

**CITY OF LINCOLN**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**

Audited Financial Statements  
and Compliance Report

June 30, 2022

CITY OF LINCOLN

TRANSPORTATION DEVELOPMENT ACT FUNDS

Audited Financial Statements  
and Compliance Report

June 30, 2022 and 2021

Audited Financial Statements

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

## INDEPENDENT AUDITOR'S REPORT

To the City Council  
City of Lincoln, California

### **Opinions**

We have audited the accompanying financial statements of the Transportation Development Act Funds (TDA Funds) allocated to the City of Lincoln (the City), as of and for the years ended June 30, 2022 and 2021, and the related notes to the 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 financial position of the TDA Funds allocated to the City as of June 30, 2022 and 2021, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### **Basis for Opinions**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the TDA Funds allocated to the City and to meet our 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 TDA Funds allocated to the City'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.

To the City Council  
City of Lincoln, California

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 misstatements, 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 TDA Funds allocated to the City of Lincoln'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.

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.

#### **Emphasis-of-Matter**

As discussed in Note B, the financial statements present only the TDA Funds of the City and do not purport to, and do not, present fairly the financial position of the City as of June 30, 2022 and 2021, the changes in financial position, or where applicable, its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

#### **Other Matters**

##### *Required Supplementary Information*

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

#### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated March 20, 2023 on our consideration of the City's internal control over financial reporting related to the TDA Funds and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters, including the Transportation Development Act and other state 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 City'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 City's internal control over financial reporting and compliance.

*Richardson & Company, LLP*

March 20, 2023

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS

BALANCE SHEETS  
STREET FUND

June 30, 2021 and 2021

	2022	2021
<b>ASSETS</b>		
Cash and investments	\$ 4,245,204	\$ 1,827,246
Interest receivable	951	281
Due from other governments	87,537	639,250
<b>TOTAL ASSETS</b>	<b>\$ 4,333,692</b>	<b>\$ 2,466,777</b>
 <b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE</b>		
<b>LIABILITIES</b>		
Accounts and retentions payable	\$ 221,108	\$ 351,003
Accrued salaries and benefits	14,588	12,983
<b>TOTAL LIABILITIES</b>	<b>235,696</b>	<b>363,986</b>
 <b>DEFERRED INFLOWS OF RESOURCES</b>		
Unavailable revenue		633,750
 <b>FUND BALANCE</b>		
Restricted for streets and roads projects	4,097,996	1,469,041
<b>TOTAL FUND BALANCE</b>	<b>4,097,996</b>	<b>1,469,041</b>
<b>TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE</b>	<b>\$ 4,333,692</b>	<b>\$ 2,466,777</b>

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

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS

STATEMENTS OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCE  
STREET FUND

For the Years Ended June 30, 2022 and 2021

	2022	2021
REVENUES		
Local Transportation Funds:		
Streets and roads	\$ 4,508,892	\$ 1,556,854
Investment income	(69,736)	7,003
State grants	125,642	
Other revenue	79,814	41,809
TOTAL REVENUES	4,644,612	1,605,666
EXPENDITURES		
Streets and roads	2,093,127	2,134,424
Administration	89,121	65,584
TOTAL EXPENDITURES	2,182,248	2,200,008
OTHER FINANCING USES		
Transfers in	193,327	
Transfers out	(26,736)	(75,903)
TOTAL OTHER FINANCING USES	166,591	(75,903)
NET CHANGE IN FUND BALANCE	2,628,955	(670,245)
Fund balance at beginning of year	1,469,041	2,139,286
FUND BALANCE AT END OF YEAR	\$ 4,097,996	\$ 1,469,041

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

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS

STATEMENTS OF NET POSITION  
TRANSIT FUND

June 30, 2022 and 2021

	2022	2021
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
CURRENT ASSETS		
Cash and investments	\$ 1,215,953	\$ 1,073,693
Interest receivable	285	173
TOTAL CURRENT ASSETS	1,216,238	1,073,866
NONCURRENT ASSETS		
Capital assets being depreciated, net	558,799	606,478
TOTAL NONCURRENT ASSETS	558,799	606,478
TOTAL ASSETS	1,775,037	1,680,344
DEFERRED OUTFLOWS OF RESOURCES		
Pension plan	102,747	102,808
OPEB plan	53,853	57,289
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$ 1,931,637	\$ 1,840,441
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
CURRENT LIABILITIES		
Due to other agencies	\$ 211,672	\$ 201,385
Compensated absences	3,257	2,505
Unearned revenue	85,582	85,282
TOTAL CURRENT LIABILITIES	300,511	289,172
LONG-TERM LIABILITIES		
Compensated absences	814	626
Net pension liability	343,118	349,446
Net other postemployment benefits (OPEB) liability	179,716	192,192
TOTAL LONG-TERM LIABILITIES	523,648	542,264
TOTAL LIABILITIES	824,159	831,436
DEFERRED INFLOWS OF RESOURCES		
Pension plan	26,973	18,629
OPEB plan	10,583	
TOTAL DEFERRED INFLOWS OF RESOURCES	37,556	18,629
NET POSITION		
Investment in capital assets	558,799	606,478
Restricted for transit operations	636,765	383,898
TOTAL NET POSITION	1,195,564	990,376
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	\$ 2,057,279	\$ 1,840,441

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

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS

STATEMENTS OF REVENUES, EXPENSES  
AND CHANGES IN FUND NET POSITION  
TRANSIT FUND

For the Years Ended June 30, 2022 and 2021

	2022	2021
OPERATING REVENUES		
Passenger fares	\$ -	\$ 63
OPERATING EXPENSES		
Salaries and benefits	44,087	60,598
Professional services	463,889	287,098
Insurance	8,604	15,039
Administration and overhead	35,532	34,901
Depreciation	47,679	47,523
TOTAL OPERATING EXPENSES	599,791	445,159
OPERATING LOSS	(599,791)	(445,096)
NONOPERATING REVENUES (EXPENSES)		
Local Transportation Fund	341,617	268,916
State Transit Assistance	390,809	190,599
Interest	(39,721)	99
Other revenues		96
TOTAL NONOPERATING REVENUES (EXPENSES)	818,347	459,710
NET INCOME BEFORE TRANSFERS	218,556	14,614
OTHER FINANCING USES		
Transfers out	(13,368)	-
CHANGE IN NET POSITION	205,188	14,614
Net position at beginning of year	990,376	975,762
NET POSITION AT END OF YEAR	\$ 1,195,564	\$ 990,376

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



CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS

STATEMENTS OF CASH FLOWS  
TRANSIT FUND

For the Years Ended June 30, 2022 and 2021

	2022	2021
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and users	\$ -	\$ 63
Payments to employees	(39,527)	(53,929)
Payments to suppliers	(497,738)	(298,055)
NET CASH USED FOR OPERATING ACTIVITIES	(537,265)	(351,921)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest earnings on investments	(39,833)	(74)
NET CASH USED FOR INVESTING ACTIVITIES	(39,833)	(74)
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES		
Operating grants and other revenues	858,368	2,049,474
Interfund borrowing (repayments) and transfers	(13,368)	(636,842)
NET CASH PROVIDED BY NON-CAPITAL FINANCING ACTIVITIES	845,000	1,412,632
NET INCREASE IN CASH AND CASH EQUIVALENTS	267,902	1,060,637
Cash and cash equivalents at beginning of year	1,073,693	13,056
CASH AND CASH EQUIVALENTS AT END OF YEAR	\$ 1,341,595	\$ 1,073,693
RECONCILIATION OF OPERATING LOSS TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:		
Operating loss	\$ (599,791)	\$ (445,096)
Adjustments to reconcile net loss to net cash provided (used) by operating activities:		
Depreciation	47,679	47,523
Change in operating assets, deferred outflows of resources, liabilities and deferred inflows of resources:		
Deferred outflows/inflows	22,424	948
Due to other governments	10,287	38,983
Accounts and retentions payable		
Accrued salaries and benefits		(886)
Compensated absences payable	940	1,376
Net OPEB liability	(12,476)	3,134
Net pension liability	(6,328)	2,097
NET CASH USED FOR OPERATING ACTIVITIES	\$ (537,265)	\$ (351,921)

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

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS

June 30, 2022 and 2021

NOTE A – ORGANIZATION

The City of Lincoln (the City) receives funds from the Placer County Transportation Planning Agency under the provisions of the Transportation Development Act (TDA) from the Placer County Local Transportation Fund (LTF) under Article 4, Section 99260(a) and Article 8, 99400(a) and State Transit Assistance Fund (STAF) under Article 4, Section 6730(a). The STAF funds are to be used for public transportation purposes only. The City's Article 4 LTF funds are for the support of public transportation systems as defined in the TDA.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation: The financial statements of the City TDA Funds (the Funds) 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.

Reporting Entity: The financial statements are intended to present the financial position, results of operations and cash flows of only transactions recorded in the Funds. The Funds are included in the financial statements of the City.

Fund Accounting: The accounts of the Funds are organized on the basis of funds. A fund is an accounting entity with a self-balancing set of accounts established to record the financial position and results of operations of a specific governmental activity. The City utilizes the special revenue fund type of the governmental fund group to account for the activities of the Street Fund. Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes. The City utilizes the enterprise fund type of the proprietary fund group to account for the Transit Fund. The following funds are used by the City to account for its TDA funds:

Street Fund: The Street Fund accounts for the expenditure of Local Transportation Funds that have been allocated for the purpose of pedestrian and bicycle facility improvements and street and road infrastructure improvements.

Transit Fund: The Transit Fund is used to account for the payments to Placer County to provide transit services within the City's jurisdiction.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The special revenue fund is accounted for using the current financial resources measurement focus. With this measurement focus, only current assets, deferred outflows of resources, current liabilities and deferred inflows of resources generally are included on the balance sheet. Operating statements of these funds present increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) in net current assets. All proprietary 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 these funds are included on the statement of net position. Net position is segregated into the investment in capital assets, amounts restricted and amounts unrestricted. Proprietary fund-type operating statements present increases (e.g., revenues) and decreases (e.g., expenses) in net position.

The modified accrual basis of accounting is used by special revenue funds. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual, i.e., when they become both measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period, which is generally 60 days. TDA revenues are recognized when all eligibility requirements have been met. Revenues that do not meet this availability period are recorded as deferred inflows of resources. Expenditures are recorded when the related fund liability is incurred.

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2022 and 2021

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations.

When both restricted and unrestricted net position is available, unrestricted resources are used only after restricted resources are depleted.

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

Capital Assets: Capital assets are recorded at historical cost or estimated historical cost if actual cost is not available provided such costs exceed \$50,000 and the expected useful life of the asset is greater than one year. Contributed capital assets are recorded at the acquisition value, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date. Depreciation is computed using the straight-line method over the estimated useful lives of the assets. The estimated useful lives of the assets are as follows:

Buildings and Improvements	15 – 20 years
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The Transit Fund has acquired certain assets with funding provided by federal and state assistance from various grant programs. The Funds holds title to these assets; however, the federal government retains an interest in these assets should the assets no longer be used for transit purposes.

Compensated Absences: It is the City's policy to permit employees to accumulate earned but unused vacation, compensatory time off and sick leave. Unused vacation and compensatory time off benefits are paid to employees upon termination. For employees with over five years continuous employment, unused sick leave benefits are paid ratably in accordance with the length of service upon termination. In the proprietary funds the accrued compensated absences is recorded as an expense and related liability in the year earned. The City includes its share of social security and Medicare taxes payable on behalf of the employees in the accrual for compensated absences.

Deferred Inflows/Outflows of Resources: In addition to assets, the statement of net position reports a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net position that applies to a future period(s) and so will not be recognized as an expense/expenditure until then. In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time.

Pension Plan: For purposes of measuring the net pension liability and deferred inflows/outflows of resources related to the pension plan, and pension expense, information about the fiduciary net position of the City's California Public Employees' Retirement System (CalPERS) plan (the 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.

Other Postemployment Benefits (OPEB): For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2022 and 2021

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

net position of the OPEB plan and additions to/deductions from the OPEB plan’s fiduciary net position have been determined on the same basis. For this purpose, the benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Restricted Fund Balance/Net Position: Restrictions of fund balance/net position show amounts that are legally restricted for specific uses in accordance with TDA requirements.

Interfund Transactions: Transfers are used to move revenues from the fund that statute or budget requires to collect them to the fund that the statute or budget requires to expend them. Transfers in recorded in the Street Fund of \$193,327 was to close out a state grant fund containing unexpended street funds during the year ended June 30, 2022. Transfers out in the Street Fund during the years ended June 30, 2022 and 2021 consisted of \$26,736 and \$75,903, respectively, to cover the Fund’s share of the debt service payments on certain City facilities. Transfers out in the Transit Fund during the year ended June 30, 2022 consisted of \$13,368 to cover the Fund’s share of the debt service payments on certain City facilities.

Use of Estimates: The preparation of the financial statements in conformity with GAAP required management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

NOTE C – CASH AND INVESTMENTS

The Funds’ cash is held in the City Treasury. The City maintains an investment pool and allocates interest to the various funds based upon the average daily cash balances. Investments held in the City’s investment pool are available on demand to the TDA Fund and are stated at cost, which approximates fair value. The City’s investment policy, interest rate risk, and credit risk may be found in the notes to the City’s basic financial statements.

NOTE D – CAPITAL ASSETS

Changes in capital assets consisted of the following during the years ended June 30:

	Balance July 1, 2021	Additions	Retirements	Transfers & Adjustments	Balance June 30, 2022
Capital assets not being depreciated:					
Construction in progress	\$ -				\$ -
Capital assets being depreciated:					
Buildings and improvements	746,103				746,103
Infrastructure	294,058				294,058
Total capital assets being depreciated	1,040,161				1,040,161
Less accumulated depreciation for:					
Buildings and improvements	(422,076)	(35,916)			(457,992)
Infrastructure	(11,607)	(11,763)			(23,370)
Total accumulated depreciation	(433,683)	(47,679)			(481,362)
Total capital assets being depreciated, net	606,478	(47,679)			558,799
Capital assets, net	\$ 606,478	\$ (47,679)	\$ -	\$ -	\$ 558,799

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2022 and 2021

NOTE D – CAPITAL ASSETS (Continued)

	Balance June 30, 2020	Additions	Retirements	Transfers & Adjustments	Balance June 30, 2021
Capital assets not being depreciated:					
Construction in progress	\$ 3,873			\$ (3,873)	\$ -
Capital assets being depreciated:					
Buildings and improvements	746,103				746,103
Infrastructure	290,185			3,873	294,058
Total capital assets being depreciated	1,036,288			3,873	1,040,161
Less accumulated depreciation for:					
Buildings and improvements	(386,160)	\$ (35,916)			(422,076)
Infrastructure		(11,607)			(11,607)
Total accumulated depreciation	(386,160)	(47,523)			(433,683)
Total capital assets being depreciated, net	650,128	(47,523)		3,873	606,478
Capital assets, net	\$ 654,001	\$ (47,523)	\$ -	\$ -	\$ 606,478

NOTE E – LONG-TERM LIABILITIES

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

	Balance June 30, 2021	Additions	Deletions	Balance June 30, 2022	Due Within One Year
Compensated absences	\$ 3,131	\$ 940		\$ 4,071	\$ 3,257
Net pension liability	349,446		\$ (6,328)	343,118	
Net OPEB Liability	192,192		(12,476)	179,716	
	\$ 544,769	\$ 940	\$ (18,804)	\$ 526,905	\$ 3,257
	Balance June 30, 2020	Additions	Deletions	Balance June 30, 2021	Due Within One Year
Compensated absences	\$ 1,755	\$ 1,376		\$ 3,131	\$ 2,505
Net pension liability	347,349	2,097		349,446	
Net OPEB Liability	189,058	3,134		192,192	
	\$ 538,162	\$ 6,607	\$ -	\$ 544,769	\$ 2,505

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2022 and 2021

NOTE F – FARE REVENUE RATIO

Transit operators are required to maintain a fare revenue to operating expenses ratio in order to be eligible for TDA funding. Since the City contracts with Placer County Transit for its transit services, no significant fare revenues are recorded in the Transit Fund's financial statements. A fare revenue ratio is calculated for Placer County in the Placer County Transit audited financial statements.

NOTE G – PENSION PLAN

The City participates in a cost-sharing defined benefit pension plan administered by CalPERS that consists of the following risk pools and a number of rate plans: a Safety Risk Pool (Police and Fire) and a Miscellaneous Risk Pool for all other City employees. Information is available about the City's pension plan in the City's Comprehensive Annual Financial Report. The Transit Fund employees are included in the Miscellaneous Risk Pool. However, the actuarial valuation for the City's participation in the Miscellaneous Risk Pool received from CalPERS does not separately disclose information that is required to be reported under GASB 68 and 71 for the Transit Fund. The pension liability reported in the Transit Fund represents a proportional share of the pension liability of the City's participation in the Miscellaneous Risk Pool as a whole based on a proportional share of cash basis employer contributions paid on behalf of the Transit Fund employees compared to all non-Safety City employees. The deferred outflows of resources, net pension liability, deferred inflows of resources and pension expense related to the Transit Fund were \$102,747, \$343,118, \$26,973 and \$9,386, respectively, as of and for the year ended June 30, 2022 and were \$102,808, \$349,446, \$18,629 and \$2,716, respectively, as of and for the year ended June 30, 2021. Pension expense was reported as part of salaries and benefits expense.

NOTE H – OTHER POSTEMPLOYMENT BENEFITS (OPEB)

The City has an OPEB plan covering all City employees. The actuarial valuation for the City's OPEB plan does not separately disclose information that is required to be reported for the Transit Fund. This information is available in the City's Comprehensive Annual Financial Report for the City's OPEB plan as a whole. The net OPEB liability and related deferred inflows and outflows of resources reported in the Funds represent a proportional share of the OPEB liability for the City as a whole. The percentage of the City's OPEB liability that is recorded in the Fund is based on a proportion of employee salaries and medical expense of the Fund compared to the salaries and medical expense of the City as a whole. The deferred outflows of resources, net OPEB liability, deferred inflows of resources and OPEB expense were \$53,853, \$179,716, \$10,583 and \$36,493, respectively, as of and for the year ended June 30, 2022 and were \$57,289, \$192,192, \$0 and \$31,890, respectively, as of and for the year ended June 30, 2021. OPEB expense was reported as part of salaries and benefits expense.

NOTE I – RISK MANAGEMENT

The City 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 City participates in a joint powers agency which provides a shared risk layer of coverage above the self-insured retention amount for liability and workers' compensation. Information regarding the City's risk management programs is available in the City of Lincoln's financial statements.

NOTE J – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)

In November 2006, California Voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the State as instructed by statute as the PTMISEA. These funds are available to the

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2022 and 2021

NOTE J – PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA) (Continued)

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.

As of June 30, funds received and expended were verified in the course of the audit as follows:

	2022	2021
Unspent proceeds at July 1	\$ 85,282	\$ 84,837
Interest earned	300	445
Expenses:		
Vehicle locator, surveillance system and revenue collection system	-	-
Unspent proceeds at June 30	\$ 85,582	\$ 85,282

The unspent PTMISEA revenues are reported as unearned revenue in the Transit Fund.

NOTE K – LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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 cost to operate those services or facilities, with each project reducing greenhouse gas emissions.

As of June 30, 2022, LCTOP funds received expended were verified in the course of the audit as follows:

Expenses incurred:	
Regional Bus Stop Enhancement Project Phase III	\$ 72,642
LCTOP receivable	-
Unexpended proceeds	\$ 72,642

The unexpended is amount restricted for zero emission vehicles and charging or filling infrastructure.

NOTE L – CONCENTRATIONS

The Fund receives a substantial amount of its support from a statewide retail sales tax from the Local Transportation Fund and State Transit Assistance Fund created by the TDA. A significant reduction in the level of this support, if this was to occur, may have a significant impact on the Fund’s activities.

CITY OF LINCOLN  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2022 and 2021

NOTE M – CONTINGENCIES

The City receives funding from the Federal Transit Administration and the State of California that are subject to review and audit. Such audits could result in a request for reimbursement for expenses disallowed under the terms and conditions of the contracts. It is the opinion of management that no material liabilities will result from such potential audits.





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

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 City Council  
City of Lincoln, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the Transportation Development Act Funds (the Funds) of the City of Lincoln (the City), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Funds' financial statements, and have issued our report thereon dated March 20, 2023.

**Report on Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the City'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 City's internal control. Accordingly, we do not express an opinion on the effectiveness of City's internal control.

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

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

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that Transportation Development Act (TDA) funds allocated and received by the City were expended in conformance with the applicable statutes, rules and regulations of the TDA and Sections 6666 and 6667 of the California Code of Regulations. We also tested the receipt and appropriate expenditures of bond funds, as presented in Note J and K of the financial statements, in accordance with other State program

To the City Council  
City of Lincoln, California

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 other State program guidelines.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards*, the TDA and other State program guidelines in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Richardson & Company, LLP*

March 20, 2023