

STATE OF MICHIGAN

Gretchen Whitmer, Governor

DEPARTMENT OF TREASURY

Rachael Eubanks, State Treasurer



Report on
Financial Statements

**TWIN CITIES AREA
TRANSPORTATION AUTHORITY**
(A component unit of the City of
Benton Harbor)

September 2018

TWIN CITIES AREA TRANSPORTATION AUTHORITY

BOARD OF TRUSTEES

(March 28, 2019)

Juanita Henry
Chairman

Emma Kinnard
Secretary

Anthony Andrews
Trustee

Lisa Varrie
Trustee

James Childs
Trustee

vacant
Executive Director

CITY OF BENTON HARBOR POPULATION--2010
10,038

TAXABLE VALUATION--2017
\$118,162,507



STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

GRETCHEN WHITMER
GOVERNOR

RACHAEL EUBANKS
STATE TREASURER

March 28, 2019

Board of Trustees
Twin Cities Area Transportation Authority
275 East Wall Street
P.O. Box 837
Benton Harbor, Michigan 49023-0837

Independent Auditor's Report

Dear Board Members:

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities and the major fund of the Twin Cities Area Transportation Authority (Authority), a component unit of the City of Benton Harbor, Michigan, as of and for the fiscal year ended September 30, 2018, and the related notes to the financial statements, which collectively comprise Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether

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

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and the major fund of the Twin Cities Area Transportation Authority, a component unit of the City of Benton Harbor, Michigan, as of September 30, 2018, and the respective changes in financial position and cash flows, where applicable, thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 1 through 5 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary and Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying supplementary information in Schedules 1 through 5 is presented for purposes of additional analysis and is not a required part of the basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and is also not a required part of the basic financial statements.

March 28, 2019

With the exception of Schedule 4N-Regular and 4N-JARC marked "unaudited," the information on Schedules 1 through 5 has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements, taken as a whole.

The information presented Schedules 1 through 5 and the schedule of expenditures of federal awards are 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. Such 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 statement 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 accompanying supplementary and related information presented in Schedules 1 through Schedule 5 and the schedule of expenditures of federal awards 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 March 28, 2019, on our consideration of the Authority's internal control over financial reporting and 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 Authority's internal control over financial reporting and compliance.

Sincerely,



Cary Jay Vaughn, CPA, CGFM
Audit Manager
Community Engagement and Finance Division

TWIN CITIES AREA TRANSPORTATION AUTHORITY

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TWIN CITIES AREA TRANSPORTATION AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

For the Year Ended September 30, 2018

Our discussion and analysis of the Twin Cities Area Transportation Authority's (Authority) financial performance provides an overview of the Authority's financial activities for the fiscal year ended September 30, 2018.

USING THIS ANNUAL REPORT

This annual report consists of three parts: management's discussion and analysis (this section), the basic financial statements, and required supplementary information. This report also contains supplementary information in addition to the basic financial statements. The basic financial statements include a series of financial statements. The Statement of Net Position and the Statement of Activities on Exhibit A and B provide information about the activities of the Authority as a whole and present a longer-term view of the Authority's finances. The remaining statement is a statement of cash flows to demonstrate the activities of the Authority as it relates to cash flows from operating activities, cash flows from noncapital financing activities, cash flows from capital and related financing, and cash flows from investing activities.

Reporting the Authority as a Whole

The Statement of Net Position and the Statement of Activities

These two statements report the Authority's net position and changes in them. You can think of the Authority's net position (the difference between assets and liabilities) as one way to measure the Authority's financial health, or financial position. Over time, increases or decreases in the Authority's net position are one indicator of whether its financial health is improving or deteriorating. You will need to consider other non-financial factors, however, such as changes in the City of Benton Harbor's property tax base and the condition of Authority's capital assets, to assess the overall health of the Authority.

Additional Required Supplementary Information (RSI)

Following the basic financial statements is additional Required Supplementary Information that further explains and supports the information in the financial statements.

Other Supplementary Information

Other supplementary information includes Schedules 1-5S that are required to be included by the Michigan Department of Transportation.

The Authority as a Whole

The Authority's net position decreased from \$1,501,947 to \$1,214,188 for the year ended September 30, 2018. This is a contrast to the previous year when the net position increased \$240,770. Our analysis focuses on the net position (Table 1) and changes in net position (Table 2) of the Authority's business-type activities.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS
For the Year Ended September 30, 2018

Table 1
Net Position of Business-Type Activities

	09/30/17	09/30/18	
	Business-Type	Business-Type	
	Activities	Activities	Variance
Current and Other Assets	\$ 729,838	\$ 516,499	\$ (213,339)
Net Capital Assets	<u>962,349</u>	<u>805,955</u>	<u>(156,394)</u>
Total Assets	<u>1,692,187</u>	<u>1,322,454</u>	<u>(369,733)</u>
Current Liabilities	190,240	60,446	(129,794)
Noncurrent Liabilities	<u>-</u>	<u>47,820</u>	<u>47,820</u>
Total Liabilities	<u>190,240</u>	<u>108,266</u>	<u>(81,974)</u>
Net Position			
Net Investment in Capital Assets	962,349	805,955	(156,394)
Unrestricted	<u>539,598</u>	<u>408,233</u>	<u>(131,365)</u>
Total Net Position	<u>\$ 1,501,947</u>	<u>\$ 1,214,188</u>	<u>\$ (287,759)</u>

The Authority's business-type activities total net position decreased by 19% or \$287,759. Total net investment in capital assets decreased \$156,394 primarily due to the continued depreciation of the Authority's capital assets. The decrease in the unrestricted net position of \$131,365 was due a reduction in fares due to decreased ridership, an increase in fuel costs, and a prior year adjustment, from the state, of the 2016 fiscal year causing the Authority to have to repay the state \$116,956.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

For the Year Ended September 30, 2018

Table 2

Changes in Net Position of Business-Type Activities

	<u>2017</u>	<u>2018</u>	<u>Variance</u>
Operating Revenue			
Passenger Fares	\$ 244,094	\$ 233,215	\$ (10,879)
Special Transit Fares	5,962	9,609	3,647
Auxiliary Transportation Revenues	5,797	-	(5,797)
Non-operating Revenue			
Local Contributions			
Tax Levy	109,129	107,458	(1,671)
State of Michigan Operating Grants			
Local Bus Operating Assistance (Act 51)	755,364	757,983	2,619
Job Access Reverse Commute	389,353	363,661	(25,692)
New Freedom Program--Mobility Management	15,000	12,027	(2,973)
Local Community Stabilization Funds	-	24,780	24,780
Federal Operating Grants			
USDOT Operating Grant (Section 5307)	777,380	814,000	36,620
New Freedom Program--Mobility Management	60,000	48,110	(11,890)
State and Federal Grants--Prior Year Adjustments	(78,857)	(116,956)	(38,099)
Interest Earned	163	342	179
Other Non-Transit Revenues	13,586	24,202	10,616
Total Revenue	<u>2,296,971</u>	<u>2,278,431</u>	<u>(18,540)</u>
Operating Expense			
Salaries and Wages	1,656,055	1,699,786	43,731
Depreciation	216,708	226,964	10,256
Other	770,246	710,010	(60,236)
Total Operating Expense	<u>2,643,009</u>	<u>2,636,760</u>	<u>(6,249)</u>
Income (Loss) Before Capital Contributions and Operating Transfers	(346,038)	(358,329)	(12,291)
Capital Contributions			
Federal and State Capital Grants	105,268	70,570	(34,698)
Increase (Decrease) in Net Position	<u>(240,770)</u>	<u>(287,759)</u>	<u>(46,989)</u>
Ending Net Position	<u>\$ 1,501,947</u>	<u>\$ 1,214,188</u>	<u>\$ (287,759)</u>

TWIN CITIES AREA TRANSPORTATION AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

For the Year Ended September 30, 2018

Business-Type Activities

The Authority's business-type activities operating and non-operating revenues decreased by \$18,540 or .8% and capital contribution revenues decreased by \$34,698. Expenses decreased \$6,249 or .2% as compared with the prior fiscal year. This decrease in revenues was due to the prior year adjustments despite the increase in the state and federal operating assistance. The decrease in expenses is due to a change in health insurance plans and a reduction in maintenance costs as more maintenance work was done by employees of the Authority. These decreases were offset by an increase in fuel costs.

Budgetary Highlights

TCATA's budgets are being squeezed by a reduction in local match as a result of approximately \$30,000 of the tax millage money for Transportation being siphoned off by the Brownfield Authority(s) and possibly other government and quasi-governmental processes. Because the match money is highly leveraged with the FTA and State contributions, small reductions in local match can jeopardize our ability to achieve the full 50% match in federal funding for operating cost and 80% for capital.

TCATA will attempt to positively impact the local match figure in the next fiscal year through several activities – additional funding from the City, increase in advertising revenue, and an increase in contract revenue.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

As of September 30, 2018, the Transit had \$805,955 invested in a broad range of capital assets, including land, buildings, buses and other vehicles, and equipment. This amount represents a net decrease (including additions and deductions) of \$156,394.

Table 3
Capital Assets at Year-End

	<u>9/30/17</u>	<u>9/30/18</u>
Capital Assets Not Being Depreciated		
Land	\$ 80,715	\$ 80,715
Subtotal	<u>80,715</u>	<u>80,715</u>
Capital Assets being Depreciated		
Buildings	1,716,493	1,716,493
Buses	1,924,146	1,675,275
Other Vehicles	126,561	126,561
Equipment	<u>407,379</u>	<u>407,379</u>
Subtotal	4,174,579	3,925,708
Total Capital Assets	4,255,294	4,006,423
Total Accumulated Depreciation	<u>(3,292,945)</u>	<u>(3,200,468)</u>
Total Net Capital Assets	<u>\$ 962,349</u>	<u>\$ 805,955</u>

TWIN CITIES AREA TRANSPORTATION AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

For the Year Ended September 30, 2018

During the year, the Authority purchased two vans for \$70,570. More detailed information about the Authority's capital assets is presented in Note E to the financial statements.

As the Authority has nine buses scheduled for replacement with new ones in fiscal year 2019 and several other capital items. The investment in capital assets will increase significantly in the coming fiscal year 2019 with the anticipated acquisition of a larger wrecker, addition of nine new buses, fencing of storage area, camera replacements and other.

Debt

The Authority has no debt.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

The following factors were considered in preparing the Authority's budget for the 2017-2018 fiscal year:

- Federal operating assistance is anticipated to be 42% of eligible operating expenses for 2018.
- State operating assistance continues to be uncertain, with stagnant revenues coming into the comprehensive transportation fund.
- Operating expenses continue to grow, but the comprehensive transportation fund does not. This in turn reduces the percentage of reimbursement that the Authority receives from the Michigan Department of Transportation. The Authority is anticipating 38.1% of eligible expenses to be reimbursed by the Michigan Department of Transportation for the fiscal year ending 2019.
- The Authority will attempt to try and increase the amount qualifying as local match through several limited options including requesting a direct amount from the City of Benton Harbor. Additionally, the Authority will try to increase revenues from the sale of advertising on buses, and increased contract revenues.

CONTACTING THE AUTHORITY'S FINANCIAL MANAGEMENT

This financial report is intended to provide our citizens, taxpayers, customers and investors with a general overview of the Authority's finances and to show accountability for the money it receives. If you have questions about this report or need additional information, we welcome you to contact the Authority's office at: 275 East Wall Street, PO Box 837, Benton Harbor, Michigan 49023-0837.

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 STATEMENT OF NET POSITION
 September 30, 2018

EXHIBIT A

ASSETS

Current Assets

Cash and Cash Equivalents	\$ 357,580
Accounts Receivable	1,978
Due From State Government	68,032
Due From Federal Government	39,149
Inventory	4,243
Prepaid Expenses	45,517

Total Current Assets 516,499

Non-current Assets

Capital Assets--Non-depreciating	80,715
Capital Assets--Depreciating	725,240

Total Non-current Assets 805,955

Total Assets 1,322,454

LIABILITIES

Current Liabilities

Accounts Payable	33,724
Accrued Wages and Fringe Benefits	26,722

Total Current Liabilities 60,446

Long-Term Liabilities

Vested Employee Benefits--Due In One Year	15,276
Vested Employee Benefits--Due In More Than Year	32,544

Total Long-Term Liabilities 47,820

Total Liabilities 108,266

NET POSITION

Net Investment in Capital Assets	805,955
Unrestricted	408,233

Total Net Position \$ 1,214,188

The Notes to Financial Statements are an integral part of this statement.

TWIN CITIES AREA TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES, EXPENSES AND
CHANGES IN NET POSITION
For the Fiscal Year Ended September 30, 2018

EXHIBIT B

Operating Revenue	
Passenger Fares	\$ 233,215
Special Transit Fares	9,609
	<hr/>
Total Operating Revenue	242,824
	<hr/>
Operating Expense	2,636,760
	<hr/>
Total Operating Expense	2,636,760
	<hr/>
Operating Income (Loss)	(2,393,936)
	<hr/>
Non-operating Revenue	
Local Contributions	
Tax Levy	107,458
State of Michigan Operating Grants	
Local Bus Operating Assistance (Act 51)	757,983
Job Access Reverse Commute	363,661
New Freedom Program--Mobility Management	12,027
Local Community Stabilization Funds	24,780
Federal Operating Grants	
USDOT Operating Grant (Section 5307)	814,000
New Freedom Program--Mobility Management	48,110
State and Federal Grants--Prior Year Adjustments	(116,956)
Interest Earned	342
Other Non-Transit Revenues	24,202
	<hr/>
Total Non-operating Revenue	2,035,607
	<hr/>
Income (Loss) Before Capital Contributions	(358,329)
Capital Contributions	
State Capital Grants	14,114
Federal Capital Grants (Section 5307)	56,456
	<hr/>
Change in Net Position	(287,759)
Total Net Position--October 1, 2017	1,501,947
	<hr/>
Total Net Position--September 30, 2018	\$ 1,214,188
	<hr/> <hr/>

The Notes to Financial Statements are an integral part of this statement.

TWIN CITIES AREA TRANSPORTATION AUTHORITY
STATEMENT OF CASH FLOWS
For the Fiscal Year Ended September 30, 2018

EXHIBIT C

Cash Flows From Operating Activities	
Cash Received From Customers	\$ 243,809
Cash Payments to Employees for Services and Benefits	(1,648,906)
Cash Payments to Suppliers for Goods and Services	<u>(823,871)</u>
Net Cash Provided by Operating Activities	<u>(2,228,968)</u>
Cash Flows From Non-capital Financing Activities	
State Grants	1,251,680
Federal Grants	1,030,154
State and Federal Grants--Prior Year Adjustments	(116,956)
Property Tax	107,458
Other Revenue	<u>24,202</u>
Net Cash Provided by Non-capital Financing Activities	<u>2,296,538</u>
Cash Flows From Capital and Related Financing Activities	
Purchase of Capital Assets	(70,570)
Capital Assets Purchased With State and Federal Grants	<u>159,080</u>
Net Cash Provided From Capital and Related Financing Activities	88,510
Cash Flows From Investing Activities	
Interest on Cash Equivalents	<u>342</u>
Net Cash Provided by Investing Activities	342
Net Increase in Cash and Cash Equivalents	156,422
Cash and Cash Equivalents at Beginning of the Year	<u>201,158</u>
Cash and Cash Equivalents at End of the Year	<u>\$ 357,580</u>
Reconciliation of Operating Income to Net Cash Provided by Operating Activities	
Operating Income (Loss)	\$ (2,393,936)
Adjustments to Reconcile Net Income to Net Cash Provided by Operating Activities (Non-cash Items)	
Depreciation Expense	226,964
(Increase) Decrease in Accounts Receivable	986
(Increase) Decrease in Inventory	4,619
(Increase) Decrease in Prepaid Expenses	14,373
Increase (Decrease) in Accounts Payable	(132,854)
Increase (Decrease) in Other Accrued Liabilities	<u>50,880</u>
Net Cash Provided by Operating Activities	<u>\$ (2,228,968)</u>

The Notes to Financial Statements are an integral part of this statement.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS For the Fiscal Year Ended September 30, 2018

NOTE A--SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Twin Cities Area Transportation Authority (Authority) conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. The following is a summary of the significant accounting policies used by the Authority.

Reporting Entity

The Authority was incorporated in the State of Michigan on July 1, 1974 under Public Act 55 of 1963. The purpose of the Authority is to acquire, own, operate and manage a public transportation system within the boundaries of its participating municipalities. Currently, the City of Benton Harbor is the only participating municipality. The City has significant influence over the operation of the Authority and appoints the six-member Board of Trustees.

The criteria established by the Governmental Accounting Standards Board (GASB) Statement No. 61, "The Financial Reporting Entity," for determining the reporting entity includes oversight responsibility, fiscal dependency, and whether the financial statements would be misleading if data was not included. Based on the above criteria, these financial statements present the Authority, a component unit of the City of Benton Harbor; and for financial purposes within generally accepted accounting principles, an enterprise fund of the City of Benton Harbor.

Basis of Presentation--Government-Wide Financial Statements

The government-wide financial statements (i.e., the Statement of Net Position and the Statement of Revenues, Expenses and Changes in Net Position) report information of the activities of the Authority. There is only one fund reported in the government-wide financial statements.

The Statement of Net Position presents the Authority's assets and liabilities with the difference being reported as either invested in capital assets or unrestricted net position.

The Statement of Revenues, Expenses and Changes in Net Position demonstrates the degree to which the operating expenses of a given function or segment is offset by operating revenues. Operating expenses are those that are clearly identifiable with a specific function or segment. Operating revenues include: 1) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment; and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among operating revenues are reported instead as non-operating revenue.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS For the Fiscal Year Ended September 30, 2018

NOTE A--SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The financial activities of the Authority are recorded in an enterprise fund. This fund accounts 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) 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 net income is appropriate for capital maintenance, public policy, management control, accountability or other purposes.

Measurement Focus/Basis of Accounting--Government-Wide Financial Statements

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenue is recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenue in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Proprietary funds distinguish operating revenue and expenses from non-operating items. Operating revenue and expenses generally result from providing services in connection with a proprietary fund's principal ongoing operations. The principal operating revenue of our proprietary fund relates to charges to customers for providing busing services. The portion intended to recover the cost of the infrastructure is recognized as non-operating revenue. Operating expenses for proprietary funds include the cost of the busing services, administrative expenses, and depreciation on capital assets. All revenue and expenses not meeting this definition are reported as non-operating revenue and expenses.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first, then unrestricted resources as needed.

Cash and Cash Equivalents

For the purpose of the statement of cash flows, demand deposits and short-term investments with a maturity date of three (3) months or less when acquired are considered to be cash equivalents. The statement of cash flows includes both restricted and unrestricted cash and cash equivalents. Investments are stated at fair value and short-term investments are reported at cost which approximates fair value.

Inventories

Inventories of fuel are stated at the lower of cost (first-in, first-out) or market.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE A--SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets

The Authority's capital assets are recorded at cost. Costs relating to maintenance and repairs are charged to expense; whereas those for renewals and betterments, when material in amount, are capitalized. Capital assets are defined by the government as assets with an initial individual cost of more than \$2,500 and an estimated useful life in excess of two years. Such assets are recorded at cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair market value at the date of donation.

Depreciation of equipment is computed on the straight-line method. Depreciation rates are designed to amortize the cost of the assets over their estimated useful lives as follows:

Operating Facility	2 to 20 years
Vehicles	3 to 7 years
Shop Equipment	3 to 10 years
Office Equipment	6 to 10 years

Property Taxes

Property taxes are levied each December 1 on the taxable valuation of properties located in the City of Benton Harbor as of the preceding December 31. The City of Benton Harbor's 2017 ad valorem tax was levied and collectible on December 1, 2017. It is the policy of the Authority to recognize revenue from the current tax levy in the 2017/2018 fiscal year when the proceeds of this levy are budgeted and made available for the financing of the Authority's operations.

The 2017 real and personal taxable valuation of Benton Harbor property amounted to \$118,162,507. Ad valorem taxes of 1.1867 mills were levied for Authority operating purposes and the total amount collected and recognized as revenue was \$109,129.

Use of Estimates

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

Fiscal Year

The Authority operates on the fiscal year of the grantor, October 1 to September 30. The fiscal year differs from the June 30 fiscal year of the City of Benton Harbor.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE B--DEPOSITS AND INVESTMENTS

Michigan Compiled Laws 129.91 authorizes the Authority to deposit and invest in the accounts of Federally insured banks, credit unions, savings and loan associations; bonds, securities and other direct obligations of the United States, or any agency or instrumentality of the United States; United States government or Federal agency obligation repurchase agreements, bankers' acceptance of United States banks; commercial paper rated within the two highest classifications, which mature not more than 270 days after the date of purchase, obligations of the State of Michigan or its political subdivisions which are rated as investment grade; and mutual funds composed of investment vehicles which are legal for direct investment by local units of government in Michigan. Financial institutions eligible for deposit of public funds must maintain an office in Michigan.

Deposits are carried at cost. The Authority has designated one bank for the deposit of the Authority's funds. The investment policy adopted by the Board is in accordance with Public Act 20 of 1943, as amended, and has authorized investment in the instruments described in the preceding paragraph. The Authority's deposits and investment policy are in accordance with statutory authority.

The risk disclosures for the Authority's deposits, as required by GASB Statement No. 40, are as follows:

	<u>Business-Type Activities</u>
Cash	\$ 357,350
Petty Cash	<u>230</u>
Total Deposits	<u>\$ 357,580</u>

Custodial Credit Risk

The custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the Authority's deposits may not be recovered. The Authority does not have a deposit policy for custodial credit risk. The bank balance of the Authority's deposits is \$397,299, of which \$250,000 is covered by Federal depository insurance. The remaining \$147,299 is uncollateralized and uninsured.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE C--DUE FROM FEDERAL GOVERNMENT

The following amount was due at September 30, 2018:

Federal Operating Assistance for Fiscal Year 2017/18	<u>\$ 39,149</u>
Total Due From Federal Government	<u>\$ 39,149</u>

NOTE D--DUE FROM STATE GOVERNMENT

The following amount was due at September 30, 2018:

State Operating Assistance for Fiscal Year 2016/17	\$ 37,019
State Operating Assistance for Fiscal Year 2017/18	14,706
Payback on 2015 State Operating Assistance	(86,787)
New Freedom Program (MI-2016-038-01)	12,266
Job Access Reverse Commute (2017-0133/P5)	<u>90,828</u>
Total Due From State	<u>\$ 68,032</u>

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE E--CAPITAL ASSETS

Capital asset activity of the Authority for the current fiscal year was as follows:

<u>Business-Type Activities</u>	Restated Beginning Balance 10/01/17	Increases	Decreases	Ending Balance 09/30/18
Capital Assets Not Being Depreciated				
Land	\$ 80,715	\$ -	\$ -	\$ 80,715
Subtotal	80,715	-	-	80,715
Capital Assets Being Depreciated				
Building	1,716,493	-	-	1,716,493
Buses	1,924,146	70,570	319,441	1,675,275
Other Vehicles	126,561	-	-	126,561
Equipment	407,379	-	-	407,379
Subtotal	4,174,579	70,570	319,441	3,925,708
Less Accumulated Depreciation for				
Building	1,580,575	23,634	-	1,604,209
Buses	1,341,254	160,089	319,441	1,181,902
Other Vehicles	122,194	4,367	-	126,561
Equipment	248,922	38,874	-	287,796
Subtotal	3,292,945	226,964	319,441	3,200,468
Net Capital Assets Being Depreciated	881,634	(156,394)	-	725,240
Governmental Activities Capital Total				
Capital Assets--Net of Depreciation	\$ 962,349	\$ (156,394)	\$ -	\$ 805,955

NOTE F--ACCRUED EMPLOYEE BENEFITS

Vacation Leave

Full-time union and non-union employees earn paid vacation for each full calendar quarter of work. The accrual rate is in accordance with the following schedule.

- Employees with five years or less of continuous, full-time employment earn up to 80 hours per year.
- Employees with more than five years but less than eight years of continuous, full-time employment earn up to 100 hours per year.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE F--ACCRUED EMPLOYEE BENEFITS (Continued)

- Employees with more than eight years of continuous, full-time employment earn up to 120 hours of vacation leave each year.

Union employees may accumulate up to one hundred twenty (120) hours of vacation and non-union employees may accumulate up to two hundred forty (240) hours. When this maximum is reached, the Employer, at its option, may require the employee to use additional accrued vacation or may pay the employee for additional vacation accrued.

Any accrued vacation shall be paid upon separation for any employee who has completed one (1) or more full years of continuous, full time employment. As of September 30, 2018, the accrued vacation time liability is \$26,235.

Sick Leave

Full-time union and non-union employees earn two and one half days of paid sick leave for each full calendar quarter of completed service. Sick leave may be accumulated without limitation. For union employees, no payment shall be made for unused accumulated sick leave at separation from employment. For non-union employees, no payment shall be made for unused accumulated sick leave at separation from employment except for retirement. Upon retirement from the Authority, the retiring employee shall be paid 10% of remaining sick time per ten years of service. As of September 30, 2018, the accumulated sick time liability is \$21,585.

NOTE G--RISK MANAGEMENT

The Authority is exposed to various risks of loss related to property loss, torts, errors and omissions, employee injuries, as well as medical benefits provided to employees. The Authority has purchased commercial insurance for business auto repairs, commercial general liability, commercial inland marine (radio and TV), commercial property (building and contents), computerized business equipment, workers' compensation and medical benefit claims. The Authority participates in the Michigan Transit Pool for claims relating to auto and general liability. Settled claims for the commercial insurance have not exceeded the amount of insurance coverage in any of the past three fiscal years.

The Michigan Transit Insurance Pool (Pool) was created pursuant to the provisions of Public Act 35 of 1951 and was incorporated under the Michigan Nonprofit Corporation Act, being MCL Sections 450.2101 et seq., as the Michigan Transit Pool, Inc. The Pool is to provide administrative loss protection programs for the members, to pool losses and claims, to jointly purchase commercial services, including claims adjusting, data processing, risk management consulting, loss prevention, legal and related services. The Michigan Transit Insurance Pool is a separate legal and administrative entity. Settled claims for the Pool have not exceeded the amount of insurance coverage in any of the past three years.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE H--POSTEMPLOYMENT BENEFITS

The Authority does not offer any pension or other postemployment benefits. Therefore, no expenses are recorded.

NOTE I--CONTINGENCIES

Amounts received or receivable under grant programs are subject to audit and adjustment by the grantor agencies, principally the Federal and State governments. Any disallowed claims, including amounts already collected, may constitute a liability of the Authority. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although the Authority expects such amounts, if any, to be immaterial.

NOTE J--TAX ABATEMENTS

The City of Benton Harbor (City) provides tax abatements under several different programs that affect the tax revenue of the Authority:

Industrial property tax abatements are granted in the State of Michigan under Public Act 198 to promote economic development, creation of jobs, and new or improved facilities. The Industrial Facilities Tax (IFT) Exemption must be approved by both the City (after a public hearing is held) and the State of Michigan. IFT exemptions can cover real and/or personal property. By State law, the exemption must be applied for no later than six months after commencement of the project and must be accompanied by a written agreement between the taxpayer and the local unit. An exemption allows for taxation on IFT property at 50% of the local property tax millage rate for up to 12 years. A certificate may be revoked, and taxes recaptured for non-compliance with the terms of the agreement. Property taxes abated by the City under this program affecting the Authority for fiscal year 2018 amounted to \$1,228.

A business or multi-family residential facility can apply for a Commercial Rehabilitation Exemption under Public Act 210 if making substantial improvements to a facility. Once approved by the City and the State of Michigan, the taxable value of the property is frozen for a period of up to 10 years. The program is designed to increase commercial activity, create/retain employment, and revitalize urban areas. The taxpayer must complete the rehabilitation project within the time period specified by the written agreement. The City may revoke the exemption and recover the taxes for non-compliance. Property taxes abated by the City under this program affecting the Authority for fiscal year 2018 amounted to \$12,943.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE J--TAX ABATEMENTS (Continued)

To incentivize new or expanded businesses, Public Act 328 allows for Personal Property Tax Exemptions for qualified businesses located within eligible distressed communities. The exemption must be approved by the City Commission and the State Treasurer. Once approved, the taxpayer is exempt from personal property tax on new investments after the date of the exemption. The City can recapture the taxes if the business defaults on the terms of the written agreement. Property taxes abated by the City under this program affecting the Authority for fiscal year 2018 amounted to \$17,856.

The City encourages environmental cleanup and economic development through its Brownfield Redevelopment Plan under Public Act 318. A developer performs redevelopment and cleanup activities at a site that is obsolete or blighted. The increased tax revenues resulting from the increase in taxable value are captured by the City and used to repay the developer for qualifying expenses. There is no provision for recovery of abated taxes because the developer is only paid for eligible expenses on a reimbursement-basis. Property taxes abated by the City under this program affecting the Authority for fiscal year 2018 amounted to \$31,540.

NOTE K--COST ALLOCATION PLAN

The Authority has two cost allocation plans where the methodology has been approved by the Bureau of Passenger Transportation (BPT) and MDOT. The cost allocations are for the New Freedom program and for the Job Access Reverse Commute program. The cost allocation plans were adhered to in the preparation of the financial statements.

NOTE L—NON-FINANCIAL DATA

The methodology used for compiling mileage on Operating Assistance Schedule 4N-Regular and Schedule 4N-JARC is based on the Authority's daily procedures and recorded in accordance with Michigan Department of Transportation's Local Public Transit Revenue and Expense Manual. We did not review the methodology for the Authority's process. Schedule 4N-Regular and 4N-JARC is presented as an "unaudited" schedule and, accordingly, we do not express an opinion on the information.

NOTE M--DEPRECIATION

Depreciation expense included as eligible only includes assets purchased with local funds where the useful life of the asset was determined pursuant to Appendix A of the Local Public Transit Revenue and Expense Manual.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO FINANCIAL STATEMENTS
For the Fiscal Year Ended September 30, 2018

NOTE N--CAPITAL USED TO PAY FOR OPERATING

No operating expenses are subtracted out as ineligible expenses because no capital money was used to pay for operating expenses.

NOTE O--EXPENSES ASSOCIATED WITH 406 & 407

All expenses associated with 40610 – Concessions, 40615 – Advertising, and 40699 – Other Auxiliary Transportation Revenues are subtracted out as ineligible. There are no expenses related to the 407, and therefore, no expenses need to be subtracted out as ineligible.

NOTE P--SUBSEQUENT EVENT

During fiscal year 2019, the Authority opened a \$250,000 line of credit with a local financial institution. This was done at the approval of the Authority's attorney. However, the Municipal Finance section of Michigan Department of Treasury has not yet reviewed the line of credit to determine its statutory validity.

LOCAL REVENUES

Line Haul - Farebox (Urban - Small)	\$ 26,048
Demand Response - Farebox (Urban - Small)	179,110
Line Haul - Farebox (JARC)	9,283
Demand Response - Farebox (JARC)	18,774
Other Non-Transit Revenues	23,819
Taxes Levied Directly for/by Transit Agency	107,458
Interest Income	<u>342</u>
Total Local Revenues	<u><u>\$ 364,834</u></u>

TWIN CITIES AREA TRANSPORTATION AUTHORITY
EXPENDITURES OF FEDERAL AND STATE AWARDS
For the Fiscal Year Ended September 30, 2018

SCHEDULE 2

	Federal CFDA Number	Grant No./ Authorization Number	Program Award Amount	Current Year's Expenditures			Prior Year's Expend.	Amount Remaining
				Total	Federal	State		
US Department of Transportation								
Direct Pass Through US Department of Transportation								
Capital Assistance--Section 5339	20.507	MI-2012-0173P13	\$ 60,000	\$ 56,456	\$ 56,456	\$ -	\$ -	\$ 3,544
Operating Assistance--Section 5307	20.507	MI-2018-005-00	814,000	814,000	814,000	-	-	-
Total Operating Assistance			874,000	870,456	870,456	-	-	3,544
US Department of Transportation								
Passed through Michigan Department of Transportation								
Capital Assistance--Section 5339	20.507	MI-2012-0173P13	15,000	14,114	-	14,114	-	886
New Freedom Program--Section 5317	20.513	MI-2016-038-01	75,000	60,137	48,110	12,027	-	14,863
Job Access Reverse Commute	N/A	2017-0133/P5	375,000	363,661	-	363,661	-	11,339
Operating Assistance--Act 51	N/A	N/A	757,983	757,983	-	757,983	-	-
Total Capital Assistance			1,222,983	1,195,895	48,110	1,147,785	-	27,088
Total Department of Transportation			\$ 2,096,983	\$ 2,066,351	\$ 918,566	\$ 1,147,785	\$ -	\$ 30,632

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 OPERATING AND CONTRACT EXPENSES
 For the Fiscal Year Ended September 30, 2018

SCHEDULE 3

<u>Expenses</u>	<u>Non-urban State Operating FY 2018*</u>	<u>Non-urban Operating JARC</u>	<u>New Freedom</u>	<u>Total</u>
Labor	\$ 904,860	\$ 193,479	\$ 34,769	\$ 1,133,108
Fringe Benefits	492,330	71,249	3,099	566,678
Services	205,194	47,402	18,750	271,346
Materials and Supplies	233,778	52,749	3,519	290,046
Utilities	29,715	6,601	-	36,316
Casualty and Liability Costs	70,666	15,721	-	86,387
Taxes and Fees	315	69	-	384
Miscellaneous	12,768	2,802	-	15,570
Interest	942	-	-	942
Leases and Rentals	7,373	1,646	-	9,019
Depreciation	226,964	-	-	226,964
Total Expenses	<u>\$ 2,184,905</u>	<u>\$ 391,718</u>	<u>\$ 60,137</u>	<u>\$ 2,636,760</u>

*The expenses incurred for the State operating assistance are the same as the expenses incurred for the Section 5307 Federal operating assistance.

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 OPERATING ASSISTANCE REPORT--REVENUES--REGULAR SERVICE
 For the Fiscal Year Ended September 30, 2018

SCHEDULE 4R-REGULAR

REVENUE SCHEDULE REPORT

<u>CODE</u>	<u>DESCRIPTION</u>	<u>LINE HAUL</u>	<u>DEMAND RESPONSE</u>	<u>TOTAL</u>
401:	Farebox Revenue			
40100	Passenger Fares	\$ 26,048	\$ 179,110	\$ 205,158
402:	Contract Fares			
40203	Contract Fares	-	9,609	9,609
407:	NonTrans Revenues			
40760	Gains From Sale of Capital Assets	-	383	383
408:	Local Revenue			
40800	Taxes Levied Directly for/by Transit Agency	56,253	51,205	107,458
411:	State Formula and Contracts			
41101	State Operating Assistance	81,281	676,702	757,983
41110	Line-Item Municipal Credit (Prior Year Adjustments)	-	(116,956)	(116,956)
41199	Local Community Stabilization Funds		24,780	24,780
413:	Federal Contracts			
41302	Federal Section 5307	-	814,000	814,000
414:	Other Revenue			
41400	Interest Income	-	342	342
440:	Non-Transit Revenues			
44000	Other Non-Transit Revenue (Refunds)	-	23,819	23,819
TOTAL REVENUES		<u>\$ 163,582</u>	<u>\$ 1,662,994</u>	<u>\$ 1,826,576</u>

EXPENSE SCHEDULE REPORT

<u>CODE</u>	<u>DESCRIPTION</u>	<u>OPER. LINE HAUL</u>	<u>OPER. DEMAND RESPONSE</u>	<u>MAINT. LINE HAUL</u>	<u>MAINT. DEMAND RESPONSE</u>	<u>ADMIN. LINE HAUL</u>	<u>ADMIN. DEMAND RESPONSE</u>	<u>TOTAL</u>
501:	Labor							
50101	Operators' Salaries and Wages	\$ 50,488	\$ 449,228	\$ -	\$ -	\$ -	\$ -	\$ 499,716
50102	Other Salaries and Wages	4,846	38,514	9,908	66,825	27,958	112,562	260,613
50103	Dispatchers' Salaries and Wages	-	144,531	-	-	-	-	144,531
502:	Fringe Benefits							
50200	Other Salaries and Wages	34,583	326,455	4,019	38,461	13,361	75,451	492,330
503:	Services							
50302	Advertising Fees	-	-	-	-	817	4,303	5,120
50305	Audit Cost	-	-	-	-	1,614	8,147	9,761
50399	Other Services	2,275	17,180	14,413	108,914	10,516	37,015	190,313
504:	Materials and Supplies							
50401	Fuel and Lubricants	20,452	132,640	282	1,903	314	1,659	157,250
50402	Tires and Tubes	2,390	19,019	-	-	-	-	21,409
50499	Other Materials and Supplies	202	2,201	3,673	24,774	4,527	19,742	55,119
505:	Utilities							
50500	Utilities	612	4,868	2,705	18,261	521	2,748	29,715
506:	Insurance							
50603	Liability Insurance	7,037	55,949	-	-	1,226	6,454	70,666
507:	Taxes and Fees							
50700	Taxes and Fees	-	-	-	-	-	315	315
509:	Miscellaneous Expenses							
50902	Travel, Meetings and Training	398	4,193	98	661	797	3,194	9,341
50903	Association Dues and Subscriptions	-	-	-	-	-	3,427	3,427
511:	Interest Expense							
51103	Interest on State Advances	-	-	-	-	-	942	942
512:	Operating Leases and Rentals							
51200	Operating Leases and Rentals	560	4,450	282	1,895	30	156	7,373
513:	Depreciation							
51300	Depreciation	-	208,828	-	2,929	-	15,207	226,964
TOTAL EXPENSES		123,843	1,408,056	35,380	264,623	61,681	291,322	2,184,905
540:	Ineligible Expenses							
54000	Ineligible Prior Year Refunds and Credits	-	-	-	-	-	23,819	23,819
550:	Ineligible Expenses							
55007	Ineligible Depreciation	-	208,828	-	2,929	-	15,207	226,964
55009	Ineligible Percent of Association Dues	-	-	-	-	-	398	398
TOTAL INELIGIBLE EXPENSES		-	208,828	-	2,929	-	39,424	251,181
TOTAL ELIGIBLE EXPENSES		\$ 123,843	\$ 1,199,228	\$ 35,380	\$ 261,694	\$ 61,681	\$ 251,898	\$ 1,933,724

NON-FINANCIAL SCHEDULE REPORT

CODE	DESCRIPTION	Weekday	Weekday	Saturday	Saturday	TOTAL
		Line Haul	Demand Response	Line Haul	Demand Response	
<u>Public Service</u>						
610	Vehicle Hours	4,518	30,480	468	2,864	38,330
611	Vehicle Miles*	62,348	331,461	6,458	22,924	423,191
615	Unlinked Passenger Trips--Regular	14,648	41,018	1,980	3,359	61,005
616	Unlinked Passenger Trips--Elderly	8,449	22,003	926	2,267	33,645
617	Unlinked Passenger Trips--Persons w/Disabilities	9,965	31,617	1,214	2,354	45,150
618	Unlinked Passenger Trips--Elderly Persons w/Disabilities	-	985	-	132	1,117
621	Total Line-Haul Unlinked Passenger Trips	33,062	-	4,120	-	37,182
622	Total Demand-Response Unlinked Passenger Trips	-	95,623	-	8,112	103,735
625	Days Operated	251	251	52	52	606

<u>Vehicle Information</u>		<u>Quantity</u>
653	Total Line-Haul Vehicles	2
654	Line-Haul Vehicles w/Lifts	2
655	Total Demand-Response Vehicles	18
656	Demand-Response Vehicles w/Lifts	17
658	Total Transit Vehicles	20

<u>Miscellaneous Information</u>		<u>Quantity LH</u>	<u>Quantity DR</u>
601	Number of Routes (Line Haul Only)	2	-
602	Total Route Miles (Line Haul Only)	28	-
659	LPG or CNG Gallons Equivalent Consumed	4,014	20,676
660	Diesel/Gasoline Gallons Consumed	8,165	42,051
661	Total Transit Agency Employees	-	40
662	Total Revenue Vehicle Operators	-	25

*Mileage is computed from daily logs maintained by the Authority and then entered into the Operating Assistance Report using the codes above as required by the Local Public Transit Revenue and Expense Manual issued by the Michigan Department of Transportation.

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 OPERATING ASSISTANCE REPORT--
 REVENUES--JOB ACCESS REVERSE COMMUTE
 For the Fiscal Year Ended September 30, 2018

SCHEDULE 4R-JARC

REVENUE SCHEDULE REPORT

<u>CODE</u>	<u>DESCRIPTION</u>	<u>LINE HAUL</u>	<u>DEMAND RESPONSE</u>	<u>TOTAL</u>
401:	Farebox Revenue			
40100	Passenger Fares	\$ 9,283	\$ 18,774	\$ 28,057
411:	State Formula and Contracts			
41199	Other MDOT Contracts--Job Access Reverse Commute	-	363,661	363,661
TOTAL REVENUES		<u>\$ 9,283</u>	<u>\$ 382,435</u>	<u>\$ 391,718</u>

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 OPERATING ASSISTANCE REPORT--
 EXPENSES--JOB ACCESS REVERSE COMMUTE
 For the Fiscal Year Ended September 30, 2018

SCHEDULE 4E-JARC

EXPENSE SCHEDULE REPORT

<u>CODE</u>	<u>DESCRIPTION</u>	<u>OPER. LINE HAUL</u>	<u>OPER. DEMAND RESPONSE</u>	<u>MAINT. LINE HAUL</u>	<u>MAINT. DEMAND RESPONSE</u>	<u>ADMIN. LINE HAUL</u>	<u>ADMIN. DEMAND RESPONSE</u>	<u>TOTAL</u>
501:	Labor							
50101	Operators' Salaries and Wages	\$ 49,311	\$ 62,030	\$ -	\$ -	\$ -	\$ -	\$ 111,341
50102	Other Salaries and Wages	4,279	5,383	7,571	9,525	17,294	21,761	65,813
50103	Dispatchers' Salaries and Wages	-	16,325	-	-	-	-	16,325
502:	Fringe Benefits							
50200	Other Salaries and Wages	18,906	26,785	3,067	3,858	8,252	10,381	71,249
503:	Services							
50302	Advertising Fees	-	-	-	-	506	639	1,145
50305	Audit Cost	-	-	-	-	1,013	1,301	2,314
50399	Other Services	2,006	2,530	10,919	13,845	6,488	8,155	43,943
504:	Materials and Supplies							
50401	Fuel and Lubricants	15,072	18,949	216	273	194	244	34,948
50402	Tires and Tubes	2,102	2,639	-	-	-	-	4,741
50499	Other Materials and Supplies	176	219	2,805	3,530	2,805	3,525	13,060
505:	Utilities							
50500	Utilities	540	679	2,063	2,593	322	404	6,601
506:	Insurance							
50603	Liability Insurance	6,203	7,799	-	-	761	958	15,721
507:	Taxes and Fees							
50700	Taxes and Fees	-	-	-	-	31	38	69
509:	Miscellaneous Expenses							
50902	Travel, Meetings and Training	347	433	75	95	489	612	2,051
50903	Association Dues and Subscriptions	-	-	-	-	335	416	751
512:	Operating Leases and Rentals							
51200	Operating Leases and Rentals	493	620	217	273	19	24	1,646
TOTAL EXPENSES		99,435	144,391	26,933	33,992	38,509	48,458	391,718
550:	Ineligible Expenses							
55000	Ineligible Job Access Reverse Commute Fares	-	-	-	-	9,283	18,774	28,057
TOTAL INELIGIBLE EXPENSES		-	-	-	-	9,283	18,774	28,057
TOTAL ELIGIBLE EXPENSES		\$ 99,435	\$ 144,391	\$ 26,933	\$ 33,992	\$ 29,226	\$ 29,684	\$ 363,661

NON-FINANCIAL SCHEDULE REPORT

<u>COD</u>	<u>DESCRIPTION</u>	Weekday	Weekday	Saturday	Saturday	<u>TOTAL</u>
		<u>Line Haul</u>	<u>Demand Response</u>	<u>Line Haul</u>	<u>Demand Response</u>	
<u>Public Service</u>						
610	Vehicle Hours	3,514	4,016	260	728	8,518
611	Vehicle Miles*	48,493	80,320	3,588	14,560	146,961
615	Unlinked Passenger Trips--Regular	5,805	13,401	987	2,129	22,322
616	Unlinked Passenger Trips--Elderly	2,431	3,200	370	510	6,511
617	Unlinked Passenger Trips--Persons w/Disabilities	2,499	2,820	417	399	6,135
621	Total Line-Haul Unlinked Passenger Trips	10,735	-	1,774	-	12,509
622	Total Demand-Response Unlinked Passenger Trips	-	19,421	-	3,038	22,459
625	Days Operated	251	251	52	52	606

Vehicle Information

	<u>Quantity</u>
653 Total Line-Haul Vehicles	2
654 Line-Haul Vehicles w/Lifts	2
655 Total Demand-Response Vehicles	2
656 Demand-Response Vehicles w/Lifts	2
658 Total Transit Vehicles	4

Miscellaneous Information

	<u>Quantity LH</u>	<u>Quantity DR</u>
601 Number of Routes (Line Haul Only)	2	-
602 Total Route Miles (Line Haul Only)	30	-
659 LPG or CNG Gallons Equivalent Consumed	3,039	5,536
660 Diesel/Gasoline Gallons Consumed	6,180	11,258

*Mileage is computed from daily logs maintained by the Authority and then entered into the Operating Assistance Report using the codes above as required by the Local Public Transit Revenue and Expense Manual issued by the Michigan Department of Transportation.

REVENUE SCHEDULE REPORT

<u>CODE</u>	<u>DESCRIPTION</u>	<u>LINE HAUL</u>	<u>DEMAND RESPONSE</u>	<u>TOTAL</u>
411:	State Formula and Contracts			
41119	Other MDOT Contracts--New Freedom Program	-	12,027	12,027
413:	Federal Contracts			
41399	Other MDOT Contracts--New Freedom Program	-	48,110	48,110
TOTAL REVENUES		\$ -	\$ 60,137	\$ 60,137

EXPENSE SCHEDULE REPORT

<u>CODE</u>	<u>DESCRIPTION</u>	<u>TOTAL</u>
501:	Labor	
50101	Operators' Salaries and Wages	\$ 34,769
502:	Fringe Benefits	
50200	Other Salaries and Wages	3,099
503:	Services	
50399	Other Services	18,750
504:	Materials and Supplies	
50499	Other Materials and Supplies	3,519
TOTAL EXPENSES		<u>\$ 60,137</u>

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 OPERATING ASSISTANCE CALCULATION--STATE
 For the Fiscal Year Ended September 30, 2018

SCHEDULE 5S

	<u>Non-urban</u>
Total Operating Expenses	<u>\$ 2,636,760</u>
Less: Ineligible Expenses	
Depreciation	226,964
Ineligible Prior Year Refunds and Credits	23,819
Other Revenue	28,057
Ineligible Percent of Association Dues	398
Line Haul Funded by Other State and Federal Grants	<u>423,798</u>
Total Ineligible Expenses Per R&E Manual	<u>\$ 703,036</u>
Total State Eligible Expenses	<u>\$ 1,933,724</u>
Eligible Expenses for State Reimbursement	\$ 1,933,724
Reimbursement Percentage	<u>39.1981%</u>
State Operating Assistance	<u>\$ 757,983</u>

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 OPERATING ASSISTANCE CALCULATION--FEDERAL
 For the Fiscal Year Ended September 30, 2018

SCHEDULE 5F

	<u>Urban</u>
Total Operating Expenses	\$ 2,636,760
Less: Ineligible Expenses	
Depreciation	\$ 226,964
Ineligible Prior Year Refunds and Credits	23,819
Other Revenue	28,057
Ineligible Percent of Association Dues	398
Job Access Reverse Commute Program	363,661
New Freedom Program	<u>60,137</u>
Total Ineligible Expenses According to R&E Manual	<u>703,036</u>
Total Federal Eligible Expenses	<u>1,933,724</u>
Less Farebox and Other Revenues	
Farebox	<u>(214,767)</u>
Total Farebox and Other Revenues	<u>(214,767)</u>
Net Project Cost	<u>1,718,957</u>
Maximum Amount of Reimbursement (Net Project Cost x 50%)	<u>859,479</u>
FTA Fund Available	<u>814,000</u>
FTA Funds Requested	<u><u>\$ 814,000</u></u>



STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

GRETCHEN WHITMER
GOVERNOR

RACHAEL EUBANKS
STATE TREASURER

March 28, 2019

Board of Trustees
Twin Cities Area Transportation Authority
275 East Wall Street
P.O. Box 837
Benton Harbor, Michigan 49023-0837

Independent Auditor's Report

RE: Report on Internal Control over Financial Reporting and on Compliance and Other Matters
Based on an Audit of the Financial Statements Performed in Accordance With *Government
Auditing Standards*

Dear Commissioners:

We have audited, in accordance with the auditing standards generally accepted in the United States of America and 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 activities and the major fund of the Twin Cities Area Transportation Authority (Authority), a component unit of the City of Benton Harbor, Michigan as of and for the fiscal year ended September 30, 2018, and related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated March 28, 2019.

Internal Control over Financial Reporting

In planning and performing our audit, we considered the Authority'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 our opinions on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority'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. However, material weaknesses may exist that have not been identified. We consider the deficiencies described in the accompanying Schedule of Findings and Questioned Costs listed as Findings 2018-001 through 2018-005 to be a material weakness.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, non-compliance 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 instances of non-compliance that are required to be reported under *Government Auditing Standards* and which are described in the accompanying Schedule of Findings and Questioned Costs as Finding 2018-006.

The Authority's Response to Findings

The Authority's responses to the findings identified in our audit are described in the accompanying Schedule of Findings and Questioned Costs. We did not audit the Authority's responses and accordingly, we express no opinion on them.

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 Authority'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 Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. However, this report is a matter of public record and its distribution is not limited.

Sincerely,



Cary Jay Vaughn, CPA, CGFM
Audit Manager
Community Engagement and Finance Division



STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

GRETCHEN WHITMER
GOVERNOR

RACHAEL EUBANKS
STATE TREASURER

March 28, 2019

Board of Trustees
Twin Cities Area Transportation Authority
275 East Wall Street
P.O. Box 837
Benton Harbor, Michigan 49023-0837

RE: Report to Those Charged With Governance

Dear Board Members:

We have audited the financial statements of the business-type activities and the major fund of the Twin Cities Area Transportation Authority, a component unit of the City of Benton Harbor, Michigan, for the fiscal year ended September 30, 2018, and have issued our report thereon dated March 28, 2019. Professional standards require that we provide you with information related to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards and Government Auditing Standards

As stated in the engagement letter dated January 10, 2019, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your responsibilities.

As part of our audit, we considered the internal control of the Twin Cities Area Transportation Authority. Such considerations were solely for the purpose of determining our audit procedures and not to provide any assurance concerning internal control.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we performed tests of the Twin Cities Area Transportation Authority's compliance with certain provisions of laws, regulations, contracts, and grants. However, the objective of our tests was not to provide an opinion on compliance with such provisions.

Other Information in Documents Containing Audited Financial Statements

Our responsibility for the supplementary information accompanying the financial statements, as described in professional standards, is to evaluate the presentation of supplementary information in relation to the financial statements as a whole and to report on whether the supplementary information is fairly stated, in all material respects, in relation to the financial statements as a

whole. We made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with the accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or the financial statements themselves.

Planned Scope and Timing of the Audit

We performed the audit according to the planned scope and timing previously communicated to you in our engagement letter and our meeting about planning matters February 28, 2019, with management.

Significant Results of the Audit

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Twin Cities Area Transportation Authority are described in Note A to the financial statements. We noted no transactions entered into by the Twin Cities Area Transportation Authority during the year for which there is a lack of authoritative guidance or consensus. There are no significant transactions that have been recognized in the financial statements in a different period than when the transaction occurred.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected.

Management's estimate of the depreciation is based on the straight-line method for all other capital assets. We evaluated the key factors and assumptions used to develop the depreciation in determining that it is reasonable in relation to the financial statements, taken as a whole.

Difficulties Encountered in Performing the Audit

We encountered no difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of the audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 28, 2019.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Twin Cities Area Transportation Authority's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Twin Cities Area Transportation Authority's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of the Twin Cities Area Transportation Authority Board, management of the Twin Cities Area Transportation Authority and is not intended to be and should not be used by anyone other than these specified parties. However, this report is a matter of public record and its distribution is not limited.

Sincerely,



Cary Jay Vaughn, CPA, CGFM
Audit Manager
Community Engagement and Finance Division



STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

GRETCHEN WHITMER
GOVERNOR

RACHAEL EUBANKS
STATE TREASURER

March 28, 2019

Board of Trustees
Twin Cities Area Transportation Authority
275 East Wall Street
P.O. Box 837
Benton Harbor, Michigan 49023-0837

Independent Auditor's Report

RE: Independent Auditors' Report on Compliance for Each Major Federal Program and Internal Control over Compliance Required by the Uniform Guidance

Report on Compliance with Each Major Federal Program

We have audited the Twin Cities Area Transportation Authority's (Authority) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major Federal programs for the year ended September 30, 2018. The Authority's major Federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Independent Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority'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 non-compliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those

requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Each Major Federal Program

In our opinion, the Authority 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 September 30, 2018.

Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority'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 the Authority'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, non-compliance 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 non-compliance 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. The results of our tests disclosed no instances of non-compliance related to federal programs that is required to be reported under *Government Auditing Standards*.

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 identified any deficiencies in internal control over compliance that we consider to be material weaknesses.

Village of Three Oaks

Page 3

March 28, 2019

The purposes 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.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cary Jay Vaughn', is centered on the page.

Cary Jay Vaughn, CPA, CGFM

Audit Manager

Community Engagement and Finance Division

TWIN CITIES AREA TRANSPORTATION AUTHORITY
 SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
 "For the Fiscal Year Ended September 30, 2018"

<u>Federal Agency/Cluster/Program Title</u>	<u>CFDA Number</u>	<u>Grantor Number</u>	<u>Federal Expenditures</u>	<u>Passed- Through to Subrecipients</u>
US DEPARTMENT OF TRANSPORTATION				
Direct Pass Through US Department of Transportation				
Capital Assistance--Section 5307	20.507	MI-2012-0173P13	\$ 56,456	\$ -
Operating Assistance--Section 5307	20.507	MI-2018-005-00	814,000	-
Passed through Michigan Department of Transportation				
New Freedom Program--Section 5317	20.513	MI-2016-038-01	48,110	-
TOTAL US DEPARTMENT OF TRANSPORTATION			<u>\$ 918,566</u>	<u>\$ -</u>

See Notes to Schedule of Expenditures of Federal Awards.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

NOTES TO THE SCHEDULE OF FEDERAL EXPENDITURES
For the Fiscal Year Ending September 30, 2018

NOTE 1--BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the "Schedule") includes the federal grant activity of the Twin Cities Area Transportation Authority (Authority) under programs of the federal government for the year ended September 30, 2018. 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 Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority. The Authority's reporting entity is defined in Note A of the Authority's financial statement audit report.

NOTE 2--SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the accrual basis of accounting, which is described in Note A to the Authority's financial statements. 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.

For purposes of charging indirect costs to federal awards, the Authority has not elected to use the 10 percent de minimis cost rate as permitted by §200.414 of the Uniform Guidance.

NOTE 3--SECTION 5307 OPERATING ASSISTANCE

Maximum Section 5307 operating assistance revenue can be 50% of net eligible expenses as presented, not to exceed the local match or contract limit. The Federal Section 5307 operating assistance of \$814,000 was recognized based on the contract limit.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the Year Ended September 30, 2018

Section I--Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

• Material weakness(es) identified? X Yes No

• Significant deficiency(ies) identified that are not considered to be material weaknesses? Yes X No

Non-compliance material to financial statements noted? Yes X No

Federal Awards

Internal control over major programs:

• Material weakness(es) identified? Yes X No

• Significant deficiency(ies) identified that are not considered to be material weaknesses? Yes X None reported

Type of auditor's report issued on compliance for major programs: unmodified

Any audit findings disclosed that are required to be reported in accordance with section 2 CFR section 200.5160(a) of the Compliance Supplement? Yes X No

Identification of major programs:

CFDA Number(s)

Name of Federal Program or Cluster

20.507

Federal Transit Programs

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Auditee qualified as low-risk auditee? Yes X No

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

Section II--Financial Statement Findings

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 Authority's financial statements will not be prevented, or detected and corrected on a timely basis.

A significant deficiency is a deficiency, or 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.

MATERIAL WEAKNESS

Preparation of Financial Statements in Accordance
with GAAP (Repeat Comment)

Finding 2018-001

Condition: As is the case with many smaller and medium sized entities, the Twin Cities Transportation Authority (Authority) has historically relied on its independent external auditors to assist in the preparation of the financial statements and footnotes as part of its external financial reporting process. Accordingly, the Authority's ability to prepare financial statements in accordance with GAAP is based, at least in part, on its reliance on its external auditors, who cannot by definition be considered a part of the Authority's internal controls. In addition, we proposed, and management approved, material journal entries to properly record capital assets, accounts receivable, accounts payable, and revenues.

Criteria: All Michigan governments are required to prepare financial statements in accordance with generally accepted accounting principles (GAAP). This is a responsibility of the Authority's management. The preparation of financial statements in accordance with GAAP requires internal controls over both: 1) recording, processing and summarizing accounting data (maintaining internal accounting books and records); and 2) reporting government-wide and fund financial statements, including the related notes to financial statements (external financial reporting).

Cause: This condition was caused by the Authority's decision that it is more cost effective to outsource the preparation of its annual financial statements to the auditors than to incur the time and expense of obtaining the necessary training and expertise required for Authority personnel to prepare them internally.

Effect: The Authority lacks internal controls over the preparation of financial statements in accordance with GAAP, and instead relies, in part, on its external auditors for assistance with this duty.

Recommendation: We recommend that the Authority's Board evaluate the cost versus benefit of establishing internal controls over the preparation of financial statements in accordance with

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

MATERIAL WEAKNESS (continued)

GAAP and determine if it is in the best interest of the Authority to outsource this duty to its external auditors. If the Authority continues to rely on its external auditors to prepare the financial statements, we recommend the board designate a responsible Authority official to carefully review the draft financial statements including the notes, prior to approving them and accepting responsibility for their content and presentation.

Management's Response--Corrective Action Plan: Contact person is Alex Little, Executive Director, 275 East Wall Street, P.O. Box 837, Benton Harbor, Michigan 49023. Telephone (269) 927-2268.

TCATA did obtain the services of the Accounting Firm of Accountant Consultants of Dowagiac, MI to come in quarterly to review and assist our accountant in finalizing quarterly statements and year end statements. That firm did assist with the year-end closing which also coincided with the retirement of our Accountant and hiring of a new accountant. We expect to continue using their services in order to not have to rely on the Auditors to prepare our year-end financial statements.

Segregation of Incompatible Duties (Repeat Comment)

Finding 2018-002

Condition: The Authority has accounting functions which are performed by the same individual and are not subject to a documented independent review and approval. These areas include adjusting journal entries and accounting for federal aid programs.

Criteria: Management is responsible for establishing and maintaining internal controls in order to safeguard the assets of the Authority. A key element of internal control is the segregation of incompatible duties within the accounting function.

Cause: This condition is a result of the limited size of the Authority's accounting staff.

Effect: As a result of this condition, the Authority is exposed to an increased risk that misstatements (whether caused by error or fraud) may occur and not be prevented or detected and corrected by management on a timely basis.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

MATERIAL WEAKNESS (continued)

Recommendation: While there are, of course, no easy answers to the challenge of balancing the costs and benefits of internal controls and the segregation of incompatible duties, we would nevertheless encourage management to actively seek ways to further strengthen its internal control structure by requiring as much independent review, reconciliation, and approval of accounting functions by qualified members of management as possible.

Management's Response--Corrective Action Plan: Contact person is Alex Little, Executive Director, 275 East Wall Street, P.O. Box 837, Benton Harbor, Michigan 49023. Telephone (269) 927-2268.

TCATA management has proceeded as we previously indicated that we would to improve the segregation of duties. However, we have not yet hired an additional staff person to assist with procurement and segregation of duties. The agency has taken measures to insure as much as possible that a different staff person order items than the one who receives the order and handled the other responsibilities as we indicated that we would at the conclusion of the last audit.

Reconciliation of Key Balance Sheet Accounts (Repeat Comment)

Finding 2018-003

Condition: The Authority has balance sheet accounts that are only reconciled at year end as part of the audit. These areas include, due from state and federal agencies regarding the operating assistance grants, vested employee benefit liabilities, and capital asset accounts and related accumulated depreciation accounts. Accordingly, the Authority's ability to prepare financial statements with reconciled balance sheet accounts is based, at least in part, on its reliance on its external auditors, who cannot by definition be considered a part of the Authority's internal controls.

Criteria: Management is responsible for establishing and maintaining internal controls in order to safeguard the assets of the Authority. A key element of internal control is the monitoring and reconciling of financial data within the accounting function.

Cause: This condition is a result of the lack of documented control policies and procedures at the Authority.

Effect: As a result of this condition, the Authority is susceptible to misstatements (whether caused by error or fraud) that may occur and not be prevented or detected and corrected by management on a timely basis.

Recommendation: We recommend developing policies and procedures for reconciling vested employee benefit liabilities capital asset accounts, and due from state and federal agencies to the general ledger. These policies and procedures should require involvement of a second responsible person as part of the review/monitoring process.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

MATERIAL WEAKNESS (continued)

Management's Response--Corrective Action Plan: Contact person is Alex Little, Executive Director, 275 East Wall Street, P.O. Box 837, Benton Harbor, Michigan 49023. Telephone (269) 927-2268.

TCATA management has performed as we indicated at the close of last year's audit with the use of Accounting Consultants to assist in a quarterly reconciliation and preparation of quarterly statements. As Executive Director, I review these quarterly reports prior to acceptance and distribution. This was finalized and put in place shortly before the end of the fiscal year and was impacted in part with the personnel change following retirement of our accountant. Going forward the recommended and accepted process will be standard procedure.

Preparation of the Operating Assistance Report (Repeat Comment)

Finding 2018-004

Condition: The Operating Assistance Report prepared by the Authority did not agree with the Authority's own financial statements (prior to the posting of audit adjustments).

Criteria: Public Act 51 of 1951 requires transits to submit quarterly and annual operating assistance reports to the Michigan Department of Transportation (MDOT).

Cause: The Authority did not properly prepare the report.

Effect: Without proper information, the Authority may not receive all the operating assistance it is eligible for; or the Authority may have to pay back operating assistance funds.

Recommendation: We recommend that the Authority implement procedures to ensure that the information being provided to MDOT is accurate and being reviewed by a person independent of its preparation.

Management's Response--Corrective Action Plan: Contact person is Alex Little, Executive Director, 275 East Wall Street, P.O. Box 837, Benton Harbor, Michigan 49023. Telephone (269) 927-2268.

As previously indicated, the previous recommendations were implemented prior to the close of the last fiscal year, somewhat impacted by the retirement of our accountant. It is anticipated that these reconciliations will be done routinely in the upcoming fiscal year and forward.

Capital Assets

Finding 2018-005

Condition: The Authority does not maintain adequate internal controls for capital assets and a capital asset listing provided did not reconcile with the Authority's general ledger.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

MATERIAL WEAKNESS (continued)

Criteria: It is the responsibility of the Authority to update the capital assets listing for additions and deletions. Additions and deletions should also reconcile to the Authority's general ledger. Depreciation should also be recorded in the general ledger based on the capital asset schedule.

Effect: The Authority cannot readily determine or value the assets owned. The depreciation expense recorded was understated, understating the expenses and overstating the value of the Authority's capital assets.

Recommendation: We recommend that the Authority implement procedures to record the assets and depreciation expense as listed above.

Management's Response--Corrective Action Plan: Contact person is Alex Little, Executive Director, 275 East Wall Street, P.O. Box 837, Benton Harbor, Michigan 49023. Telephone (269) 927-2268.

These asset records are being maintained as required and reviewed. This will be fully complied with and maintained during FY 19 as a number of capital acquisitions are planned for that period.

NON-COMPLIANCE WITH STATE STATUTES

Our review and study for compliance with State statutes and regulations revealed the following non-compliance procedures:

Minutes (Repeat Comment)

Finding 2018-006

Condition: The Authority did not prepare minutes for the December 2017 meeting.

Criteria: According to the Open Meetings Act, MCL 15.269, "Each public body shall keep minutes of each meeting showing the date, time, place, members present, members absent, any decisions made at a meeting open to the public, and the purpose or purposes for which a closed session is held.

Cause: The tape recorder did not work during the meeting, so no minutes were produced.

Effect: TCATA is not in compliance with state statute.

Directive: We direct TCATA to produce minutes for all meetings held to comply with the Open Meetings Act.

Management's Response--Corrective Action Plan: Contact person is Alex Little, Executive Director, 275 East Wall Street, P.O. Box 837, Benton Harbor, Michigan 49023. Telephone (269) 927-2268.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

NON-COMPLIANCE WITH STATE STATUTES (Continued)

The Authority concurs and will comply. The Authority will acquire and utilize a second recorder as a backup to protect against future equipment failures and staff attending will keep notes on actions taken to ensure that minutes are produced of all meetings.

Section III—Federal Award Findings and Questioned Costs

There were no findings related to single audit compliance.

Section IV--Summary Schedule of Prior Audit Findings

Material Weakness

2017-1 – Preparation of Governmental Financial Statements

Condition/Finding: As is the case with many smaller and medium sized entities, the Authority has historically relied on its independent external auditors to assist in the preparation of the financial statements and footnotes as part of its external financial reporting process. Accordingly, the Authority's ability to prepare financial statements in accordance with GAAP is based, at least in part, on its reliance on its external auditors, who cannot by definition be considered a part of the Authority's internal controls. In addition, we proposed, and management approved, material journal entries to properly record capital assets, accounts receivable, accounts payable, and revenues.

Current Year Status: This finding will be carried forward to the current year. Management concurs but will correct this condition/finding as described earlier by implementation of the new policies along with additional personnel to improve on the internal controls and the use of an outside accounting firm to assist the accountant in quarterly account reconciliations and production of quarterly statements to be reviewed and accepted by the Executive Director.

2017-2 – Segregation of Incompatible Duties

Condition/Finding: The Authority has accounting functions which are performed by the same individual and are not subject to a documented independent review and approval. These areas include cash reconciliation, cash receipting, accounts payable, adjusting journal entries, and payroll.

Current Year Status: This finding will be carried forward to the current year. Management concurs but will correct this condition/finding as described earlier by implementation of the new policies along with additional personnel to improve on the internal controls and the use of an outside accounting firm to assist the accountant in quarterly account reconciliations and production of quarterly statements to be reviewed and accepted by the Executive Director.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

NON-COMPLIANCE WITH STATE STATUTES (Continued)

2017-3 – Reconciliation of Key Balance Sheet Accounts

Condition/Finding: The Authority has balance sheet accounts that are only reconciled at year end as part of the audit. These areas include accounts payable, accrued wages, accounts receivable, inventory, and due from state and federal agencies. Accordingly, the Authority's ability to prepare financial statements with reconciled balance sheet accounts is based, at least in part, on its reliance on its external auditors, who cannot by definition be considered a part of the Authority's internal controls.

Current Year Status: This finding will be carried forward to the current year. Management concurs but will correct this condition/finding as described earlier by implementation of the new policies along with additional personnel to improve on the internal controls and the use of an outside accounting firm to assist the accountant in quarterly account reconciliations and production of quarterly statements to be reviewed and accepted by the Executive Director.

2017-4 – Lack of Personnel Policy

Condition/Finding: The Authority did not have a personnel policy for non-union employees.

Current Year Status: The finding will be removed as a personnel policy for non-union employees has been adopted.

2017-5 – Vested Employee Benefits

Condition/Finding: The Authority had not recorded a liability for the unpaid vested employee benefits.

Current Year Status: The finding will be deleted as balances have been recorded for the vested employee benefits relating to sick and vacation time.

2017-6 – Preparation of the Operating Assistance Report

Condition/Finding: The Operating Assistance Report prepared by the Authority did not agree with the Authority's own financial statements (prior to the posting of audit adjustments).

Current Year Status: This finding will be carried forward to the current year. The proposed use of an outside accounting firm to assist TCATA's accountant with quarterly account reconciliations and financial reports which will be reviewed by the Executive Director and submitted to MDOT should address this issue and insure accurate reporting.

2017-7 – Minutes

Condition/Finding: The Authority did not prepare minutes for the December 2017 meeting.

TWIN CITIES AREA TRANSPORTATION AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended September 30, 2018

NON-COMPLIANCE WITH STATE STATUTES (Continued)

Current Year Status: This finding will be carried forward to the current year as the finding occurred during this fiscal year. The Authority concurs and will comply. The Authority will acquire and utilize a second recorder as a backup to protect against future equipment failures and staff attending will keep notes on actions taken to ensure that minutes are produced of all meetings.
2017-8 – Financial Management

Condition/Finding: The Authority is not sufficiently tracking its grant balances. We found that the spreadsheets in use by the Authority were not adequate to provide tracking by activity line item and by year of expense. The Authority did not approve a financial management policy until September 27, 2017. There is also a lack of internal control over financial management as one person was solely responsible for maintaining the information regarding federal grants.

Current Year Status: The finding will be removed as a financial management policy was adopted at the end of the prior fiscal year and followed during the current fiscal year. The tracking of grant balances is now divided between multiple individuals and is being maintained.

2017-9 – Inventory Management of Equipment Acquired Under Federal Awards

Condition/Finding: The Authority did not maintain an inventory management of equipment acquired under federal awards (capital asset listing).

Current Year Status: The finding has been modified and repeated as the federal requirements were met, but the asset listing was not updated or reconciled to the Authority's general ledger.

2017-10 – Procurement Policy

Condition/Finding: The Authority did not adopt a Procurement Policy until September 27, 2017. Also, the procurements examined did not contain a complete history documenting the process.

Current Year Status: This finding will be deleted as the Authority adopted the policy and documents were maintained during the audit year regarding the procurement of the assets purchased with federal funding.

2017-11 – Single Audit Submission

Condition/Finding: The Authority's 2016 single audit data collection form and reporting package was not submitted until March 2018; nine months past the required deadline.

Current Year Status: This finding will be removed as the 2017 single audit data collection form and reporting package was submitted within the required deadline.