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CAPITAL AREA TRANSIT SYSTEM

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FINANCIAL REPORTS

DECEMBER 31, 2019



Postlethwaite & Netterville

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CAPITAL AREA TRANSIT SYSTEM

FINANCIAL STATEMENTS

DECEMBER 31, 2019

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INDEPENDENT AUDITORS' REPORT

Board of Commissioners
Capital Area Transit System
Baton Rouge, Louisiana

Report on Financial Statements

We have audited the accompanying financial statements of the business-type activity and the aggregate remaining fund information (the fiduciary fund) of the Capital Area Transit System (the System), a component unit of the City of Baton Rouge - Parish of East Baton Rouge, as of and for the years ended December 31, 2019 and 2018, and the related notes to the financial statements, which collectively comprise the System's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audits. We did not audit the financial statements of the fiduciary fund of the System as of and for the year ended December 31, 2019, which is 100% of the aggregate remaining fund information. Those statements were audited by another auditor whose report has been furnished to us, and our opinion, insofar as it relates to the amounts reported in the fiduciary fund as of and for the year ended December 31, 2019, is based solely on the report of the other auditor. 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 audits 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.

Opinion

In our opinion based on our audit and the report of another auditor, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activity and the aggregate remaining fund information (the fiduciary fund) of the Capital Area Transit System as of December 31, 2019 and 2018, and the respective changes in financial position and, cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 15 Subsequent Event, in March, 2020, the World Health Organization declared the outbreak of a novel coronavirus (COVID-19) as a global pandemic, which continues to spread throughout the United States. The COVID-19 pandemic has negatively impacted the global economy and created significant volatility and disruption of financial markets. The extent of the impact of the COVID-19 pandemic on the System's operational and financial performance will depend on certain developments, including the duration and spread of the outbreak and the impact on ridership, employees and vendors, all of which are uncertain and cannot be predicted. The extent to which the COVID-19 pandemic may impact the System's financial condition or results of operations cannot be reasonably estimated at this time.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 – 8, the schedule of changes in total pension liability and related ratios on page 40, the schedule of contributions on page 41, and the schedule of investment returns on page 42 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 and another auditor 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 obtained during the audit of the basic financial statements. We, nor the other auditor, 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.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Capital Area Transit System's basic financial statements. The schedule of expenditures of federal awards on page 48 is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) is presented for purposes of additional analysis and is not a required part of the basic financial statements. The schedule of compensation, benefits, and other payments to agency head on page 43, as required by Louisiana Revised Statute (LRS) 24:513A, is also presented for purposes of additional analysis and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards and the schedule of compensation, benefits, and other payments to agency head are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, based on our audit the procedures performed as described above, the schedule of expenditures of federal awards and the schedule of compensation, benefits, and other payments to agency head are fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 26, 2020, on our consideration of Capital Area Transit System's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, 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 and not to provide an opinion on the 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 System's internal control over financial reporting and compliance.

Postlethwaite & Netterville

June 26, 2020
Baton Rouge, Louisiana

CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2019 AND 2018

As financial management of the Capital Area Transit System (the System) we offer readers of these financial statements an overview and analysis of the System's financial activities. This document focuses on the current year's activities of the business-type activity, resulting changes, and currently known facts in comparison with the previous two years of financial information.

Financial Highlights

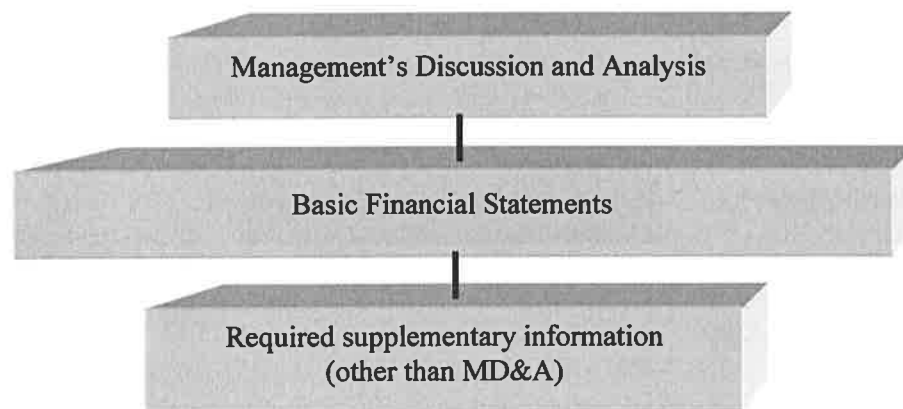
The System's net position was \$33,461,175, as of December 31, 2019, representing an increase of approximately \$1,490,000, or 5%, from that of December 31, 2018. The net position at December 31, 2018 was \$31,976,567 which was a decrease of approximately \$2,500,000, or approximately 7%, from December 31, 2017. A substantial portion of the net position is invested in capital assets representing approximately 58% and 56% of total net position for the years ended December 31, 2019 and 2018, respectively.

Federal operating subsidy revenue was \$7,678,196, \$3,175,696 and \$6,543,191 for 2019, 2018 and 2017, respectively.

Loss before capital contributions was \$1,348,834, \$5,627,648 and \$841,647 for 2019, 2018 and 2017, respectively.

Overview of the Financial Statements

This financial report consists of three parts: management's discussion and analysis (this section), the basic financial statements (including the notes to the financial statements), and required supplementary information.



The financial statements provide both long-term and short-term information about the System's overall financial status. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of required supplementary information that further explains and supports the information in the financial statements required by Governmental Accounting Standards Board (GASB). The System maintains two different funds: a proprietary fund (a business-type activity) and a fiduciary fund.

The System is a political subdivision of the State of Louisiana which is independently governed by a Board of Commissioners authorized by state statute. For financial statement purposes, the System is determined to be a component unit of the City of Baton Rouge - Parish of East Baton Rouge (City-Parish) under criteria established by GASB Codification Section 2100.

CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2019 AND 2018

Proprietary Fund. The System has one type of proprietary fund, an enterprise fund, which is used to report the same functions presented as business-type activities; for the System, the fund accounts for all transit activity.

The System's proprietary fund financial statements are prepared on the accrual basis of accounting in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. Under this basis of accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of assets is recognized in the statement of revenues, expenses, and changes in net position.

The statement of net position reports the System's net position. Net position, which is the difference between the System's assets, deferred outflows, and liabilities and deferred inflows, is one way to measure the System's financial health or position. The net position is classified into three categories: net investment in capital assets, restricted, and unrestricted. The System's restricted net position consists of its net pension asset.

Fiduciary Fund. The System has one type of fiduciary fund, a pension trust fund. The fiduciary fund assets are not available to finance transit operations. The accounting used for fiduciary funds is much like that used for proprietary funds.

Basic Financial Statements

The basic financial statements present information for the System as a whole, in a format designed to make the statements easier for the reader to understand. The statements in this section include the statements of net position; the statements of revenues, expenses, and changes in net position; and the statements of cash flows.

The statements of net position present the current and long-term portions of assets and liabilities separately. The difference between total assets and total liabilities is net position and may provide a useful indicator of whether the financial position of the System is improving or deteriorating.

The statements of revenues, expenses, and changes in net position present information showing how the System's net position changed as a result of current year operations. Regardless of when cash is affected, all changes in net position are reported when the underlying transactions occur. As a result, there are transactions included that will not affect cash until future fiscal periods.

The statements of cash flows present information showing how the System's cash changed as a result of current year operations. The statements of cash flows are prepared using the direct method and include the reconciliation of operating loss to net cash used in operating activities (indirect method).

CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2019 AND 2018

Financial Analysis of the System

The table below summarizes the System's net position as of December 31, 2019, 2018 and 2017:

Condensed Statements of Net Position
as of December 31, 2019, 2018 and 2017

	<u>2019</u>	<u>2018</u>	<u>2017</u>
Assets			
Current and other assets	\$ 19,512,034	\$ 23,459,966	\$ 21,268,066
Capital assets	22,127,639	21,326,648	20,385,075
Net pension asset	<u>2,536,264</u>	<u>606,171</u>	<u>1,435,415</u>
Total assets	<u>44,175,937</u>	<u>45,392,785</u>	<u>43,088,556</u>
Deferred outflows - pension related	<u>496,897</u>	<u>697,096</u>	<u>151,884</u>
Liabilities			
Current liabilities	2,763,224	6,371,100	1,218,406
Non-current liabilities			
Due within one year	2,411,488	1,861,361	1,859,825
Due in more than one year	<u>4,565,598</u>	<u>5,613,518</u>	<u>4,685,765</u>
Total liabilities	<u>9,740,310</u>	<u>13,845,979</u>	<u>7,763,996</u>
Deferred inflows - pension related	<u>1,466,624</u>	<u>267,335</u>	<u>973,658</u>
Net position			
Net investment in capital assets	19,338,656	17,956,232	16,446,485
Restricted for pension asset	2,536,264	606,171	1,435,415
Unrestricted	<u>11,590,980</u>	<u>13,414,164</u>	<u>16,620,886</u>
Total net position	<u>\$ 33,465,900</u>	<u>\$ 31,976,567</u>	<u>\$ 34,502,786</u>

The System's total net position decreased from \$34,502,786 at December 31, 2017 to \$31,976,567 at December 31, 2018 and then increased to \$33,461,175 at December 31, 2019.

The fluctuations in net position between 2017/2018 and 2018/2019 are primarily the result of fluctuations in the timing of grant revenues associated with when supporting grants are approved and the changes in the actuarial valuation with respect to the defined benefit plan. Additionally, the System's primary revenue is a 10.6 millage ad valorem tax passed on April 21, 2012. Approximately 58%, 56% and 48% of the System's net position as of December 31, 2019, 2018 and 2017, respectively, reflects investment in capital assets less any outstanding debt used to acquire those assets (primarily transportation vehicles). The System uses these assets to provide services to the public, consequently these assets are not available for future spending. Although the System's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2019 AND 2018

The table below summarizes the changes in net position as of December 31, 2019, 2018 and 2017:

Condensed Statements of Changes in Net Position
for the years ended December 31, 2019, 2018 and 2017

	<u>2019</u>	<u>2018</u>	<u>2017</u>
<u>OPERATING REVENUE</u>			
Charges for services	\$ 1,940,527	\$ 2,171,492	\$ 2,097,194
Advertising revenue	461,633	637,153	644,386
Total operating revenue	<u>2,402,160</u>	<u>2,808,645</u>	<u>2,741,580</u>
<u>DIRECT OPERATING EXPENSES</u>			
Operating expenses	29,834,833	29,136,981	27,658,461
Depreciation	2,973,663	2,749,810	2,761,434
Total direct operating expenses	<u>32,808,496</u>	<u>31,886,791</u>	<u>30,419,895</u>
<u>LOSS FROM OPERATIONS</u>	(30,406,336)	(29,078,146)	(27,678,315)
<u>NON-OPERATING REVENUES (EXPENSES)</u>			
Interest and other expenses	(107,709)	(124,979)	(94,875)
Interest and other income	426,414	267,626	104,114
Hotel/motel tax	1,361,266	1,269,725	1,164,611
Ad valorem tax revenue	18,836,541	18,184,331	18,363,377
Government operating grants:			
Federal operating subsidy	7,678,196	3,175,696	6,543,191
Planning and technical study grants	317,519	128,099	206,250
Transfers from Primary Government	550,000	550,000	550,000
	<u>29,062,227</u>	<u>23,450,498</u>	<u>26,836,668</u>
<u>LOSS BEFORE CAPITAL CONTRIBUTIONS</u>	(1,344,109)	(5,627,648)	(841,647)
<u>CAPITAL CONTRIBUTIONS</u>	<u>2,833,442</u>	<u>3,101,429</u>	<u>1,090,107</u>
<u>INCOME (LOSS) AFTER CAPITAL CONTRIBUTIONS</u>	1,489,333	(2,526,219)	248,460
<u>NET POSITION, BEGINNING OF YEAR</u>	<u>31,976,567</u>	<u>34,502,786</u>	<u>34,254,326</u>
<u>NET POSITION, END OF YEAR</u>	<u>\$ 33,465,900</u>	<u>\$ 31,976,567</u>	<u>\$ 34,502,786</u>

The System's operating revenues decreased approximately \$406,000 or 14% between 2018 and 2019. This was attributable to a reduction in ridership numbers and advertising revenue. Operating revenues between 2017 and 2018 remained relatively consistent.

CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2019 AND 2018

Direct operating expenses increased by \$926,430, or approximately 3%, from \$31,886,791 to \$32,813,221 between 2018 and 2019. One of the key factors in this increase is attributable to an increase in fuel costs. Direct operating expenses increased by \$1,466,896 or approximately 5%, from \$30,419,895 to \$31,886,791 between 2017 and 2018. This change is primarily attributable an increase in supplies, fuel, and bus related costs.

Non-operating grant revenue increased by approximately \$4.7 million, or 142%, from \$3,303,795 to \$7,995,715 between 2018 and 2019. One of the key factors in this increase is attributable to the extensive updates to existing buses. Non-operating grant revenue decreased by approximately \$3.5 million or approximately 51%, from \$6,749,441 to \$3,303,795 between 2017 and 2018. This change is primarily attributable a decrease in grant related expenditures used for transportation and related costs as well as the timing of when expenditures are incurred.

Capital Asset and Debt Administration

The System's capital assets, net of accumulated depreciation, totaled \$22,127,639, \$21,326,648 and \$20,385,075 as of December 31, 2019, 2018 and 2017, respectively. Capital assets include structures, bus shelters, buses and equipment. Capital asset additions were \$3,774,345, or approximately 17% of the book value of all capital assets in 2019 and \$3,739,467 or approximately 18% of the book value of all capital assets in 2018. Additions primarily result from the purchase of three electric buses and construction costs associated with a new transit facility of approximately \$535,000.

At the end of the calendar year 2019, the System had a capital lease payable outstanding of \$2,788,983, compared to \$3,370,416 as of December 31, 2018. This decrease reflects principal payments on the lease payable that were made according to the repayment schedule. No new debt was issued during 2019. Long-term debt also includes the System's self-insurance claims payable of \$3,436,991, \$3,680,023, and \$1,108,825 at December 31, 2019, 2018 and 2017, respectively. Claims payable fluctuate as a result of timing of the reporting of claims and the number and dollar amount of claims outstanding.

Financial Outlook

On April 21, 2012, the voters of the municipalities of Baton Rouge and Baker approved a 10.6 mill ad valorem tax. This tax is to be levied for a period of ten years that began in 2013. Estimated net taxes to be collected for 2020 are \$17.8 million. Taxes to be collected will be net of the collection fee of 4.5% and required contributions to state pension plans. This dedicated revenue source provides budgetary stability to the System and serves as a primary source of revenues to support operations and provide the local matching funds as required under the Federal grant terms.

Contacting the System's Management

This financial report is designed to provide the community, the Metropolitan Council of the City- Parish, and other interested parties with a general overview of the System's finances and to demonstrate the System's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the System at (225) 389-8920.

BASIC FINANCIAL STATEMENTS

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF NET POSITION
DECEMBER 31, 2019 AND 2018

	2019	2018
<u>CURRENT ASSETS</u>		
Cash and cash equivalents	\$ 430,164	\$ 793,067
Accounts receivable, net	157,479	588,740
Ad valorem tax receivable, net	17,800,313	17,300,802
Due from other governments	612,515	4,266,214
Prepaid expenses	97,555	105,341
Inventory	414,008	405,802
Total current assets	19,512,034	23,459,966
<u>NON-CURRENT ASSETS</u>		
Capital assets, net of accumulated depreciation	22,127,639	21,326,648
Net pension asset	2,536,264	606,171
Total non-current assets	24,663,903	21,932,819
Total assets	44,175,937	45,392,785
<u>DEFERRED OUTFLOWS OF RESOURCES - Pension related</u>	496,897	697,096
 Total assets and deferred outflows of resources	 \$ 44,672,834	 \$ 46,089,881

The accompanying notes are an integral part of this financial statement.

	<u>2019</u>	<u>2018</u>
<u>CURRENT LIABILITIES</u>		
Accounts payable and accrued expenses	\$ 2,763,224	\$ 6,371,100
Accrued compensated absences	751,112	424,440
Claims payable and related liabilities	1,065,376	855,488
Capital lease payable	595,000	581,433
Total current liabilities	<u>5,174,712</u>	<u>8,232,461</u>
<u>NON-CURRENT LIABILITIES</u>		
Claims payable and related liabilities, less current portion	2,371,615	2,824,535
Capital lease payable, less current portion	<u>2,193,983</u>	<u>2,788,983</u>
Total non-current liabilities	<u>4,565,598</u>	<u>5,613,518</u>
Total liabilities	<u>9,740,310</u>	<u>13,845,979</u>
<u>DEFERRED INFLOWS OF RESOURCES - Pension related</u>	<u>1,466,624</u>	<u>267,335</u>
<u>NET POSITION</u>		
Net investment in capital assets	19,338,656	17,956,232
Restricted for pension obligations	2,536,264	606,171
Unrestricted	<u>11,590,980</u>	<u>13,414,164</u>
Total net position	<u>33,465,900</u>	<u>31,976,567</u>
Total liabilities, deferred inflows of resources and net position	<u>\$ 44,672,834</u>	<u>\$ 46,089,881</u>

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED DECEMBER 31, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
<u>OPERATING REVENUE</u>		
Charges for services	\$ 1,940,527	\$ 2,171,492
Advertising revenue	461,633	637,153
Total operating revenue	<u>2,402,160</u>	<u>2,808,645</u>
<u>DIRECT OPERATING EXPENSES</u>		
Personnel services and fringe benefits	18,141,534	17,604,042
Retirement contributions to other plans	548,928	534,435
Supplies, fuel and other bus related expenses	6,473,849	5,955,798
Contractual services and liability costs	4,480,212	5,038,956
Depreciation	2,973,663	2,749,810
Miscellaneous	190,310	3,750
Total direct operating expenses	<u>32,808,496</u>	<u>31,886,791</u>
<u>LOSS FROM OPERATIONS</u>	(30,406,336)	(29,078,146)
<u>NON-OPERATING REVENUES (EXPENSES)</u>		
Interest expense	(107,709)	(88,099)
Loss on disposal of capital assets	-	(36,880)
Interest income	138,328	131,317
Other revenue	288,086	136,309
Hotel/motel tax	1,361,266	1,269,725
Ad valorem tax revenue	18,836,541	18,184,331
Government operating grants:		
Federal operating subsidy	7,678,196	3,175,696
Planning and technical study grants	317,519	128,099
Operating transfers from primary government	550,000	550,000
Total non-operating revenues (expenses)	<u>29,062,227</u>	<u>23,450,498</u>
<u>LOSS BEFORE CAPITAL CONTRIBUTIONS</u>	(1,344,109)	(5,627,648)
<u>CAPITAL CONTRIBUTIONS</u>	<u>2,833,442</u>	<u>3,101,429</u>
<u>INCOME (LOSS) AFTER CAPITAL CONTRIBUTIONS</u>	1,489,333	(2,526,219)
<u>NET POSITION, BEGINNING OF YEAR</u>	<u>31,976,567</u>	<u>34,502,786</u>
<u>NET POSITION, END OF YEAR</u>	<u>\$ 33,465,900</u>	<u>\$ 31,976,567</u>

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

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED DECEMBER 31, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
<u>CASH FLOWS FROM OPERATING ACTIVITIES</u>		
Receipts from customers	\$ 2,181,478	\$ 2,003,151
Receipts from other sources	461,633	637,153
Payments to suppliers and others	(14,805,389)	(4,359,238)
Payments for employees and payroll taxing agencies	(18,345,467)	(18,010,487)
Net cash used in operating activities	<u>(30,507,745)</u>	<u>(19,729,421)</u>
<u>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</u>		
Operating subsidies received from other governments	11,649,105	1,012,958
Ad valorem taxes	17,788,102	17,640,953
Hotel/motel tax	1,361,266	1,269,725
Other revenue	288,086	136,309
Operating transfers from primary government	550,000	550,000
Net cash provided by non-capital financing activities	<u>31,636,559</u>	<u>20,609,945</u>
<u>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</u>		
Capital contributions received	2,833,442	3,101,429
Payments on capital leases	(581,433)	(568,174)
Acquisition of capital assets	(3,774,345)	(3,739,467)
Interest paid on capital debt	(107,709)	(88,099)
Net cash used in capital and related financing activities	<u>(1,630,045)</u>	<u>(1,294,311)</u>
<u>CASH FLOWS FROM INVESTING ACTIVITIES</u>		
Interest received	138,328	131,317
Net cash provided by investing activities	<u>138,328</u>	<u>131,317</u>
<u>NET DECREASE IN CASH AND CASH EQUIVALENTS</u>	(362,903)	(282,470)
<u>CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR</u>	<u>793,067</u>	<u>1,075,537</u>
<u>CASH AND CASH EQUIVALENTS, END OF YEAR</u>	<u>\$ 430,164</u>	<u>\$ 793,067</u>

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

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF CASH FLOWS
FOR THE YEAS ENDED DECEMBER 31, 2019 AND 2018

	2019	2018
<u>RECONCILIATION OF NET OPERATING LOSS TO NET</u>		
<u>CASH USED IN OPERATING ACTIVITIES</u>		
Loss from operations	\$ (30,406,336)	\$ (29,078,146)
Adjustments to reconcile net operating loss to net cash used in operating activities		
Depreciation	2,973,663	2,749,810
Bad debt expense	190,310	3,750
Retirement contributions to other plans	548,928	534,435
Change in accounts receivable	240,951	(168,341)
Change in prepaid expenses	7,786	(17,136)
Change in inventory	(8,206)	18,341
Change in net pension asset	(1,930,093)	829,244
Change in deferred outflows	200,199	(206,574)
Change in deferred inflows	1,199,289	(1,044,961)
Change in accounts payable and accrued expenses	(3,281,204)	5,168,540
Change in provision for claims liability	(243,032)	1,481,617
Net cash used in operating activities	\$ (30,507,745)	\$ (19,729,421)

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

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF FIDUCIARY NET POSITION
PENSION TRUST FUND
DECEMBER 31, 2019 AND 2018

ASSETS

	<u>2019</u>	<u>2018</u>
Cash and cash equivalents	\$ 1,106,295	\$ 1,727,476
Contributions receivable	59,419	75,649
Investments:		
Equities	12,897,127	9,059,736
Fixed income	882,299	823,353
Annuities	953,511	852,150
Total assets	<u>15,898,651</u>	<u>12,538,364</u>

LIABILITIES

Total liabilities	<u>-</u>	<u>-</u>
Net position	<u>\$ 15,898,651</u>	<u>\$ 12,538,364</u>

The accompanying notes are an integral part of this financial statement.

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION
PENSION TRUST FUND
DECEMBER 31, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
<u>ADDITIONS</u>		
Contributions:		
Employer contributions	\$ 719,883	\$ 720,360
Employee contributions	636,414	604,736
Total contributions	<u>1,356,297</u>	<u>1,325,096</u>
Investment income:		
Interest and dividend income	239,424	222,650
Class action settlements	80	-
Net change in fair value	2,929,326	(883,914)
	<u>3,168,830</u>	<u>(661,264)</u>
Less: investment expense	<u>(154,558)</u>	<u>(142,420)</u>
Net investment income (loss)	<u>3,014,272</u>	<u>(803,684)</u>
Total additions	<u>4,370,569</u>	<u>521,412</u>
<u>DEDUCTIONS</u>		
Benefits paid to participants, including refunds of member contributions	859,896	852,316
Administrative expenses	150,386	148,401
Total deductions	<u>1,010,282</u>	<u>1,000,717</u>
CHANGE IN NET POSITION	3,360,287	(479,305)
NET POSITION, BEGINNING OF YEAR	<u>12,538,364</u>	<u>13,017,669</u>
NET POSITION, END OF YEAR	<u>\$ 15,898,651</u>	<u>\$ 12,538,364</u>

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

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

1. Summary of Significant Accounting Policies

Capital Area Transit System is a corporation that was created by East Baton Rouge Parish (the Parish) to provide bus transportation services. In 2004, the Louisiana State Legislature enacted House Bill 1682, Act 581, to recognize the System as a political subdivision and provide that all its assets are public property.

Financial Reporting Entity

The Governmental Accounting Standards Board (GASB) is the accepted standards-setting body for establishing governmental accounting and financial reporting. GASB Codification Section 2100, establishes criteria for determining the governmental reporting entity and component units that should be included within the reporting entity. The basic criteria are as follows:

1. Legal status of the potential component unit
2. Financial accountability:
 - a) The primary government appoints a voting majority of the organization's governing body and (1) it is able to impose its will on that organization or (2) there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government.
 - b) The primary government is financially accountable if an organization is fiscally dependent on and there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government regardless of whether the organization has (1) a separately elected governing board, (2) a governing board appointed by a higher level of government, or (3) a jointly appointed board.
 - c) The primary government is financially accountable for a legally separate organization if the primary government's holding of a majority equity interest in that organization does not meet the definition of an investment.
3. Misleading to exclude: Paragraph 111 of Section 2100 covers other potential component units for which the nature and significance of their relationship with the primary government are such that exclusion would cause the reporting entity's financial statements to be misleading.

Based on the previous criteria, the System is considered a discretely presented component unit of the financial reporting entity of the City of Baton Rouge - Parish of East Baton Rouge. The accompanying financial statements reflect the activity of the System.

Based on the previous criteria, the System's management has included the Capital Area Transit System Employees' Pension Trust Fund as a blended component unit within the financial statements of the System. The Capital Area Transit System Employees' Pension Trust Fund (the Plan) exists for the benefit of current and former System employees who are members of the Plan. The Plan is governed by an equal number of Employer Trustees and Union Trustees. Currently, the Plan is governed by a four-member board composed of two members representing the Employer Trustees and two members elected as Union Trustees. The Plan is funded by the investment of the contributions from the System and member employees who are obligated to make contributions to the Plan. The Plan did not issue a separate audit report for the year ended December 31, 2018. However, the Plan issued a separate audit report for the year ended December 31, 2019 which can be obtained at the following address: Mr. John Cutrone, Comptroller, Capital Area Transit System, 350 N. Donmoor Ave., Baton Rouge, LA 70806.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

1. Summary of Significant Accounting Policies (continued)

Basis of Presentation and Accounting

The System's basic financial statements consist of the Proprietary Fund and the Pension Trust Fund, and the related notes to the financial statements. The statements are prepared in accordance with accounting principles generally accepted in the United States of America as applied to governmental units and promulgated by the Government Accounting Standards Board (GASB) *Codification of Governmental Accounting and Financial Reporting Standards*.

The Proprietary Fund and the Pension Trust Fund financial statements are reported using the economic resource measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability has been incurred, regardless of the timing of the related cash flows. Property taxes are recognized when a legally enforceable claim arises. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The accounts of the System are organized and operated on the basis of funds. A fund is an independent fiscal and accounting entity with a self-balancing set of accounts. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance-related legal and contractual provisions. Funds are maintained consistent with legal and managerial requirements. Funds can be classified into two categories: enterprise and fiduciary. The System has no governmental funds. A further explanation of the funds and their reporting classifications follows:

Proprietary Fund

Enterprise Fund - Enterprise funds are used to account for operations: (a) that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation and amortization) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenue earned, expenses incurred, and/or changes in net position is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with a proprietary fund's principal ongoing operations. Operating expenses of proprietary funds include the costs of services, administrative expenses and depreciation of capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Fiduciary Fund

The Pension Trust Fund is used to account for the accumulation of contributions for a defined benefit, single employer pension plan providing retirement benefits to qualified employees.

The Pension Trust Fund's financial statements are prepared on the accrual basis of accounting. Contributions from the System and its employees are recognized as revenue in the period in which employees provide service to the System. Benefits and refunds are recognized when due and payable in accordance with the terms of the Plan.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

1. Summary of Significant Accounting Policies (continued)

Cash and Investments

Cash and cash equivalents can include demand deposit account balances, certificates of deposit and U.S. government securities with maturities of 90 days or less from the date purchased.

Investments are reported at fair value. Securities traded on a national or international exchange are valued at the last reported sales price at current exchange rates. Annuities are reported at contract/reporting value based on a discounted cash flow valuation. The corporate equity mutual funds are valued using net asset value per share.

Inventories

Inventories, principally repair parts and supplies, are stated at cost, which approximates market. Cost is determined by the average cost method.

Capital Assets

Capital Assets are recorded at historical cost. The System maintains a \$5,000 threshold for capitalizing assets. Depreciation is charged to expense over the estimated useful lives of the assets and is determined using the straight-line method. Expenditures for maintenance and repairs which do not materially extend the useful life of the asset are charged to expense as incurred. Useful lives for equipment used in computing depreciation range from 3 years to 15 years. Useful lives for facilities and structures used in computing depreciation range from 5 years to 10 years.

Federal Grants and Dedicated Taxes

Federal grants are made available to the System for the acquisition of public transit facilities, buses, and other transit equipment. Unrestricted operating grants and grants restricted as to purpose, but not contingent on the actual expenditures of funds, are recognized at that point in time when the right to the funds becomes irrevocable. Where the expenditure of funds is the prime factor for determining the eligibility for the grant proceeds, the revenue is recognized at the time when the expenditure is incurred.

In addition to federal grants, the System is the recipient of monies established under LRS 47:302.29(B) and LRS 47:322.1, which set aside the Louisiana state sales tax on hotel occupancy. These monies are provided to the East Baton Rouge Parish Community Improvement Fund (Improvement Fund). The System's share of these funds shall not be used to displace, replace, or supplant funds previously appropriated or otherwise used for urban mass transit purposes. The monies in the Improvement Fund are appropriated annually by the Louisiana State Legislature. In addition, the System also receives monies from the East Baton Rouge Enhancement Fund (Enhancement Fund), which has similar restrictions and was created by the Louisiana State Legislature.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

1. Summary of Significant Accounting Policies (continued)

Compensated Absences

Administrative employees earn paid time off in varying amounts according to continuing years of service as follows:

<u>Years of Service</u>	<u>Equivalent Days</u>	<u>Accrual Rate Per Pay Period</u>
0 - 1	13.00	4.00
1 - 5	16.25	5.00
5 - 12	19.50	6.00
12 - 20	26.00	8.00
20+	34.00	10.46

Administrative employees are not limited to a maximum number of hours for accrual of leave time.

With the new collective bargaining agreement, effective June 2018, union employees began to earn paid time off in varying amounts according to continuing years of service as follows:

<u>Years of Service</u>	<u>Days</u>	<u>Equivalent Hours</u>
0 - 1	5.00	40.00
1 - 5	10.00	80.00
5 - 12	15.00	120.00
12 - 20	20.00	160.00
20+	25.00	200.00

Any unused paid time off not taken by December 31st is not carried over. The balance at year end for union employees must be paid to the employee by April 1st of the following calendar year and is included in the compensated absence liability.

Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statement and the reported amounts of revenues and expenditures during the reporting period. Actual results could differ from those estimates.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

1. Summary of Significant Accounting Policies (continued)

Pensions

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 Capital Area Transit System Employees' Pension Trust Fund and additions to/deductions from the fund's fiduciary net position have been determined on the same basis as they are reported by the Pension Trust Fund. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms.

Net Position

Net position represents the difference between assets plus deferred outflows and liabilities plus deferred inflows. Net investment in capital assets consists of capital assets, net of accumulated depreciation reduced by the outstanding balance of any debt proceeds used for the acquisition, construction, or improvement of those assets. Net position is reported as restricted when there are limitations imposed on their use by external parties such as creditors, grantors, laws or regulations of other governments. Restricted net position reflects the System's net pension asset.

When expenses are incurred for purposes for what both restricted and unrestricted amounts are available, the System uses restricted amounts first, followed by unrestricted amounts.

Deferred Outflows/Inflows of Resources

The Statement of Financial Position will often report a separate section for deferred outflows and (or) deferred inflows of financial resources. Deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. Deferred inflows of resources represent an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

Receivables

Uncollectible amounts due for customer receivables are recognized as bad debts through the establishment of an allowance account at the time information becomes available which would indicate the inability to collect the particular receivable. Management has determined that all amounts are collectible at December 31, 2019 and 2018.

2. Ad Valorem Taxes

The 1974 Louisiana Constitution (Article 7 Section 18) provided that land and improvements for residential purposes be assessed at 10% of fair market value; other property and electric cooperative properties, excluding land, are to be assessed at 15%; and public service properties, excluding land, are to be assessed at 25% of fair market value. Fair market value is determined by the elected assessor of the parish on all property subject to taxation except public service properties, which are valued by the Louisiana Tax Commission (LRS 47:1957). The correctness of assessments by the assessor is subject to review and certification by the Louisiana Tax Commission. The assessor is required to reappraise all property subject to taxation at intervals of not more than four years.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

2. **Ad Valorem Taxes** (continued)

On April 21, 2012, a 10.6 mill ad valorem tax which expires in 2023 was passed by the citizens of the City of Baton Rouge and the City of Baker.

The 2019 property tax calendar is as follows:

Levy date:	May 15, 2019
Millage rates adopted:	May 15, 2019
Tax bills mailed:	November 15, 2019
Due date:	December 31, 2019
Lien date:	September, 2020

State law requires the sheriff of each parish to collect property taxes in the calendar year in which the assessment is made. Property taxes become delinquent January 1 of the following year. If taxes are not paid by the due date, taxes bear interest at the rate of 1.25% per month until the taxes are paid. After notice is given to the delinquent taxpayers, the sheriff is required by the Constitution of the State of Louisiana to sell the least quantity of property necessary to settle the taxes and interest owed.

Property taxes are considered measurable in the calendar year of the tax levy. Accordingly, the entire tax roll less an estimate for uncollectible taxes is recorded as taxes receivable in the current calendar year. Uncollectible taxes are those taxes which based on past experience will not be collected in the subsequent year and are primarily due to subsequent adjustments to the tax roll.

Property taxes are recognized in the year of the levy net of uncollectible amounts.

Ad valorem tax receivable is recorded net of estimated uncollectible amounts and collection fees. The allowance for uncollectible accounts was \$493,259 and \$479,442 at December 31, 2019 and 2018, respectively. Collection fees were \$887,866 and \$862,995 for 2019 and 2018, respectively.

The Louisiana Industrial Ad Valorem Tax Exemption program (Louisiana Administrative Code, Title 13, Chapter 5) is a state incentive program which abates, up to ten years, a percentage of local ad valorem taxes on a manufacturer's new investment and annual capitalized additions related to the manufacturing site. Applications to exempt qualified property for five years are approved by the Board of Commerce and Industry. The exemption may be renewed for an additional five years.

The System is subject to certain property tax abatements granted by the Louisiana State Board of Commerce and Industry (the "State Board"), a state entity governed by board members representing major economic groups and gubernatorial appointees. Abatements to which the government may be subject include those issued for property taxes under the Industrial Tax Exemption Program ("ITEP") and the Restoration Tax Abatement Program ("RTAP"). For the years ending December 31, 2019 and 2018, CATS participated in the Industrial Tax Exemption Program. For the year ending December 31, 2019, CATS also participated in RTAP.

Under the ITEP, as authorized by Article 7, Section 21(F) of the Louisiana Constitution and Executive Order Number JBE 2016-73, companies that qualify as manufacturers can apply to the State Board for a property tax exemption on all new property, as defined, used in the manufacturing process. Under the ITEP, companies are required to promise to expand or build manufacturing facilities in Louisiana, with a minimum investment of \$5 million. The exemptions are granted for a 5-year term and are renewable for an additional 5-year term upon approval by the State Board. In the case of the local government, these abatements have resulted in reductions of property taxes, which the tax assessor administers as a temporary reduction in the assessed value

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

2. Ad Valorem Taxes (continued)

of the property involved. The abatement agreements stipulate a percentage reduction of property taxes, which can be as much as 100 percent.

Taxes abated under ITEP, including some minimal amounts for commercial restoration abatements, for the years ended December 31, 2019 and 2018 were approximately \$243,000 and \$259,000, respectively. Taxes abated under the RTAP for the year ended December 31, 2019 totaled \$84,700.

3. Cash, Cash Equivalents, and Investments

At December 31, 2019 and 2018, the System's cash bank balances consist of deposits in financial institutions as follows:

	Proprietary Enterprise Fund	Fiduciary Pension Trust Fund	Total
December 31, 2019			
Cash on hand in banks	\$ 593,887	\$ -	\$ 593,887
Money market accounts	-	1,106,295	1,106,295
Total cash and cash equivalents	<u>\$ 593,887</u>	<u>\$ 1,106,295</u>	<u>\$ 1,700,182</u>
December 31, 2018			
Cash on hand and in banks	\$ 871,069	\$ -	\$ 871,069
Money market accounts	-	1,727,476	1,727,476
Total cas and cash equivalents	<u>\$ 871,069</u>	<u>\$ 1,727,476</u>	<u>\$ 2,598,545</u>

Deposits in financial institutions can be exposed to custodial credit risk. Custodial credit risk for deposits is the risk that in the event of financial institution failure, the System's deposits may not be returned. To guard against this risk, under state law, deposits must be secured by federal deposit insurance or the pledge of securities owned by the fiscal agent bank. The market value of the pledged securities plus the federal deposit insurance must at all times equal or exceed the amount on deposit with the fiscal agent. The System had no custodial credit risk as of December 31, 2019 or 2018.

Securities that may be pledged as collateral consist of obligations of the U.S. Government and its agencies, obligations of the State of Louisiana and its municipalities and school districts.

The System is authorized by LRS 39:1211-1245 and 33:2955 to invest temporarily idle monies in various risk-averse instruments including U.S. Government direct and agency obligations, certificates of deposit of qualified financial institutions, certain debt mutual funds, the Louisiana Asset Management Pool (LAMP) and other investments. The proprietary fund of the System had no investments as of December 31, 2019 and 2018.

Investments held by the Pension Trust Fund are invested in marketable equity, fixed income and/or real estate securities in accordance with Pension Board's policy and state law.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

3. Cash, Cash Equivalents, and Investments (continued)

Investments

As of December 31, 2019 and 2018, assets classified as investments existed only in the Pension Trust Fund (the Trust). As of December 31, 2019 and 2018, the maturities of the Pension Trust Fund's investments in debt securities were as follows:

	Fair Value	Investment Maturities (in Years)			More than 10
		Less than 1	1 - 5	6 - 10	
December 31, 2019					
U.S. treasury and agency bonds	\$ 533,001	\$ 29,979	\$ 428,215	\$ 74,807	\$ -
Corporate bonds	349,298	22,150	198,282	128,866	-
Total	<u>\$ 882,299</u>	<u>\$ 52,129</u>	<u>\$ 626,497</u>	<u>\$ 203,673</u>	<u>\$ -</u>
	Fair Value	Investment Maturities (in Years)			More than 10
		Less than 1	1 - 5	6 - 10	
December 31, 2018					
U.S. treasury and agency bonds	\$ 461,089	\$ 49,295	\$ 349,510	\$ 62,284	\$ -
Corporate bonds	362,264	20,940	219,553	121,771	-
Total	<u>\$ 823,353</u>	<u>\$ 70,235</u>	<u>\$ 569,063</u>	<u>\$ 184,055</u>	<u>\$ -</u>

Interest Rate Risk. In accordance with its investment policy, the Pension Trust Fund manages its exposure to declines in fair value by limiting the weighted average maturity of its investment portfolio to less than ten years with a maximum maturity of 30 years for any single security.

Credit Risk. The investment policy of the Pension Trust Fund limits investments in commercial paper and corporate bonds to ratings of A-1 and BBB or higher as rated by the nationally recognized statistical rating organizations (NRSROs). As of December 31, 2019 and 2018, the Pension Trust Fund held no commercial paper investments. The Pension Trust Fund's investments in domestic corporate bonds as of December 31, 2019 and 2018 varied between ratings of A and AAA, consistent with the investment policy. The Pension Trust Fund's investments in U.S. Agencies all carry the explicit guarantee of the U.S. government.

Concentration of Credit Risk. The Pension Trust Fund's investment policy does not allow for an investment in any one issuer that is in excess of 15% of the fund's total investments, and no more than 30% of total investments in any one industry.

Custodial Credit Risk - Investments. For an investment, this is the risk that, in the event of the failure of the counterparty, the Pension Trust Fund will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Investments are exposed to custodial credit risk if the securities are uninsured and unregistered and are either held by the counterparty, or by the counterparty's trust department or agent, but not in the Pension Trust Fund's name. At December 31, 2019 and 2018, all of the Pension Trust Fund's investments were held by an agent in the name of the Pension Trust Fund.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

3. Cash, Cash Equivalents, and Investments (continued)

Fair Value of Investments

The System's investments measured and reported at fair value are classified according to the following hierarchy:

- Level 1 - Investments reflect prices quoted in active markets.
- Level 2 - Investments reflect prices that are based on a similar observable asset either directly or indirectly, which may include inputs in markets that are not considered to be active.
- Level 3 - Investments reflect prices based upon unobservable sources.

The categorization of investments within the hierarchy is based upon the pricing transparency of the instrument and should not be perceived as the particular investment's risk.

The following tables set forth by level, within the fair value hierarchy, the System's assets at fair value as of December 31, 2019 and 2018:

	December 31, 2019	<u>Fair Value Measurements Using:</u>		
		<u>Quoted Prices In Active Markets for Identical Assets (Level 1)</u>	<u>Significant Other Inputs (Level 2)</u>	<u>Significant Unobservable Inputs (Level 3)</u>
Investments by fair value level				
Debt securities				
U.S. Treasury and agency bonds	\$ 533,001	\$ 533,001	\$ -	\$ -
Corporate bonds	349,298	349,298	-	-
Equity securities				
Corporate stocks	11,379,702	11,379,702	-	-
Alternative investments				
Annuities	953,511	-	-	953,511
Total investments by fair value level	<u>13,215,512</u>	<u>\$ 12,262,001</u>	<u>\$ -</u>	<u>\$ 953,511</u>
Investments measured at NAV:				
Corporate equity mutual fund	<u>1,517,425</u>			
Total investments at fair value	<u>\$ 14,732,937</u>			

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

3. Cash, Cash Equivalents, and Investments (continued)

	December 31, 2018	<u>Fair Value Measurements Using:</u>		
		<u>Quoted Prices In Active Markets for Identical Assets (Level 1)</u>	<u>Significant Other Inputs (Level 2)</u>	<u>Significant Unobservable Inputs (Level 3)</u>
Investments by fair value level				
Debt securities				
U.S. Treasury and agency bonds	\$ 461,089	\$ 461,089	\$ -	\$ -
Corporate bonds	362,265	362,265	-	-
Equity securities				
Corporate stocks	7,880,528	7,880,528	-	-
Alternative investments				
Annuities	852,150	-	-	852,150
Total investments by fair value level	<u>9,556,032</u>	<u>\$ 8,703,882</u>	<u>\$ -</u>	<u>\$ 852,150</u>
Investments measured at NAV:				
Corporate equity mutual fund	<u>1,179,207</u>			
Total investments at fair value	<u>\$ 10,735,239</u>			

The redemption terms for investments measured at net asset value (NAV) per share as of December 31, 2019 and 2018 are as follows:

- Redemption frequency Daily
- Redemption notice period 2 – 15 Days

4. Receivables - Due from Other Governments

Receivables due from other governments at December 31, 2019 and 2018, were as follows:

	<u>2019</u>	<u>2018</u>
Federal transit administration	\$ 612,515	\$ 3,934,606
Hotel/motel tax	-	331,608
Total	<u>\$ 612,515</u>	<u>\$ 4,266,214</u>

Accounts receivable primarily represent balances due from advertising. The balances were \$157,479 and \$588,740 at December 31, 2019 and 2018, respectively net of the allowance for uncollectable accounts.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

5. Capital Assets

A summary of changes in capital assets follows:

	December 31, 2019			
	Beginning of Year	Additions	Deletions	End of Year
Construction in progress	\$ -	\$ 534,630	\$ -	\$ 534,630
Equipment, primarily transportation vehicles	36,036,065	3,239,715	-	39,275,780
Accumulated depreciated	(14,709,417)	(2,973,354)	-	(17,682,771)
Total	\$ 21,326,648	\$ 800,991	\$ -	\$ 22,127,639

	December 31, 2018			
	Beginning of Year	Additions	Deletions	End of Year
Equipment, primarily transportation vehicles	\$ 41,544,120	\$ 3,739,467	\$ (9,247,522)	\$ 36,036,065
Accumulated depreciated	(21,159,045)	(2,749,810)	9,199,438	(14,709,417)
Total	\$ 20,385,075	\$ 989,657	\$ (48,084)	\$ 21,326,648

Depreciation expense for the years ended December 31, 2019 and 2018, totaled \$2,973,354 and \$2,749,810, respectively. The City-Parish owns the terminal, administrative office building, and related land which are used by the System for its operations. The City-Parish provides these facilities and land to the System at no charge through an operating agreement.

6. Accounts Payable and Accrued Expenses

The accounts payable and accrued expenses at December 31, 2019 and 2018, were as follows:

	2019	2018
Vendors	\$ 2,397,918	\$ 6,083,979
Accrued salaries and benefits	365,306	287,121
Total	\$ 2,763,224	\$ 6,371,100

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. Pension Plan

Plan Description

The Capital Area Transit System Employees' Pension Trust Fund is a single-employer defined benefit pension plan that provides pensions for all employees covered by the Collective Bargaining Agreement.

Membership - Any individual employed by Capital Area Transit System (CATS), for whom contributions to the Plan are required to be made in accordance with the terms of the Collective Bargaining Agreement, and other clerical and administrative employees of CATS who agree to make the required contributions to the Plan effective February 1, 1973, or within ninety days of the commencement of their employment with CATS, if later; or any employee of the Union.

As of December 31, 2019 and 2018, pension plan membership consisted of the following:

	2019	2018
Inactive plan members or beneficiaries		
currently receiving benefits	76	76
Inactive plan members entitled to but		
not yet receiving benefits	138	134
Active plan members	200	203
Total	414	413

Benefits Provided - A participating employee is eligible to receive a normal retirement benefit on the first of the month after which he has attained age sixty-two and completed ten years of service. On January 1, 2019, the Plan was amended to change the normal retirement eligibility criteria to the first of the month after which the employee has attained age sixty-two and completed seven years of service. The monthly retirement benefit payable to an employee is equal to 1.2% of the member's average final compensation for each year of creditable service through January 31, 1991; and 1.4% of the member's average final compensation for each year of creditable service thereafter. The annual retirement benefit may not exceed the lesser of \$75,000 or 100% of the average final compensation.

A participating employee is eligible to receive an early retirement benefit on the first of the month after which he has attained age fifty-five and completed fifteen years of service, five of which are completed after February 1, 1973. The monthly early retirement benefit payable to an employee is 1.2% of the member's average final compensation for each year of creditable service through January 31, 1991; and 1.4% of the member's average final compensation for each year of creditable service thereafter, reduced by one-half of one percent for each calendar month by which the early retirement date precedes the normal retirement date.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Plan Description (continued)

In the event an employee's employment is terminated for any reason other than retirement, he is entitled to a refund of his employee contributions plus interest at two percent per annum. Once an employee who was hired on or after October 24, 2001 terminates and withdraws his employee contributions, he forfeits any right to the accrued benefit derived from employer contributions.

The normal form of benefit is a Three Year Certain and Continuous annuity. In the event a retiree dies before receiving thirty-six monthly payments from the Fund, the beneficiary will be entitled to the balance of the thirty-six payments. In lieu of receiving the normal form of benefit, a married employee is given the opportunity to elect or to decline to have his benefit paid in the form of a Joint and Survivor annuity. In no event, under this form of benefit, will the annuity payable to the survivor be less than one-half of, or greater than the amount of the annuity payable during the joint lives of the employee and his spouse. Such Joint and Survivor annuity must be the actuarial equivalent of a Three Year Certain and Continuous annuity payable to the employee. Unless a married employee elects otherwise in writing, their normal or early retirement benefit will be paid in the form of a Joint and 50% Survivor annuity.

A participating employee who becomes totally and permanently disabled after the completion of ten years of service, as determined and reported by the Board of Trustees, is entitled to a monthly disability benefit. The monthly disability pension payable to an employee is his accrued benefit. The benefit is payable no earlier than the first day of the sixth month following the month in which total and permanent disability began and will continue during total disability for life.

In the event of the death of an active employee prior to retirement eligibility, his surviving spouse is due a monthly benefit equal to 50% of the employee's vested accrued benefit as of the date of death. If there is no surviving spouse, the benefit will be payable to the surviving dependent children under the age of eighteen, or age twenty-two if the child is a full-time student of an accredited college, university, or vocational-technical institution.

If an employee dies, having elected the Joint and Survivor benefit, while eligible to retire but not yet actually retired, then the surviving spouse will receive a benefit in accordance with the option in effect as of the date of death.

In the event that a member dies and has no surviving spouse or child eligible for monthly benefits, a refund of employee contributions plus interest at two percent per annum will be due to their estate or named beneficiary.

Contributions - According to the Plan Document, all contributions required to fund the Plan, on a sound actuarial basis, will be made by the Employer and each Participating Employee as determined under the Collective Bargaining Agreement. All benefits will be provided from the Plan, and will be attributable to employer and employee contributions. Contributions are expressed as a percentage of covered payroll. The contribution rates in effect for the year ended December 31, 2019 and 2018 were 8% for the System and 7% for covered employees, respectively. The employer contributions for the years ended December 31, 2019, 2018 and 2017 were \$719,883, \$720,360, and \$684,668, respectively.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Deferred Retirement Option Program

In lieu of terminating employment and accepting a retirement allowance, any participant of this plan who has been eligible for retirement, including early retirement, for at least one year, may elect to participate in the Deferred Retirement Option Plan (DROP). The election to participate in the DROP may be made only once, for a period not to exceed three years. Upon commencement of participation in the plan, membership in the Plan continues and the member's status changes to inactive. During participation in the DROP, neither employer nor employee contributions are payable. The monthly retirement benefits that would have been payable, had the person elected to cease employment and receive a service retirement allowance, are paid into the DROP account. This fund does not earn interest while a person is participating in the DROP. In addition, no cost of living increases are payable to participants until employment which made them eligible to become members of the Plan has been terminated for at least one full year.

Upon termination of employment prior to or at the end of the specified period of participation, a participant in the plan may receive, at his option, a lump sum from the account equal to the payments into the account or systematic disbursements from his account in any manner approved by the Board of Trustees. The monthly benefits that were being paid into the DROP account will begin to be paid to the retiree. If a participant dies during participation in the plan, a lump sum equal to his account balance in the DROP account is paid to his named beneficiary or, if none, to his estate. If employment is not terminated at the end of the period specified for participation, payments into the DROP account cease and the person resumes active contributing membership in the plan. All amounts which remain credited to the individual's subaccount after termination of participation in the DROP will be credited with interest at the end of each plan year at a rate equal to the realized return of the retirement plan's trust portfolio for that plan year as certified by the retirement plan actuary in his actuarial report, less an amount to be calculated at the same rate of payment that applies to the management of the fund's investment portfolio.

Upon termination of employment, the monthly benefits which were being paid into the participant's subaccount begin to be paid to the retiree and he shall receive a supplemental benefit based on his additional service rendered since termination of participation in the DROP. The supplemental benefit shall be calculated based only on the years of additional service since DROP participation and a final average compensation calculated by joining the service rendered immediately prior to participating in the DROP with that after DROP participation to find the highest five consecutive years of compensation.

In no event shall the supplemental benefit exceed an amount which, when combined with the original benefit, equals 100% of the average compensation figure used to calculate the supplemental benefit.

The System has no participants in DROP as of December 31, 2019 and 2018.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Investments

Investment Policy - The Plan's policy in regard to the allocation of invested assets is established and may be amended by the Plan's Board by a majority vote of its members. It is the policy of the Plan's Board to pursue an investment strategy that reduces risk through the prudent diversification of the portfolio across a broad selection of distinct asset classes. The Plan's investment policy discourages the use of cash equivalents, except for liquidity purposes, and aims to refrain from dramatically shifting asset class allocations over short time spans. The following was the Board's adopted asset allocation policy as of December 31, 2019 and 2018:

Asset Class	Target Allocation
Domestic Large Cap Growth Equity	15%
Domestic Large Cap Value Equity	15%
Domestic Small to Mid Cap Growth Equity	8%
International Equity	15%
Domestic Investment Grade Fixed Income	25%
Convertible Bonds	10%
Cash and Cash Equivalents	10%
Real estate investment trusts	2%
Total	100%

Rate of Return - For the year ended December 31, 2019 and 2018, the annual money-weighted rate of return (loss) on pension plan investments, net of pension plan investment expense, was 21.20 and -5.98 percent, respectively. The money-weighted rate of return (loss) expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

Net Pension Liability and Expense

The components of the Net Pension Liability of the Plan as of December 31, 2019 and 2018, are as follows:

	2019	2018
Total pension liability	\$ (13,362,387)	\$ (11,932,193)
Plan fiduciary net position	15,898,651	12,538,364
Net pension asset	\$ 2,536,264	\$ 606,171
Plan fiduciary net position as a total percentage of the total pension liability	-118.98%	-105.08%

For the years ended December 31, 2019 and 2018, the Pension expense for the System is \$189,280 and \$298,069, respectively.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Net Pension Liability and Expense (continued)

The following table presents the changes in net pension liability measured as of the years ended December 31st:

	<u>2019</u>	<u>2018</u>
Total pension liability:		
Service Cost	\$ 709,832	\$ 705,207
Interest	733,100	712,051
Changes in benefit terms	101,812	-
Differences between expected and actual experience	268,488	(215,003)
Changes in assumptions	476,858	-
Benefit payments	(576,499)	(615,135)
Refunds of member contributions	(254,732)	(237,181)
Other	(28,665)	-
Net change in total pension liability	<u>1,430,194</u>	<u>349,939</u>
Total pension liability - beginning	<u>11,932,193</u>	<u>11,582,254</u>
Total pension liability - ending	<u>\$ 13,362,387</u>	<u>\$ 11,932,193</u>
Plan fiduciary net position:		
Contributions - employer	\$ 636,414	\$ 604,736
Contributions - employee	719,883	720,360
Net investment income	3,014,272	(803,684)
Benefit payments	(576,499)	(615,135)
Refunds of member contributions	(254,732)	(237,181)
Administrative expenses	(150,386)	(148,401)
Other	(28,665)	-
Net change in fiduciary net position	<u>3,360,287</u>	<u>(479,305)</u>
Plan fiduciary net position - beginning	<u>12,538,364</u>	<u>13,017,669</u>
Plan fiduciary net position - ending	<u>\$ 15,898,651</u>	<u>\$ 12,538,364</u>
 Net pension asset	 <u>\$ 2,536,264</u>	 <u>\$ 606,171</u>

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Actuarial Methods and Assumptions

The Total Pension Liability is based on the Individual Entry Age Normal actuarial cost method as described in Statement No. 67 of the Governmental Accounting Standards Board (GASB). Calculations were made as of December 31, 2019 and were based on December 31, 2019 data. The current year actuarial assumptions utilized are based on the assumptions used in the December 31, 2019 actuarial funding valuation which (with the exception of mortality) were based on the results of an actuarial experience study performed in 2015, unless otherwise specified.

The total pension liability was determined by an actuarial valuation as of December 31, 2019 and 2018, using the following actuarial assumptions, applied to all periods included in the measurement:

	<u>December 31, 2019</u>	<u>December 31, 2018</u>																				
Actuarial cost method	The Individual Entry Age Normal	The Individual Entry Age Normal																				
Asset valuation method	The actuarial value of assets has been set equal to the market value of the assets	The actuarial value of assets has been set equal to the market value of the assets																				
Inflation	2.10%	2.50%																				
Projected salary increases, including inflation and merit increases	<table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Years of Service</u></th> <th style="text-align: center;"><u>Salary Growth Rate</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">17.00%</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">10.00%</td> </tr> <tr> <td style="text-align: center;">3 - 10</td> <td style="text-align: center;">5.25%</td> </tr> <tr> <td style="text-align: center;">11 and over</td> <td style="text-align: center;">3.75%</td> </tr> </tbody> </table>	<u>Years of Service</u>	<u>Salary Growth Rate</u>	1	17.00%	2	10.00%	3 - 10	5.25%	11 and over	3.75%	<table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Years of Service</u></th> <th style="text-align: center;"><u>Salary Growth Rate</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">17.00%</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">10.00%</td> </tr> <tr> <td style="text-align: center;">3 - 10</td> <td style="text-align: center;">5.25%</td> </tr> <tr> <td style="text-align: center;">11 and over</td> <td style="text-align: center;">3.75%</td> </tr> </tbody> </table>	<u>Years of Service</u>	<u>Salary Growth Rate</u>	1	17.00%	2	10.00%	3 - 10	5.25%	11 and over	3.75%
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1	17.00%																					
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<u>Years of Service</u>	<u>Salary Growth Rate</u>																					
1	17.00%																					
2	10.00%																					
3 - 10	5.25%																					
11 and over	3.75%																					
Investment rate of return (discount rate)	5.75% net of pension plan investment expense, including inflation	6.00% net of pension plan investment expense, including inflation																				

Mortality Rates - In the case of mortality, since the System's size is so small, no credible experience could be established for mortality. In the absence of such experience, mortality rates for active employees were based on the RP-2000 Employee Tables with a setback of four years for males and set back of three years for females. Mortality for retirees and beneficiaries was based on the RP-2000 Combined Healthy Table with Blue Collar Adjustment projected to 2032 using Scale AA. The RP-2000 Disabled Lives Mortality Table (set back five years for males and set back three years for females) was selected for disabled annuitants.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Actuarial Methods and Assumptions (continued)

In order to determine future expected returns, standard deviation of returns, and correlations between asset classes, forecast information from the Plan's investment consultant and other national investment consultants were gathered. From these forecasts, an average estimated real rate of return for key asset classes was compiled along with average expected standard deviations and correlations. The target asset allocations (shown below) for were combined with the consultant average expected returns, standard deviations, and correlations in order to produce an expected geometric rate of return for the portfolio over a long-term period (i.e., 30 years). It was determined that a reasonable range for the assumed rate of return was 5.48% to 6.91% with a net portfolio adjusted nominal expected rate of return of 6.19%. As a result, no change was deemed necessary in the 6% return assumption since it lies within the reasonable range. The average assumed long-term inflation rate was 2.10%. This was added to the real rates of return to determine expected long-term nominal rates of return for each asset class. Best estimates of arithmetic real rates of return for each major asset class included in the Plan's target asset allocation as of December 31, 2019 and 2018 are summarized in the following tables:

December 31, 2019	
Asset Class	Long-Term Expected Real Rate of Return
Cash and Cash Equivalents	0.37%
U.S. Investment Grade Corporate Fixed Income	1.70%
U.S. Large Cap Equities	5.50%
U.S. Small Cap Equities	6.54%
U.S. Mid Cap Equities	6.11%
International Developed Equities	6.23%
Real Estate Investment Trusts	5.83%

December 31, 2018	
Asset Class	Long-Term Expected Real Rate of Return
Cash and Cash Equivalents	1.00%
U.S. Investment Grade Corporate Fixed Income	2.00%
U.S. High Yield Fixed Income	4.00%
U.S. Large Cap Equities	1.00%
U.S. Small Cap Equities	6.00%
U.S. Mid Cap Equities	6.00%
International Developed Equities	6.00%
Emerging Market Equities	9.00%
REITs	6.00%

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Actuarial Methods and Assumptions (continued)

Discount Rate - The discount rate used to measure the total pension liability was 5.75 and 6.00 percent at December 31, 2019 and 2018, respectively. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that CATS contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate in accordance with the Collective Bargaining Agreement. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity to Changes in the Discount Rate - The following presents the Net Pension Liability (Asset) of CATS calculated using the discount rate as of December 31, 2019 and 2018, as well as what the System's Net Pension Liability (Asset) would be if it were calculated using a discount rate that one percentage point lower or one percentage point higher than the year-end rate (assuming all other assumptions remain unchanged):

December 31, 2019			
	1% Decrease	Current Discount Rate 5.75%	1% Increase
	4.75%		6.75%
Net pension (asset) liability	\$ (850,932)	\$ (2,536,264)	\$ (3,943,092)
December 31, 2018			
	1% Decrease	Current Discount Rate 6.00%	1% Increase
	5.00%		7.00%
Net pension (asset) liability	\$ 848,217	\$ (606,171)	\$ (1,822,731)

Expected Remaining Service Lives - The effects of certain other changes in the Net Pension Liability are required to be included in pension expense over the current and future periods. The effects of the Total Pension Liability of (1) changes of economic and demographic assumptions or of other inputs and (2) differences between expected and actual experience are required to be included in pension expense in a systematic and rational manner over a closed period equal to the average of the expected remaining service lives of all employees that are provided with benefits through the pension plan (active and inactive employees), determined as of the beginning of the measurement period. The effect on the Net Pension Liability of differences between the projected earnings on pension plan investments and actual experience with regard to those earnings is required to be included in pension expense in a systematic and rational manner over a closed period of five years, beginning with the current period.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

7. **Pension Plan** (continued)

Actuarial Methods and Assumptions (continued)

The Expected Remaining Service Lives (ERSL) for the current year are:

Beginning of Year	ERSL (in Years)
2019	3
2018	3

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

The System reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources at December 31, 2019 and 2018:

	2019	2018
Deferred outflows of resources		
Difference between expected and actual experience	\$ 178,992	\$ -
Changes in assumptions	317,905	-
Difference between projected and actual earnings	-	697,096
Total	\$ 496,897	\$ 697,096
Deferred inflows of resources		
Difference between expected and actual experience	\$ (115,945)	\$ (267,335)
Changes in assumptions	-	-
Difference between projected and actual earnings	(1,350,679)	-
Total	\$ (1,466,624)	\$ (267,335)

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

2020	\$ (248,473)
2021	(139,424)
2022	(131,481)
2023	(450,349)
Total	\$ (969,727)

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

8. Deferred Compensation Plan

The System offers its employees participation in the Louisiana Public Employees' Deferred Compensation Plan (Compensation Plan), created by Louisiana Revised Statutes and in accordance with Section 457 of the Internal Revenue Code. The Compensation Plan is available to all full-time employees and permits them to defer a portion of their salary until future years. The assets of the Compensation Plan are held in trust for the exclusive benefit of the participants and their beneficiaries. The custodian thereof, for the exclusive benefit of the participants, holds the custodial account for the beneficiaries of this plan, and the assets may not be diverted to any other use. The administrators are agents of the employer for purposes of providing direction to the custodian of the custodial account from time to time for the investment of the funds held in the account, transfer of assets to or from the account, and all other matters. The System contributions are based on 8% of eligible wages. For the years ended December 31, 2019 and 2018, the contributions to the plan were \$80,093 and \$117,738, respectively.

9. Commitments and Contingencies

Grant Commitments

Grant agreements under which the System receives federal financial assistance which requires the System to match 15% to 25% of dollars received. For the year ended December 31, 2019, the System has provided local funds to meet matching requirements. In future years, the System will have to provide additional local funds to meet the matching requirements of existing grants. Similar commitments existed as of December 31, 2018.

Lease Commitment

During 2019, the System terminated a month-to-month lease on office space and effective November 1, 2019 entered into a lease for new office space. The current lease is for approximately \$7,703 per month for 36 months.

Tire Purchase Contract

The System has entered into a contract for the purchase of bus tires. The effective dates of the contract is September 1, 2017 through August 31, 2020. The vendor has agreed to provide tires at a fixed cost per tire plus a rate per mile. The System originally estimated costs to be \$600,000 over the term of the contract. Tire cost expense was approximately \$131,000 and \$98,000 for the years ended December 31, 2019 and 2018, respectively.

Grant Disallowances

The System participates in federally assisted grant programs. The programs are subject to compliance audits under the single audit approach. Such audits could lead to requests for reimbursement by the grantor agency for expenditures disallowed under terms of the grants.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

10. Self-Insurance and Legal Claims

The System is exposed to various risks of loss related to torts; theft of damage to, and destruction of assets; errors and omissions injuries to employees; and natural disasters. The System manages the its workers comp and general liability portions of its exposure to losses through a self-insurance program.

At December 31, 2019 and 2018, accrued claims liabilities of \$3,436,991 and \$3,680,023, respectively, were included in the Proprietary Fund's statements of net position, as follows:

	2019	2018
Current portion	\$ 1,065,376	\$ 855,488
Long-term portion	2,371,615	2,824,535
Total	\$ 3,436,991	\$ 3,680,023

The accruals, which are based upon the advice of counsel, are, in the opinion of management, sufficient to provide for all probable claims liabilities that are able to be estimated at December 31, 2019 and 2018. In addition, the claims will not be paid until appropriated by the System.

Changes in claims liability during the years ended December 31, 2019 and 2018, were as follows:

	2019	2018
Beginning of year liability	\$ 3,680,023	\$ 2,198,406
Current year claims and changes in estimates	1,032,323	2,729,146
Claim payments	(1,275,355)	(1,247,529)
End of year liability	\$ 3,436,991	\$ 3,680,023

Effective September 2019, the System purchased an insurance policy through September 2020 which covers auto physical damage up to \$2,500,000, subject to a \$50,000 deductible per vehicle per occurrence. An endorsement was added in December 2018 to cover the 11 buses purchased during 2018.

11. Capital Lease Obligations

The System is the lessee of 10 transit buses under a lease agreement with a financial institution. This lease agreement qualifies as a capital lease for accounting purposes and, therefore, has been recorded at the present value of the minimum lease payments as of the inception date which was June 1, 2017. Lease terms include 14 semiannual payments of \$328,137 with interest at 2.31%. At December 31, 2019, book value of leased equipment, net of depreciation, was \$3,221,930.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

11. Capital Lease Obligations (continued)

Changes in the capital lease liability during the years ended December 31, 2019 and 2018, were as follows:

	<u>2019</u>	<u>2018</u>
Beginning of year liability	\$ 3,370,416	\$ 3,938,590
Lease proceeds	-	-
Principal payments	<u>(581,433)</u>	<u>(568,174)</u>
End of year liability	<u>\$ 2,788,983</u>	<u>\$ 3,370,416</u>

Minimum future lease payments under these capital leases as of December 31, 2019 are:

<u>Year Ended</u> <u>December 31, 2019</u>	<u>Amount</u>
2020	656,274
2021	656,274
2022	656,274
2023	656,274
2024	<u>328,137</u>
Total minimum lease payments	2,953,233
Less: amount representing interest	<u>(164,250)</u>
Present value of minimum lease payments	<u>\$ 2,788,983</u>

12. Effect of Deferred Amounts on Net Position

The unrestricted net position amounts of \$11,590,980 and \$13,414,164 for the years ended December 31, 2019 and 2018, respectively, include the effects of deferring the recognition of pension expense from the differences between expected and actual experience, changes in assumptions and projected and actual earnings of the System's single employer defined benefit plan. The \$496,897 balance of the deferred outflows of resources as of December 31, 2019 and the \$1,466,624 and \$267,335 balances of the deferred inflows of resources as of December 31, 2019 and 2018, respectively will be recognized as increases or decreases to pension expense over the remaining average service life of the participants in the pension plan for the differences in expected and actual experience and changes in assumptions. The \$1,466,624 balance of the deferred inflows of resources as of December 31, 2019 and the \$697,096 balance of the deferred outflows of resources as of December 31, 2018 will be recognized as increases or decreases to pension expense over the remaining five-year period applicable to the differences between project and actual earnings of the pension plan.

13. Concentrations

Substantially all non-management employees are covered under a collective bargaining agreement.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2019 AND 2018

14. Current Accounting Standards Schedule to be Implemented

GASB Statement 84, *Fiduciary Activities*: This standard defines and establishes criteria for identifying and reporting fiduciary activities. The focus of the criteria is on (1) whether the System controls the assets in a fiduciary activity and (2) there are separate identifiable beneficiaries with whom a fiduciary relationship exists. The standard is effective for annual reporting periods beginning after December 15, 2019. The System will include the requirements of this standard, as applicable, in its December 31, 2020 financial statements. The effect of this standard or its applicability to the System are unknown at this time.

GASB Statement 87, *Leases*: This standard will require all leases to be reported on the statement of net position under a single accounting model for both lessors and lessees. The statement will require the recognition of lease assets or liabilities for all leases including those previously reported as operating leases. All leases will be reported under this single accounting method and reported by lessees as an intangible right to use asset and by lessors as a receivable with both reporting a deferred inflow of resources. The standard is effective for annual reporting periods beginning after June 15, 2021. The System will include the requirements of this standard, as applicable, in its December 31, 2022 financial statements. All of the System's lease agreements will need to be evaluated to determine the impact of implementing this standard; however, the effect of this standard or its applicability to the System are unknown at this time.

15. Subsequent Event

Management has evaluated subsequent events through the date that the financial statements were available to be issued, June 26, 2020, and determined that the following matter required additional disclosure in the financial statements. No other subsequent events occurring after this date have been evaluated for inclusion in these financial statements.

In March, 2020, the World Health Organization declared the outbreak of a novel coronavirus (COVID-19) as a global pandemic, which continues to spread throughout the United States. The COVID-19 pandemic has negatively impacted the global economy and created significant volatility and disruption of financial markets. The extent of the impact of the COVID-19 pandemic on the System and the Pension Trust Fund's operational and financial performance will depend on certain developments, including the duration and spread of the outbreak and the impact on riders, employees and vendors, all of which are uncertain and cannot be predicted. The extent to which the COVID-19 pandemic may impact the System's financial condition or results of operations cannot be reasonably estimated at this time.

REQUIRED SUPPLEMENTARY INFORMATION

**CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA**

SCHEDULE OF CHANGES IN TOTAL PENSION LIABILITY AND RELATED RATIOS

	2019	2018	2017	2016	2015
<u>TOTAL PENSION LIABILITY</u>					
Service cost	\$ 709,832	\$ 705,207	\$ 694,880	\$ 609,044	\$ 577,109
Interest	733,100	712,051	685,993	661,807	684,863
Changes in benefit terms	101,812	-	-	-	-
Differences between expected and actual experience	268,488	(215,003)	(177,108)	(141,782)	(332,043)
Changes of assumptions	476,858	-	-	-	414,840
Benefit payments	(576,499)	(615,135)	(534,895)	(545,869)	(507,571)
Refunds of member contributions	(254,732)	(237,181)	(174,467)	(375,062)	(348,156)
Other	(28,665)	-	-	9,620	1,348
Net change in total pension liability	\$ 1,430,194	\$ 349,939	\$ 494,403	\$ 217,758	\$ 490,390
<u>TOTAL PENSION LIABILITY - BEGINNING</u>	11,932,193	11,582,254	11,087,851	10,870,093	10,379,703
<u>TOTAL PENSION LIABILITY - ENDING (a)</u>	<u>\$ 13,362,387</u>	<u>\$ 11,932,193</u>	<u>\$ 11,582,254</u>	<u>\$ 11,087,851</u>	<u>\$ 10,870,093</u>
<u>PLAN FIDUCIARY NET POSITION</u>					
Contributions - member	\$ 636,414	\$ 604,736	\$ 607,307	\$ 589,279	\$ 553,162
Contributions - employer	719,883	720,360	684,668	669,552	657,058
Net investment income (loss)	3,014,272	(803,684)	1,933,099	562,303	(238,834)
Benefit payments	(576,499)	(615,135)	(534,895)	(545,869)	(507,571)
Refunds of member contributions	(254,732)	(237,181)	(174,467)	(375,062)	(348,156)
Administrative expenses	(150,386)	(148,401)	(124,891)	(114,605)	(102,373)
Other	(28,665)	-	-	9,620	1,348
Net change in plan fiduciary net position	\$ 3,360,287	\$ (479,305)	\$ 2,390,821	\$ 795,218	\$ 14,634
<u>PLAN FIDUCIARY NET POSITION - BEGINNING</u>	12,538,364	13,017,669	10,626,848	9,831,630	9,816,996
<u>PLAN FIDUCIARY NET POSITION - ENDING (b)</u>	<u>\$ 15,898,651</u>	<u>\$ 12,538,364</u>	<u>\$ 13,017,669</u>	<u>\$ 10,626,848</u>	<u>\$ 9,831,630</u>
<u>NET PENSION (ASSET) LIABILITY - ENDING (a - b)</u>	\$ (2,536,264)	\$ (606,171)	\$ (1,435,415)	\$ 461,003	\$ 1,038,463
<u>PLAN FIDUCIARY NET POSITION AS A PERCENTAGE OF THE TOTAL PENSION LIABILITY (ASSET)</u>	118.98%	105.08%	112.39%	95.84%	90.45%
<u>COVERED PAYROLL</u>	\$ 8,998,538	\$ 8,558,350	\$ 8,369,400	\$ 8,213,225	\$ 6,442,800
<u>NET PENSION (ASSET) LIABILITY AS A PERCENTAGE OF COVERED PAYROLL</u>	-28.19%	-7.08%	-17.15%	5.61%	16.12%

Notes to Schedule:

Changes of assumptions:

Investment Rate

2015 - rate changed from 6.50% to 6.00%.

2019 - rate changed from 6.00% to 5.75%.

Inflation

2017 - decrease from 3.00% to 2.50%

2019 - increase from 2.00% to 2.10%

Salary Increases

2015 - rate changed from flat 5.50% to scale based on years of service:

1 year of service - 17.00%

3 - 10 years of service - 5.25%

2 years of service - 10.00%

11 years and over - 3.75%

Mortality Table

2014 - For disabled annuitants RP-2000 Disabled Lives Mortality Table set back five years for males and three years for females.

2015 - For disabled annuitants RP-2000 Disabled Lives Mortality Table set back two years for males and one year for females.

2016 - For disabled annuitants RP-2000 Disabled Lives Mortality Table set back five years for males and three years for females.

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

SCHEDULE OF CONTRIBUTIONS

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Actuarily determined contribution	\$ 191,669	\$ 18,909	\$ 240,490	\$ 373,275	\$ 330,993	\$ 324,152
Contributions in relation to the actuarilly determined contribution	719,883	720,360	684,668	669,552	657,058	515,424
Contribution deficiency (excess)	<u>\$ (528,214)</u>	<u>\$ (701,451)</u>	<u>\$ (444,178)</u>	<u>\$ (296,277)</u>	<u>\$ (326,065)</u>	<u>\$ (191,272)</u>
Covered payroll	\$ 8,998,538	\$ 9,004,500	\$ 8,558,350	\$ 8,369,400	\$ 8,213,255	\$ 6,442,800
Contributions as a percentage of covered payroll	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

SCHEDULE OF INVESTMENT RETURNS

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Annual money-weighted rate of return (loss), net of investment expense	21.20%	-5.98%	16.35%	5.49%	-2.41%	5.67%

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

OTHER INFORMATION

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

SCHEDULE OF COMPENSATION, BENEFITS, AND OTHER
PAYMENTS TO AGENCY HEAD
FOR THE YEAR ENDED DECEMBER 31, 2019

Chief Executive Officer

William Deville

<u>Purpose</u>	<u>Amount</u>
Salary	\$ 159,297
Benefits - insurance	4,920
Benefits - cell phone	806
	<u>\$ 165,023</u>

INDEPENDENT AUDITORS' 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 Board of Commissioners
Capital Area Transit System
Baton Rouge, Louisiana

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 business-type activity and the aggregate remaining fund information (the fiduciary fund) of the Capital Area Transit System (the "System"), a component unit of the City of Baton Rouge - Parish of East Baton Rouge, as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the System's basic financial statements, and have issued our report thereon dated June 26, 2020. Our report includes a reference to other auditors who audited the financial statements of the fiduciary fund, as described in our report on the System's financial statements. This report includes our consideration of the results of the other auditors' testing of internal control over financial reporting and compliance and other matters that are reported on separately by those other auditors. However, this report, insofar as it relates to the results of the other auditors, is based solely on the reports of the other auditors.

Internal Control Over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies 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 certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as items 2019-001, 2019-002, and 2019-003 that we consider to be significant deficiencies.

Compliance and Other Matters

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

The System's Response to Findings

The System's response to the findings identified in our audit is described in the accompanying schedule of findings and recommendations. The Systems response 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 System'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 System's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Postlethwaite & Netterville

Baton Rouge, Louisiana
June 26, 2020

INDEPENDENT AUDITORS' REPORT
ON COMPLIANCE FOR EACH MAJOR PROGRAM AND
ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY
THE UNIFORM GUIDANCE

To the Board of Commissioners
Capital Area Transit System
Baton Rouge, Louisiana

Report on Compliance for Each Major Federal Program

We have audited the Capital Area Transit System's (the "System") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the System's major federal programs for the year ended December 31, 2019. The System's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of the System's major federal programs based on our audit of the types of compliance requirements referred to above. 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 audit requirements of Title 2 U.S. Code of *Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance 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 major federal program occurred. An audit includes examining, on a test basis, evidence about the System'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 for each major federal program. However, our audit does not provide a legal determination of the System's compliance.

Opinion on Each Major Federal Program

In our opinion, the System complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2019.

Report on Internal Control Over Compliance


Management of the System is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the System's internal control over compliance with types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, 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 System'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 with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program 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 with a type of compliance requirement of a federal program 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 might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, we did identify certain deficiencies in internal control over compliance, described in the accompanying schedule of findings and questioned costs as items 2019-004 and 2019-005, that we consider to be to be significant deficiencies.

The System's response to the internal control over compliance finding's identified in our audit are described in the accompanying schedule of findings and questioned costs. The System's responses were not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the responses.

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 requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.



Baton Rouge, Louisiana
June 26, 2020

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LA

SCHEDULE OF EXPENDITURES OF GRANT AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2019

<u>Federal Grantor/ Program Title</u>	<u>CFDA Number</u>	<u>Project Number</u>	<u>Expenditures (Repayments)</u>	<u>Passed through to Sub-recipients</u>
Federal Transportation Administration				
<i>Federal Transit Cluster:</i>				
<u>Federal Transit - Formula Grants:</u>				
2008 Formula Grant	20.507	LA-90-X332	\$ 23,675	\$ -
2013 Formula Grant	20.507	LA-90-X404	18,699	-
2014 Formula Grant	20.507	LA-90-X426	34,957	-
2015 Formula Grant	20.507	LA-90-x437	50,701	-
2017 (Section 5307) Formula Grant	20.507	LA-2017-026	306,211	-
2017 (Section 5307) CMAQ Grant	20.507	LA-2017-028	885,442	-
2018 (Section 5307) Formula Grant	20.507	LA-2019-007	4,074,626	-
2018 CMAQ Flex Fnds	20.507	LA-2019-010	68,000	-
2019 (Section 5307) Formula Grant	20.507	LA-2019-030	3,610,000	-
2016 5307 Formula Grant	20.507	LA-2016-026	56,912	-
Total Federal Transit - Formula Grants			9,129,223	-
<u>Bus and Bus Facilities Formula Program:</u>				
2019 Section 5339 Formula Apportionment	20.526	LA-2019-029	274,535	-
2018 Section 5339 Formula Apportionment	20.526	LA-2019-004	283,297	-
Total Bus and Bus Facilities Formula Program			557,832	-
<u>Federal Transit-Capital Investment Grants:</u>				
CATS BTR Section 5309 Grant	20.500	LA-2017-029	1,011,017	-
Total Federal Transit-Capital Investment Program			1,011,017	-
<i>Total Federal Transit Cluster</i>			10,698,072	-
<i>Transit Services Program Cluster:</i>				
<u>Job Access and Reverse Commute Program Grants:</u>				
2007 JARC Grant	20.516	LA-37-X029	24,302	-
2008 JARC Grant	20.516	LA-37-X033	42,109	-
2011-2012 JARC Projects	20.516	LA-37-X047	64,674	-
Total Job Access and Reverse Commute Program			131,085	-
<i>Total Transit Services Program Cluster</i>			131,085	-
Total Federal Expenditures			\$ 10,829,157	-

CAPITAL AREA TRANSIT SYSTEM
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
DECEMBER 31, 2019

NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards includes the federal grant activity of Capital Area Transit System and is presented on the modified accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

NOTE B – DE MINIMIS COST RATE

During the year ended December 31, 2019, the Capital Area Transit System did not elect to use the 10% de minimis cost rate as covered in §200.414 of the Uniform Guidance.

NOTE C – AMOUNTS PASSED THROUGH TO SUBRECIPIENTS

During the year ended December 31, 2019, the Capital Area Transit System did not pass through any federal funding to subrecipients.

NOTE D – RECONCILIATION TO THE BASIC FINANCIAL STATEMENTS

The following is a reconciliation of the Schedule of Expenditures of Federal Awards (SEFA) to the basic financial statements:

Federal operating subsidy	\$ 7,678,196
Planning and technical study grants	317,519
Capital contributions	<u>2,833,442</u>
Total expenditures of federal awards	<u>\$ 10,829,157</u>

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2019

A. Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:	Unmodified
Material weaknesses identified?	No
Significant deficiencies identified?	Yes
Noncompliance material to the financial statements noted?	No

Federal Awards

Internal control over major programs:	
Material weaknesses identified?	No
Significant deficiencies identified?	Yes
Type of auditor's report issued on compliance for major programs:	Unmodified
Any audit findings disclosed that are required to be reported in accordance with 2 CFR §200.516(a)?	Yes

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
Federal Transit Cluster:	
20.507	Transit Formula Grants
20.526	Rolling Stock Grants

Dollar threshold used to distinguish between type A and type B programs:	\$750,000
Auditee qualified as low-risk auditee?	No

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2019

B. Financial Statements Findings

2019-001 Recordkeeping Associated with Employee Leave

Criteria: To ensure the accuracy of the compensated absences liability and to verify that employees are allowed to take leave only for time earned, procedures and controls should be implemented to ensure that leave time is tracked and reviewed each pay period.

Condition: *This is a repeat finding from the prior year. We noted 37 out of 303 total employees were allowed to take more than their accrued leave time available resulting in 1,038 hours of time taken but not yet earned or approximately \$23,000. Additionally, accurate and complete reporting is not maintained to document the accrued leave.*

Cause: Turnover in key personnel in the human resources department and lack of proper training of personnel resulted in inaccurate documentation not being maintained of an employee's leave liability.

Effect: Without this task being performed, employees are allowed to take more than their allotted leave time available and the liability associated with this benefit is not being accurately reflected in the financial reports of the System.

Recommendation: We recommend that the System adopt written procedures and develop appropriate internal controls to ensure that employees are only allowed to take leave for time earned and that accurate and complete reports are maintained to reflect the compensated absence liability. In addition, for financial reporting purposes those amounts should be updated and journal entries recorded monthly.

*View of
Responsible Official:*

Part of the issue is due to the way vacation is calculated for operators. The operators are paid for both regular pay and vacation pay by the route they drive. For instance, if an operator runs a route that is calculated to take 45 hours per week, they are paid for 45 hours regardless of the actually hours they clock in and out. By the same token when they take vacation they are paid according to the route. In this case that would be 45 hours. The payroll system is only capable of tracking vacation by the hour. That being the case an operator could possibly seem to be being paid for more hours than they have. However, this is mainly a timing issue. To address this issue management is going to try and change the wording up the upcoming union contract to state vacation pay will be based on days and not hours. In addition, management that enters time for their employees have been given access to see the vacation balances of their employees and should not approve any more time than what is due. Beginning July 2020 the accrued vacation balances will be updated monthly in our accounting system.

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2019

B. Financial Statements Findings (continued)

2019-002 Documentation of Approved Pay Rates in Payroll File

Criteria: Establishment of a payroll file enables accounting personnel to pay the employee without accessing employee confidential information which is maintained in a personnel file. Accounting and Finance personnel can keep payroll records in a secure location. Proper internal controls to ensure proper payment to employees would require that payroll files be updated with proper documentation to support wage rates paid to personnel.

Condition: *This is a repeat finding from the prior year.* During our testing of internal controls over payroll, we noted for 12 out of 40 individuals selected for testing, pay rates did not agree to the supporting documentation in their file of the current rate of pay or no documentation existed for the approval of the current rate of pay. We were able to verify the pay rates appeared appropriate through other audit procedures such as comparison of hire date and pay rates of other employees with similar positions, and/or a roll forward of documented pay rates with annual rate increases approved by the administration.

Cause: Turnover in key personnel in the human resources and finance departments and the lack of written policies and procedures resulted in the lack of documentation in payroll files.

Effect: The System is unable to demonstrate that wages being paid to all of its employees is appropriately approved and in accordance with all union contracted terms.

Recommendation: We recommend that the System adopt written policies and procedures to ensure that documentation of approved pay rates is maintained.

*View of
Responsible Official:*

The HR Department will do a thorough review of all employee files to assure that there is documentation and that it agrees with payroll records. The HR Manager will develop and implement processes to ensure all future pay rate changes are properly approved and documented.

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2019

B. Financial Statements Findings (continued)

2019-003 Pension Plan Census Data

Criteria: The measurement of certain financial elements of a defined benefit plan is dependent on a plan members' demographic data, which is often referred to as census data. The accuracy and completeness of this census data is key to ensuring the valuation of the future benefit liability of the pension plan is properly determined.

Condition: *This is a repeat finding from the prior year.* There were 2 of 25 employees selected for data testing by the auditor of the Pension Plan. They noted that the data per the census did not agree to data per the payroll records due to the plan administrator not receiving the required data from the human resources department.

Cause: Turnover in key personnel in the human resources department, the lack of established written procedures and the lack of proper training of personnel resulted in inaccurate census data.

Effect: Controls did not function properly to appropriately report census information for the two participants terminated during the year.

Recommendation: We recommend that the System adopt written procedures to ensure the accuracy of employee records for pension plan purposes so that new employees and changes in plan member demographics are reported accurately and on a timely basis.

*View of
Responsible Official:*

The agency is in the process of adapting an enterprise system that can help navigate the intricacies for the best HR and agency practice. In addition, the agency is in the process of adopting some written policy and procedures to ensure that proper protocol is being followed and documentation is being documented accurately.

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2019

B. Findings and Questioned Costs for Federal Awards

20.526 **Rolling Stock Grants (applies to all grants)**
20.507 **Federal Transit Formula Grant (applies to all grants)**

2019-004 **Preparation of Schedule of Expenditures of Federal Awards and Reconciliation of Grant Revenue**

Criteria: The Uniform Guidance Subpart F Section 200.510 requires the preparation of a Schedule of Expenditures of Federal Awards (SEFA) that includes an accurate reporting of federal awards expended based on the terms and conditions of the grants along with the amount of funds disbursed to subrecipients. In order for the SEFA to be prepared accurately and properly report the amounts expended for federal awards, a system of controls should be in existence that includes the timely preparation and review of the amounts reported on the SEFA. Review of the amounts reported should include a reconciliation of the expenditures under the grants to the grant revenue.

Condition: The System did not maintain adequate internal records in order to prepare an accurate and complete reporting of federal awards expended and a reconciliation of the expenditures under the grants to the grant revenue.

Questioned Costs: Not applicable.

Cause: The accounting system is not designed to adequately track and record federal program grant expenditures and revenues accurately and with appropriate supporting documentation or reconciliations.

Effect: The SEFA provided for audit did not contain the correct amounts of federal expenditures supported by the accounting system which may result in incomplete reporting of federal expenditures and non-compliance with federal regulations with respect to required major program audits and coverage requirements.

Recommendation: We recommend the System review its policies and procedures for identifying, recording and tracking federal expenses and implement tools within the accounting system to properly identify in order to prepare an accurate SEFA.

View of Responsible Official:

The agency has hired a full time Grant Manager to oversee all grant operations. In addition, the Finance department is working closely with the Grant Manager to try and configure its current software to better track federal grant expenditures and revenues. To aid in this process management has hired a consultant with over twenty years of grant administration experience.

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2019

20.507 Federal Transit Formula Grant (Grant Number LA-2019-030)

2019-005 Cash Management

Criteria: The Uniform Guidance Subpart D Section 200.305(b)(1) requires that advance payments received be as close as is administratively feasible to the actual disbursements. Additionally, the Federal Transit Administration (“FTA”) in Circular 5010-1e requires that advanced payments received must be disbursed within 3 business days or returned to the FTA with interest.

Condition: The System received an advance payment of approximately \$23,000 on December 23, 2019 and the advance payment was subsequently disbursed on January 9, 2020. As a result, the advance payment received was disbursed more than three business days after it was received.

Questioned Costs: Not applicable.

Cause: The System does not have adequate controls in place to ensure that advance payments are disbursed as close as is administratively feasible to the receipt, but at least within three business days.

Effect: The advance payment received was not disbursed as soon as administratively feasible or within three business days. This may result in amounts due back to the FTA with associated interest.

Recommendation: We recommend the System review its policies and procedures to ensure that controls are implemented to disburse advance payments as soon as administratively possible and at least within three business days.

View of Responsible Official:

The agency has hired a full time Grant Manager to oversee all grant operations. In addition, the Finance department is working closely with the Grant Manager to configure its current software to better track and administer all grant activities. To aid in this process management has hired a consultant with over twenty years of grant administration experience.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings

2018-001 Condition of Books and Records

Criteria: A system of internal controls over financial reporting should be established to ensure that policies and procedures exist over the System's ability to initiate, record, process, and report financial data consistent with the assertions embodied in the annual financial statements, which for the System, is that the financial statements are prepared in accordance with generally accepted accounting principles (GAAP). In addition, to ensure the accuracy of accounting records and serve as a means to detect improper activity, all accounts should have supporting schedules and/or reconciliations to provide necessary details of what is contained in the account.

Condition: We assisted management in drafting the year-end financial statements, related note disclosures, and the schedule of expenditures of federal awards required for the year-end financial reporting and the recording of the transactions to reconcile certain asset and liability accounts at year-end as a result of the lack of supporting schedules and reconciliations. A working trial balance and general ledger support were provided to assist in this preparation. However, during our audit we noted that numerous balance sheet accounts required adjustment in order for them to properly reflect end of year balances. This included the following accounts: cash, inventory, prepaid expenses, accounts receivable, accounts payable, compensated absences and salaries/benefits payable.

Cause: An accounting system conversion in January 2018 and turnover in several key positions resulted in the above condition.

Effect: The System did not reconcile cash, inventory, prepaid expenses, accounts receivable, accounts payable, compensated absences and salaries/benefits payable to supporting documents throughout the year. The lack of reconciliation caused the balance sheet to be materially misstated. Adjustments had to be provided to the System after year end in order to properly state the account balances. Management and the Board of Commissioners cannot properly oversee the financial condition of the System without proper financial reporting.

Recommendation: The System should ensure properly trained staffing is maintained to complete year-end close out procedures on a timely basis to allow sufficient time for the auditor to complete their procedures in accordance with *Governmental Auditing Standards*.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2018-001 Condition of Books and Records (continued)

*View of
Responsible Official:*

The result of the hard budget freeze in 2018, combined with the mandatory finance system conversion, starting January, 2018, and subsequent turnover of key personnel in Finance by May, 2018, led to having the balance sheet and other statements being materially misstated. Subsequently, management recommended that all statements be stamped "draft", until management contracted a financial consultant to review and reconcile all financial records and the new finance system reporting for accuracy.

Near the end of the 4th quarter of 2018, after a hard freeze was instituted in 2018, Management contracted with a consultant and subsequently hired a temporary Controller, to review and reconcile all of 2018 financial reports and the reporting process; the major goal to have all 2018 financial statements registered into the new accounting software system accurately as soon as possible. Management, in the meantime, has its best accounting analyst, keep up with oversight of payroll and accounts payable functions, as well as cash flow...leading to a scrubbed budget and reduction in expenditures for 2017 and 2018, of nearly \$3 million, compared to an approved budget of \$30 million in 2016.

Management has begun the process to hire a permanent "Controller", with the experience and expertise to train and oversee existing staff, review staff functions, and determine expertise needed, and begin a cross training process for all key finance positions. The Controller will be expected to review and update current financial policies and procedures, and develop new policies as needed. Controller will be expected to implement and update all financial policies in order to achieve a permanent system of documented internal controls for continued accurate financial reporting.

Time for planned leave for Finance staff during year end close/audit must be limited and scheduled in advance.

These actions will help resume and ensure that month end and year end close out procedures are completed on a timely basis and will allow sufficient time for the auditor to complete their procedures.

Current status: *Partially resolved. See current year finding 2019-004 as it relates to the SEFA preparation.*

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2018-002 Bank Account Reconciliations

Criteria: To ensure the accuracy of accounting records and serve as a means to detect potential improper activity, the general ledger accounting records should be reconciled to bank account statements on a timely basis.

Condition: General ledger accounts were not reconciled to bank account statements for a significant portion of the fiscal year.

Cause: An accounting system conversion in January 2018 and turnover in several key positions resulted in the general ledger cash accounts not being reconciled on a timely basis.

Effect: Without this task being performed regularly, accounting records may be inaccurate and improper activity may not be detected.

Recommendation: We recommend that the System adopt procedures to ensure that cash accounts are reconciled to the bank statements on a monthly basis.

*View of
Responsible Official:*

See 2018-001 response. Between the consultant controller and the permanent Controller to be hired, in conjunction with our Business Process analyst, (along with our Finance Software system customer service team) oversight and confirmation of the monthly bank reconciliations tasks and all financial reporting will be converted and reconciled to our Financial Edge system within the next 60 to 90 days.

Started immediately with the expectation to be completed by year end, all Finance functions, policies and procedures will be documented as Finance Department and Accounting Manuals, in both electronic and printed versions

Additionally, until a permanent Controller is hired, Finance will be required to confirm in writing on a monthly basis, a confirmation memo showing evidence that all bank account reconciliations have been completed.

Immediate steps will be taken by the new Controller to reduce the number of bank accounts, in order to increase efficiency of staff and reduce the amount of reporting and reconciliations to be prepared monthly.

***Current status:* Resolved.**

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2018-003 Inventory Reconciliations

Criteria: To ensure the accuracy of accounting records and serve as a means to detect potential improper activity, the general ledger accounting records should be reconciled to the inventory subsidiary records on a timely basis.

Condition: General ledger accounts were not reconciled to the inventory subsidiary records during the fiscal year.

Cause: An accounting system conversion in January 2018 and turnover in several key positions resulted in the general ledger inventory accounts not being reconciled on a timely basis.

Effect: Without this task being performed regularly, accounting records may be inaccurate and improper activity may not be detected.

Recommendation: We recommend that the System adopt procedures to ensure that inventory accounts are reconciled to the inventory count sheets on a timely basis, but no later than quarterly.

*View of
Responsible Official:*

Management will create a monthly inventory procedure/reconciliation process with all departments involved for the remainder of the year. The Directors of the departments involved will meet and have appropriate personnel assigned duties and responsibilities as needed to make this a routine operation until management is satisfied that all compliance measures and reconciliation procedures are successful and with the TAM requirements as well.

This process has to start and be implemented as soon as possible, targeted to start in next 60 to 90 days maximum.

***Current status:* Resolved.**

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2018-004 Pension Plan Census Data

Criteria: The measurement of certain financial elements of a defined benefit plan is dependent on a plan members' demographic data, which is often referred to as census data. The accuracy and completeness of this census data is key to ensuring the valuation of the future benefit liability of the pension plan is accurate.

Condition: We noted 22 employees were not enrolled on a timely basis in to the defined benefit pension plan. Additionally, methods for tracking changes in census data demographics and a process of reporting the plan administrator, was not adequately established.

Cause: Turnover in key personnel in the human resources department, the lack of established written procedures and the lack of proper training of personnel resulted in inaccurate census data.

Effect: Employees were required to make up past contributions to the defined benefit pension plan which resulted in additional recordkeeping errors and a significant amount of time was required to review and verify the census data by the plan administrator.

Recommendation: We recommend that the System adopt written procedures to ensure the accuracy of employee records for pension plan purposes so that new employees and changes in plan member demographics are reported accurately and on a timely basis.

*View of
Responsible Official:*

The Controller and new Director of Human Resources have been assigned the responsibilities to reconcile the procedures between HR and Payroll where all personnel changes are synchronized unilaterally, starting with HR. That policy and procedure will be documented as working manual securing consistency and accurate and timely accountability regardless of personnel changes. This will also provide an accurate and dependable exchange of needed reliable personnel data to the Pension Administrator on a regular and timely basis. This item is planned to be implemented immediately, and will be completed within 60 to 90 days.

Existing software systems will be reviewed by our Business Analyst for improved efficiency, control, and confidentiality, seeking a reliable and consistent exchange of personnel data among staff, and the Pension Administrator.

Current status: ***Not resolved. See repeat finding 2019-003.***

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2018-005 Recordkeeping Associated with Employee Leave

Criteria: To ensure the accuracy of the compensated absences liability and to verify that employees are allowed to take leave only for time earned, procedures and controls should be implemented to ensure that leave time is tracked and reviewed each pay period.

Condition: We noted 25 employees were allowed to take more than their accrued leave time available resulting in 159 hours of time taken but not yet earned or approximately \$2,800. Additionally, accurate and complete reporting is not maintained to document the accrued leave.

Cause: Turnover in key personnel in the human resources department and lack of proper training of personnel resulted in inaccurate documentation not being maintained of an employee's leave liability.

Effect: Without this task being performed, employees are allowed to take more than their allotted leave time available and the liability associated with this benefit is not being accurately reflected in the financial reports of the system.

Recommendation: We recommend that the System adopt written procedures and develop appropriate internal controls to ensure that employees are only allowed to take leave for time earned and that accurate and complete reports are maintained to reflect the compensated absence liability. In addition, for financial reporting purposes those amounts should be updated and journal entries recorded monthly.

*View of
Responsible Official:*

See 2018-004 response; additionally, note that special attention and procedures have to be established whereby union contract personnel pay rate changes are reviewed and accounted for in advance of the budget year, all pay changes must be monitored for each payroll for accuracy and timely implementation; policies have now been approved to prevent negative leave balances with a minimum above zero for the protection of the employee as well. The procedures to implement and maintain the procedures manual will be assigned to Controller and HR Director and completed in 60 to 90 days.

Current status: ***Not resolved. See Finding 2019-001.***

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2018-006 Billing of Self-Generated Revenues

Criteria: The System generates revenue from the advanced sale of passenger fare ride passes and advertising. To ensure the accuracy of the amounts due to the System and timely receipt of payments from customers, account billing should be performed on a monthly basis. In addition, any amounts owed from customers in excess of thirty days should be monitored.

Condition: The System did not timely bill customers for services provided during the year.

Cause: Turnover in the Finance department and the accounting software conversion in January 2018 resulted in customer billing not occurring until December of 2018.

Effect: Without this task being performed, there is not timely collection of revenue earned or accurate financial reporting maintained.

Recommendation: We recommend that the System adopt procedures and controls to ensure that self-generated revenue is billed on a regular monthly basis.

*View of
Responsible Official:*

This function will be removed from the Payroll Accountant. The Controller, will work with Sales and Revenue staff, IT Business Process analyst, the best way to achieve timely billing and collections. Policies and procedures will be documented as stated in earlier responses, a policy and procedure manual to follow.

Current status: Resolved.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2018-007 Documentation of Approved Pay Rates in Payroll File

Criteria: Establishment of a payroll file enables accounting personnel to pay the employee without accessing employee confidential information which is maintained in a personnel file. Accounting and Finance personnel can keep payroll records in a secure location. Proper internal controls to ensure proper payment to employees would require that payroll files be updated with proper documentation to support wage rates paid to personnel.

Condition: *This is a repeat finding from the prior year.* During our testing of internal controls over payroll, we noted for 15 out of 40 individuals selected for testing, pay rates did not agree to the supporting documentation in their file of the current rate of pay although it appeared the increased pay rates were just an annual cost of living adjustment. In addition, we noted for 16 out of 40 individuals tested no documentation existed for the approval of the current rate of pay.

Cause: Turnover in key personnel in the human resources and finance departments and the lack of written policies and procedures resulted in the lack of documentation in payroll files.

Effect: The System does not have the documentation to support wages being paid to all employees to determine they were appropriately approved and in accordance with all union contracted terms.

Recommendation: We recommend that the System adopt written policies and procedures to ensure that documentation of approved pay rates is maintained.

*View of
Responsible Official:*

See responses to 2018-004, 2018-005 and 2018-006.

Current status:* *Not resolved. See Finding 2019-002.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

C. Findings and Questioned Costs for Federal Awards

United States Department of Transportation (DOT)

20.521 **New Freedom Grant (Grant No (s): LA-57-4012; LA-57-4043)**
20.507 **Federal Transit Formula Grant (Grant No (s): LA-2017-026; LA-2017-027)**

2018-008 **Cash Management**

Criteria: When entities are funded on a reimbursement basis, program costs must be paid for by the entity before reimbursement is requested from the Federal Government. Cost allocable to one federal award may not be charged to another federal award.

Condition: Costs charged to the New Freedom Grant (20.521) and reimbursed by the Federal Government were also included in the population of costs used to determine amounts to be drawn down for preventative maintenance costs under the Federal Transit Formula Grant (20.507). Since the System incurred significantly more eligible costs over the grant period than what was reimbursed by the Federal Government under both grant awards, there are no questioned costs.

Cause: The current system of internal control established over grant draw-downs is not properly designed to ensure all grants are considered and appropriately removed from the total costs used in analyzing the eligible costs as part of the reimbursements/draw down of federal assistance on the Federal Transit Formula Grant.

Effect: The System may be reimbursed or drawn down funding for which they may not be entitled.

Recommendation: We recommend the System review its current processes and determine the best method for ensuring all grants are tracked in a central location to avoid this in the future.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

C. Findings and Questioned Costs for Federal Awards (continued)

*View of
Responsible Official:*

While the Grants Administration position went vacant during the 2018 hiring freeze, CATS was able to hire a well-qualified Grants Manager, who is capable of doing the catch up activities needed, and is already bringing resolution the issues that have evolved earlier. The new Grants Manager has a positive FTA Region relationship with its staff, and has begun to work closely with them and they have helped to resolve some of the items already in 2019. We have assigned a full time staff person to assist with the Grants function, which will help us centralize the accounting for grants, separate, but synchronized with Finance department reporting.

Additionally, the Capital Improvement Director, organizationally, is now a part of the Grants Manager and Service Planning unit, which should create better accountability and communications between and among program and project managers, internal and external, as needed. Until the technology assessment and enterprise system is identified and installed, authorization to obtain an off the shelf software has been requested and will be allowed once management is convinced that documented policies and procedures are in place.

Current status: *Resolved.*

2018-009 Suspension and Debarment

Criteria: Non-Federal entities are prohibited from contracting with or making sub-awards under covered transactions to parties that are suspended or debarred. “Covered transactions” include those procurement contracts for goods and services awarded under a non-procurement transaction (e.g., grant or cooperative agreement) that are expected to equal or exceed \$25,000.

Condition: While testing compliance with the Federal program criteria regarding suspension and debarment, out of a population of 21 vendors, 3 were sampled and haphazardly selected for testing, we were unable to obtain documentation to support that the System verified that 1 of these vendors were not suspended, debarred, or otherwise excluded from doing business on federally funded contracts. However, based on a search on sam.gov this vendor was not identified as being debarred from federal programs.

Questioned Costs: Not applicable.

Cause: The System was not aware that payments made to this vendor were being funded through reimbursement of federal awards.

Effect: Without verification and documentation of the procedures over these requirements inadvertent payments to vendors who are not allowed to contract with the federal government may occur.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

C. Findings and Questioned Costs for Federal Awards (continued)

Recommendation: We recommend the System review its current process for compliance with this federal regulation and establish a control to ensure all vendors reimbursed or paid with federal funds are searched on sam.gov annually to ensure the System is not contracting with a party which may have been suspended or debarred.

*View of
Responsible Official:*

The System will institute a policy whereby any eligible historical costs that will be reimbursed by federal funds, will include a prior check on the sam.gov web site for Suspension and Debarment; if we find that any vendors listed in the proposed reimbursement drawdown, are suspended or debarred, that cost will remain paid with local funds.

Current status: ***Resolved.***



CORRECTIVE ACTION PLAN

Fiscal Year Ended December 31, 2019

2019-001 Recordkeeping Associated with Employee Leave

Condition: This is a repeat finding from the prior year. We noted 37 out of 303 total employees were allowed to take more than their accrued leave time available resulting in 1,038 hours of time taken but not yet earned or approximately \$23,000. Additionally, accurate and complete reporting is not maintained to document the accrued leave.

Recommendation: We recommend that the System adopt written procedures and develop appropriate internal controls to ensure that employees are only allowed to take leave for time earned and that accurate and complete reports are maintained to reflect the compensated absence liability. In addition, for financial reporting purposes those amounts should be updated and journal entries recorded monthly.

*View of
Responsible Official:*

Part of the issue is due to the way vacation is calculated for operators. The operators are paid for both regular pay and vacation pay by the route they drive. For instance, if an operator runs a route that is calculated to take 45 hours per week, they are paid for 45 hours regardless of the actual hours they clock in and out. By the same token when they take vacation they are paid according to the route. In this case that would be 45 hours. The payroll system is only capable of tracking vacation by the hour. That being the case an operator could possibly seem to be being paid for more hours than they have. However, this is mainly a timing issue. To address this issue management is going to try and change the wording up the upcoming union contract to state vacation pay will be based on days and not hours. In addition, management that enters time for their employees have been given access to see the vacation balances of their employees and should not approve any more time than what is due. Beginning July 2020 the

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accrued vacation balances will be updated monthly in our accounting system.

Timeline: 90 days

2019-002

Documentation of Approved Pay Rates in Payroll File

Condition:

This is a repeat finding from the prior year. During our testing of internal controls over payroll, we noted for 12 out of 40 individuals selected for testing, pay rates did not agree to the supporting documentation in their file of the current rate of pay or no documentation existed for the approval of the current rate of pay. We were able to verify the pay rates appeared appropriate through other audit procedures such as comparison of hire date and pay rates of other employees with similar positions, and/or a roll forward of documented pay rates with annual rate increases approved by the administration.

Recommendation: We recommend that the System adopt written policies and procedures to ensure that documentation of approved pay rates is maintained.

*View of
Responsible Official:*

The HR Department will do a thorough review of all employee files to assure that there is documentation and that it agrees with payroll records. The HR Manager will develop and implement processes to ensure all future pay rate changes are properly approved and documented.

Timeline: 90 days

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2019-003 Pension Plan Census Data

Condition: This is a repeat finding from the prior year. There were 2 of 25 employees selected for data testing by the auditor of the Pension Plan. They noted that the data per the census did not agree to data per the payroll records due to the plan administrator not receiving the required data from the human resources department.

Recommendation: We recommend that the System adopt written procedures to ensure the accuracy of employee records for pension plan purposes so that new employees and changes in plan member demographics are reported accurately and on a timely basis.

*View of
Responsible Official:*

The agency is in the process of adapting an enterprise system that can help navigate the intricacies for the best HR and agency practice. In addition, the agency is in the process of adopting some written policy and procedures to ensure that proper protocol is being followed and documentation is being documented accurately.

Timeline: 90 – 120 days

20.526 Rolling Stock Grants (applies to all grants)
20.507 Federal Transit Formula Grant (applies to all grants)

2019-004 Preparation of Schedule of Expenditures of Federal Awards and Reconciliation of Grant Revenue

Condition: The System did not maintain adequate internal records in order to prepare an accurate and complete reporting of federal awards expended and a reconciliation of the expenditures under the grants to the grant revenue.

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Recommendation: We recommend the System review its policies and procedures for identifying, recording and tracking federal expenses and implement tools within the accounting system to properly identify in order to prepare an accurate SEFA.

*View of
Responsible Official:*

The agency has hired a full time Grant Manager to oversee all grant operations. In addition, the Finance department is working closely with the Grant Manager to try and configure its current software to better track federal grant expenditures and revenues. To aid in this process management has hired a consultant with over twenty years of grant administration experience.

Timeline: 60 – 90 days

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**20.507
2019-030)**

Federal Transit Formula Grant (Grant Number LA-

2019-005

Cash Management

Condition:

The System received an advance payment of approximately \$23,000 on December 23, 2019 and the advance payment was subsequently disbursed on January 9, 2020. As a result, the advance payment received was disbursed more than three business days after it was received.

Recommendation: We recommend the System review its policies and procedures to ensure that controls are implemented to disburse advance payments as soon as administratively possible and at least within three business days.

*View of
Responsible Official:*

The agency has hired a full time Grant Manager to oversee all grant operations. In addition, the Finance department is working closely with the Grant Manager to configure its current software to better track and administer all grant activities. To aid in this process management has hired a consultant with over twenty years of grant administration experience.

Timeline: 60 days

Signature:



Title:

Comptroller
