

FINANCIAL STATEMENTS  
AND INDEPENDENT AUDITORS' REPORT

**MISSOULA URBAN  
TRANSPORTATION DISTRICT**

JUNE 30, 2018 AND 2017



# MISSOULA URBAN TRANSPORTATION DISTRICT

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**MISSOULA URBAN TRANSPORTATION DISTRICT  
MISSOULA, MONTANA**

**ORGANIZATION**

**Board of Directors**

Chair ..... Amy Cilimburg  
Vice-Chair ..... Jesse Dodson  
Treasurer ..... Martin Blair  
Secretary ..... Anna-Margaret Goldman  
Director ..... Don MacArthur  
Director ..... Doug Odegaard  
Director ..... Andrea Davis

**Officials**

General Manager ..... Corey Aldridge  
Operations Manager ..... Jeffery Logan  
Finance & Administrative Manager ..... Dorothy Magnusen



ACCOUNTING  
AUDIT  
TAX  
EMPLOYEE BENEFITS  
SPECIALIZED SERVICES

## INDEPENDENT AUDITORS' REPORT

Board of Directors  
Missoula Urban Transportation District  
Missoula, Montana

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

We have audited the accompanying financial statements of Missoula Urban Transportation District, which comprise the statements of net position as of June 30, 2018 and 2017, and the related statements of revenues, expenses, and changes in net position, and cash flows for the years then ended, and the related notes to the financial statements.

### **Management's Responsibility for the Financial Statements**

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

### **Auditors' Responsibility**

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

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

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

### **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Missoula Urban Transportation District, as of June 30, 2018 and 2017, and the changes in its net position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

## **Other Matters**

### **Required Supplementary Information**

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

### **Other Information**

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The schedules of functional expenses are presented for purposes of additional analysis and are not a required part of the basic financial statements. The schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

### **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated November 27, 2018, on our consideration of Missoula Urban Transportation District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Missoula Urban Transportation District's internal control over financial reporting and compliance.

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

Kalispell, Montana  
November 27, 2018

**MISSOULA URBAN TRANSPORTATION DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FISCAL YEAR ENDED JUNE 30, 2018**

This report is intended to provide a recap of accomplishments and challenges that occurred during fiscal year 2018 (FY18) and to provide insight into events that will impact the fiscal year 2019 (FY19) budget. Additional discussion is provided regarding factors that will influence planning decisions for the fiscal year 2019 budget and help recognize economic trends that will impact Missoula Urban Transportation District financial condition beyond FY19.

**Financial Highlights**

The following tables summarize the financial condition and operating results for FY18 compared to FY17:

Statement of Net Position

	2018	2017	Increase (Decrease)
Current & other assets	11,722,202	10,373,227	1,348,975
Capital assets	5,618,906	5,751,821	(132,915)
Total assets	<u>17,341,108</u>	<u>16,125,048</u>	<u>1,216,060</u>
Current liabilities	672,263	979,732	(307,469)
Noncurrent liabilities	406,129	391,258	14,871
Total liabilities	<u>1,078,392</u>	<u>1,370,990</u>	<u>(292,598)</u>
Net Position:			
Net investment in capital assets	5,618,906	5,751,823	(132,917)
Unrestricted	10,643,810	9,002,235	1,641,575
Total net position	<u><u>16,262,716</u></u>	<u><u>14,754,058</u></u>	<u><u>1,508,658</u></u>

The current and other assets include cash of \$8,325,590, which will fund capital purchases (local match) through FY24, a portion of future operating expenses, and liabilities. The remaining current and other assets of \$3,396,612 are primarily receivables for federal operating assistance. In FY19 a three-month (3) operating reserve of approximately \$1,751,670 will be funded from accounts receivable once collected. The capital assets are \$132,915 less than FY17 primarily due to depreciation.

The net position of \$16,262,716 has increased by \$1,508,658. The unrestricted amount of \$10,643,810 includes facilities capital projects of \$2,400,000, fleet replacement reserve of \$4,916,125, and Phase II Operating Funding of \$1,009,465. The FY19 three-month (3) operating reserve will be funded from the remaining unrestricted funds.

**MISSOULA URBAN TRANSPORTATION DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FISCAL YEAR ENDED JUNE 30, 2018**

Statement of Revenues, Expenses and Changes in Net Position

	2018	2017	Increase (Decrease)
Revenues:			
Operating revenues	316,835	331,542	(14,707)
Non-operating revenues	7,845,348	6,891,075	954,273
Total revenues	<u>8,162,183</u>	<u>7,222,617</u>	<u>939,566</u>
Expenses:			
Operating	5,463,550	5,189,251	274,299
General and administrative	1,579,851	1,443,029	136,822
Total expenses	<u>7,043,401</u>	<u>6,632,280</u>	<u>411,121</u>
Income before capital contributions	1,118,782	590,337	528,445
Capital contributions	389,876	68,722	321,154
Change in net position	<u>1,508,658</u>	<u>659,059</u>	<u>849,599</u>
Net Position, Beginning of Year	<u>14,754,058</u>	<u>14,094,999</u>	<u>659,059</u>
Net Position, End of Year	<u><u>16,262,716</u></u>	<u><u>14,754,058</u></u>	<u><u>1,508,658</u></u>

Revenues:

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

The non-operating revenue increased by \$954,273 primarily due to an increase in property taxes, which is due to a rise in the certified tax valuations and new growth. In FY17 MUTD was notified by the County that there was a change in the estimate for FY16 and FY17. The revenue was reduced in FY17 and the difference was moved to deferred revenue. The FY18 and FY19 property tax assessment is being collected at a lower rate to compensate for the changed estimate in FY16 and FY17. The deferred revenue was reduced in FY18 as the property tax was earned. The FY19 deferred revenue will be reduced as the property tax is earned.

**MISSOULA URBAN TRANSPORTATION DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FISCAL YEAR ENDED JUNE 30, 2018**

The non-operating revenues include the following sources:

	2018	2017	Increase (Decrease)
Property and other taxes	5,487,821	4,601,225	886,596
Federal operating assistance	2,052,526	2,116,975	(64,449)
Federal planning assistance	138,565	113,461	25,104
Interest income	118,453	54,790	63,663
Other revenues	47,983	4,624	43,359
Total non-operating revenues	<u>7,845,348</u>	<u>6,891,075</u>	<u>954,273</u>

Expenses increased by \$411,121, which includes a combination of increases and decreases in departments. See the Schedule of Functional Expenses later in this report for more details.

	2018	2017	Increase (Decrease)
Operations	4,570,003	4,409,766	160,237
Maintenance	893,547	779,485	114,062
General and administrative	1,579,851	1,443,029	136,822
Total expenses	<u>7,043,401</u>	<u>6,632,280</u>	<u>411,121</u>

Capital contributions are purchases that are funded by federal grants for approximately 80% - 87% of the total cost. The FY18 federal capital contribution is \$389,876 and the FY17 federal contribution is \$68,722.

	Federal and Local Funds		Increase (Decrease)
	2018	2017	
Buildings and improvements	279,238	5,500	273,738
Transportation equipment	126,543	22,748	103,795
Furniture and fixtures and planning	98,756	79,952	18,804
Total	<u>504,537</u>	<u>108,200</u>	<u>396,337</u>

**Budget Comparisons**

The FY18 revenue was 1.46% more than the budget. The other revenues are the primary difference.

The FY18 expenses are 3.74% less than the budget. Operations is 5.66% less than budget primarily due to savings in compensation and general insurance. Maintenance expenses are 5.82% more than budget primarily due to increases in repairs. An aging fleet requires more service calls and higher repair costs. General and Administrative is 3.42% less than budget primarily due to savings in professional/technical and marketing/promotions.



**MISSOULA URBAN TRANSPORTATION DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FISCAL YEAR ENDED JUNE 30, 2018**

**FY 2018 Ridership and Service Levels**

In 2013, Mountain Line introduced its first BOLT! route, a schedule-free route operating every 15 minutes. The community overwhelmingly approved funding for a second BOLT! route, longer hours of service, and enhanced Paratransit service for seniors and people with disabilities that started in 2015. At the same time, Zero-Fare service, funded by community partners, was implemented. This resulted in ridership growing from 900,000 in FY14 to 1.5 million in FY18.

**Enhancements / Planning / Capital Projects**

Mountain Line's 2018 Strategic Plan is the result of a year-long effort to understand the views and desires of the community on how to grow its transit network, and the role transit should play in the region's growth. It replaces the 2012 Long Range Transit Plan as the guiding policy document for the agency. The plan aims to balance three key principles – improving service, informing future development, and using limited fiscal resources responsibly.

The result is a guiding document to create a transit system more Missoulians can use for all aspects of their lives. In doing so, Mountain Line will help to facilitate regional growth that is more sustainable, compact, and affordable. At the same time, this plan is careful and deliberate to maintain Mountain Line's successful record of fiscal health and responsibility.

The key elements of this plan are:

- Creating a livable transit system for Missoula
  - Aligning service with the Our Missoula Growth Policy
  - Developing a robust transit system to support the community vision
- High frequency service
  - Convenient routes that are schedule-free
- Expanded hours of service
  - Meeting the daily needs of more people
- Accessible to all
  - Continuing the Zero-Fare program
  - Providing excellent Paratransit service

The ridership gains achieved through Zero-fare has also been essential to securing millions of dollars in federal grants for six new electric buses and upgraded transit facilities for the Missoula community. The funding for Mountain Line's Bus Stop Master Plan, now provided by the recent Bus and Bus Facilities Grant award, has been a barrier to improving our transportation system for the past several years. Without the ridership increases we've seen through Zero-fare, it's unlikely Missoula would have been competitive for these grants. To our knowledge, Mountain Line is the only transit agency in the whole country that has received both a Low-No Emissions grant and a Bus and Bus Facilities grant in the same funding cycle. It is only through the support of our partners that these successes were possible.

**Montana Department of Transportation (MDT) and Other Partnerships**

In FY19, MUTD will continue a campaign to grow the Zero-fare partners to 40 to reflect the number of years in service, "40 for 40". The MUTD will continue to work with MDT on creating standards to allow in-lane stops along urban sections of state roads necessary for creating a livable community.

**MISSOULA URBAN TRANSPORTATION DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
FISCAL YEAR ENDED JUNE 30, 2018**

**Key Economic Factors Impacting MUTD Future Budgets**

Growth from the district expansion continued in FY18 and we anticipate continued growth in FY19 as the local economy continues to improve. Currently, MUTD is under contract for fuel twelve months in advance and the fuel budget for that term has been set. For the FY18 budget, the fuel costs should be stable at an average of \$2.14 per gallon. MUTD will continue to hedge the purchases of fuel so that we can cost average budget with reasonable confidence and have some level of security should fuel prices skyrocket again.

A new collective bargaining agreement with the Teamsters Union Local No. 2 for bus operators and paratransit dispatch was approved in FY17. The agreement is for four (4) years. A new collective bargaining agreement for maintenance personnel was approved in FY18.

The FY19 budget increased by 7.47% over the FY18 budget. The increase includes new FTE's to meet the demands of service. Maintenance has been increased due to an aging fleet that requires more repairs.

MUTD continues to diversify the funding resources and rely on a cross section of funding opportunities to meet the budgeted demands. Competition for these more flexible / competitive funding sources has increased significantly over the past few years and MUTD must continue to look for outside partnerships and build public support in order to keep this funding level consistent.

**MISSOULA URBAN TRANSPORTATION DISTRICT  
STATEMENTS OF NET POSITION  
JUNE 30, 2018 AND 2017**

	2018	2017
<u>ASSETS</u>		
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$ 681,864	\$ 4,016,283
Capital cash reserves	7,316,125	1,583,611
Operating reserves	1,009,465	1,977,360
Receivables, net	2,431,979	2,563,016
Supplies inventory	217,643	205,468
Prepaid expenses	65,126	27,489
Total current assets	11,722,202	10,373,227
<b>CAPITAL ASSETS AT COST</b>		
Land	80,909	80,909
Buildings and improvements	6,125,112	5,845,874
Transportation equipment	10,791,896	10,571,419
Shop equipment	119,376	115,876
Furniture and fixtures	781,363	780,040
	17,898,656	17,394,118
Less: Accumulated depreciation	(12,279,750)	(11,642,297)
Net capital assets	5,618,906	5,751,821
<b>TOTAL ASSETS</b>	<b>\$ 17,341,108</b>	<b>\$ 16,125,048</b>
<u>LIABILITIES AND NET POSITION</u>		
<b>CURRENT LIABILITIES</b>		
Accounts and warrants payable	\$ 178,220	\$ 142,222
Accrued liabilities	88,583	128,619
Unearned revenue	405,460	708,891
Total current liabilities	672,263	979,732
<b>NONCURRENT LIABILITIES</b>		
Compensated absences	241,404	276,060
Other postemployment benefits	164,725	115,198
Total noncurrent liabilities	406,129	391,258
<b>TOTAL LIABILITIES</b>	<b>1,078,392</b>	<b>1,370,990</b>
<b>NET POSITION</b>		
Net investment in capital assets	5,618,906	5,751,821
Unrestricted	10,643,810	9,002,237
Total net position	16,262,716	14,754,058
<b>TOTAL LIABILITIES AND NET POSITION</b>	<b>\$ 17,341,108</b>	<b>\$ 16,125,048</b>

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

**MISSOULA URBAN TRANSPORTATION DISTRICT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**FOR THE YEARS ENDED JUNE 30, 2018 AND 2017**

	<u>2018</u>	<u>2017</u>
<b>OPERATING REVENUES</b>		
Zero-fare demonstration project	\$ 248,050	\$ 231,500
Contract services	-	27,347
Advertising	<u>68,785</u>	<u>72,695</u>
Total operating revenues	<u>316,835</u>	<u>331,542</u>
 <b>OPERATING EXPENSES</b>		
Operations	4,570,003	4,409,766
Maintenance	893,547	779,485
General and administrative	<u>1,579,851</u>	<u>1,443,029</u>
Total operating expenses	<u>7,043,401</u>	<u>6,632,280</u>
 Loss from operations	<u>(6,726,566)</u>	<u>(6,300,738)</u>
 <b>NON-OPERATING REVENUES</b>		
Property and other taxes	5,487,821	4,601,225
Federal operating assistance	2,052,526	2,116,975
Federal planning assistance	138,565	113,461
State operating assistance	33,710	-
Interest income	118,453	54,790
Other revenues	<u>14,273</u>	<u>4,624</u>
Total non-operating revenues	<u>7,845,348</u>	<u>6,891,075</u>
 Income before capital contributions	1,118,782	590,337
 Capital contributions	<u>389,876</u>	<u>68,722</u>
 Change in net position	1,508,658	659,059
 Net position, beginning of year	<u>14,754,058</u>	<u>14,094,999</u>
 Net position, end of year	<u>\$ 16,262,716</u>	<u>\$ 14,754,058</u>

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

**MISSOULA URBAN TRANSPORTATION DISTRICT  
STATEMENTS OF CASH FLOWS  
FOR THE YEARS ENDED JUNE 30, 2018 AND 2017**

	2018	2017
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Receipts from zero-fare demonstration project	\$ 248,050	\$ 231,500
Receipts from contract services	68,785	100,042
Payments to suppliers	(1,605,609)	(1,413,926)
Payments to employees	(4,713,509)	(4,466,718)
<b>NET CASH FLOWS FROM OPERATING ACTIVITIES</b>	<b>(6,002,283)</b>	<b>(5,549,102)</b>
<b>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</b>		
Receipts from property and other taxes	5,186,726	5,161,818
Receipts from Federal and State operating grants	2,342,387	2,086,186
Other receipts	14,273	4,624
<b>NET CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</b>	<b>7,543,386</b>	<b>7,252,628</b>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Acquisition and construction of capital assets	(631,495)	(108,198)
Receipts from Federal capital grants	402,139	39,232
<b>NET CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>	<b>(229,356)</b>	<b>(68,966)</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest received	118,453	54,790
<b>NET CHANGE IN CASH AND CASH EQUIVALENTS</b>	<b>1,430,200</b>	<b>1,689,350</b>
<b>CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR</b>	<b>7,577,254</b>	<b>5,887,904</b>
<b>CASH AND CASH EQUIVALENTS, END OF YEAR</b>	<b>\$ 9,007,454</b>	<b>\$ 7,577,254</b>
<b>CASH AND CASH EQUIVALENTS ARE PRESENTED IN THE ACCOMPANYING STATEMENT OF NET POSITION AS:</b>		
Cash and cash equivalents	\$ 681,864	\$ 4,016,283
Capital cash reserves	7,316,125	1,583,611
Operating reserves	1,009,465	1,977,360
	<b>\$ 9,007,454</b>	<b>\$ 7,577,254</b>
<b>RECONCILIATION OF LOSS FROM OPERATIONS TO NET CASH FROM OPERATING ACTIVITIES:</b>		
Loss from operations	\$ (6,726,566)	\$ (6,300,738)
Adjustments to reconcile loss from operations to cash flows from operating activities:		
Depreciation	764,410	755,210
(Increase) decrease in operating assets:		
Receivables, net	(1,148)	39,021
Supplies inventory	(12,175)	(26,477)
Prepaid expenses	(37,637)	(4,403)
Increase (decrease) in operating liabilities:		
Accounts and warrants payable	35,998	(56,431)
Accrued liabilities	(40,036)	26,835
Compensated absences	(34,656)	1,152
Other postemployment benefits	49,527	16,729
<b>NET CASH FLOWS FROM OPERATING ACTIVITIES</b>	<b>\$ (6,002,283)</b>	<b>\$ (5,549,102)</b>

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

**MISSOULA URBAN TRANSPORTATION DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2018 AND 2017**

**NOTE 1. Summary of Significant Accounting Policies**

Organization

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

The District is governed by a seven-member Board of Directors appointed by Missoula County (the County) and the City of Missoula (the City). The Board of Directors set District policy, levy taxes, appropriate funds, adopt budgets, and perform other duties required by state and federal law.

Financial Reporting Entity

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

Basis of Accounting

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

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

**MISSOULA URBAN TRANSPORTATION DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2018 AND 2017**

**NOTE 1. Summary of Significant Accounting Policies (continued)**

Restricted Assets

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

Budgets and Property Taxes

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

The taxable value of property in the District's taxing jurisdiction as of November 30, 2017 and 2016 was \$130,545,441 and \$124,611,434, respectively. The District levied 20.08 and 19.86 mills, with the value of one mill within the District's boundaries equating to \$121,709 and \$117,694 as of November 30, 2017 and 2016, respectively.

The 2001 and 2003 Montana State legislatures permitted local government units to increase the property tax levy for a portion of premium contributions for group health benefits. The District levied \$284,800 or 2.34 mills for November 2017 and \$234,482 or 2.13 mills for November 2016, respectively.

Legal Debt Margin

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

Cash and Cash Equivalents

Cash and cash equivalents consist principally of funds on deposit with the Missoula County Treasurer. Such funds consist of demand and time deposits that are commingled with funds of other taxing districts. Information regarding credit risk, insurance, and collateral relating to cash equivalents can be found in Missoula County's annual financial reports for the years ended June 30, 2018 and 2017. For purposes of the statement of cash flows, the District considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. Cash funds designated by the board for capital improvements and operating reserves amounted to \$7,316,125 and \$1,009,465 at June 30, 2018, respectively. Cash funds designated by the board for capital improvements and operating reserves amounted to \$1,583,611 and \$1,977,360 at June 30, 2017, respectively. Interest revenue consists of allocations of income on funds held by the Missoula County Treasurer and bank account interest.

Receivables

Receivables consist mainly of amounts due for federal grant reimbursements and property taxes owed to the District. At June 30, 2018 and 2017, the District did not record an allowance for doubtful accounts. The allowance is based on historical trends, emphasizing collection history at Missoula County.

**MISSOULA URBAN TRANSPORTATION DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2018 AND 2017**

**NOTE 1. Summary of Significant Accounting Policies (continued)**

Prepaid Expenses

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

Capital Assets

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

Buildings and Improvements	40 years
Transportation Equipment	4-12 years
Shop Equipment	5 years
Furniture and Fixtures	5 years

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

Unearned Revenue

Unearned revenue consists of zero-fare demonstration project contributions and deferred property tax revenue as a result of a change in property tax estimates by Missoula County for fiscal years 2016 and 2017. Zero-fare contributions are recognized as income at the end of each month, with the total contract amount prorated evenly over the number of months of the contract. Deferred property tax revenue will be reduced as taxpayers are billed at a lower rate during the next year until the deferred amount is fully recognized.

Compensated Absences

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

Supplies Inventory

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

Other Postemployment Benefits

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



**MISSOULA URBAN TRANSPORTATION DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2018 AND 2017**

**NOTE 1. Summary of Significant Accounting Policies (continued)**

Classification of Net Position

The District classifies its net position as follows:

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

*Restricted Net Position* represents resources that are not accessible for general use because their use is subject to restrictions enforceable by creditors, grantors, contributors, laws and regulations, or enabling legislation. As of June 30, 2018 and 2017, the District had no restricted net position.

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

Estimates

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

Reclassification

Certain reclassifications have been made to the prior year financial statements to conform to the current year presentation. These reclassifications had no effect on previously reported net position or change in net position.

**NOTE 2. Receivables**

Receivables at June 30 consist of the following:

	<u>2018</u>	<u>2017</u>
Federal grant reimbursements	\$ 2,149,981	2,279,830
Property taxes, net	258,866	261,202
Other	<u>23,132</u>	<u>21,984</u>
Total receivables	<u>\$ 2,431,979</u>	<u>\$ 2,563,016</u>

**MISSOULA URBAN TRANSPORTATION DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2018 AND 2017**

**NOTE 3. Capital Assets**

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

	Capital Assets Not Being Depreciated	Capital Assets Being Depreciated			
	Land	Buildings and Improvements	Transportation Equipment	Shop Equipment	Furniture and Fixtures
Balance, June 30, 2016	\$ 80,909	\$ 5,840,374	\$ 10,473,049	\$ 115,876	\$ 775,711
Additions	-	5,500	98,370	-	4,329
Balance, June 30, 2017	80,909	5,845,874	10,571,419	115,876	780,040
Additions	-	279,238	295,490	3,800	52,966
Deletions	-	-	(75,013)	(300)	(51,643)
Balance, June 30, 2018	<u>\$ 80,909</u>	<u>\$ 6,125,112</u>	<u>\$ 10,791,896</u>	<u>\$ 119,376</u>	<u>\$ 781,363</u>
Accumulated Depreciation					
Balance, June 30, 2016	\$ -	\$ 2,881,186	\$ 7,194,104	\$ 115,876	\$ 695,920
Depreciation	-	273,498	432,217	-	49,495
Balance, June 30, 2017	-	3,154,684	7,626,321	115,876	745,415
Depreciation	-	301,726	442,230	380	20,074
Deletions	-	-	(75,013)	(300)	(51,643)
Balance, June 30, 2018	<u>\$ -</u>	<u>\$ 3,456,410</u>	<u>\$ 7,993,538</u>	<u>\$ 115,956</u>	<u>\$ 713,846</u>
Total Net Capital Assets					
June 30, 2017	<u>\$ 80,909</u>	<u>\$ 2,691,190</u>	<u>\$ 2,945,098</u>	<u>\$ -</u>	<u>\$ 34,625</u>
June 30, 2018	<u>\$ 80,909</u>	<u>\$ 2,668,702</u>	<u>\$ 2,798,358</u>	<u>\$ 3,420</u>	<u>\$ 67,517</u>

**NOTE 4. Commitments**

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

**MISSOULA URBAN TRANSPORTATION DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2018 AND 2017**

**NOTE 5. Pension Plans**

The District has a defined contribution retirement plan, which covers essentially all union personnel. The District contributed \$3.02 per hour for operators/paratransit and \$3.00 per hour for the maintenance department for the year ended June 30, 2018, for union employees under the Teamsters Union retirement plan. For the year ended June 30, 2017, the District contributed \$2.94 per hour for operators/paratransit and \$2.42 per hour for the maintenance department for union employees under the Teamsters Union retirement plan. The District's contributions totaled \$354,184 for the year ended June 30, 2018, and \$282,228 for the year ended June 30, 2017. Covered union payroll was \$2,301,568 in 2018 and \$2,175,229 in 2017.

The District has an Internal Revenue Code (IRC) Section 401(a) pension plan arrangement for non-union employees. The District contributed 10.0 percent of non-union employees' gross salary under the 401(a) plan for the years ended June 30, 2018 and 2017. The District's contributions totaled \$78,217 for the year ended June 30, 2018, and \$75,028 for the year ended June 30, 2017. Covered non-union payroll was \$784,792 in 2018 and \$774,750 in 2017.

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

**NOTE 6. Risk Management**

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

The District is a member of the Missoula County Workers' Compensation Plan (Plan). The Plan self-insures for workers' compensation coverage. Workers' compensation is covered up to \$250,000 per individual occurrence. Losses in excess of the self-insured limit are covered by reinsurance with a commercial carrier. Settled claims did not exceed the commercial coverage for the years ended June 30, 2018 and 2017. Liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. No liability accrual was required at June 30, 2018 and 2017.

The District's workers' compensation rates are based upon state rates, currently ranging from \$4.35 to \$12.12 per \$100 of covered payroll. Contributions for 2018 and 2017 were \$273,494 and \$267,840, respectively. As of June 30, 2018 and 2017, there were no claims in excess of insured coverage under the Plan.

The District participates in the County's employee benefit plan which is a self-insured health plan providing medical and dental benefits to all employees electing to be covered. The Plan is self-insured up to \$150,000 per individual. Losses in excess of the individual self-insured limit are covered by reinsurance with a commercial carrier. During 2018 and 2017, the District paid \$567,639 and \$647,225 for the coverage while employees contributed \$69,552 and \$86,789, respectively.

**MISSOULA URBAN TRANSPORTATION DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2018 AND 2017**

**NOTE 7. Other Postemployment Benefits**

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

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

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

Retirees pay a monthly premium based on their plan election and level of dependent coverage. The premiums effective July 1, 2017, are shown below.

Level of Coverage	Medical (Standard Plan)	Medical (High Deductible Plan)	Dental	Vision
Single	\$ 590.00	\$ 412.70	\$ 43.00	12.50
EE + Child	988.00	691.90	105.00	23.00
EE + Spouse	1,107.00	774.70	76.00	23.60
Family	1,506.00	1,053.90	139.00	34.10

As of June 30, 2017, the number of active and inactive employees covered by the MCEBP plan was as follows:

Active employees	913
Retirees	52
Total	965

The District's annual other postemployment benefit (OPEB) expense is calculated based on the annual change in the employer's net OPEB liability with deferred recognition for certain items, which is an amount actuarially determined in accordance with the parameters of GASB Statement 75. The net OPEB liability is the total OPEB liability, net of the OPEB plan's fiduciary net position. And the total OPEB liability represents the portion of the actuarial present value of projected benefits payments that is attributed to past periods of employee service. A schedule of changes in the plan's net OPEB liability is presented as required supplementary information. Since the District participates in the MCEBP Plan, its share of the total OPEB liability was calculated by multiplying the collective total OPEB liability by the District's proportionate share, which is 5.25% as of June 30, 2018.

**MISSOULA URBAN TRANSPORTATION DISTRICT  
NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2018 AND 2017**

**NOTE 7. Other Postemployment Benefits (continued)**

As of June 30, 2018, the most recent actuarial valuation date, the District's portion of the plan's net OPEB liability was \$164,725. This liability is not funded under GASB 75 since there are no assets allocated to an irrevocable trust for the plan and as such the funded status of the plan is 0%.

For the actuarial valuation performed at June 30, 2018, the health care trend rate was 6.2% for 2018, decreasing overtime. The assumed discount rate was 3.45%, payroll growth was 2.5%, and general inflation was 3% per year. Mortality rates were based on the RP-2000 Combined Mortality Table Projection AA Fully Generational.

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

	1% Decrease <u>(2.45%)</u>	Discount Rate <u>(3.45%)</u>	1% Increase <u>(4.45%)</u>
Total OPEB Liability	\$ 203,240	\$ 164,725	\$ 135,852

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

	1% Decrease <u>(5.2%)</u>	Discount Rate <u>(6.2%)</u>	1% Increase <u>(7.2%)</u>
Total OPEB Liability	\$ 133,583	\$ 164,725	\$ 206,690

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

**NOTE 8. Lease Agreements**

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

**NOTE 9. Subsequent Events**

Management has evaluated subsequent events through November 27, 2018, the date on which the financial statements were available to be issued.

**MISSOULA URBAN TRANSPORTATION DISTRICT**  
**SCHEDULE OF CHANGES IN NET OPEB**  
**LIABILITY AND RELATED RATIOS**  
**JUNE 30, 2018**

	2017	2018
Service cost	\$ 15,149	\$ 11,755
Interest	5,254	5,928
Difference between expected and actual experience	(14,125)	(9,874)
Changes in assumptions	(2,307)	(14,912)
Changes of benefit terms	-	-
Employer contributions	(7,598)	(10,166)
Employee contributions	(28,945)	(25,943)
Net investment income	-	-
Benefit payments	32,049	32,418
Administrative expense	4,495	3,691
Net change	3,972	(7,103)
Net OPEB liability - beginning of year	167,856	171,828
Net OPEB liability - end of year	\$ 171,828	\$ 164,725
Plan fiduciary net position	\$ -	\$ -
Plan fiduciary net position as a percentage of the total OPEB liability	- %	- %
Covered employee payroll	\$ 2,959,453	\$ 3,035,372
Total OPEB liability as a percentage of covered employee payroll	5.81 %	5.43 %
<b>Notes to Schedule:</b>		
<u>Major Assumptions</u>		
Discount rate	3.13 %	3.45 %
Medical trend	6.80 %	6.20 %

## **SUPPLEMENTARY INFORMATION**

**MISSOULA URBAN TRANSPORTATION DISTRICT  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED JUNE 30, 2018**

FEDERAL SOURCE				FUNDS
PASS-THROUGH SOURCE	GRANTOR		GRANT	EXPENDED
PROGRAM TITLE	CONTRACT	CFDA	AWARD	CURRENT
Type of Assistance	NUMBER	NUMBER	AMOUNT	YEAR
<b>U.S. DEPARTMENT OF TRANSPORTATION</b>				
Federal Transit Cluster				
Urbanized Area Formula Grants	MT-90-0108-00	20.507	1,944,724	6,684
Urbanized Area Formula Grants	MT-90-0112-00	20.507	1,793,482	2,864
Urbanized Area Formula Grants	MT-90-0116-00	20.507	96,289	6,363
Urbanized Area Formula Grants	MT-2016-010-00	20.507	1,853,283	30,084
Urbanized Area Formula Grants	MT-2016-014-00	20.507	406,560	293,763
Urbanized Area Formula Grants	To be determined	20.507	1,760,526	1,760,526
Urbanized Area Formula Grants	MT-95-0011	20.507	600,329	21,650
Urbanized Area Formula Grants	MT-95-0015	20.507	411,636	28,468
Urbanized Area Formula Grants	To be determined	20.507	<u>292,000</u>	<u>292,000</u>
Subtotal Federal Transit Cluster			<u>9,158,829</u>	<u>2,442,402</u>
<i>Passed Through Missoula County, Montana</i>				
Transit Technical Studies Grants FY16	109231	20.505	145,633	35,040
Transit Technical Studies Grants FY17	109758	20.505	<u>119,552</u>	<u>103,525</u>
Subtotal by CFDA Number			<u>265,185</u>	<u>138,565</u>
<b>TOTAL FEDERAL FINANCIAL ASSISTANCE</b>				<u><u>\$ 2,580,967</u></u>



**MISSOULA URBAN TRANSPORTATION DISTRICT  
NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED JUNE 30, 2018**

**NOTE A - BASIS OF PRESENTATION**

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of the District and is presented on the same basis of accounting as described in Note 1 of the Notes to the Financial Statements. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the District, it is not intended to and does not present the financial position, changes in net position, or cash flows of the District.

**NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

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

**NOTE C - INDIRECT COST RATE**

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

**MISSOULA URBAN TRANSPORTATION DISTRICT  
SCHEDULE OF FUNCTIONAL EXPENSES  
FOR THE YEAR ENDED JUNE 30, 2018**

	Fixed Route	ADA Comparable Paratransit	General and Administrative	Total
Wages and fringe:				
Operations	\$ 2,676,029	\$ 650,363	\$ -	\$ 3,326,392
Maintenance	541,096	15,972	-	557,068
Administration	-	-	755,357	755,357
Other postemployment benefit	33,999	6,714	8,814	49,527
Training	-	-	13,474	13,474
Professional/technical	-	-	118,363	118,363
Maintenance	120,425	-	107,527	227,952
Fuel/tires/lubricants	395,023	41,038	-	436,061
Materials/supplies	247,303	14,742	20,496	282,541
Utilities	52,258	5,130	27,603	84,991
Insurance	212,139	48,301	3,092	263,532
Promotion	-	-	86,975	86,975
Travel	-	-	40,447	40,447
Taxes/dues/subscriptions	-	-	24,205	24,205
Depreciation	321,622	76,013	366,775	764,410
Miscellaneous	5,383	-	6,723	12,106
	<u>\$ 4,605,277</u>	<u>\$ 858,273</u>	<u>\$ 1,579,851</u>	<u>\$ 7,043,401</u>
	65.38 %	12.19 %	22.43 %	

**MISSOULA URBAN TRANSPORTATION DISTRICT  
SCHEDULE OF FUNCTIONAL EXPENSES  
FOR THE YEAR ENDED JUNE 30, 2017**

	Fixed Route	ADA Comparable Paratransit	General and Administrative	Total
Wages and fringe:				
Operations	\$ 2,660,552	\$ 600,695	\$ -	\$ 3,261,247
Maintenance	500,504	10,641	-	511,145
Administration	-	-	722,314	722,314
Other postemployment benefit	11,682	2,234	2,812	16,728
Training	45	-	3,471	3,516
Professional/technical	-	-	87,041	87,041
Maintenance	108,048	-	76,717	184,765
Fuel/tires/lubricants	362,152	31,689	-	393,841
Materials/supplies	180,018	13,868	10,433	204,319
Utilities	53,385	4,904	32,746	91,035
Insurance	212,523	44,060	2,942	259,525
Promotion	-	-	85,339	85,339
Travel	-	-	30,335	30,335
Taxes/dues/subscriptions	-	-	16,300	16,300
Depreciation	313,460	73,805	367,945	755,210
Miscellaneous	4,986	-	4,634	9,620
	<u>\$ 4,407,355</u>	<u>\$ 781,896</u>	<u>\$ 1,443,029</u>	<u>\$ 6,632,280</u>
	66.46 %	11.79 %	21.76 %	



INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL  
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON  
AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN  
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Board of Directors  
Missoula Urban Transportation District  
Missoula, Montana

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Missoula Urban Transportation District, which comprise the statement of net position as of June 30, 2018, and the related statements of revenues, expenses, and changes in net position, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated November 27, 2018.

**Internal Control Over Financial Reporting**

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

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



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

### **Compliance and Other Matters**

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

### **Purpose of this Report**

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

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

Kalispell, Montana  
November 27, 2018



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

Board of Directors  
Missoula Urban Transportation District  
Missoula, Montana

**Report on Compliance for Each Major Federal Program**

We have audited Missoula Urban Transportation District's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of Missoula Urban Transportation District's major federal programs for the year ended June 30, 2018. Missoula Urban Transportation District's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

**Management's Responsibility**

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

**Auditors' Responsibility**

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

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



### **Opinion on Each Major Federal Program**

In our opinion, Missoula Urban Transportation District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2018.

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

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

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

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

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

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

Kalispell, Montana  
November 27, 2018

**MISSOULA URBAN TRANSPORTATION DISTRICT  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED JUNE 30, 2018**

**I. SUMMARY OF AUDIT RESULTS**

1. The Auditors' Report expresses an unqualified opinion on the financial statements of Missoula Urban Transportation District.
2. There were no significant deficiencies or material weaknesses in internal control over financial reporting disclosed in the audit of the financial statements.
3. No instances of noncompliance material to the financial statements of Missoula Urban Transportation District were disclosed during the audit.
4. The audit disclosed no significant deficiencies in internal control over compliance applicable to major programs for the June 30, 2018, single audit included in this document.
5. The Auditors' Report on compliance for the major federal award programs for Missoula Urban Transportation District expresses an unqualified opinion.
6. There were no audit findings relative to the major federal award programs for Missoula Urban Transportation District.
7. The program tested as major programs: Federal Transit Cluster, Department of Transportation, CFDA 20.507.
8. The threshold for distinguishing Type A and B Programs was \$750,000.
9. Missoula Urban Transportation District was determined to be a low-risk auditee.



**MISSOULA URBAN TRANSPORTATION DISTRICT  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
YEAR ENDED JUNE 30, 2018**

II. FINDINGS AND QUESTIONED COSTS - FINANCIAL STATEMENTS AUDIT

None

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

None

IV. STATUS OF PRIOR YEAR FINDINGS

None