

Champaign-Urbana Mass Transit District

Financial Statements and
Supplementary Information

June 30, 2023 and 2022

Champaign-Urbana Mass Transit District

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Champaign-Urbana Mass Transit District

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Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Champaign-Urbana Mass Transit District (District), as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the District as of June 30, 2023, and the changes in financial position and, where applicable, cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Other Matters

The financial statements of the District as of and for the year ended June 30, 2022, were audited by other auditors whose report dated February 4, 2023, expressed an unmodified opinion on those statements.

Responsibilities of Management for the Financial Statements

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

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

Auditors' Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

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

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

Required Supplementary Information

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

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the June 30, 2023 financial statements as a whole. The supplementary information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated in all material respects, in relation to the basic financial statements as a whole for the year ended June 30, 2023. The report of the other auditors dated February 4, 2023, stated that in their opinion the supplementary information for the year ended June 30, 2022 was fairly stated in all material respects in relation to the basic financial statements as a whole for the year ended June 30, 2022.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated February 12, 2024 on our consideration of the 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 solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Baker Tilly US, LLP

Madison, Wisconsin
February 12, 2024



Helping our neighbors, friends,
families, and community **thrive.**



Management's Discussion & Analysis

Champaign-Urbana Mass Transit District

*Financial Audit
June 30, 2023*

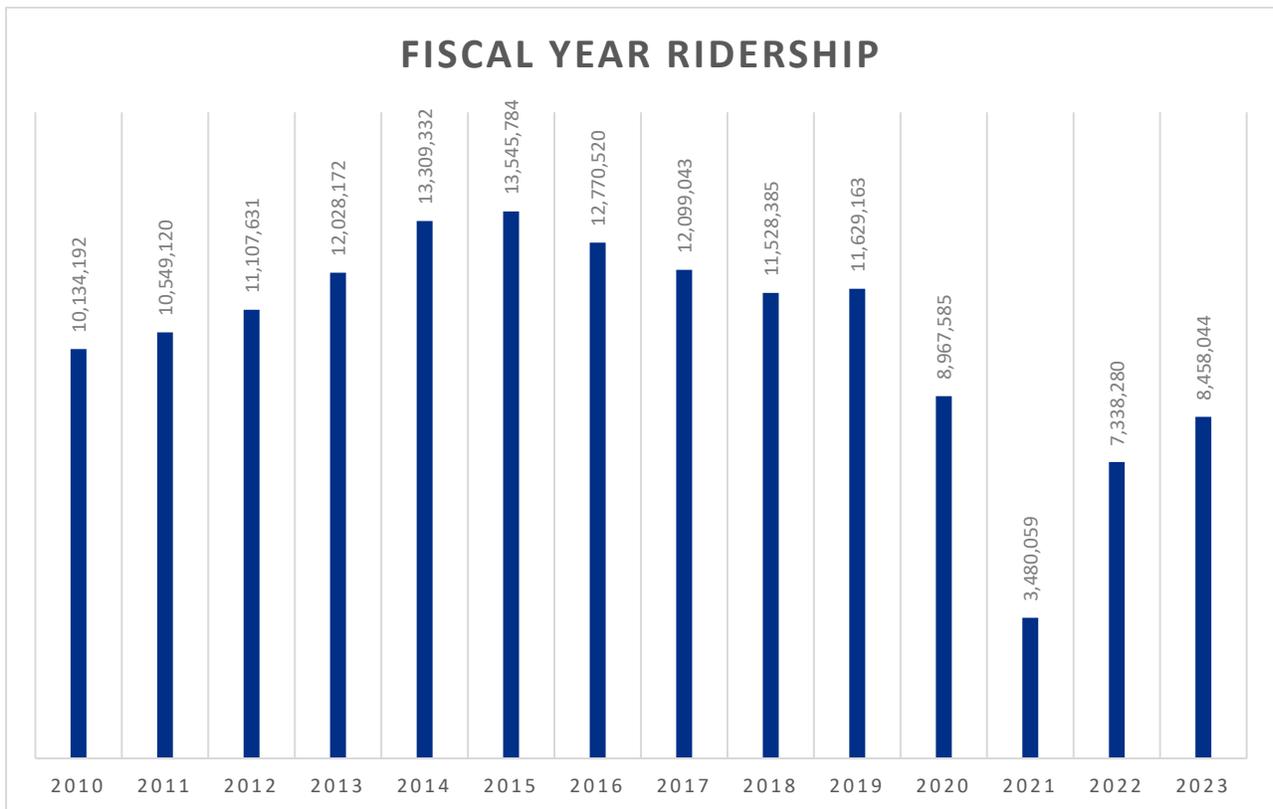


**CHAMPAIGN-URBANA MASS TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION & ANALYSIS
June 30, 2023 and 2022**

Management of the Champaign-Urbana Mass Transit District (District) provides this narrative overview and analysis of the financial activities of the District's fiscal year ended June 30, 2023 and 2022. Please read this narrative in conjunction with the District's financial statements.

Financial Highlights

- The assets and deferred outflows of resources of the District exceeded its liabilities and deferred inflows of resources at the close of the most recent fiscal year by \$134,668,110 (net position), an increase of \$6,891,844. The unrestricted net position, which represents the amounts available to meet the District's ongoing obligations, was a surplus of \$45,739,232 as of June 30, 2023, and was a surplus of \$36,632,605 as of June 30, 2022.
- The District's property tax and replacement tax revenue increased \$1,047,450 (9.8%) in FY2023 from the previous year.
- Operating revenue increased by \$237,364 in FY2023 from the previous year due in part to increased advertising revenue.
- The District was awarded \$12,144,666 in March 2020 from the federal Coronavirus Aid, Relief, and Economic Security Act (CARES) in response to the pandemic. CARES revenue of \$1,131,038 was recorded in 2022. Previously, \$11,013,628 total CARES revenue was recorded in FY2021 and FY2020 combined.
- The District was awarded \$13,051,564 in December 2020 from the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) with the first \$2,472,497 CRRSAA revenue recorded in FY2022.
- The District was awarded \$20,227,511 in March 2021 from the federal American Rescue Plan Act (ARPA). ARPA revenue of \$10,410,220 was recorded in FY2023. Previously, \$1,833,450 ARPA revenue was recorded in FY2022.
- Non-operating revenues (expenses) increased by \$3,135,057 in FY2023 from the previous year.
- The District was awarded a \$17,275,000 grant from the Federal Transit Administration (FTA) in FY2019. The grant enables the District to move forward with plans to renovate and expand Illinois Terminal, the District's intermodal facility, and partner with private developers to construct a mixed-use structure for retail, residential, and parking accommodations. The National Environmental Policy Act (NEPA) process, a requirement of the federal grant, determined in September 2021 that there are no significant impacts on the environment associated with the development and operation of the proposed project.
- In February 2022, the District was awarded \$2,109,000 from the state Rebuild Illinois capital program. The funds will be used to expand the current solar array on the roof of the Maintenance Facility at 803 E. University Ave. Additionally, the District was awarded \$7,150,000 from the state Rebuild Illinois capital program in January 2023. The funds will be used for the purchase of ten 40-foot replacement hybrid electric buses.



Overview of the Financial Statements

The District’s fiscal year ridership was on a steady upward trajectory for fiscal years 2010 through 2015. Fiscal years 2016 through 2018 were challenged by the extensive street closures and extended construction periods caused by the Multimodal Corridor Enhancement (MCORE) Project. Funding for MCORE was provided by federal grant funds as well as the District, the cities of Champaign and Urbana, and the University of Illinois. The MCORE project was completed in FY2021. As some resulting reroutes lifted in FY2019, passengers began enjoying restored access and improved amenities as ridership was again on the rise. Unfortunately, the onset of the COVID-19 pandemic dramatically impacted ridership in the final four months of FY2020 and the entirety of FY2021. Ridership began to recover in FY2022 as vaccines and treatments for COVID-19 allowed the return of normal activities. In FY2023 ridership increased by 15.3% from FY2022.

The District budgets for approximately 400 employees and provides several mobility services including fixed-route buses, direct van service, ADA Paratransit service, a Half-Fare Cab program, and a late-night SafeRides service. Fixed routes are those that operate on a set timetable serving specific destinations throughout Champaign, Urbana, Savoy, and the University of Illinois Campus, and are served by 40-foot and 60-foot buses equipped with adjustable wheelchair ramps to aid boarding. The direct van service, called West Connect, transports passengers from a fixed boundary in west Champaign to one of two transfer points so passengers may then access fixed-route service. ADA Paratransit service is a curb-to-curb transportation service available to persons with disabilities who are unable to use fixed-route services. The Half-Fare Cab Program offers discounted cab rides taken within the District boundaries to seniors 65 and older and to riders with disabilities. SafeRides is a program that provides safe nighttime transportation to individuals who are generally traveling alone, when no other means of safe transportation are available within designated SafeRides boundaries.



The District manages the Champaign-County Area Rural Transit System (C-CARTS) under an intergovernmental agreement with Champaign County. Similar to the District, C-CARTS provides two types of transportation service, demand response and fixed route. Demand response provides safe, convenient, and reliable curb-to-curb transportation service to the general public in Champaign County within rural areas or between rural and urbanized areas, that lie outside of the Champaign-Urbana Mass Transit District. Fixed route provides services within the Village of Rantoul. C-CARTS expenses are 100% funded by state and federal operating grants, subsidies from the entities receiving the service, and fare collections resulting in a net zero cost to the District. C-CARTS was awarded \$579,840 in March 2020 from the federal Coronavirus Aid, Relief, and Economic Security Act (CARES) in response to the pandemic. CARES funds were fully used prior to FY2022. C-CARTS was awarded \$466,867 in June 2021 from the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the federal American Rescue Plan Act (ARPA) with \$0 and \$161,567 revenue recorded in FY2023 and FY2022, respectively.

The District focuses on improving mobility in the region, with a particular emphasis on public transportation services. Partnering with city and county planners, state and federal agencies, school districts, the University of Illinois, and other organizations, the District serves as a general advocate and participates actively to promote regional mobility improvements and to support land use and developmental patterns for all modes of travel.

The District commits to implementing and continually improving management practices to promote high quality and environmentally sustainable transportation options for the community. The District has dual International Standards Organization (ISO) certifications for the Environmental Sustainability Management Systems (ISO 14001:2015) for three facilities and Quality Management System (ISO 9001:2015) which guide the District in its commitment to improve customer service and reduce environmental impact. The District has implemented new software technology for employee management and payroll, Paycom, and on-demand services including ADA paratransit, SafeRides, and West Connect scheduling to improve customer service. Recent steps to reduce environmental impact include operating only low and no emission buses and the implementation of zero emission technology consisting of a solar array which produces clean energy that powers the onsite hydrogen fuel production station to turn water into hydrogen, fueling two 60-foot articulated hydrogen fuel cell electric buses. An additional ten, 40-foot hydrogen buses will be added in FY2024.

This discussion and analysis provided is intended to serve as an introduction to the District's basic financial statements. The District's basic financial statements consist of the *statement of net position, statement of revenues, expenses and changes in net position, and statement of cash flows*.

The *statement of net position* presents financial information on the District's assets, liabilities, and deferred inflows/outflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.

The *statement of revenues, expenses, and changes in net position* presents information showing how the District's net position changed during the fiscal year, which is the twelve-month period ending June 30. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods.



The *statement of cash flows* presents the increase or decrease in cash and cash equivalents during the fiscal year resulting from operating activities, noncapital financing activities, capital and related financing activities, and investing activities of the District.

The *notes to the financial statements* provide additional information that is necessary to acquire a full understanding of the data provided in the financial statements.

In addition to the basic financial statements and accompanying notes, this report also presents *required supplementary information* concerning the District's progress in funding its obligations to provide pension and other post-employment benefits (OPEB) to its employees.



Financial Analysis

A summary of the District's Statements of Net Position is presented in Table 1.

Table 1

<u>Net Position (In Millions)</u>	<u>FY2023</u>	<u>FY2022</u>	<u>FY2021</u>
Current and other assets	\$ 67.0	\$ 65.7	\$ 61.6
Capital assets	90.3	86.8	76.8
Deferred outflows of resources	<u>11.3</u>	<u>3.8</u>	<u>3.3</u>
Total assets and deferred outflows	<u>168.6</u>	<u>156.3</u>	<u>141.7</u>
Current and other liabilities	13.5	11.2	13.2
Long-term liabilities	18.8	2.2	6.5
Deferred inflows of resources	<u>1.6</u>	<u>15.1</u>	<u>9.6</u>
Total liabilities and deferred inflows	<u>33.9</u>	<u>28.5</u>	<u>29.3</u>
Net position			
Net investment in capital assets	88.9	85.9	74.4
Restricted net position related to pensions	-	5.3	-
Unrestricted	<u>45.8</u>	<u>36.6</u>	<u>38.0</u>
Total net position	<u>\$ 134.7</u>	<u>\$ 127.8</u>	<u>\$ 112.4</u>

Fiscal Year 2023

Current and other assets increased by \$1.3 million from the prior year. Receivables increased \$7.2 million due to a \$5.3 million increase in grant receivables. Net pension asset decreased \$5.3 million from the impact of changes in pension estimates and investment performance as required by GASB Statement 68. A net pension liability of \$16.6 million was recorded in FY2023 compared to a net pension asset of \$5.3 million in the prior year.

Capital assets were \$3.5 million higher in FY2023 due to replacement of underground storage tanks, purchase of four 40-foot hybrid diesel buses, purchase of four 60-foot replacement hybrid diesel buses, and acquisition of land adjacent to the District's CDL (Commercial Driver's License) Training Facility.

Current liabilities increased by \$2.3 million from the prior year. Accounts payable and accrued expenses increased by \$1.7 million. The balance of the District's lines of credit was \$0.2 million and \$0 as of June 30, 2023, and June 30, 2022, respectively.



Long-term liabilities increased by \$16.6 million and deferred inflows of resources decreased by \$13.5 million from the prior year primarily due to the impact of changes in pension estimates and investment performance as required by GASB Statement 68.

Fiscal Year 2022

Current and other assets increased by \$4.1 million from the prior year primarily due to the impact of changes in pension estimates and investment performance as required by GASB Statement 68. A net pension asset of \$5.3 million was recorded in FY2022 compared to a net pension liability of \$4.4 million in the prior year.

Capital assets were \$10 million higher in FY2022 due to ongoing construction of the hydrogen generation and fueling station, construction of a solar array to power the hydrogen generation and fueling station, purchase of five 40-foot replacement hybrid diesel buses, purchase of three 60-foot replacement hybrid diesel buses, and purchase of a CDL Training Facility at 1207 E. University Ave. which was previously leased. Also included in the \$10 million increase in capital assets in FY2022 was \$1.3 million in lease assets in compliance with GASB Statement 87 and \$0.1 in subscription-based information technology arrangement assets in compliance with GASB Statement 96. GASB Statement 87, which establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset, and GASB Statement 96, which establishes uniform accounting and financial reporting requirements for subscription-based information technology arrangements (SBITAs), were adopted effective July 1, 2021.

Current and other liabilities decreased by \$2.0 million from the prior year. The balance of the District's lines of credit was \$0 million and \$2.4 as of June 30, 2022, and June 30, 2021, respectively.

Long-term liabilities decreased by \$4.3 million and deferred inflows of resources increased by \$5.5 million from the prior year primarily due to the impact of changes in pension estimates and investment performance as required by GASB Statement 68.



Net Position

The District's overall net position in FY2023 increased by \$6.9 million from the prior fiscal year. The reasons for this overall increase are discussed in the following sections. A summary of the District's Statements of Revenues, Expenses, and Changes in Net Position is presented in Table 2.

Table 2

	<u>FY2023</u>	<u>FY2022</u>	<u>FY2021</u>
<u>Operating revenues</u>			
Revenues from transportation			
Services	\$ 6.7	\$ 6.7	\$ 4.5
C-CARTS	0.2	0.1	0.1
Other operating revenues	<u>1.2</u>	<u>1.1</u>	<u>0.8</u>
Total operating revenues	<u>8.1</u>	<u>7.9</u>	<u>5.4</u>
<u>Operating expenses</u>			
Operations	26.5	20.6	22.0
Maintenance	9.6	7.1	7.2
General administration and Illinois Terminal	8.8	6.9	7.2
C-CARTS	0.9	0.8	0.7
Depreciation and Amortization	<u>8.6</u>	<u>8.1</u>	<u>7.4</u>
Total operating expenses	<u>54.4</u>	<u>43.5</u>	<u>44.5</u>
<u>Operating loss</u>	<u>(46.3)</u>	<u>(35.6)</u>	<u>(39.1)</u>
<u>Non-Operating Revenues</u>			
Taxes	11.7	10.7	9.8
Assistance Grants – MTD	29.6	28.2	37.4
Assistance Grants – C-CARTS	0.8	0.7	0.7
Other Non-Operating Revenues	<u>0.7</u>	<u>0.1</u>	<u>0.1</u>
Total non-operating revenues	<u>42.8</u>	<u>39.7</u>	<u>48.0</u>
Income (loss) before capital contributions	(3.5)	4.1	8.9
<u>Capital contributions</u>			
Capital grants	<u>10.4</u>	<u>11.3</u>	<u>4.5</u>
Change in net position	6.9	15.4	13.4
Net position, beginning of year	<u>127.8</u>	<u>112.4</u>	<u>99.0</u>
Net position, end of year	<u>\$ 134.7</u>	<u>\$ 127.8</u>	<u>\$ 112.4</u>



Fiscal Year 2023

Operating revenues increased \$0.2 million from prior year due in part to increased advertising revenue.

Operating expenses increased \$10.9 million from prior year due to an increase of \$7.1 million in pension expense from changes in pension estimates and investment performance as required by GASB Statement 68 combined with an increase of \$2.8 million in wages expense.

Non-operating revenues (expenses) increased \$3.1 million in FY2023. Operating assistance grant revenue increased by \$1.4 million due to reimbursement for increased operating expenses. Property tax and replacement tax revenue increased \$1.0 million from prior year.

Fiscal Year 2022

Operating revenues increased \$2.5 million from prior year due to reinstatement of fare enforcement.

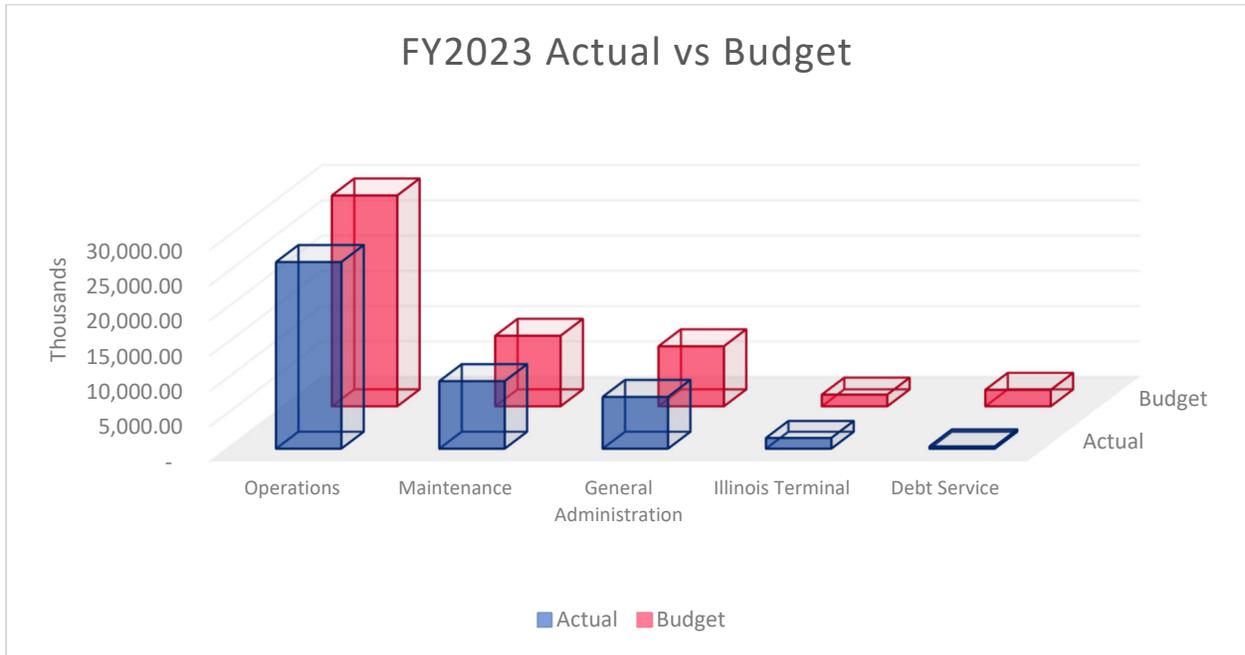
Operating expenses decreased \$1.0 million from prior year due to a decrease of \$2.1 million in pension expense from changes in pension estimates and investment performance as required by GASB Statement 68 combined with an increase of \$0.7 million in fuel and lubricants expense.

Non-operating revenues (expenses) decreased \$8.3 million in FY2022. State Operating Assistance for debt service projects decreased in FY2022 due to fewer capital expenditures in FY2022 funded by debt service.

Budgetary Highlights

Fiscal Year 2023

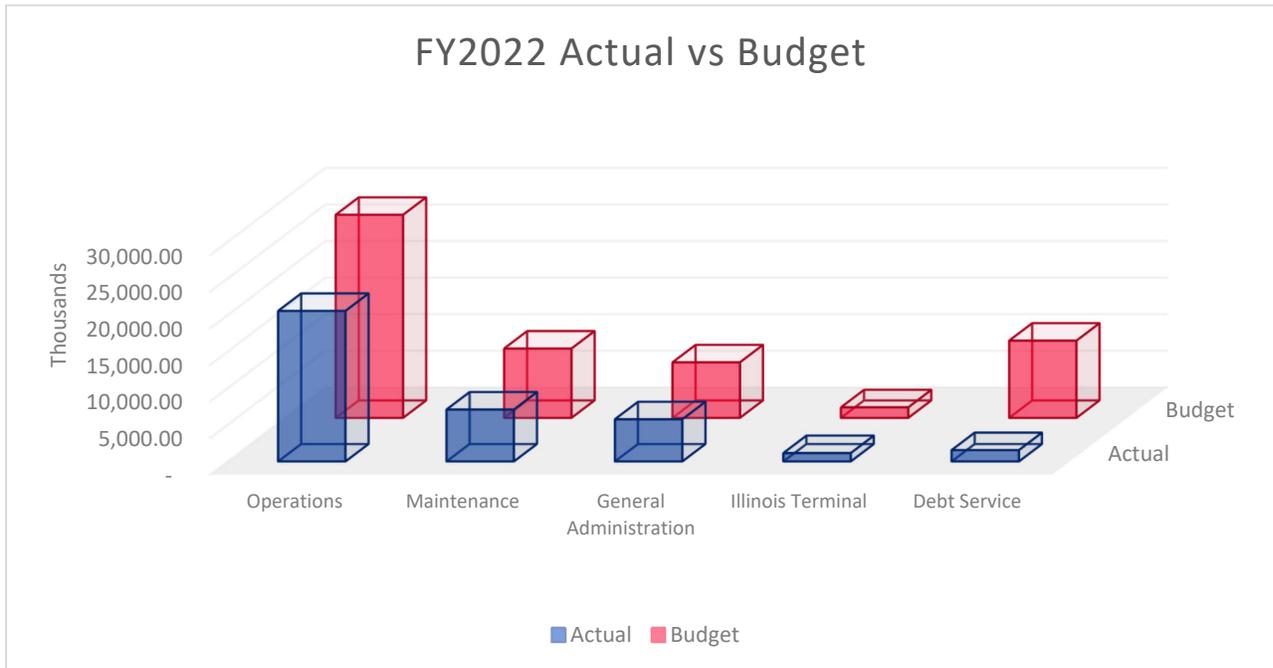
The Board of Trustees approved the District’s budget for FY2023 of \$53.4 million, excluding depreciation and C-CARTS operating expenses, on June 29, 2022. The budget included \$2.3 million of debt service and \$1.0 million for locally funded capital expenditures.



Operating expenses for Operations, Maintenance, General Administration, and Illinois Terminal were all below budget in FY2023. Debt service of \$0.3 million was under the budget of \$2.3 million in FY2023.

Fiscal Year 2022

The Board of Trustees approved the District’s budget for FY2022 of \$58.7 million, excluding depreciation and C-CARTS operating expenses, on June 30, 2021. The budget included \$10.6 million of debt service and \$1.8 million for locally funded capital expenditures.



Operating expenses for Operations, Maintenance, General Administration, and Illinois Terminal were all below budget in FY2022.

Debt service of \$1.6 million was under the budget of \$10.6 million in FY2022 due to the use of federal funding for the purchase of five 40-foot replacement hybrid diesel buses and local funding for the purchase of the CDL Training Facility at 1207 E. University Ave. rather than using debt service as originally budgeted.



Capital Assets and Debt Administration

Capital Assets:

A summary of the District’s Capital Assets is presented in Table 3.

Table 3

<u>Capital Assets</u>	<u>FY2023</u>	<u>FY2022</u>	<u>FY2021</u>
Land	\$4,093,243	\$2,872,236	\$2,297,236
Construction in Progress	9,801,849	15,993,187	11,931,214
Land Improvements	1,083,172	1,083,172	271,445
Office, Garage, and Buildings	63,763,974	54,325,538	50,587,598
Leasehold Improvements	6,216,470	-	2,640,906
Revenue Vehicles	74,295,543	75,916,335	69,869,002
Service Vehicles	634,986	634,986	634,986
Passenger Shelters	4,976,929	4,894,458	4,680,009
Intangibles	191,582	191,582	191,582
Other Equipment	7,018,938	6,571,702	6,662,526
Lease Assets	1,869,804	1,273,118	-
Subscription-Based Information Technology Arrangement Assets	<u>364,831</u>	<u>109,701</u>	-
	174,311,321	163,866,015	149,766,504
Less: Accumulated Depreciation and Amortization	<u>83,988,383</u>	<u>77,079,934</u>	<u>72,974,572</u>
Net Capital Assets	<u>\$90,322,938</u>	<u>\$86,786,081</u>	<u>\$76,791,932</u>

The District’s investment in capital assets is \$90.3 million (net of accumulated depreciation and amortization) as of June 30, 2023, and \$86.8 million (net of accumulated depreciation and amortization) as of June 30, 2022. This investment in capital assets includes land, buildings, construction in progress, vehicles, equipment, leasehold improvements, passenger shelters, intangibles, lease assets, and subscription-based information technology arrangement assets. The total net increase in capital assets for the current fiscal year is 4.1%.

A summary of the District’s Fiscal Year 2023 Major Additions is presented in Table 4.

Table 4

<u>FY2023 Major Additions</u>	
Procurement of 4 Hybrid Diesel Buses – 60-foot	\$ 4,292,357
Procurement of 4 Hybrid Diesel Buses – 40-foot	2,733,418
Underground Storage Tank Replacement Project	1,231,045
1209-1213 E. University Land Purchase	<u>1,150,597</u>
Total	<u>\$ 9,407,417</u>



A summary of the District’s Fiscal Year 2023 budget for Locally Funded Capital Projects is presented in Table 5.

Table 5

Architectural & Engineering Services	\$ 350,000
Passenger Shelters, Kiosks, Bus Stops, and Associated Work	300,000
Miscellaneous Facility Improvements	230,000
Software Systems Upgrades/Procurements	100,000
Air Compressor	35,000
Maintenance Service Truck Bed Replacement	<u>25,000</u>
Total	<u>\$ 1,040,000</u>

The District’s FY2023 capital budget called for \$1.0 million in local dollars plus \$2.3 million of State of Illinois debt service funds.

More detailed information about the District’s capital assets is presented in Notes 2 and 6 to the financial statements.

A summary of the District’s Fiscal Year 2022 Major Additions is presented in Table 6.

Table 6

<u>FY2022 Major Additions</u>	
Solar array to power hydrogen production	\$ 5,915,914
Procurement of 4 Hybrid Diesel Buses – 40-foot	3,186,481
Procurement of 3 Hybrid Diesel Buses – 60-foot	3,057,918
Hydrogen Fuel Cell Project	2,189,353
1207 E. University Ave CDL Training Facility	<u>1,700,286</u>
Total	<u>\$ 16,049,952</u>

A summary of the District’s Fiscal Year 2022 budget for Locally Funded Capital Projects is presented in Table 7.

Table 7

Property Procurement	\$ 959,450
Software and Hardware Upgrades and Procurements	327,500
Passenger Shelters, Bus Stops, and Associated Work	300,000
Miscellaneous Facility Improvements	150,000
Payroll/Human Resources/Learning Management System	<u>100,000</u>
Total	<u>\$ 1,836,950</u>

The District’s FY2022 capital budget called for \$1.8 million in local dollars plus \$10.6 million of State of Illinois debt service funds.

More detailed information about the District’s capital assets is presented in Notes 2 and 6 to the financial statements.



Short-term Debt: At the end of the current fiscal year, the District had total short-term debt outstanding of \$0.2 million compared to \$0 short-term debt outstanding in the prior fiscal year.

The District maintained two lines of credit with a local bank during FY2023. The first is a \$10 million straight line of credit secured by substantially all the District's assets. The second line of credit is a \$6 million revolving line of credit secured by substantially all the District's assets.

Long-term Debt: The District has five long-term debt obligations: an early retirement plan liability, net pension liability (asset), other postemployment benefits (OPEB) liability, lease liabilities, and subscription liabilities.

The early retirement plan liability decreased \$0.2 million from FY2022 to FY2023. Future changes in the liability accrual for the early retirement plan cannot be predicted, as participation is at the discretion of eligible employees. More detailed information about the District's early retirement plan liability is presented in Note 8 to the financial statements.

The net pension liability (asset) increased \$21.9 million from a net pension asset of \$5.3 million at June 30, 2022, to a net pension liability of \$15.6 million at June 30, 2023. Net pension liability (asset) recognition began in FY2015 due to the implementation of GASB 68. No pension liabilities had been recorded in prior fiscal years. More detailed information about the District's pension liability is presented in Note 13 to the financial statements.

The OPEB liability had little change from FY2022 to FY2023. GASB Statement 75 was adopted effective July 1, 2017, and a cumulative OPEB liability of \$1.5 million was recorded as of that date. No OPEB liabilities had been recorded prior to FY2018 under the previous accounting standard. More detailed information about the District's OPEB liability is presented in Note 15.

Lease liabilities are measured at the present value of payments expected to be made during the lease term (less any lease incentives) in compliance with GASB Statement 87 which was adopted on July 1, 2021. More information about the District's lease liabilities is presented in Note 9.

Subscription liabilities are measured at the present value of subscription payments for information technology arrangements expected to be made during the subscription term in compliance with GASB Statement 96 which was adopted on July 1, 2021. More detailed information about the District's subscription liabilities is presented in Note 10.

It is unclear whether the District will take on additional long-term debt in the coming years for the acquisition of property, construction, and equipment.



Economic Factors and Next Year's Budget

- Funding, ridership, and level of service are beginning to recover from the economic and social impact of the COVID-19 pandemic. One aspect of the recovery has been the widespread difficulty in hiring and retaining employees. Due to continuing efforts to hire and retain Bus Operators, the District will gradually be positioned to increase service in FY2024.
- The District's total appropriations budget for FY2024 is \$55.8 million. This consists of \$1.0 million in locally funded projected capital expenditures as well as \$54.8 million in projected operating expenses, including \$1.9 million in debt service, excluding depreciation.
- The State of Illinois Operating Assistance budget for FY2024 has been approved. The contract was fully executed on July 13, 2023, for eligible operating expense reimbursement up to \$35.4 million, including \$1.9 million of debt service.
- The obligations of the State of Illinois to fund the Illinois Downstate Operating Assistance Program were met in FY2023.
- In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was passed which includes Surface Transportation Reauthorization legislation to fund transit programs for federal FY2022 – FY2026.

Requests for Information

This financial report is designed to provide a general overview of the District's finances for all those with an interest in the District's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Managing Director/CEO or Finance Director, Champaign-Urbana Mass Transit District, 1101 East University Avenue, Urbana, IL 61802.

Champaign-Urbana Mass Transit District

Statements of Net Position

June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Assets and Deferred Outflows of Resources		
Current Assets		
Cash and cash equivalents	\$ 3,500,000	\$ 4,713,149
Receivables:		
Property tax	6,227,486	4,898,215
State operating assistance grant, MTD, net of grant payables	6,366,001	3,248,051
Other grants	4,042,585	1,839,627
Lease	295,611	525,194
Other	2,267,009	1,493,822
Inventories	1,774,707	1,646,954
Prepaid expenses	1,493,618	1,245,131
	<u>25,967,017</u>	<u>19,610,143</u>
Capital Assets		
Land and construction in progress, not being depreciated	13,895,092	18,865,423
Other property and equipment, net of depreciation and amortization	76,427,846	67,920,658
	<u>90,322,938</u>	<u>86,786,081</u>
Other Assets		
Net pension asset, restricted	-	5,265,913
Lease receivable	432,276	717,686
Capital reserves:		
Cash and cash equivalents	40,616,554	39,628,032
Investments	-	502,160
	<u>41,048,830</u>	<u>46,113,791</u>
Total other assets	<u>41,048,830</u>	<u>46,113,791</u>
Total assets	<u>157,338,785</u>	<u>152,510,015</u>
Deferred Outflows of Resources		
Deferred amount related to net pension asset (liability)	11,151,263	3,618,900
Deferred amount related to OPEB liability	154,462	175,637
	<u>11,305,725</u>	<u>3,794,537</u>
Total deferred outflows of resources	<u>11,305,725</u>	<u>3,794,537</u>
Total assets and deferred outflows of resources	<u>\$ 168,644,510</u>	<u>\$ 156,304,552</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Net Position

June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Liabilities, Deferred Inflows of Resources and Net Position		
Current Liabilities		
Accounts payable	\$ 4,589,517	\$ 3,319,269
Accrued expenses	5,376,682	4,958,772
Unredeemed yearly passes and tokens	61,695	47,403
Accrued interest and property tax	72,326	3,304
Workers' compensation liability	219,152	202,794
Obligations under incentive and early retirement plans	194,703	226,216
Notes payable, current portion	236,089	-
Lease liabilities	487,541	359,015
Subscription liabilities	73,188	2,978
Other current liabilities	2,239,386	2,084,996
	<u>13,550,279</u>	<u>11,204,747</u>
Long-Term Liabilities		
OPEB liability	1,421,639	1,373,998
Net pension liability	16,636,504	-
Obligations under incentive and early retirement plans, net of current	124,777	275,805
Lease liabilities, net of current	519,928	543,228
Subscription liabilities, net of current	77,314	3,112
	<u>18,780,162</u>	<u>2,196,143</u>
Total long-term liabilities	<u>18,780,162</u>	<u>2,196,143</u>
Total liabilities	<u>32,330,441</u>	<u>13,400,890</u>
Deferred Inflows of Resources		
Deferred amount related to net pension asset (liability)	632,484	13,579,158
Deferred amount related to OPEB liability	315,258	329,292
Deferred amount from leases	698,217	1,218,946
	<u>1,645,959</u>	<u>15,127,396</u>
Total deferred inflows of resources	<u>1,645,959</u>	<u>15,127,396</u>
Net Position		
Net investment in capital assets	88,928,878	85,877,748
Restricted net position related to pensions	-	5,265,913
Unrestricted	45,739,232	36,632,605
	<u>134,668,110</u>	<u>127,776,266</u>
Total net position	<u>134,668,110</u>	<u>127,776,266</u>
Total liabilities, deferred inflows of resources and net position	<u>\$ 168,644,510</u>	<u>\$ 156,304,552</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Revenues, Expenses and Changes in Net Position
Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Operating Revenues		
Yearly passes	\$ 5,284,405	\$ 5,311,055
Student fares and school bus service	742,198	743,150
Lease revenue	538,106	480,949
ADA services	379,445	342,190
Advertising	407,249	301,222
Full adult fares	328,769	292,685
Rental of equipment and buildings	153,563	155,244
C-CARTS	171,868	50,878
Half-fare cab	8,964	12,096
Miscellaneous	79,658	167,392
	<u>8,094,225</u>	<u>7,856,861</u>
Total operating revenues		
Operating Expenses		
Operations	26,453,023	20,582,281
Maintenance	9,568,892	7,098,018
General administration	7,338,608	5,769,626
Illinois terminal	1,522,101	1,146,650
C-CARTS	930,682	728,763
Depreciation and amortization	8,588,095	8,122,445
	<u>54,401,401</u>	<u>43,447,783</u>
Total operating expenses		
Operating loss	<u>(46,307,176)</u>	<u>(35,590,922)</u>
Nonoperating Revenues (Expenses)		
Property taxes	11,034,909	10,017,372
State replacement taxes	715,348	685,435
Government grants and assistance:		
State operating assistance, MTD	29,582,812	22,774,766
Federal operating assistance, MTD	-	5,400,396
State operating assistance, C-CARTS	604,944	362,447
Federal operating assistance, C-CARTS	153,871	315,438
Gain on disposal of property and equipment	20,203	23,220
Interest income	43,685	61,712
Investment income	684,577	104,490
Interest expense	(52,890)	(92,874)
	<u>42,787,459</u>	<u>39,652,402</u>
Total nonoperating revenues		
Net income before capital contributions	<u>(3,519,717)</u>	<u>4,061,480</u>
Capital Contributions		
Capital grants	<u>10,411,561</u>	<u>11,266,429</u>
Change in net position	6,891,844	15,327,909
Net Position, Beginning	<u>127,776,266</u>	<u>112,448,357</u>
Net Position, Ending	<u>\$ 134,668,110</u>	<u>\$ 127,776,266</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Cash Flows

Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Cash Flows From Operating Activities		
Receipts from customers	\$ 7,331,574	\$ 7,178,827
Payments to vendors	(23,505,840)	(21,527,175)
Payments to employees	(20,450,935)	(20,925,059)
Net cash flows from operating activities	<u>(36,625,201)</u>	<u>(35,273,407)</u>
Cash Flows From Noncapital and Related Financing Activities		
State operating assistance grants proceeds received	27,075,885	23,861,779
Federal operating assistance grant proceeds received	153,871	6,680,314
Tax proceeds received	10,420,984	10,362,274
Net cash flows from noncapital and related financing activities	<u>37,650,740</u>	<u>40,904,367</u>
Cash Flows From Capital and Related Financing Activities		
Proceeds from capital grants	8,208,603	12,333,927
Proceeds from the sale of property and equipment	20,203	23,220
Purchases of property and equipment	(11,226,970)	(15,879,746)
Payments of accounts payable for capital asset additions prior to fiscal year	-	(250,835)
Principal advances on notes payable	236,089	2,124,297
Principal paid on notes payable	-	(4,487,241)
Interest paid on notes payable	-	(56,149)
Principal payments on lease liabilities	(105,226)	(370,875)
Interest payments on lease liabilities	16,132	(38,956)
Principal payments on subscription liabilities	(144,412)	(3,252)
Net cash flows from capital and related financing activities	<u>(2,995,581)</u>	<u>(6,605,610)</u>
Cash Flows From Investing Activities		
Proceeds from sales and maturities of investments	502,160	1,731,214
Principal receipts on lease receivables	514,993	457,015
Interest receipts on lease receivables	43,685	57,267
Interest received	684,577	113,023
Net cash flows from investing activities	<u>1,745,415</u>	<u>2,358,519</u>
Increase in cash and cash equivalents	(224,627)	1,383,869
Cash and Cash Equivalents, Beginning	<u>44,341,181</u>	<u>42,957,312</u>
Cash and Cash Equivalents, Ending	<u>\$ 44,116,554</u>	<u>\$ 44,341,181</u>
Presented on the Statements of Net Position as Follows		
Cash and cash equivalents	\$ 3,500,000	\$ 4,713,149
Capital reserves, cash and cash equivalents	40,616,554	39,628,032
Total	<u>\$ 44,116,554</u>	<u>\$ 44,341,181</u>
Noncash Capital and Related Financing Activities		
Capital assets acquired through accounts payable	<u>\$ 1,773,465</u>	<u>\$ 854,029</u>
Capital assets acquired through lease liabilities	<u>\$ 596,686</u>	<u>\$ 1,273,118</u>
Capital assets acquired through subscription liabilities	<u>\$ 255,130</u>	<u>\$ 109,701</u>
Leases receivable and deferred inflows resulting from lease inception	<u>\$ -</u>	<u>\$ 1,699,895</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Cash Flows

Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Reconciliation of Operating Loss to Net Cash		
From Operating Activities		
Operating loss	\$ (46,307,176)	\$ (35,590,922)
Adjustments to reconcile operating loss to net cash from operating activities:		
Depreciation and amortization	8,588,095	8,122,445
Changes in assets and liabilities:		
Other receivables	(779,267)	(240,367)
Inventories	(127,753)	(136,351)
Prepaid expenses	(248,487)	(71,955)
Accounts payable and accrued expenses	350,816	(1,310,429)
Unredeemed yearly passes and tokens	14,292	43,282
Obligations under incentive and early retirement plans	(182,541)	(55,146)
Other current liabilities	588,658	691,728
Pension related assets, liabilities and deferrals	1,936,968	(6,236,944)
OPEB related liabilities and deferrals	54,782	(7,799)
Deferred inflows of resources from leases	(513,588)	(480,949)
Net adjustments	<u>9,681,975</u>	<u>317,515</u>
Net cash flows from operating activities	<u>\$ (36,625,201)</u>	<u>\$ (35,273,407)</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

1. Nature of Operations and the Reporting Entity

The Champaign-Urbana Mass Transit District (the District) is a governmental unit that provides public transportation for the people of Champaign-Urbana, Illinois. The District operates as an enterprise fund, which accounts for operations in a manner similar to private business enterprises - where the intent of the governing body (the Board of Trustees) is that the costs (expenses, including depreciation and amortization) of providing services to the general public on a continuing basis be financed or recovered in part through user charges.

The reporting entity of the District was determined based on the oversight responsibility and scope of the public services provided. Oversight responsibility is measured by the extent of financial interdependency, control over the selection of the governing authority and management, ability to significantly influence operations, and accountability for fiscal matters. Based on these criteria, there are no agencies or other units that have been or should be combined with the financial statements of the District.

The District also manages the Champaign County Area Rural Transit System (C-CARTS) under an intergovernmental agreement with Champaign County. C-CARTS provides two types of transportation service, demand response and fixed route. Demand response provides safe, convenient and reliable curb-to-curb transportation service to the general public in Champaign County within rural areas or between rural and urbanized areas, that lie outside of the Champaign-Urbana Mass Transit District, and fixed route provides services within the Village of Rantoul. C-CARTS expenses are funded by state and federal operating grants, subsidies from the entities receiving services, and fare collections resulting in a net zero cost to the District.

2. Summary of Significant Accounting Policies

The financial statements of the District are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments. GAAP includes all relevant GASB pronouncements plus other sources of accounting and financial reporting guidance noted in GASB Statement 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*.

For the purposes of preparing the statements of cash flows, the District considers restricted and unrestricted currency, demand deposits and money market accounts as cash and cash equivalents.

State statutes authorize the District to invest in: direct obligations of federally insured banks and savings and loan associations; insured obligations of Illinois credit unions; securities issued or guaranteed by the U.S. Government; money market mutual funds investing only in U.S. Government based securities; commercial paper of U.S. corporations with assets over \$500 million; short-term obligations of the Federal National Mortgage Association; repurchase agreements; and the investment pools managed by the State Treasurer of Illinois.

The District levies property taxes each year, on all taxable real property located within the District, on or before the last Tuesday in December. The 2022 tax levy was passed by the Board of Trustees on December 7, 2022. Property taxes attach as an enforceable lien on property as of January 1 each year and are payable in two installments on June 1, and September 1. The District typically receives significant distributions of tax receipts approximately one month after these due dates. Revenue from property taxes is recognized in the period for which it was levied. Property tax revenue for the years ended June 30, 2023 and 2022 was from the 2022 and 2021 levies, respectively. Property tax receivables have not been reduced for an estimated allowance for uncollectible amounts as the uncollectible amount has historically been insignificant. Property taxes paid by constituents may be contested. The District has recorded unearned revenue of \$601,688 for the years ended June 30, 2023 and 2022, respectively, that represent property taxes collected from two constituents that have contested their property tax payments. The unearned revenue is included in other current liabilities on the statements of net position.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

Inventory is stated at the lower of cost or market. Cost is determined on an average cost basis.

Prepaid expenses represents amounts paid for services or insurance coverage applicable to future periods.

Property and equipment are recorded at cost, while contributed capital assets are valued at estimated acquisition value at the time of contribution. Leased assets are valued at the amortized present value of future payments under the lease. Subscription-based information technology arrangement assets are valued at the amortized present value of future subscription payments. Major additions and those expenditures that substantially increase the useful life of an asset are capitalized. The District's capitalization threshold for property and equipment is \$10,000 per unit. Maintenance, repairs and minor additions and expenditures are expensed when incurred. The District provides for depreciation and amortization using the straight-line method with the following useful lives:

	<u>Years</u>
Structure:	
Building	40-50
Remodeling	10-25
Carpet	5
Vans and autos	5-7
Buses	12
Office equipment	5-12
Bus accessories and parts	10-12
Bus shelters	3-15
Radios	5-10
Shop equipment	7-10
Tow truck	5-10
Leased assets	3-30
Subscription-based information technology arrangement assets	2-5

The financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. The District has two items that qualify for reporting in this category, pension related deferred outflows and other postemployment benefits (OPEB) related deferred outflows. The pension related deferred outflow consists of unrecognized items not yet charged to pension expense and contributions from the District after the measurement date of the net pension liability, December 31, 2022, but before the end of the District's reporting period of June 30, 2023. This item will be included in the net pension liability and pension expense calculation in subsequent fiscal years. The OPEB-related deferred outflow consists of unrecognized items not yet charged to OPEB expense. This item will be included in the OPEB liability and OPEB expense calculations in subsequent fiscal years.

The financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The District has three types of items that qualify for reporting in this category, pension related deferred inflows, other postemployment benefits related deferred inflows, and deferred inflows from leases. The pension-related deferred inflow consists of unrecognized items not yet charged to pension expense. This item will be included in the net pension liability and pension expense calculation in subsequent fiscal years. The OPEB-related deferred inflow consists of unrecognized items not yet charged to OPEB expense. This item will be included in the OPEB liability and OPEB expense calculations in subsequent fiscal years. The deferred inflow from leases consists of deferred revenue. This item will be included in operating revenues in subsequent fiscal years.

The District calculates the liability for unused vacation and earned time using the vesting method. The District considers the liability for accrued compensated absences to be a current liability, and it is included with accrued expenses on the statements of net position.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Lease liabilities and the related lease assets will be amortized over the terms of the leases. The District has various leases for real property, furniture, equipment and vehicles.

Other current liabilities include unearned revenues for University of Illinois campus services, unearned revenue for contested property taxes, and public transportation account (PTA) funds for C-CARTS.

The District's net position is classified as follows:

Net Investment in Capital Assets - This represents the District's capital assets, including restricted capital assets, net of accumulated depreciation and amortization and reduced by the outstanding balances of any debt attributable to the acquisition, construction or improvement of those assets. If there are significant unspent funds related to that debt at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

Restricted Net Position - This includes resources that the District is legally or contractually obligated to spend in accordance with restrictions imposed by external third parties or enabling legislation. At June 30, 2022, restricted assets have been reported in connection with the net pension asset balance since this balance must be used to fund employee benefits. There was no restricted net position at June 30, 2023.

Unrestricted Net Position - This includes resources that do not meet the definition of "restricted" or "net investment in capital assets."

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

Revenue from the corporate personal property replacement tax is recognized in the period when the taxes have been collected by the state of Illinois.

Operating revenues include all revenues from the provision of a service by the District. These services include the provision of public transportation, the rental of facilities and land, and the leasing of advertising signage on revenue vehicles. All other revenues are considered non-operating or other revenues.

Operating grant revenue is recognized as it is earned. Capital grant revenue is recorded as capital grant expenditures are incurred.

The proceeds from the sale of yearly passes are recorded as liabilities (unearned) when received, and the revenue is recorded evenly throughout the period for which the passes apply.

Assets that are not available to finance general obligations of the District are reported as restricted on the statements of net position. The District's policy is to apply restricted resources first when an expense is incurred for a purpose for which restricted and unrestricted net position is available.

Federal and state grants are subject to grantor agency compliance audits. Management believes losses, if any, resulting from those compliance audits are not material to these financial statements.

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates. The significant estimates at June 30, 2023 and 2022 include the allowance for uncollectible receivables, the useful lives of capital assets, the valuation of the liability for pensions, the valuation of the liability for other post-employment benefits, and the allowable expenses charged to grants.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

GASB has approved the following:

- Statement No. 101, *Compensated Absences*
- Statement No. 102, *Certain Risk Disclosures*

When these become effective, application of these standards may restate portions of these financial statements.

Certain amounts presented in the prior year data may have been reclassified in order to be consistent with the current year's presentation.

3. Deposits and Investments

Custodial Credit Risk - Bank Deposits

Custodial credit risk is the risk that in the event of a bank's failure, the District's deposits may not be returned to it. The District's investment policy addresses custodial credit risk by requiring the diversification of the deposits so that losses at any one institution will be minimized.

At June 30, 2023, \$42,788,142 of the District's \$44,088,142 bank balance, which reconciled to a book balance of \$44,116,554 of cash and cash equivalents, was potentially exposed to custodial credit risk. The amount exposed is fully collateralized by securities and an irrevocable letter of credit pledged by the financial institutions. The pledged securities are held by a third party, but not in the name of the District.

At June 30, 2022, \$43,566,436 of the District's \$45,066,436 bank balance, which reconciled to a book balance of \$44,341,181 of cash and cash equivalents and \$502,160 of investments, was potentially exposed to custodial credit risk. Of the amount exposed, \$42,336,690 was fully collateralized by securities and an irrevocable letter of credit pledged by the financial institutions. The pledged securities are held by a third party, but not in the name of the District. The remaining \$1,229,746 is uninsured and uncollateralized.

Investments

Investments include negotiable certificates of deposit with original maturities in excess of three months. Investments are carried at fair value (which for certificates of deposit is essentially cost) and are included in other assets on the statements of net position. As of June 30, 2023 and 2022, the District held \$0 and \$502,160 in negotiable certificates of deposits, respectively. At June 30, 2023 and 2022, the District also held \$0 and \$1,479,746 in cash in its investment brokerage account, respectively. These amounts are included in cash and cash equivalents on the statements of net position.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

Fair Value Measurements

The District categorizes its fair value measurements of investments within the fair value hierarchy established by GAAP. The three levels of the fair value hierarchy are as follows:

Level 1 - quoted prices (unadjusted) in active markets for identical investments.

Level 2 - inputs (other than quoted prices included within Level 1) that are observable for the investment, either directly or indirectly.

Level 3 - unobservable inputs - market data are not available and are developed using the best information available about the assumptions that market participants would use when pricing an investment.

The fair value of investments measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement.

The District had \$0 in fair value measurements as of June 30, 2023. The District had the following fair value measurements as of June 30, 2022:

	2022 Fair Value Measurement			
	Total	Level 1	Level 2	Level 3
Investments by fair value level				
certificates of deposit				
(negotiable)	\$ 502,160	\$ -	\$ 502,160	\$ -

Debt securities classified in Level 2 of the fair value hierarchy are valued using inputs other than quoted prices that are directly observable. There have been no changes in the valuation techniques used during the years ended June 30, 2023 and 2022.

Interest Rate Risk - Investments

Interest rate risk is the risk that a change in the market rate of interest for a category of debt securities will negatively impact the fair value of a debt security. Interest rate risk is addressed by the District's investment policy by preferentially targeting investments with maturities of 180 days and limiting the percentage of investments with maturities over two years, over one year and under 60 days.

At June 30, 2023, the District held \$0 of investments subject to interest rate risk. As of June 30, 2022, the District held the following investments subject to interest rate risk:

	2022	
	Carrying Value	Weighted Average Maturity (Years)
Negotiable certificates of deposit	\$ 502,160	0.33

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

Custodial Credit Risk - Investments

At June 30, 2023 and 2022, the District had \$0 and \$2,160, respectively, in excess of insurance coverage provided by the Securities Investor Protection Corporation. The District's investment policy does not address the custodial credit risk of investments.

4. Receivables

State Operating Grants Assistance

During the years ended June 30, 2023 and 2022, the Illinois Department of Transportation (IDOT) reimbursed the District for the deficit of the District's eligible operating expenses over the District's operating revenues. The amount of reimbursements is limited to the maximum amount specified in the grant agreements. The District is required to return to IDOT any unspent grant amounts. The final estimated grant amount for each fiscal year is subject to review and approval of the eligible expenses by IDOT.

As of June 30, 2023 and 2022, the estimated amounts (due to) and due from IDOT, respectively, are as follows:

	<u>2023</u>	<u>2022</u>
Fiscal year 2023 grant agreement	\$ 8,615,415	\$ -
Fiscal year 2022 grant agreement	(4,294,507)	1,202,958
Fiscal year 2021 grant agreement	570,726	570,726
Fiscal year 2020 grant agreement	374,764	374,764
Fiscal year 2019 grant agreement	28,805	28,805
Fiscal year 2018 grant agreement	(486,652)	(486,652)
Fiscal year 2017 grant agreement	2,578,294	2,578,294
Fiscal year 2016 grant agreement	(340,718)	(340,718)
Fiscal year 2015 grant agreement	(16,229)	(16,229)
Fiscal year 2014 grant agreement	(26,530)	(26,530)
Fiscal year 2013 grant agreement	(65,146)	(65,146)
Fiscal year 2012 grant agreement	(572,221)	(572,221)
	<u>\$ 6,366,001</u>	<u>\$ 3,248,051</u>
Net amount due from IDOT		

Subsequent to June 30, 2023, and prior to the date of the Independent Auditors' Report, the District collected \$8,427,739 from IDOT. The timing of the collection of the remaining \$2,061,738 due to IDOT is uncertain; however, the District's management believes these funds will be collected or offset against future amounts due from IDOT. The receivable has been presented as current to reflect IDOT's contractual right to offset the receivable with operating grant payments to be made in Fiscal Year 2024.

Other Grants

Other grants receivable include amounts due from the U.S. Department of Transportation (USDOT) for capital and operating grants. The District's receivable for capital and operating grants was \$2,894,396 and \$1,148,189, respectively.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Lease Receivables

The District is the lessor of office, retail, residential and tower space under leases expiring in various years through June 30, 2026. All of these leases are within non-transportation related sections of facilities that are used for both transportation and non-transportation purposes. The costs and carrying values of these facilities (including the transportation and non-transportation sections) were \$26,408,921 and \$26,341,457 at June 30, 2023 and 2022, respectively. One of the District's leases contains a variable component, which is excluded from lease receivables. The tenant is required to pay a fee of \$44 per hour for additional operation outside normal operating hours. There were no lease revenues recognized during the years ended June 30, 2023 and 2022, respectively, for additional operating hours.

The District recognized \$538,106 and \$480,949 in lease revenues and \$43,685 and \$61,712 in interest revenues during the years ended June 30, 2023 and 2022, respectively, for leases subject to GASB 87. As of June 30, 2023 and 2022, the District's receivable for lease payments were \$727,887 and \$1,242,880, respectively. The District also has a deferred inflow of resources associated with the leases that will be recognized as revenue over the lease term. As of June 30, 2023 and 2022, the balance of the deferred inflow of resources was \$698,217 and \$1,218,946, respectively.

Other Receivables

Other receivables consist of the following at June 30, 2023 and 2022:

	<u>2023</u>	<u>2022</u>
Due from other governments	\$ 555,160	\$ 442,633
Trade receivables, net	1,020,206	875,727
Employees	(17,211)	3,336
Replacement tax	112,803	112,301
Interest receivable	2,638	4,831
Insurance Proceeds	314,241	-
Miscellaneous	279,172	54,994
Total other receivables	<u>\$ 2,267,009</u>	<u>\$ 1,493,822</u>

5. Inventories

Inventories consist of the following at June 30, 2023 and 2022:

	<u>2023</u>	<u>2022</u>
Materials and supplies	\$ 1,750,518	\$ 1,426,589
Fuel and lubricant	24,189	220,365
Total inventories	<u>\$ 1,774,707</u>	<u>\$ 1,646,954</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

6. Capital Assets

Capital asset activity for the years ended June 30, 2023 and 2022 was as follows:

	Balance 6/30/22	Increases	Decreases	Balance 6/30/23
Capital assets, not being depreciated:				
Land	\$ 2,872,236	\$ 1,221,007	\$ -	\$ 4,093,243
Construction in progress	15,993,187	11,214,786	17,406,124	9,801,849
Total capital assets, not being depreciated	18,865,423	12,435,793	17,406,124	13,895,092
Capital assets, being depreciated:				
Land improvements	1,083,172	-	-	1,083,172
Office, garage and buildings	54,325,538	9,438,436	-	63,763,974
Leasehold improvements	-	6,216,470	-	6,216,470
Revenue vehicles	75,916,335	-	1,620,792	74,295,543
Service vehicles	634,986	-	-	634,986
Passenger shelters	4,894,458	102,830	20,359	4,976,929
Intangibles	191,582	-	-	191,582
Other equipment	6,571,702	485,731	38,496	7,018,938
Total capital assets, being depreciated	143,617,773	16,243,467	1,679,647	158,181,594
Less accumulated depreciation	76,682,285	7,967,294	1,679,647	82,969,932
Total capital assets, being depreciated, net	66,935,488	8,276,173	-	75,211,662
Lease assets, being amortized:				
Leasehold improvements	249,224	-	-	249,224
Revenue vehicles	104,010	-	-	104,010
Service vehicles	456,642	-	-	456,642
Non-revenue	16,882	-	-	16,882
Other equipment	446,360	596,686	-	1,043,046
Total lease assets, being amortized	1,273,118	596,686	-	1,869,804
Less accumulated amortization for:				
Leasehold improvements	8,594	8,972	-	17,568
Revenue vehicles	35,661	35,661	-	71,322
Service vehicles	102,608	152,214	-	254,822
Non-revenue	8,103	8,103	-	16,206
Other equipment	214,479	295,893	-	510,371
Total accumulated amortization	369,445	500,843	-	870,289
Total lease assets, being amortized, net	903,673	95,843	-	999,515
Subscription-based information:				
Technology arrangement assets	109,701	255,130	-	364,831
Less accumulated amortization	28,204	119,958	-	148,162
Total subscription-based information technology arrangement assets being amortized, net	81,497	135,172	-	216,669
Total capital assets, net	\$ 86,786,081	\$ 20,942,981	\$ 17,406,124	\$ 90,322,938

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

	Balance 6/30/21	Increases	Decreases	Balance 6/30/22
Capital assets, not being depreciated:				
Land	\$ 2,297,236	\$ 575,000	\$ -	\$ 2,872,236
Construction in progress	11,931,214	16,733,776	12,671,803	15,993,187
Total capital assets, not being depreciated	14,228,450	17,308,776	12,671,803	18,865,423
Capital assets, being depreciated:				
Land improvements	271,445	285,000	(526,727)	1,083,172
Office, garage and buildings	50,587,598	2,184,953	(1,552,987)	54,325,538
Leasehold improvements	2,640,906	-	2,640,906	-
Revenue vehicles	69,869,002	9,379,831	3,332,498	75,916,335
Service vehicles	634,986	-	-	634,986
Passenger shelters	4,680,009	214,449	-	4,894,458
Intangibles	191,582	-	-	191,582
Other equipment	6,662,526	32,570	123,394	6,571,702
Total capital assets, being depreciated	135,538,054	12,096,803	4,017,084	143,617,773
Less accumulated depreciation	72,974,572	7,724,797	4,017,084	76,682,285
Total capital assets, being depreciated, net	62,563,482	4,372,006	-	66,935,488
Lease assets, being amortized:				
Leasehold improvements	-	249,224	-	249,224
Revenue vehicles	-	104,010	-	104,010
Service vehicles	-	456,642	-	456,642
Non-revenue	-	16,882	-	16,882
Other equipment	-	446,360	-	446,360
Total lease assets, being amortized	-	1,273,118	-	1,273,118
Less accumulated amortization for:				
Leasehold improvements	-	8,594	-	8,594
Revenue vehicles	-	35,661	-	35,661
Service vehicles	-	102,608	-	102,608
Non-revenue	-	8,103	-	8,103
Other equipment	-	214,479	-	214,479
Total accumulated amortization	-	369,445	-	369,445
Total lease assets, being amortized, net	-	903,673	-	903,673
Subscription-based information:				
Technology arrangement assets	-	109,701	-	109,701
Less accumulated amortization	-	28,204	-	28,204
Total subscription-based information technology arrangement assets being amortized, net	-	81,497	-	81,497
Total capital assets, net	\$ 76,791,932	\$ 22,665,952	\$ 12,671,803	\$ 86,786,081

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

7. Accrued Compensated Absences Liability

The total liability accrued by the District for unpaid compensated absences, included in accrued expenses on the statements of net position, was \$4,089,726 and \$3,913,662 at June 30, 2023 and 2022, respectively.

District employees earn two types of compensated absences: vacation leave and earned time leave. The District adopted a Retirement Health Savings Plan (RHSP). By its adoption, the District amended policies relating to hours of unused vacation and earned time.

Full-time hourly employees are eligible to be paid for up to one week of unused vacation each calendar year. Any unused vacation earned as of January 1 each year and not used or paid out as of December 31, will be deposited into the employee's personal RHSP account, and is recorded as a benefit expense by the District. Any salaried employee's unused vacation, earned as of January 1 each year, above a 12-week accumulation limit, not used by December 31, will be deposited in the employee's RHSP account. All full-time hourly and salaried employees are eligible for payout of their remaining unused vacation at separation from the District.

Any salaried employee's earned time hours above 640 hours, earned as of July 1 of each year and not used by September 1 will be deposited into the employee's personal RHSP account and recorded as benefit expense by the District. Salaried employees are eligible for payout of remaining unused earned time at separation from the District. Earned time balances for an hourly full-time employee cannot exceed 340 hours and 336 hours at June 30, 2023 and 2022, respectively, and for an hourly part-time employee, 170 hours and 168 hours at June 30, 2023 and 2022, respectively. Earned time balances above these levels will be deposited in the employee's personal RHSP account and recorded as benefit expense by the District. Hourly employees are eligible for payout of all their remaining unused earned time at separation from the District.

8. Obligations Under Incentive and Early Retirement Plans

The District maintains an early retirement plan, whereby participating employees receive lump sum or periodic payments in exchange for their early retirement from full-time employment with the District. Eligibility requirements are that employees have at least 10 years of service with the District; are eligible to receive pensions from the Illinois Municipal Retirement Fund (IMRF); are at the top wage rate in their category at retirement; and are between the ages of 60 and 65 at retirement. For the years ended June 30, 2023 and 2022, the District has recorded an expense of \$22,961 and \$173,805, respectively. The District had a liability of \$319,480 and \$502,021 related to this plan at June 30, 2023 and 2022, respectively. The liability amounts are not discounted as discounting the future payments at the District's operating borrowing rate results in an insignificantly different liability amount.

Projected future payments for the early retirement plan liability are as follows at June 30, 2023:

Years ending June 30:	
2024	\$ 194,703
2025	53,406
2026	-
2027	43,921
2028	27,450
	<hr/>
Total	\$ 319,480

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

9. Lease Liabilities

The District leases real property, furniture, equipment and vehicles, the terms of which expire at various times between July 2022 and January 2051. At June 30, 2023, the principal and interest requirements to maturity for the lease liabilities using a rate of 4.5% are as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Years ending June 30:			
2024	\$ 487,541	\$ 34,883	\$ 522,424
2025	256,138	17,729	273,867
2026	70,942	9,739	80,681
2027	14,136	8,720	22,856
2028	15,287	8,084	23,371
2029-2033	47,288	31,042	78,330
2034-2038	25,886	24,114	50,000
2039-2043	32,259	17,741	50,000
2044-2048	40,200	9,800	50,000
2049-2052	17,792	1,273	19,065
Total	<u>\$ 1,007,469</u>	<u>\$ 163,125</u>	<u>\$ 1,170,594</u>

10. Subscription Liabilities

The District has entered into subscription-based information technology arrangements, the terms of which expire at various times between May 2023 and May 2025. At June 30, 2023, the principal and interest requirements to maturity for the subscription liabilities using a rate of 4.5% are as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
Years ending June 30:			
2024	\$ 73,188	\$ 6,773	\$ 79,961
2025	77,314	3,479	80,793
Total	<u>\$ 150,502</u>	<u>\$ 10,252</u>	<u>\$ 160,754</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

11. Long-Term Obligations Summary

The following is a summary of changes in long-term obligations of the District for the years ended June 30, 2023 and 2022:

	<u>June 30, 2022</u>	<u>Issued</u>	<u>Retired</u>	<u>June 30, 2023</u>	<u>Due Within One Year</u>
Incentive and early retirement plans	\$ 502,021	\$ 22,961	\$ 205,502	\$ 319,480	\$ 194,703
Accrued compensated absences	3,913,662	176,064	-	4,089,726	4,089,726
Net pension liability	-	16,636,504	-	16,636,504	-
OPEB liability	1,373,998	47,641	-	1,421,639	-
Lease liabilities	902,243	596,687	491,461	1,007,469	487,541
Subscription liabilities	6,090	220,131	75,719	150,502	73,188
	<u>\$ 6,698,014</u>	<u>\$ 17,699,988</u>	<u>\$ 772,682</u>	<u>\$ 23,625,320</u>	<u>\$ 4,845,158</u>
	<u>June 30, 2021</u>	<u>Issued</u>	<u>Retired</u>	<u>June 30, 2022</u>	<u>Due Within One Year</u>
Incentive and early retirement plans	\$ 557,167	\$ 173,805	\$ 228,951	\$ 502,021	\$ 226,216
Accrued compensated absences	3,528,433	385,229	-	3,913,662	3,913,662
Net pension liability	4,447,517	-	4,447,517	-	-
OPEB liability	1,714,209	(183,321)	156,890	1,373,998	-
Lease liabilities	-	1,261,198	358,955	902,243	359,015
Subscription liabilities	-	9,342	3,252	6,090	2,978
	<u>\$ 10,247,326</u>	<u>\$ 1,646,253</u>	<u>\$ 5,195,565</u>	<u>\$ 6,698,014</u>	<u>\$ 4,501,871</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

12. Notes Payable

The District maintained two lines of credit with a local bank during Fiscal Years 2023 and 2022. The first is a \$10,000,000 straight line of credit that bears interest at a fixed rate of 2.20%, and interest is paid monthly. The line of credit is secured by substantially all the District's assets. This line of credit matured July 1, 2022 and was renewed through July 1, 2023 bearing interest at a fixed rate of 2.625%. The second line of credit is a \$6,000,000 revolving line of credit for operations that bears interest at a fixed rate of 4.50%, and interest is paid monthly. This line of credit is secured by substantially all the District's assets. This line of credit matured July 1, 2022 and was renewed through July 1, 2023 bearing interest at a fixed rate of 3.50%. Each of the following shall constitute an event of default under these agreements: payment default, failure to comply with or to perform any other term contained in the agreement, default in favor of third parties, false statements, defective collateralization, insolvency, creditor or forfeiture proceedings, events affecting guarantor, adverse change, and insecurity. If an event of default occurs under this agreement, the lender may exercise any one or more of the following rights and remedies: accelerate indebtedness, assemble collateral, sell the collateral, mortgagee in possession, collect revenues and apply accounts, obtain deficiency, other rights and remedies available at law, in equity, or otherwise, and election of remedies. There are no termination or acceleration clauses. As of June 30, 2023, there was an outstanding balance of \$236,089 on these two lines of credit.

The activity in the District's short-term debt during the years ended June 30, 2023, included:

	<u>June 30, 2022</u>	<u>Issued</u>	<u>Retired</u>	<u>June 30, 2023</u>
Lines of credit	\$ -	\$ 236,089	\$ -	\$ 236,089

	<u>June 30, 2021</u>	<u>Issued</u>	<u>Retired</u>	<u>June 30, 2022</u>
Lines of credit	\$ 2,362,944	\$ 2,124,297	\$ 4,487,241	\$ -

13. Pension Plan

Plan Description

The District's defined benefit pension plan for regular employees provides retirement and disability benefits, post-retirement increases and death benefits to plan members and beneficiaries. The District's plan is managed by IMRF, the administrator of a multi-employer public pension fund. IMRF is an agent multiple-employer plan. A summary of IMRF's pension benefits is provided in the "Benefits Provided" section of this note. Details of all benefits are available from IMRF. Benefit provisions are established by statute and may only be changed by the General Assembly of the State of Illinois. IMRF issues a publicly available Annual Comprehensive Financial Report that includes financial statements, detailed information about the pension plan's fiduciary net position, and required supplementary information. The report is available for download at www.imrf.org.

Benefits Provided

IMRF has three benefit plans. The vast majority of IMRF members, including the District, participate in the Regular Plan.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

All three IMRF benefit plans have two tiers. Employees hired before January 1, 2011, are eligible for Tier 1 benefits. Tier 1 employees are vested for pension benefits when they have at least eight years of qualifying service credit. Tier 1 employees who retire at age 55 (at reduced benefits) or after age 60 (at full benefits) with eight years of service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1.67% of the final rate of earnings for the first 15 years of service credit, plus 2% for each year of service credit after 15 years to a maximum of 75% of their final rate of earnings. Final rate of earnings is the highest total earnings during any consecutive 48 months within the last 10 years of service, divided by 48. Under Tier 1, the pension is increased by 3% of the original amount on January 1 every year after retirement.

Employees hired on or after January 1, 2011, are eligible for Tier 2 benefits. For Tier 2 employees, pension benefits vest after 10 years of service. Participating employees who retire at age 62 (at reduced benefits) or after age 67 (at full benefits) with 10 years of service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1.67% of the final rate of earnings for the first 15 years of service credit, plus 2% for each year of service credit after 15 years to a maximum of 75% of their final rate of earnings. Final rate of earnings is the highest total earnings during any 96 consecutive months within the last 10 years of service, divided by 96. Under Tier 2, the pension is increased on January 1 every year after retirement, upon reaching age 67, by the lesser of:

- 3% of the original pension amount, or
- 1/2 of the increase in the Consumer Price Index of the original pension amount.

There have been no changes in benefits between measurement dates.

Employees Covered by Benefit Terms

As of December 31, 2023 and 2022 the following employees were covered by the benefit terms:

	<u>2023</u>	<u>2022</u>
Retirees and beneficiaries currently receiving benefits	218	206
Inactive plan members entitled to but not yet receiving benefits	212	183
Active plan members	<u>335</u>	<u>328</u>
Total	<u>765</u>	<u>717</u>

Contributions

As set by statute, the District's Regular Plan Members are required to contribute 4.5% of their annual covered salary. The statute requires employers to contribute the amount necessary, in addition to member contributions, to finance the retirement coverage of its own employees. The District's annual contribution rates for calendar years 2022 and 2021 were 10.48% and 12.13%, respectively. For calendar years 2022 and 2021, the District contributed \$2,641,278 and \$2,916,165 to the plan, respectively. The District also contributes for disability benefits, death benefits, and supplemental retirement benefits, all of which are pooled at the IMRF level. Contribution rates for disability and death benefits are set by IMRF's Board of Trustees, while the supplemental retirement benefits rate is set by statute.

Net Pension Liability (Asset)

The District's net pension liability (asset) was measured as of December 31, 2022. The total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation as of that date.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Actuarial Assumptions

The following are the methods and assumptions used to determine total pension liability at December 31, 2022 and 2021:

- The Actuarial Cost Method used was Entry Age Normal.
- The Asset Valuation Method used was Market Value of Assets.
- The Inflation Rate was assumed to be 2.25%.
- Salary Increases were expected to be 2.85% to 13.75%, including inflation.
- The Investment Rate of Return was assumed to be 7.25%.
- Projected Retirement Age was from the Experience-based Table of Rates, specific to the type of eligibility condition, last updated for the 2020 valuation according to an experience study from years 2017 to 2019.
- The IMRF-specific rates for Mortality for non-disabled retirees, the Pub-2010, Amount-Weighted, below-median income, General, Retiree, Male (adjusted 106%) and Female (adjusted 105%) tables, and future mortality improvements projected using scale MP-2020.
- For Disabled Retirees, the Pub-2010, Amount-Weighted, below-median income, General, Disabled Retiree, Male and Female (both unadjusted) tables, and future mortality improvements projected using scale MP-2020.
- For Active Members, the Pub-2010, Amount-Weighted, below-median income, General, Employee, Male and Female (both unadjusted) tables, and future mortality improvements projected using scale MP-2020.
- The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense, and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return to the target asset allocation percent and adding expected inflation. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table as of December 31, 2022:

Asset Class	Portfolio Target Percentage	Long-Term Expected Real Rate of Return
Domestic equity	35.50%	6.50%
International equity	18.00	7.60
Fixed income	25.50	4.90
Real estate	10.50	6.20
Alternative investments	9.50	6.25-9.90
Cash equivalents	1.00	4.00
	<u>100.00%</u>	

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

As of December 31, 2021:

Asset Class	Portfolio Target Percentage	Long-Term Expected Real Rate of Return
Domestic equity	39%	1.90%
International equity	15	3.15
Fixed income	25	-.60
Real estate	10	3.30
Alternative investments	10	1.70-5.50
Cash equivalents	1	-0.90
	<u>100%</u>	

The investment rate of return assumption between the December 31, 2021 and December 31, 2022 measurement dates remained at 7.25%.

Single Discount Rate

A single discount rate of 7.25% was used to measure the total pension liability at December 21, 2022 and 2021. The projection of cash flow used to determine this single discount rate assumed that the plan members' contributions will be made at the current contribution rate, and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. The single discount rate reflects:

1. The long-term expected rate of return on pension plan investments (during the period in which the fiduciary net position is projected to be sufficient to pay benefits), and
2. The tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating (which is published by the Federal Reserve) as of the measurement date (to the extent that the contributions for use with the long-term expected rate of return are not met).

For the purpose of the most recent valuation, the expected rate of return on plan investments is 7.25%, which resulted in a single discount rate of 7.25%.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Changes in the Net Pension Liability (Asset)

For the fiscal years ended June 30, 2023 and 2022:

	Total Pension Liability (A)	Plan Fiduciary Net Position (B)	Net Pension Liability (Asset) (A) - (B)
Balances at December 31, 2021	\$ 104,190,591	\$ 109,456,504	\$ (5,265,913)
Changes for the year:			
Service cost	1,820,391	-	1,820,391
Interest on the total pension liability	7,404,592	-	7,404,592
Changes on benefit terms	-	-	-
Differences between expected and actual experience of the total pension liability	1,038,430	-	1,038,430
Changes of assumptions	-	-	-
Contributions, employer	-	2,641,278	(2,641,278)
Contributions, employees	-	959,851	(959,851)
Net investment income	-	(14,119,159)	14,119,159
Benefit payments, including refunds of employee contributions	(5,936,977)	(5,936,977)	-
Other (net transfer)	-	(1,120,974)	1,120,974
Net changes	4,326,436	(17,575,981)	21,902,417
Balances at December 31, 2022	\$ 108,517,027	\$ 91,880,523	\$ 16,636,504
	Total Pension Liability (A)	Plan Fiduciary Net Position (B)	Net Pension Liability (Asset) (A) - (B)
Balances at December 31, 2020	\$ 99,121,591	\$ 94,674,074	\$ 4,447,517
Changes for the year:			
Service cost	1,868,665	-	1,868,665
Interest on the total pension liability	7,061,608	-	7,061,608
Changes on benefit terms	-	-	-
Differences between expected and actual experience of the total pension liability	1,447,595	-	1,447,595
Changes of assumptions	-	-	-
Contributions, employer	-	2,916,165	(2,916,165)
Contributions, employees	-	909,563	(909,563)
Net investment income	-	15,918,831	(15,918,831)
Benefit payments, including refunds of employee contributions	(5,308,868)	(5,308,868)	-
Other (net transfer)	-	346,739	(346,739)
Net changes	5,069,000	14,782,430	(9,713,430)
Balances at December 31, 2021	\$ 104,190,591	\$ 109,456,504	\$ (5,265,913)

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Sensitivity of the Net Pension Liability (Asset) to Changes in the Discount Rate

The following presents the plan's net pension liability (asset), calculated using a Single Discount Rate of 7.25% for 2022 and 2021, respectively, as well as what the plan's net pension liability (asset) would be if it were calculated using a Single Discount Rate that is 1-percentage-point lower or 1-percentage-point higher:

	December 31, 2022		
	1% Decrease to Discount Rate (6.25%)	Current Discount Rate (7.25%)	1% Increase to Discount Rate (8.25%)
Net pension liability (asset)	\$ 29,653,393	\$ 16,636,504	\$ 6,168,111

	December 31, 2021		
	1% Decrease to Discount Rate (6.25%)	Current Discount Rate (7.25%)	1% Increase to Discount Rate (8.25%)
Net pension liability (asset)	\$ 7,110,254	\$ (5,265,913)	\$ (15,224,459)

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

For the years ended June 30, 2023 and 2022, the District recognized pension expense of \$3,794,476 and \$3,316,518, respectively. At June 30, 2023 and 2022, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Deferred amounts to be recognized in pension expense in future periods:		
Differences between expected and actual experience	\$ 1,861,786	\$ 397,753
Changes of assumptions	241,055	234,731
Net difference between projected and actual earnings on pension plan investments	<u>7,937,513</u>	<u>-</u>
Total deferred amounts to be recognized in pension expense in future periods	10,040,354	632,484
Pension contributions made subsequent to the measurement date	<u>1,110,909</u>	<u>-</u>
Total deferred amounts related to pensions	<u><u>\$ 11,151,263</u></u>	<u><u>\$ 632,484</u></u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

	2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Deferred amounts to be recognized in pension expense in future periods:		
Differences between expected and actual experience	\$ 1,519,698	\$ 584,717
Changes of assumptions	718,113	688,820
Net difference between projected and actual earnings on pension plan investments	-	12,305,621
Total deferred amounts to be recognized in pension expense in future periods	2,237,811	13,579,158
Pension contributions made subsequent to the measurement date	1,381,089	-
Total deferred amounts related to pensions	<u>\$ 3,618,900</u>	<u>\$ 13,579,158</u>

The \$1,110,909 reported as deferred outflows of resources related to pensions resulting from District contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability (asset) in the years ended June 30, 2024. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense in future periods as follows:

<u>Plan Year Ending December 31:</u>	<u>Net Deferred Inflows and Outflows of Resources</u>
2023	\$ 235,795
2024	1,615,252
2025	2,987,141
2026	4,569,682
Total	<u>\$ 9,407,870</u>

Payables to the Pension Plan

At June 30, 2023 and 2022 the District had \$1,669 and \$31,115, respectively, reported as accrued expenses payable to IMRF for legally required employer contributions or legally required employee contributions.

14. Defined Contribution Plan

The District sponsors a defined contribution Section 457, *Governmental Deferred Compensation Plan*. The plan was authorized by the District's Board of Trustees and may be amended by the District's Board of Trustees. The plan covers all employees and is fully funded by employee contributions. The District has no contribution requirement for this plan. All plan assets are held in trust by the third-party administrator only for the purpose of paying plan benefits.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

15. Post-Employment Benefits Other Than Pension (OPEB)

Retiree Medical Plan Description

The District sponsors a single-employer health benefit plan for employees and retired former employees. Retired former employees participating in the plan pay the full cost of their premiums; however, under actuarial standards, the District subsidizes the retiree premium through an implied age-related cost differential based upon the expected higher cost of coverage of retired employees versus the average cost for the entire blended group. Assets are not accumulated in a trust to fund this plan.

Life Insurance Policy Plan Description

The District sponsors a single-employer life insurance plan that provides former employees who retired prior to February 1, 2020 a \$10,000 life insurance policy for which the District pays premiums for five years after the employee retired or until the policy is paid in full, whichever comes first. Assets are not accumulated in a trust to fund this plan. This plan is closed to employees as of January 31, 2020.

Plan Membership

All eligible employees of the District that were active employees prior to retirement are eligible to participate in the plans. Survivors of a benefit recipient eligible for coverage are also eligible for coverage under the health plan.

Benefits Provided

Retirees and their dependents may continue coverage under the District's group health insurance program and the District provides a \$10,000 life insurance policy to retirees prior to February 1, 2020, as described above. The District's Board retains the authority to establish or amend the benefit terms and payment requirements of the District and participants.

Employees Covered by Benefit Terms

As of June 30, 2023 and 2022, the following employees were covered by the combined benefit terms:

	<u>2023</u>	<u>2022</u>
Active employees	282	282
Retired employees	<u>16</u>	<u>16</u>
Total participants covered by OPEB plan	<u>298</u>	<u>298</u>

Contribution Requirements

Retirees pay their full premium for the health insurance program, which is the same premium paid by active employees. This results in the District providing an implied subsidy of the retirees normal age adjusted premium. The District fully funds the premiums for the life insurance policy for five years or until the policy is fully funded, whichever is sooner, for employees who retired prior to February 1, 2020.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Total OPEB Liability

The District's total OPEB liability was measured as of June 30, 2023. The total OPEB liability was determined based on the June 30, 2022, actuarial valuation updated to June 30, 2023. The District's total OPEB liability was \$1,421,639 as of June 30, 2023.

As of June 30, 2022 the District's total OPEB liability was \$1,373,998, measured as of June 30, 2022. The total OPEB liability was determined based on the June 30, 2022 actuarial valuation.

Actuarial Assumptions and Other Inputs

The actuarial assumptions used in valuing the OPEB liability for June 30, 2023 and 2022, include:

Actuarial cost method	Entry age normal
Discount rate	3.69 %
Salary increases	3.50 %
Monthly health plan premium costs (blended)	

Coverage	LCDHP	AETNA HMO	AETNA OAP
Employee only	\$ 943	\$ 1,130	\$ 1,056
Employee + 1	1,811	2,170	2,028
Employee +2 or more	2,339	2,802	2,619

Coverage	Health Alliance HMO	Health Alliance OAP	LCHP
Employee only	\$ 1,097	\$ 1,156	\$ 1,178
Employee + 1	2,105	2,220	2,262
Employee +2 or more	2,721	2,867	2,921

Health Care Cost Inflation Rates

Period	Inflation Rate
2023	6.50 %
2024	6.25 %
2025	5.75 %
2026	5.50 %
2027	5.25 %
2028 and after	5.00 %

Probabilities of death for participants were according to the PubG-2010 base rates projected to 2022 using scale MP2021. No additional provision (besides those already embedded) were included for mortality improvements beyond 2022.

The Discount Rate was based on the 20-year Muni index rate as of June 30, 2023. The Discount rate was 3.86% and 3.69% at June 30, 2023 and 2022, respectively.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Changes in the Total OPEB Liability

For fiscal years ended June 30, 2023 and 2022:

	Total OPEB Liability
Balances at July 1, 2022	<u>\$ 1,373,998</u>
Changes for the year:	
Service cost	97,184
Interest on the total OPEB liability	49,176
Changes on benefit terms	-
Differences between expected and actual experience of the total OPEB liability	-
Changes of assumptions	(16,100)
Contributions, employer	-
Contributions, employees	-
Net investment income	-
Difference between projected and actual investment	-
Benefit payments, including refunds of employee contributions	(82,619)
Other (net transfer)	-
Net changes	<u>47,641</u>
Balances at June 30, 2023	<u>\$ 1,421,639</u>
	Total OPEB Liability
Balances at July 1, 2021	<u>\$ 1,714,209</u>
Changes for the year:	
Service cost	125,382
Interest on the total OPEB liability	31,407
Changes on benefit terms	-
Differences between expected and actual experience of the total OPEB liability	(10,126)
Changes of assumptions	(329,984)
Contributions, employer	-
Contributions, employees	-
Net investment income	-
Difference between projected and actual investment	-
Benefit payments, including refunds of employee contributions	(156,890)
Other (net transfer)	-
Net changes	<u>(340,211)</u>
Balances at June 30, 2022	<u>\$ 1,373,998</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The June 30, 2023 valuation was prepared using a discount rate of 3.86%. If the discount rates were 1-percentage-point lower (2.86%) or 1-percentage-point higher (4.86%) than the current discount rate the Total OPEB Liability would be as follows:

	2023		
	1% Decrease to Discount Rate (2.86%)	Current Discount Rate (3.86%)	1% Increase to Discount Rate (4.86%)
Total OPEB liability	\$ 1,516,264	\$ 1,421,639	\$ 1,331,971

The June 30, 2022 valuation was prepared using a discount rate of 3.69%. If the discount rates were 1-percentage-point lower (2.69%) or 1-percentage-point higher (4.69%) than the current discount rate the Total OPEB Liability would be as follows:

	2022		
	1% Decrease to Discount Rate (2.69%)	Current Discount Rate (3.69%)	1% Increase to Discount Rate (4.69%)
Total OPEB liability	\$ 1,465,001	\$ 1,373,998	\$ 1,287,611

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates

The June 30, 2023 valuation was prepared using an initial trend rate of 6.50% decreasing to 5.0%. If the trend rates were 1-percentage-point lower (5.50% decreasing to 4.0%) or 1-percentage-point higher (7.50% decreasing to 6.0%) than the current trend rates the Total OPEB Liability would be as follows:

	2023		
	1% Lower 5.50% Decreasing to 4.00%	Current Trend Rates 6.50% Decreasing to 5.00%	1% Higher 7.50% Decreasing to 6.00%
Total OPEB liability	\$ 1,286,141	\$ 1,421,639	\$ 1,579,603

The June 30, 2022 valuation was prepared using an initial trend rate of 6.75% decreasing to 5.00%. If the trend rates were 1-percentage-point lower (5.75% decreasing to 4.00%) or 1-percentage-point higher (7.75% decreasing to 6.00%) than the current trend rates the Total OPEB Liability would be as follows:

	2022		
	1% Lower 5.75% Decreasing to 4.00%	Current Trend Rates 6.75% Decreasing to 5.00%	1% Higher 7.75% Decreasing to 6.00%
Total OPEB liability	\$ 1,242,406	\$ 1,373,998	\$ 1,527,532

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

OPEB Expense

For the years ended June 30, 2023 and 2022, the District recognized an OPEB expense as follows:

	<u>2023</u>	<u>2022</u>
Service cost	\$ 97,184	\$ 125,382
Interest on the total OPEB liability	49,176	31,407
Current-period benefit changes	-	-
Recognition of outflow (inflow) of resources due to liabilities	<u>(8,959)</u>	<u>(7,698)</u>
Total OPEB expense	<u>\$ 137,401</u>	<u>\$ 149,091</u>

Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

At June 30, 2023 and 2022, the District reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>2023</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Deferred amounts to be recognized in OPEB expense in future periods:		
Differences between expected and actual experience	\$ 43,997	\$ 8,540
Changes of assumptions	<u>110,465</u>	<u>306,718</u>
Total deferred amounts to be recognized in OPEB expense in future periods	<u>\$ 154,462</u>	<u>\$ 315,258</u>
	<u>2022</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Deferred amounts to be recognized in OPEB expense in future periods:		
Differences between expected and actual experience	\$ 49,754	\$ 9,333
Changes of assumptions	<u>125,883</u>	<u>319,959</u>
Total deferred amounts to be recognized in OPEB expense in future periods	<u>\$ 175,637</u>	<u>\$ 329,292</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense in future periods as follows:

<u>Years Ending June 30:</u>	<u>Net Deferred Outflows and Inflows of Resources</u>
2024	\$ (8,959)
2025	(8,959)
2026	(8,959)
2027	(8,959)
Thereafter	<u>(124,960)</u>
Total	<u>\$ (160,796)</u>

16. Unrestricted Net Position

Unrestricted net position consists of the following at June 30, 2023 and 2022:

	<u>2023</u>	<u>2022</u>
Board designated for capital reserves	\$ 40,616,554	\$ 40,130,192
Undesignated	<u>5,122,678</u>	<u>1,768,326</u>
Total unrestricted net position	<u>\$ 45,739,232</u>	<u>\$ 41,898,518</u>

17. Risk Management

The District is a member of the Illinois Public Transit Risk Management Association (IPTRMA), an insurance risk pool. Through IPTRMA, the District has pooled its risk for public liability/property damage and vehicle liability claims with other local transit districts in Illinois. IPTRMA covers liability including public official and employment practices liability, but not workers compensation. The District's capital contribution to the IPTRMA loss reserve fund is considered to be a prepayment of future claims in excess of insured amounts and is amortized over the period for which the capital contribution relates. Losses and claims recognized for the years ended June 30, 2023 and 2022 totaled \$401,572 and \$390,976, respectively, including the amortization of the District's capital contribution to IPTRMA. There have been no settlement amounts that have exceeded insurance and IPTRMA loss reserve fund coverage in the past three years. As of the date of the independent auditors' report, the District has not been notified by IPTRMA of a reasonably possible or probably supplemental payment requirement.

The District is partially self-insured for worker's compensation and employer's liability claims. Losses and claims are accrued as incurred. Cannon Cochran Management Services, Inc. (CCMSI) covers workers compensation with a date of loss prior to 8/9/21. At June 30, 2023 and 2022, the District had a claims liability balance of \$219,152 and \$202,794 for expected additional claims payable related to the CCMSI claims, respectively.

Illinois Public Risk Fund (IPRF) covers workers compensation for dates of loss after 8/9/21. It is a Guaranteed Cost policy versus a self-insured Excess Workers Compensation program. The policy does not have a deductible and has employee liability limits as follows:

Bodily Injury by Accident	\$3,000,000 each accident
Bodily Injury by Disease	\$3,000,000 policy Limit
Bodily Injury by Disease	\$3,000,000 each employee

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

The following is a summary of changes in self-insurance claims liability for the years ended June 30, 2023 and 2022:

	<u>June 30, 2022</u>	<u>Provision</u>	<u>Payment</u>	<u>June 30, 2023</u>
Self-insurance claims liability	\$ 202,794	\$ 265,680	\$ 249,322	\$ 219,152
	<u>June 30, 2021</u>	<u>Provision</u>	<u>Payment</u>	<u>June 30, 2022</u>
Self-insurance claims liability	\$ 329,262	\$ 213,648	\$ 340,116	\$ 202,794

18. Concentration of Revenue

The revenue recognized related to operating and capital grants from IDOT for the years ended June 30, 2023 and 2022 was \$30,187,756 and \$30,680,273, which was 49.21% and 52.12% of the District's revenue, respectively. At June 30, 2023 and 2022, amounts due from IDOT were \$6,706,211 and \$3,405,784, respectively.

The revenue recognized related to operating and capital grants from the U.S. Department of Transportation (USDOT) for the years ended June 30, 2023 and 2022 was \$10,411,561 and \$9,439,203, which was 17.56% and 16.03% of the District's revenue, respectively. At June 30, 2023 and 2022, amounts due from USDOT were \$4,044,150 and \$1,839,627, respectively.

19. Commitments

Through the date of the independent auditor's report, the District has entered into the following significant contractual commitments:

Construction and Property and Equipment Acquisitions

<u>Purpose</u>	<u>Contract Amount</u>	<u>Incurred Through June 30, 2023</u>	<u>Remaining Commitment</u>
New Flyer buses	\$ 45,454,211	\$ 7,025,775	\$ 38,428,436
Elevator modernization	273,438	143,915	129,523
Bus wash makeup air unit	135,000	107,661	27,339
Network switches	208,899	88,174	120,725
Training simulator	765,243	459,146	306,097
Underground storage tanks	1,315,209	1,217,342	97,867
Vehicle lifts	1,240,663	-	1,240,663
Total	<u>\$ 49,392,663</u>	<u>\$ 9,042,013</u>	<u>\$ 40,350,650</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2023 and 2022

Other Contractual Commitments

The District will be negotiating a public-private development agreement with an unrelated for-profit entity for improvements to the District's Illinois Terminal property in downtown Champaign and new construction on adjacent properties currently owned by the District, the City of Champaign, and the private entity. The District's Board has previously committed \$29,000,000 of funding to the project. Post pandemic and hyper inflation, it is recognized that additional funds will need to be committed in the future. The District's funding for its financial commitment will come from federal grants and the District's capital reserves. As part of the agreement, the District will receive a "fair share of revenue" from the private portion of the project to meet requirements of federal grants. This "fair share of revenue" amount will be determined when financial commitments are solidified. The progress of the project to the actual construction phase is subject to the for-profit entity and other governmental entities meeting various conditions precedent, which have not been met as of the date of the independent auditor's report. Construction is expected to begin in 2025 and completion is projected for 2027.

20. Contingent Liabilities

Litigation

The District is involved in several worker-compensation claims with current and former employees. As of June 30, 2023 and 2022, the District has recorded a liability of \$219,152 and \$202,794 for anticipated additional claims expense as stated in Note 17, respectively. An estimate of any additional potential loss cannot be made. The District is involved with several other liabilities claims for which any final settlement is expected to be covered by insurance.

Federal and State Grants

The District participates in a number of state and federally assisted programs. Under the terms of the programs, periodic audits may be required, and certain costs may be questioned as not being appropriate expenditures under the terms of these programs. Such audits could lead to reimbursements to grantor agencies. Based on prior experience, the District believes examinations would not result in any material disallowed costs for grant revenue recorded in these financial statements or from prior years.

The District manages transportation services provided by C-CARTS on behalf of Champaign County (the County) through an intergovernmental agreement. When C-CARTS earns local funding revenue in excess of that needed to cover the 35% local match required under the County's State Operating Assistance grant, the excess funds are rolled into a Public Transportation Account (PTA) for future use when there are funding shortfalls. A portion of the PTA fund balance is being held on account with the District. If the agreement with the County should terminate, the District would owe the County a portion of the unused PTA fund balance. At June 30, 2023 and 2022, the balance of PTA funds held by the District was \$365,915 and \$378,383, respectively.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2023 and 2022

21. Subsequent events

On August 30, 2023, the District's Board of Trustees authorized the Managing Director to issue a purchase order to New Flyer in the amount of \$20,452,172 for twenty-six 40-foot diesel electric hybrid buses to replace twenty-six buses that were purchased in 2011 and are past their useful life. Production is expected to begin in July 2024 and conclude in 2025. The purchase will be funded with a combination of federal, state, and local funds.

Subsequent to year end, the Managing Director was authorized by the District's Board of Trustees to establish with Prospect Bank a \$10,000,000 bank-qualified, tax-exempt line of credit with a variable interest rate adjusted every 30 days to the 30 Day Secured Overnight Finance Rate (SOFR) plus 0.53% and a \$6,000,000 revolving line of credit with a variable interest rate adjusted every 30 days to the 30 Day SOFR plus 2.35%. Each line of credit has a three-year maturity and is collateralized by a UCC filing on all District assets. The lines of credit will be used to finance debt service projects and equipment and supplement general cash flow if needed.

REQUIRED SUPPLEMENTARY INFORMATION

Champaign-Urbana Mass Transit District

Schedule of Changes in the Net Position Liability (Asset) and Related Ratios (Unaudited)

Illinois Municipal Retirement Fund

Last 10 Calendar Years

	2022	2021	2020	2019	2018	2017	2016	2015	2014
Total Pension Liability									
Service cost	\$ 1,820,391	\$ 1,868,665	\$ 1,966,955	\$ 1,908,870	\$ 1,747,032	\$ 1,803,142	\$ 1,924,207	\$ 1,766,692	\$ 1,891,042
Interest on total pension liability	7,404,592	7,061,608	6,891,172	6,566,765	6,327,389	6,210,904	5,986,140	5,432,618	5,035,213
Changes in benefit terms	-	-	-	-	-	-	-	-	-
Difference between expected and actual experience of the total pension liability	1,038,430	1,447,595	(892,189)	664,386	(104,374)	526,348	(971,731)	3,506,838	(1,219,049)
Changes of assumptions	-	-	(539,510)	-	2,626,345	(2,752,396)	(415,902)	204,603	2,539,109
Benefit payments, including refunds of employee contributions	(5,936,977)	(5,308,868)	(4,744,027)	(4,644,927)	(4,287,929)	(4,125,702)	(3,660,882)	(3,088,953)	(2,473,784)
Net change in total pension liability	4,326,436	5,069,000	2,682,401	4,495,094	6,308,463	1,662,296	2,861,832	7,821,798	5,772,531
Total Pension Liability, Beginning	<u>104,190,591</u>	<u>99,121,591</u>	<u>96,439,190</u>	<u>91,944,096</u>	<u>85,635,633</u>	<u>83,973,337</u>	<u>81,111,505</u>	<u>73,289,707</u>	<u>67,517,176</u>
Total Pension Liability, Ending (A)	<u>\$ 108,517,027</u>	<u>\$ 104,190,591</u>	<u>\$ 99,121,591</u>	<u>\$ 96,439,190</u>	<u>\$ 91,944,096</u>	<u>\$ 85,635,633</u>	<u>\$ 83,973,337</u>	<u>\$ 81,111,505</u>	<u>\$ 73,289,707</u>
Plan Fiduciary Net Position									
Contributions, employer	\$ 2,641,278	\$ 2,916,165	\$ 2,639,459	\$ 2,222,053	\$ 1,432,515	\$ 889,323	\$ 4,976,997	\$ 2,650,658	\$ 2,276,611
Contributions, employees	959,851	909,563	893,249	871,363	835,423	824,278	771,895	789,705	731,426
Net investment income	(14,119,159)	15,918,831	12,202,979	13,686,441	(4,397,393)	12,414,921	4,295,706	4,681,834	3,576,698
Benefit payments, including refunds of employee contributions	(5,936,977)	(5,308,868)	(4,744,027)	(4,644,927)	(4,287,929)	(4,125,702)	(3,660,882)	(7,458,442)	(2,473,784)
Other (net transfer)	(1,120,974)	346,739	(1,283,715)	346,862	870,237	(1,601,078)	377,999	(88,943)	(184,996)
Net change in plan fiduciary net position	(17,575,981)	14,782,430	9,707,945	12,481,792	(5,547,147)	8,401,742	6,761,715	574,812	3,925,955
Plan Fiduciary Net Position, Beginning	<u>109,456,504</u>	<u>94,674,074</u>	<u>84,966,129</u>	<u>72,484,337</u>	<u>78,031,484</u>	<u>69,629,742</u>	<u>62,868,027</u>	<u>62,293,215</u>	<u>58,367,260</u>
Plan Fiduciary Net Position, Ending (B)	<u>\$ 91,880,523</u>	<u>\$ 109,456,504</u>	<u>\$ 94,674,074</u>	<u>\$ 84,966,129</u>	<u>\$ 72,484,337</u>	<u>\$ 78,031,484</u>	<u>\$ 69,629,742</u>	<u>\$ 62,868,027</u>	<u>\$ 62,293,215</u>
Net Pension Liability (Asset), Ending (A) - (B)	<u>\$ 16,636,504</u>	<u>\$ (5,265,913)</u>	<u>\$ 4,447,517</u>	<u>\$ 11,473,061</u>	<u>\$ 19,459,759</u>	<u>\$ 7,604,149</u>	<u>\$ 14,343,595</u>	<u>\$ 18,243,478</u>	<u>\$ 10,996,492</u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	84.67%	105.05%	95.51%	88.10%	78.84%	91.12%	82.92%	77.51%	85.00%
Covered Payroll	\$ 21,341,390	\$ 19,943,444	\$ 19,682,111	\$ 19,329,778	\$ 18,300,000	\$ 17,415,622	\$ 17,047,578	\$ 17,549,000	\$ 16,253,911
Net Pension Liability (Asset) as a Percentage of Covered Payroll	77.95%	-26.40%	22.60%	59.35%	106.34%	43.66%	84.14%	103.96%	67.65%

NOTE: GASB Statement No. 68 requires 10 years of information to be presented in this table. However, until a full 10-year trend is compiled, the District will present information for those years for which information is available.

See notes to required supplementary information

Champaign-Urbana Mass Transit District

Schedule of Employer Contributions (Unaudited)

Illinois Municipal Retirement Fund

Last 10 Fiscal Years

Fiscal Year (1) (2)	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a Percentage of Covered Payroll
2023	\$ 2,236,578	\$ 2,641,278	(404,700)	\$ 21,341,390	12.38%
2022	2,419,140	2,916,165	(497,025)	19,943,444	14.62%
2021	2,458,296	2,639,459	(181,163)	19,682,111	13.41%
2020	2,074,085	2,222,053	(147,968)	19,329,778	11.50%
2019	2,183,190	1,432,515	750,675	18,300,000	7.83%
2018	2,281,446	889,323	1,392,123	17,415,622	5.11%
2017	2,194,023	4,976,997	(2,782,974)	17,047,578	29.19%
2016	2,302,597	2,650,658	(348,061)	17,549,000	15.10%
2015	1,996,889	2,276,611	(279,722)	16,253,911	14.01%

NOTES:

(1) GASB Statement No. 68 requires 10 years of information to be presented in this table, However, until a full 10-year trend is compiled, the District will present information for those years for which information is available.

(2) Contribution information reflects contributions recognized by IMRF and included in the fiduciary net position liability at each fiscal year end.

Champaign-Urbana Mass Transit District

Notes to Required Supplementary Information

Schedule of Employer Contributions – Illinois Municipal Retirement Fund (IMRF)

June 30, 2023 and 2022

Summary of Actuarial Methods and Assumptions Used in the Calculation of the 2022 Contribution Rate*

Valuation Date:

Notes: Actuarially determined contribution rates are calculated as of December 31 each year, which is 12 months prior to the beginning of the fiscal year in which contributions are reported.

Methods and Assumptions Used to Determine 2022 Contribution Rates:

Actuarial Cost Method:	Aggregate entry age normal
Amortization Method:	Level percentage of payroll closed
Remaining Amortization Period:	22-year closed period
Asset Valuation Method	5-year smoothed market; 20% corridor
Wage Growth:	3.25%
Price Inflation:	2.50%, approximate; No explicit inflation assumption is used in this valuation.
Salary Increases:	3.35% to 14.25%, including inflation
Investment Rate of Return:	7.25%
Retirement Age:	Experience-based table of rates that are specific to the type of eligibility condition; last updated for the 2017 valuation pursuant to an experience study of the period 2014 to 2016.
Mortality:	For non-disabled retirees, IMRF specific mortality rates were used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Blue Collar Health Annuitant Mortality Table with adjustments to match current IMRF experience. For disabled retirees, IMRF specific mortality rates were used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Disabled Retirees Mortality Table applying the same adjustments that were applied for non-disabled lives. For active members, IMRF specific mortality rates were used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Employee Mortality Table with adjustments to match current IMRF experience.

Other Information:

Notes: There were no benefit changes during the year.

*Based on Valuation Assumptions used in the December 31, 2020, actuarial valuation.

Champaign-Urbana Mass Transit District

Schedule of Changes in Total OPEB Liability and Related Ratios

Other Post-Employment Benefits (Unaudited)

Last 10 Fiscal Years

	2023	2022	2021	2020	2019	2018
Total OPEB Liability						
Service cost	\$ 97,184	\$ 125,382	\$ 123,355	\$ 100,018	\$ 96,546	\$ 96,795
Interest on total OPEB liability	49,176	31,407	39,083	54,946	58,336	56,915
Changes in benefit terms	-	-	-	(147,536)	-	-
Difference between expected and actual experience of the total OPEB liability	-	(10,126)	-	67,025	-	-
Changes of assumptions	(16,100)	(329,984)	25,954	104,327	43,855	(27,379)
Benefit payments	(82,619)	(156,890)	(151,882)	(141,946)	(120,962)	(112,523)
Net Change in total OPEB liability	47,641	(340,211)	36,510	36,834	77,775	13,808
Total OPEB Liability, Beginning	1,373,998	1,714,209	1,677,699	1,640,865	1,563,090	1,549,282
Total OPEB Liability, Ending	<u>\$ 1,421,639</u>	<u>\$ 1,373,998</u>	<u>\$ 1,714,209</u>	<u>\$ 1,677,699</u>	<u>\$ 1,640,865</u>	<u>\$ 1,563,090</u>
Covered Employee Payroll	<u>\$ 19,066,013</u>	<u>\$ 18,421,269</u>	<u>\$ 15,955,541</u>	<u>\$ 15,415,982</u>	<u>\$ 13,587,275</u>	<u>\$ 14,695,096</u>
Total OPEB Liability as a Percentage of Covered Employee Payroll	7.46%	7.46%	10.74%	10.88%	12.08%	10.64%

NOTES: GASB Statement No. 75 requires 10 years of information to be presented in this table. However, until a full 10-year trend is compiled, the District will present information for those years for which information is available.

Assumptions Used to Determine Total OPEB Liability:

Valuation Date: June 30, 2022

Measurement Date: June 30, 2023

Actuarial Cost Method: Entry age normal

Interest Rate Used to Discount the Liability: 3.86%

Healthcare Inflation Rates: 6.50% in fiscal year 2023 decreasing to 5.00% by fiscal year 2028 and thereafter

Participation Assumption for the Healthcare Benefit: 40%

Mortality: Probabilities of death for participants were according to the PubG-2010 base rates projected to 2022 using scale MP2021. No additional provision (besides those already embedded) were included for mortality improvements beyond 2022.

Accumulation of Assets to Fund the Benefits:

No assets are accumulated in a trust to pay benefits related to the OPEB plans.

See notes to required supplementary information

SUPPLEMENTARY INFORMATION

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Operations		
Wages:		
Operators	\$ 11,197,104	\$ 9,304,738
Street supervisors and dispatchers	1,294,820	1,291,413
Other supervisors	1,074,399	1,039,891
Clerical	206,661	174,343
COVID vaccine incentive wages	-	31,140
Labor credit	<u>(21,024)</u>	<u>(26,477)</u>
Total wages	<u>13,751,960</u>	<u>11,815,048</u>
Fringe benefits:		
Health and dental insurance	3,700,483	3,564,775
Paid absences	1,808,398	2,778,539
Social Security tax	1,158,210	1,095,105
Workers' compensation insurance and claims	198,409	183,289
Early retirement plan	(6,152)	58,709
Uniform allowances	50,387	51,064
Unemployment insurance	45,893	49,441
Other fringe benefits	58,971	14,024
Illinois municipal retirement fund	<u>2,624,751</u>	<u>(2,059,113)</u>
Total fringe benefits	<u>9,639,350</u>	<u>5,735,833</u>
Services:		
ADA	921,673	875,871
Printing	39,533	41,475
Taxi	18,675	23,707
Other services	<u>177,019</u>	<u>31,188</u>
Total services	<u>1,156,900</u>	<u>972,241</u>
Materials and supplies consumed:		
Fuel and lubrications	2,033,292	1,765,849
Tires and tubes	187,926	137,529
Other materials and supplies consumed	26,892	45,463
Small equipment	<u>1,640</u>	<u>23,815</u>
Total materials and supplies consumed	<u>2,249,750</u>	<u>1,972,656</u>
Miscellaneous:		
Leased equipment	(373,389)	66,118
Other	<u>28,452</u>	<u>20,385</u>
Total miscellaneous	<u>(344,937)</u>	<u>86,503</u>
Total operations	<u>\$ 26,453,023</u>	<u>\$ 20,582,281</u>

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses

Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Maintenance		
Wages:		
Mechanics	\$ 1,572,421	\$ 1,446,095
Cleaners	1,034,107	795,793
Supervisors and clerical	<u>829,840</u>	<u>718,210</u>
Total wages	<u>3,436,368</u>	<u>2,960,098</u>
Fringe benefits:		
Health and dental insurance	895,009	843,997
Paid absences	522,064	656,736
Social Security tax	294,871	268,185
Early retirement plan	29,113	115,096
Uniform and tools allowance	38,885	46,771
Workers' compensation insurance and claims	40,783	34,252
Unemployment insurance	11,212	11,124
Other fringe benefits	15,822	5,954
Illinois municipal retirement fund	<u>670,701</u>	<u>(946,187)</u>
Total fringe benefits	<u>2,518,460</u>	<u>1,035,928</u>
Services:		
Contract maintenance	173,933	151,831
Other services	<u>12,902</u>	<u>13,190</u>
Total services	<u>186,835</u>	<u>165,021</u>
Materials and supplies consumed:		
Revenue vehicle repairs	2,167,222	2,114,740
Buildings and grounds repairs	440,501	253,261
Fuel and lubricants	206,003	176,584
Service supplies	104,830	121,084
Passenger shelter repairs	84,679	85,344
Service vehicles repairs	74,663	44,314
Shop tools	58,045	38,507
Garage equipment repairs	61,404	33,123
Other materials and supplies consumed	<u>32,753</u>	<u>28,278</u>
Total materials and supplies consumed	<u>3,230,100</u>	<u>2,895,235</u>
Miscellaneous:		
Leased equipment	180,442	16,268
Other	<u>16,687</u>	<u>25,468</u>
Total miscellaneous	<u>197,129</u>	<u>41,736</u>
Total maintenance	<u>\$ 9,568,892</u>	<u>\$ 7,098,018</u>

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
General Administration		
Wages:		
Supervisors	\$ 1,781,997	\$ 1,507,017
Clerical	396,190	354,455
COVID testing wages	<u>-</u>	<u>17,988</u>
Total wages	<u>2,178,187</u>	<u>1,879,460</u>
Fringe benefits:		
Health and dental insurance	464,338	372,821
Social Security tax	153,409	134,737
Workers' compensation insurance and claims	23,382	15,086
Unemployment insurance	4,902	4,786
Other fringe benefits	13,395	19,553
Illinois municipal retirement fund	<u>332,593</u>	<u>(260,630)</u>
Total fringe benefits	<u>992,019</u>	<u>286,353</u>
Services:		
Contract maintenance	707,948	565,786
Professional and technical	577,446	566,073
Printing	1,026	6,626
Other services	<u>31,673</u>	<u>28,847</u>
Total services	<u>1,318,093</u>	<u>1,167,332</u>
Materials and supplies consumed:		
Office supplies	13,042	11,891
Small equipment	<u>45,925</u>	<u>9,631</u>
Total materials and supplies consumed	<u>58,967</u>	<u>21,522</u>
Casualty and liability costs:		
Public liability and property damage insurance	507,392	408,547
Uninsured public liability	355,285	346,405
Physical damage insurance	96,141	89,151
Insurance and property damage recoveries	(27,946)	(51,792)
Other insurance	<u>46,287</u>	<u>44,528</u>
Total casualty and liability costs	<u>977,159</u>	<u>836,839</u>

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
General Administration Continued		
Miscellaneous:		
Utilities	\$ 762,960	\$ 717,669
Advertising	180,039	168,942
Travel and meetings	155,312	146,886
Dues and subscriptions	100,180	94,163
Leased equipment	198,644	6,061
Other	417,048	444,399
	<u>1,814,183</u>	<u>1,578,120</u>
Total miscellaneous		
	<u>1,814,183</u>	<u>1,578,120</u>
Total general administration	<u>\$ 7,338,608</u>	<u>\$ 5,769,626</u>
Illinois Terminal		
Wages:		
Supervisors	\$ 231,969	\$ 234,367
Security	149,314	128,791
Cleaners	143,707	119,343
Clerical	122,332	107,121
	<u>647,322</u>	<u>589,622</u>
Total wages		
	<u>647,322</u>	<u>589,622</u>
Fringe benefits:		
Health and dental insurance	209,153	191,389
Paid absences	82,215	67,797
Social Security tax	54,652	47,219
Workers' compensation insurance and claims	9,745	9,709
Uniform and tool allowances	5,132	2,449
Other fringe benefits	3,236	1,207
Illinois municipal retirement fund	116,213	(87,777)
	<u>480,346</u>	<u>231,993</u>
Total fringe benefits		
	<u>480,346</u>	<u>231,993</u>
Services:		
Contract maintenance	(19,335)	24,650
Professional services	46,142	12,874
Other services	2,999	1,151
	<u>29,806</u>	<u>38,675</u>
Total services		
	<u>29,806</u>	<u>38,675</u>

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
Illinois Terminal Continued		
Materials and supplies consumed:		
Buildings and grounds repairs	\$ 116,756	\$ 54,348
Services supplies	25,418	19,912
Shop tools	2,462	6,290
Other materials and supplies consumed	2,453	1,995
	<u>147,089</u>	<u>82,545</u>
Total materials and supplies consumed		
Miscellaneous:		
Utilities	199,271	186,587
Other	18,267	17,228
	<u>217,538</u>	<u>203,815</u>
Total miscellaneous		
Total Illinois terminal	<u>\$ 1,522,101</u>	<u>\$ 1,146,650</u>
C-CARTS		
Wages:		
Operators	\$ 397,532	\$ 312,603
Supervisors	13,443	36,927
Clerical	14,759	14,310
Training	11,362	11,330
	<u>437,096</u>	<u>375,170</u>
Total wages		
Fringe benefits:		
Health and dental insurance	44,520	52,916
Illinois municipal retirement fund	39,767	37,189
Social Security tax	34,863	29,157
Paid absences	30,293	22,596
Unemployment allowance	1,595	1,662
Uniform and tool allowances	799	444
Other fringe benefits	470	216
Workers' compensation insurance and claims	4,409	(30,139)
	<u>156,716</u>	<u>114,041</u>
Total fringe benefits		
Services:		
Professional services	29,091	19,572
Contractual maintenance	19,297	5,361
Printing	423	280
Other services	3,714	8,075
	<u>52,525</u>	<u>33,288</u>
Total services		

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2023 and 2022

	<u>2023</u>	<u>2022</u>
C-CARTS Continued		
Materials and supplies consumed:		
Fuel and lubricants	\$ 125,815	\$ 111,216
Repairs and maintenance	109,938	51,626
Tires and tubes	8,749	6,978
Office supplies	505	631
Small tools and equipment	1,000	340
	<u>246,007</u>	<u>170,791</u>
Total materials and supplies consumed		
Miscellaneous:		
Leased equipment	26,254	26,176
Utilities	4,321	4,321
Other	310	1,346
	<u>30,885</u>	<u>31,843</u>
Total miscellaneous		
Casualty and liability costs:		
Public liability and property damage insurance	7,453	3,630
	<u>7,453</u>	<u>3,630</u>
Total C-CARTS	<u>\$ 930,682</u>	<u>\$ 728,763</u>
Depreciation		
Revenue vehicles, fareboxes and radios	\$ 5,531,582	\$ 5,470,415
Office and garage facilities	1,871,958	1,681,212
Office and garage equipment	169,014	165,485
Service vehicles	74,539	84,468
Other equipment	320,201	323,216
	<u>7,967,294</u>	<u>7,724,796</u>
Total depreciation		
Amortization		
Lease assets		
Leasehold improvements	8,594	8,594
Revenue vehicles	35,661	35,661
Service vehicles	152,214	102,608
Non-revenue	8,103	8,103
Other equipment	295,892	214,479
Subscription-based information technology arrangements	120,337	28,204
	<u>620,801</u>	<u>397,649</u>
Total amortization		
Total depreciation and amortization	<u>\$ 8,588,095</u>	<u>\$ 8,122,445</u>

ILLINOIS DEPARTMENT OF TRANSPORTATION

Champaign-Urbana Mass Transit District

Schedule of Revenues and Expenses

Under Downstate Operating Assistance Grant OP-23-45-IL

Year Ended June 30, 2023

Operating Revenues		
4111	Passenger paid fares	\$ 5,684,003
4112	Organization paid fares	1,059,778
4130	Non-public transportation revenue	30,341
4141	Advertising revenues	407,249
4142	Concessions	24,753
4150	Other transportation revenues	1,440,566
4190	Total recoveries	27,946
4500	Federal funds	-
4630	Sales and disposal of assets	20,203
	Total operating revenues	<u>8,694,839</u>
Eligible Operating Expenses		
5010	Labor	22,426,515
5015	Fringe benefits	11,217,499
5020	Services	1,691,223
5030	Materials and supplies	5,815,852
5040	Utilities	856,338
5050	Casualty and liability costs	1,005,105
5060	Taxes	29,528
5090	Miscellaneous expenses	659,521
5100	Purchased transportation expenses	940,348
5220	Operating lease expenses	543,864
517	Debt service on equipment/facilities	326,226
	Total eligible operating expenses	<u>45,512,019</u>
Ineligible Operating Expenses		
	Expenses related to the non-transportation areas of Illinois Terminal	80,185
	Other miscellaneous expenses of 1101 East University	118,744
	Professional services not related to transportation services	90,167
	APTA and IPTA dues	5,250
	Total ineligible operating expenses	<u>294,346</u>
	Total operating expenses	<u>\$ 45,806,365</u>
	Total eligible operating expenses	\$ 45,512,019
	Total operating revenues	<u>8,694,839</u>
	Deficit	<u>\$ 36,817,180</u>
	65% of eligible operating expenses	<u>\$ 29,582,812</u>
	Maximum contract amount	<u>\$ 33,859,800</u>
	Eligible downstate operating assistance (deficit or 65% of eligible expense or maximum contract amount, whichever is less)	\$ 29,582,812
	Less fiscal year 2023 downstate operating assistance received through June 30, 2023	20,967,397
	Less fiscal year 2023 downstate operating assistance received subsequent to June 30, 2023	<u>8,427,739</u>
	Fiscal year 2023 downstate operating assistance under (over) paid	<u>\$ 187,676</u>

Champaign-Urbana Mass Transit District

Schedule of Prior Audit Findings - Downstate Operating Assistance Grant OP-23-45-IL
Year Ended June 30, 2023

No findings in the prior year.

**Report on Compliance
With Laws and Regulations Applicable to the
Financial Assistance Received From the
Illinois Department of Transportation**

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on Compliance

Opinion on Compliance

We have audited the Champaign-Urbana Mass Transit District's (District) compliance with the applicable provisions of the Downstate Public Transportation Act (as amended) 30 ILCS 740/2, the Civil Administrative Code of Illinois, 20 ILCS 2705/49.19 and the rules and regulations of the Illinois Department of Transportation that are applicable to the financial assistance for the year ended June 30, 2023. The District's state financial assistance is identified in the Schedule of Revenues and Expenses under Downstate Operating Assistance Grant. We also tested the calculation of the State's participation in the District's operating deficit and that State assistance claimed and paid are recorded and reported in accordance with the contract with the State of Illinois.

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that are applicable to state financial assistance received for the year ended June 30, 2023.

Basis for Opinion on Compliance

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); the provisions of the "Downstate Operating Assistance Grant Program Agreement" with the Department of Transportation, State of Illinois (Act). Our responsibilities under those standards and provisions are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation and maintenance of effective internal control over compliance with the laws and regulations applicable to the financial assistance received from the Illinois Department of Transportation.

Auditor's Responsibilities for the Audit of Compliance

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

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Act, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

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

Purpose of This Report

This report is intended solely for the information and use of the Champaign-Urbana Mass Transit District's Board of Trustees, management and the Illinois Department of Transportation and is not intended to be and should not be used by anyone other than these specified parties.

Baker Tilly US, LLP

Madison, Wisconsin
February 12, 2024

C-CARTS SCHEDULES

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Section 5311 Annual Financial Report
 Contract Number OP-23-05-FED
 Period From July 1, 2022 to June 30, 2023

Revenue

<u>Line Item</u>	<u>Description</u>	<u>Total</u>
401	Passenger fares/donations	\$ 42,839
402	Special transit fares	-
405	Charter service	-
406	Auxiliary transportation	-
407	Non-transportation revenue	-
411	State cash grants	-
430	Contributed services	-
440	Subsidy from other sources	-
	Total revenue	42,839
	Less non-5311 operating revenues	-
	Section 5311 operating revenue	<u>\$ 42,839</u>

Expenses

<u>Line Item</u>	<u>Eligible Expenses</u>	<u>Actual Administrative Expenses</u>	<u>Actual Operating Expenses</u>	<u>Total</u>
501	Labor	\$ 13,945	\$ -	\$ 13,945
502	Fringe benefits	6,732	-	6,732
503	Services	7,015	-	7,015
504.01	Fuel and oil	-	-	-
504.02	Tires and tubes	-	-	-
504.99	Other materials	-	-	-
505	Utilities	-	-	-
506	Casualty and liability	-	-	-
507	Taxes	-	-	-
508	Purchase of service	-	902,991	902,991
509	Miscellaneous	-	-	-
511	Interest expense	-	-	-
512	Lease and rentals	-	-	-
	Other	-	-	-
	Total expenses	<u>\$ 27,692</u>	<u>\$ 902,991</u>	<u>\$ 930,683</u>

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Section 5311 Annual Financial Report
 Contract Number OP-23-05-FED
 Period From July 1, 2022 to June 30, 2023

	Administrative Expenses	Operating Expenses	Total
1) Expenses per single audit	\$ 27,692	\$ 902,991	\$ 930,683
2) Less ineligible expenses per single audit	-	-	-
3) Net eligible expenses (1-2)	27,692	902,991	930,683
4) Less section 5311 operating revenues (from page 1)		42,839	42,839
5) Section 5311 operating deficit (3-4)		860,152	
6) Section 5311 deficit (3-4)			887,844
7) Section 5311 reimbursement %	80%	50%	
			Grant Total
A) Eligible reimbursement per percentages	22,154	430,076	452,230
B) Funding limits per contract			153,871
C) Maximum Section 5311 reimbursement: (lesser of totals for A or B)			153,871
D) Less IDOT payments, Section 5311 reimbursement to grantee			152,306
E) Amount (over) under Paid (C-D)			1,565
F) Grantee local match requirement (operating deficit - (C))			733,973
Grantee Match Sources		Amounts	
Downstate Operating Grant		\$ 604,944	
Local contracts		129,029	
In-kind services, subsidies, donations		-	
Total local match (must equal F)		\$ 733,973	
Local Transit Funds Retained (Carry Forward Account)			
Beginning carry forward (C.F.A) balance		\$ 378,383	
FY local transit (local contracts) amounts received		112,963	
Less expended for capital \$0 operating \$129,029		129,029	
Ending carry forward (C.F.A) balance		\$ 362,317	

I certify that the revenues and costs claimed for reimbursement are adequately supported and the approved cost allocation plan (if applicable) has been followed as provided in the project budget.

Prepared By: Nate Warman

Title: Comptroller

Reviewed By/PCOM: _____

Date: _____

CPA Approval: See Independent Auditors' Report

Date: See Independent Auditors' Report

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Schedule of Revenues and Expenses Under Downstate Operating Assistance Grant OP-23-05-IL
Year Ended June 30, 2023

Operating Revenues		
401	Passenger fares for transit services	\$ 42,839
402	Special transit fares	-
413	Federal cash grants and reimbursement	153,871
413.99	Sec. 5307 capital funds applied to state eligible op. expenses	-
.99	Job Access Reverse Commute and New Freedom	-
430	Contributed services	-
440	Subsidy from other sectors of operations	<u>129,029</u>
	Total operating revenues	<u>\$ 325,739</u>
Operating Expenses		
501	Labor	\$ 13,945
502	Fringe benefits	6,732
503	Professional services	7,015
504	Materials and supplies consumed	-
505	Utilities	-
506	Casualty and liability	-
507	Taxes	-
508	Purchased transportation	902,991
509	Miscellaneous expense	-
511	Interest expense	-
512	Leases, rentals and purchase-lease payments	<u>-</u>
	Total operating expenses	930,683
	Ineligible operating expenses:	
	Other	-
	Less total ineligible operating expenses	<u>-</u>
	Total eligible operating expenses	<u>\$ 930,683</u>

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Schedule of Revenues and Expenses Under Downstate Operating Assistance Grant OP-23-05-IL
Year Ended June 30, 2023

Total eligible operating expenses	\$ 930,683
Total operating revenues	<u>325,739</u>
Deficit	<u>\$ 604,944</u>
65% of eligible operating expenses	<u>\$ 604,944</u>
Maximum contract amount	<u>\$ 753,610</u>
Eligible Downstate Operating Assistance (deficit or 65% of eligible expense or maximum contract amount, whichever is less)	\$ 604,944
Fiscal year 2023 Downstate Operating Assistance received through June 30, 2023	388,145
Fiscal year 2023 Downstate Operating Assistance received subsequent to June 30, 2023	<u>216,799</u>
Fiscal year 2023 Downstate Operating Assistance over paid	<u>\$ -</u>

Prepared by: Nate Warman Title: Comptroller

Reviewed by PCOM: _____ Date: _____

Reviewed by Grantee: _____ Date: _____
Authorized Representative

CPA Approval: See Independent Auditors' Report Date: See Independent Auditors' Report

Champaign-Urbana Mass Transit District

Schedule of Prior Audit Findings - Downstate Operating Assistance Grant OP-23-05-IL
Year Ended June 30, 2023

No findings noted in the prior year.

**Report on Compliance
With Laws and Regulations Applicable to the
Champaign County Area Rural
Transit System Program**

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on Compliance

Opinion on Compliance

We have audited the Champaign-Urbana Mass Transit District's (District) compliance with the applicable provisions of the Downstate Public Transportation Act (as amended) 30 ILCS 740/2, the Civil Administrative Code of Illinois, 20 ILCS 2705/49.19 and the rules and regulations of the Illinois Department of Transportation as received for the Champaign County Area Rural Transit System (C-CARTS) program that are applicable to the financial assistance for the year ended June 30, 2023. The C-CARTS's state financial assistance is identified in the Schedule of Revenues and Expenses under Downstate Operating Assistance Grant. We also tested the calculation of the State's participation in the C-CARTS's operating deficit and that State assistance claimed and paid are recorded and reported in accordance with the contract with the State of Illinois.

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that are applicable to state financial assistance received for the year ended June 30, 2023.

Basis for Opinion on Compliance

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); the provisions of the "Downstate Operating Assistance Grant Program Agreement" with the Department of Transportation, State of Illinois (Act). Our responsibilities under those standards and provisions are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation and maintenance of effective internal control over compliance with the laws and regulations applicable to the financial assistance received from the Illinois Department of Transportation.

Auditor's Responsibilities for the Audit of Compliance

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

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Act, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

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

Purpose of This Report

This report is intended solely for the information and use of the Champaign-Urbana Mass Transit District's Board of Trustees, management and Champaign County and is not intended to be and should not be used by anyone other than these specified parties.

Baker Tilly US, LLP

Madison, Wisconsin
February 12, 2024

SINGLE AUDIT

Champaign-Urbana Mass Transit District

Schedule of Expenditures of Federal Awards

Year Ended June 30, 2023

Federal Grantor / Pass-Through Grantor / Program Title	Assistance Listing Number		Grant Number	Federal Expenditures
Federal Programs				
U.S. Department of Transportation				
<i>Direct awards:</i>				
<i>Federal transit cluster</i>				
COVID-19 Urbanized Area Formula Grants	20.507	*	IL-2022-014-00	\$ 3,384,931
COVID-19 Urbanized Area Formula Grants	20.507	*	IL-2022-010-02	7,025,289
Urbanized Area Formula Grants	20.507	*	IL-2019-007-00	<u>1,341</u>
Total U.S. Department of Transportation / Federal Transit Cluster				<u>10,411,561</u>
<i>Pass-through from the county of Champaign, Illinois</i>				
Formula Grants for Rural Areas	20.509		IL-23-05-FED	<u>153,871</u>
Total pass-through from the county of Champaign, Illinois				<u>153,871</u>
Total federal expenditures				<u><u>\$ 10,565,432</u></u>

* Denotes a major program

Notes to Schedule of Expenditures of Federal Awards

Year Ended June 30, 2023

- The accompanying Schedule of Expenditures of Federal Awards is a summary of the activity of the District's federal award programs presented on the accrual basis in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (Uniform Guidance). Therefore, some amounts presented in this schedule may differ from amounts presented in the basic financial statements, which are presented in conformity with accounting principles generally accepted in the United States of America.
- The District did not use the 10-percent-de-minimus indirect cost rate for the year ended June 30, 2023.
- Property and equipment purchases that are presented as expenditures in the Schedule of Expenditures of Federal Awards may be capitalized by the District for presentation in the basic financial statements.

Champaign-Urbana Mass Transit District

Schedule of Findings and Questioned Costs
Year Ended June 30, 2023

Section I - Summary of Auditors' Results

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP: Unmodified

Internal control over financial reporting:

Material weakness(es) identified?	_____	yes	_____	<u>X</u>	no
Significant deficiency(ies) identified?	_____	yes	_____	<u>X</u>	none reported

Noncompliance material to financial statements noted?	_____	yes	_____	<u>X</u>	no
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Federal Awards

Internal control over major programs:

Material weakness(es) identified?	_____	yes	_____	<u>X</u>	no
Significant deficiencies identified that are not considered to be material weakness(es)?	_____	yes	_____	<u>X</u>	none reported

Noncompliance material to financial statements noted?	_____	yes	_____	<u>X</u>	no
---	-------	-----	-------	----------	----

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 200.516(a) of the Uniform Guidance or the <i>State Single Audit Guidelines</i> ?	_____	yes	_____	<u>X</u>	no
Auditee qualified as low-risk auditee?	_____	<u>X</u>	_____	_____	no

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

Identification of major federal program:

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
20.507	Federal Transit Cluster

Section II - Financial Statement Findings Required to be Reported in Accordance With Government Auditing Standards

None noted.

Section III - Federal Awards Findings and Questioned Costs

None noted.

Champaign-Urbana Mass Transit District

Summary Schedule of Prior Audit Findings
Year Ended June 30, 2023

No findings noted in the prior year.

OTHER REPORTS

**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***

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

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 (*Government Auditing Standards*), the financial statements of the Champaign-Urbana Mass Transit District (the District), which comprise the District's statement of financial position as of June 30, 2023, and the related statements of activities, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated February 12, 2024.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the 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 or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the 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 financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

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.

Baker Tilly US, LLP

Madison, Wisconsin
February 12, 2024

**Report on Compliance
for the Major Federal Program;
Report on Internal Control Over Compliance; and
Report on the Schedule of Expenditures of
Federal Awards Required by the Uniform Guidance**

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the Champaign-Urbana Mass Transit District's (the District) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on the District's major federal program for the year ended June 30, 2023. The District's major federal program is identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2023.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

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

Responsibilities of Management for Compliance

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

Auditors' Responsibilities for the Audit of Compliance

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

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control 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 Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

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

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.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the District as of and for the year ended June 30, 2023, and have issued our report thereon dated February 12, 2024, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance 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 schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

A handwritten signature in black ink that reads "Baker Tilly US, LLP". The signature is written in a cursive, flowing style.

Madison, Wisconsin
February 12, 2024



Reporting and insights from 2023 audit:

Champaign-Urbana Mass Transit District

June 30, 2023

Executive summary

February 12, 2024

To the Board of Trustees
Champaign-Urbana Mass Transit District
1101 E University Ave
Urbana, IL, 61802

We have completed our audit of the financial statements of Champaign-Urbana Mass Transit District (the District) for the year ended June 30, 2023, and have issued our report thereon dated February 12, 2024. This letter presents communications required by our professional standards.

Your audit should provide you with confidence in your financial statements. The audit was performed based on information obtained from meetings with management, data from your systems, knowledge of your District's operating environment and our risk assessment procedures. We strive to provide you clear, concise communication throughout the audit process and of the final results of our audit.

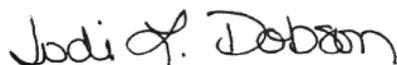
Additionally, we have included information on key risk areas Champaign-Urbana Mass Transit District should be aware of in your strategic planning. We are available to discuss these risks as they relate to your organization's financial stability and future planning.

If you have questions at any point, please connect with us:

- Jodi Dobson, Partner: jodi.dobson@bakertilly.com or +1 (608) 240 2469
- Megan Cahill, Manager: megan.cahill@bakertilly.com or +1 (608) 240 6774

Sincerely,

Baker Tilly US, LLP



Jodi Dobson, CPA



Megan Cahill, CPA

THIS COMMUNICATION IS INTENDED SOLELY FOR THE INFORMATION AND USE OF THOSE CHARGED WITH GOVERNANCE, AND, IF APPROPRIATE, MANAGEMENT, AND IS NOT INTENDED TO BE AND SHOULD NOT BE USED BY ANYONE OTHER THAN THESE SPECIFIED PARTIES.

BAKER TILLY US, LLP, TRADING AS BAKER TILLY, IS A MEMBER OF THE GLOBAL NETWORK OF BAKER TILLY INTERNATIONAL LTD., THE MEMBERS OF WHICH ARE SEPARATE AND INDEPENDENT LEGAL ENTITIES.

Responsibilities

Our responsibilities

As your independent auditor, our responsibilities include:

- Planning and performing the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement. Reasonable assurance is a high level of assurance.
- Assessing the risks of material misstatement of the financial statements, whether due to fraud or error. Included in that assessment is a consideration of the District's internal control over financial reporting.
- Performing appropriate procedures based upon our risk assessment.
- Evaluating the appropriateness of the accounting policies used and the reasonableness of significant accounting estimates made by management.
- Forming and expressing an opinion based on our audit about whether the financial statements prepared by management, with the oversight of the Board of Trustees:
 - Are free from material misstatement
 - Present fairly, in all material respects and in accordance with accounting principles generally accepted in the United States of America
- Performing tests related to compliance with certain provisions of laws, regulations, contracts and grants, as required by *Government Auditing Standards*
- Considering internal control over compliance with requirements that could have a direct and material effect on major federal programs to design tests of both controls and compliance with identified requirements
- Forming and expressing an opinion based on our audit in accordance with OMB's *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards* (Uniform Guidance) about the entity's compliance with requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of its major federal programs.
- Our audit does not relieve management or the Board of Trustees of their responsibilities.

We are also required to communicate significant matters related to our audit that are relevant to the responsibilities of the Board of Trustees, including:

- Internal control matters
- Qualitative aspects of the District's accounting practice including policies, accounting estimates and financial statement disclosures
- Significant unusual transactions
- Significant difficulties encountered
- Disagreements with management
- Circumstances that affect the form and content of the auditors' report
- Audit consultations outside the engagement team
- Corrected and uncorrected misstatements
- Other audit findings or issues

Audit status

Significant changes to the audit plan

There were no significant changes made to either our planned audit strategy or to the significant risks and other areas of emphasis identified during the performance of our risk assessment procedures. The timing of our fieldwork was adjusted to meet the needs and availability of your team.

Audit approach and results

Planned scope and timing

Audit focus

Based on our understanding of the District and environment in which you operate, we focused our audit on the following key areas:

- Key transaction cycles
- Areas with significant estimates
- Implementation of new accounting standards

Our areas of audit focus were informed by, among other things, our assessment of materiality. Materiality in the context of our audit was determined based on specific qualitative and quantitative factors combined with our expectations about the District's current year results.

Key areas of focus and significant findings

Significant risks of material misstatement

A significant risk is an identified and assessed risk of material misstatement that, in the auditor's professional judgment, requires special audit consideration. Within our audit, we focused on the following areas below.

Significant risk areas	Testing approach	Conclusion
Management override of controls	Incorporate unpredictability into audit procedures, emphasize professional skepticism and utilize audit team with industry expertise	Procedures identified provided sufficient evidence for our audit opinion
Improper revenue recognition due to fraud	Confirmation or validation of certain revenues supplemented with detailed predictive analytics based on non-financial data and substantive testing of related receivables	Procedures identified provided sufficient evidence for our audit opinion

Other areas of emphasis

We also focused on other areas that did not meet the definition of a significant risk, but were determined to require specific awareness and a unique audit response.

Other areas of emphasis		
Cash and investments	Revenues and receivables	General disbursements
Payroll	Pension and OPEB liabilities	Leases
Capital assets including infrastructure	Net position calculations	Financial reporting and required disclosures

Internal control matters

We considered the District's internal control over financial reporting as a basis for designing our audit procedures for the purpose of expressing an opinion on the financial statements. We are not expressing an opinion on the effectiveness of the District's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis.

A material weakness is a deficiency or combination of deficiencies in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. We did not identify any deficiencies in internal control that we consider to be material weaknesses.

Other comments and recommendations

Best Practice Policies

As a result of reviewing procedures around GASB Statement No. 87, *Leases* and GASB Statement No. 96, *Subscription-based information technology arrangements* it was noted that the District lacks a formal written policy governing the assessment of contracts under these standards. We recommend a formal written policy be created identifying management's criteria for evaluating contracts under these standards, process for the annual review of new contracts or changes to existing contracts and developing a financial threshold for which contracts require consideration. Such a policy will allow for more efficient and consistent contract management, accounting and reporting in the future.

Management response:

Management agrees to write a policy to establish procedures as recommended for GASB Statement No. 87, *Leases* and GASB Statement No. 96, *Subscription-based information technology arrangements* by June 30, 2024.

The District's written responses to the recommendations identified in our audit have not been subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on them.

Required communications

Qualitative aspect of accounting practices

- Accounting policies: Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we have advised management about the appropriateness of accounting policies and their application. The significant accounting policies used by the District are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing accounting policies was not changed during fiscal year 2023. We noted no transactions entered into by the District during the year for which accounting policies are controversial or for which there is a lack of authoritative guidance or consensus or diversity in practice.
- Accounting estimates: Accounting estimates, including fair value 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, the degree of subjectivity involved in their development and because of the possibility that future events affecting them may differ significantly from those expected. The following estimates are of most significance to the financial statements:

Estimate	Management's process to determine	Baker Tilly's conclusions regarding reasonableness
Accrued compensated absences	Evaluation of hours earned and accumulated in accordance with employment policies and average wage per hour rates	Reasonable in relation to the financial statements as a whole
Net pension liability and related deferrals	Evaluation of information provided by the Illinois Municipal Retirement Fund	Reasonable in relation to the financial statements as a whole
Total OPEB liability and related deferrals	Key assumptions set by management with the assistance of a third-party actuary	Reasonable in relation to the financial statements as a whole
Depreciation/Amortization	Evaluate estimated useful life of the asset and original acquisition value	Reasonable in relation to the financial statements as a whole

There have been no significant changes made by management to either the processes used to develop the particularly sensitive accounting estimates, or to the significant assumptions used to develop the estimates, noted above.

- Financial statement disclosures: The disclosures in the financial statements are neutral, consistent and clear.

Significant unusual transactions

There have been no significant transactions that are outside the normal course of business for the District or that otherwise appear to be unusual due to their timing, size or nature.

Significant difficulties encountered during the audit

We encountered no significant difficulties in dealing with management and completing our audit. As noted the timing of the audit was adjusted to meet the needs and availability of management.

Disagreements with management

Professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Audit report

There have been no departures from the auditors' standard report.

Audit consultations outside the engagement team

We encountered no difficult or contentious matters for which we consulted outside of the engagement team.

Uncorrected misstatements and corrected 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. There were no adjustments identified requiring communication.

Other audit findings or issues

We encountered no other audit findings or issues that require communication at this time.

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 District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Management's consultations with other accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing or accounting matters.

Written communications between management and Baker Tilly

The attachments include copies of other material written communications, including a copy of the management representation letter.

Compliance with laws and regulations

We did not identify any non-compliance with laws and regulations during our audit.

We will issue a separate document which contains the results of our audit procedures to comply with the Uniform Guidance.

Fraud

We did not identify any known or suspected fraud during our audit.

Going concern

Pursuant to professional standards, we are required to communicate to you, when applicable, certain matters relating to our evaluation of the District's ability to continue as a going concern for a reasonable period of time but no less than 12 months from the date of the financial statements, including the effects on the financial statements and the adequacy of the related disclosures, and the effects on the auditor's report. No such matters or conditions have come to our attention during our engagement.

Independence

We are not aware of any relationships between Baker Tilly and the District that, in our professional judgment, may reasonably be thought to bear on our independence.

Related parties

We did not have any significant findings or issues arise during the audit in connection with the District's related parties.

Other matters

We applied certain limited procedures to the required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding 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 did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the supplementary information which accompanies the financial statements but is not RSI. With respect to the supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with 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 to the financial statements themselves.

Nonattest services

The following nonattest services were provided by Baker Tilly:

- Financial statement preparation

None of these nonattest services constitute an audit under generally accepted auditing standards, including *Government Auditing Standards*.

Audit committee resources

Visit our resource page for regulatory updates, trending challenges and opportunities in your industry and other timely updates.

Visit the resource page at <https://www.bakertilly.com/insights/audit-committee-resource-page>.

Management representation letter

February 12, 2024

Baker Tilly US, LLP
4807 Innovate Ln
Madison, Wisconsin 53718

Dear Baker Tilly US, LLP:

We are providing this letter in connection with your audit of the financial statements of the Champaign-Urbana Mass Transit District as of June 30, 2023 and for the year then ended for the purpose of expressing an opinion as to whether the financial statements present fairly, in all material respects, the financial position of the Champaign-Urbana Mass Transit District and the respective changes in financial position and cash flows, where applicable, in conformity with accounting principles generally accepted in the United States of America (GAAP). We confirm that we are responsible for the fair presentation of the previously mentioned financial statements in conformity with accounting principles generally accepted in the United States of America. We are also responsible for adopting sound accounting policies, establishing and maintaining internal control over financial reporting, and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in the light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, the following representations made to you during your audit.

Financial Statements

- 1) We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated June 14, 2023.
- 2) The financial statements referred to above are fairly presented in conformity with accounting principles generally accepted in the United States of America. We have engaged you to advise us in fulfilling that responsibility. The financial statements include all properly classified funds of the District required by accounting principles generally accepted in the United States of America to be included in the financial reporting entity.
- 3) We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- 4) We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

- 5) Significant assumptions we used in making accounting estimates, including those measured at fair value, if any, are reasonable.
- 6) Related party relationships and transactions, including revenues, expenditures/expenses, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties have been appropriately accounted for and disclosed in accordance with the requirements of accounting principles generally accepted in the United States of America.
- 7) All events subsequent to the date of the financial statements and for which accounting principles generally accepted in the United States of America require adjustment or disclosure have been adjusted or disclosed. No other events, including instances of noncompliance, have occurred subsequent to the financial statement date and through the date of this letter that would require adjustment to or disclosure in the aforementioned financial statements or in the schedule of findings and questioned costs.
- 8) All material transactions have been recorded in the accounting records and are reflected in the financial statements and the schedule of expenditures of federal and state awards.
- 9) The effects of all known actual or possible litigation, claims, and assessments have been accounted for and disclosed in accordance with accounting principles generally accepted in the United States of America.
- 10) Guarantees, whether written or oral, under which the District is contingently liable, if any, have been properly recorded or disclosed.

Information Provided

- 11) We have provided you with:
 - a) Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as financial records and related data, documentation, and other matters and all audit or relevant monitoring reports, if any, received from funding sources.
 - b) Additional information that you have requested from us for the purpose of the audit.
 - c) Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
 - d) Minutes of the meetings of Board of Trustees or summaries of actions of recent meetings for which minutes have not yet been prepared.
- 12) We have disclosed to you results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- 13) We have no knowledge of any fraud or suspected fraud that affects the entity and involves:
 - a) Management,
 - b) Employees who have significant roles in internal control, or
 - c) Others where the fraud could have a material effect on the financial statements.
- 14) We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, regulators, or others.

- 15) We have no knowledge of known instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or abuse, whose effects should be considered when preparing financial statements.
- 16) There are no related parties or related party relationships and transactions, including side agreements, of which we are aware.

Other

- 17) There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.
- 18) We have a process to track the status of audit findings and recommendations.
- 19) We have identified to you any previous financial audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
- 20) We have identified to you any investigations or legal proceedings that have been initiated with respect to the period under audit.
- 21) We have provided our views on reported findings, conclusions, and recommendations, as well as our planned corrective actions, for our report.
- 22) The District has no plans or intentions that may materially affect the carrying value or classification of assets, deferred outflows of resources, liabilities, deferred inflows of resources or fund balance or net position.
- 23) We are responsible for compliance with federal, state, and local laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits, debt contracts, and IRS arbitrage regulations; and we have identified and disclosed to you all federal, state, and local laws, regulations and provisions of contracts and grant agreements that we believe have a direct and material effect on the determination of financial statement amounts or other financial data significant to the audit objectives, including legal and contractual provisions for reporting specific activities in separate funds.
- 24) There are no:
 - a) Violations or possible violations of budget ordinances, federal, state, and local laws or regulations (including those pertaining to adopting, approving and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, or for reporting on noncompliance, except those already disclosed in the financial statement, if any.
 - b) Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by accounting principles generally accepted in the United States of America.
 - c) Rates being charged to customers other than the rates as authorized by the applicable authoritative body.
 - d) Violations of restrictions placed on revenues as a result of bond resolution covenants such as revenue distribution or debt service funding.

25) In regards to the nonattest services performed by you listed below, we acknowledge our responsibility related to these nonattest services and have 1) accepted all management responsibility; 2) designated an individual with suitable skill, knowledge, or experience to oversee the services; 3) evaluated the adequacy and results of the services performed, and 4) accepted responsibility for the results of the services.

a) Financial statement preparation

None of these nonattest services constitute an audit under generally accepted auditing standards, including *Government Auditing Standards*.

26) The Champaign-Urbana Mass Transit District has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.

27) The Champaign-Urbana Mass Transit District has complied with all aspects of contractual agreements that would have a material effect on the financial statement in the event of noncompliance.

28) Components of net position (net investment in capital assets; restricted; and unrestricted) and components of fund balance (nonspendable, restricted, committed, assigned and unassigned) are properly classified and, if applicable, approved.

29) The Champaign-Urbana Mass Transit District has no derivative financial instruments such as contracts that could be assigned to someone else or net settled, interest rate swaps, collars or caps.

30) Provisions for uncollectible receivables, if any, have been properly identified and recorded.

31) Deposits and investments are properly classified, valued, and disclosed (including risk disclosures, collateralization agreements, valuation methods, and key inputs, as applicable).

32) Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated/amortized. Any known impairments have been recorded and disclosed.

33) We have appropriately disclosed the Champaign-Urbana Mass Transit District's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position are available and have determined that net position were properly recognized under the policy. We have also disclosed our policy regarding which resources (that is, restricted, committed, assigned or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available.

34) We are following our established accounting policy regarding which resources (that is, restricted, committed, assigned or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available. That policy determines the fund balance classifications for financial reporting purposes.

35) We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.

36) With respect to the supplementary information, (SI):

- a) We acknowledge our responsibility for presenting the SI in accordance with accounting principles generally accepted in the United States of America, and we believe the SI, including its form and content, is fairly presented in accordance with accounting principles generally accepted in the United States of America. The methods of measurement and presentation of the SI have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.
 - b) If the SI is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information no later than the date we issue the supplementary information and the auditor's report thereon.
- 37) We assume responsibility for, and agree with, the findings of specialists in evaluating the IMRF pension and OPEB liabilities and related deferrals and have adequately considered the qualifications of the specialists in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had impact on the independence or objectivity of the specialists.
- 38) We have implemented GASB Statement No. 87, *Leases*, and believe that all required disclosures and accounting considerations have been identified and properly classified in the financial statements in compliance with the Standard.
- 39) We have implemented GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, and believe that all required disclosures and accounting considerations have been identified and properly classified in the financial statements in compliance with the Standard.
- 40) The auditing standards define an annual report as "a document, or combination of documents, typically prepared on an annual basis by management or those charged with governance in accordance with law, regulation, or custom, the purpose of which is to provide owners (or similar stakeholders) with information on the entity's operations and the financial results and financial position as set out in the financial statements." Among other items, an annual report contains, accompanies, or incorporates by reference the financial statements and the auditors' report thereon. We confirm that we do not prepare and have no plans to prepare an annual report.
- 41) With respect to federal award programs:
- a) We are responsible for understanding and complying with and have complied with the requirements of the Single Audit Act Amendments of 1996, *OMB's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), including requirements relating to preparation of the schedule of expenditures of federal awards (SEFA).
 - b) We acknowledge our responsibility for preparing and presenting the SEFA and related disclosures in accordance with the requirements of the Uniform Guidance and we believe the SEFA, including its form and content, is fairly presented in accordance with the Uniform Guidance. The methods of measurement and presentation of the SEFA have not changed from those used in the prior period and we have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the SEFA.
 - c) If the SEFA is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the SEFA no later than the date we issue the SEFA and the auditors' report thereon.

- d) We have identified and disclosed to you all of our government programs and related activities subject to the Uniform Guidance and included in the SEFA, expenditures made during the audit period for all awards provided by federal agencies in the form of grants, federal cost reimbursement contracts, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, insurance, food commodities, direct appropriations, and other direct assistance.
- e) We are responsible for understanding and complying with, and have complied with the requirements of laws, regulations, and the provisions of contracts and grant agreements related to each of our federal programs and have identified and disclosed to you the requirements of laws, regulations, and the provisions of contracts and grant agreements that are considered to have a direct and material effect on each major federal program.
- f) We are responsible for establishing and maintaining, and have established and maintained, effective internal control over compliance for federal programs that provide reasonable assurance that we are administering our federal awards in compliance with laws, regulations, and the provisions of contracts and grant agreements that could have a material effect on our federal programs. We believe the internal control system is adequate and is functioning as intended. Also, no changes have been made in the internal control over compliance or other factors to the date of this letter that might significantly affect internal control, including any corrective action taken with regard to control deficiencies reported in the schedule of findings and questioned costs.
- g) We have made available to you all contracts and grant agreements (including amendments, if any) and any other correspondence with federal agencies or pass-through entities relevant to the programs and related activities.
- h) We have received no requests from a federal agency to audit one or more specific programs as a major program.
- i) We have complied with the direct and material compliance requirements including when applicable, those set forth in the OMB Compliance Supplement relating to federal awards.
- j) We have disclosed any communications from grantors and pass-through entities concerning possible noncompliance with the direct and material compliance requirements, including communications received from the end of the period covered by the compliance audit to the date of the auditors' report.
- k) Amounts claimed or used for matching were determined in accordance with relevant guidelines in the Uniform Guidance.
- l) We have disclosed to you our interpretation of compliance requirements that may have varying interpretations.
- m) We have made available to you all documentation related to the compliance with the direct and material compliance requirements, including information related to federal program financial reports and claims for advances and reimbursements.
- n) We have disclosed to you the nature of any subsequent events that provide additional evidence about conditions that existed at the end of the reporting period affecting noncompliance during the reporting period.
- o) We are not aware of any instances of noncompliance with direct and material compliance requirements that occurred subsequent to the period covered by the auditors' report.
- p) No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance, subsequent to the date as of which compliance was audited.

- q) Federal program financial reports and claims for advances and reimbursements are supported by the books and records from which the financial statements have been prepared.
- r) The copies of federal program financial reports provided you are true copies of the reports submitted, or electronically transmitted, to the respective federal agency or pass-through entity, as applicable.
- s) We have charged costs to federal awards in accordance with applicable cost principles.
- t) We are responsible for and have accurately prepared the summary schedule of prior audit findings to include all findings required to be included by the Uniform Guidance and we have provided you with all information on the status of the follow-up on prior audit findings by federal awarding agencies and pass-through entities, including all management decisions.
- u) We are responsible for and have ensured the reporting package does not contain protected personally identifiable information.
- v) We are responsible for and have accurately prepared the auditee section of the Data Collection Form as required by the Uniform Guidance.

Sincerely,

Champaign-Urbana Mass Transit District

Signed: 
Karl Gnadt
Managing Director / CEO

Signed: 
Michelle Wright
Finance Director

Signed: 
Nate Warman
Comptroller

Client service team



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Accounting changes relevant to Champaign-Urbana Mass Transit District

Future accounting standards update

GASB Statement Number	Description	Potentially Impacts you	Effective Date
101	Compensated Absences	✓	6/30/25
102	Certain Risk Disclosures	✓	6/30/25

Further information on upcoming [GASB pronouncements](#).

Updated accounting and reporting for compensated absences

The Governmental Accounting Standards Board (GASB) issued its Statement No. 101, *Compensated Absences*, in June 2022. The objective of GASB 101 is to update the recognition and measurement guidance for compensated absences for state & local government employers. It supersedes GASB No. 16, *Accounting for Compensated Absences*, issued in 1992, as well as earlier guidance, and addresses changes resulting from the types of leave now being offered. GASB 101 is effective for fiscal years beginning after December 15, 2023 (i.e., December 31, 2024, and June 30, 2025 year-end reporting entities).

GASB 101 more appropriately reflects a liability *when* a government incurs an obligation for compensated absences, and will improve comparability of reporting between governments that offer different types of leave. It requires that liabilities be recognized for (1) leave that has not been used, and (2) leave that has been used but not yet paid in cash or settled-up via non-cash means. Compensated absences is defined as leave for which employees may receive one or more of the following:

- Cash payments when the leave is used for time off;
- Other cash payments, such as payment for unused leave upon termination of employment, or;
- Noncash settlements, such as conversion to defined benefit postemployment benefits.

Examples of compensated absences provided in GASB 101 include vacation, sick leave, paid time off (PTO), holidays, parental leave, bereavement leave, and certain types of sabbatical leave. Payment or settlement of compensated absences could occur during employment, or upon termination of employment. GASB 101 does not apply to benefits that are within the scope of GASB 47, *Accounting for Termination Benefits*.

GASB 101 requires that a liability should be recognized for leave that has not been used if all of the following are true:

- The leave is attributable to services already rendered;
- The leave accumulates, and;
- The leave is “more likely than not” (i.e., likelihood of more than 50%) to be used for time off or otherwise paid in cash or settled through noncash means (101 provides factors to assess this criteria). (This differs from GASB 16, which required payment to be “probable” to be recognized).

Under GASB 101, governments will now need to accrue for time that has accumulated and is likely to be used, even if the employee is not eligible for a payout upon termination. This was not a requirement under GASB 16, and thus may result in a higher compensated absence liability.

GASB 101 requires liabilities for compensated absences to be recognized in financial statements prepared using the economic resources measurement focus equal to the amount of leave that has not yet been used and leave that has been used but not yet paid or settled. GASB 101 did not change the report for financial statements prepared using the current financial resources measurement focus (i.e., governmental funds).

Other changes in financial statement disclosures include the change in compensated absences liability can now be disclosed as a net change, rather than gross increases/decreases in the liability. Also, governments are no longer required to disclose which fund has typically liquidated the liability.

We recommend that governments begin to review the guidance contained in GASB 101 within the context of your existing compensated absences policies and accounting practices, in order to be better informed in terms of the information that you will need for this implementation.

Two-way audit communications

As part of our audit of your financial statements, we are providing communications to you throughout the audit process. Auditing requirements provide for two-way communication and are important in assisting the auditor and you with more information relevant to the audit.

As this past audit is concluded, we use what we have learned to begin the planning process for next year's audit. It is important that you understand the following points about the scope and timing of our next audit:

- a. We address the significant risks of material misstatement, whether due to fraud or error, through our detailed audit procedures.
- b. We will obtain an understanding of the five components of internal control sufficient to assess the risk of material misstatement of the financial statements whether due to error or fraud, and to design the nature, timing and extent of further audit procedures. We will obtain a sufficient understanding by performing risk assessment procedures to evaluate the design of controls relevant to an audit of financial statements and to determine whether they have been implemented. We will use such knowledge to:
 - Identify types of potential misstatements.
 - Consider factors that affect the risks of material misstatement.
 - Design tests of controls, when applicable, and substantive procedures.
- c. We will not express an opinion on the effectiveness of internal control over financial reporting or compliance with laws, regulations and provisions of contracts or grant programs. For audits performed in accordance with *Government Auditing Standards*, our report will include a paragraph that states that the purpose of the report is solely to describe the scope of testing of internal control over financial reporting and compliance and the result of that testing and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance and that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering internal control over financial reporting and compliance. The paragraph will also state that the report is not suitable for any other purpose.
- d. The concept of materiality recognizes that some matters, either individually or in the aggregate, are important for fair presentation of financial statements in conformity with generally accepted accounting principles while other matters are not important. In performing the audit, we are concerned with matters that, either individually or in the aggregate, could be material to the financial statements. Our responsibility is to plan and perform the audit to obtain reasonable assurance that material misstatements, whether caused by errors or fraud, are detected.

Our audit will be performed in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, *OMB's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

We will not express an opinion on the effectiveness of internal control over financial reporting or compliance with laws, regulations, and provisions of contracts or grant programs. For audits done in accordance with *Government Auditing Standards*, the Uniform Guidance, our report will include a paragraph that states that the purpose of the report is solely to describe (a) the scope of testing of internal control over financial reporting and compliance and the result of that testing and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance, (b) the scope of testing internal control over compliance for major programs and major program compliance and the result of that testing and to provide an opinion on compliance but not to provide an opinion on the effectiveness of internal control over compliance and, (c) that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering internal control over financial reporting and compliance and the Uniform Guidance, in considering internal control over compliance and major program compliance. The paragraph will also state that the report is not suitable for any other purpose.

We are very interested in your views regarding certain matters. Those matters are listed here:

- a. We typically will communicate with your top level of management unless you tell us otherwise.
- b. We understand that the governing board has the responsibility to oversee the strategic direction of your organization, as well as the overall accountability of the entity. Management has the responsibility for achieving the objectives of the entity.
- c. We need to know your views about your organization's objectives and strategies, and the related business risks that may result in material misstatements.
- d. We anticipate that the District will receive an unmodified opinion on its financial statements.
- e. Which matters do you consider warrant particular attention during the audit, and are there any areas where you request additional procedures to be undertaken?
- f. Have you had any significant communications with regulators or grantor agencies?
- g. Are there other matters that you believe are relevant to the audit of the financial statements?

Also, is there anything that we need to know about the attitudes, awareness and actions of the governing body concerning:

- a. The entity's internal control and its importance in the entity, including how those charged with governance oversee the effectiveness of internal control?
- b. The detection or the possibility of fraud?

We also need to know if you have taken actions in response to developments in financial reporting, laws, accounting standards, governance practices, or other related matters, or in response to previous communications with us.

With regard to the timing of our audit, here is some general information. If necessary, we may do preliminary financial audit work during the months of May-June, and sometimes early in July. Our final financial fieldwork is scheduled during the fall to best coincide with your readiness and report deadlines. After fieldwork, we wrap up our financial audit procedures at our office and may issue drafts of our report for your review. Final copies of our report and other communications are issued after approval by your staff. This is typically 6-12 weeks after final fieldwork, but may vary depending on a number of factors.

Keep in mind that while this communication may assist us with planning the scope and timing of the audit, it does not change the auditor's sole responsibility to determine the overall audit strategy and the audit plan, including the nature, timing and extent of procedures necessary to obtain sufficient appropriate audit evidence.

We realize that you may have questions on what this all means, or wish to provide other feedback. We welcome the opportunity to hear from you.