

**TRI-VALLEY TRANSPORTATION COUNCIL**  
**(A JOINT POWERS AUTHORITY)**  
ANNUAL FINANCIAL REPORT  
AS OF JUNE 30, 2021 and 2020  
WITH  
INDEPENDENT AUDITORS' REPORTS THEREON

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**TRI-VALLEY TRANSPORTATION COUNCIL**  
**(A JOINT POWERS AUTHORITY)**  
**ANNUAL FINANCIAL REPORT**  
**JUNE 30, 2021 and 2020**

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## **INDEPENDENT AUDITORS' REPORT**

Board Members  
Tri-Valley Transportation Council  
San Ramon, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities of the Tri-Valley Transportation Council (the "Council"), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Council's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

The Council's 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.

### ***Auditors' Responsibility***

Our responsibility is to express opinions on these financial statements based on our audits. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the Council, as of June 30, 2021 and 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

***Other Matters***

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that management's discussion and analysis on pages 3 – 5 be presented to supplement the basic financial statements. Such 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. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. 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.



CROPPER ROWE, LLP  
Walnut Creek, California  
February 2, 2022

**TRI-VALLEY TRANSPORTATION COUNCIL**  
(A JOINT POWERS AUTHORITY)  
Management's Discussion and Analysis  
June 30, 2021

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**THE PURPOSE OF THE TRI-VALLEY TRANSPORTATION COUNCIL:**

In 1991, the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon signed a Joint Powers Agreement (JPA) that established the Tri-Valley Transportation Council (the "Council"). The purpose of the JPA was the joint preparation of a Tri-Valley Transportation Plan/Action Plan (TVTC Action Plan) for Routes of Regional Significance (RRS) and cost sharing of recommended improvements.

The Council adopted the TVTC Action plan in 1995. The TVTP/AP was later updated in 2000, 2009, and 2014. The Plan is a mutual understanding and agreement on Tri-Valley transportation concerns and recommendations for improvements. The Plan also identifies specific regional transportation improvements for funding and implementation.

In 1998, through a Joint Exercise Powers Agreement (JEPA), the seven member agencies that comprise the Council approved the Tri-Valley Transportation Development Fee (TVTDF) program. The TVTDF is intended to allocate fair share costs for the regional improvement projects identified in the TVTP/AP.

In 1999, the Council adopted a Strategic Expenditure Plan (SEP) which identified priorities, project sponsors, and funding plan for 11 regional transportation projects (List A). The Council then expanded this list to add 11 new projects (List B).

In 2008, the Council adopted a TVTC Fee Nexus Study (Nexus Study). The Council completed a Validation Review of the Nexus Study in 2017. The Nexus Study summarizes the status of the 22 projects, estimates revenues from the TVTDF over a 10-year horizon, and provides a funding plan for the remaining projects.

**THE BASIC FINANCIAL STATEMENTS**

The Basic Financial Statements comprise the *Statement of Net Position* and *Statement of Activities* for the Combined Government-wide and Fund Financial Statements. These statements present the Council's financial activities as a whole. The *Statement of Net Position* and *Statement of Activities* include all assets and liabilities using the full accrual basis of accounting similar to the accounting model used by private sector firms.

**Statement of Net Position**

The *Statement of Net Position* (Basic Financial Statements, page 5) is a snapshot of the Council's financial position at the end of the Fiscal Year (FY) 2021. The Council's assets are all current assets, i.e. cash and receivables. The Council has no capital assets. For the year ended June 30, 2021, net position totaled \$19,508,324.

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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Management's Discussion and Analysis  
June 30, 2021

**Table 1. Statement of Net Position as of June 30:**

	<u>2021</u>	<u>2020</u>	<u>\$ Change</u>	<u>% Change</u>
<b>Assets</b>				
Cash and equivalents	\$ 25,562,366	\$ 22,798,000	\$ 2,764,366	12.1%
Interest receivable	20,029	75,519	(55,490)	-73.5%
Prepaid expenses	584	550	34	6.2%
Developer fee receivables	845,282	717,630	127,652	17.8%
	<u>\$ 26,428,261</u>	<u>\$ 23,591,699</u>	<u>\$ 2,836,562</u>	<u>12.0%</u>
<b>Liabilities and Net Position</b>				
Liabilities	\$ 6,919,937	\$ 19,552	\$ 6,900,385	35,292.5%
Unrestricted Net Position	19,508,324	23,572,147	(4,063,823)	-17.2%
	<u>\$ 26,428,261</u>	<u>\$ 23,591,699</u>	<u>\$ 2,836,562</u>	<u>12.0%</u>

**Statement of Activities**

The Statement of Activities (Basic Financial Statements, page 7) presents the Council's revenue and incurred expenses for the year ended June 30, 2021. All financial activities incurred for the Council are recorded here, including operational expenses, capital project costs, depreciation and accrued liabilities, when applicable. Since revenues are dependent on new construction, the Council's financial position is generally subject to the same fluctuations as the economy.

**Table 2. Statement of Activities for the Fiscal Years Ended June 30:**

	<u>2021</u>	<u>2020</u>	<u>\$ Change</u>	<u>% Change</u>
<b>General Expenses</b>				
Transportation improvements	\$ 6,490,000	\$ -	\$ 6,490,000	-
Accounting fees	14,710	10,840	3,870	35.7%
Legal fees	12,229	16,605	(4,376)	-26.4%
Nexus study	144,957	20,350	124,607	612.3%
Administrative	28,203	28,133	70	0.2%
Refund of fees	410,018	-	410,018	-
<b>Total General Expenses</b>	<u>7,100,117</u>	<u>75,928</u>	<u>7,024,189</u>	<u>9,251.1%</u>
<b>General Revenues</b>				
Interest income	129,530	391,527	(261,997)	-66.9%
Development fees				
Alameda County	11,563	7,411	4,152	56.0%
Town of Danville	130,615	-	130,615	-
City of Dublin	1,153,649	1,100,826	52,823	4.8%
City of Livermore	595,755	2,994,557	(2,398,802)	-80.1%
City of Pleasanton	154,698	209,673	(54,975)	-26.2%
City of San Ramon	174,231	139,121	35,110	25.2%
Contra Costa County	646,933	270,247	376,686	139.4%
<b>Total General Revenues</b>	<u>2,996,974</u>	<u>5,113,362</u>	<u>(2,116,388)</u>	<u>-41.4%</u>
Change in Net Position	(4,103,143)	5,037,434	(9,140,577)	-181.5%
Beginning Net Position, as previously stated	23,572,147	18,534,713	5,037,434	27.2%
Prior period adjustment	39,320	-	39,320	100.0%
Beginning Net Position, as restated	<u>23,611,467</u>	<u>18,534,713</u>	<u>5,076,754</u>	<u>27.4%</u>
<b>Ending Net Position</b>	<u>\$19,508,324</u>	<u>\$ 23,572,147</u>	<u>\$ (4,063,823)</u>	<u>-17.2%</u>

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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Management's Discussion and Analysis  
June 30, 2021

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**CONTACTING THE COUNCIL'S FINANCIAL MANAGEMENT**

This Management's Discussion and Analysis is intended to provide the reader with a narrative overview of the Council's financial statements for the year ended June 30, 2021. Questions concerning any information provided in this report or requests for additional financial information should be directed to:

Tri-Valley Transportation Council  
Lisa Bobadilla TVTC Administrator  
City of San Ramon  
7000 Bollinger Canyon Road  
San Ramon, CA 94583

**TRI-VALLEY TRANSPORTATION COUNCIL**  
**(A JOINT POWERS AUTHORITY)**  
 Combined Government-Wide and Fund Financial Statements  
 Statement of Net Position and Governmental Funds Balance Sheet  
 June 30, 2021

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	<u><b>ASSETS</b></u>		
	<u>General Fund</u>	<u>Adjustments (Note 2)</u>	<u>Statement of Net Position</u>
Cash and cash equivalents (Note 3)	\$ 25,562,366	\$ -	\$ 25,562,366
Interest receivable	20,027	2	20,029
Prepaid expenses	584	-	584
Development fees receivable (Note 1E)	<u>773,404</u>	<u>71,878</u>	<u>845,282</u>
 Total Assets	 <u>\$ 26,356,381</u>	 <u>\$ 71,880</u>	 <u>\$ 26,428,261</u>

**LIABILITIES AND NET POSITION**

Accounts payable	<u>\$ 6,919,937</u>	<u>\$ -</u>	<u>\$ 6,919,937</u>
 Total Liabilities	 <u>6,919,937</u>	 <u>-</u>	 <u>6,919,937</u>
 Fund Balance/Net Position (Note 4)			
Committed Fund Balance	-	-	-
Assigned/Unrestricted	<u>19,436,444</u>	<u>71,880</u>	<u>19,508,324</u>
Total Fund Balance/Net Position	<u>19,436,444</u>	<u>71,880</u>	<u>19,508,324</u>
Total Liabilities and Fund Balance/Net Position	<u>\$ 26,356,381</u>	<u>\$ 71,880</u>	<u>\$ 26,428,261</u>

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

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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 Combined Government-Wide and Fund Financial Statements  
 Statement of Net Position and Governmental Funds Balance Sheet  
 June 30, 2020

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	<u>ASSETS</u>		<u>Statement of Net Position</u>
	<u>General Fund</u>	<u>Adjustments (Note 2)</u>	
Cash and cash equivalents (Note 3)	\$22,798,000	\$ -	\$ 22,798,000
Interest receivable	75,519	-	75,519
Prepaid expenses	550	-	550
Development fees receivable (Note 1E)	<u>713,910</u>	<u>3,720</u>	<u>717,630</u>
 Total Assets	 <u>\$ 23,587,979</u>	 <u>\$ 3,720</u>	 <u>\$ 23,591,699</u>

**LIABILITIES AND NET POSITION**

Accounts payable	<u>\$ 19,552</u>	<u>\$ -</u>	<u>\$ 19,552</u>
 Total Liabilities	 <u>19,552</u>	 <u>-</u>	 <u>19,552</u>
 Fund Balance/Net Position (Note 4)			
Committed Fund Balance	6,490,000	(6,490,000)	-
Assigned/Unrestricted	<u>17,078,427</u>	<u>6,488,257</u>	<u>23,572,147</u>
Total Fund Balance/Net Position	<u>23,568,427</u>	<u>(1,743)</u>	<u>23,572,147</u>
Total Liabilities and Fund Balance/Net Position	<u>\$ 23,587,979</u>	<u>\$ (1,743)</u>	<u>\$ 23,591,699</u>

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

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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 Combined Government-Wide and Fund Financial Statements  
 Statement of Activities and  
 Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance  
 For the Year Ended June 30, 2021

	<u>General Fund</u>	<u>Adjustments (Note 2)</u>	<u>Statement of Activities</u>
<b>General Expenditures/Expenses</b>			
Transportation improvements (Note 5)	\$ 6,490,000	\$ -	\$ 6,490,000
Accounting fees	14,710	-	14,710
Legal fees	12,229	-	12,229
Nexus study	144,957	-	144,957
Administrative	28,203	-	28,203
Refund of development fees	<u>410,018</u>	<u>-</u>	<u>410,018</u>
<b>Total General Expenditures/Expenses</b>	<u>7,100,117</u>	<u>-</u>	<u>7,100,117</u>
<b>General Revenues:</b>			
Interest income from:			
LAIF	128,859	-	128,859
Member agencies	<u>669</u>	<u>2</u>	<u>671</u>
	<u>129,528</u>	<u>2</u>	<u>129,530</u>
Development fees:			
Alameda County	-	11,563	11,563
Town of Danville	74,020	56,595	130,615
City of Dublin	1,153,649	-	1,153,649
City of Livermore	595,755	-	595,755
City of Pleasanton	154,698	-	154,698
City of San Ramon	181,316	(7,085)	174,231
Contra Costa County	<u>646,933</u>	<u>-</u>	<u>646,933</u>
Total development fees	<u>2,806,371</u>	<u>61,073</u>	<u>2,867,444</u>
<b>Total General Revenues</b>	<u>2,935,899</u>	<u>61,075</u>	<u>2,996,974</u>
Change in fund balance/net position	<u>(4,164,218)</u>	<u>61,075</u>	<u>(4,103,143)</u>
Fund Balance/Net Position July 1, 2020, as previously stated	23,568,427	3,720	23,572,147
Prior period adjustment	<u>32,235</u>	<u>7,085</u>	<u>39,320</u>
Fund Balance/Net Position July 1, 2020, as restated	<u>23,600,662</u>	<u>10,805</u>	<u>23,611,467</u>
Fund Balance/Net Position June 30, 2021	<u>\$ 19,436,444</u>	<u>\$ 71,880</u>	<u>\$ 19,508,324</u>

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

**TRI-VALLEY TRANSPORTATION COUNCIL**  
**(A JOINT POWERS AUTHORITY)**

Combined Government-Wide and Fund Financial Statements

Statement of Activities and

Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended June 30, 2020

	General Fund	Adjustments (Note 2)	Statement of Activities
<b>General Expenditures/Expenses</b>			
Transportation improvements (Note 5)	\$ -	\$ -	\$ -
Accounting fees	10,840	-	10,840
Legal fees	18,360	(1,755)	16,605
Refunds of development fees	20,350	-	20,350
Administrative	28,133	-	28,133
<b>Total General Expenditures/Expenses</b>	<b>77,683</b>	<b>(1,755)</b>	<b>75,928</b>
<b>General Revenues:</b>			
Interest income from:			
LAIF	390,525	-	390,525
Member agencies	1,014	(12)	1,002
	391,539	(12)	391,527
Development fees:			
Alameda County	3,691	3,720	7,411
Town of Danville	-	-	-
City of Dublin	1,100,826	-	1,100,826
City of Livermore	2,994,557	-	2,994,557
City of Pleasanton	209,673	-	209,673
City of San Ramon	139,121	-	139,121
Contra Costa County	270,247	-	270,247
Total development fees	4,718,115	3,720	4,721,835
<b>Total General Revenues</b>	<b>5,109,654</b>	<b>3,708</b>	<b>5,113,362</b>
Change in fund balance/net position	5,031,971	5,463	5,037,434
Fund Balance/Net Position July 1, 2019	18,536,456	(1,743)	18,534,713
Fund Balance/Net Position June 30, 2020	<b>\$ 23,568,427</b>	<b>\$ 3,720</b>	<b>\$ 23,572,147</b>

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

**TRI-VALLEY TRANSPORTATION COUNCIL**  
(A JOINT POWERS AUTHORITY)  
Notes to the Financial Statements  
June 30, 2021 and 2020

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

**A. Reporting Entity**

The Tri-Valley Transportation Council (the “Council”) is a joint powers authority (JPA) organized by the Counties of Alameda and Contra Costa, the Town of Danville, and the Cities of Dublin, Livermore, Pleasanton, and San Ramon. The Council’s accounting records are currently administered by the City of Livermore. The Council was created to administer development fees for the planning and implementation of sub-regional transportation facilities. This fee was adopted by the seven jurisdictions pursuant to Government Code 6502, and is paid to each of the member agencies by project developers. There are no separate legal entities that are a part of the Council’s reporting entity.

The Council applies all applicable GASB pronouncements for certain accounting and financial reporting guidance. In December of 2010, GASB issued *GASBS No. 62, Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. This statement incorporates pronouncements issued on or before November 30, 1989 into GASB authoritative literature. This includes pronouncements by the Financial Accounting Standards Board (FASB), Accounting Principles Board Opinions (APB), and the Accounting Research Bulletins of the American Institute of Certified Public Accountants’ (AICPA) Committee on Accounting Procedure, unless those pronouncements conflict with or contradict with GASB pronouncements.

**B. Basis of Presentation**

*Government-wide Financial Statements:*

The Statement of Net Position and Statement of Activities display information about the reporting government as a whole. They include all funds of the reporting entity except for fiduciary funds. Governmental activities generally are financed through taxes, intergovernmental revenues, and other nonexchange revenues. The Council has one governmental activity as described below:

**Governmental Funds**

General Fund – The General Fund is the general operating fund of the Council and is always classified as a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds.

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**NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

*Fund Financial Statements:*

Fund financial statements of the reporting entity are organized into funds, each of which is considered to be separate accounting entities. Each fund is accounted for by providing a separate set of self-balancing accounts that constitute its assets, liabilities, fund balance, revenues, and expenditures. Funds are organized into three major categories: governmental, proprietary, and fiduciary. An emphasis is placed on major funds within the governmental and proprietary categories. A fund is considered major if it is the primary operating fund of the Council or meets the following criteria:

1. Total assets, liabilities, revenues or expenditures/expenses of that individual governmental or enterprise fund are at least 10 percent of the corresponding total for all funds of that *category or type*; and
2. Total assets, liabilities, revenues, or expenditures/expenses of the individual governmental fund or enterprise fund are at least 5 percent of the corresponding total for all governmental and enterprise funds combined.

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

Measurement focus is a term used to describe “which” transactions are recorded within the various financial statements. Basis of accounting refers to “when” revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements regardless of the measurement focus applied.

Measurement Focus

On the government-wide Statement of Net Position and the Statement of Activities, governmental activities are presented using the *economic resources* measurement focus. The accounting objective of this measurement focus is the determination of operating income, changes in net position (or cost recovery) and financial position. All assets and all liabilities (whether current or noncurrent) associated with the operation of these funds are reported.

In the fund financial statements, the *current financial resources* measurement focus is used for all Governmental Funds; with this measurement focus, only current assets and current liabilities generally are included on their balance sheets. Their operating statements present sources and uses of available spendable financial resources during a given period. These funds use fund balance as their measure of available spendable financial resources at the end of the period.

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**NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

Basis of Accounting

In the government-wide Statement of Net Position and Statement of Activities, governmental activities are presented using the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recorded when the liability is incurred, or economic asset used. Revenues, expenses, gains, losses, assets and liabilities resulting from exchange and exchange-like transactions are recognized when the exchange takes place.

In the fund financial statements, governmental funds are presented on the modified accrual basis of accounting. Under this modified accrual basis of accounting, revenues are recognized when *measurable and available*. Measurable means knowing or being able to reasonably estimate the amount. Available means collectible within the current period or soon enough thereafter to pay current liabilities. The Council defines available to be within 60 days of year-end.

**D. Cash and Investments**

The Council does not commingle its cash and investments with the JPA members. The funds are invested in accordance with the State Investment Policy established pursuant to the State Law. All monies not required for immediate expenditure are invested or deposited to earn maximum yield consistent with safety and liquidity.

Investments are carried at fair value, which is based on quoted market price if applicable. Otherwise, the fair value hierarchy is as follows:

Level 1 – Values are unadjusted quoted prices in active markets for identical assets or liabilities at the measurement date.

Level 2 – Inputs, other than quoted prices, included within Level 1 that are observable for the asset or liabilities at the measurement date.

Level 3 – Certain inputs are unobservable inputs (supported by little or no market activity, such as the Council’s best estimate of what hypothetical market participants would use to determine a transaction price for the asset or liability at the reporting date).

The Council invests in the California Local Agency Investment Fund (LAIF), which is part of the Pooled Money Investment Account operated by the California State Treasurer. LAIF funds are invested in high quality money market securities and are managed to insure the safety of the portfolio. A portion of LAIF’s investments are in structured notes and asset-backed securities.

LAIF determines fair value on its investment portfolio based on market quotations for these securities where market quotations are readily available, and on amortized cost or best estimate for those securities where market value is not readily available.

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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Notes to the Financial Statements  
June 30, 2021 and 2020

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**NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

**E. Receivables**

Receivables recorded in the financial statements are net of any allowance for doubtful accounts. Any doubtful accounts at June 30, 2021 and 2020 were not considered material.

**F. Revenue Recognition - Development Fees**

Development fees are assessed according to a set fee schedule for new construction. The fees collected under the Council from new construction will be used to mitigate the increased traffic congestion.

**G. Budget Comparison**

Under GASB No. 34, budgetary comparison information is required to be presented for the general fund and each major special revenue fund with a legally adopted budget. The Council is not legally required to adopt a budget for the general fund. Therefore, budget comparison information is not included in the Council's financial statements.

**H. Equity Classifications**

*Government-wide Statements*

Net position is the excess of all the Council's assets over all its liabilities, regardless of fund. Net position is divided into three categories under GASB Statement 34. These categories apply only to net position, which is determined at the Government-wide level, and are described below:

1. Invested in capital assets, net of related debt - Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.
2. Restricted net position - Consists of net position with constraints placed on the use either by (1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.
3. Unrestricted net position - All other components of net position that do not meet the definition of "restricted" or "invested in capital assets, net of related debt."

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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Notes to the Financial Statements  
June 30, 2021 and 2020

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**NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)**

*Fund Statements*

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the Council is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

1. Nonspendable - Amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.
2. Restricted - Amounts that are restricted for specific purposes when constraints placed on the use of resources are either (a) externally imposed by creditors, grantors, contributors, laws, or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.
3. Committed - Amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority.
4. Assigned - Amounts that are constrained by the government's intent to be used for specific purposes, but are neither restricted or committed.
5. Unassigned - Amounts that do not meet classifications 1 – 4 above.

Further detail about the Council's fund balance classification is described in Note 4.

**I. Prior Period Adjustments**

During the course of the audit, a discrepancy between the general ledger and the confirmation for the City of San Ramon was noted. As a result, the City and the auditor reassessed both 2020 and 2021 revenue and booked a prior period adjustment as follows:

Net position, as previously stated	\$ 23,572,147
2020 revenue from the Town of Danville	32,235
2020 revenue from the City of San Ramon	7,085
Net position, as restated	<u>\$ 23,611,467</u>

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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Notes to the Financial Statements  
June 30, 2021 and 2020

**NOTE 2. ADJUSTMENTS FROM FUND BASIS TO GOVERNMENT-WIDE BASIS**

The following is a summary of adjustments to the financial statements to comply with GASB 34.

	<u>2021</u>	<u>2020</u>
Development fees receivable		
Fund basis	\$ 773,404	\$ 713,910
Adjustment	71,878	3,720
Government-wide basis	<u>\$ 845,282</u>	<u>\$ 717,630</u>
 Interest receivable		
Fund basis	\$ 20,027	\$ 75,519
Adjustment	2	-
Government-wide basis	<u>\$ 20,029</u>	<u>\$ 75,519</u>
 Development fee revenue		
Fund basis	\$ 2,838,606	\$ 4,718,115
Adjustment	68,158	3,720
Government-wide basis	<u>\$ 2,906,764</u>	<u>\$ 4,721,835</u>
 Interest income		
Fund basis	\$ 129,528	\$ 391,539
Adjustment	2	(12)
Government-wide basis	<u>\$ 129,530</u>	<u>\$ 391,527</u>

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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**NOTE 3. CASH AND INVESTMENTS**

The cash and investments of the Council are maintained separately from with the funds of the JPA members. The Council considers cash and investment amounts with original maturities of three months or less to be cash equivalents.

Cash and Investments consisted of the following at June 30:

	<b>2020</b>	<b>2019</b>
Cash in banks	\$ 1,034,151	\$ 2,101,137
Local Agency Investment Fund	24,528,215	20,696,863
Total cash and investments	\$ 25,562,366	\$ 22,798,000

Investments Authorized by the Council’s Investment Policy

The Council is authorized to invest in obligations of the U.S. Treasury, agencies, commercial paper with certain minimum ratings, certificates of deposit, bankers' acceptances, repurchase agreements and the State Treasurer's Investment pool ("LAIF").

Deposits/Credit Risk

The California Government Code requires California banks and savings and loan associations to secure Public Agencies' deposits by pledging government securities as collateral. The market value of pledged securities must equal at least 110% of deposits. California law also allows financial institutions to secure such deposits by pledging first trust deed mortgage notes having a value of 150% of the total deposits. The first \$250,000 of each institution's deposits are covered by FDIC insurance. The Council’s cash is held at one financial institution.

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization.

Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Council's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies.

**TRI-VALLEY TRANSPORTATION COUNCIL**  
(A JOINT POWERS AUTHORITY)  
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**NOTE 3. CASH AND INVESTMENTS (continued)**

Custodial Credit Risk (continued)

Custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover its deposits or will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Council's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for investments. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools.

Investment Fair Value

The Council is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code under the oversight of the Treasurer of the State of California. The fair value of the Council's investment in this pool is reported in the accompanying financial statements at amounts based upon the Council's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

**NOTE 4: FUND BALANCE**

The Council has implemented GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*. This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent.

The Tri-Valley Transportation Council have established the following fund balance policies:

- Assigned Fund Balance: The Council exists to fund Tri-Valley transportation projects, therefore, all amounts not committed in the fund balance at year-end are assigned for this purpose.
- Committed Fund Balance: Amounts that have been designated for payment by the Council prior to year-end. At June 30, 2020, \$6,490,000 was committed for reimbursement of Contra Costa County for funds expended on the Interstate 680 High Occupancy Vehicle Lane Gap Closure Project. During the year ended June 30, 2021, this amount was expensed, leaving \$0 in committed fund balance.

**TRI-VALLEY TRANSPORTATION COUNCIL**  
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**NOTE 4: FUND BALANCE (continued)**

The accounting policies of the Council consider restricted fund balance to have been spent first when an expenditure is incurred for purposes for which both restricted and unrestricted fund balance is available. Similarly, when an expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance could be used, the Council considers committed amounts to be reduced first, followed by assigned amounts, and finally, unassigned amounts.

**NOTE 5: TRANSPORTATION IMPROVEMENT PROJECTS**

During the fiscal years ended June 30, 2021 and 2020, \$6,490,000 and \$0 were expensed relating to transportation improvement projects.

Monies are disbursed only after it is determined that sufficient funds are available in the joint Tri-Valley Transportation Development Fund bank account.

**NOTE 6: SUBSEQUENT EVENTS**

Management has evaluated subsequent events through the date of the audit opinion, which is the date on which the financial statements were available to be issued. No events that would require additional adjustment or disclosure came to the attention of management.

**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON  
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL  
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING  
STANDARDS**

The Board Members  
Tri-Valley Transportation Council  
San Ramon, 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 governmental activities of the Tri-Valley Transportation Council (the “Council”) as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Council’s basic financial statements, and have issued our report thereon dated February 2, 2022.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Council’s internal control over financial reporting (internal control) to determine the 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 Council’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Council’s internal control.

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

Our consideration of internal control over financial reporting was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We did identify the following deficiencies in internal control that we consider to be significant deficiencies:

- During the course of the audit, we noted that \$32,235 of revenue remitted by Danville was incorrectly applied to the City of San Ramon. Additionally, \$39,320 of revenue was applied to the wrong fiscal year in the general ledger. These misstatements caused delays in audit issuance while the auditor, Council Administrator, and Franklin Management (Bookkeepers) worked together to research and correct the entries.

We recommend that upon wiring the money to the Council, each member agency provide a remittance to both the current administrator and the Bookkeepers. This will help ensure that the funds are applied to the correct agency as well as to the correct fiscal year.

### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Council'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*.

### **Tri-Valley Transportation Council's Response to Findings**

Management's response to the findings identified in our audit was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

### **Purpose of this Report**

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



CROPPER ROWE, LLP  
Walnut Creek, California  
February 2, 2022