

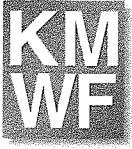
BROOKINGS AREA TRANSIT AUTHORITY  
AUDITED FINANCIAL STATEMENTS  
SEPTEMBER 30, 2023 AND 2022

BROOKINGS AREA TRANSIT AUTHORITY

TABLE OF CONTENTS

SEPTEMBER 30, 2023 AND 2022

Independent Auditor's Report .....	1-3
Independent Auditor's 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.....	4-5
Independent Auditor's Report on Compliance for Each Major Program and on Internal Control Over Compliance Required by the Uniform Guidance.....	6-8
Schedule of Prior Audit Findings and Questioned Costs .....	9
Schedule of Current Audit Findings and Questioned Costs.....	10-11
Statements of Financial Position .....	12
Statement of Activities Year Ended September 30, 2023 .....	13
Statement of Activities Year Ended September 30, 2022 .....	14
Statement of Functional Expenses Year Ended September 30, 2023.....	15
Statement of Functional Expenses Year Ended September 30, 2022.....	16
Statements of Cash Flows.....	17
Notes to Financial Statements.....	18-24
Supplementary Information	
Schedule of Expenditures of Federal Awards.....	25
Corrective Action Plan .....	26



INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
Brookings Area Transit Authority  
Brookings, South Dakota 57006

**Report on the Audit of the Financial Statements**

**Opinion**

We have audited the accompanying financial statements of Brookings Area Transit Authority (a nonprofit organization), which comprise the statements of financial position as of September 30, 2023 and 2022, and the related statements of activities, functional expenses, and cash flows for the years then ended, and the related notes to the financial statements.

In our opinion, the financial statements present fairly, in all material respects, the financial position of Brookings Area Transit Authority as of September 30, 2023 and 2022, and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

**Basis for Opinion**

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

**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 Brookings Area Transit Authority's ability to continue as a going concern within one year after the date that the financial statements are available to be issued.

## **Auditor's Responsibilities for the Audit of the Financial Statements**

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Brookings Area Transit Authority'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 Brookings Area Transit Authority'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.

## **Supplementary Information**

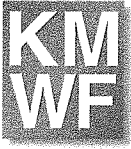
Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements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

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

In accordance with *Government Auditing Standards*, we have also issued our report dated June 20, 2024, on our consideration of Brookings Area Transit Authority'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 Brookings Area Transit Authority'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 Brookings Area Transit Authority's internal control over financial reporting and compliance.

*KMWF + Associates, PC*

Dell Rapids, South Dakota  
June 20, 2024



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

To the Board of Directors  
Brookings Area Transit Authority  
Brookings, South Dakota 57006

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Brookings Area Transit Authority (a nonprofit organization), which comprise the statement of financial position as of September 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 June 20, 2024.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Brookings Area Transit Authority'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 Brookings Area Transit Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Brookings Area Transit Authority's internal control.

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

Our consideration of the internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as item 2023-001 that we consider to be a material weakness.

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether Brookings Area Transit Authority'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*.

**Brookings Area Transit Authority's Response to Findings**

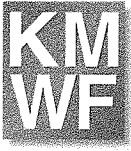
*Government Auditing Standards* require the auditor to perform limited procedures on Brookings Area Transit Authority's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. Brookings Area Transit Authority's response was not subjected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

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the organization'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 organization's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*KMWF & Associates, PC*

Dell Rapids, South Dakota  
June 20, 2024



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

To the Board of Directors  
Brookings Area Transit Authority  
Brookings, South Dakota 57006

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

**Opinion on Each Major Federal Program**

We have audited Brookings Area Transit Authority's compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of Brookings Area Transit Authority's major federal programs for the year ended September 30, 2023. Brookings Area Transit Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Brookings Area Transit Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2023.

**Basis for Opinion on Each Major Federal Program**

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

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

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

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Brookings Area Transit Authority'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 Brookings Area Transit Authority'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 Brookings Area Transit Authority'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 Auditor's 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.

*KMWF + Associates, PC*

Dell Rapids, South Dakota  
June 20, 2024

BROOKINGS AREA TRANSIT AUTHORITY  
SCHEDULE OF PRIOR AUDIT FINDINGS AND QUESTIONED COSTS  
FOR THE YEAR ENDED SEPTEMBER 30, 2023

**PRIOR FEDERAL AUDIT FINDINGS:**

The prior audit report contained no written audit findings.

**PRIOR OTHER AUDIT FINDINGS:**

Prior Finding Number 2022-001

A deficiency in controls exists due to the client personnel not being able to prepare the financial statements, including all notes. This has been a finding since September 30, 2016. This finding has not been corrected and is restated as finding number 2023-001.

BROOKINGS AREA TRANSIT AUTHORITY  
SCHEDULE OF CURRENT AUDIT FINDINGS AND QUESTIONED COSTS  
FOR THE YEAR ENDED SEPTEMBER 30, 2023

**SUMMARY OF INDEPENDENT AUDITOR'S RESULTS:**

**Financial Statements**

- a. An unmodified opinion was issued on the financial statements.
- b. Material weakness was disclosed by our audit of the financial statements and is reported as finding 2023-001.
- c. Our audit did not disclose any noncompliance which was material to the financial statements.

**Federal Awards**

- d. An unmodified opinion was issued on compliance with the requirements applicable to major programs.
- e. Our audit did not disclose any audit findings that need to be disclosed in accordance with 2 CFR 200.516(a).
- f. The federal awards tested as major programs were:

<u>FALN(s) Number</u>	<u>Name of Federal Program</u>
20.509	Department of Transportation Formula Grants for Rural Areas

- g. The dollar threshold used to distinguish between Type A and Type B federal award programs was \$750,000.
- h. Brookings Area Transit Authority did not qualify as a low-risk auditee.

BROOKINGS AREA TRANSIT AUTHORITY  
SCHEDULE OF CURRENT AUDIT FINDINGS AND QUESTIONED COSTS  
FOR THE YEAR ENDED SEPTEMBER 30, 2023

**Current Federal Audit Findings:**

There are no written current federal compliance audit findings to report.

**Current Other Audit Findings:**

**Internal Control – Related Findings – Material Weaknesses:**

**Finding No. 2023-001:**

*Criteria:*

Statements on Auditing Standards require reporting of a material weakness if client personnel are not able to prepare the financial statements, including all notes.

*Condition, Cause and Effect:*

The Organization does not have a member of the staff with the background and ability to prepare and understand financial statements prepared in accordance with Generally Accepted Accounting Principles. This condition could result in errors that are not detected in a timely manner.

*Recommendation:*

Additional training of staff to enable the Organization to determine proper application of Generally Accepted Accounting Principles.

*Corrective Action Plan:*

Travis Bortnem, Executive Director, is the contact person responsible for the corrective action plan for this comment. The Organization has prepared a response to the finding which is on page 26.

Brookings Area Transit Authority  
 Statements of Financial Position  
 September 30, 2023 and 2022

ASSETS

	2023	2022
Current Assets		
Cash and Cash Equivalents	\$ 1,566,374	\$ 1,424,489
Grants Receivable	173,283	181,746
Accounts Receivable	43,173	26,274
Prepaid Expenses	18,410	18,410
Total Current Assets	1,801,240	1,650,919
Property and Equipment		
Construction in Progress	98,227	5,700
Land	25,000	25,000
Bus Barn	482,039	482,039
Equipment-Buses	1,599,090	1,742,663
Equipment-Fixtures	221,760	156,760
Accumulated Depreciation	(1,577,534)	(1,493,436)
Total Property and Equipment	848,582	918,726
<b>TOTAL ASSETS</b>	<b>\$ 2,649,822</b>	<b>\$ 2,569,645</b>

LIABILITIES AND NET ASSETS

Current Liabilities		
Accounts Payable	\$ 13,918	\$ 9,782
Accrued Salaries	41,758	39,776
Accrued Vacation	33,550	38,393
Payroll Liabilities	4,429	366
Total Current Liabilities	93,655	88,317
Net Assets		
Without Donor Restrictions	2,333,132	2,248,710
With Donor Restrictions	223,035	232,618
Total Net Assets	2,556,167	2,481,328
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$ 2,649,822</b>	<b>\$ 2,569,645</b>

See accompanying notes to financial statements.

Brookings Area Transit Authority  
Statement of Activities  
Year Ended September 30, 2023

	2023		
	Without Donor Restrictions	With Donor Restrictions	Total
<b>Income</b>			
Bus Fares Income	\$ 268,108	\$ -	\$ 268,108
Contract Income	160,395	-	160,395
Grant Income	1,006,168	-	1,006,168
Local & State Income	272,997	-	272,997
Donations Income	14,236	-	14,236
Bus Advertising	53,976	-	53,976
Insurance Proceeds	24,663	-	24,663
Miscellaneous Income	27,349	-	27,349
Interest Income	40,669	-	40,669
Program Fees	187,721	-	187,721
Sale of Assets	8,150	-	8,150
<b>Total Income</b>	<b>2,064,432</b>	<b>-</b>	<b>2,064,432</b>
<b>Expenses</b>			
Program Expenses	1,601,045	9,583	1,610,628
Management and General Expenses	378,965	-	378,965
<b>Total Expenses</b>	<b>1,980,010</b>	<b>9,583</b>	<b>1,989,593</b>
<b>Change in Net Assets</b>	<b>84,422</b>	<b>(9,583)</b>	<b>74,839</b>
<b>Net Assets, beginning of year</b>	<b>2,248,710</b>	<b>232,618</b>	<b>2,481,328</b>
<b>Net Assets, end of year</b>	<b>\$ 2,333,132</b>	<b>\$ 223,035</b>	<b>\$ 2,556,167</b>

See accompanying notes to financial statements.

Brookings Area Transit Authority  
Statement of Activities  
Year Ended September 30, 2022

	2022		
	Without Donor Restrictions	With Donor Restrictions	Total
<b>Income</b>			
Bus Fares Income	\$ 254,600	\$ -	\$ 254,600
Contract Income	133,106	-	133,106
Grant Income	1,231,525	-	1,231,525
Local & State Income	353,050	-	353,050
Donations Income	24,378	-	24,378
Bus Advertising	62,083	-	62,083
Insurance Proceeds	9,301	-	9,301
Miscellaneous Income	5,976	-	5,976
Interest Income	3,004	-	3,004
Program Fees	152,853	-	152,853
Sale of Assets	896	-	896
	<u>2,230,772</u>	<u>-</u>	<u>2,230,772</u>
<b>Expenses</b>			
Program Expenses	1,510,893	9,583	1,520,476
Management and General Expenses	434,713	-	434,713
	<u>1,945,606</u>	<u>9,583</u>	<u>1,955,189</u>
Change in Net Assets	285,166	(9,583)	275,583
Net Assets, beginning of year	<u>1,963,544</u>	<u>242,201</u>	<u>2,205,745</u>
Net Assets, end of year	<u>\$ 2,248,710</u>	<u>\$ 232,618</u>	<u>\$ 2,481,328</u>

See accompanying notes to financial statements.



Brookings Area Transit Authority  
Statement of Functional Expenses  
Year Ended September 30, 2023

	Program Services	Supporting Services		Total
		Management and Administration	Fundraising	
Compensation	773,816	252,816	-	\$ 1,026,632
Payroll Taxes & Employee Benefits	181,471	59,289	-	240,760
<b>Total Payroll Costs</b>	<b>955,287</b>	<b>312,105</b>	<b>-</b>	<b>1,267,392</b>
Advertising	6,682	1,670	-	8,352
Bank Charges	-	4,461	-	4,461
Depreciation	227,671	-	-	227,671
Drug Testing	2,758	901	-	3,659
Dues	-	1,472	-	1,472
Employee Travel	-	2,087	-	2,087
Fuel	171,300	-	-	171,300
Insurance & Bond	40,358	-	-	40,358
Maintenance	129,362	-	-	129,362
Miscellaneous	9,768	1,919	-	11,687
Office Supplies	2,205	6,427	-	8,632
Postage & Delivery	-	460	-	460
Professional Fees	-	16,056	-	16,056
Program Expenses	50,526	-	-	50,526
Telephone	-	19,395	-	19,395
Utilities	-	7,206	-	7,206
Workman's Comp Insurance	14,711	4,806	-	19,517
<b>Total Functional Expenses</b>	<b>\$ 1,610,628</b>	<b>\$ 378,965</b>	<b>\$ -</b>	<b>\$ 1,989,593</b>

See accompanying notes to financial statements.

Brookings Area Transit Authority  
Statement of Functional Expenses  
Year Ended September 30, 2022

	Program Services	Supporting Services		Total
		Management and Administration	Fundraising	
Compensation	\$ 712,392	\$ 301,785	\$ -	\$ 1,014,177
Payroll Taxes & Employee Benefits	137,834	58,390	-	\$ 196,224
Total Payroll Costs	<u>850,226</u>	<u>360,175</u>	<u>-</u>	<u>1,210,401</u>
Advertising	11,068	2,767	-	13,835
Bank Charges	-	3,271	-	3,271
Depreciation	240,563	-	-	240,563
Drug Testing	1,956	829	-	2,785
Dues	-	2,184	-	2,184
Employee Travel	-	2,086	-	2,086
Fuel	193,581	-	-	193,581
Insurance & Bond	47,184	-	-	47,184
Maintenance	70,421	-	-	70,421
Miscellaneous	8,667	4,918	-	13,585
Office Supplies	3,143	9,583	-	12,726
Postage & Delivery	-	567	-	567
Professional Fees	-	14,448	-	14,448
Program Expenses	79,174	-	-	79,174
Telephone	-	19,660	-	19,660
Utilities	-	8,086	-	8,086
Workman's Comp Insurance	14,493	6,139	-	20,632
Total Functional Expenses	<u>\$ 1,520,476</u>	<u>\$ 434,713</u>	<u>\$ -</u>	<u>\$ 1,955,189</u>

See accompanying notes to financial statements.

Brookings Area Transit Authority  
Statements of Cash Flows  
Year Ended September 30, 2023 and 2022

	2023	2022
CASH FLOWS FROM OPERATING ACTIVITIES		
Change in net assets	\$ 74,839	\$ 275,583
Adjustments to reconcile change in net assets to net cash provided by operating activities:		
Depreciation	227,671	240,563
(Gain) Loss on Sale of Assets	(8,150)	55,430
Changes in assets and liabilities:		
(Increase) decrease in accounts receivable	(16,899)	(997)
(Increase) decrease in grants receivable	8,463	(27,384)
(Increase) decrease in prepaid expenses	-	(18,410)
Increase (decrease) in accounts payable	4,136	(13,284)
Increase (decrease) in accrued salaries	1,982	12,333
Increase (decrease) in accrued vacation	(4,843)	-
Increase (decrease) in payroll liabilities	4,063	(3,747)
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	291,262	520,087
CASH FLOWS FROM INVESTING ACTIVITIES		
Proceeds from sale of fixed assets	8,150	896
Purchase of fixed assets	(157,527)	(72,563)
NET CASH PROVIDED (USED) BY INVESTING ACTIVITIES	(149,377)	(71,667)
NET CHANGE IN CASH AND CASH EQUIVALENTS	141,885	448,420
BEGINNING CASH AND CASH EQUIVALENTS	1,424,489	976,069
ENDING CASH AND CASH EQUIVALENTS	\$ 1,566,374	\$ 1,424,489

See accompanying notes to financial statements.

Brookings Area Transit Authority  
Notes To The Financial Statements  
September 30, 2023

NOTE 1 – NATURE OF ACTIVITIES AND SIGNIFICANT ACCOUNTING POLICIES

Nature of Activities

The Brookings Area Transit Authority was established April 9, 1990 to provide public transportation activities and operations for all citizens of the Brookings area of South Dakota. In 2014, Brookings Area Transit Authority assumed operations of Freeman Community Transit. In 2021, Brookings Area Transit Authority assumed operations of Dell Rapids Community Transit.

Funding sources include monies from Brookings County, City of Brookings, Brookings Area United Way, Federal and State Grants, bus fees, and private donations.

The Brookings Area Transit Authority is governed by a nine-person Board of Directors

Basis of Accounting

Basis of accounting refers to when revenues and expenses are recognized in the accounts and reported in the financial statements

The Brookings Area Transit Authority uses the accrual basis of accounting. Under the accrual basis of accounting revenues are recognized when they are earned, and expenses are recognized when they are incurred.

Basis of Presentation

The Organization has presented its financial statements in accordance with generally accepted accounting principles for not-for-profit organizations. Under this guidance, the Organization is required to report information regarding its financial position and activities according to two classes of net assets: net assets with donor restrictions, and net assets without donor restrictions. In addition, the Organization is required to present a statement of cash flows.

Revenue Recognition

The Organization recognizes revenue from reimbursed fees in accordance with FASB ASC 606 Revenue from Contracts with Customers, which provides a principles-based framework for recognizing revenue for exchange transactions. This guidance is based on the principle that revenue from contracts with customers should be recognized when an entity satisfies its obligation(s) under a contract.

The Organization recognizes contributions when cash, securities or other assets; an unconditional promise to give; or a notification of a beneficial interest is received. Conditional promises to give – that is, those with a measurable performance or other barrier and right of return – are not recognized until the conditions on which they depend have been met.

- Support that is restricted by the donor is reported as an increase in net assets without donor restrictions if the restriction expires in the reporting period in which the support is recognized. All other donor-restricted support is reported as an increase in net assets with donor restrictions. When a restriction expires, net assets with donor restrictions are reclassified to net assets without donor restrictions.

Brookings Area Transit Authority  
Notes To The Financial Statements  
September 30, 2023

- Donated materials and equipment are recorded as contributions at their estimated fair values at date of receipt. No amounts are recorded for donated volunteer services as no objective basis is available to measure the value of such service.

Accounts Receivable

The accounts receivable for this audit period consist of amounts due from customers of the Brookings Area Transit Authority. The credit risk associated with this activity is immaterial in nature. Therefore, the allowance for doubtful accounts is set at zero.

Grants Receivable

The grant receivables for 2023 and 2022 consist of amounts due from pass through federal grants from the State of South Dakota for reimbursement of September 2023 and 2022 administrative and operational expenses and repairs and maintenance, and the United Way.

Income Tax Status

The Organization is a not-for-profit organization, which is exempt from federal income taxes under Section 501(c)(3) of the Internal Revenue code. In addition, the Organization has been classified as an organization other than private foundation under Section 509(a)(2). Accordingly, no provision for income taxes has been reflected in the financial statements.

Uncertain Tax Positions

The Organization believes that it has appropriate support for any tax positions taken, and as such, does not have any uncertain tax positions that are material to the financial statements. The Organization's Federal Exempt Organization Income Tax Returns (Form 990) for 2021, 2022, and 2023 are subject to examination by the IRS, generally for three years after they were filed.

Use of Estimates

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

Cash and Cash Equivalents

The Organization recognizes as cash, currency on hand and demand deposits with banks or other financial institutions. It also includes other accounts that have general characteristics of demand deposits in that the customer may deposit or withdraw funds at any time without prior notice or penalty such as certificates of deposit, which do not have penalties or terms with them, which effectively restrict withdrawal of funds, money market accounts and repurchase agreements.

Brookings Area Transit Authority  
Notes To The Financial Statements  
September 30, 2023

The Organization recognizes as cash equivalents, short-term, highly liquid investments that (a) are readily convertible to known amounts of cash and (b) are so near to their maturity that they present an insignificant risk of changes in value because of changes in interest rates.

Fair Value of Financial Instruments

The carrying amount of cash, accounts receivable and grants receivable approximate fair values because of the short maturities of those instruments.

Concentrations of Risk

Concentration of credit risk include work in a regional geographic area and the specialized service of this Organization.

The Brookings Area Transit Authority holds cash balances at financial institutions in South Dakota. Accounts at these institutions are insured by the Federal Deposit Insurance Corporation (FDIC insured) up to \$250,000. The Organization has not experienced any loss in such accounts. As of September 30, 2023, the bank balance of the accounts was \$1,567,924 with \$1,314,539 being uninsured or uncollateralized. The carrying amount of these deposits as of September 30, 2023, was \$1,566,251.

Concentrations of Contributions

The revenues for this audit period are generated through grants from the U.S. Department of Transportation and the State of South Dakota and from contributions and fares. Approximately 78.6% and 79.5% of 2023 and 2022 income respectively was generated by grants, fares and contributions as follows:

	<u>2023</u>	<u>2022</u>
Grants	48.7%	55.2%
Fares and Contracts	20.8%	17.4%
Program Fees	9.1%	6.9%

Contributed Services

During the year ended September 30, 2023 the value of contributed services meeting the requirements for recognition in the financial statements was not material and has not been recorded. In addition, many individuals volunteer their time and perform a variety of tasks that assist the Organization, but these services do not meet the criteria for recognition as contributed services.

Inventory

The inventory of supplies is not recorded in the financial statements due to its immaterial nature. The cost of inventories is recorded as expenditures/expenses when purchased rather than when consumed.

Brookings Area Transit Authority  
Notes To The Financial Statements  
September 30, 2023

Property, Equipment and Depreciation

It is the Organization's policy to capitalize all property and equipment with a useful life greater than one year, and an initial acquisition cost \$2,500 or more. Donations of property and equipment are recorded as contributions and are stated at fair market value at date of receipt. Depreciation is computed using the straight-line method over the estimated useful lives of the respective assets. When assets are retired or otherwise disposed of, the cost and related accumulated depreciation are removed from the accounts and any resulting gain or loss is reflected in income for the period. The cost of maintenance and repairs is charged to expense as incurred; significant renewals and betterments are capitalized.

Depreciation is computed by the straight-line method based on the estimated service lives of the various assets as follows:

Buildings	15-39 Years
Buses	5-7 Years
Equipment	3-7 Years

Long-Lived Assets

Long-lived assets are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount of such assets may not be recoverable. Determination of recoverability is based on an estimate of undiscounted future cash flow resulting from the use of the asset and its eventual disposition. Measurement of an impairment loss for long-lived assets is based on the fair value of the asset. Long-lived assets to be disposed of are reported at lower of carrying amount of fair value less costs to sell.

Accumulated Unpaid Leave

**Full-Time**

Full-time employees are entitled to accumulate paid vacations based on years of continuous service calculated from their anniversary date of employment,

<u>Complete Years of Continuous Service</u>	<u>Days of Paid Vacation</u>
After 1 Year	10 workdays
After 5 Years	15 workdays
After 10 Years	20 workdays
After 15 Years	20 workdays plus one day for each year worked after 10, with cap of 30 workdays

A maximum of 240 hours of annual leave may be accrued. Annual leave will begin to accrue at the beginning of employment, however, annual leave may not be used until employed for six months.

A full-time employee who voluntarily terminates and gives two-week notice will be compensated for annual leave earned but not yet taken.

Brookings Area Transit Authority  
Notes To The Financial Statements  
September 30, 2023

Sick leave accrues at the rate of 3.69 hours per 80 hours worked. The maximum amount of sick leave an employee may accumulate is 360 hours. Unused sick leave will not be paid upon termination.

**Part-Time**

Part-time employees who work a regular schedule of 30 hours/week, but less than 40 hours per week.

Vacation

Part-time employees who work between 60 and 79 hours in a pay period will earn 2 hours of paid vacation for that pay period. Part-time employees may carry over any unused vacation one year to another.

Sick Leave

Benefits will be based on a formula of 4% x hours worked, not to accrue more than 100 hours. Unused sick leave will not be paid upon termination.

The accrued vacation leave balance as of September 30, 2023, and 2022 is \$33,550 and \$38,393 respectively.

Expenses by Nature and Function

The financial statements report certain categories of expenses that are attributable to more than one program or supporting function. Therefore, these expenses require allocation on a reasonable basis that is consistently applied. The expenses that are allocated include salaries and benefits, which are allocated on the basis of estimates of time and effort.

Advertising Costs

The Organization expenses its advertising costs in the year they are incurred

**NOTE 2 – LIQUIDITY AND AVAILABILITY OF FINANCIAL ASSETS**

The following reflects the Organization's financial assets as of the balance sheet date, reduced by amounts not available for general use because of contractual or donor-imposed restrictions within one year of the statements of financial position date.

	<u>2023</u>	<u>2022</u>
Financial assets at year-end	\$ 1,801,240	\$ 1,650,919
Financial assets available to meet cash needs for general expenditures within one year	<u>\$ 1,801,240</u>	<u>\$ 1,650,919</u>

As part of the Organization's liquidity management, it structures its financial assets to be available as its general expenditure, liabilities and other obligations as they come due.



Brookings Area Transit Authority  
Notes To The Financial Statements  
September 30, 2023

NOTE 3 - RESTRICTIONS ON NET ASSETS

The net assets with donor restrictions consist of the bus barn and land on which the bus barn is located that Brookings County is allowing the organization to use. The organization is responsible for upkeep and maintenance of the building during the period they use the building.

NOTE 4 - RETIREMENT PLAN

The Organization has a SIMPLE IRA plan available to all eligible employees. Employees may choose to participate by making elective salary deferral contributions up to \$12,500 per year. The Organization matches employee salary deferrals up to 3% of the employee's compensation. Employer contributions for the years ended September 30, 2023 and 2022 were \$11,541 and \$11,838 respectively.

NOTE 5 – RISK MANAGEMENT

The Organization is exposed to various risks of loss related to torts; theft of, damage to and the destruction of assets; errors and omissions; injuries to employees; and natural disasters. During the year, the organization managed its risks as follows:

*Employee Health Insurance* - The organization purchases health insurance for its employees from a commercial insurance carrier.

*Liability Insurance* – The Organization purchases liability insurance for risk related to torts; theft and damage to vehicles and property.

*Vehicle Insurance* – The Organization purchases vehicle insurance for damage and liability related to the operations of the transit vehicles.

*Workmen's Compensation* – The Organization purchases liability insurance for workmen's compensation from a commercial carrier.

*Unemployment Benefits* – The Organization provides coverage from unemployment benefits by paying into the Unemployment Compensation Fund established by state law and managed by the State of South Dakota.

NOTE 6 – CONCENTRATIONS

The Organization is dependent on federal funding passed through the State of South Dakota. The loss of funding would have an adverse effect on the ability to continue operations. For the year ended September 30, 2023 and 2022, approximately 48.7% and 55.2% respectively of the total revenues were attributable to federal funding.

Brookings Area Transit Authority  
Notes To The Financial Statements  
September 30, 2023

NOTE 7 - SUBSEQUENT EVENTS

Management has evaluated subsequent events to June 20, 2024 the date which the financial statements were available to be issued, and determined that there are no reportable events that have occurred.

**BROOKINGS AREA TRANSIT AUTHORITY  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED SEPTEMBER 30, 2023**

<b>Federal Grantor/Pass-Through Grantor Program or Cluster Title</b>	<b>Federal Assistance Listing Number</b>	<b>Pass-Through Entity Identifying Number</b>	<b>Expenditures Amount FY 2023</b>
US Department of Transportation:			
Pass-Through the SD Department of Transportation:			
Federal Transit Cluster:			
Bus and Bus Facilities Formula Program (Bus Program)	20.526	811718, 812029 812030, 812083	92,312
Total Federal Transit Cluster			<u>92,312</u>
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	811868 811944, 811945	30,208
Formula Grants for Rural Areas:			
Formula Grants for Rural Areas (Note 3)	20.509	812092	855,759
Transit Services Programs Cluster:			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	811929, 811974	8,006
Total Transit Services Programs Cluster			<u>8,006</u>
Total US Department of Transportation			<u>986,285</u>
US Department of Health and Human Services:			
Pass-Through the SD Department of Transportation:			
Special Programs for the Aging - Title III, Part B - Grants for the Supportive Services and Senior Centers	93.044	812092	19,883
Total US Department of Health and Human Services			<u>19,883</u>
Grand Total			<u>\$ 1,006,168</u>

NOTE 1: The accompanying schedule of expenditures of federal awards includes the federal award activity of Brookings Area Transit Authority under programs of the federal government for the year ended September 30, 2023. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Organization, it is not intended to and does not present the financial position, changes in net assets, or cash flows of the Organization.

NOTE 2: Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. The Organization has not elected to use the 10-percent de minimis indirect cost rate as allowed under the Uniform Guidance.

NOTE 3: This represents a major federal financial assistance program.



CORRECTIVE ACTION PLAN  
September 30, 2023

Brookings Area Transit Authority has considered the finding in regards to the Organization's ability to prepare financial statements in accordance with Generally Accepted Accounting Principles. Management will be responsible for performing reviews and reconciliations of financial information on a timely basis.

Executive Director