

**CITY OF GRIDLEY
SENIOR TAXI FUND**

Audited Financial Statements
and Compliance Report

June 30, 2024

CITY OF GRIDLEY
Senior Taxi Fund

Audited Financial Statements
and Compliance Report

June 30, 2024

Audited Financial Statements

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INDEPENDENT AUDITOR'S REPORT

To the City Council
City of Gridley, California

Report on the Financial Statements

Opinion

We have audited the accompanying financial statements of the Senior Taxi Fund (the Fund) of the City of Gridley (the City), as of and for the year ended June 30, 2024, 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 Senior Taxi Fund of the City of Gridley as of June 30, 2024 and respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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 City of Gridley and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis-of-Matter

As discussed in Note B, the financial statements present only the Senior Taxi Fund of the City of Gridley and do not purport to, and do not, present fairly the financial position of the City of Gridley as of June 30, 2024, the changes in financial position, or where applicable, its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Responsibilities of Management 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 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 opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and there is not a guarantee that an audit conducted in accordance with generally accepted audit standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting

To the City Council
City of Gridley, California

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 or 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.
- Obtaining 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 Gridley's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies use and the reasonableness of 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 audits.

Required Supplementary Information

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated April 17, 2025 on our consideration of the City's internal control over financial reporting related to the Fund and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters, and the Transportation Development Act. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Richardson & Company, LLP

April 17, 2025

CITY OF GRIDLEY
SENIOR TAXI FUND

BALANCE SHEET

June 30, 2024

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

ASSETS

Cash and investments	\$ 124,488
Due from other funds	244,323
Due from other governments	90,434
Interest receivable	396

TOTAL ASSETS 459,641

DEFERRED OUTFLOWS OF RESOURCES

Pension plan	<u>181,072</u>
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES \$ 640,713

LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION

CURRENT LIABILITIES

Accounts payable and accrued liabilities	\$ 2,428
Compensated absences - current	7,168
Due to other funds	329,029

TOTAL CURRENT LIABILITIES 338,625

NONCURRENT LIABILITIES

Compensated absences - noncurrent	16,386
Net pension liability	445,990

TOTAL NON-CURRENT LIABILITIES 462,376

TOTAL LIABILITIES 801,001

DEFERRED INFLOWS OF RESOURCES

Pension plan	<u>52,985</u>
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TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 853,986

NET POSITION

Deficit	<u>(213,273)</u>
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TOTAL NET POSITION (213,273)

TOTAL LIABILITIES, DEFERRED INFLOWS
OF RESOURCES AND NET POSITION \$ 640,713

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

CITY OF GRIDLEY
SENIOR TAXI FUND

STATEMENT OF REVENUES, EXPENSES
AND CHANGES IN FUND NET POSITION

For the Year Ended June 30, 2024

OPERATING REVENUES		
Passenger fares		\$ 3,142
	TOTAL OPERATING REVENUES	<u>3,142</u>
OPERATING EXPENSES		
Salaries and benefits		295,951
Administrative		16,242
Fuel		4,504
Maintenance		1,898
Insurance		5,852
Special department expense		1,802
Communications		687
Professional		511
Depreciation		6,636
	TOTAL OPERATING EXPENSES	<u>334,083</u>
	NET LOSS FROM OPERATIONS	(330,941)
NONOPERATING REVENUES (EXPENSES)		
State Transit Assistance		90,434
Taxi subsidy		2,643
Interest		2,721
Local Transportation Fund		214,121
	TOTAL NONOPERATING REVENUES	<u>309,919</u>
	CHANGE IN NET POSITION	<u>(21,022)</u>
Net position, beginning of year		<u>(192,251)</u>
	NET POSITION, END OF YEAR	<u><u>\$ (213,273)</u></u>

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

CITY OF GRIDLEY
SENIOR TAXI FUND

STATEMENT OF CASH FLOWS

For the Year Ended June 30, 2024

CASH FLOWS FROM OPERATING ACTIVITIES	
Cash receipts from customers	\$ 3,142
Cash paid to suppliers for goods and services	(31,707)
Cash paid to employees for services	(137,016)
NET CASH USED FOR OPERATING ACTIVITIES	<u>(165,581)</u>
CASH FLOWS FROM INVESTING ACTIVITIES	
Interest received	3,090
NET CASH PROVIDED BY INVESTING ACTIVITIES	<u>3,090</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES	
Taxi subsidy received	2,643
Cash paid to other funds	(214,121)
Contributions from other governments	215,053
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	<u>3,575</u>
NET CHANGE IN CASH AND CASH EQUIVALENTS	(158,916)
Cash and cash equivalents, beginning of year	<u>283,404</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u><u>\$ 124,488</u></u>
RECONCILIATION OF NET LOSS FROM OPERATIONS	
TO NET CASH USED FOR OPERATING ACTIVITIES	
Net loss from operations	\$ (330,941)
Adjustments to reconcile net loss from operations	
to net cash used for operating activities	
Depreciation	6,636
Change in operating assets, deferred outflows of resources,	
liabilities and deferred inflows of resources:	
Accounts payable and accrued liabilities	(211)
Deferred outflows/inflows of resources	(3,502)
Compensated absences	2,336
Net pension liability	160,101
NET CASH USED FOR OPERATING ACTIVITIES	<u><u>\$ (165,581)</u></u>

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

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS

June 30, 2024

NOTE A – ORGANIZATION

The City of Gridley (the City) receives funds under the provision of the Transportation Development Act (TDA) from the Butte County Local Transportation Fund (LTF) under Article 4, Section 99260(a) and 99402 and State Transit Assistance (STA) under California Code of Regulations Section 6720(a). The STA funds are to be used for public transportation services only. The LTF funds are to be used to support the transportation systems as defined in the TDA. State of Good Repair Fund are available for the purchase of new vehicles and the maintenance and rehabilitation of transit facilities and vehicles. The City operates the Gridley Golden Feather Flyer which provides fixed route and dial-a-ride transportation service for seniors and the disabled. The Senior Taxi Fund is used to account for these TDA funds received by the City.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation: The financial statements of the Senior Taxi Fund (the Fund) of the City have been prepared in conformity with generally accepted accounting principles 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 and results of operations of only those transactions recorded in the Fund. The Fund is included in the financial statements of the City.

Fund Accounting: The accounts of the City 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 enterprise fund type of the proprietary fund group to account for the activities of the Fund.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. 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 balance sheet. Net position is segregated into the net 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 accrual basis of accounting is used by proprietary fund types. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. TDA revenues are recognized 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. The principal operating revenues of the Fund are fees received from passengers for transportation services. Operating expenses for enterprise funds include the cost of services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

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

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

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Short-term Interfund Receivables/Payables: During the course of operations, numerous transactions occur between individual funds for goods provided or services rendered. These receivables and payables are classified as “due to other funds” and “due from other funds” on the balance sheet. The amount reported as due to other funds at June 30, 2024 represents streets and roads revenue recorded in the Transit Fund. The amount is due to the City’s Transportation Development Act Fund. The amount reported as due from other funds at June 30, 2024 represents Local Transportation Funds recorded in the City’s Transportation Development Act Fund. The amount is due to the Senior Taxi Fund.

Capital Assets: Capital assets are stated at cost. Provision is made for depreciation of the vehicle by the straight-line method over the estimated useful life of the asset, which is 5 years. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Improvements are capitalized and depreciated over the remaining useful lives of the related fixed assets. It is the policy of the City to capitalize asset acquisitions with an individual cost greater than \$10,000.

Compensated Absences: Compensated absences comprise unused vacation leave and compensatory time off, which are accrued as earned. In addition, those employees who have reached the age of retirement may cash out sick leave upon retirement. The liability has been calculated using the vesting method, in which leave amounts for both employees who currently are eligible to receive termination payments and other employees who are expected to become eligible in the future to receive such payments upon termination are included.

Deferred Outflows and Inflows of Resources: In addition to assets and liabilities, the statement of net position reports separate sections for deferred outflows of resources and deferred inflows of resources. *Deferred outflows of resources* represent a consumption of net position by the government that is applicable to a future reporting period. *Deferred inflows of resources* represent an acquisition of net position that is applicable to a future reporting period. These amounts will not be recognized as an outflow of resources (expense) or and inflow of resources (revenue) until the earnings process is complete. Deferred outflows and inflows of resources represent amounts deferred related to the City’s pension plan as described in Note F.

Restricted Net Position: Restrictions of net position are amounts that are legally restricted for specific uses under the Transportation Development Act or other outside agencies. The Senior Taxi Fund had no restricted net position as of June 30, 2024.

Use of Estimates: The preparation of the financial statements in conformity with GAAP 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 C – CASH AND INVESTMENTS

The Fund’s cash is held in the City Treasury. The City maintains cash and investments in the State of California’s Local Agency Investment Fund (LAIF) and other money market funds and allocates interest to the various funds based upon the average daily cash balances. Investments held in the City Treasury are available on demand to the 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.

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024

NOTE D – CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2024 was as follows:

	Balance at July 1, 2023	Additions	Retirements	Balance at June 30, 2024
Capital assets, being depreciated:				
Vehicle	\$ 46,447			\$ 46,447
Accumulated depreciation	(39,811)	\$ (6,636)		(46,447)
Capital assets, net	<u>\$ 6,636</u>	<u>\$ (6,636)</u>	<u>\$ -</u>	<u>\$ -</u>

NOTE E – LONG TERM LIABILITIES

Changes in long-term liabilities consisted of the following for the years ended June 30, 2024:

	Balance June 30, 2023	Additions	Deletions	Balance June 30, 2024	Due Within One Year
Compensated absences	\$ 21,218	\$ 2,336		\$ 23,554	\$ 7,168
Net pension liability	285,889	160,101		445,990	
	<u>\$ 307,107</u>	<u>\$ 162,437</u>	<u>\$ -</u>	<u>\$ 469,544</u>	<u>\$ 7,168</u>

NOTE F – PENSION LIABILITY

The City participates in a cost-sharing defined benefit pension plan with CalPERS consisting of the following risk pools and a number of rate plans: Safety Risk Pool (Police and Fire) and the Miscellaneous Risk Pool for all other City employees. Information is available about the City's pension plan in the City's financial statements. The Senior Taxi 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 Senior Taxi Fund. The pension liability reported in the Senior Taxi 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 Senior Taxi 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 Senior Taxi Fund were \$181,072, \$445,990, \$52,985, and \$156,599, respectively, as of and for the year ended June 30, 2024. Pension expense was reported as part of salaries and benefits expenses.

CITY OF GRIDLEY
SENIOR TAXI FUND

NOTES TO FINANCIAL STATEMENTS (CONTINUED)

June 30, 2024

NOTE G – FARE REVENUE RATIO

The City is required to maintain a fare revenue to operating expense ratio of 10.00% in accordance with Section 99268.5 of the Transportation Development Act. The fare revenue to operating expenses ratio for the City is calculated as follows for the year ended June 30, 2024:

Fare revenues	\$ 3,142
Local support: taxi subsidy	2,643
Local funds: interest	2,721
	<u>8,506</u>
Operating expenses	334,083
Less allowable exclusions:	
Depreciation and amortization	(6,636)
Pension benefit	<u>-</u>
Net operating expenses	<u>\$ 327,447</u>
Actual fare revenue ratio	<u>2.60%</u>
Required fare revenue ratio	<u>10.00%</u>

The City did not meet the minimum required fare revenue ratio during the year ending June 30, 2024. Senate Bill (SB) 125 provides a penalty waiver for noncompliance through fiscal year 2026.

NOTE H – CONCENTRATIONS

The Fund receives a substantial amount of its support from a statewide retail sales tax from the LTF and diesel sales tax from the STA created by the Transportation Development Act. A significant reduction in the level of this support, if this were to occur, may have a significant effect on the Fund's activities.

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 City Council
City of Gridley, 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 Senior Taxi Fund (the Fund) of the City of Gridley (the City), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Fund's financial statements, and have issued our report thereon dated April 17, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the 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 opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Fund's internal control. Accordingly, we do not express an opinion on the effectiveness of 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 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 Fund's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statement amounts. Our audit was further made to determine that Transportation Development Act (TDA) Funds allocated and received by the Fund 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 performing our tests disclosed no instances of noncompliance that are required to be reported under Governmental Auditing Standards or the TDA.

To the City Council
City of Gridley, California

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* 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

April 17, 2025

CITY OF GRIDLEY
SENIOR TAXI FUND

SCHEDULE OF FINDINGS AND RESPONSES

June 30, 2024

CURRENT YEAR FINDINGS

COMPLIANCE

None

PRIOR YEAR FINDINGS

INTERNAL CONTROL OVER FINANCIAL REPORTING

FINDING 2023-001 – Material Weakness

Condition: The City did not record audit adjustments made during the June 30, 2022 audit causing the net position to not rollforward correctly.

Recommendation: We recommend the City record all audit adjustments made during the TDA audit so the general ledger is consistent with how the fund is reported in the audited financial statements. We also recommend that the City ensure that closing entries are made in the accounting system on a timely basis.

Current Status: Finding 2023-001 is a considered resolved.

COMPLIANCE

FINDING 2023-002

Condition: The City claimed STA Funds for operating purposes, but did not include a computation of compliance with operating criteria in its claim.

Recommendation: The City should ensure it includes a calculation of the City's compliance with PUC Section 99314.6 in its claim if STA is claimed for operations once the exemption is lifted in fiscal year 2025/26.

Current Status: The City provided an efficiency calculation with the fiscal year 2023/24 claim.