

City of Madera Transportation Development Act Funds

Madera, California

Independent Auditors' Reports and Financial Statements

For the Years Ended June 30, 2024 and 2023



City of Madera
Transportation Development Act Funds
For the Years Ended June 30, 2024 and 2023

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**INDEPENDENT AUDITORS' REPORT**www.pungroup.cpa

To the Honorable Mayor and Members
of the City Council of the City of Madera
Madera, California

Report on the Audit of the Financial Statements***Opinion***

We have audited the accompanying financial statements of the Transportation Development Act Funds (the "TDA Funds") of the City of Madera, California (City), as of and for the year ended June 30, 2024 and 2023, 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 respective financial position of the TDA Funds of the City as of June 30, 2024 and 2023, and the respective changes in financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City, 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 1, the financial statements present only the TDA Funds' and do not purport to, and do not, present fairly the financial positions of the City as of June 30, 2024 and 2023, the change in financial position, or, where applicable, its cash flows, for the years then ended in accordance 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 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' 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.

Auditors' 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 auditors' 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 will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

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

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Budgetary Comparison Schedules, the Schedule of Changes in Net Pension Liability and Related Ratios, and the Schedule of Contributions, as identified in the accompanying table of contents be presented to supplement the financial statements. Such 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 the financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the 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 are not affected by this missing information.

To the Honorable Mayor and Members of the City Council
of the City of Madera
Madera, California
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Other Reporting Required by *Government Auditing Standards* and the Rules and Regulations of the Transportation Development Act

In accordance with *Government Auditing Standards*, we have also issued our report dated March 13, 2025, on our consideration of the TDA Funds' 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 TDA Funds' 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 TDA Funds' internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "The PwC Group, LLP". The signature is written in a cursive, flowing style.

Santa Ana, California
March 13, 2025

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FINANCIAL STATEMENTS

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GOVERNMENTAL FUNDS

City of Madera
Transportation Development Act Funds
Balance Sheet
Governmental Funds
June 30, 2024

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
ASSETS			
Accounts receivable, net	\$ -	\$ 430	\$ 430
Intergovernmental receivable	738,663	65,514	804,177
Lease receivable	-	6,434	6,434
Prepaid items	10,165	80	10,245
Total assets	\$ 748,828	\$ 72,458	\$ 821,286
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES			
Liabilities:			
Accounts payable	\$ 26,160	\$ 3,829	\$ 29,989
Accrued payroll	-	17	17
Due to City	291,344	9,469	300,813
Total liabilities	317,504	13,315	330,819
Deferred inflows of resources:			
Related to leases	-	6,385	6,385
Total deferred inflows of resources	-	6,385	6,385
Fund balances:			
Nonspendable	10,165	80	10,245
Restricted	421,159	52,678	473,837
Total fund balances	431,324	52,758	484,082
Total liabilities, deferred inflows of resources, and fund balances	\$ 748,828	\$ 72,458	\$ 821,286

City of Madera
Transportation Development Act Funds
Balance Sheet
Governmental Funds
June 30, 2023

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
ASSETS			
Accounts receivable, net	\$ -	\$ 417	\$ 417
Intergovernmental receivable	2,453,431	67,512	2,520,943
Lease receivable	-	16,042	16,042
Prepaid items	11,330	80	11,410
Total assets	\$ 2,464,761	\$ 84,051	\$ 2,548,812
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES			
Liabilities:			
Accounts payable	\$ 1,688,667	\$ 3,161	\$ 1,691,828
Accrued payroll	-	7	7
Due to City	378,236	38,560	416,796
Total liabilities	2,066,903	41,728	2,108,631
Deferred inflows of resources:			
Unavailable revenue	1,640,000	-	1,640,000
Related to leases	-	15,962	15,962
Total deferred inflows of resources	1,640,000	15,962	1,655,962
Fund Balances (Deficit):			
Nonspendable	11,330	80	11,410
Restricted	-	26,281	26,281
Unassigned (deficit)	(1,253,472)	-	(1,253,472)
Total fund balances (deficit)	(1,242,142)	26,361	(1,215,781)
Total liabilities, deferred inflows of resources, and fund balances	\$ 2,464,761	\$ 84,051	\$ 2,548,812

City of Madera
Transportation Development Act Funds
Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2024

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
REVENUES:			
Local transportation funds	\$ 2,014,207	\$ -	\$ 2,014,207
Other intergovernmental	-	150,092	150,092
Investment income (loss)	-	26,032	26,032
Building rents and leases	-	2,005	2,005
Utility reimbursements	268,813	1,216	270,029
Total revenues	2,283,020	179,345	2,462,365
EXPENDITURES:			
Street and road maintenance	8,557	-	8,557
Intermodal building improvements	-	72,063	72,063
Administration	19,637	68,500	88,137
Total expenditures	28,194	140,563	168,757
REVENUES OVER (UNDER) EXPENDITURES	2,254,826	38,782	2,293,608
OTHER FINANCING SOURCES (USES):			
Transfers out	(581,360)	(12,385)	(593,745)
Total other financing sources (uses)	(581,360)	(12,385)	(593,745)
NET CHANGES IN FUND BALANCES	1,673,466	26,397	1,699,863
FUND BALANCES (DEFICIT):			
Beginning of year	(1,242,142)	26,361	(1,215,781)
End of year	\$ 431,324	\$ 52,758	\$ 484,082

City of Madera
Transportation Development Act Funds
Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2023

	Special Revenue Funds		
	Street Construction	Intermodal Building	Total
REVENUES:			
Local transportation funds	\$ 887,217	\$ -	\$ 887,217
Other intergovernmental	-	91,909	91,909
Investment income (loss)	-	2,318	2,318
Building rents and leases	-	25,743	25,743
Utility reimbursements	-	994	994
Total revenues	887,217	120,964	1,008,181
EXPENDITURES:			
Street and road maintenance	302,127	-	302,127
Intermodal building improvements	-	39,358	39,358
Administration	110,873	77,367	188,240
Total expenditures	413,000	116,725	529,725
REVENUES OVER (UNDER) EXPENDITURES	474,217	4,239	478,456
OTHER FINANCING SOURCES (USES):			
Transfers out	(512,000)	(4,326)	(516,326)
Total other financing sources (uses)	(512,000)	(4,326)	(516,326)
NET CHANGES IN FUND BALANCES	(37,783)	(87)	(37,870)
FUND BALANCES (DEFICIT):			
Beginning of year	(1,204,359)	26,448	(1,177,911)
End of year	<u>\$ (1,242,142)</u>	<u>\$ 26,361</u>	<u>\$ (1,215,781)</u>

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ENTERPRISE FUND

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City of Madera
Transportation Development Act Funds
Statements of Net Position
Local Transit Fund
June 30, 2024 and 2023

	2024	2023
ASSETS		
Current assets:		
Accounts receivable, net	\$ 5,579	\$ -
Intergovernmental receivable	1,602,443	1,409,265
Prepaid items	-	358
Total current assets	<u>1,608,022</u>	<u>1,409,623</u>
Noncurrent assets:		
Capital assets:		
Non-depreciable	438,863	323,583
Depreciable, net	7,900,388	7,810,439
Total capital assets	<u>8,339,251</u>	<u>8,134,022</u>
Total noncurrent assets	<u>8,339,251</u>	<u>8,134,022</u>
Total assets	<u>9,947,273</u>	<u>9,543,645</u>
DEFERRED OUTFLOWS OF RESOURCES		
Related to pensions	<u>246,060</u>	<u>298,622</u>
Total deferred outflows of resources	<u>246,060</u>	<u>298,622</u>
LIABILITIES		
Current liabilities:		
Accounts payable	206,405	27,287
Accrued payroll	5,423	2,313
Due to City	1,249,072	1,255,040
Compensated absences - due within one year	10,387	21,996
Total current liabilities	<u>1,471,287</u>	<u>1,306,636</u>
Noncurrent liabilities:		
Aggregate net pension liability	1,030,858	1,016,682
Compensated absences - due in more than one year	30,551	4,948
Total noncurrent liabilities	<u>1,061,409</u>	<u>1,021,630</u>
Total liabilities	<u>2,532,696</u>	<u>2,328,266</u>
DEFERRED INFLOWS OF RESOURCES		
Related to pensions	<u>3,441</u>	<u>15,457</u>
Total deferred inflows of resources	<u>3,441</u>	<u>15,457</u>
NET POSITION		
Net investment in capital assets	8,339,251	8,134,022
Unrestricted (deficit)	(682,055)	(635,478)
Total net position	<u>\$ 7,657,196</u>	<u>\$ 7,498,544</u>

City of Madera
Transportation Development Act Funds
Statements of Revenues, Expenses, and Changes in Net Position
Local Transit Fund
For the Years Ended June 30, 2024 and 2023

	2024	2023
OPERATING REVENUES:		
Fare revenues	\$ 3,313	\$ 27
Charges for services and operating subsidy	3,169,327	2,993,866
Miscellaneous revenue	13,461	1,856
Total operating revenues	<u>3,186,101</u>	<u>2,995,749</u>
OPERATING EXPENSES:		
Salaries and benefits	624,814	1,119,584
General and administrative	2,363,381	1,899,246
Vehicles supplies and maintenance	490,779	456,412
Depreciation	486,118	428,319
Total operating expenses	<u>3,965,092</u>	<u>3,903,561</u>
OPERATING INCOME (LOSS)	<u>(778,991)</u>	<u>(907,812)</u>
NONOPERATING REVENUES (EXPENSES):		
Investment income (loss)	4,903	2,691
Operating grants	135,687	-
Capital grants	748,921	572,961
Total nonoperating revenues (expenses)	<u>889,511</u>	<u>575,652</u>
INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND TRANSFERS	<u>110,520</u>	<u>(332,160)</u>
CAPITAL CONTRIBUTIONS AND TRANSFERS		
Capital contributions	105,132	13,819
Transfers out	(57,000)	(61,704)
Total capital contributions and transfers	<u>48,132</u>	<u>(47,885)</u>
Changes in net position	158,652	(380,045)
NET POSITION:		
Beginning of year	7,498,544	7,878,589
End of year	<u>\$ 7,657,196</u>	<u>\$ 7,498,544</u>

City of Madera
Transportation Development Act Funds
Statements of Cash Flows
Local Transit Fund
For the Years Ended June 30, 2024 and 2023

	2024	2023
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers and operating grants	\$ 2,973,883	\$ 2,115,312
Cash payments to suppliers for goods and services	(2,674,684)	(2,492,105)
Cash payments to employees for services	(552,988)	(618,118)
Receipts from other operating revenues	13,461	1,856
Net cash (used in) operating activities	(240,328)	(993,055)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Due to City	(5,971)	977,355
Transfers to other funds	(57,000)	(61,704)
Net cash provided by (used in) noncapital financing activities	72,716	915,651
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital grants	748,921	572,961
Acquisition of capital assets	(586,215)	(498,248)
Net cash provided by capital and related financing activities	162,706	74,713
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest from investments	4,906	2,691
Net cash provided by investing activities	4,906	2,691
Net change in cash and cash equivalents	-	-
CASH AND CASH EQUIVALENTS:		
Beginning of year	-	-
End of year	\$ -	\$ -
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH (USED IN) OPERATING ACTIVITIES:		
Operating income (loss)	\$ (778,991)	\$ (907,812)
Adjustments to reconcile operating income (loss) to net cash (used in) operating activities:		
Depreciation	486,118	428,319
Changes in operating assets and liabilities, and deferred outflows and inflows of resources:		
Accounts receivable, net	(5,579)	-
Intergovernmental receivable	(193,178)	(879,458)
Prepaid items	358	343
Deferred outflows - pension related	52,562	(250,335)
Accounts payable	179,118	(135,913)
Accrued payroll	3,110	(12,375)
Compensated absences	13,994	(7,418)
Aggregate net pension liability	14,176	852,775
Deferred inflows - pension related	(12,016)	(81,181)
Total adjustments	538,663	(85,243)
Net cash (used in) operating activities	\$ (240,328)	\$ (993,055)

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NOTES TO THE FINANCIAL STATEMENTS

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City of Madera
Transportation Development Act Funds
Index to the Notes to the Financial Statements
For the Years Ended June 30, 2024 and 2023

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City of Madera
Transportation Development Act Funds
Notes to the Financial Statements
For the Years Ended June 30, 2024 and 2023

Note 1 – Summary of Significant Accounting Policies

The Reporting Entity

The accompanying financial statements present only the Transportation Development Act Funds of the City of Madera (the “TDA Funds”) and are not intended to present fairly the financial position, changes in financial position, or cash flows of the City of Madera, California (the “City”) with accounting principles generally accepted in the United States of America (“U.S. GAAP”). The financial statements of the TDA Funds of the City have been prepared in conformity with U.S. GAAP as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant of the TDA Funds’ accounting policies are described below.

Financial Statements

The Transportation Development Act (“TDA”) provides funding of public transportation through regional planning and programming agencies. Funds are allocated to the City through the county transportation planning agency, the Madera County Transportation Commission (“MCTC”). The TDA Funds account for the City’s share of the TDA allocations, which are legally restricted for specific purposes as detailed in applicable sections of the Public Utilities Code.

The accompanying financial statements present only the TDA Funds of the City and are not intended to present fairly the financial position, changes in financial position, or cash flows of the City in conformity with U.S. GAAP.

Fund Accounting

The accounts of the TDA Funds are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Governmental resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The TDA Funds consist of the following:

Special Revenue Funds – Street Construction and Intermodal Building Operations Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes.

Enterprise Fund – The Local Transit Fund is used to account for operations financed and operated similar to business activities such as services rendered to the general public on a fee basis. The fund records the costs of the City’s Dial-A-Ride and fixed route service, Madera Metro.

Measurement Focus and Basis of Accounting

The **Street Construction and Intermodal Building Operations Special Revenue Funds** are reported using “*current financial resources*” measurement focus and the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when they become measurable and available and expenditures are recognized when the fund liabilities are incurred. “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. The City uses an availability period of 60 days. Revenues that are susceptible to accrual include local transportation fund allocations and investment earnings.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 1 – Summary of Significant Accounting Policies (Continued)

Measurement Focus and Basis of Accounting (Continued)

The **Local Transit Enterprise Fund** is classified as an enterprise fund using the flow of “*economic resources*” measurement focus and the accrual basis of accounting, whereby revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

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 Transit Operations Enterprise Fund are passenger fares. Operating expenses include the cost of vehicle maintenance, administrative expenses, and depreciation on capital assets and equipment. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Intergovernmental revenues (primarily grants and subventions), which are received as reimbursement for specific purposes or projects, are recognized based upon the expenditures recorded. Intergovernmental revenues, which are usually unrestricted as to use and are revocable only for failure to meet prescribed compliance requirements, are reflected as revenues at the time of receipts or earlier, if they meet the availability criteria.

When both restricted and unrestricted resources are available for use, it is the TDA Funds’ policy to use restricted resources first, and then unrestricted resources as they are needed.

Cash and Cash Equivalents

The cash is held by the TDA Funds as part of the City’s pooled cash and investments. The pooled funds are invested in accordance with the City’s investment policy established pursuant to state law. All monies not required for immediate expenses are invested or deposited to earn maximum yield consistent with safety and liquidity. Interest earnings is allocated to the fund based on its proportionate share of the pool. Refer to the City’s Basic Financial Statements for disclosures of cash and investments and related risk categorization.

Grants

Grant revenues and amounts due from other governmental agencies are recorded when earned on grants that have been approved and funded by the grantor. Grant sources include Federal Transit Administration (FTA), State Transit Assistance (STA), Local Transportation Funds (LTF), Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) and Transit System Safety, Security and Disaster Response Account (TSSSDRA) established pursuant to Proposition 1B approved by the voters of the State of California on November 7, 2006, and Measure A.

Capital Assets

Capital assets, which include property, plant, equipment and infrastructure assets (e.g., roads, sidewalks, and similar items), are reported in the applicable governmental or business-type activities in the Government-Wide Financial Statements. City policy has set the capitalization threshold for reporting capital assets at \$5,000. Capital assets are valued at historical cost or estimated historical cost if actual historical cost was not available. Donated assets are valued at their estimated fair market value on the date donated.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 1 – Summary of Significant Accounting Policies (Continued)

Capital Assets (Continued)

Depreciation is recorded on a straight-line basis over estimated useful lives of the assets as follows:

<u>Asset Type</u>	<u>Years</u>
Buildings	25-35
Improvements	5-50
Equipment	4-15

Due from Local Governmental Agencies

Claims made for reimbursement of costs incurred during the fiscal year have been accrued as due from the Madera County Transportation Commission or from other governmental agencies in the same fiscal year.

Leases Receivable

Lessor

The City is a lessor for leases of land, primarily cell tower sites, and recognizes leases receivable and deferred inflows of resources related to leases in the financial statements as required by GASB Statement No. 87 *Leases*. At the commencement of a lease, the lease receivable is measured at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflows of resources are initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflows of resources are recognized as revenue over the life of the lease term in a straight-line method.

Key estimates and judgments include how the City determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts.

- The City used U.S. Treasury rates at the time of GASB Statement No. 87 implementation for its existing leases. The District will use the current rate at the time a new lease is executed.
- The lease term includes the noncancelable period of the lease plus any option periods that are likely to be exercised.
- Lease receipts included in the measurement of the lease receivable are composed of fixed payments from the lessee.

The City monitors changes in circumstances that would require a remeasurement of its leases and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Due to City

These amounts resulted from temporary reclassifications made at June 30, 2024 and 2023, to cover cash shortfalls pending reimbursement from Madera County Transportation Commission or from other governmental agencies.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 1 – Summary of Significant Accounting Policies (Continued)

Deferred Outflows/Inflows of Resources

In addition to assets, the financial statements 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 assets that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expenses/expenditure) until then. The TDA Funds have items that qualifies for reporting in this category that is related to pensions.

In addition to liabilities, the financial statements 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 assets that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time. The TDA Funds has items that qualifies for reporting in this category that is related to pensions, as well as resources for grant revenues not collected within the availability period and unavailable revenue relating to leases.

Defined Benefit Pension Plan

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the plans and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans (Note 8). For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

The following timeframes are used for pension reporting:

CalPERS	2024	2023
Valuation date	June 30, 2022	June 30, 2021
Measurement date	June 30, 2023	June 30, 2022
Measurement period	July 1, 2022 to June 30, 2023	July 1, 2021 to June 30, 2022

Compensated Absences

It is the City's policy to permit employees to accumulate earned but unused vacation, which will be paid to employees upon separation from service. The Local Transit Enterprise Fund accrues benefits in the period in which they are earned. Liabilities for vacation, holiday benefits and compensatory time are recorded when earned. The amount recorded in Compensated Absences at June 30, 2024 and 2023 for the Local Transit Enterprise Fund was \$40,938 and \$26,944, respectively.

Transfers Between Funds

With City Council approval, resources may be transferred from one City fund to another. The purpose of the majority of transfers is to reimburse a fund that has made expenditures on behalf of another fund.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 1 – Summary of Significant Accounting Policies (Continued)

Fund Balance

The Street Construction and Intermodal Building Operations Special Revenue Funds report fund balance as nonspendable, restricted, committed, assigned, or unassigned based primarily on the extent to which the City is bound to honor constraints on how specific amounts can be spent. Fund balances are categorized as follows:

Nonspendable – This amount indicated the portion of funds balances which cannot be spent because they are either not in spendable form, such as prepaid items, inventories or loans receivable, or legally or contractually required to be maintained intact, such as the principal portion of an endowment.

Restricted – This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

Committed – This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the City Council. These amounts cannot be used for any other purpose unless the City Council removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned – This classification includes amounts that are constrained by the City's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the City Council or through the City Council delegating this responsibility to the Finance Director through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

Unassigned – This amount indicates the portion of fund balance that does not fall into one of the above categories. However, in governmental funds other than the General Fund, if expenditures incurred for specific purposes exceed the amounts that are restricted, committed or assigned for those purposes, it may be necessary to report negative unassigned fund balance in that particular fund.

When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the City's policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the City's policy is to first apply committed fund balance, then assigned fund balance, and finally unassigned fund balance.

The City Council establishes, modifies, or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. This is done through adoption of the budget and subsequent budget amendments that occur throughout the year.

Net Position

The Local Transit Proprietary Fund utilizes a net position presentation. Net position is classified as follows:

Net Investment in Capital Assets – This category of net position consists of capital assets, net of accumulated depreciation and reduced by any debt outstanding and any deferred outflows/inflows of resources related to such borrowings that are attributable to the acquisition, construction or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is offset by unspent proceeds.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 1 – Summary of Significant Accounting Policies (Continued)

Net Position (Continued)

Restricted Net Position – This category presents restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Those assets are restricted due to external restrictions imposed by creditors (such as through bond covenants), grantors or laws and regulations of other governments and restrictions imposed through constitutional provisions or enabling legislation.

Unrestricted – This category represents net position of the City that is not restricted for any project or other purpose.

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

Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Note 2 – Deposits in the City's Pool

The City has pooled its cash and investments in order to achieve a higher return on investments while facilitating management of cash. Cash in excess of current requirements is invested in various interest-bearing accounts and other investments for varying terms. The balance of the TDA Funds' cash and investments, as of June 30, 2024 and 2023 were as follows:

	2024	2023
Governmental Funds	\$ -	\$ -
Proprietary Funds	\$ -	\$ -

The TDA Funds' cash is deposited in the City's internal investment pool, which is reported at fair value. The TDA Funds' do not own specifically identifiable securities in the City's pool.

Investments earnings is allocated based on average cash balances. Investment policies and associated risk factors applicable to the TDA Funds are those of the City and are included in the City's basic financial statements.

Note 3 – Restrictions

Funds received pursuant to TDA Article 8 in Street Construction and Intermodal Building Operations Special Revenue Funds may only be used for local streets and roads and projects for use by pedestrian and bicycles.

Funds received pursuant to TDA Article 8c in the Local Transit Enterprise Fund may only be used to provide local public transportation services for transit contracts.

As outlined in Public Utilities Code (PUC) Section 99233, LTF funds are restricted for transit services, bicycle and pedestrian facilities and projects, transportation planning and programming, and street construction and maintenance projects.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 4 – Leases Receivable

A summary of changes in leases receivable for the fiscal year ended June 30, 2024 was as follows:

Balance July 1, 2023	Additions	Reductions	Balance June 30, 2024	Amounts due within one year	Amounts due in more than one year
\$ 16,042	\$ -	\$ (9,608)	\$ 6,434	\$ 6,434	\$ -

A summary of changes in leases receivable for the fiscal year ended June 30, 2023 was as follows:

Balance July 1, 2022	Additions	Reductions	Balance June 30, 2023	Amounts due within one year	Amounts due in more than one year
\$ 51,528	\$ -	\$ (35,486)	\$ 16,042	\$ 9,608	\$ 6,434

At June 30, 2024, the required payments for these leases, including interest, are:

Year Ending June 30	Lease Receivable	Interest	Total
2025	\$ 6,434	\$ 13	\$ 6,447
	\$ 6,434	\$ 13	\$ 6,447

As of June 30, 2024, the amounts reported as lease-related deferred inflows of resources will be recognized as lease revenue in the upcoming years as follows:

Year Ending June 30	Total
2025	\$ 6,385
	\$ 6,385

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 5 – Capital Assets

A summary of changes in capital assets for the year ended June 30, 2024 is as follows:

	Balance July 1, 2023	Additions	Deletions/ Reclassification	Balance June 30, 2024
Capital assets, not being depreciated				
Land	\$ 320,500	\$ -	\$ -	\$ 320,500
Construction in progress	3,083	115,280	-	118,363
Total capital assets, not being depreciated	323,583	115,280	-	438,863
Capital assets, being depreciated				
Building and improvements	7,500,325	87,346	-	7,587,671
Equipment	3,167,719	488,721	(248,102)	3,408,338
Total capital assets, being depreciated	10,668,044	576,067	(248,102)	10,996,009
Accumulated depreciation:				
Building and improvements	(1,026,848)	(192,830)	-	(1,219,678)
Equipment	(1,830,757)	(293,288)	248,102	(1,875,943)
Total accumulated depreciation	(2,857,605)	(486,118)	248,102	(3,095,621)
Total capital assets, being depreciated, net	7,810,439	89,949	-	7,900,388
Total capital assets, net	\$ 8,134,022	\$ 205,229	\$ -	\$ 8,339,251

A summary of changes in capital assets for the year ended June 30, 2023 is as follows:

	Balance July 1, 2022	Additions	Deletions	Balance June 30, 2023
Capital assets, not being depreciated				
Land	\$ 320,500	\$ -	\$ -	\$ 320,500
Construction in progress	-	3,083	-	3,083
Total capital assets, not being depreciated	320,500	3,083	-	323,583
Capital assets, being depreciated				
Building and improvements	7,473,343	26,982	-	7,500,325
Equipment	2,685,717	482,002	-	3,167,719
Total capital assets, being depreciated	10,159,060	508,984	-	10,668,044
Accumulated depreciation:				
Building and improvements	(835,698)	(191,150)	-	(1,026,848)
Equipment	(1,593,588)	(237,169)	-	(1,830,757)
Total accumulated depreciation	(2,429,286)	(428,319)	-	(2,857,605)
Total capital assets, being depreciated, net	7,729,774	80,665	-	7,810,439
Total capital assets, net	\$ 8,050,274	\$ 83,748	\$ -	\$ 8,134,022

Depreciation expense for the years ended June 30, 2024 and 2023 was \$486,118 and \$428,319, respectively.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 6 – Pension Plans

Plan Description

Substantially all City employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the Miscellaneous Plan Agent multiple-employer defined benefit plan or the Safety Plan Cost-sharing multiple-employer defined benefit administered by California Public Employees Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee's Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Benefits Provided

CalPERS provide retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Classic CalPERS member becomes eligible for service retirement upon attainment of age 55 with at least 5 years of credited service. PEPR miscellaneous members become eligible for service retirement upon attainment of age 62 with at least 5 years of service. The service retirement benefit is a monthly allowance equal to the product of the benefit factor, years of service, and final compensation. The final compensation is the monthly average of the member's highest 36 full-time equivalent monthly pay.

Following are the benefit provisions for each plan:

Hire Date	Miscellaneous Plan		
	Prior to January 1, 2011	January 1, 2011 thru January 1, 2013	On or After January 1, 2013
Benefit formula	2.5% @ 55	2% @ 60	2% @ 62
Benefit vesting schedule	5 years service	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life	Monthly for life
Retirement age	50 - 55	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	2.000% to 2.500%	1.092% to 2.418%	1.000% to 2.500%
Required employee contribution rates	8.00%	7.000%	6.900%
Required employer contribution rates	11.010%	11.010%	11.0.1%
Final Annual Compensation	1 year	3 years	3 years

Employees Covered

At June 30, 2024 and 2023 (measurement dates 2023 and 2022), the following employees were covered by the benefit terms for the Miscellaneous Plan:

	2024	2023
Contributions - employer	\$ 112,877	\$ 127,056
Contributions - employees	25,481	55,028

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 6 – Pension Plans (Continued)

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The City is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the years ended June 30, 2024 and 2023 (measurement dates 2023 and 2022), the contributions recognized as part of pension expense were:

	2024	2023
Contributions - employer	\$ 112,877	\$ 127,056
Contributions - employees	25,481	55,028

Net Pension Liability

The Transit Fund's net pension liability is measured as the total pension liability less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2023, using an annual actuarial valuation as of June 30, 2022 rolled forward to June 30, 2023 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Actuarial Assumptions – The total pension liabilities in the June 30, 2022 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	June 30, 2022
Measurement Date	June 30, 2023
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.50%
Payroll Growth	2.75%
Salary Increases	Varies by Entry Age and Service
Investment Rate of Return	7.00%
Mortality Rate Table	Derived using CalPERS' Membership Data for all Funds. The mortality table used was
Post Retirement Benefit Increase	The lesser of contract COLA or 2.30% until Purchasing Power Protection. Allowance floor on purchasing power applies, 2.30% thereafter.

(1) Net of pension plan investment and administrative expenses; includes inflation.

(2) The mortality table used was developed based on CalPERS's specific data. The table includes 15 years of mortality improvements using the Society of Actuaries Scale 90% of scale MP 2016.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 6 – Pension Plans (Continued)

Net Pension Liability (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 7.15 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15 percent discount rate is adequate, and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15 percent is applied to all plans in the Public Employees Retirement Fund (PERF). The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called “GASB Crossover Testing Report” that can be obtained at CalPERS’ website under the GASB 68 section.

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

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

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class	Assumed Asset Allocation	Real Return ^{1,2}
Global equity - cap-weighted	30.00%	4.45%
Global equity - non-cap-weighted	12.00%	3.84%
Private equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed securities	5.00%	0.50%
Investment grade corporates	10.00%	1.56%
High yield	5.00%	2.27%
Emerging market debt	5.00%	2.48%
Private debt	5.00%	3.57%
Real assets	15.00%	3.21%
Liquidity	-5.00%	-0.59%

¹ An expected inflation of 2.30% used for this period.

² Figures are based on the 2021 Asset Liability Management study.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 6 – Pension Plans (Continued)

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents The TDA Fund's net pension liability at June 30, 2024 and 2023, calculated using the discount rate, as well as what The TDA Fund's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	2024	2023
1% Decrease	5.90%	6.15%
Net Pension Liability	\$ 1,458,853	\$ 1,437,324
Current Discount Rate	6.90%	7.15%
Net Pension Liability	\$ 1,030,858	\$ 1,016,682
1% Increase	7.90%	8.15%
Net Pension Liability	\$ 674,993	\$ 669,684

Changes in the Net Pension Liability

At June 30, 2024 (measurement date 2023), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2022 (Valuation Date)	\$ 1,986,403	\$ 969,721	\$ 1,016,682
Changes in the year:			
Service cost	56,285	-	56,285
Interest on the total pension liability	219,371	-	219,371
Changes of assumptions	5,759	-	5,759
Differences between expected and actual experience	6,184	-	6,184
Benefit payments, including refunds of member contributions	(176,535)	(176,535)	-
Contributions - employer	-	112,877	(112,877)
Contributions - employee	-	25,481	(25,481)
Net investment income	-	136,710	(136,710)
Administrative expense	-	(1,645)	1,645
Net Changes	111,064	96,888	14,176
Balance at June 30, 2023 (Measurement Date)	\$ 2,097,467	\$ 1,066,609	\$ 1,030,858

At June 30, 2023 (measurement date 2022), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2021 (Valuation Date)	\$ 1,539,371	\$ 1,375,464	\$ 163,907
Changes in the year:			
Service cost	131,181	-	131,181
Interest on the total pension liability	519,691	-	519,691
Differences between expected and actual experience	(42,109)	-	(42,109)
Benefit payments, including refunds of member contributions	(417,687)	(417,687)	-
Contributions - employer	-	127,056	(127,056)
Contributions - employee	-	55,028	(55,028)
Net investment income	-	(166,409)	166,409
Administrative expense	-	(3,731)	3,731
Net Changes	447,032	(405,743)	852,775
Balance at June 30, 2022 (Measurement Date)	\$ 1,986,403	\$ 969,721	\$ 1,016,682

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 6 – Pension Plans (Continued)

Changes in the Net Pension Liability (Continued)

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

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2024 and 2023, The Transit Fund recognized pension expense of \$158,412 and \$110,926, respectively. At June 30, 2024 and 2023, The Transit Fund reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2024		2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 112,877	\$ -	\$ 127,056	\$ -
Differences between expected and actual experience	108,180	-	108,812	-
Changes in assumptions	20,892	-	62,754	-
Net differences between projected and actual earnings on pension plan investments	4,111	(3,441)	-	(15,457)
Total	<u>\$ 246,060</u>	<u>\$ (3,441)</u>	<u>\$ 298,622</u>	<u>\$ (15,457)</u>

The \$112,877 and \$127,056 reported as deferred outflows of resources related to contributions subsequent to the measurement date for the two plans will be recognized as a reduction of the net pension liability in the year ended June 30, 2025 and 2024, respectively.

As of the measurement dates, June 30, 2023 and 2022, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

2024		2023	
Year Ended June 30	Miscellaneous Plan	Year Ended June 30	Miscellaneous Plan
2024	\$ 37,537	2023	\$ 46,741
2025	16,088	2024	32,324
2026	73,242	2025	6,589
2027	2,875	2026	70,455
2028	-	2027	-
Total	<u>\$ 129,742</u>	Total	<u>\$ 156,109</u>

Payable to the Pension Plan

As of June 30, 2024 and 2023, the City reported a payable of \$0 for the outstanding amount of contributions to the Miscellaneous pension plan required for the years ended June 30, 2024 and 2023.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 7 – Fare Ratio

The City is required to maintain a minimum fare revenue to operating expenses ratio of 15% in accordance with the Transportation Development Act. The amounts included in the fare box ratio calculation represent only the Madera Metro and Dial-A-Ride divisions of the Local Transit Fund and are not meant to be a representative of the Local Transit Fund as a whole.

The calculation of the fare revenue ratio for Madera Metro and Dial-A-Ride is as follows for the year ended June 30, 2024:

	Madera Metro	Dial-A-Ride	Total
Passenger fares	\$ 27	\$ 3,313	\$ 3,340
State of Good Repair fare supplement	-	-	-
Other	-	-	-
Total fares	<u>\$ 27</u>	<u>\$ 3,313</u>	<u>\$ 3,340</u>
Operating expenses	\$ 2,595,713	1,369,381	\$ 3,965,094
Allowable TDA adjustments:			
Depreciation	(469,082)	(17,037)	(486,119)
Net operating expenses	<u>\$ 2,126,631</u>	<u>\$ 1,352,344</u>	<u>\$ 3,478,975</u>
Fare revenue ratio	<u>0.00%</u>	<u>0.24%</u>	<u>0.10%</u>

The calculation of the fare revenue ratio for Madera Metro and Dial-A-Ride (DAR) is as follows for the year ended June 30, 2023:

	Madera Metro	Dial-A-Ride	Total
Passenger fares	\$ -	\$ 27	\$ 27
LCTOP fare supplement	26,982	-	26,982
Interest	879	879	1,758
Total fares	<u>\$ 27,861</u>	<u>\$ 906</u>	<u>\$ 28,767</u>
Operating expenses	\$ 2,442,728	\$ 1,461,707	\$ 3,904,435
Allowable TDA adjustments:			
Depreciation	(411,282)	(17,037)	(428,319)
Net operating expenses	<u>\$ 2,031,446</u>	<u>\$ 1,444,670</u>	<u>\$ 3,476,116</u>
Fare revenue ratio	<u>1.37%</u>	<u>0.06%</u>	<u>0.83%</u>

As of April 16, 2020, the City eliminated fares due to COVID-19, which therefore had an impact on fare collections. Although the City is required to maintain a fare revenue ratio of 15%, Assembly Bill 90 waived the fare revenue ratio penalty for operators not meeting the ratio requirement for the fiscal years ending June 30, 2024 and 2023.

City of Madera
Transportation Development Act Funds
Notes to the Financial Statements (Continued)
For the Years Ended June 30, 2024 and 2023

Note 8 – Proposition 1B (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 million was set aside by the State, as instructed by statute, as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements and for rolling stock procurement, rehabilitation or replacement. Proposition 1B activities during the fiscal years ended June 30, 2024 and 2023 was as follows:

	2024	2023
Unspent PTMISEA Funds, beginning of year	\$ -	\$ -
Funds received	358,592	41,733
Funds used	(358,592)	(41,733)
Unspent PTMISEA Funds, end of year	<u>\$ -</u>	<u>\$ -</u>

Note 9 – Net Position Unrestricted Deficit / Deficit Fund Balance

As of June 30, 2024 and 2023, the Local Transit Enterprise Fund ended the year in a deficit unrestricted net position of \$682,055 and \$635,478, respectively. The unrestricted net position (deficit) results primarily from the recording of the Local Transit Enterprise Fund's net pension liability.

As of June 30, 2023, the Street Construction Special Revenue Fund ended the year in a deficit fund balance of \$1,242,142. This deficit was eliminated as of June 30, 2024, as a result of a local transportation fund reimbursement.

Note 10 – Contingencies

Litigation

The City is a defendant in certain legal actions arising in the normal course of operations. Liabilities for the probable amounts of loss associated with these claims are covered through the Central San Joaquin Valley Risk Management Authority. The City management believes that the City's insurance programs are sufficient to cover any potential losses should an unfavorable outcome materialize.

TDA Funds

The TDA funds are subject to program compliance audits by the grantors and their representatives. Any liability for reimbursement which may arise as the result of these audits is not believed to be material.

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REQUIRED SUPPLEMENTARY INFORMATION

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City of Madera
Transportation Development Act Funds
Required Supplementary Information (Unaudited)
Budgetary Information
For the Years Ended June 30, 2024 and 2023

Note 1 – Budgetary Information

The City establishes annual budgets for the Transportation Development Act Funds. Except for encumbrances and long-term projects in progress, which are carried forward to the following year, all appropriations remaining will lapse at year-end. The following procedures are followed in establishing the budgetary data reflected in the budgetary comparison schedules:

1. The department heads prepare a budget request based upon the previous year's expenditures.
2. A meeting is held between the department heads, the Finance Director and the City Administrator for the purpose of reviewing and prioritizing the budget requests.
3. The City Administrator submits the proposed City budget to the City Council, who makes decisions regarding department budgets.
4. The approved budget is placed in the City accounting system and monitored by the Finance Department as well as by the department heads.
5. Department heads may, with the City Administrator's authorization, transfer amounts between line items which do not change the original operational budget appropriation limit of the department. The transfers between departments and funds require approval of the City Council.
6. Budgets are adopted on the modified accrual basis. Revenues are budgeted in the year receipt is expected, and expenditures are budgeted in the year that the applicable purchase orders are expected to be issued. Budgeted amounts are maintained as originally adopted and as further amended by the City Council. The level of control (level at which expenditures may not exceed budget) is at fund level for the Transportation Development Act Funds.

City of Madera
Transportation Development Act Funds
Required Supplementary Information (Unaudited)
Budgetary Comparison Schedule – Street Construction Special Revenue Fund
For the Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget Favorable/ (Unfavorable)
REVENUES:				
Local transportation funds	\$ 3,086,290	\$ 5,281,815	\$ 2,014,207	\$ (3,267,608)
Utility reimbursements	-	-	268,813	268,813
Total revenues	<u>3,086,290</u>	<u>5,281,815</u>	<u>2,283,020</u>	<u>(2,998,795)</u>
EXPENDITURES:				
Street and road maintenance	1,952,040	4,375,599	8,557	4,367,042
Administration	-	19,637	19,637	-
Total expenditures	<u>1,952,040</u>	<u>4,395,236</u>	<u>28,194</u>	<u>4,367,042</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>1,134,250</u>	<u>886,579</u>	<u>2,254,826</u>	<u>1,368,247</u>
OTHER FINANCING SOURCES (USES):				
Transfers out	(512,000)	(969,810)	(581,360)	(388,450)
Total other financing sources (uses)	<u>(512,000)</u>	<u>(969,810)</u>	<u>(581,360)</u>	<u>(388,450)</u>
Net change in fund balance	<u>\$ 622,250</u>	<u>\$ (83,231)</u>	<u>1,673,466</u>	<u>\$ 1,756,697</u>
FUND BALANCE (DEFICIT):				
Beginning of year			(1,242,142)	
End of year			<u>\$ 431,324</u>	

City of Madera
Transportation Development Act Funds
Required Supplementary Information (Unaudited)
Budgetary Comparison Schedule – Street Construction Special Revenue Fund
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
				Favorable/ (Unfavorable)
REVENUES:				
Local transportation funds	\$ 3,086,290	\$ 3,086,290	\$ 887,217	\$ (2,199,073)
Total revenues	<u>3,086,290</u>	<u>3,086,290</u>	<u>887,217</u>	<u>(2,199,073)</u>
EXPENDITURES:				
Street and road maintenance	1,952,040	2,112,945	302,127	1,810,818
Administration	-	129,250	110,873	18,377
Total expenditures	<u>1,952,040</u>	<u>2,242,195</u>	<u>413,000</u>	<u>1,829,195</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>1,134,250</u>	<u>844,095</u>	<u>474,217</u>	<u>(369,878)</u>
OTHER FINANCING SOURCES (USES):				
Transfers out	(512,000)	(512,000)	(512,000)	-
Total other financing sources (uses)	<u>(512,000)</u>	<u>(512,000)</u>	<u>(512,000)</u>	<u>-</u>
Net change in fund balance	<u>\$ 622,250</u>	<u>\$ 332,095</u>	<u>(37,783)</u>	<u>\$ (369,878)</u>
FUND BALANCE (DEFICIT):				
Beginning of year			(1,204,359)	
End of year			<u>\$ (1,242,142)</u>	

City of Madera
Transportation Development Act Funds
Required Supplementary Information (Unaudited)
Budgetary Comparison Schedule – Intermodal Building Special Revenue Fund
For the Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget Favorable/ (Unfavorable)
REVENUES:				
Other intergovernmental	\$ 50,000	\$ 184,919	\$ 150,092	\$ (34,827)
Investment income (loss)	-	-	26,032	26,032
Building rents and leases	38,180	29,068	2,005	(27,063)
Utility reimbursements	-	-	1,216	1,216
Total revenues	88,180	213,987	179,345	(34,642)
EXPENDITURES:				
Intermodal building improvements	39,358	72,063	72,063	-
Administration	67,547	91,023	68,500	22,523
Total expenditures	106,905	163,086	140,563	22,523
REVENUES OVER (UNDER) EXPENDITURES	(18,725)	50,901	38,782	(12,119)
OTHER FINANCING SOURCES (USES):				
Transfers out	(4,326)	(12,385)	(12,385)	-
Total other financing sources (uses)	(4,326)	(12,385)	(12,385)	-
Net change in fund balance	\$ (23,051)	\$ 38,516	26,397	\$ (12,119)
FUND BALANCE:				
Beginning of year			26,361	
End of year			\$ 52,758	

City of Madera
Transportation Development Act Funds
Required Supplementary Information (Unaudited)
Budgetary Comparison Schedule – Intermodal Building Special Revenue Fund
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
				Favorable/ (Unfavorable)
REVENUES:				
Other intergovernmental	\$ 50,000	\$ 50,000	\$ 91,909	\$ 41,909
Investment income (loss)	-	-	2,318	2,318
Building rents and leases	38,180	38,180	25,743	(12,437)
Utility reimbursements	-	-	994	994
Total revenues	88,180	88,180	120,964	32,784
EXPENDITURES:				
Intermodal building improvements	39,358	39,358	39,358	-
Administration	67,547	67,547	77,367	(9,820)
Total expenditures	106,905	106,905	116,725	(9,820)
REVENUES OVER (UNDER) EXPENDITURES	(18,725)	(18,725)	4,239	22,964
OTHER FINANCING SOURCES (USES):				
Transfers out	(4,326)	(4,326)	(4,326)	-
Total other financing sources (uses)	(4,326)	(4,326)	(4,326)	-
Net change in fund balance	\$ (23,051)	\$ (23,051)	(87)	\$ 22,964
FUND BALANCE:				
Beginning of year			26,448	
End of year			\$ 26,361	

City of Madera
Transportation Development Act Funds
Required Supplementary Information (Unaudited)
Schedule of Changes in the Net Pension Liability and Related Ratios
Last Ten Years
As of June 30, 2024

	Miscellaneous Plan								
Measurement period, year ended	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015¹
Total pension liability									
Service cost	\$ 56,285	\$ 131,181	\$ 44,556	\$ 9,450	\$ 9,529	\$ 35,157	\$ 45,758	\$ 23,194	\$ 55,836
Interest on total pension liability	219,371	519,691	184,297	35,639	31,322	100,662	139,221	79,747	187,358
Differences between expected and actual experience	6,184	(42,109)	(19,752)	(5,662)	(17,373)	17,767	70,384	1,771	(9,944)
Changes in assumptions	5,759	255,956	-	-	-	(10,968)	111,629	-	(43,820)
Changes in benefit terms	-	-	-	-	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(176,535)	(417,687)	(153,274)	(26,879)	(22,632)	(69,901)	(95,528)	(52,635)	(125,713)
Net change in total pension liability	111,064	447,032	55,827	12,548	846	72,717	271,464	52,077	63,717
Total pension liability - beginning	1,986,403	1,539,371	1,483,544	1,470,996	1,470,150	1,397,433	1,125,969	1,073,892	1,137,609
Total pension liability - ending (a)	\$ 2,097,467	\$ 1,986,403	\$ 1,539,371	\$ 1,483,544	\$ 1,470,996	\$ 1,470,150	\$ 1,397,433	\$ 1,125,969	\$ 1,073,892
Plan fiduciary net position									
Contributions - employer	112,877	127,056	47,937	69,469	43,907	43,613	40,011	35,280	29,624
Contributions - employee	25,481	55,028	12,075	11,431	3,226	1,140	10,395	17,221	13,938
Investment income (net of administrative expenses)	136,710	(166,409)	247,045	49,142	16,026	6,440	72,614	6,269	22,986
Benefit payments	(176,535)	(417,687)	(2,555)	(75,901)	(22,632)	(69,901)	(95,528)	(52,635)	(125,713)
Plan to plan resources	-	-	-	-	1	-	(22)	9	-
Other	(1,645)	(3,731)	41,862	(1,392)	(29,932)	(40,179)	(187,079)	11,102	(2,184)
Net change in plan fiduciary net position	96,888	(405,743)	346,364	52,749	10,596	(58,887)	(159,609)	17,246	(61,349)
Plan fiduciary net position - beginning	969,721	1,375,464	1,013,608	1,005,760	1,016,062	953,573	789,233	800,823	739,474
Plan fiduciary net position - ending (b)	\$ 1,066,609	\$ 969,721	\$ 1,375,464	\$ 1,013,608	\$ 1,005,760	\$ 1,016,062	\$ 953,573	\$ 789,233	\$ 800,823
Net pension liability - ending (a)-(b)	\$ 1,030,858	\$ 1,016,682	\$ 163,907	\$ 469,936	\$ 465,236	\$ 454,088	\$ 443,860	\$ 336,736	\$ 273,069
Plan fiduciary net position as a percentage of the total pension liability	50.85%	48.82%	89.35%	68.32%	68.37%	69.11%	68.24%	70.09%	74.57%
Covered payroll	\$ 161,849	\$ 157,135	\$ 152,558	\$ 148,115	\$ 158,985	\$ 184,737	\$ 201,000	\$ 155,118	\$ 141,403
Net pension liability as a percentage of covered payroll	636.92%	647.01%	107.44%	317.28%	292.63%	245.80%	220.83%	217.08%	193.11%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014. This applies for voluntary benefit changes as well as any offers of Two Years of Additional Service Credit (a.k.a. Golden Handshakes)

¹ Historical information is presented only for measurement periods for which GASB 68 is applicable.

City of Madera
Transportation Development Act Funds
Required Supplementary Information (Unaudited)
Schedule of Contributions
Last Ten Years
For the Year Ended June 30, 2024

	Miscellaneous Plan				
Fiscal Year:	2023-24	2022-23	2021-22	2020-21	2019-20
Contractually determined contribution (actuarially determined)	\$ 112,877	\$ 127,056	\$ 127,056	\$ 69,469	\$ 43,907
Contributions in relation to the actuarially determined contributions	(112,877)	(127,056)	(127,056)	(69,469)	(43,907)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 161,849	\$ 157,135	\$ 152,558	\$ 148,115	\$ 158,985
Contributions as a percentage of covered payroll	69.74%	80.86%	83.28%	46.90%	27.62%
Fiscal Year:	2018-19	2017-18	2016-17	2015-16	2014-15
Contractually determined contribution (actuarially determined)	\$ 43,613	\$ 40,011	\$ 35,280	\$ 29,624	\$ 24,378
Contributions in relation to the actuarially determined contributions	(43,613)	(40,011)	(35,280)	(29,624)	(24,378)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 184,737	\$ 201,000	\$ 155,118	\$ 141,403	\$ 135,484
Contributions as a percentage of covered payroll	23.61%	19.91%	22.74%	20.95%	17.99%

Notes to Schedule

Methods and assumptions used to determine contribution rates:

The actuarial methods and assumption used to set the actuarially determined contributions for Fiscal Year 2024 were derived from the June 30, 2022 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2021 Funding Valuation Report
Asset valuation method	Actuarial Value of Assets. For details, see June 30, 2017 Funding Valuation Report.
Inflation	2.30%
Salary increases	Varies by entry age and service
Payroll growth	2.50%
Investment rate of return	6.90% net of pension plan investment and administrative expenses.
Retirement age	The probabilities of retirement are based on the 2021 CalPERS Experience Study for the period from 2000 and 2019.
Mortality	The probabilities of mortality are based on the 2021 experience study report. The mortality table was developed based on CalPERS-specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries.

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COMPLIANCE REPORT

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**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**

Independent Auditors' Report

To the Honorable Mayor and Members of the City Council
of the City of Madera
Madera, California

We have audited, in accordance with generally accepted auditing standards 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 accompanying financial statements of the Transportation Development Act Funds (the "TDA Funds") of the City of Madera, California (the "City"), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the TDA Transit Funds' financial statements, and have issued our report thereon dated March 13, 2025.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the TDA Funds' 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 TDA Funds' internal control. Accordingly, we do not express an opinion on the effectiveness of the TDA Funds' 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 or significant deficiencies may exist that have not been identified.

To the Honorable Mayor and Members of the City Council
of the City of Madera
Madera, California
Page 2

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the TDA 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 determination of financial statement amounts. 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*.

In connection with our audit referred to above, we also performed an audit for compliance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Madera County Transportation Commission, for the year ended June 30, 2024. In connection with our audit, we performed to the extent applicable, the compliance audit tasks set forth in Sections §6666 and §6667 of Title 21, Division 3, Chapter 2, Article 5.5 of the *California Code of Regulations*. The results of performing the tasks specified above disclosed no instances of noncompliance with the applicable statutes, rules, and regulations of the Act, and the allocation instructions and resolutions of the Madera County Transportation Commission. In our opinion, the funds allocated to and received by the TDA Funds for the year ended June 30, 2024, pursuant to the Transportation Development Act, were accounted for and expended in conformance with the Transportation Development Act, the *California Code of Regulations*, and the rules and regulations and allocation instructions of the Madera County Transportation Commission.

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 to express an opinion on the compliance of the TDA Funds with the Transportation Development Act, the California Code of Regulations, and the allocation instructions and resolutions of the Madera County Transportation Commission, and not to provide an opinion on the effectiveness of the TDA Funds' internal control or on other compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the TDA Funds' internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "The Pw Group, LLP". The signature is written in a cursive, flowing style.

Santa Ana, California
March 13, 2025