

MINNESOTA RIVER VALLEY TRANSIT

Financial Statements and  
Supplemental Information

Year Ended  
December 31, 2022

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# MINNESOTA RIVER VALLEY TRANSIT

## Table of Contents

	Page
<b>INTRODUCTORY SECTION</b>	
<b>JOINT POWERS BOARD AND MANAGEMENT</b>	1
<b>FINANCIAL SECTION</b>	
<b>INDEPENDENT AUDITOR’S REPORT</b>	2–4
<b>BASIC FINANCIAL STATEMENTS</b>	
Government-Wide Financial Statements	
Statement of Net Position	5
Statement of Activities	6
Fund Financial Statements	
Governmental Funds	
Balance Sheet	7
Reconciliation of the Balance Sheet to the Statement of Net Position	8
Statement of Revenue, Expenditures, and Changes in Fund Balances	9
Reconciliation of the Statement of Revenue, Expenditures, and Changes in Fund Balances to the Statement of Activities	10
Statement of Revenue, Expenditures, and Changes in Fund Balances – Budget and Actual – General Fund	11
Notes to Basic Financial Statements	12–18
<b>OTHER REQUIRED REPORTS</b>	
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 <i>Government Auditing Standards</i>	19–20
Independent Auditor’s Report on Minnesota Legal Compliance	21
Schedule of Findings and Responses	22

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INTRODUCTORY SECTION

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MINNESOTA RIVER VALLEY TRANSIT

Joint Powers Board and Management  
As of December 31, 2022

**JOINT POWERS BOARD**

<u>Board Member</u>	<u>Position</u>	<u>Governmental Unit</u>
Marvin Sullivan	Chairman	City of Le Sueur
Emily Bruflant	Board Member	City of Saint Peter
Mark Huntington	Board Member	City of Le Sueur
Darrell Pettis	Board Member	City of Saint Peter
Ben Ranft	Board Member	City of Saint Peter

**MANAGEMENT**

Sally Rheaume-Vogel	Director of Finance	City of Saint Peter
Joe Roby	City Administrator	City of Le Sueur
Todd Prafke	City Administrator	City of Saint Peter
Sherr Terhume	Compliance Manager	Minnesota River Valley Transit
Sandi Owen	Operations Manager	Minnesota River Valley Transit

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FINANCIAL SECTION

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**PRINCIPALS**

Thomas A. Karnowski, CPA  
Paul A. Radosevich, CPA  
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James H. Eichten, CPA  
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Victoria L. Holinka, CPA/CMA  
Jaclyn M. Huegel, CPA  
Kalen T. Karnowski, CPA

**INDEPENDENT AUDITOR'S REPORT**

To the Joint Powers Board and Management  
Minnesota River Valley Transit  
Saint Peter, Minnesota

**OPINIONS**

We have audited the accompanying financial statements of the governmental activities and the major fund, of the Minnesota River Valley Transit, (the Transit) as of and for the year ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the Transit's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of the Transit as of December 31, 2022, and the respective changes in financial position and the budgetary comparison for the General Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

**BASIS FOR OPINIONS**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. 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 the Transit 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 these 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 Transit's ability to continue as a going concern for 12 months beyond the financial statements date, including any currently known information that may raise substantial doubt shortly thereafter.

(continued)

## **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 opinions. 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 judgement 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 the Transit'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 Transit'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**

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

(continued)

## **OTHER INFORMATION**

Management is responsible for the other information included in the annual report. The other information comprises the introductory section, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

## **PRIOR YEAR COMPARATIVE INFORMATION**

We have previously audited the Transit's 2021 financial statements, and we expressed unmodified audit opinions on the respective financial statements of the governmental activities and the major fund, in our report dated June 23, 2022. In our opinion, the partial comparative information presented herein as of and for the year ended December 31, 2021 is consistent, in all material respects, with the audited financial statements from which it has been derived.

## **OTHER REPORTING REQUIRED BY *GOVERNMENT AUDITING STANDARDS***

In accordance with *Government Auditing Standards*, we have also issued our report dated June 28, 2023, on our consideration of the Transit's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, 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 Transit'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 Transit's internal control over financial reporting and compliance.

*Malloy, Montague, Karnowski, Radosevich & Co., P.A.*

Minneapolis, Minnesota  
June 28, 2023

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BASIC FINANCIAL STATEMENTS

MINNESOTA RIVER VALLEY TRANSIT

Statement of Net Position  
as of December 31, 2022  
(With Partial Comparative Information as of December 31, 2021)

	Governmental Activities	
	2022	2021
Assets		
Cash and investments	\$ 266,156	\$ 207,025
Receivables (net of allowance)		
Accounts	21,104	14,449
Due from other governments	472	549
Inventory	4,434	3,204
Capital assets		
Vehicles and equipment	593,571	588,771
Less accumulated depreciation	(516,723)	(414,908)
Total capital assets, net of depreciation	<u>76,848</u>	<u>173,863</u>
Total assets	<u>\$ 369,014</u>	<u>\$ 399,090</u>
Liabilities		
Accounts and contracts payable	\$ 14,402	\$ 28,141
Salaries and withholdings payable	9,055	8,548
Due to other governmental units		
Due to City of Saint Peter	84,647	84,647
Due to state of Minnesota	140,868	57,893
Compensated absences		
Due within one year	26,361	33,191
Due in more than one year	6,936	6,108
Total long-term liabilities	<u>33,297</u>	<u>39,299</u>
Total liabilities	282,269	218,528
Net position		
Net investment in capital assets	76,848	173,863
Unrestricted	9,897	6,699
Total net position	<u>86,745</u>	<u>180,562</u>
Total liabilities and net position	<u>\$ 369,014</u>	<u>\$ 399,090</u>



MINNESOTA RIVER VALLEY TRANSIT

Statement of Activities  
 Year Ended December 31, 2022  
 (With Partial Comparative Information for the Year Ended December 31, 2021)

Functions/Programs	2022			Net (Expense) Revenue and Changes in Net Position	2021 Net (Expense) Revenue and Changes in Net Position		
	Expenses	Program Revenues				Total Governmental Activities	Total Governmental Activities
		Charges for Services	Operating Grants and Contributions				
Governmental activities Transit	<u>\$ 966,576</u>	<u>\$ 171,818</u>	<u>\$ 696,595</u>	\$ (98,163)	\$ 2,076		
		General revenues					
		Miscellaneous		1,541	1,823		
		Investment earnings		2,805	1,012		
		Total general revenues		<u>4,346</u>	<u>2,835</u>		
		Change in net position		(93,817)	4,911		
		Net position – beginning		<u>180,562</u>	<u>175,651</u>		
		Net position – ending		<u>\$ 86,745</u>	<u>\$ 180,562</u>		

MINNESOTA RIVER VALLEY TRANSIT

Balance Sheet  
 Governmental Funds  
 as of December 31, 2022  
 (With Partial Comparative Information as of December 31, 2021)

	General Fund	
	2022	2021
<b>Assets</b>		
Cash and investments	\$ 266,156	\$ 207,025
Receivables		
Accounts	21,104	14,449
Due from other governments	472	549
Inventory	4,434	3,204
	<u>4,434</u>	<u>3,204</u>
Total assets	<u>\$ 292,166</u>	<u>\$ 225,227</u>
<b>Liabilities</b>		
Accounts and contracts payable	\$ 14,402	\$ 28,141
Salaries and withholdings payable	9,055	8,548
Due to other governmental units	225,515	142,540
Total liabilities	<u>248,972</u>	<u>179,229</u>
<b>Fund balances</b>		
Nonspendable	4,434	3,204
Unassigned	38,760	42,794
Total fund balances	<u>43,194</u>	<u>45,998</u>
	<u>\$ 292,166</u>	<u>\$ 225,227</u>
Total liabilities and fund balances	<u>\$ 292,166</u>	<u>\$ 225,227</u>

MINNESOTA RIVER VALLEY TRANSIT

Reconciliation of the Balance Sheet to the  
Statement of Net Position  
Governmental Funds  
as of December 31, 2022  
(With Partial Comparative Information as of December 31, 2021)

	<u>2022</u>	<u>2021</u>
Total fund balances – governmental funds	\$ 43,194	\$ 45,998
Amounts reported for governmental activities in the Statement of Net Position are different because:		
Capital assets used in governmental activities are not current financial resources and, therefore, are not reported as assets in governmental funds.		
Cost of capital assets	593,571	588,771
Less accumulated depreciation	(516,723)	(414,908)
Long-term liabilities are included in net position, but are excluded from fund balances until due and payable.		
Compensated absences payable	<u>(33,297)</u>	<u>(39,299)</u>
Total net position – governmental activities	<u>\$ 86,745</u>	<u>\$ 180,562</u>

MINNESOTA RIVER VALLEY TRANSIT

Statement of Revenue, Expenditures, and Changes in Fund Balances  
 Governmental Funds  
 Year Ended December 31, 2022  
 (With Partial Comparative Information for the Year Ended December 31, 2021)

	General Fund	
	2022	2021
Revenue		
Intergovernmental	\$ 696,595	\$ 864,909
Charges for services	171,818	21,043
Investment earnings	2,805	1,012
Other	1,541	1,823
Total revenue	<u>872,759</u>	<u>888,787</u>
Expenditures		
Personnel	655,413	601,043
Administrative	56,063	35,348
Vehicle		
Operations	137,889	124,435
Insurance	21,398	20,506
Capital outlay		
Vehicles	4,800	-
Total expenditures	<u>875,563</u>	<u>781,332</u>
Net change in fund balances	(2,804)	107,455
Fund balances (deficit)		
Beginning of year	<u>45,998</u>	<u>(61,457)</u>
End of year	<u>\$ 43,194</u>	<u>\$ 45,998</u>

MINNESOTA RIVER VALLEY TRANSIT

Reconciliation of the Statement of  
Revenue, Expenditures, and Changes in Fund Balances  
to the Statement of Activities  
Governmental Funds

Year Ended December 31, 2022

(With Partial Comparative Information for the Year Ended December 31, 2021)

	<u>2022</u>	<u>2021</u>
Total net change in fund balances – governmental funds	\$ (2,804)	\$ 107,455
Amounts reported for governmental activities in the Statement of Activities are different because:		
Capital outlays are reported in governmental funds as expenditures; however, in the Statement of Activities, the cost of those assets is allocated over the estimated useful lives as depreciation expense.		
Capital outlay	4,800	–
Depreciation expense	(101,815)	(101,854)
Certain expenses are included in the change in net position, but do not require the use of current financial resources, and are not reported as expenditures in governmental funds, until actually due.		
Compensated absences	<u>6,002</u>	<u>(690)</u>
Change in net position – governmental activities	<u>\$ (93,817)</u>	<u>\$ 4,911</u>

MINNESOTA RIVER VALLEY TRANSIT

Statement of Revenue, Expenditures, and Changes in Fund Balances  
Budget and Actual  
General Fund

Year Ended December 31, 2022

(With Partial Comparative Information for the Year Ended December 31, 2021)

	2022		2021	
	Original and Final Budget	Actual	Over (Under) Final Budget	Actual
Revenue				
Intergovernmental	\$ -	\$ 696,595	\$ 696,595	\$ 864,909
Charges for services	172,265	171,818	(447)	21,043
Investment earnings	-	2,805	2,805	1,012
Other	-	1,541	1,541	1,823
Total revenue	<u>172,265</u>	<u>872,759</u>	<u>700,494</u>	<u>888,787</u>
Expenditures				
Personnel	706,162	655,413	(50,749)	601,043
Administrative	113,133	56,063	(57,070)	35,348
Vehicle				
Operations	95,814	137,889	42,075	124,435
Insurance	25,000	21,398	(3,602)	20,506
Capital outlay				
Vehicles	-	4,800	4,800	-
Total expenditures	<u>940,109</u>	<u>875,563</u>	<u>(64,546)</u>	<u>781,332</u>
Net change in fund balances	<u>\$ (767,844)</u>	<u>(2,804)</u>	<u>\$ 765,040</u>	<u>107,455</u>
Fund balances (deficit)				
Beginning of year		<u>45,998</u>		<u>(61,457)</u>
End of year		<u>\$ 43,194</u>		<u>\$ 45,998</u>

# MINNESOTA RIVER VALLEY TRANSIT

Notes to Basic Financial Statements  
December 31, 2022

## **NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

### **A. Organization**

Minnesota River Valley Transit (the Transit) was established in 2017 through a joint powers agreement, combining the public transit operations of the City of Saint Peter and the City of Le Sueur. The Transit is governed by five boardmembers who are appointed by the member entities. The Joint Powers Board consists of at least two member representatives from the City Council of each city. The joint powers agreement shall continue in force until a party gives the other contracting parties 12 months' written notice of its termination, delivered to the city administrator of each city. The termination will be effective on January 1st of the next calendar year.

The purpose of the Transit is to provide a coordinated service delivery and funding source for public transportation throughout the City of Le Sueur and the City of Saint Peter.

For financial reporting purposes, the Transit's financial statements are not included within the member cities' financial statements because the Transit is not a component unit of the cities. In addition, the Transit has no component units.

### **B. Reporting Entity**

A joint venture is a legal entity resulting from a contractual agreement that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control, in which the participants retain either an ongoing financial interest or an ongoing financial responsibility. The Transit, as described above, is considered a joint venture of the member cities.

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

### **C. Government-Wide Financial Statements**

The government-wide financial statements (Statement of Net Position and Statement of Activities) display information about the reporting government as a whole. These statements include all of the financial activities of the Transit. The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment; 2) operating grants and contributions; and 3) capital grants and contributions. Any taxes and other internally directed revenues are reported as general revenues.

The operating grants and contributions include operating specific and discretionary grants, while the capital grants and contributions include capital specific grants and contributions.

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

## NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Net position represents the difference between assets and liabilities in the government-wide financial statements. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balance of any long-term debt used to build or acquire the capital assets. Net position is reported as restricted in the government-wide financial statements when there are limitations on use through external restrictions imposed by creditors, grantors, or laws or regulations of other governments.

### D. Fund Financial Statement Presentation

The accounts of the Transit are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund balance, revenue, and expenditures. The resources of the Transit are accounted for in one fund:

**General Fund** – The General Fund is the primary operating account of the Transit and is used to account for all financial resources of the Transit.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. With this measurement focus, only current assets and current liabilities generally are included on the Balance Sheet. Operating statements of this fund present increases (revenue and other financing sources) and decreases (expenditures and other financing uses) in fund balances. Under this basis of accounting, transactions are recorded in the following manner:

- 1. Revenue Recognition** – Revenue is recognized when it becomes measurable and available. “Measurable” means the amount of the transaction can be determined and “available” means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For this purpose, the Transit considers revenues to be available if collected within 60 days after year-end. Grants and similar items are recognized as revenue when all eligibility requirements imposed by the provider have been met. Grant advances received for which not all eligibility requirements have been met are reported as unearned revenue at year-end. All significant revenue sources are considered susceptible to accrual.
- 2. Recording of Expenditures** – Expenditures are generally recorded when a liability is incurred. Capital asset acquisitions are reported as capital outlay expenditures in the governmental funds. Compensated absences are recorded only when due.

### E. Budget

The Transit’s Joint Powers Board adopts an annual budget for the General Fund on the modified accrual basis of accounting. Budgetary control is at the fund level. All appropriations lapse at year-end.

The Joint Powers Board prepares an annual budget presented to each member unit of government for review and comment no later than July 31 of each year. The Joint Powers Board considers any such comments received by a member unit of government in good faith; however, the Joint Powers Board shall have exclusive and final decision-making authority with respect to its budget. The budget is effective January 1 of each year and is adopted on a basis consistent with accounting principles generally accepted in the United States of America.



## **NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

### **F. Use of Estimates**

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

### **G. Cash and Investments**

The Transit categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs. Debt securities classified in Level 2 of the fair value hierarchy are valued using a matrix pricing technique. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices.

### **H. Receivables**

The Transit utilizes an allowance for uncollectible accounts to value its receivables; however, it considers all of its current receivables to be collectible.

### **I. Inventories**

Inventories are stated at cost for supplies and at the lower cost or acquisition value for inventory held for resale, cost being determined by the first-in, first-out method.

### **J. Compensated Absences**

It is the Transit's policy to permit employees to accumulate earned, but unused, vacation and sick pay benefits. In the government-wide financial statements, sick leave is expensed as used or when it becomes likely it will be paid as termination pay and vacation is expensed when incurred. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee resignations and retirements. Compensated absences are paid by the General Fund.

Paid vacation and sick leave are granted to all permanent, full-time employees of the Transit. Vacation benefits vary with the length of service of the employee. Sick leave can be accumulated up to 130 working days.

An employee of the Transit with more than six months of service who leaves the Transit in good standing, is paid for all unused and accrued vacation time. An employee who leaves the Transit may also receive pay for a percentage of accumulated sick days, up to 60 percent.

## NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

### K. Net Position

In the government-wide financial statements, net position represents the difference between assets and liabilities, and is displayed in the following components:

- **Net Investment in Capital Assets** – Consists of capital assets, net of accumulated depreciation, reduced by any outstanding debt attributable to acquire capital assets.
- **Restricted Net Position** – Consists of net position restricted when there are limitations imposed on their use through external restrictions imposed by creditors, grantors, or laws or regulations of other governments.
- **Unrestricted Net Position** – All other net position that do not meet the definition of “restricted” or “net investment in capital assets.”

The Transit applies restricted resources first when an expense is incurred for which both restricted and unrestricted resources are available.

### L. Fund Balance Classifications

In the fund financial statements, governmental funds report fund balance in classifications that disclose constraints for which amounts in those funds can be spent. These classifications are as follows:

- **Nonspendable** – Consists of amounts that are not in spendable form, such as prepaid items, inventory, and other long-term assets.
- **Restricted** – Consists of amounts related to externally imposed constraints established by creditors, grantors, or contributors; or constraints imposed by state statutory provisions.
- **Committed** – Consists of internally imposed constraints that are established by resolution of the Joint Powers Board. Those committed amounts cannot be used for any other purpose unless the Joint Powers Board removes or changes the specified use by taking the same type of action it employed to previously commit those amounts.
- **Assigned** – Consists of internally imposed constraints consisting of amounts intended to be used by the Transit for specific purposes that do not meet the criteria to be classified as restricted or committed. In governmental funds, assigned amounts represent intended uses established by the governing body itself or by an official to which the governing body delegates the authority.
- **Unassigned** – The residual classification for the General Fund.

When both restricted and unrestricted resources are available for use, it is the Transit’s policy to first use restricted resources, and then use unrestricted resources as they are needed. When committed, assigned, or unassigned resources are available for use, it is the Transit’s policy to use resources in the following order: 1) committed, 2) assigned, and 3) unassigned.

## NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

### M. Risk Management

The Transit is exposed to various risks of loss related to torts: theft of, damage to, and destruction of assets; error and omissions; and natural disasters. The Transit participates in the League of Minnesota Cities Insurance Trust (LMCIT), a public entity risk pool for its general property, casualty, and other miscellaneous insurance coverages. The LMCIT operates as a common risk management and insurance program for a large number of cities in Minnesota. The Transit pays an annual premium to the LMCIT for insurance coverage. The LMCIT agreement provides that the trust will be self-sustaining through member premiums and will reinsure through commercial companies for claims in excess of certain limits for each insured event. The Transit also carries commercial insurance for certain other risks of loss, including employee health insurance. Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three fiscal years. There were no significant reductions in insurance coverage during 2022.

## NOTE 2 – CASH AND INVESTMENTS

Cash balances of the Transit's funds are combined (pooled) and held by the City of Saint Peter on behalf of the Transit, and are invested to the extent available in various investments authorized by Minnesota Statutes. None of these amounts represent deposits or investments with financial institutions. As such, the Transit does not have a formal deposit or investment policy.

## NOTE 3 – CAPITAL ASSETS

Capital assets, which include property, plant, and equipment, are reported in the government-wide financial statements. Such assets are recorded at historical cost. The costs of normal maintenance and repairs that do not add to the value of the asset are not capitalized. Donated capital assets are recorded at estimated acquisition value at the date of donation.

Capital asset amounts reported for governmental activities in the Statement of Net position are different than the balances in the governmental funds Balance Sheet because capital assets used in governmental activities are not financial resources and, therefore, are not reported in the General Fund. The General Fund reports capital outlay as expenditures. In the governmental activities Statement of Activities, the cost of these assets is allocated over their estimated useful lives and reported as depreciation expense.

For financial statement purposes only, a capitalization threshold is established for each capital asset category as follows:

Machinery and equipment	\$	5,000
Vehicles	\$	5,000
Other assets	\$	5,000

Property, plant, and equipment are depreciated using the straight-line method over the following estimated useful lives:

Assets	Years
Machinery and equipment	5–15
Vehicles	5–15
Other assets	5–15

### NOTE 3 – CAPITAL ASSETS (CONTINUED)

Capital asset activity for the year ended December 31, 2022 was as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>
Governmental activities				
Capital assets being depreciated				
Vehicles and equipment	\$ 588,771	\$ 4,800	\$ –	\$ 593,571
Less accumulated depreciation for				
Vehicles and equipment	<u>(414,908)</u>	<u>(101,815)</u>	<u>–</u>	<u>(516,723)</u>
Governmental activities capital assets, net	<u>\$ 173,863</u>	<u>\$ (97,015)</u>	<u>\$ –</u>	<u>\$ 76,848</u>

### NOTE 4 – RELATED PARTIES

The Transit utilizes personnel assigned to the Transit by certain members of its member agencies. Under the terms of the joint powers agreement established by the Transit, the Joint Powers Board may enter into interagency agreements or otherwise provide for the establishment, funding, coordination, administration, financial reporting, human resource management, and operation of public transportation services. The value of the contributed services not reimbursed to the member agencies has not been recognized in the Statement of Revenue, Expenditures, and Changes in Fund Balances or the Statement of Activities.

### NOTE 5 – COMMITMENTS

On December 15, 2016, the Transit (lessee) signed a lease for use of the transit joint services building with the City of Le Sueur (lessor). The term of this lease commenced on January 1, 2017, and will terminate when indicated by either party providing a 120-day notice.

The lessee shall pay to the lessor, as rent under this lease agreement, the sum of \$20,563 per year to be paid in equal monthly installments commencing January 1, 2017, in the amount of \$1,714, with succeeding installments in like amounts to be due monthly thereafter during the term of this lease. Any installment of rent accruing under the provisions of this lease that shall not be paid when due, shall require the lessee, at lessor's option, to pay in addition to such rent, a late payment penalty of 5 percent of such rental payment. During 2022, the Transit paid \$20,563 relating to this lease agreement.

On November 9, 2016, the Transit (lessee) signed a lease for use of the City Hall building with the City of Saint Peter (lessor). The terms of this lease commenced on January 1, 2017, and will terminate when indicated by either party providing a 120-day notice.

The lessee shall pay to the lessor, as rent under this lease agreement, the sum of \$14,310 per year to be paid in equal monthly installments commencing January 1, 2017, in the amount of \$1,193, with succeeding installments in like amounts to be due monthly thereafter during the term of this lease. Any installment of rent accruing under the provisions of this lease that shall not be paid when due, shall require the lessee, at the lessor's option, to pay in addition to such rent, a late payment penalty of 5 percent of such rental payment. During 2022, the Transit paid \$14,310 relating to this lease agreement.

## **NOTE 6 – SUBSEQUENT EVENTS**

### **A. New Accounting Standards**

A new standard has been issued by the Governmental Accounting Standards Board that will result in significant changes in the reporting of leases once it becomes effective for governmental entities. This standard will be adopted by the Transit beginning in 2023, and will require the restatement of certain balances reported as of December 31, 2022. The effects of this change have not yet been determined and are not reflected in these financial statements.

### **B. Federal and State Funds**

Amounts recorded or receivable from federal and state agencies are subject to agency audit and adjustment. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of claims which may be disallowed by the grantor agencies cannot be determined at this time, although the Transit expects such amounts, if any, to be immaterial.

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OTHER REQUIRED REPORTS

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PRINCIPALS

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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 Joint Powers Board and Management  
Minnesota River Valley Transit  
Saint Peter, Minnesota

We have audited, 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, the financial statements of the governmental activities and the major fund of the Minnesota River Valley Transit (the Transit) as of and for the year ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the Transit's basic financial statements, and have issued our report thereon dated June 28, 2023.

**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING**

In planning and performing our audit of the financial statements, we considered the Transit'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 opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Transit's internal control. Accordingly, we do not express an opinion on the effectiveness of the Transit'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 Transit'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 and, therefore, material weaknesses or significant deficiencies may exist that have not been identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We did identify one deficiency in internal control, described in the accompanying Schedule of Findings and Responses as finding 2022-001, that we consider to be a significant deficiency.

(continued)

## **REPORT ON COMPLIANCE AND OTHER MATTERS**

As part of obtaining reasonable assurance about whether the Transit'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*.

## **TRANSIT'S RESPONSE TO FINDING**

*Government Auditing Standards* requires the auditor to perform limited procedures on the Transit's response to the finding identified in our audit and described in the accompanying Schedule of Findings and Responses. The Transit'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 Transit'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 Transit's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

*Malloy, Montague, Karnowski, Radosevich & Co., P. A.*

Minneapolis, Minnesota  
June 28, 2023



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INDEPENDENT AUDITOR'S REPORT  
ON MINNESOTA LEGAL COMPLIANCE

To the Joint Powers Board and Management  
Minnesota River Valley Transit  
Saint Peter, Minnesota

We have audited, 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, the financial statements of the governmental activities and the major fund of the Minnesota River Valley Transit (the Transit) as of and for the year ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the Transit's basic financial statements, and have issued our report thereon dated June 28, 2023.

**MINNESOTA LEGAL COMPLIANCE**

In connection with our audit, nothing came to our attention that caused us to believe that the Transit failed to comply with the provisions of the contracting – bid laws, depositories of public funds and public investments, conflicts of interest, claims and disbursements, and miscellaneous provisions sections of the *Minnesota Legal Compliance Audit Guide for Other Political Subdivisions*, promulgated by the State Auditor pursuant to Minnesota Statutes § 6.65, insofar as they relate to accounting matters. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding the Transit's noncompliance with the above referenced provisions, insofar as they relate to accounting matters.

**PURPOSE OF THIS REPORT**

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

*Malloy, Montague, Karnowski, Radosevich & Co., P.A.*

Minneapolis, Minnesota  
June 28, 2023

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# MINNESOTA RIVER VALLEY TRANSIT

Schedule of Findings and Responses  
December 31, 2022

## **FINDINGS – INTERNAL CONTROL OVER FINANCIAL REPORTING**

### **SIGNIFICANT DEFICIENCY IN INTERNAL CONTROL OVER FINANCIAL REPORTING**

#### **2022-001 Segregation of Duties**

**Criteria** – Internal control over financial reporting.

**Condition** – The Minnesota River Valley Transit (the Transit) has limited segregation of duties in several areas, including the processing of payroll transactions, cash receipts, and cash disbursements.

**Cause** – The limited segregation of duties is primarily caused by the limited size of the Transit’s finance department staff.

**Effect** – One important element of internal accounting controls is an adequate segregation of duties such that no one individual should have responsibility to execute a transaction, have physical access to the related assets, and have responsibility or authority to record the transaction. A lack of segregation of duties subjects the Transit to a higher risk that errors or fraud could occur and not be detected in a timely manner in the normal course of business.

**Context** – This is a current year and prior year finding.

**Recommendation** – This condition is common to organizations of your size. We recommend that the Transit segregate duties as best it can within the limits of the staff available. Any modifications in internal control in this area should be viewed from a cost-benefit perspective.

**Management’s Response** – The Transit reviews and makes improvements to its internal control structure on an ongoing basis and attempts to maximize the segregation of duties in all areas within the limits of the staff available. However, the Transit does not consider it cost-beneficial at this time to increase the size of its staff in order to further segregate accounting functions. Management of the Transit will continue to monitor this deficiency and segregate duties as best as it can within the limits of the staff available.

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