



FINANCIAL REPORTS

DECEMBER 31, 2022

CAPITAL AREA TRANSIT SYSTEM

FINANCIAL STATEMENTS

DECEMBER 31, 2022

TABLE OF CONTENTS

	<u>PAGE</u>
INDEPENDENT AUDITORS' REPORT	1 – 3
MANAGEMENT'S DISCUSSION AND ANALYSIS	4 – 8
BASIC FINANCIAL STATEMENTS	
Statements of Net Position	9 – 10
Statements of Revenues, Expenses, and Changes in Net Position	11
Statement of Cash Flows	12 – 13
Statements of Fiduciary Net Position	14
Statements of Changes in Fiduciary Net Position	15
Notes to Financial Statements	16 – 40
REQUIRED SUPPLEMENTARY INFORMATION	
Schedule of Changes in Total Pension Liability and Related Ratios	41 – 42
Schedule of Contributions	43
Schedule of Investment Returns	44
OTHER INFORMATION	
Schedule of Compensation, Benefits, and Other Payments to Agency Head	45
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 <i>Government Auditing Standards</i>	46 – 47
Independent Auditors' Report on Compliance for Each Major Program and on Internal Control over Compliance Required by the <i>Uniform Guidance</i>	48 – 50
Schedule of Expenditures of Federal Awards	51
Notes to Schedule of Expenditures of Federal Awards	52
Schedule of Findings and Questioned Costs	53 – 60
Summary Schedule of Prior Audit Findings	61 – 70

INDEPENDENT AUDITORS' REPORT

Board of Commissioners
Capital Area Transit System
Baton Rouge, Louisiana

Report on the Audit of the Financial Statements

Opinions

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, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the System's basic financial statements as listed in the table of contents.

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, 2022 and 2021, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

We did not audit the financial statements of the pension trust fund of the System, which represent 100 percent of the aggregate remaining fund information as of December 31, 2022 and 2021, and the respective changes in financial position, and where applicable, cash flows thereof for the years then ended. Those statements were audited by another auditor whose report has been furnished to us, and our opinion, insofar as it relates to the amounts included for the pension trust fund of the System, is based solely on the report of the other auditor.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the System, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of a Certain Matter

As discussed in Note 1 to the financial statements, the System implemented Governmental Accounting Standards Board Statement No. 87 *Leases*, which required, among other things, that liabilities and right-to-use assets be recorded for certain lease agreements. The implementation of this statement represents a change in accounting principle having a significant effect on the System's financial statements from prior year. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the System's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

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

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



Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the schedule of changes in total pension liability and related ratios, the schedule of contributions, and the schedule of investment returns be presented to supplement the basic financial statements. Such information is the responsibility of management and, 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 we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the System's basic financial statements. The accompanying schedule of compensation, benefits, and other payments to agency head is required by Louisiana Revised Statute (LRS) 24:513A, and the schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* are presented for purposes of additional analysis and are not required parts of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit 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, 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 as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 27, 2023, 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, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the effectiveness of the System's 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.

A handwritten signature in dark ink that reads 'Postlethwaite & Netterville' in a cursive script.

June 27, 2023
Baton Rouge, Louisiana

CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2022 AND 2021

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 \$41,971,621, as of December 31, 2022, representing an increase of approximately \$307,000, or 1%, from that of December 31, 2021. Grant and property tax increases were offset by increases in personnel and supplies, fuel, and other bus related expenses. The net position at December 31, 2021 was \$41,664,639 which was a decrease of approximately \$826,000, or approximately 2%, from December 31, 2020. The decrease resulted from increases in in expenses (primarily contractual services and liability costs), as well as a decline in the System's federal operating subsidy. In 2020, the System received approximately \$17,650,000 under the CARES Act to respond to and recover from the COVID-19 pandemic.

A substantial portion of the net position is invested in capital assets representing approximately 46% and 44% of total net position for the years ended December 31, 2022 and 2021, respectively.

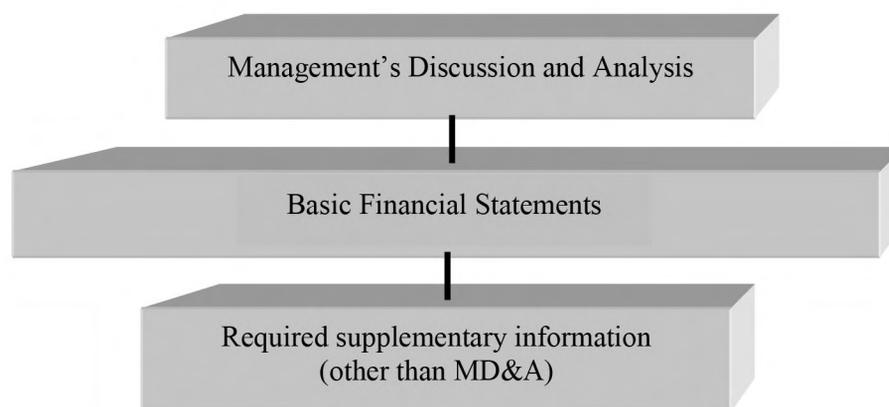
Federal operating subsidy revenue was \$10,786,232, \$6,080,896, and \$17,651,475 for 2022, 2021 and 2020, respectively.

Gain (loss) before capital contributions was \$(2,744,964), \$(3,610,613), and 8,576,444 for 2022, 2021 and 2020, respectively.

The System implemented GASB 87- *Leases* during the fiscal year 2022. This resulted in the recording of a right-of-use asset and lease liability for approximately \$337,000.

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.



CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2022 AND 2021

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.

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 of resources, and liabilities and deferred inflows of resources, 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, deferred outflows, total liabilities, and deferred inflows 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 because 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, 2022 AND 2021

Financial Analysis of the System

The table below summarizes the System's net position as of December 31, 2022, 2021 and 2020:

Condensed Statements of Net Position as of December 31, 2022, 2021 and 2020		(restated)		
		2022	2021	2020
Assets				
Current and other assets		\$ 28,143,141	\$ 27,525,074	\$ 29,789,116
Capital assets		20,015,031	20,077,162	19,567,834
Net pension asset		-	4,436,649	4,169,876
Total assets		<u>48,158,172</u>	<u>52,038,885</u>	<u>53,526,826</u>
Deferred outflows - pension related		<u>2,578,254</u>	<u>1,164,137</u>	<u>676,430</u>
Liabilities				
Current liabilities		3,464,488	3,147,790	2,902,054
Non-current liabilities				
Due within one year		2,163,409	2,269,678	2,365,654
Due in more than one year		<u>3,136,908</u>	<u>3,373,518</u>	<u>4,194,222</u>
Total liabilities		<u>8,764,805</u>	<u>8,790,986</u>	<u>9,461,930</u>
Deferred inflows - pension related		<u>-</u>	<u>2,747,397</u>	<u>2,250,888</u>
Net position				
Net investment in capital assets		19,149,225	18,492,064	17,373,852
Restricted for pension asset		-	4,436,649	4,169,876
Unrestricted		<u>22,822,396</u>	<u>18,735,926</u>	<u>20,946,710</u>
Total net position		<u>\$ 41,971,621</u>	<u>\$ 41,664,639</u>	<u>\$ 42,490,438</u>

The System's total net position decreased from \$42,490,438 at December 31, 2020 to \$41,664,639 at December 31, 2021 and increased to \$41,971,621 at December 31, 2022.

The fluctuations in net position between 2020/2021 is primarily a result of the decreased federal operating subsidy received through the CARES Act in 2020. Additionally, the System's primary revenue is a 10.6 millage ad valorem tax passed on April 21, 2012 (renewed for 10 years in 2021). There was an increase in net position between 2021/2022. Increased grant revenues were offset by additional personnel costs associated with turnover and increased fuel and repair costs associated with rising inflation. Approximately 46%, 44% and 41% of the System's net position as of December 31, 2022, 2021 and 2020, respectively, reflects investment in capital assets less any outstanding debt (finance purchase) 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, 2022 AND 2021

The table below summarizes the changes in net position as of December 31, 2022, 2021 and 2020:

Condensed Statements of Changes in Net Position
for the years ended December 31, 2022, 2021 and 2020

	2022	2021	(restated) 2020
<u>OPERATING REVENUE</u>			
Charges for services	\$ 1,148,878	\$ 641,546	\$ 497,405
Advertising revenue	614,815	565,288	490,874
Total operating revenue	<u>1,763,693</u>	<u>1,206,834</u>	<u>988,279</u>
<u>DIRECT OPERATING EXPENSES</u>			
Operating expenses	35,515,677	29,462,131	27,927,853
Depreciation	3,564,624	3,128,340	3,109,705
Total direct operating expenses	<u>39,080,301</u>	<u>32,590,471</u>	<u>31,037,558</u>
<u>LOSS FROM OPERATIONS</u>	(37,316,608)	(31,383,637)	(30,049,279)
<u>NON-OPERATING REVENUES (EXPENSES)</u>			
Interest and other expenses	(39,211)	(58,320)	(71,388)
Interest and other income	178,469	311,533	275,042
Hotel/motel tax	1,681,069	1,182,167	1,045,028
Ad valorem tax revenue	20,899,477	19,636,853	19,124,036
Loss on disposal of capital asset	(393,706)	-	-
Government operating grants:			
Federal operating subsidy	10,786,232	6,080,896	17,651,475
Planning and technical study grants	909,314	69,895	41,415
Transfers from Primary Government	550,000	550,000	550,000
	<u>34,571,644</u>	<u>27,773,024</u>	<u>38,615,608</u>
<u>GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS</u>	(2,744,964)	(3,610,613)	8,566,329
<u>CAPITAL CONTRIBUTIONS</u>	3,051,946	2,784,814	966,954
<u>INCOME (LOSS) AFTER CAPITAL CONTRIBUTIONS</u>	306,982	(825,799)	9,533,283
<u>NET POSITION, BEGINNING OF YEAR</u>	<u>41,664,639</u>	<u>42,490,438</u>	<u>32,957,155</u>
<u>NET POSITION, END OF YEAR</u>	<u>\$ 41,971,621</u>	<u>\$ 41,664,639</u>	<u>\$ 42,490,438</u>

The System's operating revenues increased approximately \$557,000 or 46% between 2021 and 2022. This was attributable to some recovery from the COVID-19 pandemic which resulted in a reduction in ridership and fares not being charged for a significant portion of 2020. Operating revenues between 2020 and 2021 increased approximately \$219,000 or 22%. As noted above, this was attributable to the COVID-19 pandemic.

CAPITAL AREA TRANSIT SYSTEM
MANAGEMENT DISCUSSION AND ANALYSIS
DECEMBER 31, 2022 AND 2021

Direct operating expenses increased approximately \$6,500,000, or approximately 17%, from \$32,590,471 to \$39,080,301 between 2021 and 2022. Key factors attributable to this increase include additional personnel costs associated with higher wages and turnover, and increased bus fuel and supplies caused mainly by inflation. Direct operating expenses increased approximately \$1,553,000 or approximately 5%, from \$31,037,558 to \$32,590,471 between 2020 and 2021. This is primarily attributable to additional workers' comp claims expense and professional services fees associated with the tax renewal, and contract negotiations.

Non-operating grant revenue increased by approximately \$5.5 million, or 90%, from \$6,150,791 to \$11,695,546 between 2021 and 2022. This is primarily due to an additional federal operating subsidy received through the CARES Act in 2020 because of the COVID-19 pandemic. Non-operating grant revenue decreased by approximately \$11.5 million, or 65%, from \$17,692,890 to \$6,150,791 between 2020 and 2021. This is primarily due to a decrease of the federal operating subsidy associated with the COVID-19 pandemic as described above.

Capital Asset and Debt Administration

The System's capital assets, net of accumulated depreciation and amortization, totaled \$20,015,031, \$20,077,162 and \$19,567,834 as of December 31, 2022, 2021 and 2020, respectively. Capital assets include structures, bus shelters, buses and equipment. Capital asset additions were approximately \$3,929,000, or 20% of the book value of all capital assets in 2021 and \$3,638,000 or approximately 18% of the book value of all capital assets in 2021. Additions in 2022 primarily resulted from the purchase of three buses, three vehicles, software, and capital improvements to HVAC and vehicles. Additions in 2021 were primarily related to the purchase of three buses and ten vehicles as well as some property and software costs associated with a new enterprise resource system.

At the end of the calendar year 2022, the System had a finance purchase payable outstanding of \$865,806, compared to \$1,585,098 as of December 31, 2021. This financing is associated with the purchase of certain buses operated within the System's fleet. The decrease in the amount outstanding in 2022 reflects principal payments on the purchase as well as the retirement of the balance associated with one of the buses which was destroyed by fire during the year. No new debt was issued during 2022. The System implemented GASB 87 – Leases during the fiscal year. This resulted in the recording of one building lease which included a right-of-use asset of approximately \$337,000 included with capital assets and a lease liability included in long-term liabilities. Long-term debt also includes the System's self-insurance claims payable of \$3,228,162, \$3,300,815, and \$3,515,242 at December 31, 2022, 2021 and 2020, 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 was renewed in 2021 for 10 years. Taxes collected for 2022 are approximately \$20.9 million and are expected to be consistent in 2023. 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. Without the approval of the voters this would have a significant impact on the System and the services it provides.

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, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
<u>CURRENT ASSETS</u>		
Cash and cash equivalents	\$ 3,614,651	\$ 5,959,267
Accounts receivable	193,634	236,995
Ad valorem tax receivable, net	19,750,895	18,049,039
Due from other governments	3,567,503	2,393,417
Prepaid expenses	82,758	179,984
Inventory	933,700	706,372
Total current assets	<u>28,143,141</u>	<u>27,525,074</u>
<u>NON-CURRENT ASSETS</u>		
Capital assets, net of accumulated depreciation and amortization	20,015,031	20,077,162
Net pension asset	-	4,436,649
Total non-current assets	<u>20,015,031</u>	<u>24,513,811</u>
Total assets	<u>48,158,172</u>	<u>52,038,885</u>
<u>DEFERRED OUTFLOWS OF RESOURCES - Pension related</u>	<u>2,578,254</u>	<u>1,164,137</u>
Total assets and deferred outflows of resources	<u>\$ 50,736,426</u>	<u>\$ 53,203,022</u>

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

	<u>2022</u>	<u>2021</u>
<u>CURRENT LIABILITIES</u>		
Accounts payable and accrued expenses	\$ 3,464,488	\$ 3,147,790
Accrued compensated absences	740,213	757,283
Claims payable and related liabilities	759,814	889,303
Lease liability	89,513	-
Finance purchase	573,869	623,092
Total current liabilities	<u>5,627,897</u>	<u>5,417,468</u>
<u>NON-CURRENT LIABILITIES</u>		
Claims payable and related liabilities, less current portion	2,468,348	2,411,512
Net pension liability	214,830	-
Lease liability, less current portion	161,793	-
Finance purchase, less current portion	291,937	962,006
Total non-current liabilities	<u>3,136,908</u>	<u>3,373,518</u>
Total liabilities	<u>8,764,805</u>	<u>8,790,986</u>
<u>DEFERRED INFLOWS OF RESOURCES - Pension related</u>	<u>-</u>	<u>2,747,397</u>
<u>NET POSITION</u>		
Net investment in capital assets	19,149,225	18,492,064
Restricted for pension obligations	-	4,436,649
Unrestricted	22,822,396	18,735,926
Total net position	<u>41,971,621</u>	<u>41,664,639</u>
Total liabilities, deferred inflows of resources and net position	<u>\$ 50,736,426</u>	<u>\$ 53,203,022</u>

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

	2022	2021
<u>OPERATING REVENUE</u>		
Charges for services	\$ 1,148,878	\$ 641,546
Advertising revenue	614,815	565,288
Total operating revenue	1,763,693	1,206,834
<u>DIRECT OPERATING EXPENSES</u>		
Personnel services and fringe benefits	19,687,803	16,782,664
Retirement contributions to other plans	629,824	570,097
Supplies, fuel and other bus related expenses	9,222,734	5,728,113
Contractual services and liability costs	5,960,661	6,358,837
Depreciation and amortization	3,564,624	3,128,340
Miscellaneous	14,655	22,420
Total direct operating expenses	39,080,301	32,590,471
<u>LOSS FROM OPERATIONS</u>	(37,316,608)	(31,383,637)
<u>NON-OPERATING REVENUES (EXPENSES)</u>		
Interest expense	(39,211)	(58,320)
Interest income	36,118	7,761
Other revenue	142,351	303,772
Hotel/motel tax	1,681,069	1,182,167
Ad valorem tax revenue	20,899,477	19,636,853
Loss on disposal of capital asset	(393,706)	-
Government operating grants:		
Federal operating subsidy	10,786,232	6,080,896
Planning and technical study grants	909,314	69,895
Operating transfers from primary government	550,000	550,000
Total non-operating revenues (expenses)	34,571,644	27,773,024
<u>LOSS BEFORE CAPITAL CONTRIBUTIONS</u>	(2,744,964)	(3,610,613)
<u>CAPITAL CONTRIBUTIONS</u>	3,051,946	2,784,814
<u>INCOME (LOSS) AFTER CAPITAL CONTRIBUTIONS</u>	306,982	(825,799)
<u>NET POSITION, BEGINNING OF YEAR</u>	41,664,639	42,490,438
<u>NET POSITION, END OF YEAR</u>	\$ 41,971,621	\$ 41,664,639

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, 2022 AND 2021

	2022	2021
<u>CASH FLOWS FROM OPERATING ACTIVITIES</u>		
Receipts from customers	\$ 1,180,819	\$ 720,733
Receipts from other sources	614,815	565,288
Payments to suppliers and others	(15,089,662)	(12,296,010)
Payments for employees and payroll taxing agencies	(19,644,568)	(17,134,004)
Net cash used in operating activities	(32,938,596)	(28,143,993)
<u>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</u>		
Operating subsidies received from other governments	10,521,460	3,857,239
Ad valorem taxes	18,567,797	19,702,611
Hotel/motel tax	1,681,069	1,182,167
Other revenue	142,351	303,772
Operating transfers from primary government	550,000	550,000
Net cash provided by non-capital financing activities	31,462,677	25,595,789
<u>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</u>		
Capital contributions received	3,051,946	2,784,814
Payments on finance purchase	(719,292)	(608,884)
Acquisition of capital assets	(3,591,964)	(3,637,668)
Proceeds from the sale of capital assets	(33,153)	-
Loss on disposal of capital assets	426,857	-
Interest paid on capital debt	(39,211)	(58,320)
Net cash used in capital and related financing activities	(904,817)	(1,520,058)
<u>CASH FLOWS FROM INVESTING ACTIVITIES</u>		
Interest received	36,118	7,761
Net cash provided by investing activities	36,118	7,761
<u>NET CHANGE IN CASH AND CASH EQUIVALENTS</u>	(2,344,618)	(4,060,501)
<u>CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR</u>	5,959,267	10,019,768
<u>CASH AND CASH EQUIVALENTS, END OF YEAR</u>	\$ 3,614,649	\$ 5,959,267

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, 2022 AND 2021

	2022	2021
<u>RECONCILIATION OF NET OPERATING LOSS TO NET</u>		
<u>CASH USED IN OPERATING ACTIVITIES</u>		
Loss from operations	\$ (37,316,608)	\$ (31,383,637)
Adjustments to reconcile net operating loss to net cash used in operating activities		
Depreciation and amortization	3,564,624	3,128,340
Bad debt expense	11,420	-
Retirement contributions to other plans	629,824	570,097
Change in accounts receivable	31,941	79,187
Change in prepaid expenses	97,226	(48,086)
Change in inventory	(227,328)	(169,863)
Change in net pension asset	-	(266,773)
Change in deferred outflows	(1,414,117)	(487,707)
Change in deferred inflows	(2,747,397)	496,509
Change in accounts payable and accrued expenses	282,653	152,367
Change in net pension liability	4,221,819	-
Change in provision for claims liability	(72,653)	(214,427)
Net cash used in operating activities	\$ (32,938,596)	\$ (28,143,993)
Non-cash capital activities:		
Acquisition of right-of-use lease assets	\$ (337,388)	\$ -

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, 2022 AND 2021

ASSETS

	<u>2022</u>	<u>2021</u>
Cash and cash equivalents	\$ 895,956	\$ 1,311,187
Contributions receivable	63,640	6,723
Investments:		
Certificate of deposit	250,173	-
Equities	12,445,412	17,125,476
Fixed income	3,821,717	2,013,849
Annuities	719,035	988,635
Total assets	<u>18,195,933</u>	<u>21,445,870</u>

LIABILITIES

Contributions payable	<u>6,626</u>	<u>-</u>
Total liabilities	<u>6,626</u>	<u>-</u>
 Net position	 <u>\$ 18,189,307</u>	 <u>\$ 21,445,870</u>

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

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION
PENSION TRUST FUND
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

	2022	2021
<u>ADDITIONS</u>		
Contributions:		
Employer contributions	\$ 763,693	\$ 725,960
Employee contributions	676,786	600,797
Total contributions	1,440,479	1,326,757
Investment income:		
Interest and dividend income	277,812	229,388
Class action settlements	381	(1,020)
Net change in fair value	(3,292,034)	2,655,331
	(3,013,841)	2,883,699
Less: investment expense	(188,169)	(212,409)
Net investment income (loss)	(3,202,010)	2,671,290
Total additions (reductions)	(1,761,531)	3,998,047
<u>DEDUCTIONS</u>		
Benefits paid to participants, including refunds of member contributions	1,250,288	814,849
Administrative expenses	244,744	174,106
Total deductions	1,495,032	988,955
CHANGE IN NET POSITION	(3,256,563)	3,009,092
NET POSITION, BEGINNING OF YEAR	21,445,870	18,436,778
NET POSITION, END OF YEAR	\$ 18,189,307	\$ 21,445,870

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

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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 issued a separate audit reports for the years ended December 31, 2022 and 2021 which can be obtained at the following address: Ms. Dwana Williams, Interim CEO, Capital Area Transit System, 350 N. Donmoor Ave., Baton Rouge, LA 70806.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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, 2022 AND 2021

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. Investments that do not have an established market are reported at estimated fair value.

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 except for the right-to use lease assets as discussed below. 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.

Leases

The System is a lessee under a noncancellable lease agreement for office space. In accordance with GASB Statement No. 87, *Leases*, the System recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the financial statements. The lease liability is recorded for lease contracts with an initial individual value that is material to the financial statements and with lease periods greater than one year.

At the commencement of a lease, the System initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life. Key estimates and judgments related to leases include (1) the discount rate used to calculate the present value of expected lease payments, (2) lease term, and (3) lease payments.

- The System uses the interest rate charged by the lessor as the discount rate, if provided. When the interest rate charged by the lessor is not provided, the System uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease and optional renewal periods. Lease payments included in the measurement of the lease liability are composed of fixed payments through the noncancellable term of the lease and renewal periods that management considers reasonably certain to be exercised.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

1. Summary of Significant Accounting Policies (continued)

Leases (continued)

The System monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability. Lease assets are reported with capital assets and lease liabilities are reported with long-term debt on the statement of net position.

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 allowable expenditure of funds is the prime factor for determining the eligibility for the grant proceeds, the revenue is recognized at the time when the allowable 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.

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	20.00	6.15
1 - 5	22.00	6.77
5 - 12	25.00	7.69
12 - 20	30.00	9.23
20+	35.00	10.77

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

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

1. Summary of Significant Accounting Policies (continued)

Compensated Absences (continued)

Union employees 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.

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.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

1. Summary of Significant Accounting Policies (continued)

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, 2022 and 2021.

Newly Adopted Accounting Standard

The System has implemented GASB Statement No. 87, *Leases*. Under this Statement, lease contracts, as defined, are financings of the right to use an underlying asset. A lessor is required to recognize a lease receivable and a deferred inflow of resources, and a lessee recognizes a lease liability and intangible right-to-use asset, thereby enhancing the relevance and consistency of information about leasing activities. Lease receivables as well as lease liabilities are measured at the present value of lease payments over the term of each respective contract. Options to renew the lease are included in the lease term if reasonably certain to be exercised.

While GASB 87 resulted in the recording of an asset and a liability not previously recognized, and changes to the accounting for lease payments, there were no effects to beginning net position or fund balances as a result of this statement's implementation. Beginning with the implementation in the current fiscal year, lease payments are accounted for as repayment of debt principal and interest.

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.

On November 13, 2021, a 10.6 mill ad valorem tax renewal which expires in 2031 was passed by the citizens of the City of Baton Rouge and the City of Baker.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

2. Ad Valorem Taxes (continued)

The 2022 property tax calendar is as follows:

Levy date:	October 18, 2022
Millage rates adopted:	October 18, 2022
Tax bills mailed:	November 28, 2022
Due date:	December 31, 2022
Lien date:	September, 2023

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 \$199,504 and \$182,314 at December 31, 2022 and 2021, respectively. Collection fees were \$940,071 and \$859,070 for 2022 and 2021, 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, 2022 and 2021, CATS participated in the ITEP and 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 of the property involved. The abatement agreements stipulate a percentage reduction of property taxes, which can be as much as 100 percent.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

2. Ad Valorem Taxes (continued)

Taxes abated under ITEP for the years ended December 31, 2022 and 2021 were approximately \$159,000 and \$164,000, respectively. There were no significant abatements under the RTAP program for the years ended December 31, 2022 and 2021.

3. Cash, Cash Equivalents, and Investments

At December 31, 2022 and 2021, the System's cash bank balances consist of deposits in financial institutions as follows:

	Proprietary Enterprise Fund	Fiduciary Pension Trust Fund	Total
December 31, 2022			
Cash on hand in banks	\$ 3,853,843	\$ -	\$ 3,853,843
Money market accounts	-	895,956	895,956
Total cash and cash equivalents	<u>\$ 3,853,843</u>	<u>\$ 895,956</u>	<u>\$ 4,749,799</u>
December 31, 2021			
Cash on hand and in banks	\$ 6,541,651	\$ -	\$ 6,541,651
Money market accounts	-	1,311,187	1,311,187
Total cash and cash equivalents	<u>\$ 6,541,651</u>	<u>\$ 1,311,187</u>	<u>\$ 7,852,838</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, 2022 and 2021.

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, 2022 and 2021.

Investments held by the Pension Trust Fund are invested in U.S. Treasury and agency bonds, corporate bonds, corporate stocks, equity mutual funds, and annuities in accordance with Pension Board's policy and state law.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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

Investments

As of December 31, 2022 and 2021, assets classified as investments existed only in the Pension Trust Fund (the Trust). As of December 31, 2022 and 2021, 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, 2022					
U.S. treasury and agency bonds	\$ 2,286,817	\$235,088	\$1,490,177	\$ 561,552	\$ -
Corporate bonds	1,534,900	76,229	757,983	700,688	-
Total	<u>\$ 3,821,717</u>	<u>\$311,317</u>	<u>\$2,248,160</u>	<u>\$1,262,240</u>	<u>\$ -</u>
	Fair Value	Investment Maturities (in Years)			More than 10
		Less than 1	1 - 5	6 - 10	
December 31, 2021					
U.S. treasury and agency bonds	\$ 1,232,967	\$131,269	\$ 810,728	\$ 290,970	\$ -
Corporate bonds	780,882	-	377,580	403,302	-
Total	<u>\$ 2,013,849</u>	<u>\$131,269</u>	<u>\$1,188,308</u>	<u>\$ 694,272</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). The Pension Trust Fund's investments in domestic corporate bonds as of December 31, 2022 and 2021 varied between ratings of AAA and BBB, 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, 2022 and 2021, 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, 2022 AND 2021

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 and are not directly corroborated with market data.

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 table sets forth by level, within the fair value hierarchy, the System's assets at fair value as of December 31, 2022:

	December 31, 2022	Fair Value Measurements Using:		
		Quoted Prices In Active Markets for Identical Assets (Level 1)	Significant Other Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investments by fair value level				
Debt securities				
U.S. Treasury and agency bonds	\$ 2,286,817	\$ -	\$ 2,286,817	\$ -
Corporate bonds	1,534,900	-	1,534,900	-
Equity securities				
Corporate stocks	12,221,591	12,221,591	-	-
Alternative investments				
Annuities	719,035	-	-	719,035
Tradable certificates of deposit	250,173	-	250,173	-
Total investments by fair value level	<u>17,012,516</u>	<u>\$ 12,221,591</u>	<u>\$ 4,071,890</u>	<u>\$ 719,035</u>
Investments measured at NAV:				
Corporate equity mutual fund	<u>223,821</u>			
Total investments at fair value	<u>\$ 17,236,337</u>			

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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

The following table sets forth by level, within the fair value hierarchy, the System's assets at fair value as of December 31, 2021:

	December 31, 2021	Fair Value Measurements Using:		
		Quoted Prices In Active Markets for Identical Assets (Level 1)	Significant Other Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Investments by fair value level				
Debt securities				
U.S. Treasury and agency bonds	\$ 1,232,967	\$ -	\$ 1,232,967	\$ -
Corporate bonds	780,882	-	780,882	-
Equity securities				
Corporate stocks	17,125,476	17,125,476	-	-
Alternative investments				
Annuities	988,635	-	-	988,635
Total investments by fair value level	<u>\$ 20,127,960</u>	<u>\$ 17,125,476</u>	<u>\$ 2,013,849</u>	<u>\$ 988,635</u>

The redemption terms for investments measured at net asset value (NAV) per share as of December 31, 2022 is as follows:

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

4. Due from Other Governments and Accounts Receivable

Amounts due from other governments were \$3,567,503 and \$2,393,417 at December 31, 2022 and 2021, respectively. These amounts represent balances due from the Federal Transit Administration.

Accounts receivable primarily represent balances due from advertising. The balances were \$193,634 and \$236,995 at December 31, 2022 and 2021, respectively.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

5. Capital Assets

A summary of changes in capital assets follows:

	December 31, 2022			
	Beginning of Year	Additions	Deletions/ Transfers	End of Year
Land	\$ 235,000	\$ -	\$ -	\$ 235,000
Equipment (primarily transportation vehicles)	43,762,978	3,591,964	(1,645,484)	45,709,458
Right-of-use asset-building	-	337,388	-	337,388
Accumulated depreciation/amortization	(23,920,816)	(3,564,624)	1,218,625	(26,266,815)
Total	\$ 20,077,162	\$ 364,728	\$ (426,859)	\$ 20,015,031

	December 31, 2021			
	Beginning of Year	Additions	Deletions/ Transfers	End of Year
Land and Construction-in-progress	\$ 124,831	\$ 235,000	\$ (124,831)	\$ 235,000
Equipment (primarily transportation vehicles)	40,235,479	3,527,499	-	43,762,978
Accumulated depreciation	(20,792,476)	(3,128,340)	-	(23,920,816)
Total	\$ 19,567,834	\$ 634,159	\$ (124,831)	\$ 20,077,162

Depreciation expense for the years ended December 31, 2022 and 2021 totaled \$3,474,654 and \$3,128,340, respectively. Amortization expense for the right-of-use asset was \$89,970 for the year ended December 31, 2022. 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, 2022 and 2021, were as follows:

	2022	2021
Vendors	\$ 2,805,646	\$ 2,258,179
Accrued salaries and benefits	658,842	889,611
Total	\$ 3,464,488	\$ 3,147,790

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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, employees of CATS not covered by the Collective Bargaining Agreement that make the one-time irrevocable election to make the required contributions to the Plan within ninety days of the commencement of their employment with CATS, and any employee of the Union are eligible to participate in the Plan.

As of December 31, 2022 and 2021, pension plan membership consisted of the following:

	2022	2021
Inactive plan members or beneficiaries		
currently receiving benefits	81	81
Inactive plan members entitled to but		
not yet receiving benefits	149	151
Active plan members	159	157
Total	389	389

Benefits Provided – Through December 31, 2018, a participating employee is eligible to receive a normal retirement benefit on the first of the month after which attaining the 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 Plan was amended effective January 1, 2021 to change the normal retirement eligibility criteria to the first of the month after which the employee has attained age sixty-two and completed six years of service, or 30 years of service regardless of age. The Plan was amended effective January 1, 2022 to change the normal retirement eligibility criteria to the first of the month after which the employee has attained age sixty-two and completed five years of service, or 30 years of service regardless of age. 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 attaining the 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, 2022 AND 2021

7. Pension Plan (continued)

Plan Description (continued)

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

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 Plan, 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, vested employee prior to retirement eligibility, the surviving spouse can elect to receive either a refund of contributions, a monthly benefit equal to 50% of the employee's vested accrued benefit as of the date of death, or a 36 month certain-and-continuous annuity. 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 at the greater of the refund of contributions or a 36 month certain-and-continuous annuity discounted at the valuation interest rate.

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.

If a terminated, vested member dies prior to retirement, the designated beneficiary will receive a refund of contributions.

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, 2022 and 2021, were 8% for the System and 7% for covered employees. The employer contributions for the years ended December 31, 2022, 2021, and 2020 were \$763,693, \$725,960, and \$726,785, respectively.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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 DROP, 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. The DROP 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 DROP 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 DROP, 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 moved to a money market account and accrue interest based on the actual returns in the money market account.

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, 2022 and 2021.

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.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

7. **Pension Plan** (continued)

Investments (continued)

The following was the Board's adopted asset allocation policy as of December 31, 2022 and 2021:

Asset Class	Target Allocation
Cash and Cash Equivalents	5%
U.S. Core Fixed Income	28%
U.S. High Yield Fixed Income	2%
U.S. Large Cap Equities	36%
U.S. Small/Mid Cap Equities	10%
International Developed Equities	15%
Diversified Hedge Funds	4%
Total	100%

Rate of Return - For the year ended December 31, 2022 and 2021, the annual money-weighted rate of return on pension plan investments, net of pension plan investment expense, was (16.2%) and 13.4% respectively. The money-weighted rate of return expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

Net Pension Asset and Pension Expense

The components of the Net Pension Asset of the Plan as of December 31, 2022 and 2021, are as follows:

	2022	2021
Total pension liability	\$ 18,404,137	\$ 17,009,221
Plan fiduciary net position	18,189,307	21,445,870
Net pension liability (asset)	\$ 214,830	\$ (4,436,649)
Plan fiduciary net position as a total percentage of the total pension liability	98.83%	126.08%

For the years ended December 31, 2022 and 2021, the Pension expense for the System is \$1,281,814 and \$427,833, respectively.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

7. **Pension Plan** (continued)

Net Pension Asset and Pension Expense (continued)

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

	<u>2022</u>	<u>2021</u>
Total pension liability:		
Service Cost	\$ 895,964	\$ 830,888
Interest	882,121	845,889
Changes in benefit terms	-	424,629
Differences between expected and actual experience	849,566	116,793
Changes in assumptions	-	1,308,427
Benefit payments	(791,376)	(443,239)
Refunds of member contributions	(449,692)	(347,071)
Other	8,333	6,003
Net change in total pension liability	<u>1,394,916</u>	<u>2,742,319</u>
Total pension liability - beginning	<u>17,009,221</u>	<u>14,266,902</u>
Total pension liability - ending	<u>\$ 18,404,137</u>	<u>\$ 17,009,221</u>
Plan fiduciary net position:		
Contributions - member	\$ 676,786	\$ 600,797
Contributions - employer	746,140	695,418
Net investment income (loss)	(3,202,010)	2,671,290
Benefit payments	(791,376)	(443,239)
Refunds of member contributions	(449,692)	(347,071)
Administrative expenses	(244,744)	(174,106)
Other	8,333	6,003
Net change in fiduciary net position	<u>(3,256,563)</u>	<u>3,009,092</u>
Plan fiduciary net position - beginning	<u>21,445,870</u>	<u>18,436,778</u>
Plan fiduciary net position - ending	<u>\$ 18,189,307</u>	<u>\$ 21,445,870</u>
Net pension (asset) liability	<u>\$ 214,830</u>	<u>\$ (4,436,649)</u>

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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). The current year actuarial assumptions utilized are based on the assumptions used in the December 31, 2022 actuarial funding valuation which were based on the results of an actuarial experience study performed in 2020. The prior year actuarial assumptions utilized were based on the assumptions used in the actuarial funding valuation which were based on the results of an actuarial experience study performed in 2020. All assumptions selected were determined to be reasonable and represent expectations of future experience for the Plan.

The total pension liability (asset) was determined by an actuarial valuation using the following actuarial assumptions, applied to all periods included in the measurement:

	<u>December 31, 2022</u>	<u>December 31, 2021</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%	2.10%																
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 - 2</td> <td style="text-align: center;">14.50%</td> </tr> <tr> <td style="text-align: center;">3 - 10</td> <td style="text-align: center;">5.75%</td> </tr> <tr> <td style="text-align: center;">11 and over</td> <td style="text-align: center;">4.25%</td> </tr> </tbody> </table>	<u>Years of Service</u>	<u>Salary Growth Rate</u>	1 - 2	14.50%	3 - 10	5.75%	11 and over	4.25%	<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 - 2</td> <td style="text-align: center;">14.50%</td> </tr> <tr> <td style="text-align: center;">3 - 10</td> <td style="text-align: center;">5.75%</td> </tr> <tr> <td style="text-align: center;">11 and over</td> <td style="text-align: center;">4.25%</td> </tr> </tbody> </table>	<u>Years of Service</u>	<u>Salary Growth Rate</u>	1 - 2	14.50%	3 - 10	5.75%	11 and over	4.25%
<u>Years of Service</u>	<u>Salary Growth Rate</u>																	
1 - 2	14.50%																	
3 - 10	5.75%																	
11 and over	4.25%																	
<u>Years of Service</u>	<u>Salary Growth Rate</u>																	
1 - 2	14.50%																	
3 - 10	5.75%																	
11 and over	4.25%																	
Investment rate of return (discount rate)	5.10% net of pension plan investment expense, including inflation	5.10% 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 the actuarial valuation as of December 31, 2022 and 2021, for active employees, were based on the Pub-2010 Public Retirement Plans Mortality Table for General Employees multiplied by 115% for males and 115% for females, each with full generational projection using the appropriate MP 2020 scale. The Pub-2010 Public Retirement Plans Mortality Table for General Disabled Retirees multiplied by 115% for males and 115% for females was selected for disabled annuitants, each with full generational projection using the appropriate MP 2020 scale.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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 consultant and other national investment consultants was 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 of the Plan's investment consultant 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 5.07% to 6.12%, with a net portfolio adjusted nominal expected rate of return of 5.61%. For each of the 2022 and 2021 valuations, the Board elected to use the rate of 5.10%, which was 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, 2022 and 2021 are summarized in the following table:

December 31, 2022	
Asset Class	Long-Term Expected Real Rate of Return
Cash and Cash Equivalents	0.74%
U.S. Core Fixed Income	1.89%
U.S. High Yield Fixed Income	4.28%
U.S. Large Cap Equities	6.00%
U.S. Small/Mid Cap Equities	6.80%
International Developed Equities	6.49%
Global Equities	6.64%
December 31, 2021	
Asset Class	Long-Term Expected Real Rate of Return
Cash and Cash Equivalents	-0.22%
U.S. Core Fixed Income	0.97%
U.S. High Yield Fixed Income	3.20%
U.S. Large Cap Equities	5.78%
U.S. Small/Mid Cap Equities	6.13%
International Developed Equities	6.44%
Diversified Hedge Funds	2.63%

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

7. **Pension Plan** (continued)

Actuarial Methods and Assumptions (continued)

Discount Rate - The discount rate used to measure the total pension liability was 5.10% at December 31, 2022 and 2021. 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. 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, 2022 and 2021, 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, 2022		
	1% Decrease	Current Discount Rate 5.10%	1% Increase
	4.10%		6.10%
Net pension (asset) liability	\$ 2,781,604	\$ 214,830	\$ (1,908,686)
	December 31, 2021		
	1% Decrease	Current Discount Rate 5.10%	1% Increase
	4.10%		6.10%
Net pension (asset) liability	\$ (2,291,722)	\$ (4,169,876)	\$ (5,729,240)

Expected Remaining Service Lives – The effects of certain other changes in the Net Pension Liability (Asset) 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 (Asset) 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, 2022 AND 2021

7. **Pension Plan** (continued)

Actuarial Methods and Assumptions (continued)

The Expected Remaining Service Lives (ERSL) are:

Beginning of Year	ERSL (in Years)
2022	3
2021	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, 2022 and 2021:

	2022	2021
Deferred outflows of resources		
Difference between expected and actual experience	\$ 605,308	\$ 77,862
Changes in assumptions	436,142	1,086,275
Difference between projected and actual earnings	1,536,804	-
Total	\$ 2,578,254	\$ 1,164,137
Deferred inflows of resources		
Difference between expected and actual experience	\$ -	\$ (153,204)
Changes in assumptions	-	-
Difference between projected and actual earnings	-	(2,594,193)
Total	\$ -	\$ (2,747,397)

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

Year Ended	Amount
2023	\$ 602,774
2024	578,049
2025	538,555
2026	858,876
Total	\$ 2,578,254

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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, 2022 and 2021, the contributions to the plan were \$70,887 and \$59,653, respectively.

9. Commitments and Contingencies

Grant Commitments

For the years ended December 31, 2022 and 2021, grant agreements under which the System received federal financial assistance required the System to match 15% to 25% of dollars received. In future years, the System will have to provide additional local funds to meet the matching requirements of grants which are expected to be similar in nature to those which existed as of December 31, 2022.

Tire Purchase Contract

During the year ended December 31, 2021, the System exercised the second one-year extension of its contract for the purchase of bus tires. The effective dates of the contract renewal were September 1, 2021 through August 31, 2022. During the year ended December 31, 2021, the System entered into a new contract with the tire vendor for October 1, 2022 through September 30, 2025. The vendor has agreed to provide tires at a fixed cost per tire plus a rate per mile. The System estimates the costs to be \$400,000 over the term of the contract. Tire cost expense was approximately \$108,000 and \$99,000 for the years ended December 31, 2022 and 2021, 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.

Other Commitments

At December 31, 2022, the System had entered into various contracts/purchase orders primarily related to the purchase of buses (\$9,400,000), ten vans (\$1,141,000), transit services (\$1,434,000). Together with various smaller obligations, the total commitments are approximately \$14,000,000.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

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.

Through January 2022, general liability and property damage losses are covered by insurance policies, and the insurance companies were responsible for payment of claims exceeding the deductible. The deductible for general liability losses was \$5,000 per occurrence, and property damage was \$10,000 per occurrence.

The System is self-insured for workers compensation claims. A professional administrator is contracted to adjust and manage claims.

Effective September 2020, the System purchased an insurance policy through September 2021 which covered auto physical damage up to \$2,500,000, subject to a \$50,000 deductible per vehicle per occurrence. The policy was subsequently renewed through January 2022. During 2022 the System elected to become self-insured for vehicle liability.

At December 31, 2022 and 2021, accrued claims liabilities of \$3,228,162 and \$3,300,815, respectively, were included in the Proprietary Fund's statements of net position, as follows:

	<u>2022</u>	<u>2021</u>
Current portion	\$ 759,814	\$ 889,303
Long-term portion	2,468,348	2,411,512
Total	<u>\$ 3,228,162</u>	<u>\$ 3,300,815</u>

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, 2022 and 2021. In addition, the claims will not be paid until appropriated by the System.

Changes in claims liability during the years ended December 31, 2022 and 2021, were as follows:

	<u>2022</u>	<u>2021</u>
Beginning of year liability	\$ 3,300,815	\$ 3,515,242
Current year claims and changes in estimates	1,650,735	1,472,536
Claim payments	<u>(1,723,388)</u>	<u>(1,686,963)</u>
End of year liability	<u>\$ 3,228,162</u>	<u>\$ 3,300,815</u>

11. Finance Purchase Agreement

The System maintains a finance purchase agreement (previously a capital lease before the implementation of GASB 87 – *Leases*). The agreement is for 10 transit buses under an agreement with a financial institution. The agreement has been recorded at the present value of the minimum payments as of the inception date which was June 1, 2017. Terms include 14 semiannual payments of \$328,137 with interest at 2.31%. At December 31, 2022, book value of buses, net of depreciation, was \$1,965,378.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

11. Finance Purchase Agreement (continued)

Changes in the finance purchase liability during the years ended December 31, 2022 and 2021, were as follows:

	<u>2022</u>	<u>2021</u>
Beginning of year liability	\$ 1,585,098	\$ 2,193,982
Proceeds	-	-
Principal payments	<u>(719,292)</u>	<u>(608,884)</u>
End of year liability	<u>\$ 865,806</u>	<u>\$ 1,585,098</u>

Minimum future payments under this agreement as of December 31, 2022 is:

<u>Year Ended</u> <u>December 31, 2022</u>	<u>Amount</u>
2023	\$ 590,646
2024	<u>295,323</u>
Total minimum payments	885,969
Less: amount representing interest	<u>(20,163)</u>
Present value of minimum payments	<u>\$ 865,806</u>

12. Lease Obligations

The System entered into a lease for office space under a 36-month agreement effective November 1, 2019, with a renewal option for two 36-month periods. In accordance with GASB Statement No. 87, *Leases*, a liability has been recorded for the present value of lease payments over the lease term including options to extend that are reasonably certain to be exercised. The System has renewed its lease for the first renewal option but is not certain it will exercise the second option. As of December 31, 2022, the lease liability is \$251,306. In determining the present value, the discount rate applied was 2.354%. The recorded value of the right-to-use asset as of the end of the current fiscal year was \$337,387 and accumulated amortization of these asset was \$89,970. The future principal and interest lease payments as of December 31, 2022, are as follows:

<u>Year</u> <u>Ended</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2023	\$ 89,513	\$ 4,771	\$ 94,284
2024	91,634	2,650	94,284
2025	<u>70,159</u>	<u>552</u>	<u>70,711</u>
Total	<u>\$ 251,306</u>	<u>\$ 7,973</u>	<u>\$ 259,279</u>

CAPITAL AREA TRANSIT SYSTEM
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2022 AND 2021

13. **Concentrations**

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

14. **Current Accounting Standards Scheduled to be Implemented**

GASB Statement 96, Subscription-Based Information Technology Arrangements: This statement is intended to streamline the accounting for these types of arrangements with those arrangements listed under GASB 87 – *Leases*. The requirements of this statement are effective for periods beginning after June 15, 2022. The System will include the requirement of this statement, as applicable, in its December 31, 2023 financial statements. The effect of this statement or its applicability to the System are unknown at this time.

15. **Related-Party Transactions**

Plan investments include units of funds managed by Raymond James. Raymond James is the custodian as defined by the Plan and, therefore, these transactions qualify as party-in-interest transactions.

16. **Subsequent Event**

Subsequent to December 31, 2022, the System entered contracts/purchase orders related to route management software (\$3,600,000) and professional services (\$124,000).

REQUIRED SUPPLEMENTARY INFORMATION

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

SCHEDULE OF CHANGES IN TOTAL PENSION LIABILITY AND RELATED RATIOS

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
<u>TOTAL PENSION LIABILITY</u>									
Service cost	\$ 895,964	\$ 830,888	\$ 763,995	\$ 709,832	\$ 705,207	\$ 694,880	\$ 609,044	\$ 577,109	\$ 444,547
Interest	882,121	845,889	788,722	733,100	712,051	685,993	661,807	684,863	638,511
Changes in benefit terms	-	424,629	-	101,812	-	-	-	-	-
Differences between expected and actual experience	849,566	116,793	(459,611)	268,488	(215,003)	(177,108)	(141,782)	(332,043)	255,430
Changes of assumptions	-	1,308,427	641,972	476,858	-	-	-	414,840	-
Benefit payments	(791,376)	(443,239)	(569,144)	(576,499)	(615,135)	(534,895)	(545,869)	(507,571)	(542,297)
Refunds of member contributions	(449,692)	(347,071)	(209,670)	(254,732)	(237,181)	(174,467)	(375,062)	(348,156)	(122,221)
Other	8,333	6,003	(51,749)	(28,665)	-	-	9,620	1,348	-
Net change in total pension liability	\$ 1,394,916	\$ 2,742,319	\$ 904,515	\$ 1,430,194	\$ 349,939	\$ 494,403	\$ 217,758	\$ 490,390	\$ 673,970
<u>TOTAL PENSION LIABILITY - BEGINNING</u>	<u>17,009,221</u>	<u>14,266,902</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>10,379,703</u>	<u>9,705,733</u>
<u>TOTAL PENSION LIABILITY - ENDING (a)</u>	<u>\$ 18,404,137</u>	<u>\$ 17,009,221</u>	<u>\$ 14,266,902</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>\$ 10,379,703</u>
<u>PLAN FIDUCIARY NET POSITION</u>									
Contributions - member	\$ 676,786	\$ 600,797	\$ 639,979	\$ 636,414	\$ 604,736	\$ 607,307	\$ 589,279	\$ 553,162	\$ 448,920
Contributions - employer	746,140	695,418	726,785	719,883	720,360	684,668	669,552	657,058	515,424
Net investment income (loss)	(3,202,010)	2,671,290	2,143,824	3,014,272	(803,684)	1,933,099	562,303	(238,834)	536,268
Benefit payments	(791,376)	(443,239)	(569,144)	(576,499)	(615,135)	(534,895)	(545,869)	(507,571)	(542,297)
Refunds of member contributions	(449,692)	(347,071)	(209,670)	(254,732)	(237,181)	(174,467)	(375,062)	(348,156)	(122,221)
Administrative expenses	(244,744)	(174,106)	(141,898)	(150,386)	(148,401)	(124,891)	(114,605)	(102,373)	(104,336)
Other	8,333	6,003	(51,749)	(28,665)	-	-	9,620	1,348	-
Net change in plan fiduciary net position	\$ (3,256,563)	\$ 3,009,092	\$ 2,538,127	\$ 3,360,287	\$ (479,305)	\$ 2,390,821	\$ 795,218	\$ 14,634	\$ 731,758
<u>PLAN FIDUCIARY NET POSITION - BEGINNING</u>	<u>21,445,870</u>	<u>18,436,778</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>9,816,996</u>	<u>9,085,238</u>
<u>PLAN FIDUCIARY NET POSITION - ENDING (b)</u>	<u>\$ 18,189,307</u>	<u>\$ 21,445,870</u>	<u>\$ 18,436,778</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>\$ 9,816,996</u>
<u>NET PENSION (ASSET) LIABILITY - ENDING (a - b)</u>	<u>\$ 214,830</u>	<u>\$ (4,436,649)</u>	<u>\$ (4,169,876)</u>	<u>\$ (2,536,264)</u>	<u>\$ (606,171)</u>	<u>\$ (1,435,415)</u>	<u>\$ 461,003</u>	<u>\$ 1,038,463</u>	<u>\$ 562,707</u>
<u>PLAN FIDUCIARY NET POSITION AS A PERCENTAGE OF THE TOTAL PENSION LIABILITY (ASSET)</u>	<u>98.83%</u>	<u>126.08%</u>	<u>129.23%</u>	<u>118.98%</u>	<u>105.08%</u>	<u>112.39%</u>	<u>95.84%</u>	<u>90.45%</u>	<u>94.58%</u>
<u>COVERED PAYROLL</u>	<u>\$ 9,326,750</u>	<u>\$ 8,692,725</u>	<u>\$ 9,084,813</u>	<u>\$ 8,998,538</u>	<u>\$ 9,004,500</u>	<u>\$ 8,558,350</u>	<u>\$ 8,369,400</u>	<u>\$ 8,213,225</u>	<u>\$ 6,442,800</u>
<u>NET PENSION (ASSET) LIABILITY AS A PERCENTAGE OF COVERED PAYROLL</u>	<u>2.30%</u>	<u>-51.04%</u>	<u>-45.90%</u>	<u>-28.19%</u>	<u>-6.73%</u>	<u>-16.77%</u>	<u>5.51%</u>	<u>12.64%</u>	<u>8.73%</u>

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA

SCHEDULE OF CHANGES IN TOTAL PENSION LIABILITY AND RELATED RATIOS

Notes to Schedule:

Changes of assumptions:

Investment Rate	Inflation
2015 - rate changed from 6.50% to 6.00%.	2017 - decrease from 3.00% to 2.50%
2019 - rate changed from 6.00% to 5.75%.	2019 - increase from 2.00% to 2.10%
2021 - rate changed from 5.75% to 5.10%.	

Salary Increases

2015 - rate changed from flat 5.50% to scale based on years of service:	
1 year of service - 17.00%	2 years of service - 10.00%
3 - 10 years of service - 5.25%	11 years and over - 3.75%
2020:	
1 - 2 years of service - 14.50%	11 years and over - 4.25%
3 - 10 years of service - 5.75%	

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.
- 2020 - Pub-2010 Public Retirement Plans for General Employees multiplied by 115% for males and females with full generational projection using the appropriate MP-2020 scale.

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>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Actuarily determined contribution	\$ (75,547)	\$ (155,600)	\$ (13,627)	\$ 191,669	\$ 18,909	\$ 240,490	\$ 373,275	\$ 330,993	\$ 324,152
Contributions in relation to the actuarial determined contribution	<u>746,140</u>	<u>695,418</u>	<u>726,785</u>	<u>719,883</u>	<u>720,360</u>	<u>684,668</u>	<u>669,552</u>	<u>657,058</u>	<u>515,424</u>
Contribution deficiency (excess)	<u>\$ (821,687)</u>	<u>\$ (851,018)</u>	<u>\$ (740,412)</u>	<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	\$ 9,326,750	\$ 8,692,725	\$ 9,084,813	\$ 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%	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>2022</u>	<u>2021</u>	<u>2020</u>	<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	-16.16%	13.40%	12.49%	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, 2022

Chief Executive Officer William Deville (January - April, 2022)

Purpose	Amount
Salary	\$ 141,994
Employer contributions - FICA/Medicare	10,863
Benefits - deferred compensation	11,360
Benefits - insurance	9,295
	\$ 173,511

Interim Chief Executive Officer Dwana Williams (April - December, 2022)

Purpose	Amount
Salary	\$ 131,696
Employer contributions - FICA/Medicare	10,075
Benefits - deferred compensation	10,536
Benefits - insurance	7,837
	\$ 160,143

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, 2022, 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 27, 2023. 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 the other auditor. However, this report, insofar as it relates to the results of the other auditors, is based solely on the reports of the other auditor.

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) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the 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 were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We identified certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as items 2022-001, 2022-002, 2022-003, and 2022-004 that we consider to be significant deficiencies.



Report on 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 financial statements. 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

Government Auditing Standards requires the auditor to perform limited procedures on the System's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The System's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

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 27, 2023

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

Qualified Opinion

We have audited the Capital Area Transit System's (the "System") compliance with the types of compliance requirements identified as subject to audit 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, 2022. The System's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Qualified Opinion on Federal Transit Cluster

In our opinion, except for the noncompliance described in the Basis for Qualified Opinion section of our report, 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 the Federal Transit Cluster for the year ended December 31, 2022.

Basis for Qualified Opinion on the Federal Transit Cluster

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). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the System and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our qualified opinion on compliance the major federal program. Our audit does not provide a legal determination of the System's compliance with the compliance requirements referred to above.

Matter Giving Rise to Qualified Opinion on Federal Transit Cluster

As described in the accompanying schedule of findings and questioned costs, the System did not comply with requirements regarding the Federal Transit Cluster as described in finding number 2022-005 for Procurement.

Compliance with such requirements is necessary, in our opinion, for the System to comply with the requirements applicable to that program.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the System's federal programs.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the System's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the System's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the System's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the System's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances 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 the System's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Other Matters

Government Auditing Standards requires the auditor to perform limited procedures on the System's response to the noncompliance findings identified in our compliance audit described in the accompanying schedule of findings and questioned costs. The System's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

Report on Internal Control over Compliance

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance and therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as discussed below, we did identify certain deficiencies in internal control over compliance that we consider to be a material weakness and a significant deficiency.

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 over compliance, 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. We consider the deficiency in internal control over compliance described in the accompanying schedule of findings and questioned costs as item 2022-005 to be a material weakness.

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. We consider the deficiency in internal control described in the accompanying schedule of findings and questioned costs as item 2022-006 to be a significant deficiency.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

Government Auditing Standards requires the auditor to perform limited procedures on the System's response to the internal control over compliance findings identified in our audit described in the accompanying schedule of findings and questioned costs. The System's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

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 27, 2023

CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LA

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2022

<u>Federal Grantor/ Program Title</u>	<u>Assistance Listing Number</u>	<u>Project Number</u>	<u>Expenditures</u>	<u>Passed through to Sub-recipients</u>
Federal Transportation Administration				
<i>Federal Transit Cluster:</i>				
<u>Federal Transit - Formula Grants:</u>				
2016 (Section 5307) Formula Grant	20.507	LA-2016-026	\$ 232,807	\$ -
2018 (Section 5307) Formula Grant	20.507	LA-2019-007	37,813	-
FY 2018 FHWA Flex Funds from CMAQ	20.507	LA-2019-010	1,085,621	-
2019 (Section 5307) Formula Grant	20.507	LA-2019-030	273,210	-
2020 (Section 5307) Formula Grant	20.507	LA-2021-017	4,395,199	-
COVID-19 2022 (Section 5307) CRRSAA Operating Grant	20.507	LA-2022-007	6,994,162	-
Total Federal Transit - Formula Grants			<u>13,018,812</u>	<u>-</u>
<u>Bus and Bus Facilities Formula Program:</u>				
2020 Section 5339 Formula Apportionment	20.526	LA-2021-003	298,336	-
2021 Section 5339 Formula Apportionment	20.526	LA-2021-009	1,029,941	-
2019 Section 5339 Formula Apportionment	20.526	LA-2022-020	160,806	-
Total Bus and Bus Facilities Formula Program			<u>1,489,083</u>	<u>-</u>
<i>Total Federal Transit Cluster</i>			<u>14,507,895</u>	<u>-</u>
<u>Public Transportation Innovation</u>				
Public Transportation Innovation - 2020 Accelerating Innovative Mobility (AIM)	20.530	LA-2021-008	111,167	-
COVID-19 - Public Transportation Innovation - Research Demonstration Grant	20.530	LA-2022-008	128,430	-
Total Public Transportation Innovation			<u>239,597</u>	<u>-</u>
Total Federal Expenditures			<u>\$ 14,747,492</u>	<u>\$ -</u>

See Notes to Schedule of Expenditures of Federal Awards.

CAPITAL AREA TRANSIT SYSTEM
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
DECEMBER 31, 2021

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, 2022, 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, 2022, 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	\$ 10,786,232
Planning and technical study grants	909,314
Capital contributions	<u>3,051,946</u>
Total expenditures of federal awards	<u>\$ 14,747,492</u>

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2022

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?	Yes

Federal Awards

Internal control over major programs:	
Material weaknesses identified?	Yes
Significant deficiencies identified?	Yes
Type of auditor's report issued on compliance for major programs:	Qualified
Any audit findings disclosed that are required to be reported in accordance with 2 CFR §200.516(a)?	Yes

Identification of major programs:

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
Federal Transit Cluster:	
20.507	Transit Formula Grants
20.526	Section 5339 Formula Apportionment

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, 2022

B. Financial Statements Findings

2022-001 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 partially repeated finding from 2018, 2019, 2020, and 2021.* Accurate and complete reporting is not maintained to document the accrued leave.

Cause: The reporting of accrued leave is not being maintained and updated in a timely manner.

Effect: The liability associated with this benefit is not being accurately reflected in the financial reports of the System.

Recommendation: We recommend that for financial reporting purposes those amounts should be updated and adjustments recorded monthly.

View of Responsible Official:
The Agency will update the payroll and reporting processes and procedure to include bi-weekly updates. These bi-weekly updates will also be reflected in the journal entries for the month.

2022-002 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 2018, 2019, 2020, and 2021.* During our testing of internal controls over payroll, we noted for 10 out of 65 individuals selected for testing, 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 review of the positions and comparison of pay rates to prior year records.

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

Effect: The System is unable to demonstrate that wages paid to all of its employees is appropriately approved.

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

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2022

B. Financial Statements Findings (continued)

2022-002 Documentation of Approved Pay Rates in Payroll File (continued)

View of

Responsible Official:

The Agency has contracted with a vendor to provide them with assistance in ensuring the system of record is properly set up to maintain and track all pay updates and changes.

2022-003 Maintenance of Pension Plan Census Data

Criteria:

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 System funds the plan based on actuarially determined amounts and recognizes a net pension liability or asset based on the actuarially determined liability of the benefits less the net position of the Plan. At the end of the calendar year 2022, a net pension liability was recorded by the System. To ensure the accuracy of the net pension liability and related deferrals associated with the pension benefits, procedures and controls should be established and implemented to ensure that census data for pension plan participants is tracked and reviewed on a regular basis and includes a reconciliation of internal data with that maintained by the pension plan actuary in the valuation of these future benefits.

Condition:

This is a repeat finding from 2018, 2019, 2020, and 2021. While performing procedures over census data information, we noted that an accurate and complete census data file of active participants is not maintained by the System. The System is relying on the census data maintained by a third-party administrator in order to ensure the accuracy of the net pension asset and related deferrals associated with pension benefits.

In addition, 2 of 25 employees were not timely enrolled in the pension plan.

Cause:

The System has relied on the plan actuary to maintain this information by providing them with new participants and notifying them of terminations. There is no reconciliation by the System of the active file maintained by the plan actuary to ensure completeness of the data used in the valuation of these future pension benefits.

Effect:

Without ensuring the file used by the plan actuary is accurate, the valuation performed by the plan actuary may be misstated and the amount of the net pension liability or asset recognized by the System incorrect.

Recommendation:

We recommend that the System adopt written procedures and develop appropriate internal controls to ensure that census data for pension plan participants is tracked and reviewed on a regular basis including reconciling with the pension plan actuary.

View of

Responsible Official:

The Agency will update the written procedures to include appropriate controls. Human Resources will work directly with the pension plan actuary to reconcile data on a monthly basis.

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2022

B. Financial Statements Findings (continued)

2022-004 Inventory Counts and Reconciliation

Criteria: To ensure the accuracy of the accounting records and to 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. Additionally, appropriate records should be maintained supporting the results of inventory counts and the resulting adjustments recorded.

Condition: General ledger accounts were not reconciled to the inventory subsidiary records during the fiscal year. Additionally, records were not maintained supporting the adjustments made to the inventory general ledger accounts as a result of the year-end count procedures.

Cause: The System has not established the proper procedures and controls to ensure the inventory records were reconciled and records were maintained of adjustments.

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

Recommendation: We recommend that the System adopt procedures and controls to ensure that inventory accounts are reconciled to the inventory count sheets and that records are maintained of those adjustments.

*View of
Responsible Official:* *The Agency will update the written procedures regarding inventory maintenance, and will implement a tracking program to maintain accurate inventory numbers.*

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2022

C. Findings and Questioned Costs for Federal Awards

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

2022-005 Procurement and Suspension and Debarment

Criteria: The Uniform Guidance regulations (§200.320) require, among other things, that procurement for purchases of goods and services follow certain procedures related to obtaining and awarding of contracts based on sealed bid, competitive-, and non-competitive proposals. Additionally, §200.318(d) provides that written policies and procedures must document the avoidance of the acquisition of unnecessary or duplicative items.

In addition, non-federal entities are prohibited from contracting with parties that are suspended or debarred. “Covered transactions” include 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 or meet certain other criteria as specified in 2 CFR section 180.220. When a non-federal entity enters into a covered transaction with an entity at a lower tier, the non-federal entity must verify that the entity, as defined in 2 CFR section 180.995 and agency adopting regulations, is not suspended or debarred or otherwise excluded from participating in the transaction. This verification may be accomplished by (1) checking the System for Award Management (SAM) Exclusions maintained by the General Services Administration (GSA) and available at SAM.gov, (2) collecting a certification from the entity, or (3) adding a clause or condition to the covered transaction with that entity (2 CFR section 180.300).

Condition: The portion related to procurement is a repeated finding from 2019, 2020 and 2021. During our testing of purchases under the procurement regulations, for 2 out of 10 vendors (paid approximately \$1.59 million out of the amount tested of \$12.8 million) selected for testing, the System was unable to provide supporting documentation that these vendor services or supplies were procured in accordance with the standards in §200.320. The universe (population) from which the items were selected was all vendor payments in 2022 over \$10,000 consisting of 154 vendors paid approximately \$22 million. Additionally, while the System does maintain written policies and procedures related to procurement standards, documentation addressing the acquisition of unnecessary or duplicative items was not present.

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2022

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

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

2022-005 Procurement and Suspension and Debarment (continued)

Condition: During our testing of compliance with the suspension and debarment regulations, for 2 out of 10 vendors selected for testing (same vendors selected for procurement testing above), the System was unable to provide documentation of its conclusions that these vendor were not suspended or debarred. The universe (population) from which the items were selected were all vendor payments in 2022 over \$25,000 consisting of 94 vendors paid approximately \$21 million. Based on a review of SAM.gov, none of these vendors were suspended or debarred.

Questioned Costs: Unknown.

Cause: A material weakness exists in the internal controls over procurement and suspension and debarment. The System does not have adequate controls in place to ensure that appropriate supporting documentation is maintained for purchases made under the procurement standards to support the System's consideration and/or conclusion for obtaining and awarding of contracts based on sealed bid, competitive, and non-competitive proposals or its determination of whether the vendor is suspended or debarred. Additionally, written policies and procedures for procurement were not reviewed to ensure all requirements under these regulations were addressed.

Effect: The System may not be receiving the overall lowest cost for services and supplies procured by the agency. Without ensuring documentation is maintained over whether a vendor is suspended or debarred, the System may enter into contracts with unauthorized parties.

Recommendation: We recommend the System implement internal controls to ensure that supporting documentation is maintained for the procurement of goods and services in accordance with §200.320. Additionally, we recommend that the System enhance its written policies and procedures to ensure that documentation is included regarding the avoidance of the acquisition of unnecessary or duplicative items. Documentation and policies should include procedures for the competitive bidding of bus parts on a quarterly basis and evidence that purchases are from these bid responses and from the lowest qualified vendor. A review of all contracts to ensure the appropriate language exits regarding suspension and debarment regulations or the System should consider an annual review of SAM.gov for all vendors.

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2022

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

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

2022-005 Procurement and Suspension and Debarment (continued)

*View of
Responsible Official:*

The Agency will implement internal controls to ensure that supporting documentation is maintained for the procurement of goods and services in accordance with §200.320. The Agency will update our written policies and procedures to ensure that documentation is included regarding the avoidance of the acquisition of unnecessary or duplicative items. Documentation and policies will include procedures for the competitive bidding of bus parts on a quarterly basis and evidence that purchases are from these bid responses and from the lowest qualified vendor. Procurement will perform an annual review of SAM.gov for all vendors.

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

**2022-006 Activities Allowed or Unallowed
Allowable Costs/Cost Principles**

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 2021.* During our testing of internal controls over payroll, we noted for 10 out of 65 individuals selected for testing, 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 review of the positions and comparison of pay rates to prior year records. The population was all payroll. This is not a statistically valid sample.

*Questioned
Costs:* None.

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

CAPITAL AREA TRANSIT SYSTEM
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
DECEMBER 31, 2022

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

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

**2022-006 Activities Allowed or Unallowed
Allowable Costs/Cost Principles (continued)**

Effect: The System is unable to demonstrate that wages paid to all of its employees is appropriately approved.

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 Agency has contracted with a vendor to provide them with assistance in ensuring the system of record is properly set up to maintain and track all pay updates and changes.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings

2021-001 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 partially repeated finding from 2018, 2019, and 2020.* Accurate and complete reporting is not maintained to document the accrued leave.

Cause: The reporting of accrued leave is not being maintained and updated in a timely manner.

Effect: The liability associated with this benefit is not being accurately reflected in the financial reports of the System.

Recommendation: We recommend that for financial reporting purposes those amounts should be updated and journal entries recorded monthly.

*View of
Responsible Official:*

The agency will update the payroll and reporting process and procedures, to include annual year end updates; performed by the payroll processor and the accounting manager.

Current status:* *Not resolved. See repeat finding 2022-001.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2021-002 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 2018, 2019, and 2020.* During our testing of internal controls over payroll, we noted for 10 out of 40 individuals selected for testing, 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 review of the positions and comparison of pay rates to prior year records.

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

Effect: The System is unable to demonstrate that wages paid to all of its employees is appropriately approved.

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:*

CATS will adopt new written policies and procedures to ensure the documentation proof of payrates are maintained. The new system of record will have the ability to maintain and track all pay updates/changes.

Current status:* *Not resolved. See repeat finding 2022-002.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2021-003 Maintenance of Pension Plan Census Data

Criteria: 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 System funds the plan based on actuarially determined amounts and recognizes a net pension liability or asset based on the actuarially determined liability of the benefits less the net position of the Plan. At the end of the calendar year 2021, a net pension asset was recorded by the System. To ensure the accuracy of the net pension asset and related deferrals associated with the pension benefits, procedures and controls should be established and implemented to ensure that census data for pension plan participants is tracked and reviewed on a regular basis and includes a reconciliation of internal data with that maintained by the pension plan actuary in the valuation of these future benefits.

Condition: *This is a repeat finding from 2018, 2019, and 2020.* While performing procedures over census data information, we noted that an accurate and complete census data file of active participants is not maintained by the System. The System is relying on the census data maintained by a third-party administrator in order to ensure the accuracy of the net pension asset and related deferrals associated with pension benefits.

In addition, supporting documentation was not available to verify the eligibility of 2 of 25 active employees tested.

Cause: The System has relied on the plan actuary to maintain this information by providing them with new participants and notifying them of terminations. There is no reconciliation by the System of the active file maintained by the plan actuary to ensure completeness of the data used in the valuation of these future pension benefits.

Effect: Without ensuring the file used by the plan actuary is accurate, the valuation performed by the plan actuary may be misstated and the amount of the net pension liability or asset recognized by the System incorrect.

Recommendation: We recommend that the System adopt written procedures and develop appropriate internal controls to ensure that census data for pension plan participants is tracked and reviewed on a regular basis including reconciling with the pension plan actuary.

View of Responsible Official: *Adopting new written procedures with appropriate controls. Working directly with the pension plan actuary to reconcile on a monthly basis.*

Current status:* *Not resolved. See repeat finding 2022-003.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2021-004 Violation of State Bid Law

Criteria: Louisiana Revised Statute 38:2212 requires that, when suspending bid law in response to a declared emergency, that the emergency be certified by the public entity at a public meeting. Bid law may then be waived provided that notice was given to the public by publishing in the official journal within 10 days of declaring the public emergency. Louisiana Revised Statute 38:321 provides for public entity's to piggyback on other public entities' contracts provided, among other requirements, that written consent of the political subdivision which bid the contract is obtained.

Condition: During our review of key disbursements in 2021 it was noted that, in the aftermath of Hurricane Ida, that emergency fuel was purchased from a vendor used by the City-Parish of East Baton Rouge. No evidence was noted that the System took the necessary steps to certify the emergency and provide notice in the official journal that bid law was being waived. Additionally, no evidence was noted that written consent of the City-Parish was obtained to purchase fuel under the contract bid and awarded by the City-Parish.

Cause: The System has not established the proper procedures to ensure compliance with State bid law in the event of an emergency and the suspension of bid law.

Effect: Without certifying and providing public notice of the suspension of bid law and without obtaining written consent to piggyback on the City-Parish contract, the System is in violation of State bid law.

Recommendation: We recommend that the System adopt policies and procedures to ensure that future emergency purchases are addressed in accordance with State bid law.

*View of
Responsible Official:*

The Agency will adopt policies and procedures to ensure that future emergency purchases are addressed in accordance with State bid Law. Will continue to maintain training for procurement staff.

Current status:* *The System has implemented policies and procedures for emergency purchases. The finding is considered resolved.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

B. Financial Statements Findings (continued)

2021-005 Completeness of Payroll Liabilities

Criteria: To ensure the accuracy and completeness of the payroll liabilities, procedures and controls should be implemented to ensure that all liabilities are tracked and recorded each pay period.

Condition: During fiscal year 2023, the System was notified of certain payroll liabilities due to the Internal Revenue Service dating back to 2017. Initial notices were received in fiscal year 2020. There was no evidence these liabilities were paid or recorded..

Cause: The System has not established the proper procedures and controls to ensure payroll liabilities are captured and recorded.

Effect: Without the capturing and recording of the payroll liabilities from the notice(s) provided, the System's liabilities were materially understated.

Recommendation: We recommend that the System adopt procedures and controls to ensure that future payroll liabilities are captured and recorded.

View of Responsible Official:
The Agency will adopt policies and procedures to ensure that future emergency purchases are addressed in accordance with State bid Law. Will continue to maintain training for procurement staff.

***Current status:* Resolved. Client has recorded the liability. No additional liabilities noted for 2022.**

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

C. Findings and Questioned Costs for Federal Awards

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

2021-006 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. Additionally, the reconciliation should take into account grant revenue that is due from the awarding agency for expenditures incurred during the fiscal year.

Condition: *This is a repeat finding from 2019 and 2020.* The SEFA provided for audit did not contain the correct amounts of federal expenditures supported by the accounting system. Additionally, the grant revenue did not include all amounts due from the awarding agency for expenditures incurred during the fiscal year.

Questioned Costs: Not applicable.

Cause: The System currently maintains its internal records on a cash basis throughout the year and year-end reconciliations of federal expenditures to federal grant awards available and remitted are not performed timely enough in order to prepare an accurate and complete reporting of federal awards expended.

Effect: An inaccurate SEFA may result in incomplete reporting of federal expenditures and non-compliance with federal regulations with respect to required major program audits and coverage requirements. Grant revenue may not reflect the total revenue within the proper period.

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. The policies and procedures should include capturing all grant revenue for eligible expenses incurred during the fiscal year.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

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

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

2021-006 Preparation of Schedule of Expenditures of Federal Awards and Reconciliation of Grant Revenue (continued)

*View of
Responsible Official:*

The Agency will adopt written policies and procedures to allow for the timely draw down and reconciliation of federal expenditures in accordance with the recommendation of the Federal Transit Administration.

Current status: *Resolved.*

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

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

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

2021-007 Procurement

Criteria: The Uniform Guidance procurement regulations were fully effective as of December 26, 2017. The regulations (§200.320) require, among other things, that procurement for purchases of goods and services follow certain procedures related to obtaining and awarding of contracts based on sealed bid, competitive-, and non-competitive proposals. Additionally, §200.318(d) provides that written policies and procedures must document the avoidance of the acquisition of unnecessary or duplicative items.

Condition: *This is a repeat finding from 2019 and 2020.* During our testing of purchases under the procurement regulations, for 4 out of 16 items selected for testing, the System was unable to provide supporting documentation that these items were procured in accordance with the standards in §200.320. The universe (population) from which the items were selected was all vendor payments in 2021 over \$10,000. This was 16 items totaling approximately \$11,897,000. A portion of these costs are funded through local revenue sources. Additionally, while the System does maintain written policies and procedures related to procurement standards, documentation addressing the acquisition of unnecessary or duplicative items was not present.

Questioned Costs: \$1,350,319.

Cause: A material weakness exists in the internal controls over procurement. The System does not have adequate controls in place to ensure that appropriate supporting documentation is maintained for purchases made under the procurement standards in order to support the obtaining and awarding of contracts based on sealed bid, competitive, and non-competitive proposals. Additionally, written policies and procedures over procurement were not reviewed to ensure all requirements under these regulations were addressed.

Effect: The System may not be receiving the overall lowest cost for services and supplies procured by the agency.

Recommendation: We recommend the System implement internal controls to ensure that supporting documentation is maintained for the procurement of goods and services in accordance with §200.320. Additionally, we recommend that the System enhance its written policies and procedures to ensure that documentation is included regarding the avoidance of the acquisition of unnecessary or duplicative items.

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

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

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

2021-007 Procurement (continued)

*View of
Responsible Official:*

We will create internal procedures that will assist in the developing a complete file inclusive of the required justification for the procurement of goods and services. Further the Agency will develop an inventor system maintained through procurement and operations to avoid unnecessary or duplicative purchases.

Current status: *Not resolved. See repeat finding 2022-005.*

CAPITAL AREA TRANSIT SYSTEM
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS

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

U.S. Department of Transportation

FEDERAL TRANSIT CLUSTER

20.507 Federal Transit Formula Grant (applies to all grants)

20.526 Section 5339 Formula Apportionment

**2021-008 Activities Allowed or Unallowed
Allowable Costs/Cost Principles**

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: During our testing of internal controls over payroll, we noted for 10 out of 40 individuals selected for testing, 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 review of the positions and comparison of pay rates to prior year records. The population was all payroll. This is not a statistically valid sample.

*Questioned
Costs:* None.

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

Effect: The System is unable to demonstrate that wages paid to all of its employees is appropriately approved.

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:*

CATS will adopt new written policies and procedures to ensure the documentation proof of payrates are maintained. The new system of record will have the ability to maintain and track all pay updates/changes.

***Current status:* Not resolved. See current year finding 2022-006.**

June 26, 2023

Postlethwaite and Netterville, APAC
8550 United Plaza Blvd., Suite 1001
Baton Rouge, LA 70809

2022 Audit Findings Corrective Action Plan

2022-001 Recordkeeping Associated with Employee Leave

The Agency will update the payroll and reporting processes and procedure to include bi-weekly updates. These bi-weekly updates will also be reflected in the journal entries for the month.

HR Director Candace Morgan
Timeline 180 days

2022-002 Documentation of Approved Pay Rates in Payroll File

The Agency has contracted with a vendor to provide them with assistance in ensuring the system of record is properly set up to maintain and track all pay updates and changes.

HR Director, Candace Morgan
Timeline 180 days

2022-003 Maintenance of Pension Plan Census Data

The Agency will update the written procedures to include appropriate controls. Human Resources will work directly with the pension plan actuary to reconcile data on a monthly basis.

HR Director, Candace Morgan
Timeline 180 days

2022-004 Inventory Counts and Reconciliation

The Agency will update the written procedures regarding inventory maintenance, and will implement a tracking program to maintain accurate inventory numbers.

Interim COO, Cheri Soileau
Timeline 180 days

2022-005 Procurement and Suspension and Debarment

The Agency will implement internal controls to ensure that supporting documentation is maintained for the procurement of goods and services in accordance with §200.320. The Agency will update our written policies and procedures to ensure that documentation is included regarding the avoidance of the acquisition of unnecessary or duplicative items. Documentation and policies will include procedures for the competitive bidding of bus parts on a quarterly basis and evidence that purchases are from these bid responses and from the lowest qualified vendor. Procurement will perform an annual review of SAM.gov for all vendors.

CFO, Eddriene Sylvester
Timeline 180 days

**2022-006 Activities Allowed of Unallowed
Allowable Costs/Cost principles**

The Agency has contracted with a vendor to provide them with assistance in ensuring the system of record is properly set up to maintain and track all pay updates and changes.

HR Director, Candace Morgan
Timeline 180 days

Please let us know if you require any additional information or responses.

Thank you,



Dwana Williams
Interim CEO

CAPITAL AREA TRANSIT SYSTEM

REPORT TO MANAGEMENT

DECEMBER 31, 2022



8550 United Plaza Blvd., Ste. 1001 – Baton Rouge, LA 70809
225-922-4600 Phone – 225-922-4611 Fax – pncpa.com

A Professional Accounting Corporation

June 27, 2023

The Commissioners and Management
Capital Area Transit System
Baton Rouge, Louisiana

In planning and performing our audit of the financial statements of the Capital Area Transit System (the “System”) for the year ended December 31, 2022, we considered the System's internal controls and compliance with laws and regulations having a material effect on financial reporting in order to solely determine our auditing procedures for the purpose of expressing an opinion on the financial statements and not to provide assurance on the internal control structure or on compliance.

The objective of internal control is to provide reasonable, but not absolute, assurance as to the safeguarding of assets against loss from unauthorized use or disposition, and the reliability of the financial records for preparing financial statements and maintaining accountability for assets. The concept of reasonable assurance recognizes that the cost of a system of internal accounting control should not exceed the benefits derived and also recognizes that the evaluation of these factors necessarily requires estimates and judgments by management.

No matter how good a system, there are inherent limitations that should be recognized in considering the potential effectiveness of internal accounting. In the performance of most control procedures, errors can result from misunderstanding of instructions, mistakes of judgment, carelessness, or other personal factors. Control procedures whose effectiveness depends upon segregation of duties can be circumvented by collusion. Similarly, control procedures can be circumvented intentionally by management either with respect to the execution and recording of transactions or with respect to the estimates and judgments required in the preparation of financial statements. Further, projection of any evaluation of internal accounting control to future periods is subject to the risk that the degree of compliance with the procedures may deteriorate. We say this simply to suggest that any system needs to be constantly reviewed and improved where necessary.

However, during the course of our audit, we became aware of the following matters that are opportunities for strengthening internal controls, enhancing operating efficiencies or other matters for consideration by management. The following paragraphs summarize our comments and suggestions regarding those matters. This letter does not affect our report dated June 27, 2023, on the financial statements of the System.



A. Compliance with Finance Purchase Agreement

Condition:

The System has entered into an agreement with a bank to finance the purchase of certain buses. This agreement requires that financial statements of the System be provided on an annual basis. The bank has agreed that uploading of the statements to the System's website is sufficient. However, the website does not currently contain the latest financial statements. Also, the agreement with the bank requires that the System either maintain certain insurance on the underlying buses during the term of the agreement or, if self-insured, obtain approval from the bank regarding that self-insurance. During 2022, the System elected to self-insure these buses. However, no evidence was available to indicate the appropriate communications were held with the bank to obtain the necessary approval to self-insure.

Recommendation:

We recommend that the System establish appropriate internal controls to ensure that the latest financial statements are maintained on its website. Additionally, we recommend that the System take the appropriate steps to obtain the proper approvals from the bank for self-insurance of the buses.

Management's Response:

The Agency will ensure that annual financial statements are maintained on the website. The Agency will also ensure the financed buses are properly insured in accordance with the agreement.

B. Review of System and Organization Controls (SOC) Reports

Condition:

System and Organization Controls reports address service organization controls relevant to a user entity's (the System's) internal control over financial reporting. These reports are issued by various service organizations used by the System. These reports also contain key controls that the System should have in place in order to rely on the completeness and accuracy of the output of the data provided by the service organization. During our review of the key information technology systems used by the System it was noted that the appropriate SOC-1 reports are not being obtained and reviewed by the appropriate personnel.

Recommendation:

We recommend that the System adopt policies and procedures to ensure that appropriate SOC reports are obtained and reviewed on an annual basis. In addition, the System should document their review of key user access controls and what procedures are in place within the System to address those controls.

Management's Response:

The Agency is implementing the new system of record, which will be configured to include the appropriate SOC reports. It will also identify the appropriate users, access, and authorization.



C. Review of Bus Liability Schedule

Condition:

In order to ensure accurate financial reporting, the bus liability schedule should be reviewed and reconciled on a quarterly basis. During our testing of the bus liability schedule, it was noted that there were errors in the formulas for the schedule and changes were made to the schedule altering the beginning balances. Additionally, no evidence was available that the payments were reconciled to the general ledger.

Recommendation:

We recommend that the System adopt policies and procedures to ensure that the bus liability schedule is reconciled on a quarterly basis and reviewed for completeness and accuracy.

Management's Response:

The Agency will adopt policies and procedures to ensure the bus liability schedule is reconciled on a quarterly basis.

D. Legal Claims

Condition:

In order to ensure accurate financial reporting, and to protect the organization from undue risk, the System should maintain complete and accurate records of the outstanding claims whether through litigation, pending claims, workers comp, etc. The System has historically relied on legal counsel to maintain this listing as well as payments on settlements and/or judgments. This can result in incomplete or inaccurate data especially at times of changes in legal counsel.

Recommendation:

We recommend that the System develop and maintain a complete listing of claims, pending claims, judgments, and settlements and that these are reviewed for accuracy on a periodic basis.

Management's Response:

The Agency will continue to maintain a complete, internal listing of all claims, pending claims, judgments, and settlements. The Agency will work with any outside counsel to update this list on a continuous basis.



E. Budget Adoption

Condition:

During the course of our audit procedures, it was noted that the System adopted an amendment to the 2022 budget at its February 28, 2023 board meeting. While the Louisiana Local Government Budget Act applies to Governmental Funds, and not Proprietary Funds, the Louisiana Legislative Auditor has indicated that budget amendments should be adopted within the applicable fiscal year.

Recommendation:

We recommend that the System adopt any necessary budget amendments within the respective fiscal year.

Management's Response:

The Agency will ensure all budget amendments are completed in the proper time frame.

F. Underground Storage Tanks and Operating Agreement with the City-Parish of East Baton Rouge

Condition:

During the course of our audit procedures, it was noted that the System maintains certain underground storage tanks for the storage of certain fluids (i.e. oil, diesel, fuel). The System is responsible for the ongoing maintenance and monitoring of these tanks in accordance with applicable state and federal laws. However, any closure, removal, and/or remediation liability would be the responsibility of the City-Parish of East Baton Rouge as they are owned by the City-Parish per past agreements. It was noted that the latest agreement is dated October 2020.

Recommendation:

We recommend that the System work with the City-Parish of East Baton Rouge to update its operating agreement in order to clarify the ownership and responsibility of the closure of the underground storage tanks as well as any other matters that may have changed since the initial adoption.

Management's Response:

Legal and Operations will work with the City-Parish to update the current Operating Agreement, including clarifications regarding the ownership and responsibility over the underground storage tanks.



G. Board Minute Documentation

Condition:

During the course of our audit procedures, it was noted that the System maintains board minutes on a monthly basis. However, the minutes were noted to be brief in nature and not always clear what resolutions were being adopted. The System does maintain agendas and board packets which contain additional clarifying information. However, the minutes should better explain the individual resolutions.

Recommendation:

We recommend that the System take steps to better clarify the documentation maintained in the minutes such that they can “stand on their own” in order to inform the reader as to what is being approved.

Management’s Response:

Legal will review minutes prior to Board approval and posting in order to ensure sufficient detail is provided regarding individual resolutions.

H. Termination Payments

Condition:

During the course of our procedures associated with the Statewide Agreed-Upon Procedures required by the Louisiana Legislative Auditor, it was noted that one of two termination payments were never paid to the employee.

Recommendation:

We recommend that the System implement procedures and controls to ensure that termination payments are made to employees on a timely basis.

Management’s Response:

HR will provide supervisors and managers with updated training on the proper termination/separation procedures to be followed, and will work with the payroll specialist to ensure all payouts are done promptly.



We have already discussed these comments and suggestions with management, and we will be pleased to discuss them in further detail at your convenience. We would also welcome any opportunity to perform any additional study of these matters or to assist you in implementing the recommendations. We would also like to thank the System staff for their cooperation with us during the performance of the audit.

This letter is intended solely for the information and use of the System, management of the System and the Louisiana Legislative Auditor and is not intended to be and should not be used by anyone other than these specified parties.

Sincerely,

Postlethwaite & Netterville

Status or Prior Management Letter Comments

A. Fixed Asset Reporting

Condition:

Generally accepted accounting principles provide that fixed asset purchases are to be identified and capitalized. During our testing, we noted the System reported several vehicle purchases in expenses rather than classified as fixed assets. While corrected through the audit, this could result in an overstatement of expenses and an understatement of assets.

Recommendation:

We recommend that the System establish appropriate internal controls to identify and appropriately classify fixed asset purchases.

Current Status:

Resolved.

B. Review of System and Organization Controls (SOC) Reports

Condition:

System and Organization Controls reports address service organization controls relevant to a user entity's (the System's) internal control over financial reporting. These reports are issued by various service organizations used by the System. These reports also contain key controls that the System should have in place in order to rely on the completeness and accuracy of the output of the data provided by the service organization. During our review of the key information technology systems used by the System it was noted that the appropriate SOC-1 reports are not being obtained and reviewed by the appropriate personnel.

Recommendation:

We recommend that the System adopt policies and procedures to ensure that appropriate SOC reports are obtained and reviewed on an annual basis. In addition, the System should document their review of key user access controls and what procedures are in place within the System to address those controls.

Current Status:

Not resolved. See current year management letter comment "B".

C. Reconciliation of Accounts Payable and Accrued Expenses

Condition:

In order to ensure accurate financial reporting, accounts payable and accrued expenses should be reconciled on a monthly basis. During our testing of the accounts payable and accrued expenses, it was noted that certain balances were not properly accrued and other balances were improperly accrued.

Recommendation:

We recommend that the System adopt policies and procedures to ensure that accounts payable and accrued expenses are reconciled on a monthly basis.

Current Status:

Resolved.

D. Review of Bus Liability Schedule

Condition:

In order to ensure accurate financial reporting, the bus liability schedule should be reviewed and reconciled on a quarterly basis. During our testing of the bus liability schedule, it was noted that there were errors in the formulas for the schedule and changes were made to the schedule altering the beginning balances.

Recommendation:

We recommend that the System adopt policies and procedures to ensure that the bus liability schedule is reconciled on a quarterly basis and reviewed for completeness and accuracy.

Current Status:

Not resolved. See current year management letter comment "C".

CAPITAL AREA TRANSIT SYSTEM

REPORT ON STATEWIDE

AGREED-UPON PROCEDURES on COMPLIANCE and CONTROL

AREAS

FOR THE YEAR ENDED DECEMBER 31, 2022

TABLE OF CONTENTS

	<u>Page</u>
Independent Accountants' Report on Applying Agreed-Upon Procedures	1
Schedule A: Agreed-Upon Procedures Performed and Associated Findings	2 - 14
Schedule B: Management's Response and Corrective Action Plan	15

INDEPENDENT ACCOUNTANTS' REPORT
ON APPLYING AGREED-UPON PROCEDURES

To Board of Commissioners of
Capital Area Transit System (the Entity)
and the Louisiana Legislative Auditor:

We have performed the procedures enumerated in Schedule A on the control and compliance (C/C) areas identified in the Louisiana Legislative Auditor's (LLA's) Statewide Agreed-Upon Procedures (SAUPs) for the fiscal period January 1, 2022, through December 31, 2022. The Entity's management is responsible for those C/C areas identified in the SAUPs.

The Entity has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of the engagement, which is to perform specified procedures on the C/C areas identified in LLA's SAUPs for the fiscal period January 1, 2022, through December 31, 2022. Additionally, LLA has agreed to and acknowledged that the procedures performed are appropriate for its purposes. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures we performed, and the associated findings are summarized in the attached Schedule A, which is an integral part of this report.

We were engaged by the Entity to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants and applicable standards of *Government Auditing Standards*. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on those C/C areas identified in the SAUPs. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Entity and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely to describe the scope of testing performed on those C/C areas identified in the SAUPs, and the result of that testing, and not to provide an opinion on control or compliance. Accordingly, this report is not suitable for any other purpose. Under Louisiana Revised Statute 24:513, this report is distributed by the LLA as a public document.



Baton Rouge, Louisiana
June 27, 2023

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

The procedures performed and the results thereof are set forth below. The procedure is stated first, followed by the results of the procedure presented in italics. If the item being subjected to the procedures is positively identified or present, then the results will read “no exception noted” or for step 13 “we performed the procedure and discussed the results with management”. If not, then a description of the exception ensues.

1) Written Policies and Procedures

A. Obtain and inspect the entity’s written policies and procedures and observe whether they address each of the following categories and subcategories (if applicable to public funds and the entity’s operations):

i. **Budgeting**, including preparing, adopting, monitoring, and amending the budget.

No exceptions noted.

ii. **Purchasing**, including (1) how purchases are initiated; (2) how vendors are added to the vendor list; (3) the preparation and approval process of purchase requisitions and purchase orders; (4) controls to ensure compliance with the Public Bid Law; and (5) documentation required to be maintained for all bids and price quotes.

The Entity has written policies for Purchasing; however, the policy does not specifically address attribute (2) how vendors are added to the vendor list, attribute (4) controls to ensure compliance with the Public Bid Law, or attribute (5) documentation required to be maintained for all bids and price quotes.

iii. **Disbursements**, including processing, reviewing, and approving

No exceptions noted.

iv. **Receipts/Collections**, including receiving, recording, and preparing deposits. Also, policies and procedures should include management’s actions to determine the completeness of all collections for each type of revenue or agency fund additions (e.g., periodic confirmation with outside parties, reconciliation to utility billing after cutoff procedures, reconciliation of traffic ticket number sequences, agency fund forfeiture monies confirmation).

The Entity has written policies for Receipts; however, the policy does not specifically address managements actions to determine the completeness of all collections.

v. **Payroll/Personnel**, including (1) payroll processing, (2) reviewing and approving time and attendance records, including leave and overtime worked, and (3) approval process for employee rates of pay or approval and maintenance of pay rate schedules.

The Entity has written policies for Payroll/Personnel; however, the policy does not specifically address attribute (3) approval process for employee rates of pay or approval and maintenance of pay rate schedules.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

- vi. **Contracting**, including (1) types of services requiring written contracts, (2) standard terms and conditions, (3) legal review, (4) approval process, and (5) monitoring process.

The Entity has written policies for Contracting; however, the policies do not contain attribute (2) standard terms and conditions, (3) legal review, or (5) monitoring process.

- vii. **Travel and Expense Reimbursement**, including (1) allowable expenses, (2) dollar thresholds by category of expense, (3) documentation requirements, and (4) required approvers.

No exceptions noted.

- viii. **Credit Cards (and debit cards, fuel cards, purchase cards, if applicable)**, including (1) how cards are to be controlled, (2) allowable business uses, (3) documentation requirements, (4) required approvers of statements, and (5) monitoring card usage (e.g., determining the reasonableness of fuel card purchases).

The Entity has written policies for Credit Cards; however, the policies do not contain attribute (4) required approvers of statements.

- ix. **Ethics**, including (1) the prohibitions as defined in Louisiana Revised Statute (R.S.) 42:1111-1121, (2) actions to be taken if an ethics violation takes place, (3) system to monitor possible ethics violations, and (4) a requirement that documentation is maintained to demonstrate that all employees and officials were notified of any changes to the entity's ethics policy.

The Entity has written policies for Ethics; however, the policies do not contain attribute (2) actions to be taken if an ethics violation takes place.

- x. **Debt Service**, including (1) debt issuance approval, (2) continuing disclosure/EMMA reporting requirements, (3) debt reserve requirements, and (4) debt service requirements.

The Entity has written policies for Debt Service; however, the policy does not specifically address attribute (2) EMMA reporting requirements, attribute (3) debt reserve requirements, or attribute (4) debt service requirements.

- xi. **Information Technology Disaster Recovery/Business Continuity**, including (1) identification of critical data and frequency of data backups, (2) storage of backups in a separate physical location isolated from the network, (3) periodic testing/verification that backups can be restored, (4) use of antivirus software on all systems, (5) timely application of all available system and software patches/updates, and (6) identification of personnel, processes, and tools needed to recover operations after a critical event.

No exceptions noted.

- xii. **Prevention of Sexual Harassment**, including R.S. 42:342-344 requirements for (1) agency responsibilities and prohibitions, (2) annual employee training, and (3) annual reporting.

The Entity does not have a written policy for Sexual Harassment.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

2) Board or Finance Committee

A. Obtain and inspect the board/finance committee minutes for the fiscal period, as well as the board's enabling legislation, charter, bylaws, or equivalent document in effect during the fiscal period, and:

- i. Observe whether the board/finance committee met with a quorum at least monthly, or on a frequency in accordance with the board's enabling legislation, charter, bylaws, or other equivalent document.

No exception noted.

- ii. For those entities reporting on the governmental accounting model, observe whether the minutes referenced or included monthly budget-to-actual comparisons on the general fund, quarterly budget-to-actual, at a minimum, on proprietary funds, and semi-annual budget-to-actual, at a minimum, on all special revenue funds. *Alternatively, for those entities reporting on the not-for-profit accounting model, observe that the minutes referenced or included financial activity relating to public funds if those public funds comprised more than 10% of the entity's collections during the fiscal period.*

No exception noted.

- iii. For governmental entities, obtain the prior year audit report and observe the unassigned fund balance in the general fund. If the general fund had a negative ending unassigned fund balance in the prior year audit report, observe that the minutes for at least one meeting during the fiscal period referenced or included a formal plan to eliminate the negative unassigned fund balance in the general fund.

Not applicable. The Entity does not maintain a General Fund.

- iv. Observe whether the board/finance committee received written updates of the progress of resolving audit finding(s), according to management's corrective action plan at each meeting until the findings are considered fully resolved.

No exception noted. Findings were reviewed by the Entity's Audit Committee.

3) Bank Reconciliations

A. Obtain a listing of entity bank accounts for the fiscal period from management and management's representation that the listing is complete. Ask management to identify the entity's main operating account. Select the entity's main operating account and randomly select 4 additional accounts (or all accounts if less than 5). Randomly select one month from the fiscal period, obtain and inspect the corresponding bank statement and reconciliation for each selected account, and observe that:

A listing of bank accounts was provided and included a total of 11 bank accounts. Management identified the entity's main operating account. No exceptions were noted as a result of performing this procedure.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

From the listing provided, we selected 5 bank accounts (1 main operating and 4 randomly) and obtained the bank reconciliations for one month for each account, resulting in 5 bank reconciliations obtained and subjected to the below procedures.

- i. Bank reconciliations include evidence that they were prepared within 2 months of the related statement closing date (e.g., initialed and dated, electronically logged);

No exceptions noted.

- ii. Bank reconciliations include written evidence that a member of management or a board member who does not handle cash, post ledgers, or issue checks has reviewed each bank reconciliation (e.g., initialed and dated, electronically logged); and

Of the 5 bank reconciliations obtained, none contained evidence that a member of management or a board member who does not handle cash, post ledgers, or issue checks reviewed each bank reconciliation.

- iii. Management has documentation reflecting it has researched reconciling items that have been outstanding for more than 12 months from the statement closing date, if applicable.

No exceptions noted.

4) Collections (excluding electronic funds transfers)

- A. Obtain a listing of deposit sites for the fiscal period where deposits for cash/checks/money orders (cash) are prepared and management's representation that the listing is complete. Randomly select 5 deposit sites (or all deposit sites if less than 5).

A listing of deposit sites was provided and included a total of 1 deposit site. No exceptions were noted as a result of performing this procedure.

From the listing provided, we randomly selected the 1 deposit sites and performed the procedures below.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

- B. For each deposit site selected, obtain a listing of collection locations and management's representation that the listing is complete. Randomly select one collection location for each deposit site (e.g. 5 collection locations for 5 deposit sites), obtain and inspect written policies and procedures relating to employee job duties (if there are no written policies or procedures, then inquire of employees about their job duties) at each collection location, and observe that job duties are properly segregated at each collection location such that:

A listing of collection locations for the deposit site selected was provided and included a total of 1 collection location. No exceptions were noted as a result of performing this procedure.

We selected the one collection location for the deposit site and obtained and inspected written policies and procedures related to employee job duties or inquired of employees about their job duties in order to perform the procedures below.

- i. Employees responsible for cash collections do not share cash drawers/registers;

Not applicable. Due to the nature of the Entity, they do not maintain cash drawers/registers.

- ii. Each employee responsible for collecting cash is not also responsible for preparing/making bank deposits, unless another employee/official is responsible for reconciling collection documentation (e.g. pre-numbered receipts) to the deposit;

No exceptions noted.

- iii. Each employee responsible for collecting cash is not also responsible for posting collection entries to the general ledger or subsidiary ledgers, unless another employee/official is responsible for reconciling ledger postings to each other and to the deposit; and

No exceptions noted.

- iv. The employee(s) responsible for reconciling cash collections to the general ledger and/or subsidiary ledgers, by revenue source and/or agency fund additions, is (are) not also responsible for collecting cash, unless another employee verifies the reconciliation.

No exceptions noted.

- C. Obtain from management a copy of the bond or insurance policy for theft covering all employees who have access to cash. Observe that the bond or insurance policy for theft was in force during the fiscal period.

No exception noted.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

- D. Randomly select two deposit dates for each of the 5 bank accounts selected for Bank Reconciliations procedure #3A (select the next deposit date chronologically if no deposits were made on the dates randomly selected and randomly select a deposit if multiple deposits are made on the same day). *Alternatively, the practitioner may use a source document other than bank statements when selecting the deposit dates for testing, such as a cash collection log, daily revenue report, receipt book, etc.* Obtain supporting documentation for each of the 10 deposits and:

Collections are processed through one bank account. We randomly selected two deposit dates for the bank account used for collections. We obtained supporting documentation for each of the deposits and performed the procedures below.

- i. Observe that receipts are sequentially pre-numbered.
Not applicable. Due to the nature of the services provided by the Entity, receipts are not utilized.
- ii. Trace sequentially pre-numbered receipts, system reports, and other related collection documentation to the deposit slip.
Not applicable. Due to the nature of the services provided by the Entity, receipts are not utilized.
- iii. Trace the deposit slip total to the actual deposit per the bank statement.
No exceptions noted.
- iv. Observe that the deposit was made within one business day of receipt at the collection location (within one week if the depository is more than 10 miles from the collection location or the deposit is less than \$100 and the cash is stored securely in a locked safe or drawer).

For the two deposit dates selected, the deposits were made more than one business day after collection. The bank is not more than 10 miles from the collection location.
- v. Trace the actual deposit per the bank statement to the general ledger.
No exception noted.

5) *Non-payroll Disbursements (excluding card purchases, travel reimbursements, and petty cash purchases)*

- A. Obtain a listing of locations that process payments for the fiscal period and management's representation that the listing is complete. Randomly select 5 locations (or all locations if less than 5).

The listing of locations that process payments for the fiscal period was provided. There was only one location identified. No exceptions were noted as a result of performing this procedure.

From the listing provided, we selected the one location and performed the procedures below.
- B. For each location selected under #5A above, obtain a listing of those employees involved with non-payroll purchasing and payment functions. Obtain written policies and procedures relating to employee

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

job duties (if the agency has no written policies and procedures, then inquire of employees about their job duties), and observe that job duties are properly segregated such that:

The listing of employees involved with non-payroll purchasing and payment functions for each payment processing location selected was provided. No exceptions were noted as a result of performing this procedure.

Review of the Entity's written policies and procedures or inquiry with employee(s) regarding job duties was performed in order to perform the procedures below.

- i. At least two employees are involved in initiating a purchase request, approving a purchase, and placing an order or making the purchase;

No exceptions noted.

- ii. At least two employees are involved in processing and approving payments to vendors;

No exceptions noted.

- iii. The employee responsible for processing payments is prohibited from adding/modifying vendor files, unless another employee is responsible for periodically reviewing changes to vendor files;

No exceptions noted.

- iv. Either the employee/official responsible for signing checks mails the payment or gives the signed checks to an employee to mail who is not responsible for processing payments; and

No exceptions noted.

- v. Only employees/officials authorized to sign checks approve the electronic disbursement (release) of funds, whether through automated clearinghouse (ACH), electronic funds transfer (EFT), wire transfer, or some other electronic means.

No exceptions noted.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

- C. For each location selected under #5A above, obtain the entity's non-payroll disbursement transaction population (excluding cards and travel reimbursements) and obtain management's representation that the population is complete. Randomly select 5 disbursements for each location, obtain supporting documentation for each transaction and

A listing of non-payroll disbursements for each payment processing location selected was provided related to the reporting period. No exceptions were noted as a result of performing this procedure.

From the listing provided, we randomly selected 5 disbursements and performed the procedures below.

- i. Observe whether the disbursement, whether by paper or electronic means, matched the related original itemized invoice, and that supporting documentation indicates that deliverables included on the invoice were received by the entity, and

No exceptions noted.

- ii. Observe whether the disbursement documentation included evidence (e.g., initial/date, electronic logging) of segregation of duties tested under procedure #5B above, as applicable.

No exceptions noted.

- D. Using the entity's main operating account and the month selected in Bank Reconciliations procedure #3A, randomly select 5 non-payroll-related electronic disbursements (or all electronic disbursements if less than 5) and observe that each electronic disbursement was (a) approved by only those persons authorized to disburse funds (e.g., sign checks) per the entity's policy, and (b) approved by the required number of authorized signers per the entity's policy. Note: If no electronic payments were made from the main operating account during the month selected the practitioner should select an alternative month and/or account for testing that does include electronic disbursements.

Not applicable. The Entity did not make any non-payroll-related disbursements electronically.

6) Credit Cards/Debit Cards/Fuel Cards/Purchase Cards (Cards)

- A. Obtain from management a listing of all active credit cards, bank debit cards, fuel cards, and purchase cards (cards) for the fiscal period, including the card numbers and the names of the persons who maintained possession of the cards. Obtain management's representation that the listing is complete.

A listing of cards was provided. No exceptions were noted as a result of performing this procedure.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

- B. Using the listing prepared by management, randomly select 5 cards (or all cards if less than 5) that were used during the fiscal period. Randomly select one monthly statement or combined statement for each card (for a debit card, randomly select one monthly bank statement). Obtain supporting documentation, and

From the listing provided, we randomly selected 1 credit card. The Entity only maintains a single card. We randomly selected one monthly statement for the card selected and performed the procedures noted below.

- i. Observe whether there is evidence that the monthly statement or combined statement and supporting documentation (e.g., original receipts for credit/debit card purchases, exception reports for excessive fuel card usage) were reviewed and approved, in writing (or electronically approved) by someone other than the authorized card holder (those instances requiring such approval that may constrain the legal authority of certain public officials, such as the mayor of a Lawrason Act municipality, should not be reported; and

For the credit card tested, the monthly statement provided did not contain evidence of review by someone other than the card holder.

- ii. Observe that finance charges and late fees were not assessed on the selected statements.

No exceptions noted.

- C. Using the monthly statements or combined statements selected under procedure #7B above, excluding fuel cards, randomly select 10 transactions (or all transactions if less than 10) from each statement, and obtain supporting documentation for the transactions (e.g., each card should have 10 transactions subject to inspection). For each transaction, observe that it is supported by (1) an original itemized receipt that identifies precisely what was purchased, (2) written documentation of the business/public purpose, and (3) documentation of the individuals participating in meals (for meal charges only). For missing receipts, the practitioner should describe the nature of the transaction and observe whether management had a compensating control to address missing receipts, such as a “missing receipt statement” that is subject to increased scrutiny.

We randomly selected 10 transactions for the card selected and performed the specified procedures. For 4 of the 10 transactions, there was not documentation of the individuals participating in meals. The remaining 6 transactions were for non-meal purchases.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

7) Travel and Travel-Related Expense Reimbursements (excluding card transactions)

- A. Obtain from management a listing of all travel and travel-related expense reimbursements during the fiscal period and management's representation that the listing or general ledger is complete. Randomly select 5 reimbursements, and obtain the related expense reimbursement forms/prepaid expense documentation of each selected reimbursement, as well as the supporting documentation. For each of the 5 reimbursements selected:

The listing of travel and travel-related expense reimbursements was provided for the fiscal period. No exceptions were noted as a result of performing this procedure.

From the listing provided, we randomly selected 5 reimbursements and performed the procedures below.

- i. If reimbursed using a per diem, observe that the approved reimbursement rate is no more than those rates established either by the State of Louisiana or the U.S. General Services Administration (www.gsa.gov);

No exceptions noted.

- ii. If reimbursed using actual costs, observe that the reimbursement is supported by an original itemized receipt that identifies precisely what was purchased;

No exceptions noted.

- iii. Observe that each reimbursement is supported by documentation of the business/public purpose (for meal charges, observe that the documentation includes the names of those individuals participating) and other documentation required by "Written Policies and Procedures", procedure #IA(vii); and

No exceptions noted.

- iv. Observe that each reimbursement was reviewed and approved, in writing, by someone other than the person receiving reimbursement.

No exceptions noted.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

8) Contracts

- A. Obtain from management a listing of all agreements/contracts for professional services, materials and supplies, leases, and construction activities that were initiated or renewed during the fiscal period. *Alternatively, the practitioner may use an equivalent selection source, such as an active vendor list.* Obtain management's representation that the listing is complete. Randomly select 5 contracts (or all contracts if less than 5) from the listing, excluding the practitioner's contract, and

No exceptions were noted as a result of performing this procedure.

From the listing provided, we randomly selected 5 contracts and performed the procedures below.

- i. Observe whether the contract was bid in accordance with the Louisiana Public Bid Law (e.g., solicited quotes or bids, advertised), if required by law;

No exceptions noted.

- ii. Observe whether the contract was approved by the governing body/board, if required by policy or law (e.g. Lawrason Act, Home Rule Charter);

No exceptions noted.

- iii. If the contract was amended (e.g., change order), observe that the original contract terms provided for such an amendment and that amendments were made in compliance with the contract terms (e.g., if approval is required for any amendment, the documented approval); and

No exceptions noted.

- iv. Randomly select one payment from the fiscal period for each of the 5 contracts, obtain the supporting invoice, agree the invoice to the contract terms, and observe that the invoice and related payment agreed to the terms and conditions of the contract.

No exceptions noted.

9) Payroll and Personnel

- A. Obtain a listing of employees/elected officials employed during the fiscal period and management's representation that the listing is complete. Randomly select 5 employees/officials, obtain related paid salaries and personnel files, and agree paid salaries to authorized salaries/pay rates in the personnel files.

A listing of employees/elected officials employed during the fiscal year was provided. No exceptions were noted as a result of performing this procedure.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

- B. Randomly select one pay period during the fiscal period. For the 5 employees/officials selected under procedure #9A above, obtain attendance records and leave documentation for the pay period, and

We randomly selected 1 pay period during the fiscal period and performed the procedures below for the 5 employees/officials selected in procedure #16.

- i. Observe that all selected employees/officials documented their daily attendance and leave (e.g., vacation, sick, compensatory);

No exceptions noted.

- ii. Observe whether supervisors approved the attendance and leave of the selected employees or officials;

No exceptions noted.

- iii. Observe that any leave accrued or taken during the pay period is reflected in the entity's cumulative leave records; and

No exceptions noted.

- iv. Observe the rate paid to the employees or officials agrees to the authorized salary/pay rate found within the personnel file.

No exceptions noted.

- C. Obtain a listing of those employees or officials that received termination payments during the fiscal period and management's representation that the list is complete. Randomly select two employees or officials and obtain related documentation of the hours and pay rates used in management's termination payment calculations and the entity's policy on termination payments. Agree the hours to the employee's or official's cumulative leave records, agree the pay rates to the employee's or official's authorized pay rates in the employee's or official's personnel files, and agree the termination payment to entity policy.

A listing of employees/officials receiving termination payments during the fiscal period was provided. No exceptions were noted as a result of performing this procedure.

From the listing provided, we randomly selected 2 employees/officials and performed the specified procedures. For 1 of the 2 employees selected for our procedures, documentation was not provided for the termination payment paid. No exceptions were noted for payments to the second employee selected.

- D. Obtain management's representation that employer and employee portions of third-party payroll related amounts (e.g., payroll taxes, retirement contributions, health insurance premiums, garnishments, workers' compensation premiums, etc.) have been paid, and any associated forms have been filed, by required deadlines.

No exceptions noted.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

10) Ethics

A. Using the 5 randomly selected employees/officials from procedure "Payroll and Personnel" procedure #9A, above obtain ethics documentation from management, and

- i. Observe whether the documentation demonstrates that each employee/official completed one hour of ethics training during the calendar year as required by R.S. 42:1170; and

For 1 of the 5 employees/officials selected for our procedures, no documentation was provided to demonstrate that the employee completed one hour of ethics training during the calendar year as required by R.S. 42:1170. No exceptions were noted for the remaining employees/officials tested.

- ii. Observe whether the entity maintains documentation which demonstrates that each employee and official were notified of any changes to the entity's ethics policy during the fiscal period, as applicable.

No exceptions noted.

B. Inquire and/or observe whether the agency has appointed an ethics designee as required by R.S. 42:1170.

The entity has not appointed an ethics designee.

11) Debt Service

A. Obtain a listing of bonds/notes issued during the fiscal period and management's representation that the listing is complete. Select all bonds/notes on the listing, obtain supporting documentation, and observe that State Bond Commission approval was obtained for each bond/note issued as required by Article VII, Section 8 of the Louisiana Constitution.

Not applicable. The Entity did not issue any bonds/notes during the fiscal period.

B. Obtain a listing of bonds/notes outstanding at the end of the fiscal period and management's representation that the listing is complete. Randomly select one bond/note, inspect debt covenants, obtain supporting documentation for the reserve balance and payments, and agree actual reserve balances and payments to those required by debt covenants (including contingency funds, short-lived asset funds, or other funds required by the debt covenants).

Not applicable. The Entity does not have any bonds/notes outstanding at the end of the fiscal period.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

12) Fraud Notice

- A. Obtain a listing of misappropriations of public funds and assets during the fiscal period and management's representation that the listing is complete. Select all misappropriations on the listing, obtain supporting documentation, and observe that the entity reported the misappropriation(s) to the legislative auditor and the district attorney of the parish in which the entity is domiciled as required by R.S. 24:523.

Management of the Entity represented that there were no misappropriations of public funds or assets during the fiscal period.

- B. Observe that the entity has posted on its premises and website, the notice required by R.S. 24:523.1 concerning the reporting of misappropriation, fraud, waste, or abuse of public funds.

No exception noted.

13) Information Technology Disaster Recovery/Business Continuity

- A. Perform the following procedures, **verbally discuss the results with management, and report "We performed the procedure and discussed the results with management."**

- i. Obtain and inspect the entity's most recent documentation that it has backed up its critical data (if there is no written documentation, then inquire of personnel responsible for backing up critical data) and observe evidence that such backup (a) occurred within the past week, (b) was not stored on the government's local server or network, and (c) was encrypted.

We performed the procedure and discussed the results with management.

- ii. Obtain and inspect the entity's most recent documentation that it has tested/verified that its backups can be restored (if there is no written documentation, then inquire of personnel responsible for testing/verifying backup restoration) and observe evidence that the test/verification was successfully performed within the past 3 months.

We performed the procedure and discussed the results with management.

- iii. Obtain a listing of the entity's computers currently in use and their related locations, and management's representation that the listing is complete. Randomly select 5 computers and observe while management demonstrates that the selected computers have current and active antivirus software and that the operating system and accounting system software in use are currently supported by the vendor.

We performed the procedure and discussed the results with management.

- B. Randomly select 5 terminated employees (or all terminated employees if less than 5) using the list of terminated employees obtained in procedure #9C. Observe evidenced that the selected terminated employees have been removed or disabled from the network.

We performed the procedure and discussed the results with management.

CAPITAL AREA TRANSIT SYSTEM
AGREED-UPON PROCEDURES PERFORMED AND ASSOCIATED FINDINGS
December 31, 2022

Schedule A

14) Prevention of Sexual Harassment

- A. Using the 5 randomly selected employees/officials from “Payroll and Personnel” procedure #9A, obtain sexual harassment training documentation from management, and observe that the documentation demonstrates each employee/official completed at least one hour of sexual harassment training during the calendar year as required by R.S. 42:343.

No exceptions noted.

- B. Observe that the entity has posted its sexual harassment policy and complaint procedure on its website (or in a conspicuous location on the entity’s premises if the entity does not have a website).

No exceptions noted.

- C. Obtain the entity’s annual sexual harassment report for the current fiscal period, observe that the report was dated on or before February 1, and observe that the report includes the applicable requirements of R.S. 42:344:

- i. Number and percentage of public servants in the agency who have completed the training requirements;

No exceptions noted.

- ii. Number of sexual harassment complaints received by the agency;

No exceptions noted.

- iii. Number of complaints which resulted in a finding that sexual harassment occurred;

No exceptions noted.

- iv. Number of complaints in which the finding of sexual harassment resulted in discipline or corrective action; and

No exceptions noted.

- v. Amount of time it took to resolve each complaint.

No exceptions noted.

**SAMPLE ENTITY
AGREED-UPON PROCEDURES AND ASSOCIATED RESULTS
JUNE 30, 2022**

Schedule B

Management corrective action plan

June 26, 2023

Postlethwaite and Netterville, APAC
8550 United Plaza Blvd., Suite 1001
Baton Rouge, LA 70809

Please see the below management responses.

Audit Statewide Agreed-Upon Procedures Report Responses

1. A. ii. Purchasing

Agency will update written policies and procedures to include how vendors are added to the vendor list, controls to ensure compliance with Public Bid Law, and what documentation is required to be maintained for all bids and price quotes.

1. A. iv. Receipts/Collections

Agency will update written policies and procedures to include management actions to determine the completeness of all collections.

1. A. v. Payroll/Personnel

Agency will update written policies and procedures to include the approval process for employee rates of pay and the approval and maintenance of pay rate schedules.

1. A. vi. Contracting

Agency will update written policies and procedures to include standard terms and conditions, legal review, and a monitoring process for contracts.

1. A. viii. Credit Cards

Agency will update written policies and procedures to include required approvers of statements.

1. A. ix. Ethics

Agency will update written policies and procedures to include actions to be taken if an ethics violation takes place.

1. A. x. Debt Service

Agency will update written policies and procedures to include EMMA reporting requirements, debt reserve requirements, and debt service requirements.

1. A. xii. Prevention of Sexual Harassment

Agency will create written policies and procedures to address this.

3. A. ii. Bank Reconciliation

The Agency will retain documentation to show that a member of management or a board member, who does not handle cash, post ledgers, or issue checks, reviewed each bank reconciliation.

4. D. iv. Collections

Agency will update written policies and procedures to ensure deposits are made within one business day after collection.

6. B. i. Credit Card

The Agency will retain documentation to show review of the monthly statement by someone other than the card holder.

6. C. Credit Card

The Agency will require and retain documentation to show individuals participating in meals for all meal charges.

9. C. Payroll

Agency will update written policies and procedures to ensure termination payments are paid in a timely manner.

10. A. i. Ethics

The Agency will retain documentation to show that all employees completed one hour of ethics training during the calendar year as required by R.S. 42:1170.

10. B. Ethics

The Agency will appoint an Ethics designee.

Please let us know if you require any additional information or responses.

Thank you,



Dwana Williams

Interim CEO