# CITY OF DIAMOND BAR ANNUAL FINANCIAL REPORT OF THE

PROPOSITION A LOCAL RETURN FUND PROPOSITION C LOCAL RETURN FUND MEASURE R LOCAL RETURN FUND TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016





Simpson & Simpson, LLP Certified Public Accountants

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## **Independent Auditor's Report**

SIMPSON & SIMPSON CERTIFIED PUBLIC ACCOUNTANTS

> FOUNDING PARTNERS BRAINARD C. SIMPSON, CPA MELBA W. SIMPSON, CPA

> > To the Honorable Members of the City Council of the City of Diamond Bar, California and the Los Angeles County Metropolitan Transportation Authority

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

We have audited the accompanying financial statements of the Proposition A Local Return Fund (PALRF), Proposition C Local Return Fund (PCLRF), Measure R Local Return Fund (MRLRF), and Transportation Development Act Article 3 Fund (TDAA3F) of the City of Diamond Bar, California (City) as of and for the year ended June 30, 2017 and 2016, and the related notes to the financial statements, as listed in the table of contents.

## Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

#### Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audits. 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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





#### **Opinions**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the PALRF, PCLRF, MRLRF, and TDAA3F of the City of Diamond Bar, California, as of June 30, 2017 and 2016, and the respective changes in their financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

## **Emphasis of Matter**

As discussed in Note 2, the financial statements present only the PALRF, PCLRF, MRLRF, and TDAA3F and do not purport to, and do not, present fairly the financial position of the City of Diamond Bar, California, as of June 30, 2017 and 2016, and the changes in financial position thereof for the years then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

## Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City of Diamond Bar, California's PALRF, PCLRF, MRLRF, and TDAA3F Fund financial statements as a whole. The accompanying supplementary information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the financial statements. The supplementary information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements.

The supplementary information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated in all material respects, in relation to the financial statements as a whole.



## Other Reporting Required by Governmental Auditing Standards

In accordance with *Government Auditing Standards*, we have issued our report dated October 30, 2017, on our consideration of the City of Diamond Bar's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Simpson & Simpson

Los Angeles, California October 30, 2017

## PROPOSITION A LOCAL RETURN FUND

## BALANCE SHEETS JUNE 30

	2017		2016 as restated
ASSETS			ab restated
Cash and investments	\$ 496,924	\$	1,070,199
Total assets	\$ 496,924	\$	1,070,199
LIABILITIES AND FUND BALANCE			
Liabilities			
Accounts payable	\$ 28,724	\$	215,020
Accrued payroll	2,189		3,199
Total liabilities	30,913	•	218,219
Fund Balance			
Restricted	466,011		851,980
Total fund balance	466,011		851,980
Total liabilities and fund balance	\$ 496,924	\$	1,070,199

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

## PROPOSITION A LOCAL RETURN FUND

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

## For the Fiscal Years Ended June 30

	-	2017	-	2016
REVENUES				as restated
Proposition A	\$	1,034,041	\$	1,018,034
Investment income		9,808		8,751
Project generated revenue (Note 7)	_	823,272	_	881,565
Total revenues	-	1,867,121	-	1,908,350
EXPENDITURES				
Various projects	-	2,253,090	_	1,458,967
Total expenditures	-	2,253,090	-	1,458,967
(Deficiency) excess of revenues over expenditures		(385,969)		449,383
Fund balance at beginning of year	-	851,980	-	402,597
Fund balance at end of year	\$	466,011	\$	851,980

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

#### PROPOSITION A LOCAL RETURN FUND

## SUPPLEMENTARY INFORMATION SCHEDULE OF EXPENDITURES ACTUAL AND METRO APPROVED PROJECT BUDGET

## For the Fiscal Year Ended June 30, 2017 (With Comparative Actual Amount for the Fiscal Year Ended June 30, 2016)

$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$						
Code         Project Name         Budget         Actual         (Unfavorable)         Actual           140-01         Recreation Transit         \$ 88,250         \$ 60,936         \$ 27,314         \$ 71,626           170-01         Senior and Disabled Dial-A-Cab         14,500         -         14,500         14,500           210-01         Traffic Signal Infrastructure Upgrades         365,000         255,658         109,342         109,342           210-02         Traffic Signal Infrastructure Upgrades         35,155         2,230         32,925         -           - Phase II         -         -         2,100         -         2,100         -           230-01         Transit Security         2,100         -         2,100         -         2,100         -           250-01         Transit Subsidy Program         268,760         1,051,966         (783,206) *         1,133,971           270-08         Fairway Drive Grade Separation         18,260         -         18,260         -           400-03         Adaptive Traffic Control System         180,000         35,186         144,814         -           400-05         Battery Back Up System-20 Units         130,000         103,560         26,440         - <t< th=""><th>Duringt</th><th></th><th>Matur</th><th></th><th></th><th>2016</th></t<>	Duringt		Matur			2016
Ideal         Ideal <th< td=""><td></td><td>Duringth</td><td></td><td>A</td><td></td><td></td></th<>		Duringth		A		
	Code	Project Name	 Budget	 Actual	(Unfavorable)	
170-01       Senior and Disabled Dial-A-Cab Computer Hardware Enhancement       14,500       -       14,500       14,500         210-01       Traffic Signal Infrastructure Upgrades       365,000       255,658       109,342       109,342         210-02       Traffic Signal Infrastructure Upgrades       35,155       2,230       32,925       -         -       -       Phase II       -       2,100       -       2,100       -         230-01       Transit Security       2,100       -       2,100       -       -         250-01       Transit Subsidy Program       268,760       1,051,966       (783,206) *       1,133,971         270-08       Fairway Drive Grade Separation       18,260       -       18,260       -         Project - TMP Review       180,000       35,186       144,814       -         400-03       Adaptive Traffic Control System       180,000       103,560       26,440       -         400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         400-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703 <td< td=""><td></td><td></td><td></td><td></td><td></td><td>as restated</td></td<>						as restated
110 01       Computer Hardware Enhancement       11,000       11,000       11,000       11,000         210-01       Traffic Signal Infrastructure Upgrades       365,000       255,658       109,342       109,342         210-02       Traffic Signal Infrastructure Upgrades       35,155       2,230       32,925       -         - Phase II       -       2,100       -       2,100       -       2,100       -         250-01       Transit Subsidy Program       268,760       1,051,966       (783,206) *       1,133,971         270-08       Fairway Drive Grade Separation       18,260       -       18,260       -         Project - TMP Review       180,000       35,186       144,814       -         400-03       Adaptive Traffic Control System       180,000       103,560       26,440       -         400-05       Battery Back Up System-20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG)       18,860       18,851       9	140-01	Recreation Transit	\$ 88,250	\$ 60,936	\$ 27,314 \$	71,626
210-01       Traffic Signal Infrastructure Upgrades       365,000       255,658       109,342       109,342         210-02       Traffic Signal Infrastructure Upgrades       35,155       2,230       32,925       -         - Phase II       -       -       2,100       -       2,100       -         250-01       Transit Security       2,100       -       2,100       -         250-01       Transit Subsidy Program       268,760       1,051,966       (783,206) *       1,133,971         270-08       Fairway Drive Grade Separation       18,260       -       18,260       -         Project - TMP Review       180,000       35,186       144,814       -         400-03       Adaptive Traffic Control System       180,000       103,560       26,440       -         405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG)       18,860       18,851       9       17,000         (Prev 01-270)       -       -       -       -       -       -	170-01	Senior and Disabled Dial-A-Cab	14,500	-	14,500	14,500
210-02       Traffic Signal Infrastructure Upgrades - Phase II       35,155       2,230       32,925       -         230-01       Transit Security       2,100       -       2,100       -         250-01       Transit Subsidy Program       268,760       1,051,966       (783,206) *       1,133,971         270-08       Fairway Drive Grade Separation Project - TMP Review       18,260       -       18,260       -         400-03       Adaptive Traffic Control System (ATCS)       180,000       35,186       144,814       -         400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG)       18,860       18,851       9       17,000         (Prev 01-270)		Computer Hardware Enhancement				
- Phase II       230-01       Transit Security       2,100       -       2,100       -         250-01       Transit Subsidy Program       268,760       1,051,966       (783,206) *       1,133,971         270-08       Fairway Drive Grade Separation       18,260       -       18,260       -         Project - TMP Review       180,000       35,186       144,814       -         400-03       Adaptive Traffic Control System       180,000       35,186       144,814       -         400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG)       18,860       18,851       9       17,000         (Prev 01-270)	210-01	Traffic Signal Infrastructure Upgrades	365,000	255,658	109,342	109,342
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	210-02	Traffic Signal Infrastructure Upgrades	35,155	2,230	32,925	-
250-01       Transit Subsidy Program       268,760       1,051,966       (783,206) *       1,133,971         270-08       Fairway Drive Grade Separation Project - TMP Review       18,260       -       18,260       -         400-03       Adaptive Traffic Control System (ATCS)       180,000       35,186       144,814       -         400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG) (Prev 01-270)       18,860       18,851       9       17,000		- Phase II				
270-08       Fairway Drive Grade Separation Project - TMP Review       18,260       -       18,260       -         400-03       Adaptive Traffic Control System (ATCS)       180,000       35,186       144,814       -         400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG) (Prev 01-270)       18,860       18,851       9       17,000	230-01	Transit Security	2,100	-	2,100	-
Project - TMP Review         400-03       Adaptive Traffic Control System (ATCS)       180,000       35,186       144,814       -         400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG) (Prev 01-270)       18,860       18,851       9       17,000	250-01	Transit Subsidy Program	268,760	1,051,966	(783,206) *	1,133,971
400-03       Adaptive Traffic Control System (ATCS)       180,000       35,186       144,814       -         400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG) (Prev 01-270)       18,860       18,851       9       17,000	270-08	Fairway Drive Grade Separation	18,260	-	18,260	-
(ATCS)       400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG)       18,860       18,851       9       17,000		Project - TMP Review				
400-05       Battery Back Up System- 20 Units       130,000       103,560       26,440       -         405-02       Proposition A Local Return Fund       600,000       600,000       -       -         400-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG)       18,860       18,851       9       17,000	400-03	Adaptive Traffic Control System	180,000	35,186	144,814	-
405-02       Proposition A Local Return Fund Exchange (Note 9)       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG) (Prev 01-270)       18,860       18,851       9       17,000		(ATCS)				
405-02       Proposition A Local Return Fund       600,000       600,000       -       -         480-01       Administration       145,449       124,703       20,746       112,528         480-02       Transportation Planning (SCVCOG)       18,860       18,851       9       17,000         (Prev 01-270)	400-05	Battery Back Up System- 20 Units	130,000	103,560	26,440	-
Exchange (Note 9) 480-01 Administration 145,449 124,703 20,746 112,528 480-02 Transportation Planning (SCVCOG) 18,860 18,851 9 17,000 (Prev 01-270)	405-02	Proposition A Local Return Fund	600,000	600,000	-	-
480-02         Transportation Planning (SCVCOG)         18,860         18,851         9         17,000           (Prev 01-270)		-				
(Prev 01-270)	480-01	Administration	145,449	124,703	20,746	112,528
	480-02	Transportation Planning (SCVCOG)	18,860	18,851	9	17,000
Total expenditures         \$ 1,866,334         \$ 2,253,090         \$ (386,756)         \$ 1,458,967		(Prev 01-270)				
		Total expenditures	\$ 1,866,334	\$ 2,253,090	\$ (386,756) \$	1,458,967

\* The actual variance after considering other funding sources is calculated as follows:

LACMTA Budget		\$ 268,760
Total expenditures	\$ 1,051,966	
Less: Project generated revenues - bus		
pass sales	 (823,272)	
PALRF expenditures		 228,694
Actual variance - positive		\$ 40,066

See accompanying independent auditor's report.

## PROPOSITION A LOCAL RETURN FUND

# SUPPLEMENTARY INFORMATION SCHEDULE OF CAPITAL ASSETS

## June 30, 2017

Date			Balance				Balance
Acquired	Description		7/1/2016	 Additions	Deletions	_	6/30/2017
6/19/2014	Computer Hardware/Equipment	\$	12,500	\$ -	\$ -	\$	12,500
5/18/2016	HP Sever		14,500	-	-		14,500
7/1/2016	Traffic Signal Upgrades - Year 1	_	-	 365,000	 -		365,000
		Total \$	27,000	\$ 365,000	\$ -	\$	392,000

See accompanying independent auditor's report.

## PROPOSITION C LOCAL RETURN FUND

## BALANCE SHEETS JUNE 30

		2017		2016
ASSETS	_			
Cash and investments	\$	733,755	\$	715,387
Total assets	\$ =	733,755	\$	715,387
LIABILITIES AND FUND BALANCE				
Liabilities				
Accounts payable	\$	54,404	\$	49,042
Accrued payroll	_	691		1,330
Total liabilities	_	55,095	· -	50,372
Fund Balance				
Restricted	_	678,660	· -	665,015
Total fund balance	_	678,660	· <u> </u>	665,015
Total liabilities and fund balance	\$ _	733,755	\$	715,387

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

## PROPOSITION C LOCAL RETURN FUND

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

## For the Fiscal Years Ended June 30

	2017	2016
REVENUES		
Proposition C	\$ 860,946	\$ 847,210
Interest income	11,512	6,672
Total revenues	872,458	853,882
EXPENDITURES		
Various projects	858,813	593,672
Total expenditures	858,813	593,672
Excess of revenues over expenditures	13,645	260,210
Fund balance at beginning of year	665,015	404,805
Fund balance at end of year	\$ 678,660	\$ 665,015

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

#### PROPOSITION C LOCAL RETURN FUND

## SUPPLEMENTARY INFORMATION SCHEDULE OF EXPENDITURES ACTUAL AND METRO APPROVED PROJECT BUDGET

## For the Fiscal Year Ended June 30, 2017 (With Comparative Actual Amount for the Fiscal Year Ended June 30, 2016)

Project Code	Project Name		Metro Budget	_	Actual	Variance Favorable Jnfavorable)	2016 Actual
130-02	Senior and Disabled Dial-A-Cab	\$	350,000	\$	304,623	\$ 45,377 \$	297,591
140-04	Holiday Ride		10,000		-	10,000	-
210-02	Traffic Signal Infrastructure Upgrades- Phase II		372,295		-	372,295	-
270-09	57/60 Supplemental Needs Study		-		-	-	25,000
400-03	Adaptive Traffic Control System (ATCS)		180,000		-	180,000	58,696
400-05	Battery Back Up System- 20 Units		100,000		100,000	-	-
400-49	Diamond Bar Intelligent Transportation System ITS		196,437		85,545	110,892	-
450-01	Grand Avenue Enhancement		-		-	-	204,000
450-02	Diamond Bar Boulevard/Brea Canyon Road Intersection Enhancements		288,270		264,580	23,690	3,185
450-08	Median Modification (Diamond Bar Boulevard/Maple Hill)		95,000		95,000	-	-
450-09	Copley/Golden Springs Drive Intersection Modification		111,740		3,865	107,875	-
470-01	Pavement and Traffic Management Systems Software		5,950		5,200	 750	5,200
	Total expenditures	\$ <u>1</u>	,709,692	\$	858,813	 850,879 \$	593,672

See accompanying independent auditor's report.

# PROPOSITION C LOCAL RETURN FUND

# SUPPLEMENTARY INFORMATION SCHEDULE OF CAPITAL ASSETS

## June 30, 2017

Date			Balance			Balance
Acquired	Description		7/1/2016	 Additions	 Deletions	 6/30/2017
1/3/2013	CCTV Cameras - Traffic Signal Management	\$	111,549	\$ -	\$ -	\$ 111,549
8/14/2014	Med Mods - DBB/Kiowa Crest		45,802	-	-	45,802
8/14/2014	TS - Battery Backup System		168,284	-	-	168,284
2/25/2015	DBB/BCR Enhancements		23,690	264,580	-	288,270
2/28/2015	Grand Avenue Enhancements	_	500,020	 204,000	 -	 704,020
		Total \$	849,345	\$ 468,580	\$ -	\$ 1,317,925

See accompanying independent auditor's report.

## MEASURE R LOCAL RETURN FUND

## BALANCE SHEETS JUNE 30

	2017			2016		
ASSETS						
Cash and investments	\$	680,953	\$	728,689		
Total assets	\$	680,953	\$	728,689		
LIABILITIES AND FUND BALANCE						
Liabilities						
Accounts payable	\$	-	\$	-		
Total liabilities		-		-		
Fund Balance						
Restricted		680,953		728,689		
Total fund balance		680,953		728,689		
Total liabilities and fund balance	\$	680,953	\$	728,689		

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

## MEASURE R LOCAL RETURN FUND

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

## For the Fiscal Years Ended June 30

	2017	2016
REVENUES		
Measure R	\$ 643,438	\$ 633,707
Interest income	9,642	7,735
Total revenues	653,080	641,442
EXPENDITURES		
Various projects	700,816	630,373
Total expenditures	700,816	630,373
(Deficiency) excess of revenues over expenditures	(47,736)	11,069
Fund balance at beginning of year	728,689	717,620
Fund balance at end of year	\$ 680,953	\$ 728,689

The accompanying notes are an integral part of the financial statements

## MEASURE R LOCAL RETURN FUND

## SUPPLEMENTARY INFORMATION SCHEDULE OF EXPENDITURES ACTUAL AND METRO APPROVED PROJECT BUDGET

## For the Fiscal Year Ended June 30, 2017 (With Comparative Actual Amount for the Fiscal Year Ended June 30, 2016)

				2017		
Project Code	Project Name		Metro Budget	 Actual	Variance Favorable Infavorable)	2016 Actual
1.05	Grand Avenue Enhancement Project	\$	59,675	\$ -	\$ 59,675 \$	-
1.05	Residential and Collector Street Rehabilitation - Area 3		22,005	-	22,005	574,663
1.05	Residential and Collector Street Rehabilitation - Area 4		700,816	700,816	-	-
1.90	Ground Drainage Design Project		-	-	-	10,710
2.03	Traffic Signal Infrastructure Upgrades	_	-	 -	 	45,000
	Total expenditures	\$	782,496	\$ 700,816	\$ 81,680 \$	630,373

See accompanying independent auditor's report.

# MEASURE R LOCAL RETURN FUND

## SUPPLEMENTARY INFORMATION SCHEDULE OF CAPITAL ASSETS

## June 30, 2017

Date			Balance				Balance
Acquired	Description	_	7/1/2016	 Additions	 Deletions	_	6/30/2017
7/1/2013	Median Modification - DBB/Clear Creek	\$	36,796	\$ -	\$ -	\$	36,796
12/31/2014	Traffic Management Program		32,767	-	-		32,767
2/28/2015	Grand Avenue Enhancement	_	59,675	 -	 -	_	59,675
	Total	\$	129,238	\$ -	\$ -	\$	129,238

See accompanying independent auditor's report.

## TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND (PURSUANT TO PUBLIC UTILITIES CODE SECTION 99234)

## BALANCE SHEETS JUNE 30

	 2017	2016
ASSETS		
Cash	\$ \$	
Total assets	\$ \$	
LIABILITIES AND FUND BALANCE		
Liabilities		
Accounts payable	\$ - \$	
Total liabilities	 -	
Fund Balance		
Restricted	 -	
Total fund balance	 -	
Total liabilities and fund balance	\$ \$	

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

## TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND

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

## For the Fiscal Years Ended June 30

	2017		2016
REVENUES		•	
Payment from previous years reserve	\$ -	\$	117,497
Total revenues		-	117,497
EXPENDITURES			
Various projects	-	-	117,497
Total expenditures		-	117,497
Excess of revenues over expenditures	-		-
Fund balance at beginning of year		-	-
Fund balance at end of year	\$ -	\$	-

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

## TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND SUPPLEMENTARY INFORMATION

## SCHEDULE OF TRANSPORTATION DEVELOPMENT ACT ALLOCATION FOR SPECIFIC PROJECTS

## For the Fiscal Year Ended June 30, 2017

Project Description	Program Year		Allocations	_ ,	Expenditures		Unexpended Allocations	Project Status
<b>Local allocations</b> None	otals	\$ \$	-	\$ \$	-	\$		
Fund balance at beginning of	year			_		-	-	
Unassigned fund balance at e	nd of year					\$	-	

See accompanying independent auditor's report.

## NOTES TO FINANCIAL STATEMENTS For the Fiscal Years Ended June 30, 2017 and 2016

## NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

## Fund Accounting

The operations of the Proposition A Local Return Fund (PALRF) and Proposition C Local Return Funds (PCLRF), Measure R Local Return Fund (MRLRF), and Transportation Development Act Article 3 Fund (TDAA3F) are accounted for in separate sets of self-balancing accounts that comprise their assets, liabilities, fund balance, revenues and expenditures.

PALRF and PCLRF represent 25% and 20% respectively, of the  $\frac{1}{2}$  cent Proposition A and  $\frac{1}{2}$  cent Proposition C sales taxes which are distributed to the jurisdictions within Los Angeles County based on population and must be used exclusively for transportation related programs and projects.

MRLRF represents 15% of the ½ cent sales tax which is distributed to the jurisdictions within Los Angeles County based on a per capita basis and must be used exclusively for transportation purposes.

Transportation Development Act Article 3 Fund (TDAA3F) is a Special Revenue Fund that accounts for the City's share of the Transportation Development Act Article 3 allocations which are legally restricted for specific purposes.

## Basis of Accounting and Measurement Focus

PALRF, PCLRF, MRLRF, and TDAA3F are accounted for using the modified accrual basis of accounting whereby revenues are recognized when they become both measurable and available to finance expenditures of the current period and expenditures are generally recognized when the related fund liabilities are incurred.

Special Revenue funds are reported on a spending or "financial flow" measurement focus. This means that generally only current assets, current liabilities and deferred inflows and outflows of resources are included on their balance sheets. Statements of revenues, expenditures and changes in fund balances for Special Revenue Funds generally present increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in net current assets.

#### Budgets and Budgetary Accounting

The budgeted amounts presented in this report for comparison to the actual amounts are presented in accordance with accounting principles generally accepted in the United States of America.

## NOTES TO FINANCIAL STATEMENTS For the Fiscal Years Ended June 30, 2017 and 2016 (Continued)

## NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

#### Fair Value Measurement

In accordance with GASB Statement No. 72, Fair Value Measurement and Application, which became effective for the fiscal year ended June 30, 2016, the City categorizes its fair value measurement within the fair value hierarchy that is based on the valuation inputs used to measure the fair value of the investment. Level 1 inputs are quoted prices in active markets for identical investments; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. Accordingly, the City reports its investments at fair value and recognizes unrealized gain (loss) on investments.

Refer to the City's 2017 Comprehensive Annual Financial Report for detailed disclosures regarding the City's investments policy and fair value measurements.

## Fund Balance Reporting

Governmental Accounting Standards Board (GASB) Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions, establishes the fund balance classifications that comprise a hierarchy based primarily on the extent to which a government is bound to observe constraints imposed upon the use of the resources reported in governmental funds.

The PALRF, PCLRF, MRLRF, and TDAA3F report the following fund balance classification as of June 30, 2017:

• Restricted – Amounts that are constrained for specific purposes, which are externally imposed by providers, such as creditors, or amounts constrained due to constitutional provisions or enabling legislation. The use of the Funds' remaining fund balances are restricted for projects approved by LACMTA.

Information regarding the fund balance reporting policy adopted by the City is described in Note 1 to the City's Comprehensive Annual Financial Report.

#### NOTE 2 – ANNUAL FINANCIAL STATEMENTS

The financial statements reflect only the financial position and results of operations of the PALRF, PCLRF, MRLRF, and TDAA3F and their compliance with the Proposition A and Proposition C Local Return Program Guidelines, Measure R Local Return Program Guidelines, Transportation Development Act Article 3, and the Los Angeles County Metropolitan Transportation Authority Funding and Allocation Guidelines for Transportation Development Act Article 3 Bicycle and Pedestrian Funds.

## NOTES TO FINANCIAL STATEMENTS For the Fiscal Years Ended June 30, 2017 and 2016 (Continued)

# NOTE 3 – PROPOSITION A AND PROPOSITION C LOCAL RETURN COMPLIANCE REQUIREMENTS

In accordance with Proposition A and Proposition C Local Return Program Guidelines, funds received pursuant to these guidelines may only be used for Proposition A and Proposition C Local Return approved programs.

## NOTE 4 – MEASURE R LOCAL RETURN COMPLIANCE REQUIREMENTS

In accordance with Measure R Local Return Program Guidelines, funds received pursuant to these guidelines may only be used for Measure R Local Return approved programs.

## NOTE 5 – TRANSPORTATION DEVELOPMENT ACT COMPLIANCE REQUIREMENTS

In accordance with Public Utilities Code Section 99234, funds received pursuant to this Code's section may only be used for activities relating to pedestrians and bicycle facilities.

## NOTE 6 – CASH AND INVESTMENTS

The PALRF, PCLRF, MRLRF, and TDAA3F cash balances were pooled with various other City funds for deposit and investment purposes. The share of each fund in the pooled cash account was separately maintained and interest income was apportioned to the participating funds based on the relationship of their average balances to the total of the pooled cash and investments.

## NOTE 7 – PROJECT GENERATED REVENUE

Project generated revenue under PALRF for the years ended June 30, 2017 and 2016 consisted of the following:

	2017	2016
Bus Pass Sales	\$ 823,272	\$ 881,565
Total	\$ 823,272	\$ 881,565

## NOTES TO FINANCIAL STATEMENTS For the Fiscal Years Ended June 30, 2017 and 2016 (Continued)

#### NOTE 8 – RESTATEMENT OF PALRF'S 2016 FINANCIAL STATEMENTS

The 2016 financial statements of PALRF were restated to report certain expenditures for the City's Project Code 210-01, Traffic Signal Infrastructure Upgrades, related to prior fiscal year that were not previously recorded.

	Accounts		Fund
	Payable	Expenditures	Balance
Balance, as previously reported	\$ 105,678	\$ 1,349,625	\$ 961,322
Adjustment	109,342	109,342	(109,342)
Balance, as restated	\$ 215,020	\$ 1,458,967	\$ 851,980

#### NOTE 9 – PROPOSITION A FUND EXCHANGE – PALRF

In fiscal year 2017, the City entered into an agreement on August 2016 with the City of Rancho Palos Verdes to exchange \$1 of Proposition A Local Return Funds for every \$.75 (or 75 cents) of General Fund monies. Accordingly, the City received \$450,000 of the City of Rancho Palos Verdes General Fund and assigned \$600,000 of its Proposition A Local Return Funds to the City of Rancho Palos Verdes.

## NOTE 10 - TRANSPORTATION DEVELOPMENT ACT FUND REVENUE ALLOCATION

The revenue allocation for the years ended June 30, 2017 and 2016 consisted of the following:

	2017	2016
FY 2010-11 allocation	\$ -	\$ 7,679
FY 2011-12 allocation	-	29,403
FY 2012-13 allocation	-	43,423
FY 2013-14 allocation	-	36,992
Total	\$ -	\$ 117,497

#### NOTE 11 – TRANSPORTATION DEVELOPMENT ACT FUNDS RESERVED

In accordance with TDA Article 3 (SB821) Guidelines, funds not spent during the fiscal year have been placed on reserve in the Local Transportation Fund (LTF) account with the County Auditor-Controller to be drawn down whenever the funds become eligible for a specific project and an approved drawdown request is received by Metro. As of June 30, 2017 and 2016, the City has funds on reserve as follows:

	2017	2016
FY 2013-14 allocation	\$ 8,471	\$ 8,471
FY 2014-15 allocation	37,028	37,028
FY 2015-16 allocation	35,943	35,943
FY 2016-17 allocation	37,553	-
Available reserve balance	\$ 118,995	\$ 81,442

NOTES TO FINANCIAL STATEMENTS For the Fiscal Years Ended June 30, 2017 and 2016 (Continued)

## NOTE 12 – SUBSEQUENT EVENTS

The City has evaluated events or transactions that occurred subsequent to June 30, 2017 through October 30, 2017, the date the accompanying financial statements were available to be issued, for potential recognition or disclosure in the financial statements and determined no subsequent matters require disclosure or adjustment to the accompanying financial statements.



SIMPSON & SIMPSON CERTIFIED PUBLIC ACCOUNTANTS

> <u>FOUNDING PARTNERS</u> BRAINARD C. SIMPSON, CPA MELBA W. SIMPSON, CPA

#### Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

To the Honorable Members of the City Council of the City of Diamond Bar, California and the Los Angeles County Metropolitan Transit Authority

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 Proposition A Local Return Fund (PALRF), Proposition C Local Return Fund (PCLRF), Measure R Local Return Fund (MRLRF), and Transportation Development Act Article 3 (TDAA3F) Fund of the City of Diamond Bar, California (City), as of and for the year ended June 30, 2017, and the related notes to the financial statements, and have issued our report thereon dated October 30, 2017.

## **Internal Control Over Financial Reporting**

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

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's local return funds and TDAA3F financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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





#### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the 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 is required to be reported under *Government Auditing Standards*.

## **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 result 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.

mprom é Simprom

Los Angeles, California October 30, 2017

**COMPLIANCE SECTION** 



U.S. BANK TOWER 633 WEST 5TH STREET, SUITE 3320 LOS ANCELES, CA 90071 (213) 736-6664 TELEPHONE (213) 736-6692 FAX www.simpsonllp.com

CERTIFIED PUBLIC ACCOUNTANTS

<u>FOUNDING PARTNERS</u> BRAINARD C. SIMPSON, CPA MELBA W. SIMPSON, CPA

## **Independent Auditor's Report on Compliance**

To the Honorable Members of the City Council of the City of Diamond Bar, California and the Los Angeles County Metropolitan Transit Authority

#### **Report on Compliance**

We have audited the compliance of the City of Diamond Bar, California (City) with the Proposition A and Proposition C Local Return Guidelines, Measure R Local Return Guidelines, Transportation Development Act Article 3, and the Los Angeles County Metropolitan Transportation Authority's Funding and Allocation Guidelines for the Transportation Development Act Article 3 Bicycle and Pedestrian Funds (collectively, the Guidelines) for the year ended June 30, 2017.

#### Management's Responsibility

Management is responsible for the City's compliance with those guidelines.

#### Auditor's Responsibility

Our responsibility is to express an opinion on the City's compliance based on our audit. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the Guidelines referred to in the preceding paragraph. Those standards and the Guidelines require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a local return program and the Transportation Development Act Article 3 occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance. Our audit does not provide a legal determination of the City's compliance with those requirements.

#### **Opinion on Each Local Return Program and Transportation Development Act Article 3**

In our opinion, the City of Diamond Bar complied, in all material respects, with the compliance requirements referred to above that apply to Proposition A Local Return Fund, Proposition C Local Return Fund, Measure R Local Return Fund, and Transportation Development Act Article 3 Fund for the year ended June 30, 2017.





#### **Report on Internal Control Over Compliance**

Management of the City of Diamond Bar is responsible for establishing and maintaining effective internal control over compliance with the Requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the Requirements that could have a direct and material effect on the Local Return programs and the TDAA3F to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance and to test and report on internal control over compliance in accordance with the Requirements, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirement of the Guidelines. Accordingly, this report is not suitable for any other purpose.

mpson é Simpson

Los Angeles, California October 30, 2017

# COMPLIANCE MATRIX

Year Ended June 30, 2017

	Compliance Requirement		n liance	Questioned	If no, provide details and
			No	Costs	management response.
A. P	roposition A and Proposition C	Local R	leturn H	Funds	
1.	Timely use of funds.	Х		None	
2.	Expenditures were approved before being incurred.	Х		None	
3.	Funds were used on approved projects only and expenditures were supported and allowable per Guidelines.	Х		None	
4.	Expenditures did not exceed 25% of Metro's approved budget.	Х		None	
5.	Administrative expenses were within the 20% cap.	Х		None	
6.	All on-going and carryover projects were reported in Form B.	X		None	
7.	Annual Project Summary Report (Form B) was submitted on time.	X		None	
8.	Annual Expenditure Report (Form C) and listing of Recreational Transit Services, if applicable, were submitted on time.	Х		None	
9.	Cash or cash equivalents were maintained.	Х		None	
10.	Accounting procedures, record keeping and documentation were adequate.	X		None	
11.	Revenues received including allocations, project generated revenues, and interest income were properly credited to the PALRF and PCLRF accounts.	X		None	

## COMPLIANCE MATRIX Year Ended June 30, 2017 (Continued)

	Compliance Requirement		In npliance Questioned Costs		If no, provide details and
		Yes No Costs		Costs	management response.
B. M	leasure R Local Return Fund				
1.	Timely use of funds.	X		None	
2.	Expenditures were approved before being incurred.	Х		None	
3.	Funds were used on approved projects only and expenditures were supported and allowable per Guidelines.	X		None	
4.	Fund were not substituted for property tax.	Х		None	
5.	Administrative expenses were within the 20% cap.	Х		None	
6.	Expenditure Plan (Form One) was submitted on time.	Х		None	
7.	Expenditure Report (Form Two) was submitted on time.	x		None	
8.	Cash or cash equivalents were maintained.	Х		None	
9.	Accounting procedures, record keeping and documentation were adequate.	X		None	
10.	Revenues received including allocations, project generated revenues, and interest income were properly credited to the Measure R account.	X		None	
11.	Funds were not used to supplant existing local revenues being used for transportation purpose.	X		None	

# COMPLIANCE MATRIX Year Ended June 30, 2017 (Continued)

Compliance Requirement		In Compliance		Questioned	If no, provide details and
		Yes	No	Costs	management response.
C. Transportation Development Act Article 3 Fund					
1.	Timely use of funds.	X		None	
2.	Expenditures were incurred for activities relating to pedestrian and bicycle facilities and amenities.	x		None	

# SCHEDULE OF FINDINGS AND RECOMMENDATIONS June 30, 2017

No findings were noted.

**EXIT CONFERENCE** 

## PROPOSITION A, PROPOSITION C, MEASURE R LOCAL RETURN FUNDS, AND TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND EXIT CONFERENCE June 30, 2017

An exit conference was held on November 7, 2017 via telephone conference. Those in attendance were:

#### Simpson & Simpson Representative:

Yung Dang, Auditor

City's Representative: Susan Full, Senior Accountant Dianna Honeywell, Finance Director

#### Matters Discussed:

Results of the audit disclosed no significant control deficiencies or non-compliance issues with LACMTA's Guidelines.

A copy of this report was forwarded to the following City representative(s) for their comments prior to the issuance of the final report:

Susan Full, Senior Accountant Dianna Honeywell, Finance Director Simpson & Simpson, LLP 633 West 5<sup>th</sup> Street, Suite 3320 Los Angeles, CA 90071

# RE: CITY OF DIAMOND BAR ANNUAL FINANCIAL REPORT OF THE PROPOSITION A LOCAL RETURN FUND, PROPOSITION C LOCAL RETURN FUND, MEASURE R LOCAL RETURN FUND, AND TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUND FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016

I have received the annual financial report of the Proposition A Local Return Fund, Proposition C Local Return Fund, Measure R Local Return Fund, and Transportation Development Act Article 3 Fund for the years ended June 30, 2017 and 2016 for the City of Diamond Bar and agree with the contents of the report except as indicated below:

(Attach additional pages if necessary)

Very truly yours,

Dianna Honeywell Finance Director November 7, 2017