

FINANCIAL STATEMENTS
AND INDEPENDENT AUDITORS' REPORT

**MISSOULA URBAN
TRANSPORTATION DISTRICT**

JUNE 30, 2020 AND 2019



MISSOULA URBAN TRANSPORTATION DISTRICT

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**MISSOULA URBAN TRANSPORTATION DISTRICT
MISSOULA, MONTANA**

ORGANIZATION

Board of Directors

Chair	Jesse Dodson
Vice-Chair	Anna-Margaret Goldman
Treasurer	Andrea Davis
Secretary	Doug Odegaard
Director	Amy Cilimburg
Director	Don MacArthur
Director	Skye Borden

Officials

General Manager	Corey Aldridge
Director of Operations	Jennifer Sweten
Director of Finance & Administration	Mary Hanson



INDEPENDENT AUDITORS' REPORT

Board of Directors
Missoula Urban Transportation District
Missoula, Montana

Report on the Financial Statements

We have audited the accompanying financial statements of Missoula Urban Transportation District, which comprise the statements of net position as of June 30, 2020 and 2019, and the related statements of revenues, expenses, and changes in net position, and cash flows for the years then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

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

Auditors' Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Missoula Urban Transportation District, as of June 30, 2020 and 2019, and the changes in its net position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis on pages 4 - 8 and the schedule of changes in net OPEB liability and related ratios on page 20 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The schedules of functional expenses are presented for purposes of additional analysis and are not a required part of the basic financial statements. 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*, is presented for purposes of additional analysis and is not a required part of the 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 financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the 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 October 20, 2020, on our consideration of Missoula Urban Transportation District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Missoula Urban Transportation District's internal control over financial reporting and compliance.

Junkermier, Clark, Campanella, Stevens, P.C.

Kalispell, Montana
October 20, 2020

**MISSOULA URBAN TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FISCAL YEAR ENDED JUNE 30, 2020**

This report is intended to provide a recap of accomplishments and challenges that occurred during fiscal year 2020 (FY2020) and to provide insight into events that will impact the fiscal year 2021 (FY2021) budget. Additional discussion is provided regarding factors that will influence planning decisions for the FY2021 budget and help recognize economic trends that will impact Missoula Urban Transportation District's financial condition beyond FY2021.

Financial Highlights

The following tables summarize the financial condition and operating results for FY2020 compared to FY2019:

Statement of Net Position

	2020	2019	Increase (Decrease)
Current & other assets	14,016,800	12,875,813	1,140,987
Capital assets	10,080,582	5,557,782	4,522,800
Total assets	<u>24,097,382</u>	<u>18,433,595</u>	<u>5,663,787</u>
Current liabilities	320,870	373,976	(53,106)
Noncurrent liabilities	440,543	381,600	58,943
Total liabilities	<u>761,413</u>	<u>755,576</u>	<u>5,837</u>
Net Position:			
Net investment in capital assets	10,080,582	5,557,782	4,522,800
Unrestricted	13,255,387	12,120,237	1,135,150
Total net position	<u><u>23,335,969</u></u>	<u><u>17,678,019</u></u>	<u><u>5,657,950</u></u>

The current and other assets include cash of \$13,290,334 which will fund fleet replacement capital purchases (local match) through FY2043, facilities capital purchases (local match) through FY2025 and a portion of future operating expenses, and liabilities. The remaining current and other assets of \$726,463 are receivables for federal capital reimbursement and property taxes, supplies inventory, and prepaid expenses. The capital assets are \$4,522,800 greater than FY2019 due to purchase of six electric buses.

The net position of \$23,335,969 has increased by \$5,657,950. The unrestricted net position of \$13,255,387 includes facilities capital projects reserve of \$4,883,664, fleet replacement reserve of \$4,253,982, and a five-month operating reserve of \$3,199,659.

**MISSOULA URBAN TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FISCAL YEAR ENDED JUNE 30, 2020**

Statement of Revenues, Expenses and Changes in Net Position

	2020	2019	Increase (Decrease)
Revenues:			
Operating revenues	312,203	270,157	42,046
Non-operating revenues	8,845,465	8,219,789	625,676
Total revenues	<u>9,157,668</u>	<u>8,489,946</u>	<u>667,722</u>
Expenses:			
Operating	6,562,003	5,888,828	673,175
General and administrative	1,672,184	1,722,834	(50,650)
Total expenses	<u>8,234,187</u>	<u>7,611,362</u>	<u>622,525</u>
Income before capital contributions	923,481	878,584	45,197
Capital contributions	<u>4,734,469</u>	<u>536,719</u>	<u>4,197,750</u>
Change in net position	5,657,950	1,415,303	4,242,947
Net Position, Beginning of Year	<u>17,678,019</u>	<u>16,262,716</u>	<u>1,415,303</u>
Net Position, End of Year	<u><u>23,335,969</u></u>	<u><u>17,678,019</u></u>	<u><u>5,657,950</u></u>

Revenues:

Operating revenues include Zero-fare partner contributions, contract services, and advertising.

The non-operating revenue increased by \$625,676 primarily due to an increase in property taxes, which is due to a rise in the certified tax valuations and new growth.

The non-operating revenues include the following sources:

	2020	2019	Increase (Decrease)
Property and other taxes	6,170,325	5,676,210	494,115
Federal operating assistance	2,332,852	2,137,118	195,734
Federal planning assistance	62,978	139,180	(76,202)
Interest income	203,571	206,648	(3,077)
Other revenues	<u>75,739</u>	<u>60,633</u>	<u>15,106</u>
Total non-operating revenues	<u><u>8,845,465</u></u>	<u><u>8,219,789</u></u>	<u><u>625,676</u></u>

**MISSOULA URBAN TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FISCAL YEAR ENDED JUNE 30, 2020**

Operating expenses increased by \$622,825, which includes a combination of increases and decreases in departments. See the Schedule of Functional Expenses later in this report for more details.

	2020	2019	Increase (Decrease)
Operations	5,463,890	4,941,295	522,595
Maintenance	1,098,113	947,233	150,880
General and administrative	1,672,184	1,722,834	(50,650)
Total expenses	<u>8,234,187</u>	<u>7,611,362</u>	<u>622,825</u>

Capital contributions are purchases that are funded by federal grants for approximately 80% - 87% of the total cost. The FY2020 federal capital contribution is \$4,734,469 and the FY2019 federal contribution is \$536,719.

	Federal and Local Funds 2020	2019	Increase (Decrease)
Buildings and improvements	1,929	267,746	(265,817)
Transportation equipment	4,690,475	244,973	4,445,502
Furniture and fixtures and planning	42,065	24,000	18,065
Total	<u>4,734,469</u>	<u>536,719</u>	<u>4,197,750</u>

Budget Comparisons

The FY2020 expenses are 8.69% less than budget largely due to the COVID-19 pandemic causing MUTD to reduce services for three months. Operations are 6.26% under budget. Maintenance expenses are 16.37% less than budget. General and administrative is 10.42% less than budget due to cancelled trainings and marketing reductions.

FY2020 Ridership and Service Levels

FY2020 began with the arrival of six electric buses for MUTD. Ridership numbers were mirroring the 2019 record numbers. In March of 2020, the COVID-19 pandemic arrived and changed the transit world overnight. MUTD began contingency plans to respond. All passengers were asked to wear protective masks, board from the rear of the bus and only ride for essential trips. Seating was closed off by the bus operator to create social distancing. Public transit, being an essential service to the community, continued but at a reduced level as ridership levels plummeted. Shuttle van service was discontinued. Voluntary leave was offered to employees who were vulnerable or had family members at home that were. Scheduling was amended numerous times to reduce the number of employees in the building, converting most operators to an on-call basis. Administration moved to working remotely from home to reduce personnel in the building. The Transfer Center lobby was closed. MUTD has attempted to be as proactive as possible to respond to the pandemic and do our part to flatten the curve.

**MISSOULA URBAN TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FISCAL YEAR ENDED JUNE 30, 2020**

Enhancements / Planning / Capital Projects

In 2018 MUTD completed and adopted its Strategic Plan (LRSP). The LRSP is a guiding document to create a transit system more Missoulians can use for all aspects of their lives. In doing so, MUTD will help to facilitate regional growth that is more sustainable, compact, and affordable. At the same time, this plan is careful and deliberate to maintain MUTD's successful record of fiscal health and responsibility.

After completing the LRSP, MUTD began working on a Facilities Master Plan (FMP) to identify future space needs for its Administration and Maintenance Facilities. MUTD is over capacity at its current location and must plan for the future. In addition to space needs, the FMP will create a site plan, building configuration layout, and estimate costs to complete the project.

Congress addressed the COVID-19 pandemic transportation problem in passing a CARES act awarding most agencies grants to assist with costs in these unprecedented times. MUTD was awarded a \$5.9 million CARES grant to utilize with no required local match. This grant may expedite the Facility Master Plan for MUTD. MUTD wants to advance the Facility Master Plan but must be fiscally responsible if a delayed financial impact from the pandemic reduces home values in Missoula. We await to see what the future holds for transit and ridership levels.

MUTD was the recipient of a Lo-No Emission grant in FY2020. This federal grant will be matched with local dollars to obtain four (4) electric buses for the fleet. MUTD also was awarded a DEQ Grant which will be combined with annual federal grant funds and local match to purchase an additional two (2) electric buses. By the end of 2021, MUTD will have twelve (12) electric buses in their fleet. This effort reflects the Board of Directors' Zero-Tailpipe-Emissions Resolution passed in February of 2020. The goal is to eliminate tailpipe emissions by 2035 moving our community forward sustainably, while protecting our air quality across the Missoula valley.

Montana Department of Transportation (MDT) and Other Partnerships

The COVID-19 pandemic delayed the implementation of the Bus Stop Master plan. The physical changes and bus stop improvements began at the very end of FY2020. MUTD has worked with MDT to approve bus stop improvements along roadways controlled by MDT. MUTD will continue to work with MDT on creating standards to allow in-lane stops along urban sections of state roads necessary for creating a livable community. Improvements will continue in FY2021. The Bus Stop Master Plan will conclude the summer of 2021.

Key Economic Factors Impacting MUTD Future Budgets

A study for an additional mill levy was performed in the spring of 2020. The response was overwhelmingly positive for Mountain Line. It was decided by the Board of Directors to submit a mill levy request on the November ballot the summer of 2020. This mill levy will fund seven-day service for the Missoula community and extend hours, implementing Phase 1-3 of the Strategic Plan.

The collective bargaining agreement with the Teamsters Union Local No. 2 for bus operators, maintenance staff, and paratransit dispatchers expired June 2020. Negotiations were set to begin early in 2020 but due to COVID-19 were postponed. They are set for October 2020 at this time.

The FY2021 budget increased by 3% over the FY2020 budget. Operational costs are anticipated to rise after union negotiations.

**MISSOULA URBAN TRANSPORTATION DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FISCAL YEAR ENDED JUNE 30, 2020**

Six (6) more electric buses are being ordered and delivery for two is scheduled for spring of 2021. The Bus Stop Master Plan will continue, resulting in large expenditures utilizing federal and local funding.

MUTD will continue to be proactive with safety measures in the pandemic climate. MUTD will continue to diversify the funding resources and rely on a cross section of funding opportunities to meet the budgeted demands. MUTD must continue to look for outside partnerships and build public support in order to keep this funding level consistent.

MISSOULA URBAN TRANSPORTATION DISTRICT
STATEMENTS OF NET POSITION
JUNE 30, 2020 AND 2019

	<u>2020</u>	<u>2019</u>
<u>ASSETS</u>		
CURRENT ASSETS		
Cash and cash equivalents	\$ 953,029	\$ 1,262,361
Capital cash reserves	9,137,646	7,527,706
Operating reserves	3,199,659	3,128,139
Receivables, net	345,893	673,446
Supplies inventory	291,535	237,476
Prepaid expenses	89,038	46,685
Total current assets	<u>14,016,800</u>	<u>12,875,813</u>
CAPITAL ASSETS AT COST		
Land	80,909	80,909
Buildings and improvements	6,342,842	6,340,913
Transportation equipment	16,146,920	10,582,071
Shop equipment	206,468	171,817
Furniture and fixtures	774,732	788,363
	<u>23,551,871</u>	<u>17,964,073</u>
Less: Accumulated depreciation	<u>(13,471,289)</u>	<u>(12,406,291)</u>
Net capital assets	<u>10,080,582</u>	<u>5,557,782</u>
TOTAL ASSETS	<u><u>\$ 24,097,382</u></u>	<u><u>\$ 18,433,595</u></u>
<u>LIABILITIES AND NET POSITION</u>		
CURRENT LIABILITIES		
Accounts and warrants payable	\$ 98,927	\$ 200,037
Accrued liabilities	184,993	123,195
Unearned revenue	36,950	50,744
Total current liabilities	<u>320,870</u>	<u>373,976</u>
NONCURRENT LIABILITIES		
Compensated absences	299,268	258,278
Other postemployment benefits	141,275	123,322
Total noncurrent liabilities	<u>440,543</u>	<u>381,600</u>
TOTAL LIABILITIES	<u>761,413</u>	<u>755,576</u>
NET POSITION		
Net investment in capital assets	10,080,582	5,557,782
Unrestricted	13,255,387	12,120,237
Total net position	<u>23,335,969</u>	<u>17,678,019</u>
TOTAL LIABILITIES AND NET POSITION	<u><u>\$ 24,097,382</u></u>	<u><u>\$ 18,433,595</u></u>

See accompanying independent auditors' report and notes to audited financial statements

MISSOULA URBAN TRANSPORTATION DISTRICT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED JUNE 30, 2020 AND 2019

	<u>2020</u>	<u>2019</u>
OPERATING REVENUES		
Zero-fare demonstration project	\$ 271,894	\$ 256,281
Advertising	<u>40,309</u>	<u>13,876</u>
Total operating revenues	<u>312,203</u>	<u>270,157</u>
OPERATING EXPENSES		
Operations	5,463,890	4,941,295
Maintenance	1,098,113	947,233
General and administrative	<u>1,672,184</u>	<u>1,722,834</u>
Total operating expenses	<u>8,234,187</u>	<u>7,611,362</u>
Loss from operations	<u>(7,921,984)</u>	<u>(7,341,205)</u>
NON-OPERATING REVENUES		
Property and other taxes	6,170,325	5,676,210
Federal operating assistance	2,332,852	2,137,118
Federal planning assistance	62,978	139,180
State operating assistance	64,837	42,242
Interest income	203,571	206,648
Other revenues	<u>10,902</u>	<u>18,391</u>
Total non-operating revenues	<u>8,845,465</u>	<u>8,219,789</u>
Income before capital contributions	923,481	878,584
Capital contributions	<u>4,734,469</u>	<u>536,719</u>
Change in net position	5,657,950	1,415,303
Net position, beginning of year	<u>17,678,019</u>	<u>16,262,716</u>
Net position, end of year	<u><u>\$ 23,335,969</u></u>	<u><u>\$ 17,678,019</u></u>

See accompanying independent auditors' report and notes to audited financial statements

MISSOULA URBAN TRANSPORTATION DISTRICT
STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED JUNE 30, 2020 AND 2019

	<u>2020</u>	<u>2019</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from zero-fare demonstration project	\$ 271,894	\$ 256,281
Receipts from contract services	40,309	13,876
Payments to suppliers	(1,869,040)	(1,700,593)
Payments to employees	<u>(5,293,785)</u>	<u>(5,069,234)</u>
NET CASH FLOWS FROM OPERATING ACTIVITIES	<u>(6,850,622)</u>	<u>(6,499,670)</u>
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES		
Receipts from property and other taxes	6,098,823	5,306,792
Receipts from Federal and State operating grants	2,785,205	4,114,575
Other receipts	<u>10,902</u>	<u>18,391</u>
NET CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES	<u>8,894,930</u>	<u>9,439,758</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets	(5,626,162)	(772,871)
Receipts from Federal capital grants	<u>4,750,411</u>	<u>536,887</u>
NET CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	<u>(875,751)</u>	<u>(235,984)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received	<u>203,571</u>	<u>206,648</u>
NET CHANGE IN CASH AND CASH EQUIVALENTS	1,372,128	2,910,752
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>11,918,206</u>	<u>9,007,454</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u><u>\$ 13,290,334</u></u>	<u><u>\$ 11,918,206</u></u>
CASH AND CASH EQUIVALENTS ARE PRESENTED IN THE ACCOMPANYING STATEMENT OF NET POSITION AS:		
Cash and cash equivalents	\$ 953,029	\$ 1,262,361
Capital cash reserves	9,137,646	7,527,706
Operating reserves	<u>3,199,659</u>	<u>3,128,139</u>
	<u><u>\$ 13,290,334</u></u>	<u><u>\$ 11,918,206</u></u>
RECONCILIATION OF LOSS FROM OPERATIONS TO NET CASH FROM OPERATING ACTIVITIES:		
Loss from operations	\$ (7,921,984)	\$ (7,341,205)
Adjustments to reconcile loss from operations to cash flows from operating activities:		
Depreciation	1,103,362	833,995
(Increase) decrease in operating assets:		
Receivables, net	44,781	(22,968)
Supplies inventory	(54,059)	(19,833)
Prepaid expenses	(42,353)	18,441
Increase (decrease) in operating liabilities:		
Accounts and warrants payable	(101,110)	21,817
Accrued liabilities	61,798	34,612
Compensated absences	40,990	16,874
Other postemployment benefits	17,953	(41,403)
NET CASH FLOWS FROM OPERATING ACTIVITIES	<u><u>\$ (6,850,622)</u></u>	<u><u>\$ (6,499,670)</u></u>

See accompanying independent auditors' report and notes to audited financial statements

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 1. Summary of Significant Accounting Policies

Organization

The Missoula Urban Transportation District (the District) was organized under the laws of the state of Montana in 1976 to provide public transportation to the Missoula area. The District operates under the name “Mountain Line” and is authorized to levy taxes and charge fares to pay for the operations of the District.

The District is governed by a seven-member Board of Directors appointed by Missoula County (the County) and the City of Missoula (the City). The Board of Directors sets District policy, levies taxes, appropriates funds, adopts budgets, and performs other duties required by state and federal law.

Financial Reporting Entity

The District is considered a separate legal entity since neither the County nor the City appoints a controlling majority of the governing board, and the District is not financially accountable or fiscally dependent on either the County or the City. Furthermore, the District is not considered a component unit of either the City or the County.

Basis of Accounting

The District’s financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units, and follow proprietary fund reporting. The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The District’s financial statements include a Statement of Net Position, a Statement of Revenues, Expenses and Changes in Net Position, and a Statement of Cash Flows. The District’s financial statements are presented using the “economic resources” measurement focus and the accrual basis of accounting. Accordingly, all assets, deferred outflows of resources, liabilities (whether current or noncurrent), and deferred inflows of resources are included on the Statement of Net Position. The Statement of Revenues, Expenses and Changes in Net Position presents increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized when incurred.

Operating revenues consist primarily of zero-fare demonstration project contributions. The District also recognizes revenue for contracted services and transit advertising revenue as operating revenue. Operating expenses comprise the costs of operating the District, including depreciation on capital assets. Capital contributions include grant revenue and other contributions related to capital acquisitions or construction. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 1. Summary of Significant Accounting Policies (continued)

Restricted Assets

Restricted assets are assets set aside to meet externally imposed legal and contractual obligations. Restricted assets are used in accordance with their requirements. Where both restricted and unrestricted resources are available for use, restricted resources are used first, and then unrestricted resources as they are needed.

Budgets and Property Taxes

The District is required to submit an annual budget to the Board of County Commissioners for the purpose of certifying the amount of taxes to be levied for the subsequent fiscal year. Property tax levies are set on the second Monday in August in connection with the budget process and are assessed and collected by the County Treasurer on behalf of the District. Real property taxes are billed in October, and are payable in two equal installments on November 30 and May 31. Personal property taxes, which are based on prior year levies, are billed in July and due thirty days after billing. After these dates, they become delinquent and a lien is placed upon the property. Uncollected property taxes are shown on the statement of net position as receivables.

The taxable value of property in the District's taxing jurisdiction as of November 30, 2019 and 2018 was \$151,096,481 and \$130,556,547, respectively. The District levied 20.66 and 19.06 mills, with the value of one mill within the District's boundaries equating to \$128,543 and \$128,962 as of November 30, 2019 and 2018, respectively.

The 2001 and 2003 Montana State legislatures permitted local government units to increase the property tax levy for a portion of premium contributions for group health benefits. The District levied \$298,974 or 2.29 mills for November 2019 and \$293,921 or 2.23 mills for November 2018, respectively.

Legal Debt Margin

The District is authorized by law to incur bonded indebtedness of up to 28% of the District's taxable valuation. The District does not intend to issue bonded debt.

Cash and Cash Equivalents

Cash and cash equivalents consist principally of funds on deposit with the Missoula County Treasurer. Such funds consist of demand and time deposits that are commingled with funds of other taxing districts. Information regarding credit risk, insurance, and collateral relating to cash equivalents can be found in Missoula County's annual financial reports for the years ended June 30, 2020 and 2019. For purposes of the statement of cash flows, the District considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. Cash funds designated by the board for capital improvements and operating reserves amounted to \$9,137,646 and \$3,199,659 at June 30, 2020, respectively. Cash funds designated by the board for capital improvements and operating reserves amounted to \$7,527,706 and \$3,128,139 at June 30, 2019, respectively. Interest revenue consists of allocations of income on funds held by the Missoula County Treasurer and bank account interest.

Receivables

Receivables consist mainly of amounts due for federal grant reimbursements and property taxes owed to the District. At June 30, 2020 and 2019, the District did not record an allowance for doubtful accounts. The allowance is based on historical trends, emphasizing collection history at Missoula County.

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 1. Summary of Significant Accounting Policies (continued)

Prepaid Expenses

Prepaid expenses include amounts paid to vendors for services to be received in future months.

Capital Assets

Property and equipment are recorded at cost and depreciated on a straight-line basis over the following estimated useful lives:

Buildings and Improvements	40 years
Transportation Equipment	4-14 years
Shop Equipment	5 years
Furniture and Fixtures	5 years

Repairs and maintenance are expended when incurred and betterments, which are expected to extend an asset's useful life, are capitalized in excess of \$1,000. Upon retirement or other disposition of property and equipment, the cost and related accumulated depreciation are removed from the respective accounts and any gains or losses are included in non-operating revenue and expenses. Projects in progress are not depreciated until placed in service.

Unearned Revenue

At June 30, 2020 and June 30, 2019, unearned revenue consists of zero-fare project contributions. Zero-fare contributions are recognized as income at the end of each month, with the total contract amount prorated evenly over the number of months of the contract.

Compensated Absences

All employees of the District receive compensation for vacations, holidays, illness and certain other qualifying absences. The number of days compensated in the various categories of absence is based generally on length of service. Upon termination, all employees are paid 100 percent of any unused vacation benefits and 25 to 50 percent of their accrued sick leave. At the end of each calendar year, union employees may cash out 25 percent of any unused sick leave accumulated during the calendar year, less the amount of sick leave used, not to exceed 48 hours. Upon termination, non-union employees are entitled to additional severance pay equal to 25 percent of the value of unused sick leave. Vacation leave that has been earned but not yet paid has been accrued in the accompanying financial statements.

Supplies Inventory

Supplies inventory consists of maintenance parts and supplies, including fuel, used in the ordinary course of operations. Materials and supplies are stated at the lower of average cost or market.

Other Postemployment Benefits

The District recognizes and reports its postemployment healthcare benefits in accordance with GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefits Other than Pensions.

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 1. Summary of Significant Accounting Policies (continued)

Classification of Net Position

The District classifies its net position as follows:

Net Investment In Capital Assets reflects the net position of the District that are invested in capital assets, including restricted capital assets, net of accumulated depreciation and related debt.

Restricted Net Position represents resources that are not accessible for general use because their use is subject to restrictions enforceable by creditors, grantors, contributors, laws and regulations, or enabling legislation. As of June 30, 2020 and 2019, the District had no restricted net position.

Unrestricted Net Position represents resources that do not meet the definition of restricted or invested in capital assets, and are available for general use.

Estimates

The preparation of financial statements in conformity with GAAP involves the use of management's estimates. These estimates are based upon management's judgments after considering past and current events and assumptions about future events. Actual results may differ from estimates.

NOTE 2. Receivables

Receivables at June 30 consist of the following:

	<u>2020</u>	<u>2019</u>
Federal grant reimbursements	\$ 13,298	353,778
Property taxes, net	331,276	273,568
Other	<u>1,319</u>	<u>46,100</u>
Total receivables	<u><u>\$ 345,893</u></u>	<u><u>\$ 673,446</u></u>

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 3. Capital Assets

Substantially all property and equipment has been acquired under capital assistance grants administered by the U.S. Department of Transportation, Federal Transit Administration, whereby a percentage (usually 80 percent) of the cost of capital additions is reimbursed by the grantor, and the remaining portion is funded by the District. Under the terms of the grants, title to the assets rests with the District; however, the District is prohibited from disposing of grant-related assets without prior approval of the grantor prior to the end of its useful life, and a portion of the proceeds from such disposition may be payable to the grantor in proportion to the grantor's original contribution under certain conditions. A schedule of capital asset activity follows:

	Capital Assets Not Being Depreciated	Capital Assets Being Depreciated			
	Land	Buildings and Improvements	Transportation Equipment	Shop Equipment	Furniture and Fixtures
Balance, June 30, 2018	\$ 80,909	\$ 6,125,112	\$ 10,791,896	\$ 119,376	\$ 781,363
Additions	-	215,801	494,829	58,038	8,576
Deletions	-	-	(704,654)	(5,597)	(1,576)
Balance, June 30, 2019	80,909	6,340,913	10,582,071	171,817	788,363
Additions	-	1,929	5,577,171	36,843	13,113
Deletions	-	-	(12,322)	(2,192)	(26,744)
Balance, June 30, 2020	<u>\$ 80,909</u>	<u>\$ 6,342,842</u>	<u>\$ 16,146,920</u>	<u>\$ 206,468</u>	<u>\$ 774,732</u>
Accumulated Depreciation					
Balance, June 30, 2018	\$ -	\$ 3,456,410	\$ 7,993,538	\$ 115,956	\$ 713,846
Depreciation	-	290,007	517,151	6,564	20,273
Deletions	-	-	(700,282)	(5,597)	(1,575)
Balance, June 30, 2019	-	3,746,417	7,810,407	116,923	732,544
Depreciation	-	285,879	780,978	16,052	20,453
Deletions	-	-	(9,508)	(2,192)	(26,664)
Balance, June 30, 2020	<u>\$ -</u>	<u>\$ 4,032,296</u>	<u>\$ 8,581,877</u>	<u>\$ 130,783</u>	<u>\$ 726,333</u>
Total Net Capital Assets					
June 30, 2019	<u>\$ 80,909</u>	<u>\$ 2,594,496</u>	<u>\$ 2,771,664</u>	<u>\$ 54,894</u>	<u>\$ 55,819</u>
June 30, 2020	<u>\$ 80,909</u>	<u>\$ 2,310,546</u>	<u>\$ 7,565,043</u>	<u>\$ 75,685</u>	<u>\$ 48,399</u>

NOTE 4. Commitments

The Urban Mass Transportation Act of 1964 provides for the funding of a portion of the District's operating costs and capital needs based upon a defined formula grant program. Generally, funds may be utilized for 80 to 86 percent of project costs for capital assistance or 50 to 80 percent for operating assistance depending on the funding source. Funds are apportioned to the District annually and generally are available until expended.

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 5. Pension Plans

The District has a defined contribution retirement plan, which covers essentially all union personnel. The District contributed \$4.00 per hour for operators/paratransit and \$3.61 per hour for the maintenance department for the year ended June 30, 2020, for union employees under the Teamsters Union retirement plan. For the year ended June 30, 2019, the District contributed \$3.34 per hour for operators/paratransit and \$3.30 per hour for the maintenance department for union employees under the Teamsters Union retirement plan. The District's contributions totaled \$488,845 for the year ended June 30, 2020, and \$404,173 for the year ended June 30, 2019. Covered union payroll was \$2,116,182 in 2020 and \$2,343,660 in 2019.

The District has an Internal Revenue Code (IRC) Section 401(a) pension plan arrangement for non-union employees. The District contributed 10.0 percent of non-union employees' gross salary under the 401(a) plan for the years ended June 30, 2020 and 2019. The District's contributions totaled \$88,061 for the year ended June 30, 2020, and \$91,015 for the year ended June 30, 2019. Covered non-union payroll was \$841,325 in 2020 and \$523,602 in 2019.

All employees may participate in elective salary deferrals under an IRC Section 457 plan up to the maximum amount allowed by law. Union and non-union employees are eligible to participate in the plan from the date of employment.

NOTE 6. Uncertainties, Contingencies, and Risks

The District faces a number of risks including (a) loss or damage to property, (b) general liability, (c) workers' compensation, and (d) employee medical insurance. Commercial insurance policies are purchased for loss or damage to property and general liability.

The District is a member of the Missoula County Workers' Compensation Plan (Plan). The Plan self-insures for workers' compensation coverage. Workers' compensation is covered up to \$250,000 per individual occurrence. Losses in excess of the self-insured limit are covered by reinsurance with a commercial carrier. Settled claims did not exceed the commercial coverage for the years ended June 30, 2020 and 2019. Liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. No liability accrual was required at June 30, 2020 and 2019.

The District's workers' compensation rates are based upon state rates, currently ranging from \$4.35 to \$12.12 per \$100 of covered payroll. Contributions for 2020 and 2019 were \$275,384 and \$290,953, respectively. As of June 30, 2020 and 2019, there were no claims in excess of insured coverage under the Plan.

The District participates in the County's employee benefit plan which is a self-insured health plan providing medical and dental benefits to all employees electing to be covered. The Plan is self-insured up to \$150,000 per individual. Losses in excess of the individual self-insured limit are covered by reinsurance with a commercial carrier. During 2020 and 2019, the District paid \$608,179 and \$626,621 for the coverage while employees contributed \$83,175 and \$55,472, respectively.

On March 11, 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. Restrictions and closures recommended by state and federal agencies may have an impact on the Organization's future operations, which are not fully known at this time. Management continues to closely monitor the situation and is taking steps to reduce risk and continue operations.

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 7. Other Postemployment Benefits

The District has adopted the provisions of GASB Statement 75, Accounting and Financial Reporting for Postemployment Benefits other than Pensions. GASB 75 requires employers to calculate the actuarial liability for future retiree benefits. Information on the District's health benefit plan for retirees is included below.

The District participates in the Missoula County Employee Benefits Plan (MCEBP) – a Defined Benefit Multiple Employer Plan that provides for varying amounts of health insurance for eligible retired employees. The benefit is offered to all employees who, (1) retire on or after attaining age 65, (2) retire at age 60 with at least five years of service, or (3) employees who have completed at least thirty years of service. An employee may qualify for early retirement upon completion of five years of service and attained the age of 50 or completed at least 25 years of service. These benefits are established and may be amended by Missoula County. The plan issues stand-alone financial statements, which can be obtained, from Missoula County Risk & Benefits, 200 West Broadway, Missoula, Montana 59802.

Retirees are able to purchase health benefits for themselves and their family at two different rates: the Medical Standard Plan or the Medical High Deductible Plan. Both Plans are self-funded through MCEBP, and the trust pays claim costs plus administrative expenses. Retirees may also elect optional dental or vision coverage.

Retirees pay a monthly premium based on their plan election and level of dependent coverage. The premiums effective July 1, 2020, are shown below.

Level of Coverage	Medical (Standard Plan)	Medical (High Deductible Plan)	Dental	Vision
Single	\$ 605.00	\$ 423.02	\$ 43.00	\$ 12.50
EE + Child	1,013.00	709.20	105.00	23.00
EE + Spouse	1,135.00	794.07	76.00	23.60
Family	1,544.00	1,080.25	139.00	34.10

As of June 30, 2020, the number of active and inactive employees covered by the MCEBP plan was as follows:

	Medical	Dental	Vision
Active employees	1,094	1,101	819
Retirees	53	138	86
Total	1,147	1,239	905

The District's annual other postemployment benefit (OPEB) expense is calculated based on the annual change in the employer's net OPEB liability with deferred recognition for certain items, which is an amount actuarially determined in accordance with the parameters of GASB Statement 75. The net OPEB liability is the total OPEB liability, net of the OPEB plan's fiduciary net position. And the total OPEB liability represents the portion of the actuarial present value of projected benefits payments that is attributed to past periods of employee service. A schedule of changes in the plan's net OPEB liability is presented as required supplementary information. Since the District participates in the MCEBP Plan, its share of the total OPEB liability was calculated by multiplying the collective total OPEB liability by the District's proportionate share, which is 3.75% as of June 30, 2020.

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2020 AND 2019

NOTE 7. Other Postemployment Benefits (continued)

As of June 30, 2020, the District's portion of the plan's net OPEB liability was \$141,275. This liability is not funded under GASB 75 since there are no assets allocated to an irrevocable trust for the plan and as such the funded status of the plan is 0%.

For the actuarial valuation performed at June 30, 2020, the health care trend rate was 6.1% for 2020, decreasing overtime. The assumed discount rate was 2.66%, payroll growth was 2.5%, and general inflation was 3% per year. Mortality rates were based on the RP-2000 Combined Mortality Table Projection AA Fully Generational.

The following table presents the total OPEB liability of the plan at the selected discount rate, as well as what the total OPEB liability would be if it were calculated using a discount rate that is 1-percentage point lower or higher than the selected discount rate.

	1% Decrease (1.66%)	Discount Rate (2.66%)	1% Increase (3.66%)
Total OPEB Liability	\$ 175,782	\$ 141,275	\$ 115,465

The following table presents the total OPEB liability of the plan at the selected medical trend rate, as well as what the total OPEB liability would be if it were calculated using a medical trend rate that is 1-percentage point lower or higher than the selected discount rate.

	1% Decrease (5.1%)	Discount Rate (6.1%)	1% Increase (7.1%)
Total OPEB Liability	\$ 113,023	\$ 141,275	\$ 180,121

Actuarial valuations involve estimates of the reported amounts and assumptions about the probability of events far into the future, and actuarially determined amounts are subject to continual revision as actual results compare to the past expectations and new estimates are made about the future. Projections of benefits for the plan are based on types of benefits provided under the substantive plan members to that point. Actuarial calculations reflect a long-term perspective and, consistent with that perspective, actuarial methods and assumptions used include techniques that are designed to reduce short-term volatility in actuarial accrued liabilities.

NOTE 8. Lease Agreements

In May 2018, the District signed a seven year agreement ending June 30, 2025 to lease space in its Transfer Center for \$1,170 per month, with 2 - 5% increases in monthly rent beginning in July 2020.

NOTE 9. Subsequent Events

Subsequent to yearend in July 2020, the District was awarded a CARES Act grant of \$5.9 million with no required local match.

Management has evaluated subsequent events through October 20, 2020, the date through which the financial statements were available to be issued.

MISSOULA URBAN TRANSPORTATION DISTRICT
SCHEDULE OF CHANGES IN NET OPEB
LIABILITY AND RELATED RATIOS
JUNE 30, 2020

	2019	2020
Service cost	\$ 9,339	\$ 8,141
Interest	3,909	3,331
Difference between expected and actual experience	(8,535)	(23,920)
Changes in assumptions	(46,116)	30,401
Net change	(41,403)	17,953
Net OPEB liability - beginning of year	164,725	123,322
Net OPEB liability - end of year	<u>\$ 123,322</u>	<u>\$ 141,275</u>
 Plan fiduciary net position	 \$ -	 \$ -
 Plan fiduciary net position as a percentage of the total OPEB liability	 - %	 - %
 Covered employee payroll	 \$ 2,732,841	 \$ 3,003,699
 Total OPEB liability as a percentage of covered employee payroll	 4.51 %	 4.70 %
Notes to Schedule:		
<u>Major Assumptions</u>		
Discount rate	3.36 %	2.66 %
Medical trend	6.20 %	6.10 %

SUPPLEMENTARY INFORMATION

**MISSOULA URBAN TRANSPORTATION DISTRICT
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2020**

FEDERAL SOURCE				
PASS-THROUGH SOURCE	GRANTOR		GRANT	FUNDS
PROGRAM TITLE	CONTRACT	CFDA	AWARD	EXPENDED
Type of Assistance	NUMBER	NUMBER	AMOUNT	CURRENT
				YEAR
U.S. DEPARTMENT OF TRANSPORTATION				
Federal Transit Cluster				
Urbanized Area Formula Grants	MT-2016-014-00	20.507	406,560	52,741
Urbanized Area Formula Grants	MT-2017-019-00	20.507	960,774	960,774
Urbanized Area Formula Grants	MT-2019-008-00	20.507	3,960,984	3,045,812
Urbanized Area Formula Grants	MT-2019-010-00	20.507	531,861	531,861
Urbanized Area Formula Grants	MT 90-0012-00	20.507	1,793,482	24,355
Urbanized Area Formula Grants	MT-2020-005	20.507	2,040,852	2,040,852
Urbanized Area Formula Grants	MT-2020-008	20.507	292,000	292,000
Subtotal Federal Transit Cluster			<u>9,986,513</u>	<u>6,948,395</u>
Elderly Persons and Persons with Disabilities	111097	20.513	<u>118,927</u>	<u>118,927</u>
<i>Passed Through Missoula County, Montana</i>				
Transit Technical Studies Grants FY20	111002	20.505	<u>114,808</u>	<u>62,978</u>
TOTAL FEDERAL FINANCIAL ASSISTANCE				<u><u>\$ 7,130,300</u></u>

MISSOULA URBAN TRANSPORTATION DISTRICT
NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2020

NOTE A - BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of the District and is presented on the same basis of accounting as described in Note 1 of the Notes to the Financial Statements. 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). Because the Schedule presents only a selected portion of the operations of the District, it is not intended to and does not present the financial position, changes in net position, or cash flows of the District.

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE C - INDIRECT COST RATE

The District has elected to use the 10% de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE D - SUBRECIPIENTS

The District did not have any subrecipients for the current period.

**MISSOULA URBAN TRANSPORTATION DISTRICT
SCHEDULE OF FUNCTIONAL EXPENSES
FOR THE YEAR ENDED JUNE 30, 2020**

	Fixed Route	ADA Comparable Paratransit	General and Administrative	Total
Wages and fringe:				
Operations	\$ 3,057,833	\$ 916,252	\$ -	\$ 3,974,085
Maintenance	622,690	35,765	1,978	660,433
Administration	-	-	762,055	762,055
Other postemployment benefit	12,211	2,961	2,781	17,953
Training	-	-	10,320	10,320
Professional/technical	-	-	148,185	148,185
Maintenance	57,382	1,855	164,885	224,122
Fuel/tires/lubricants	373,272	47,453	2,360	423,085
Materials/supplies	305,124	12,751	29,141	347,016
Utilities	108,002	9,641	13,477	131,120
Insurance	216,088	33,765	-	249,853
Promotion	-	-	90,657	90,657
Travel	-	-	44,174	44,174
Taxes/dues/subscriptions	-	-	23,515	23,515
Depreciation	604,763	92,916	405,683	1,103,362
Miscellaneous	9,584	10,976	3,692	24,252
	<u>\$ 5,366,949</u>	<u>\$ 1,164,335</u>	<u>\$ 1,702,903</u>	<u>\$ 8,234,187</u>
	65.18 %	14.14 %	20.68 %	

**MISSOULA URBAN TRANSPORTATION DISTRICT
SCHEDULE OF FUNCTIONAL EXPENSES
FOR THE YEAR ENDED JUNE 30, 2019**

	Fixed Route	ADA Comparable Paratransit	General and Administrative	Total
Wages and fringe:				
Operations	\$ 2,872,969	\$ 833,820	\$ -	\$ 3,706,789
Maintenance	571,615	11,579	-	583,194
Administration	-	-	830,737	830,737
Other postemployment benefit	(27,465)	(6,608)	(7,330)	(41,403)
Training	-	-	20,958	20,958
Professional/technical	-	-	140,462	140,462
Maintenance	73,920	-	144,963	218,883
Fuel/tires/lubricants	439,957	60,326	-	500,283
Materials/supplies	248,661	13,015	17,070	278,746
Utilities	51,619	5,937	27,523	85,079
Insurance	234,369	48,032	-	282,401
Promotion	-	-	86,951	86,951
Travel	-	-	50,461	50,461
Taxes/dues/subscriptions	-	-	21,719	21,719
Depreciation	344,077	104,523	385,395	833,995
Miscellaneous	7,740	442	3,925	12,107
	<u>\$ 4,817,462</u>	<u>\$ 1,071,066</u>	<u>\$ 1,722,834</u>	<u>\$ 7,611,362</u>
	63.29 %	14.07 %	22.63 %	



JCCS

ACCOUNTING
AUDIT
TAX
EMPLOYEE BENEFITS
SPECIALIZED SERVICES

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*

Board of Directors
Missoula Urban Transportation District
Missoula, Montana

We have audited, in accordance with the 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 Missoula Urban Transportation District, which comprise the statement of net position as of June 30, 2020, and the related statements of revenues, expenses, and changes in net position, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated October 20, 2020.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Missoula Urban Transportation District's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Missoula Urban Transportation District's internal control. Accordingly, we do not express an opinion on the effectiveness of Missoula Urban Transportation District's internal control.

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



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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Missoula Urban Transportation District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

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

Junkermier, Clark, Campanella, Stevens, P.C.

Kalispell, Montana
October 20, 2020



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

Board of Directors
Missoula Urban Transportation District
Missoula, Montana

Report on Compliance for Each Major Federal Program

We have audited Missoula Urban Transportation District's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of Missoula Urban Transportation District's major federal programs for the year ended June 30, 2020. Missoula Urban Transportation District's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of Missoula Urban Transportation District's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Missoula Urban Transportation District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of Missoula Urban Transportation District's compliance.

Opinion on Each Major Federal Program

In our opinion, Missoula Urban Transportation District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2020.

Report on Internal Control Over Compliance

Management of Missoula Urban Transportation District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered Missoula Urban Transportation District's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Missoula Urban Transportation District's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or 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. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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

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

Junkermier, Clark, Campanella, Stevens, P.C.

Kalispell, Montana
October 20, 2020

**MISSOULA URBAN TRANSPORTATION DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2020**

I. SUMMARY OF AUDIT RESULTS

1. The Auditors' Report expresses an unmodified opinion on the financial statements of Missoula Urban Transportation District.
2. There were no significant deficiencies or material weaknesses in internal control over financial reporting disclosed in the audit of the financial statements.
3. No instances of noncompliance material to the financial statements of Missoula Urban Transportation District were disclosed during the audit.
4. The audit disclosed no significant deficiencies in internal control over compliance applicable to major programs for the June 30, 2020, single audit included in this document.
5. The Auditors' Report on compliance for the major federal award programs for Missoula Urban Transportation District expresses an unmodified opinion.
6. There were no audit findings relative to the major federal award programs for Missoula Urban Transportation District.
7. The program tested as major programs: Federal Transit Cluster, Department of Transportation, CFDA 20.507.
8. The threshold for distinguishing Type A and B Programs was \$750,000.
9. Missoula Urban Transportation District was determined to be a low-risk auditee.

II. FINDINGS AND QUESTIONED COSTS - FINANCIAL STATEMENTS AUDIT

None

III. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AWARD PROGRAM AUDIT

None

IV. STATUS OF PRIOR YEAR FINDINGS

None