

**SIERRA COUNTY TRANSIT FUND,  
CALIFORNIA**



**FINANCIAL STATEMENTS  
TOGETHER WITH  
INDEPENDENT AUDITOR'S REPORT  
FOR THE YEAR ENDED  
JUNE 30, 2020**

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**SIERRA COUNTY TRANSIT FUND**  
**Annual Financial Report**  
**For the Year Ended June 30, 2020**

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## **FINANCIAL SECTION**

- **Independent Auditor's Report**
- **Basic Financial Statements**

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**INDEPENDENT AUDITOR'S REPORT**

To the Sierra County Transportation Commission  
County of Sierra  
Downieville, California

**Report on the Financial Statements**

We have audited the accompanying financial statements of the proprietary fund of the Sierra County Transit Fund of the County of Sierra, California (Transit Fund), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Transit Fund'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 opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

To the Sierra County Transportation Commission  
County of Sierra  
Downieville, California

## **Opinions**

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the proprietary fund of the Transit Fund as of June 30, 2020, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## **Emphasis of Matter**

As more fully described in Note 8A to the financial statements, citizens and the economies of the United States and other countries have been significantly impacted by the coronavirus (COVID-19) pandemic. While it is premature to accurately predict how the coronavirus will ultimately affect Transit Fund's operations because the disease's severity and duration are uncertain, we expect the 2020 financial results too will be significantly impacted and the implications beyond 2020, while unclear, could also be adversely impacted. Our opinion is not modified with respect to this matter and no pandemic implications are accounted for in these financial statements.

## **Other Matters**

### *Required Supplementary Information*

Management has omitted the Management's Discussion and Analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing 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. Our opinion on the basic financial statements is not affected by this missing information.

### *Report on Summarized Comparative Information*

The financial statements include summarized prior year comparative information. Such information does not include all of the information required to constitute a presentation in accordance with accounting principles generally accepted in the United States of America. Accordingly, such information should be read in conjunction with the Transit Fund's financial statements for the year ended June 30, 2019 from which such partial information was derived.

We previously audited the Transit Fund's June 30, 2019 financial statements and our report, dated October 24, 2019, expressed an unmodified opinion on the financial statements of the proprietary fund. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2019, is consistent, in all material respects, with the audited financial statements from which it has been derived.

### *Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Transit Fund's basic financial statements. The introductory section is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The introductory section has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

To the Sierra County Transportation Commission  
County of Sierra  
Downieville, California

**Other Reporting Required by Government Auditing Standards**

In accordance with Government Auditing Standards, we have also issued our report dated December 8, 2020 on our consideration of the Transit Fund'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 Transit Fund'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 Transit Fund's internal control over financial reporting and compliance.



Smith & Newell CPAs  
Yuba City, California  
December 8, 2020

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## **Basic Financial Statements**

- **Fund Financial Statements**

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**SIERRA COUNTY TRANSIT FUND**  
**Statement of Net Position**  
**June 30, 2020**  
(With Summarized Comparative Totals for June 30, 2019)

	<b>Totals</b>	
	<b>2020</b>	<b>2019</b>
<b>ASSETS</b>		
Current Assets:		
Cash and investments	\$ -	\$ -
Receivables:		
Intergovernmental	48,000	48,000
<b>Total Current Assets</b>	<b>48,000</b>	<b>48,000</b>
Noncurrent Assets:		
Depreciable, net	140,502	68,288
<b>Total Noncurrent Assets</b>	<b>140,502</b>	<b>68,288</b>
<b>Total Assets</b>	<b>188,502</b>	<b>116,288</b>
<b>LIABILITIES</b>		
Current Liabilities:		
Due to Sierra County Transportation Commission	-	29,773
Due to County of Sierra	36,320	18,935
Unearned revenue	11,680	-
<b>Total Current Liabilities</b>	<b>48,000</b>	<b>48,708</b>
<b>Total Liabilities</b>	<b>48,000</b>	<b>48,708</b>
<b>NET POSITION</b>		
Investment in capital assets	140,502	68,288
Unrestricted	-	(708)
<b>Total Net Position</b>	<b>\$ 140,502</b>	<b>\$ 67,580</b>

The notes to the basic financial statements are an integral part of this statement.

**SIERRA COUNTY TRANSIT FUND**  
**Statement of Revenues, Expenses and**  
**Changes in Net Position**  
**For the Year Ended June 30, 2020**  
(With Summarized Comparative Totals for June 30, 2019)

	<b>Totals</b>	
	<b>2020</b>	<b>2019</b>
<b>OPERATING REVENUES</b>		
Passenger fares	\$ 17,221	\$ 17,768
<b>Total Operating Revenues</b>	17,221	17,768
<b>OPERATING EXPENSES</b>		
Purchased transportation	125,221	125,768
Administration	4,300	3,677
Depreciation	50,641	43,380
<b>Total Operating Expenses</b>	180,162	172,825
<b>Operating Income (Loss)</b>	(162,941)	(155,057)
<b>NON-OPERATING REVENUES</b>		
Local transportation funds	78,500	63,921
State transit assistance	111,556	-
Intergovernmental revenues	48,000	48,000
Interest income	(2,193)	(952)
<b>Total Non-Operating Revenues</b>	235,863	110,969
<b>Change in Net Position</b>	72,922	(44,088)
<b>Total Net Position - Beginning</b>	67,580	111,668
<b>Total Net Position - Ending</b>	\$ 140,502	\$ 67,580

The notes to the basic financial statements are an integral part of this statement.

**SIERRA COUNTY TRANSIT FUND**  
**Statement of Cash Flows**  
**For the Year Ended June 30, 2020**  
(With Summarized Comparative Totals for June 30, 2019)

	<b>Totals</b>	
	<b>2020</b>	<b>2019</b>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Receipts from customers	\$ 17,221	\$ 17,768
Payments to suppliers	(129,521)	(129,445)
	(112,300)	(111,677)
<b>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</b>		
Local transportation funds	78,500	63,921
State transit assistance	123,236	-
Intergovernmental revenues	48,000	48,000
Interfund loans repaid	(12,388)	224
	237,348	112,145
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Acquisition of capital assets	(122,855)	-
	(122,855)	-
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest on investments	(2,193)	(952)
	(2,193)	(952)
<b>Net Increase (Decrease) in Cash and Cash Equivalents</b>	-	(484)
<b>Balances - Beginning</b>	-	484
<b>Balances - Ending</b>	\$ -	\$ -
<b>RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES</b>		
Operating income (loss)	\$ (162,941)	\$ (155,057)
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	50,641	43,380
	(112,300)	(111,677)
<b>Net Cash Provided (Used) by Operating Activities</b>	\$ (112,300)	\$ (111,677)

The notes to the basic financial statements are an integral part of this statement.

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## **Basic Financial Statements**

- **Notes to Basic Financial Statements**

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**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**A. Reporting Entity**

The Legislature of the State of California, enacted the Transportation Development Act (TDA) (SB325) represented by Chapter 1400, Statutes of 1971, effective July 1, 1972. The TDA provides for state funding to the counties for public transportation expenditures. The principal source of funding is derived from 1/4 cent of the state sales tax collected statewide. The 1/4 cent is returned by the California Department of Tax and Fee Administration to each county according to the amount of sales tax collected in the county.

The TDA requires that each county have a transportation planning agency. The Sierra County Transportation Commission (SCTC) fulfills this requirement and is reported on under a separate report.

The transfers from the SCTC to the Transit Fund are to meet the excess of expenses over revenues of the transit system, which are deemed unmet transit needs of the County.

The financial statements are intended to present the financial position and results of operations and cash flows of only the transactions attributable to the Sierra County Transit Fund. They are not intended to present the financial position, results of operations or cash flows of the County of Sierra taken as a whole.

The Transit Fund is presented as an enterprise fund within the County of Sierra financial statements.

**B. Basis of Presentation**

Fund financial statements of the Transit Fund are organized into one fund, which is considered to be a separate accounting entity. The fund is accounted for by providing a separate set of self-balancing accounts that constitute its assets, deferred outflows of resources, liabilities, deferred inflows of resources, fund equity, revenues, and expenses. The fund is organized into the proprietary category and is treated as a major fund.

**C. Basis of Accounting and Measurement Focus**

The proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Nonexchange transactions, in which the Transit Fund gives (or receives) value without directly receiving (or giving) equal value in exchange include, local transportation revenue and state transit assistance revenues. Revenues from grants, entitlements, and donations are recognized in the fiscal year in which all eligibility requirements have been satisfied.

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 proprietary funds are charges to customers for services. Operating expenses for proprietary funds include the cost of sales and services, administrative expenses, and depreciation of capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**D. Cash and Cash Equivalents**

For purposes of the accompanying statement of cash flows, the Transit Fund considers all highly liquid investments, with original maturity of three months or less and amounts held in the County's investment pool to be cash and cash equivalents.

**E. Investments**

The Transit Fund pools all cash and investments with the County of Sierra. The Transit Fund's share in the pool is displayed in the accompanying financial statements as cash and investments.

Participant's equity in the investment pool is determined by the dollar amount of participants deposits, adjusted for withdrawals and distributed investment income. Investment income is determined on an amortized cost basis. Interest payments, accrued interest, accreted discounts, amortized premiums, and realized capital gains and losses, net of administrative fees, are apportioned to pool participants every quarter. This method differs from the fair value method used to value investments in these financial statements as unrealized gains or losses are not apportioned to pool participants. During the fiscal year ended June 30, 2020, the County Treasurer has not entered into any legally binding guarantees to support the value of participant equity in the investment pool.

**F. Receivables**

Receivables consist mainly of intergovernmental revenues. Management believes its receivables are fully collectible and, accordingly, no allowance for doubtful accounts is required.

**G. Unearned Revenue**

Under the accrual basis of accounting, revenue may be recognized only when it is earned. When assets are recognized in connection with a transaction before the earning process is complete, those assets are offset by corresponding liability for unearned revenue.

**H. Capital Assets**

Capital assets are defined by the Transit Fund as assets with a cost of more than \$5,000 and an estimated useful life of more than one year. Capital assets are recorded at historical cost or estimated historical cost if actual historical cost is unavailable. Contributed capital assets are recorded at their acquisition value at the date of donation.

Capital assets used in operations are depreciated or amortized using the straight-line method over the assets' estimated useful lives. The range of estimated useful lives by type of asset is as follows:

<u>Depreciable Asset</u>	<u>Estimated Lives</u>
Transit vehicles and equipment	4 to 7 years

Maintenance and repairs are charged to operations when incurred. Betterments and major improvements which significantly increase values, change capacities or extend useful lives are capitalized. Upon sale or retirement of capital assets, the cost and related accumulated depreciation are removed from the respective accounts and any resulting gain or loss is included in the results of operations.

**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**I. Compensated Absences and Other Postemployment Benefits**

The Transit Fund has no employees and consequently does not provide compensated absences or other postemployment benefits.

**J. Deferred Outflows/Inflows of Resources**

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period and so will not be recognized as an outflow of resources (expense) until then. At June 30, 2020, the Transit Fund did not have any deferred outflows of resources.

In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, 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. At June 30, 2020, the Transit Fund did not have any deferred inflows of resources.

**K. Estimates**

The preparation of basic financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**L. Implementation of Governmental Accounting Standards Board (GASB) Statements**

The following Governmental Accounting Standards Board (GASB) Statement has been implemented, if applicable, in the current financial statements.

**Statement No. 95**, Postponement of the Effective Dates of Certain Authoritative Guidance. This Statement extends the effective dates of certain accounting and financial reporting provisions in the Statements and Implementation Guides that were first effective for reporting periods beginning after June 15, 2018. The requirements of this Statement apply to the financial statements of all state and local governments. The GASB Statements effected by this statement include Statement No. 84 - Fiduciary Activities, Statement No. 87 – Leases, Statement No. 89 - Accounting for Interest Cost Incurred before the End of a Construction Period, Statement No. 90 - Majority Equity Interests, Statement No. 91 – Conduit Debt Obligations, Statement No. 92 – Omnibus 2020, and Statement No. 93 – Replacement of Interbank Offered Rates.

**M. Future Accounting Pronouncements**

The following GASB Statements will be implemented in future financial statements:

Statement No. 84 “Fiduciary Activities”	The requirements of this statement are effective for periods beginning after December 15, 2019. (FY 20/21)
Statement No. 87 “Leases”	The requirements of this statement are effective for periods beginning after June 15, 2021. (FY 21/22)

**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**M. Future Accounting Pronouncements (Continued)**

Statement No. 89 “Accounting for Interest Cost Incurred Before the End of a Construction Period”	The requirements of this statement are effective for periods beginning after December 15, 2020. (FY 21/22)
Statement No. 90 “Majority Equity Interests”	The requirements of this statement are effective for periods beginning after December 15, 2019. (FY 20/21)
Statement No. 91 “Conduit Debt Obligations”	The requirements of this statement are effective for periods beginning after December 15, 2021. (FY 22/23)
Statement No. 92 “Omnibus 2020”	The requirements of this statement are effective for periods beginning after June 15, 2021. (FY 21/22)
Statement No. 93 “Replacement of Interbank Offered Rates”	The requirements of this statement are effective for periods beginning after June 15, 2021. (FY 21/22)
Statement No. 94 “Public-Private and Public-Public Partnerships and Availability Payment Arrangements”	The requirements of this statement are effective for periods beginning after June 15, 2022. (FY 22/23)
Statement No. 96 “Subscription-Based Information Technology Arrangements”	The requirements of this statement are effective for periods beginning after June 15, 2022. (FY 22/23)

**NOTE 2: CASH AND INVESTMENTS**

**A. Financial Statement Presentation**

As of June 30, 2020, the Transit Fund’s cash and investments consisted of the following:

Cash and Investments:	
Sierra County Treasurer’s pool	\$ _____ -
Total Cash and Investments	\$ _____ -

**B. Cash**

Custodial Credit Risk for Deposits - Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the Transit Fund will not be able to recover its deposits or collateral securities that are in the possession of an outside party. The Transit Fund complies with the requirements of the California Government Code. Under this code, deposits of more than \$250,000 must be collateralized at 105 percent to 150 percent of the value of the deposit to guarantee the safety of the public funds.

**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 2: CASH AND INVESTMENTS (CONTINUED)**

**C. Investments**

At June 30, 2020, all investments of the Transit Fund were in the County of Sierra investment pool. Under the provisions of the County's investment policy and the California Government Code, the County may invest or deposit in the following:

- U.S. Treasuries and Agencies
- Medium Term Corporate Notes
- Negotiable Certificates of Deposit
- Time Certificates of Deposit
- Bankers' Acceptances
- Commercial Paper
- Repurchase Agreements
- Local Agency Investment Fund (LAIF)
- California Asset Management Program (CAMP)
- Investment Trust of California (CalTRUST)

Fair Value of Investments - The County measures and records its investments using fair value measurement guidelines established by generally accepted accounting principles. These guidelines recognize a three-tiered fair value hierarchy as follows:

- Level 1: Quoted prices for identical investments in active markets;
- Level 2: Observable inputs other than quoted market prices; and,
- Level 3: Unobservable inputs

As of June 30, 2020, the Transit Fund held no individual investments. Accordingly, the measurement of fair value for the Transit Fund's proportionate share of investments in the County investment pool is based on uncategorized inputs not defined as Level 1, Level 2, or Level 3. Required disclosure information regarding categorization of investments and other deposit and investment risk disclosures can be found in the County's financial statements. The County of Sierra's financial statements may be obtained by contacting the County of Sierra Auditor-Controller's office at 211 Nevada Street, Downieville, CA 95936.

Interest Rate Risk - Interest rate risk is the risk of loss due to the fair value of an investment falling due to interest rates rising. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. To limit exposure to fair value losses resulting from increases in interest rates, the County's investment policy limits investment maturities to a term appropriate to the need for funds so as to permit the County to meet all projected obligations.

Credit Risk - Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The County's investment policy sets specific parameters by type of investment to be met at the time of purchase. As of June 30, 2020, the Transit Fund's investments were all held with the County of Sierra investment pool which is not rated by a nationally recognized statistical rating organization.

**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 2: CASH AND INVESTMENTS (CONTINUED)**

**C. Investments (Continued)**

Custodial Credit Risk - Custodial credit risk for investments is the risk that, in the event of the failure of a depository financial institution, the Transit Fund will not be able to recover its deposits or collateral securities that are in the possession of an outside party. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investments in securities through the use of mutual funds or government investment pools.

Concentration of Credit Risk - Concentration of credit risk is the risk of loss attributed to the magnitude of the Transit Fund's investment in a single issuer of securities. When investments are concentrated in one issuer, this concentration presents a heightened risk of potential loss. State law and the investment policy of the County contain limitations on the amount that can be invested in any one issuer. All investments of the Transit Fund were in the Sierra County investment pool which contains a diversification of investments.

**NOTE 3: CAPITAL ASSETS**

Capital assets activity for the year ended June 30, 2020, was as follows:

	Balance <u>July 1, 2019</u>	<u>Additions</u>	<u>Retirements</u>	Balance <u>June 30, 2020</u>
Capital Assets, Being Depreciated:				
Transit vehicles and equipment	\$ 263,801	\$ 122,855	\$ -	\$ 386,656
Total Capital Assets, Being Depreciated	<u>263,801</u>	<u>122,855</u>	<u>-</u>	<u>386,656</u>
Less Accumulated Depreciation For:				
Transit vehicles and equipment	( 195,513)	( 50,641)	-	( 246,154)
Total Accumulated Depreciation	<u>( 195,513)</u>	<u>( 50,641)</u>	<u>-</u>	<u>( 246,154)</u>
Total Capital Assets, Net	<u>\$ 68,288</u>	<u>\$ 72,214</u>	<u>\$ -</u>	<u>\$ 140,502</u>

Depreciation expense of \$50,641 was charged to operations.

**NOTE 4: UNEARNED REVENUES**

The County of Sierra County Transportation Commission allocates State Transit Assistance (STA) funds and Local Transportation Fund (LTF) funds to the transit system to fund its operation. The Transportation Development Act (TDA) requires that any funds not used must be returned to their source. STA and LTF allocations are considered earned when they are properly spent for operations by the transit system. Allocations received but not earned are recorded as unearned revenue.

**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 4: UNEARNED REVENUES (CONTINUED)**

The following table summarizes the changes in the unearned revenue - TDA for the fiscal year ended June 30, 2020:

	<u>Unearned Revenue - TDA</u>
Unearned Revenue – TDA, Beginning of Year	\$ -
LTF Revenues Received	78,500
STA Revenues Received	123,236
TDA Revenues Recognized	( 190,056)
Unearned Revenue – TDA, End of Year	<u>\$ 11,680</u>

**NOTE 5: PURCHASED TRANSPORTATION**

The Sierra County Transportation Commission contracts with two non-profit corporations for transit services. The contracts are renewed on an annual basis. Although payments are based on estimated expenses, any excess funds are returned in the following fiscal year. Fare revenues, which consist mainly of donations, are retained by the transit contractor. Area Agency on Aging funds are used as local match when donations do not meet the required 10 percent fare revenue ratios.

**NOTE 6: NET POSITION**

Net position is categorized as net investment in capital assets, restricted and unrestricted.

- **Net investment in capital assets** - consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction or improvement of those assets.
- **Restricted net position** - consists of net position with constraints placed on the use either by (1) external groups such as creditors, grantors, contributors or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.
- **Unrestricted net position** - all other net position that does not meet the definition of “restricted” or “net investment in capital assets”.

**Net Position Flow Assumption**

When a government funds outlays for a particular purpose from both restricted and unrestricted resources, a flow assumption must be made about the order in which the resources are considered to be applied. When both restricted and unrestricted net position are available, it is considered that restricted resources are used first, followed by the unrestricted resources.

**SIERRA COUNTY TRANSIT FUND**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2020**

**NOTE 7: RISK MANAGEMENT**

The Transit Fund is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Transit Fund is covered under the County of Sierra’s risk management programs.

**NOTE 8: OTHER INFORMATION**

**A. Subsequent Events**

In December 2019, a novel strain of coronavirus has spread around the world resulting in business and social disruption. The coronavirus was declared a Public Health Emergency of International Concern by the World Health Organization on January 30, 2020. The operations and business results of the Transit Fund could potentially be adversely affected by this global pandemic. The extent to which the coronavirus may impact business activity or investment results will depend on future developments, which are highly uncertain and cannot be predicted, including new information which may emerge concerning the severity of the coronavirus and the actions required to contain the coronavirus. The Transit Fund has not included any contingencies in the financial statements specific to this issue.

Management has evaluated events subsequent to June 30, 2020 through December 8, 2020, the date on which the financial statements were available for issuance. Management has determined no subsequent events requiring disclosure have occurred.

**B. Fare Revenue Ratio**

The County is required by the Transportation Development Act (TDA) to maintain a fare revenue ratio to operating expenses of 10 percent or more. During the year ended June 30, 2020, the fare revenue ratio was 13.30 percent. The calculation of the fare revenue ratio for fiscal year ending June 30, 2020, is as follows:

	<u>June 30, 2020</u>
Fare Revenue	\$ <u>17,221</u>
Total Operating Expenses	\$ 180,162
Allowable TDA Adjustments:	
Depreciation	( <u>50,641</u> )
Net Operating Expenses	\$ <u>129,521</u>
Fare Revenue Ratio	<u>13.30%</u>

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**OTHER REPORT**

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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 RULES AND  
REGULATIONS OF THE TRANSPORTATION DEVELOPMENT ACT**

To the Sierra County Transportation Commission  
County of Sierra  
Downieville, 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 and the applicable fiscal audit requirements of the Transportation Development Act including Public Utilities Code Section 99245 and the California Code of Regulations Title 21, Section 6664, the financial statements of the proprietary fund of the Sierra County Transit Fund of the County of Sierra, California (Transit Fund), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Transit Fund's basic financial statements and have issued our report thereon dated December 8, 2020.

As discussed in Note 1, the financial statements present only the County of Sierra Transit Fund and are not intended to present fairly the financial position of the County of Sierra, California and the changes in financial position and cash flows of its proprietary fund types in conformity with accounting principles generally accepted in the United States of America.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Transit Fund'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 opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Transit Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of the Transit Fund's internal control.

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

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

To the Sierra County Transportation Commission  
County of Sierra  
Downieville, California

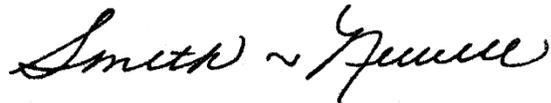
### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Transit Fund'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. 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.

Additionally, we performed tests of the Transit Fund's compliance with the specific tasks identified in the California Code of Regulations Title 21, Section 6667 that are applicable to the Transit Fund and tests to determine that certain state funds were received and expended in accordance with state accounting requirements. However, our objective was not to provide an opinion on overall compliance with such provisions. Accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance that are required to be reported.

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



Smith & Newell CPAs  
Yuba City, California  
December 8, 2020