

**WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY**

**(A Component Unit of Placer County
Transportation Planning Agency)**

Audited Financial Statements
and Compliance Reports

June 30, 2022

WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY

Audited Financial Statements
and Compliance Reports

June 30, 2022

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Western Placer Consolidated Transportation Services Agency
Auburn, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Western Placer Consolidated Transportation Services Agency (the Agency), a component unit of Placer County Transportation Planning Agency (PCTPA), as of and for the years ended June 30, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Agency, as of June 30, 2022, and 2021, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Agency and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Agency's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 6 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements.

To the Board of Directors
Western Placer Consolidated Transportation Services Agency

We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 19, 2022, on our consideration of the Agency's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency'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 Authority's internal control over financial reporting and compliance.

Richardson & Company, LLP

December 19, 2022

WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY

Management's Discussion and Analysis
June 30, 2022

This section of Western Placer Consolidated Transportation Services Agency's (WPCTSA) basic financial statements presents management's overview and analysis of the financial activities of the Agency for the fiscal year ended June 30, 2022. We encourage the reader to consider the information presented here in conjunction with the financial statements as a whole.

The Consolidated Transportation Service Agency designation was created by California law as a means of strengthening and coordinating the social service transportation programs of nonprofit organizations and, where appropriate, to serve as the focus for consolidation of functional elements of these programs, including the provision of transportation services. The WPCTSA Joint Powers Authority was created on October 13, 2008 by Placer County and the cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville, and the Town of Loomis to provide these transportation programs. Under the Joint Powers Agreement that formed WPCTSA, Placer County Transportation Planning Agency (PCTPA) is designated as the entity to provide administrative, accounting, and staffing support for WPCTSA.

FINANCIAL HIGHLIGHTS

- Total Assets \$1,732,999
- Total Liabilities \$1,732,999
- Total Net Position remains unchanged at zero
- Total Operating Revenues \$0
- Total Operating Expenses \$494,773
- Total Non-Operating Revenues \$927,195
- Total Non-Operating Expenses \$432,422

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis are intended to serve as an introduction to WPCTSA's audited financial statements, which are comprised of the basic financial statements. This annual report is prepared in accordance with the Governmental Accounting Standards Board (GASB) Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for States and Local Governments*. The Single Governmental Program for Special Purpose Governments reporting model is used which best represents the activities of WPCTSA.

The required financial statements include the Balance Sheet; the Statement of Revenues, Expenses and Changes in Net Position; and the Statement of Cash Flows. Notes to the financial statements and this summary support these statements. All sections must be considered together to obtain a complete understanding of the financial picture of WPCTSA.

Statement of Net Position

This statement includes all assets and liabilities using the accrual basis of accounting as of the statement date. The difference between the classifications is represented as "Net Position". This section of the statement identifies major categories of restrictions on these assets and reflects the overall financial position of WPCTSA as a whole.

Statement of Revenues, Expenses and Changes in Net Position

This statement presents the revenues earned and the expenses incurred during the year using the accrual basis of accounting. Under the accrual basis, all increases or decreases in net position are reported as soon as the underlying event occurs, regardless of the timing of the cash flow.

Statement of Cash Flows

This statement reflects inflows and outflows of cash, summarized by operating, capital, financing and investing activities. The direct method was used to prepare this information, which means that gross rather than net amounts were presented for the year's activities.

Notes to the Financial Statements

This additional information is essential to a full understanding of the data reported in the basic financial statements.

**WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY**

Management's Discussion and Analysis
June 30, 2022

FINANCIAL ANALYSIS

The following table compares the Statement of Net Position at June 30, 2021, June 30, 2020 and June 30, 2019:

Comparative Analysis of Current and Prior Year Net Assets

	2022	2021	2021 to 2022 Variance	2020	2020 to 2021 Variance
Current assets	\$ 1,732,999	\$ 837,263	\$ 895,736	\$ 1,012,267	\$ (175,004)
Current liabilities	<u>1,732,999</u>	<u>837,263</u>	<u>895,736</u>	<u>1,012,267</u>	<u>(175,004)</u>
Net position, unrestricted	<u>\$ --</u>	<u>\$ --</u>	<u>\$ --</u>	<u>\$ --</u>	<u>\$ --</u>

Current Assets – The current assets at June 30, 2022 increased by \$895,736 compared to the fiscal year ending June 30, 2021. The increase in assets was the result of planned expenditures deferred into a future fiscal year.

Current Liabilities – The current liabilities at June 30, 2022 increased \$895,736 compared to the fiscal year ending June 30, 2021. The increase in liabilities was attributable to income received which will be spent in future fiscal years.

Net Position – Unrestricted net position, the part of equity that can be used to finance day-to-day operations without constraints was zero at June 30, 2022, 2021 and 2020. There was no change from the prior fiscal years. The Agency has no net position because its non-operating revenues are reflected as unearned until eligible expenditures are incurred.

The following table summarizes the Statement of Revenues, Expenses and Changes in Net Position for the fiscal years ending June 30, 2022, June 30, 2021 and June 30, 2020:

Comparative Analysis of Current and Prior Year Activities and Balances

Operating revenues	\$ --	\$ 155,860	\$ (155,860)	\$ 148,860	\$ 7,000
Operating expenses	<u>494,773</u>	<u>974,731</u>	<u>(479,958)</u>	<u>1,087,783</u>	<u>(113,052)</u>
Operating Income (Loss)	(494,773)	(818,871)	324,098	(938,923)	120,052
Non-operating revenues	927,195	1,088,871	(161,676)	1,268,923	(180,052)
Non-operating expenses	<u>432,422</u>	<u>270,000</u>	<u>162,422</u>	<u>330,000</u>	<u>(60,000)</u>
Change in Net Position	--	--	--	--	--
Net Position, beginning	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>
Net Position, ending	<u>\$ --</u>	<u>\$ --</u>	<u>\$ --</u>	<u>\$ --</u>	<u>\$ --</u>

Operating Revenues – Operating revenues for the fiscal year ending June 30, 2021 was comprised of local match contributions from transit providers. 2021 was the last year of the match.

Operating Expenses – Operating expenses for the fiscal year ending June 30, 2022 decreased by \$479,958 and reflects elimination of the Health Express program and an slight increase in the My Rides Program expenditures.

Non-Operating Revenues – Non-Operating revenues for the fiscal year ending June 30, 2022 decreased by \$161,676 from the prior fiscal year mainly due to a decrease in Local Transportation Fund to offset the year's Operating Expenses.

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Management's Discussion and Analysis
June 30, 2022

Non-Operating Expenses – Non-Operating expenses for the fiscal year ended June 30, 2022 increased from June 30, 2021 by \$162,422 reflect increased expenditures related to the South Placer Transit Info Call Center and the Mobility Training Program.

ECONOMIC OUTLOOK

WPCTSA relies primarily on federal and state grants, local programs, and Transportation Development Act Local Transportation Funds (LTF) to fund its activities. LTF funds are derived from a portion of state sales tax dollars and are allocated to WPCTSA to be utilized for community-based transportation, including services for the elderly and disabled persons who are unable to use conventional transit services. Because LTF is dependent on sales tax collection, which is generated by consumer spending, the funding may fluctuate periodically.

WPCTSA adopts an annual budget for income and expenditures, based on many factors and projections for the coming year. As the actual income and expenses are finalized as each fiscal year progresses, refinements may be necessary and the budget will be amended accordingly.

As recent experience has demonstrated, local transportation fund revenues which serve as WPCTSA's primary source of non-operating revenue have fluctuated over the past several years due to the volatile economic climate. Despite this, WPCTSA remains fiscally stable. Management and the WPCTSA's Board of Directors remain conservative in their financial policies and have not budgeted for revenues that are not quantified; expenditures are managed carefully and adjustments made as conditions require.

WPCTSA is encouraged by development throughout the region and will continue to practice sound fiscal management, financial planning, investment management, budgeting and internal financial controls.

CONTACTING WPCTSA

This financial report was designed to provide a general overview of the WPCTSA's finances and to demonstrate WPCTSA's accountability for the funds it receives. Questions about this report should be directed to Western Placer Consolidated Transportation Services Agency, 299 Nevada Street, Auburn, CA 95603.

WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY

STATEMENTS OF NET POSITION

June 30, 2022 and 2021

	2022	2021
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents	\$ 1,732,999	\$ 836,853
Due from other agencies		410
TOTAL ASSETS	\$ 1,732,999	\$ 837,263
LIABILITIES AND NET POSITION		
CURRENT LIABILITIES		
Accounts payable	\$ 56,454	\$ 54,647
Due to other governments	266,696	130,518
Unearned revenue	1,409,849	652,098
TOTAL CURRENT LIABILITIES	1,732,999	837,263
NET POSITION		
Unrestricted		
TOTAL NET POSITION		
TOTAL LIABILITIES AND NET POSITION	\$ 1,732,999	\$ 837,263

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

WESTERN PLACER CONSOLIDATED
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STATEMENTS OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION

For the Years Ended June 30, 2022 and 2021

	2022	2021
OPERATING REVENUES		
Fare revenues and local contributions		\$ 155,860
TOTAL OPERATING REVENUES		155,860
OPERATING EXPENSES		
Administrative costs	\$ 232,213	204,923
Purchased transit:		
Health Express		609,948
My Rides Program	260,170	157,769
Independent Living	2,390	2,091
TOTAL OPERATING EXPENSES	494,773	974,731
NET LOSS FROM OPERATIONS	(494,773)	(818,871)
NONOPERATING REVENUES (EXPENSES)		
Local Transportation Fund allocation	805,696	1,022,722
State Transit Assistance Fund allocation	121,387	65,799
Interest revenue	112	350
South Placer Transit Information Call Center	(315,211)	(240,000)
Transit Ambassador Program	(50,627)	(30,000)
Mobility Training Program	(66,584)	
TOTAL NONOPERATING REVENUES (EXPENSES)	494,773	818,871
CHANGE IN NET POSITION		
Net position, beginning of year		
NET POSITION, END OF YEAR	\$ -	\$ -

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

WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY

STATEMENTS OF CASH FLOWS

For the Years Ended June 30, 2022 and 2021

	2022	2021
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash receipts from passengers and other users	\$ 410	\$ 155,450
Cash paid to suppliers for goods and services	(356,788)	(945,250)
NET CASH USED FOR OPERATING ACTIVITIES	(356,378)	(789,800)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Operating grants received	1,684,834	884,036
Payments to City of Roseville	(432,422)	(270,000)
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	1,252,412	614,036
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest earnings	112	350
NET CASH PROVIDED BY INVESTING ACTIVITIES	112	350
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	896,146	(175,414)
Cash and cash equivalents, beginning of year	836,853	1,012,267
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 1,732,999	\$ 836,853
RECONCILIATION OF NET LOSS FROM OPERATIONS TO NET CASH USED FOR OPERATING ACTIVITIES:		
Net loss from operations	\$ (494,773)	\$ (818,871)
Adjustments to reconcile net loss from operations to net cash used for operating activities:		
Changes in operating assets and liabilities:		
Due from other agencies	410	410
Accounts payable	1,807	(29,900)
Due to other governments	136,178	59,381
NET CASH USED FOR OPERATING ACTIVITIES	\$ (356,378)	\$ (788,980)

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

WESTERN PLACER CONSOLIDATED
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NOTES TO FINANCIAL STATEMENTS

June 30, 2022 and 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Western Placer Consolidated Transportation Services Agency (the Agency) 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 Agency are described below.

Description of Reporting Entity: The Agency is a joint powers agency formed October 13, 2008 and organized to provide social service transportation for the western portion of Placer County, including services for the elderly and individuals with disabilities who cannot use conventional public transit services.

The Agency is a blended component unit of the Placer County Transportation Planning Agency (PCTPA). The Agency is administered by a board of directors consisting of the board of directors of PCTPA serving in a separate capacity as the governing board of the Agency. The Agency is reported as a blended component unit because the PCTPA may impose its will on the Agency and it has the potential to provide financial benefits or burdens to the PCTPA.

Basis of Presentation: The Agency'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 represents the amount 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 using the 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 the Agency are included on the statement of net position. Net position is segregated into the 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 Agency 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 recorded 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 Agency are charges to customers for transportation services. Operating expenses include the cost of purchased transportation and administrative expenses. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY

NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2022 and 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

When both restricted and unrestricted resources are available for use, it is the Agency'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 Agency considers all cash and highly liquid investments purchased with an original maturity of three months or less and demand deposits to be cash equivalents.

Unearned Revenue: Unearned revenues arise when resources are received by the Agency before it has legal claim to them, such as when cost reimbursement grant and other intergovernmental revenues are received prior to the incurrence of qualifying expenses.

Net Position: Net position is categorized as the investment in capital assets, restricted and unrestricted, as applicable.

Investment in Capital Assets – This category groups all capital assets into one component of net position. Accumulated depreciation reduces the balance in this category. The Agency had no investment in capital assets at June 30, 2022 and 2021.

Restricted Net Position – This category presents external restrictions imposed by creditors, grantors, contributors, laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation. The Agency had no restricted net position at June 30, 2022 and 2021.

Unrestricted Net Position – This category represents net position of the Agency not restricted for any project or other purpose. Because the Agency has unexpended LTF revenues, no amounts are reported in unrestricted net position.

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

All of the Agency's cash and cash equivalents consist of the amounts held in financial institutions.

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 Agency does not have a formal investment policy.

The Agency's permissible investments under the Government Code included the following instruments:

- Securities of the U.S. Government or its agencies
- Time certificates of deposit
- Bankers' acceptances
- Commercial paper
- California Local Agency Investment Fund Deposits
- Passbook savings account demand deposits

WESTERN PLACER CONSOLIDATED
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NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2022 and 2021

NOTE B – CASH AND CASH EQUIVALENTS (Continued)

- Repurchase agreements
- Medium Term Notes, minimum Moody’s rating of AA

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 Agency’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, 2022 and 2021, the carrying amount of the Agency’s deposits was \$1,732,999 and \$836,583 and the balance in financial institutions was \$1,768,786 and \$836,853, respectively. Of the balance in financial institutions, \$250,000 was covered by federal depository insurance and the remaining amount was collateralized as required by State law (Government Code Section 53630), by the pledging financial institution with assets held in a common pool for the Agency and other governmental agencies, but not in the name of the Agency.

NOTE C – UNEARNED REVENUES

The LTF allocates monies to the transit system to support operations. LTF allocations are considered earned when they are properly spent for operations by the transit system. It is the current practice of the PCTPA to have excess revenue returned to the funding agency or redesignated as subsequent year allocations. The maximum amount allowed is based on operating costs after certain adjustments. Allocations in excess of this amount are recorded as unearned revenue. At June 30, 2022 and 2021, maximum eligibility for operating LTF allocations was determined as follows:

	2022	2021
LTF Allocations	\$ 1,563,447	\$ 818,237
Maximum Amount Allowed:		
Operating expenses	554,703	974,731
Contributions to other agencies	372,492	270,000
Adjustments:		
Fare revenues and local match contributions		(155,860)
STA allocations	(121,387)	(65,799)
Interest revenues	(112)	(350)
Maximum amount allowed	805,696	1,022,722
Net expenses (over) under maximum	757,751	(204,485)
Unearned revenues, beginning of year	652,098	856,583
Unearned revenues, end of year	\$ 1,409,849	\$ 652,098

WESTERN PLACER CONSOLIDATED
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NOTES TO FINANCIAL STATEMENTS (Continued)

June 30, 2022 and 2021

NOTE D – RISK MANAGEMENT

The Agency is exposed to various risks of loss related to torts, theft or damage to and destruction of assets, errors and omissions, injuries to employees and natural disasters. The Agency maintains commercial insurance policies through third-parties. 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.

NOTE E – CONTINGENCY

COVID-19 Pandemic: The spread of the novel strain of coronavirus (known as “COVID-19”) has had significant negative impacts throughout the world, including California. The World Health Organization declared the COVID-19 outbreak to be a pandemic in March 2020, and states of emergency have been declared by the United States, the State of California, and numerous counties throughout the State, including Placer County. Impacts of the COVID-19 outbreak to the Agency include, but are not limited to, an increase in wages and benefits costs associated with COVID-related employee leave and/or quarantine. Further, an economic downturn affecting the Agency’s service area could have an adverse impact on the future collection of revenue sources.

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* AND THE TRANSPORTATION DEVELOPMENT ACT

To the Board of Directors
Western Placer Consolidated Transportation Services Agency
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 Western Placer Consolidated Transportation Services Agency (the Agency), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements, and have issued our report thereon dated December 19, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Agency's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Agency'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 Agency's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Agency'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

To the Board of Directors
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financial statements. Our audit was further made to determine that Transportation Development Act (TDA) Funds allocated and received by the Agency were expended in conformance with the applicable statutes, rules and regulations of the TDA and Section 6667 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and the TDA.

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

Richardson & Company, LLP

December 19, 2022