$1,938,299 and \$917,106, respectively. Of the balance in financial institutions, \$250,000 was covered by federal depository insurance. The remaining amount \$1,688,299 and \$667,106 at June 30, 2018 and 2017, respectively, was collateralized by securities pledged by the financial institution, but not in the name of the Authority.

Investment in LAIF: LAIF is stated at amortized cost, which approximates fair value. The LAIF is a special fund of the California State Treasury through which local governments may pool investments. The total fair value amount invested by all public agencies in LAIF was \$88,798,232,977, which is managed by the State Treasurer. Of that amount, 2.67% was invested in asset-back securities and structured financial instruments. The Local Investment Advisory Board (Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State Statute. The fair value of the Authority’s investment in this pool is reported in the accompanying financial statements at amounts based upon the Authority’s pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

YUBA-SUTTER TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE C – DUE FROM OTHER GOVERNMENTAL AGENCIES

Amounts due from other governmental agencies consisted of the following at June 30:

	2018	2017
Sacramento Area Council of Governments (PTMISEA)	\$ 3,389,487	
State Department of Transportation (FTA pass-through) grants	714,782	\$ 390,675
Sacramento Area Council of Governments (LTF)	489,966	492,994
Federal Transit Administration (FTA) grants	423,000	525,000
Sacramento Area Council of Governments (STA)	298,626	174,738
Other	115,564	61,436
Total due from other governmental agencies	\$ 5,431,425	\$ 1,644,843

NOTE D – CAPITAL ASSETS

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

	Balance at July 1, 2017	Additions	Retirements	Balance at June 30, 2018
Capital assets, not being depreciated				
Land	\$ 905,570			\$ 905,570
Work in progress		\$ 3,962,607		3,962,607
Total capital assets not being depreciated	905,570	3,962,607		4,868,177
Capital assets, being depreciated:				
Buildings and improvements	4,422,435	85,250		4,507,685
Vehicles	14,814,558			14,814,558
Maintenance tools and equipment	114,818			114,818
Office equipment	138,595	10,500		149,095
Total capital assets being depreciated	19,490,406	95,750		19,586,156
Less accumulated depreciation for:				
Buildings and improvements	(1,456,721)	(157,749)		(1,614,470)
Vehicles	(8,646,441)	(1,237,200)		(9,883,641)
Maintenance tools and equipment	(85,551)	(6,200)		(91,751)
Office equipment	(136,037)	(2,773)		(138,810)
Total accumulated depreciation	(10,324,750)	(1,403,922)		(11,728,672)
Total capital assets being depreciated, net	9,165,656	(1,308,172)		7,857,484
Capital assets, net	\$ 10,071,226	\$ 2,654,435	\$ -	\$ 12,725,661

YUBA-SUTTER TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE D – CAPITAL ASSETS (Continued)

	Balance at July 1, 2016	Additions	Retirements	Balance at June 30, 2017
Capital assets, not being depreciated				
Land	\$ 905,570			\$ 905,570
Total capital assets not being depreciated	<u>923,728</u>			<u>905,570</u>
Capital assets, being depreciated:				
Buildings and improvements	4,335,858	\$ 86,577		4,422,435
Vehicles	14,843,979		\$ (29,421)	14,814,558
Maintenance tools and equipment	114,818			114,818
Office equipment	138,595			138,595
Total capital assets being depreciated	<u>19,385,465</u>	<u>86,577</u>	<u>(29,421)</u>	<u>19,490,406</u>
Less accumulated depreciation for:				
Buildings and improvements	(1,306,594)	(150,127)		(1,456,721)
Vehicles	(7,350,391)	(1,323,471)	27,421	(8,646,441)
Maintenance tools and equipment	(76,639)	(8,912)		(85,551)
Office equipment	(127,377)	(8,660)		(136,037)
Total accumulated depreciation	<u>(8,861,001)</u>	<u>(1,491,170)</u>	<u>27,421</u>	<u>(10,324,750)</u>
Total capital assets being depreciated, net	<u>10,524,464</u>	<u>(1,404,593)</u>	<u>(2,000)</u>	<u>9,165,656</u>
Capital assets, net	<u>\$ 11,448,192</u>	<u>\$ (1,404,593)</u>	<u>\$ (2,000)</u>	<u>\$ 10,071,226</u>

NOTE E – FARE REVENUE RATIO

The Authority is required by the Sacramento Area Council of Governments (SACOG) to maintain a fare revenue ratio to operating expense ratio of 14.6% in accordance with the Transportation Development Act (TDA). The operating exemption is based on the net operation expense per vehicle service hour. The fare revenue ratios were as follows for the years ended June 30:

	2018	2017
Fare revenues	<u>\$ 1,168,425</u>	<u>\$ 1,278,648</u>
Total operating expenses	\$ 8,669,226	\$ 8,210,438
Less: depreciation	<u>(1,403,922)</u>	<u>(1,491,170)</u>
Net operating expenses	<u>\$ 7,265,304</u>	<u>\$ 6,719,268</u>
Fare revenue ratio	<u>16.08%</u>	<u>19.03%</u>

The Authority was in compliance with the required minimum fare revenue ratio at June 30, 2018 and 2017.

NOTE F – INSURANCE

The Authority is exposed to the ordinary risk of loss in the normal course of business: general liability, automobile, and property. Commercial insurance is purchased to cover these potential areas of risk. There have been no significant reductions in insurance coverage from coverage in the prior fiscal year. Also, there have not been any settlements in excess of the insurance coverage for the past three fiscal years.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE G – PENSION PLAN

Plan Descriptions: All qualified permanent and probationary employees are eligible to participate in the Authority’s cost-sharing multiple employer defined benefit pension plan administered by the California Public Employees’ Retirement System (CalPERS). The Authority participates in the Miscellaneous Risk Pool and the following rate plans:

- Miscellaneous rate plan
- PEPRA Miscellaneous rate plan

Benefit provisions under the Plan are established by State statute and Board resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website at www.calpers.ca.gov.

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 (52 for PEPRA Miscellaneous Plan) with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service. The death benefit is one of the following: the 1959 Survivor Benefit level 3, 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 Plan’s provisions and benefits in effect at June 30, 2018 and 2017 are summarized as follows:

	PEPRA	
	Miscellaneous	Miscellaneous
	Prior to	On or after
	January 1, 2013	January 1, 2013
CalPERS membership date		
Benefit formula (at full retirement)	2.0% @ 55	2.0% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 63	52 - 67
Final average compensation period	Three years	Three years
Monthly benefits, as a % of eligible compensation	1.426% to 2.418%	1.426% to 2.418%
Required employee contribution rates 2017	7.000%	6.250%
Required employer contribution rates 2017	8.377%	6.555%
Required employee contribution rates 2018	7.000%	6.250%
Required employer contribution rates 2018	8.418%	6.533%

The Miscellaneous rate plan is closed to new members that are not already CalPERS participants. The 2018 and 2017 Miscellaneous rate plan contribution percentages above reflects a pre-payment of the Employer Unfunded Accrued Liability (UAL). The contribution percentages without that prepayment would have been 17.933% and 15.436% for the years ended June 30, 2018 and 2017, respectively.

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 the Plan 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. The employer contributions for the Plan were \$51,091 and \$45,090 for the years ended June 30, 2018 and 2017, respectively.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE G – PENSION PLAN (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions: As of June 30, 2018 and 2017, the Authority reported a net pension liability for its proportionate share of the net pension liability of the Plan of \$356,041 and \$309,326, respectively.

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 Plan for the years ended June 30, 2018 and 2017 was measured as of June 30, 2017 and 2016, respectively, and the total pension liability for the Plan used to calculate the net pension liability was determined by actuarial valuations as of June 30, 2016 and 2015 rolled forward to June 30, 2017 and 2016, respectively, 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 plan relative to the projected contributions of all participating employers, actuarially determined. The Authority's proportionate share of the net pension liability as of the June 30, 2017, 2016 and 2015 measurement dates were as follows:

Proportion - June 30, 2016	0.008949%
Proportion - June 30, 2017	0.008904%
Change - Increase (decrease)	-0.000045%
Proportion - June 30, 2018	0.009030%
Change - Increase (decrease)	-0.000126%

For the years ended June 30, 2018 and 2017, the Authority recognized pension expense of \$80,820 and \$26,357. The Authority reported deferred outflows of resources and deferred inflows of resources related to the Plan from the following sources as of June 30:

	2018		2017	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 51,091		\$ 45,090	
Differences between expected and actual experience	482	\$ (6,899)	1,445	\$ (330)
Changes in assumptions	59,749	(4,556)		(13,668)
Net differences between projected and actual earnings on pension plan investments	13,513		71,136	
Adjustments due to differences in proportions	14,818	(2,346)	8,473	(3,725)
Difference between actual and allocated contribution	7,632		8,077	
Total	<u>\$ 147,285</u>	<u>\$ (13,801)</u>	<u>\$ 134,221</u>	<u>\$ (17,723)</u>

The \$51,091 and \$45,090 at June 30, 2018 and 2017 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 subsequent fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to the Plan will be recognized as pension expense as follows as of June 30:

Year Ended	2018	2017
June 30		
2018		\$ 12,278
2019	\$ 23,517	8,814
2020	41,001	31,890
2021	25,898	18,426
2022	(8,023)	
	<u>\$ 82,393</u>	<u>\$ 71,408</u>

YUBA-SUTTER TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE G – PENSION PLAN (Continued)

Actuarial Assumptions: The total pension liabilities in actuarial valuations for the Plan was determined using the following actuarial assumptions at June 30:

	2018	2017
Valuation Date	June 30, 2016	June 30, 2015
Measurement Date	June 30, 2017	June 30, 2016
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:		
Discount Rate	7.15%	7.65%
Inflation	2.75%	2.75%
Payroll Growth	2.75%	2.75%
Projected Salary Increase	3.2% - 12.2% (1)	3.2% - 12.2% (1)
Investment Rate of Return	7.375%	7.65%
Mortality	CalPERS Table	CalPERS Table

- (1) Depending on age, service and type of employment
- (2) Net of pension plan investment expenses, including inflation
- (3) 20 years of mortality improvement - Society of Actuaries Scale BB.

The underlying mortality assumptions and all other actuarial assumptions were based on the results of a January 2014 actuarial experience study for the period 1997 to 2011. Further details of the Experience Study can be found on the CalPERS website.

Change of Assumptions: In the June 30, 2017 accounting valuation, the financial reporting discount rate for the Plan was lowered from 7.65% to 7.15%. Deferred outflows of resources for changes of assumptions represents the unamortized portion of this assumption change.

Discount Rate: The discount rate used to measure the total pension liability was 7.15% and 7.65% in the June 30, 2017 and 2016 accounting valuations used for the years ended June 30, 2018 and 2017, respectively. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current discount rate is appropriate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

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

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects the long-term expected real rate of return by asset class for the Plan for the years ended June 30. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

YUBA-SUTTER TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE G – PENSION PLAN (Continued)

Asset Class	2018			2017		
	New Strategic Allocation	Real Return Years 1 - 10(a)	Real Return Years 11+(b)	New Strategic Allocation	Real Return Years 1 - 10(a)	Real Return Years 11+(b)
Global Equity	47.0%	4.90%	5.38%	51.0%	5.25%	5.71%
Fixed Income	19.0%	0.80%	2.27%	20.0%	0.99%	2.43%
Inflation Sensitive	6.0%	0.60%	1.39%	6.0%	0.45%	3.36%
Private Equity	12.0%	6.60%	6.63%	10.0%	6.83%	6.95%
Real Estate	11.0%	2.80%	5.21%	10.0%	4.50%	5.13%
Infrastructure and Forestland	3.0%	3.90%	5.36%	2.0%	4.50%	5.09%
Liquidity	2.0%	-0.40%	-0.90%	1.0%	-0.55%	-1.05%
Total	100.0%			100.0%		

(a) An expected inflation of 2.5% used for this period.

(b) An expected inflation of 3.0% used for this period.

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

	2018	2017
1% Decrease	6.15%	6.65%
Net Pension Liability	\$ 552,992	\$ 480,093
Current Discount Rate	7.15%	7.65%
Net Pension Liability	\$ 356,041	\$ 309,326
1% Increase	8.15%	8.65%
Net Pension Liability	\$ 192,923	\$ 168,195

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

Payable to the Pension Plan: At June 30, 2018 and 2017, the Authority reported a payable of \$2,441 and \$2,360 for the outstanding amount of contributions to the Plan.

NOTE H – CONTINGENT LIABILITIES AND COMMITMENTS

Contingencies: The Authority has received Federal and State grants for specific purposes that are subject to review and audit by the grantor agencies or their designee. Such audits could lead to a request for reimbursement to the grantor agency for expenditures disallowed under terms of the grant. Based on prior experience, the Authority believes such disallowance, if any, will be immaterial.

Commitments: On September 4, 2014, the Authority entered into a three-year agreement with Transdev Services Incorporated to provide transit services through September 30, 2017. The Authority extended the contract for two additional option years through September 30, 2019 with price formulas adjusted by any changes in the Consumer Price Index. The second extended contract included a rate increase of 2.21% across all cost categories. The amounts payable to Transdev under the agreement are expected to be \$5,378,684 during the fiscal year ended June 30, 2019. When the agreement ends, the Authority may, at its sole discretion, extend the term of this agreement on a month to month basis up to six months at the rate in effect during the last month of the agreement.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE I – OTHER STATE GRANTS

Proposition 1B Transit Grant: As approved by the voters in the November 2012 general election, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2012 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including, among other purposes, transit and passenger rail improvements, state-local partnership transportation projects, and transit security projects.

The Authority applied for and received proceeds of \$107,428 for obtaining an emergency generator during the year ended June 30, 2018. The Authority also had unspent funds from previous years for at June 30, 2018 received for the purposes described in the following table. Qualifying expenses must be encumbered within three years from the date of the allocation and expended within three years from the date of the encumbrance. Proposition 1B Transit Grant funds received and expended were verified in the course of the audit as follows for the years ended June 30:

	2018						Total
	Emergency Generator	Mobile Video Surveillance	Mobile Video Retrofit	Facility Security Upgrade	Automatic Vehicle Location Phase I	Automatic Vehicle Location Phase II	
Beginning Balance		\$ 24,610	\$ 39,084	\$ 51,222	\$ 44,320	\$ 134,458	\$ 293,694
Proposition 1B funds received	\$ 107,428						107,428
Changes in unspent interest	31	(412)	19	26	22	269	(45)
Expenses incurred:							
Mobile video surveillance		(24,198)					(24,198)
Mobile video retrofit			(2,896)				(2,896)
Unexpended proceeds, including interest	<u>\$ 107,459</u>	<u>\$ -</u>	<u>\$ 36,207</u>	<u>\$ 51,248</u>	<u>\$ 44,342</u>	<u>\$ 134,727</u>	<u>\$ 373,983</u>

	2017						Total
	Park & Ride Video Surveillance	Mobile Video Surveillance	Mobile Video Retrofit	Facility Security Upgrade	Automatic Vehicle Location Phase I	Automatic Vehicle Location Phase II	
Beginning Balance	\$ 17,061	\$ 62,349	\$ 134,389				\$ 213,799
Proposition 1B funds received				\$ 90,000	\$ 44,302	\$ 134,302	268,604
Changes in unspent interest	(1,014)	78	40	32	18	156	(690)
Expenses incurred:							
Park & ride video surveillance	(16,047)						(16,047)
Mobile video surveillance		(37,817)					(37,817)
Mobile video retrofit			(95,345)				(95,345)
Facility security upgrade				(38,810)			(38,810)
Unexpended proceeds, including interest	<u>\$ -</u>	<u>\$ 24,610</u>	<u>\$ 39,084</u>	<u>\$ 51,222</u>	<u>\$ 44,320</u>	<u>\$ 134,458</u>	<u>\$ 293,694</u>

Unearned revenue at June 30, 2018 is less than the restricted cash balance due to payables outstanding of \$7,923.

PTMISEA: Of the \$19.925 billion of State general obligation bonds authorized by Proposition 1B discussed above, \$4 billion was set aside by the State as instructed by the 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. PTMISEA funds of \$3,398,487 were accrued during the year ended June 30, 2018 for the purchase of seven commuter buses. No PTMISEA funds were received during the year ended June 30, 2017. The Authority applied for additional funds from the State PTMISEA account for the purchase of buses, as described in Note J.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2018 and 2017

NOTE I – OTHER STATE GRANTS (Continued)

State of Good Repair: State of Good Repair (SGR) was established by the California Legislature in 2017 by Senate Bill 1. SGR is a program that provides public transportation agencies with a consistent and dependable revenue source to invest in the upgrade, repair, and improvement of the transportation infrastructure and improve transportation services. Sacramento Area Council of Governments has elected to treat these funds on a cost reimbursement basis. No SGR funds were received or expended during the years ended June 30, 2018 and 2017.

LCTOP: The Low Carbon Transit Operations Program (LCTOP) was established by the California Legislature in 2014 by Senate Bill 862. The LCTOP provides funds to transit agencies to reduce greenhouse gas emission and improve mobility through operating and capital grants. Projects approved for LCTOP will support bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. The Authority received \$82,455 of LCTOP funding for the connect card program during the year ended June 30, 2018. The Authority had \$179,315 of unspent LCTOP funds for transit stop enhancements and the connect card program at June 30, 2018. LCTOP funds received and expended were verified in the course of the audit as follows for the years ended June 30:

	2018			2017		
	FY16/17			North		
	Transit Stop Enhancements	Connect Card Program	Total	Transit Stop Enhancements	Beale Road Transit Center	Total
Beginning Balance	\$ 180,511		\$ 180,511	\$ 180,421	\$ 49,588	\$ 230,009
LCTOP funds received		\$ 82,455	82,455			
Changes in unspent interest	88	38	126	90	(30)	60
Expenses incurred:						
Transit stop enhancements	(55,250)		(55,250)			
Connect Card program		(28,527)	(28,527)			
Transit center					(49,558)	(49,558)
Unexpended proceeds, including interest	\$ 125,349	\$ 53,966	\$ 179,315	\$ 180,511	\$ -	\$ 180,511

Unearned revenue at June 30, 2018 is less than the restricted cash balance due to payables outstanding of \$7,884.

NOTE J – SUBSEQUENT EVENTS

On October 18, 2018, the Board of Directors authorized the purchase of ten demand response/rural route buses and related equipment for an amount not to exceed \$950,000. The Authority anticipates Federal Transit Administration and PTMISEA funds of \$701,424 and \$248,576, respectively, will be available to fund the purchase and expects to complete this bus purchase during the year ended June 30, 2019.

On December 20, 2018, the Board of Directors authorized the purchase of eleven fixed route buses and related equipment for an amount not to exceed \$5,500,000. The Authority anticipates Federal Transit Administration, State of Good Repair and State Transit Assistance funds will be available to fund the purchase. The buses are expected to be received in November 2019.

REQUIRED SUPPLEMENTARY INFORMATION

YUBA-SUTTER TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2018 and 2017

SCHEDULE OF THE PROPORTIONATE SHARE OF THE
NET PENSION LIABILITY - MISCELLANEOUS PLAN (UNAUDITED)
Last 10 Years

	2018	2017	2016	2015
Proportion of the net pension liability at measurement date	0.00903%	0.008904%	0.008949%	0.003920%
Proportionate share of the net pension liability	\$ 356,041	\$ 309,326	\$ 245,520	\$ 243,615
Covered payroll for measurement period	\$ 323,320	\$ 301,224	\$ 290,280	\$ 279,533
Proportionate share of the net pension liability as a percentage of covered payroll	110.12%	102.69%	84.58%	87.15%
Plan fiduciary net position	\$ 1,075,838	\$ 959,081	\$ 923,112	\$ 876,269
Plan fiduciary net position as a percentage of the total pension liability	75.13%	75.61%	78.99%	78.25%

Notes to Schedule:

Benefit changes: There were no changes to benefit terms.

Changes in assumptions: The discount rate was changed to 7.15% from 7.65% in the June 30, 2017 accounting valuation.

SCHEDULE OF CONTRIBUTIONS TO THE PENSION PLAN - MISCELLANEOUS PLAN (UNAUDITED)
Last 10 Years

	2018	2017	2016	2015
Contractually required contribution during employer's fiscal year (actuarially determined)	\$ 51,091	\$ 45,090	\$ 40,421	\$ 42,571
Contributions in relation to the actuarially determined contributions	(51,091)	(45,090)	(40,421)	(42,571)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll for employer's fiscal year	\$ 370,163	\$ 323,320	\$ 301,224	\$ 290,280
Contributions as a percentage of covered payroll	13.80%	13.95%	13.42%	14.67%

Notes to Schedule:

Valuation date:	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
Measurement date	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014
Investment rate of return and discount rate used to determine contributions	7.375%	7.50%	7.50%	7.50%

Methods and assumptions used to determine contribution rates:

Actuarial method	Entry age normal cost method
Amortization method	Difference between projected and actual earnings is amortized straight-line over 5 years. All other amounts are amortized straight-line over the average service life of participants.
Asset valuation method	5-year smoothed market
Inflation	2.75%
Salary increases	Varies depending on entry age and service
Retirement age	50-67 years. Probabilities of retirement are based on the CalPERS Experience Study for the period 1997 to 2007.
Mortality	CalPERS specific data from the April 2014 Actuarial Experience Study for the period 1997 to 2011 that uses 20 years of mortality improvements using Society of Actuaries Scale BB.

Omitted years: GASB Statement No. 68 was implemented during the year ended June 30, 2015. No information was available prior to this date. Additional years will be added prospectively as they become available until 10 years are reported.

COMPLIANCE REPORTS



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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*, THE TRANSPORTATION
DEVELOPMENT ACT AND OTHER STATE PROGRAM GUIDELINES

To the Board of Directors
Yuba-Sutter Transit Authority
Marysville, 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 Yuba-Sutter Transit Authority (the Authority), as of and for the year ended June 30, 2018, 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 31, 2018.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion 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 Agency's internal control.

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

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

Compliance and Other Matters (including State grant programs)

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Our audit was further made to determine that Transportation Development Act (TDA) Funds allocated and received by the Authority were expended in conformance with the applicable statutes, rules and regulations of the TDA and Section 6667 of the California Code of Regulations. We also tested the receipt and appropriate expenditures of other state grant funds, as presented in Note I of the financial statements, in accordance with State grant program 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 State grant program requirements.

To the Board of Directors
Yuba-Sutter Transit Authority

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

Richardson & Company, LLP

December 31, 2018



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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Board of Directors
Yuba-Sutter Transit Authority
Marysville, California

Report on Compliance for Each Major Federal Program

We have audited the Yuba-Sutter Transit Authority's, (the Authority) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2018. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Each Major Federal Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2018.

Report on Internal Control Over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal

To the Board of Directors
Yuba-Sutter Transit Authority

program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

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

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

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

Richardson & Company, LLP

December 31, 2018

YUBA-SUTTER TRANSIT AUTHORITY
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 For the Year Ended June 30, 2018

A. Summary of Auditor's Results

Financial Statements

- | | |
|---|---------------|
| 1. Type of auditor's report issued: | Unmodified |
| 2. Internal controls over financial reporting: | |
| a. Material weaknesses identified | No |
| b. Significant deficiencies identified not considered to be material weaknesses? | None Reported |
| 3. Noncompliance material to financial statements under <i>Government Auditing Standards</i> noted? | No |

Federal Awards

- | | |
|--|------------|
| 1. Internal control over major programs: | |
| a. Material weaknesses identified? | No |
| b. Significant deficiencies identified not considered to be material weaknesses? | No |
| 2. Type of auditor's report issued on compliance for major programs: | Unmodified |
| 3. Any audit findings disclosed that are required to be reported in accordance with Circular 2 CFR Section 200.516(a)? | No |

4. Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program</u>
20.509	Formula Grants for Rural Areas, Passed-through State of California, Department of Transportation

- | | |
|---|------------|
| 5. Dollar Threshold used to distinguish between Type A and Type B programs? | \$ 750,000 |
| 6. Auditee qualified as a low-risk auditee under 2 CFR Section 200.516(a)? | Yes |

YUBA-SUTTER TRANSIT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)

For the Year Ended June 30, 2018

B. Current Year Findings – Financial Statements

None

C. Current year Findings and Questioned Costs – Federal Awards Programs

None

D. Prior Year Findings

None

YUBA-SUTTER TRANSIT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2018

Federal Grantor/Pass-through Grantor, if Applicable/ Program Title/Grant or Pass-through Number	Federal CFDA Number	Pass-through Entity Identifying Number	Award Amount	Expenditures
U. S. Department of Transportation, Federal Transit Administration				
Passed-through the State of California, Department of Transportation				
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	74A0909	\$ 106,200	\$ 58,916
Formula Grants for Rural Areas				
Section 5311	20.509	64BC17-00441	526,572	500,120
Section 5311	20.509	64BO19-00828	200,000	200,000
Section 5311	20.509	64A0234	997	997
Section 5317	20.509	648728A-03	46,000	46,000
Section 5317	20.509	640727-03	40,000	40,000
Total CFDA 20.509			<u>813,569</u>	<u>787,117</u>
Total passed-through the State of California, Department of Transportation			<u>919,769</u>	<u>846,033</u>
Federal Transit Cluster				
Federal Transit Formula Grants, Direct Program				
Section 5307	20.507	CA-2018-020-00	2,100,000	2,100,000
Section 5307	20.507	CA-90-Z031-03	200,000	200,000
Total CFDA 20.507			<u>2,300,000</u>	<u>2,300,000</u>
Bus and Bus Facilities Formula Program, Direct Program				
Section 5339	20.526	CA-2017-048-00	458,940	73,000
Total Federal Transit Cluster			<u>2,758,940</u>	<u>2,373,000</u>
Total U. S. Department of Transportation, Federal Transit Administration			<u>3,678,709</u>	<u>3,219,033</u>
TOTAL FEDERAL AWARDS			<u>\$ 3,678,709</u>	<u>\$ 3,219,033</u>

The accompanying notes to the schedule of expenditures of federal awards are an integral part of this schedule.

YUBA-SUTTER TRANSIT AUTHORITY

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2018

NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of the Yuba-Sutter Transit Authority under programs of the federal government for the year ended June 30, 2018. The information in this schedule is presented in accordance with the 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). Because the Schedule presents only a selected portion of the Authority's operations, it is not intended to be and does not present the financial position, changes in net position, or cash flows of the Authority.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenses reported on the Schedule are reported on the accrual basis of accounting. Such expenses are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenses are not allowable or are limited as to reimbursement.

NOTE C – INDIRECT COSTS

The Authority did not charge indirect costs to its federal programs.

NOTE D – SUBRECIPIENTS

There were no subrecipients of the Authority's programs during the year ended June 30, 2018.