



STATE OF INDIANA
AN EQUAL OPPORTUNITY EMPLOYER

STATE BOARD OF ACCOUNTS
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November 17, 2021

To: The Officials of the Bloomington Public Transportation Corporation
Bloomington Public Transportation Corporation
130 West Grimes Lane
Bloomington, IN 47403

As authorized under Indiana Code 5-11-1, we engaged private examiners under our review to perform the audit of the Bloomington Public Transportation Corporation. We have reviewed the audit report opined upon by Crowe LLP, Independent Public Accountants, for the period January 1, 2020 to December 31, 2020. Per the *Independent Auditor's Report*, the financial statements included in the report present fairly the financial condition of the Bloomington Public Transportation Corporation as of December 31, 2020, and the results of its operations for the period then ended, on the basis of accounting described in the report.

In our opinion, Crowe LLP prepared the audit report in accordance with the guidelines established by the State Board of Accounts.

In addition to the report presented herein, a Supplemental Report for the Bloomington Public Transportation Corporation was prepared in accordance with the guidelines established by the State Board of Accounts.

The report is filed with this letter in our office as a matter of public record.

A handwritten signature in blue ink that reads "Paul D. Joyce".

Paul D. Joyce, CPA
State Examiner

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
(A COMPONENT UNIT OF THE
CITY OF BLOOMINGTON, INDIANA)
Monroe County, Indiana

FINANCIAL STATEMENTS
December 31, 2020

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION

Monroe County, Indiana

FINANCIAL STATEMENTS

December 31, 2020

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BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
SCHEDULE OF OFFICIALS
December 31, 2020

<u>Office</u>	<u>Official</u>	<u>Term</u>
General Manager	Lewis May	01-01-20 to 12-31-20
Chief Financial Officer/Controller	Christa Browning	01-01-20 to 12-31-20
Chair of the Board	Nancy Obermeyer	01-01-20 to 12-31-20

INDEPENDENT AUDITOR'S REPORT

The Officials of the Bloomington Public Transportation
Corporation
Monroe County, Indiana

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities of the Bloomington Public Transportation Corporation, a component unit of the City of Bloomington, as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise the Bloomington Public Transportation Corporation's basic financial statements as listed in the Table of Contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

(Continued)

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of the Bloomington Public Transportation Corporation, as of December 31, 2020, and the respective changes in financial position and, cash flows thereof, for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

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

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Bloomington Public Transportation Company's basic financial statements. The accompanying Schedule of Expenditures of Federal Awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the Schedule of Officials, are presented for purposes of additional analysis and are not a required part of the financial statements.

The Schedule of Expenditures of Federal Awards 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. Such 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 basic financial statements as a whole.

The accompanying Schedule of Officials has not been subjected to the auditing procedures applied in the audit of the financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report on November 8, 2021 our consideration of the Bloomington Public Transportation Corporation's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Public Transportation Corporation'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 Public Transportation Corporation's internal control over financial reporting and compliance.

Crowe LLP
Crowe LLP

Indianapolis, Indiana
November 8, 2021

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
December 31, 2020

As management of the Bloomington Public Transportation Corporation (BPTC), we offer the following discussion as insight into the financial performance of BPTC for the calendar year ended December 31, 2020. To gain a fair understanding of BPTC's financial position, this discussion and analysis has been prepared by management and should be read in conjunction with the audited financial statements, and the notes to the audited financial statements.

BPTC is accounted for as an enterprise fund. A fund is a fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, with its related liabilities, and corresponding equity balances. An entity is classified as an enterprise fund when a fee is charged to cover the cost of an operation. BPTC accounts for its practices using the accrual basis of accounting. Full accrual accounting records revenues when earned and expenses when incurred.

BPTC's financial report includes the Statement of Net Position, the Statement of Revenues, Expenses and Changes in Net Position, the Statement of Cash Flows, and notes to the financial statements. These are all prepared in accordance with Government Accounting Standards Board (GASB) principles. The objective of the Management's Discussion and Analysis is to assist readers in understanding the financial report.

Statement of Net Position. The Statement of Net Position presents information on all of BPTC's assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position as of the end of the calendar year. The statement provides information about the adequacy of resources to meet current and future operating and capital needs.

Statement of Revenues, Expenses, and Changes in Net Position. The Statement of Revenues, Expenses, and Changes in Net Position reflect total revenues earned and expenses incurred by BPTC during the year. This statement illustrates BPTC's revenue streams, along with the categories of expenses supported by that revenue. Changes in net position are an indication of improvement or decline in BPTC's overall financial condition.

Statement of Cash Flows. The Statement of Cash Flows provides information on all of the cash activities of BPTC by major sources and uses during the year. This statement is useful in the assessment of BPTC's ability to generate future net cash flows, and the ability to meet obligations.

Notes to the Financial Statements. The notes are a required part of the financial statements that provide necessary information for the understanding of the BPTC's financial report.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
December 31, 2020

STATEMENT OF NET POSITION

A comparison of BPTC's assets, liabilities, and net position for both the 2020 and 2019 year ends is summarized as follows:

	<u>2020</u>	<u>2019</u>	<u>Variances</u>
Total assets	\$ 28,169,542	\$ 28,592,764	\$ (423,222)
Deferred outflows	448,417	350,071	98,346
Total liabilities	2,338,522	2,806,789	(468,267)
Deferred inflows	<u>518,319</u>	<u>330,216</u>	<u>188,103</u>
Net position	<u>\$ 25,761,118</u>	<u>\$ 25,805,830</u>	<u>\$ (44,712)</u>
Net investment in capital assets	\$ 17,243,856	\$ 18,307,345	(1,063,489)
Unrestricted	<u>8,517,262</u>	<u>7,498,485</u>	<u>1,018,777</u>
Total Net Position	<u>\$ 25,761,118</u>	<u>\$ 25,805,830</u>	<u>\$ (44,712)</u>

Total assets and deferred outflows of resources include those that are used to support current operations and consist primarily of cash and cash equivalents, receivables, inventories, self-insurance claims, capital purchases and capital assets, net of accumulated depreciation, and pension. Total assets and deferred outflows at December 31, 2020 were \$28,617,959, a decrease of \$324,876 from the prior year. Net capital assets comprised \$14,183,892 of the \$17,243,856 in capital assets.

Total liabilities and deferred inflows of resources consist primarily of vendor payables, accrued wages, pension liability, and compensated absences. Total liabilities and deferred inflows at December 31, 2020 were \$2,338,522, compared to \$2,806,789 from the prior year.

Net Position is classified into two categories. The largest portion of Net Position represents BPTC's investment in capital assets such as land, buildings, improvements, and equipment net of accumulated depreciation. Unrestricted Net Position are funds not designated for a specific use and may be used for general operating purposes. These funds represented 33% and 29%, respectively of the Net Position. Total Net Position at December 31, 2020 was \$25,761,118 a decrease of \$44,712 from the prior year.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
December 31, 2020

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

A summarized comparison of BPTC's revenues, expenses, and changes in net position is presented below:

	<u>2020</u>	<u>2019</u>	<u>Variances</u>
Operating Revenues:			
Fares/Advertising	\$ 1,284,630	\$ 1,906,638	\$ (622,008)
Charges for services	98,140	101,290	(3,150)
Other	<u>208,149</u>	<u>167,520</u>	<u>40,629</u>
Total operating revenues	<u>1,590,919</u>	<u>2,175,448</u>	<u>(584,529)</u>
Operating Expenses:			
Operations and maintenance	161,806	150,617	11,189
Administration and general	43,639	65,137	(21,498)
Depreciation	1,681,147	1,749,550	(68,403)
Salaries and wages	4,020,241	4,267,235	(246,994)
Employee pensions and benefits	947,691	1,270,719	(293,308)
Materials and supplies	1,041,470	1,365,578	(324,108)
Contractual services	937,922	635,419	302,503
Advertising	13,306	33,064	(19,758)
Utilities	69,429	77,057	(7,628)
Insurance expense	<u>302,880</u>	<u>283,530</u>	<u>19,350</u>
Total operating expenses	<u>9,219,531</u>	<u>9,897,906</u>	<u>(648,655)</u>
Operating loss	(7,628,612)	(7,722,458)	64,126
Nonoperating Revenues:			
Interest and investment revenue	39,704	121,264	(81,560)
Local taxes	1,361,813	1,302,450	59,363
Operating grants	4,921,080	5,038,164	(117,084)
Loss on disposal of assets	(15,682)	(1,661)	43,319
Intergovernmental revenue	<u>766,640</u>	<u>723,321</u>	<u>(14,021)</u>
Total nonoperating revenue	<u>7,073,555</u>	<u>7,183,538</u>	<u>(109,983)</u>
Loss before contributions	(555,057)	(538,920)	(45,857)
Capital Contributions	<u>510,345</u>	<u>1,554,404</u>	<u>(1,044,059)</u>
Change in Net Position	(44,712)	1,015,484	(1,089,916)
Net Position -- January 1st	<u>25,805,830</u>	<u>24,790,346</u>	<u>(1,051,834)</u>
Net Position -- December 31st	<u>\$ 25,716,118</u>	<u>\$ 25,805,830</u>	<u>\$ (2,141,750)</u>

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
December 31, 2020

REVENUES

Operating revenues at BPTC for December 31, 2020 year end decreased \$584,529 over the previous year end. The changes in revenues are as follows:

- Fares/Advertising revenues were \$1,284,630 in 2020, compared to \$1,906,638 in 2019, an overall \$622,008 decrease from 2019. This represented a 33% decrease from 2019. This decrease is due to declining levels of ridership and a decrease in fares from Indiana University due to the closure of in-person classes as a result of the effects of the COVID -19 pandemic. BPTC, also, suspended fares in March, which continued through the end of the year, in response to the pandemic.
- Charges for services represent the employees withholding for medical insurance which for 2020 equaled \$98,140. This was a small decrease of 3% from 2019.
- Other revenue of \$208,149 increased over the previous year by \$40,629. An increase in insurance reimbursements caused this increase in 2020. Other revenue includes insurance, Indiana University reimbursements, and miscellaneous revenues.

Total nonoperating revenues decreased by \$109,983 from December 31, 2019.

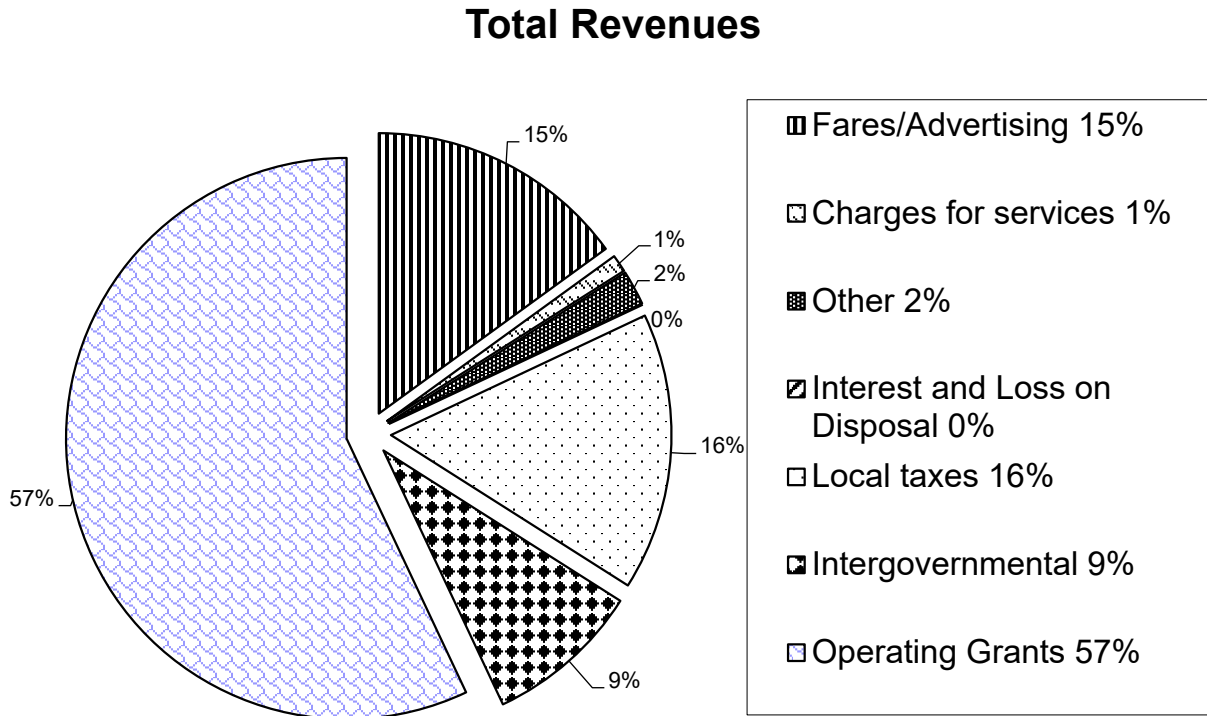
- Interest revenue decreased by \$81,560 or 67% from December 31, 2019, to December 31, 2020. This is the result of a decline in interest rates locally as well as worldwide in 2020.
- Loss of \$15,682 was a result of a 2017 Ford pickup totaled because of an accident during 2020.
- Local taxes increased from \$1,302,450 to \$1,361,813, or 5%.
- Intergovernmental revenues and operating grants decreased from \$5,761,485 to \$5,687,720 in 2020 a decrease of \$73,765 or 1%. This includes state funds through the Public Mass Transportation fund, the largest single source of nonoperating revenue, which for 2020 was \$2,551,277. Federal assistance is represented in this category, where in March 2020, Congress passed, and the President signed The Coronavirus Aid, Relief, and Economic Security (CARES) Act which allocated \$7,829,963 to help pay for increased cost associated with responding to the pandemic, loss of farebox revenue and ongoing operating expenses.

In summary, total revenue of BPTC decreased by \$694,512, from \$9,358,986 to \$8,664,474, an overall decrease of 7% in 2020 a result of declining ridership and fare collections due to the COVID-19 pandemic.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
December 31, 2020

The composition of these revenues is displayed in this graph for 2020:



EXPENSES

Operating expenses were \$9,219,531 for 2020. This was a decrease over the previous year of \$678,375, or 7%.

Changes in the major categories of expenses are as follows:

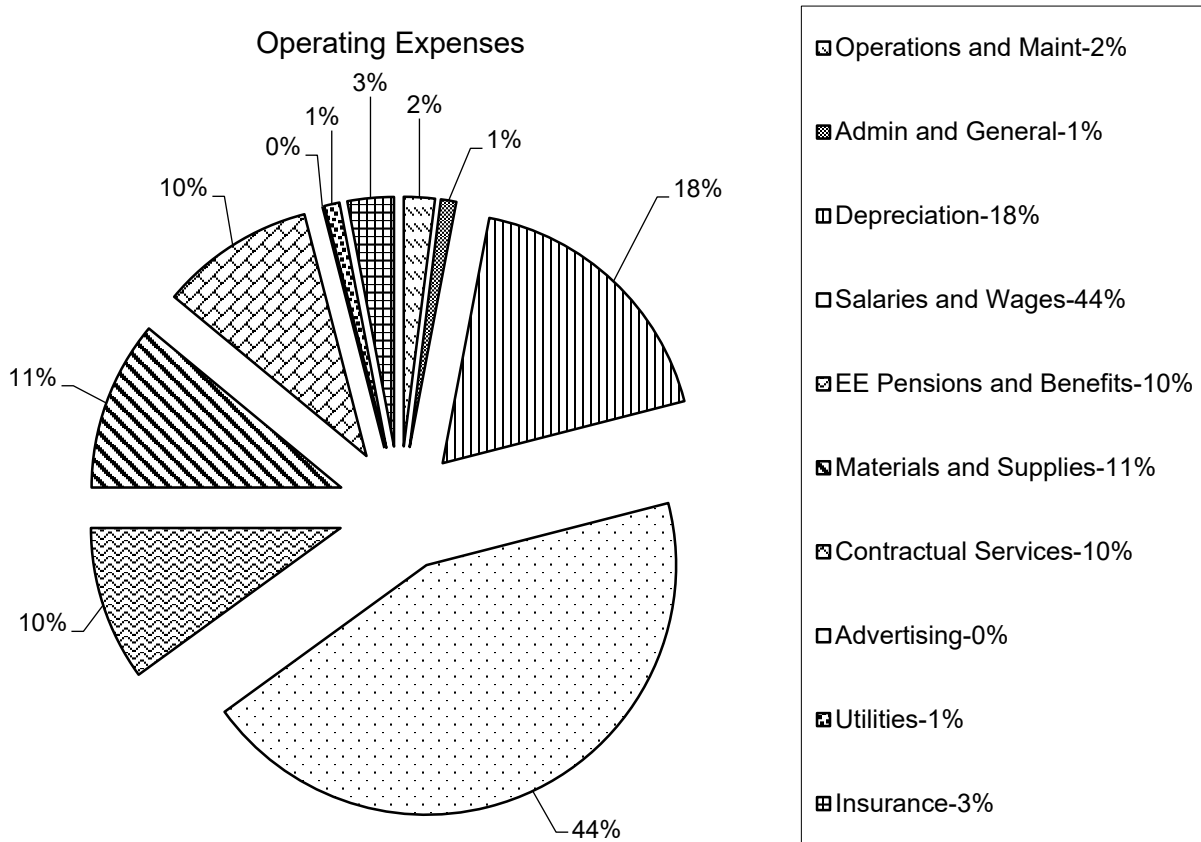
- Operations and maintenance expenses increased by \$11,189 or 7% from 2019.
- Administration and general expenses decreased from \$65,137 in 2019 to \$43,639 during 2020 a result of decreased administrative activities such as printing, travel, and dues.
- Depreciation expense saw a net decrease from 2019. Current depreciation expense of \$1,681,147 is \$68,403 less than prior year.
- Salaries and wages are comprised of salaried, full and part time employees. Salaries and wages represent the largest single BPTC expense. This category decreased by \$246,994 or 6%, during 2020, from \$4,267,235 to \$4,020,241.
- Employee (EE) pensions and benefits decreased by \$323,028, or 25% from 2019 this is due to the decrease in pension liability expense.
- Materials and supplies decreased by \$324,108, or 24%, from \$1,365,578 to \$1,041,470. Fuel and vehicle parts are the major contributing factors to this expense category. The driving force behind this decrease was a decline in the average gallon fuel cost as well as less fuel usage in 2020.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
 MANAGEMENT'S DISCUSSION AND ANALYSIS
 December 31, 2020

- Contractual services increased by \$302,503 in 2020. This increase was mostly the result of the payment for installation of solar panels on the downtown transfer facility.
- Advertising expenses decreased from \$33,064 in 2019 to \$13,306 in 2020. This decrease was contributed to no additional advertising for public participation in 2020 for route optimization studies.
- Utilities decreased by 10% from \$77,057 in 2019 to \$69,429 in 2020. This decrease is attributed to the sequential savings due to the closure of the downtown transfer facility during the pandemic.
- Insurance expense increased in 2020 by \$19,350 or 7% from the prior year.

The composition of operating expenses is displayed below by major categories for 2020:



CAPITAL ITEMS

On the Statement of Revenues, Expenses, and Changes in Net Position, the net loss before contributions was \$555,057. The decrease in revenues resulted in an overall increase in the loss before contributions of \$16,137 from the previous year.

Capital contributions are comprised of state capital funds and Federal Transit Administration capital monies received from Federal Transit Capital Formula grants and Federal Transit Bus and Bus Facilities grants. See note 3 for further information.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
December 31, 2020

NET POSITION

Net Position slightly decreased by \$44,712 over the previous year end. Ending Net Position was \$25,761,118, compared to ending Net Position in 2019 of \$25,805,830.

STATEMENT OF CASH FLOWS

The statement of cash flows provides a means to assess the health of BPTC by providing relevant information concerning the cash receipts and cash payments during the year. It assists the reader in determining whether BPTC has the ability to generate future net cash flows to meet its obligations as they come due. The statement is divided into four sections based on major activity: operating, non-capital financing, capital and related financing, and investing. A fifth section reconciles the operating income (loss) on the Statement of Revenues, Expenses, and Changes in Net Position to the net cash provided (used) in operations.

A summarized comparison of BPTC's changes in cash and cash equivalents is presented below:

	December 31, <u>2020</u>	December 31, <u>2019</u>
Net cash provided (used) by:		
Operating activities	\$ (6,313,517)	\$ (5,765,180)
Non-capital financing activities	6,531,453	7,063,935
Capital and related financing activities	(122,995)	(382,956)
Investing activities	<u>39,704</u>	<u>121,264</u>
Net increase in cash	134,645	1,037,063
Beginning cash and cash equivalents balance	<u>9,585,714</u>	<u>8,548,651</u>
Ending cash and cash equivalents balance	<u>\$ 9,720,359</u>	<u>\$ 9,585,714</u>

Cash received from operations consist primarily of fares and IU fare monies. BPTC's liquidity increased in 2020 with an increase in cash and cash equivalents of \$134,645. Payments to employees represent the largest use of cash for operations. Main sources of cash provided by non-capital financing activities are used to fund operating activities, these include local taxes, State Public Mass Transportation fund (PMTF), and Federal Section 5307 CARES operating assistance funds. These CARES funds allowed BPTC to end 2020 with a small cash increase and provides additional time for the economy and fare revenue to recover. Changes in capital and related financing activities reflect BPTC's decisions made relative to capital projects and improvements. The main change in this category was the purchase of fewer vehicles, thus the receipt of less federal monies. Cash flows from investing activities revealed a decline in investment returns which overall are still impacted by the low interest rates world-wide.

(Continued)

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets. The BPTC's capital assets as of December 31, 2020 equal \$17,243,856 (net of accumulated depreciation). Capital assets include land, buildings, improvements-other than buildings, shop and office equipment, bus/passenger equipment, motor equipment, and construction work in progress. The total decrease in the BPTC's capital assets for the current fiscal year was \$1,063,489.

Long-term Debt. At the end of the current year, BPTC had no bonded debt outstanding and has not issued any in the past.

HEALTH INSURANCE

BPTC implemented a partially self-funded insurance program in May of 2010. BPTC maintains its own health insurance account for the purpose of providing employee and dependent medical benefits. The Self-Insurance program is funded with a combination of employee premiums and employer contributions. For reporting purposes, only the net medical expenses for the employee and their dependents are represented in the Employee (EE) pensions and benefits category. At the end of 2020 the health insurance account had a balance of \$499,695.

ECONOMIC OUTLOOK

The 2021 total budget increased from \$13,975,250 in 2020 to \$14,505,793 for 2021, an overall 3.80% increase. Operating expenses are budgeted to increase from \$9,157,275 to \$9,303,429 in 2021 representing only a 1.60% increase.

Overall, the financial position of BPTC continues to be favorable in 2021. However, with the COVID-19 pandemic, Transit management teams' main focus is projecting the economic impacts of COVID-19 on BPTC's operations. Operating under the assumption that expenses and revenues will be impaired in 2021 and possibly beyond depending on the state of the local and national economy. Bloomington Public Transportation Corporation will utilize the Indiana Department of Transportation waiver for the local match of PMTF funds during 2021 as well as Section 5307 CARES Act funds. Management will continue to monitor the state and national economic conditions and revise as needed throughout 2021 and beyond to ensure that the citizens of the City of Bloomington are provided with dependable and efficient public transportation services.

Cash flows for 2021 calendar year will be affected by the various funding sources being utilized whether it be Federal Section 5307, Federal Section 5310, and Federal Section 5339 as well as the on-going pandemic. Also, cash flows are affected by the capital projects that Bloomington Transit will implement and complete during the year. A few of these capital projects set for 2021 are the purchase of three battery electric buses and charging stations; installation of a new fare collection system on the fleet; and improvements at the Grimes Lane facility and various bus stop.

Request for Information

This financial report is designed to provide a general overview of the BPTC's finances. Questions concerning any of the information provided in this report or requests for additional information should be directed to the BPTC's Administrative Office: Bloomington Public Transportation Corporation, 130 West Grimes Lane, Bloomington, Indiana 47403.

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
STATEMENT OF NET POSITION
December 31, 2020

Assets

Current assets:

Cash and cash equivalents	\$ 9,720,359
Accounts receivable	177,297
Grants receivable	626,806
Inventories	352,902
Prepaid items	<u>48,322</u>
Total current assets	<u>10,925,686</u>

Non-current assets:

Capital assets:

Land (nondepreciable)	2,905,322
Capital assets, net of accumulated depreciation	14,183,892
Construction work in progress (nondepreciable)	<u>154,642</u>
Total non-current assets	<u>17,243,856</u>

Total assets	<u>28,169,542</u>
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Deferred Outflows of Resource

Pension	<u>448,417</u>
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Total assets and deferred outflows of resources	<u>28,617,959</u>
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Liabilities

Current liabilities:

Accounts payable	113,413
Accrued payroll/withholdings payable	135,322
Compensated absence payable	<u>284,195</u>
Total current liabilities	532,930

Noncurrent liabilities:

Net pension liability	<u>1,805,592</u>
Total noncurrent liabilities	<u>1,805,592</u>
Total current and noncurrent liabilities	2,338,522

Deferred inflows of resources

Pension	<u>518,319</u>
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Total liabilities and deferred inflows of resources	<u>2,856,841</u>
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Net position

Net investment in capital assets	17,243,856
Unrestricted	<u>8,517,262</u>

Total net position	<u>25,761,118</u>
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Total liabilities, deferred inflows of resources and net position	<u>\$ 28,617,959</u>
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See accompanying notes to financial statements.

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
For the year ended December 31, 2020

Operating revenues:	
Fares/advertising	\$ 1,284,630
Charges for services	98,140
Other	<u>208,149</u>
Total operating revenues	1,590,919
 Operating expenses:	
Operations and maintenance	161,806
Administration and general	43,639
Depreciation	1,681,147
Salaries and wages	4,020,241
Employee pensions and benefits	947,691
Materials and supplies	1,041,470
Contractual services	937,922
Advertising	13,306
Utilities	69,429
Insurance expense	<u>302,880</u>
Total operating expenses	<u>9,219,531</u>
 Operating loss	 <u>(7,628,612)</u>
 Nonoperating revenues:	
Interest and investment revenue	39,704
Local taxes	1,361,813
Operating Grants	4,921,080
Intergovernmental revenue	766,640
Loss on disposal of assets	<u>(15,682)</u>
Total nonoperating revenues	<u>7,073,555</u>
 Loss before contributions	 (555,057)
 Capital contributions	 <u>510,345</u>
 Change in net position	 (44,712)
Total net position - beginning	<u>25,805,830</u>
 Total net position - ending	 <u>\$ 25,761,118</u>

See accompanying notes to financial statements.

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
STATEMENT OF CASH FLOWS
For the year ended December 31, 2020

Cash flows from operating activities:	
Receipts from customers and users	\$ 1,504,418
Receipts from other	98,140
Payments to suppliers and contractors	(2,996,276)
Payments to employees for benefits	(4,919,799)
Net cash used by operating activities	<u>(6,313,517)</u>
Cash flows from non-capital financing activities:	
Taxes	1,361,813
Intergovernmental	766,640
Operating grants	4,403,000
Net cash provided by non-capital financing activities	<u>6,531,453</u>
Cash flows from capital and related financing activities:	
Capital contributions	510,345
Acquisition and construction of capital assets	(633,340)
Net cash used by capital and related financing activities	<u>(122,995)</u>
Cash flows from investing activities:	
Interest received	39,704
Net cash provided by investing activities	<u>39,704</u>
Net increase in cash and cash equivalents	134,645
Cash and cash equivalents, January 1	<u>9,585,714</u>
Cash and cash equivalents, December 31	<u>\$ 9,720,359</u>
Reconciliation of operating loss to net cash used by operating activities:	
Operating loss	\$ (7,628,612)
Adjustments to reconcile operating loss to net cash used by operating activities:	
Depreciation expense	1,681,147
(Increase) Decrease in assets and deferred outflows:	
Accounts receivable	11,639
Inventories	33,100
Prepaid items	(32,281)
Deferred outflows	(98,346)
Increase (Decrease) in liabilities and deferred inflows:	
Accounts payable	(22,120)
Accrued payroll/withholdings payable	(112,642)
Compensated absence payable	(22,204)
Net pension liability	(311,301)
Deferred inflows	188,103
Total adjustments	<u>1,315,095</u>
Net cash used by operating activities	<u>\$ (6,313,517)</u>

See accompanying notes to financial statements.

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO FINANCIAL STATEMENTS
December 31, 2020

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity: The Bloomington Public Transportation Corporation is a component unit of the City of Bloomington. The Bloomington Public Transportation Corporation is governed by a board of directors whose members are appointed by the Mayor and City Council and provides public transportation services to the residents of the City of Bloomington.

The accompanying financial statements present the activities of the Bloomington Public Transportation Corporation. There are no significant component units which require inclusion.

Measurement Focus, Basis of Accounting and Financial Statement Presentation: The accounts of the business-type activity and the proprietary enterprise fund are maintained, and the financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recognized when incurred.

Enterprise funds distinguish operating revenues from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the enterprise funds are charges to customers for sales and services. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

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

Assets and Liabilities:

Deposits and Investments: The Bloomington Public Transportation Corporation's cash and cash equivalents are considered to be cash on hand, demand deposits and short-term investments with original maturities of three months or less from the date of acquisition.

State statute (IC 5-13-9) authorizes the Bloomington Public Transportation Corporation to invest in securities, including but not limited to, federal government securities, repurchase agreements, and certain money market mutual funds. Certain other statutory restrictions apply to all investments made by local governmental units.

Inventories and Prepaid Items: All inventories are valued at cost using the first in/first out (FIFO) method.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in financial statements.

Capital Assets: Capital assets, which include property, plant, and equipment, are reported in the financial statements.

Capital assets are reported at actual or estimated historical cost based on appraisals or deflated current replacement cost. Contributed or donated assets are reported at estimated fair value at the time received.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
 NOTES TO FINANCIAL STATEMENTS
 December 31, 2020

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capitalization thresholds (the dollar values above which asset acquisitions are added to the capital asset accounts), depreciation methods and estimated useful lives of capital assets are as follows:

	<u>Capitalization Threshold</u>	<u>Depreciation Method</u>	<u>Estimated Useful Life</u>
Buildings	\$ 1,000	Straight-line	2 to 40 years
Improvements other than buildings	1,000	Straight-line	5 to 30 years
Office equipment	1,000	Straight-line	2 to 10 years
Shop equipment	1,000	Straight-line	2 to 10 years
Bus/passenger equipment	1,000	Straight-line	2 to 10 years
Motor equipment	1,000	Straight-line	2 to 12 years

For depreciated assets, the cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Compensated Absences: Paid Time Off (PTO) – Bloomington Public Transportation Corporation full-time employees earn PTO at rates from 5 days to 25 days per year based upon the number of years of service. Full-time employees who *normally* work 70 hours each pay period may earn an additional 13 days of PTO each year. Part-time employees who have at least one year of service may earn up to 39 hours of PTO each year. Each employee shall be entitled to carry over 60 hours. The employee may choose to send these 60 hours to their sick bank, carry over for future years PTO, or be paid for 60 hours at the current rate. Any PTO hour balance in excess of the 60 carry over hours will be sent to the employees' sick bank. Accumulated PTO is paid to employees through cash payments upon separation at their current rate. Unused sick leave may accumulate to a maximum of 112 days. Accumulated sick leave is not paid upon separation. Employees eligible for retirement will be paid 60% of the value of the accrued sick leave at their current rate.

Due to the pandemic of 2020, the Board allowed employees to get paid a one-time payout of up to 120 hours of unused PTO.

Bloomington Public Transportation Corporation books a liability for the outstanding balance of PTO and sick time at the end of the year based on the current rate of pay.

Deferred Outflows of Resources and Deferred Inflows of Resources: A deferred outflow of resources is a consumption of net position by the Bloomington Public Transportation Corporation that is applicable to a future reporting period. A deferred inflow of resources is an acquisition of net position by the Bloomington Public Transportation Corporation that is applicable to a future reporting period. Both deferred outflows and inflows are reported in the Statement of Net Position but are not recognized in the financial statements as revenues, expenses, and reduction of liabilities or increase in assets until the period(s) to which they relate.

The Bloomington Public Transportation Corporation reports both deferred outflows of resources and deferred inflows of resources in the Statement of Net Position for pension.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO FINANCIAL STATEMENTS
December 31, 2020

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The Bloomington Public Transportation Corporation has deferred outflow and deferred inflow of resources relating to the recording of changes to its net pension liability. Certain changes in the net pension liability are recognized as pension expense over time instead of being recognized in the year of occurrence. Experience gains or losses result from the INPRS actuary which adjust the net pension liability for actual experience for certain trend information that was previously assumed, for example, the assumed dates of retirement of plan members. These experience gains and losses are recorded as deferred outflows of resources or deferred inflows of resources and are amortized into pension expense over the expected remaining service lives of plan members. Changes in actuarial assumptions which adjust the net pension liability are also recorded as deferred outflows of resources and are amortized into pension expense over the expected remaining service lives of plan members. The difference between projected investment return on pension investments and actual return on those investments is recorded as deferred inflow of resources and amortized against pension expense over a five-year period. Additionally, any contributions made by the Bloomington Public Transportation Corporation to the pension plan before year end but subsequent to the measurement date are reported as deferred outflows of resources.

Net Position: In the financial statements, the components of net position are categorized as follows:

- Net investment in capital assets - This category is comprised of capital assets, net of accumulated depreciation.
- Unrestricted - This category represents resources of the Bloomington Public Transportation Corporation that are not subject to externally imposed restrictions and may be used to meet the ongoing obligations to the public and creditors.

Pension: For purposes of measuring the net pension liability or asset, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Indiana Public Employees' Retirement Fund ("the plan"), and additions to and deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans. For this purpose, plan contributions are recognized as of employer payroll paid dates and benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Pension investments are reported at fair value.

NOTE 2 - PROPERTY TAXES

Property taxes levied are collected by the County Treasurer and are scheduled to be distributed to the Special District in June and December; however, situations can arise which would delay the distributions. State statute (IC 6-1.1-17-16) requires the Indiana Department of Local Government Finance to establish property tax rates and levies by February 15. These rates were based upon the preceding year's lien date (March 1 in a year ending before January 1, 2016 and January 1 in a year beginning after December 31, 2015) assessed valuations adjusted for various tax credits. Taxable property is assessed at 100 percent of the true tax value (determined in accordance with rules and regulations adopted by the Indiana Department of Local Government Finance). Taxes may be paid in two equal installments which normally become delinquent if not paid by May 10 and November 10, respectively.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO FINANCIAL STATEMENTS
December 31, 2020

NOTE 3 - DETAILED NOTES ON ALL FUNDS

Deposits: Custodial credit risk is the risk that in the event of a bank failure, the government's deposits may not be returned to it. Indiana Code 5-13-8-1 allows a political subdivision of the State of Indiana to deposit public funds in a financial institution only if the financial institution is a depository eligible to receive state funds; and has a principal office or branch that qualifies to receive public funds of the political subdivision. The bank balances were insured by the Federal Deposit Insurance Corporation or the Public Deposit Insurance Fund, which covers all public funds held in approved depositories. The Bloomington Public Transportation Corporation does not have a formal policy for custodial credit risk.

At December 31, 2020 the Bloomington Public Transportation only held demand deposits. The bank balance was \$9,864,932, with the difference from the book balance being outstanding checks and deposits in transit.

Capital Assets: Capital asset activity for the year ended December 31, 2020, was as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>
Capital assets, not being depreciated:				
Land	\$ 2,905,322	\$ -	\$ -	\$ 2,905,322
Construction in progress	<u>132,355</u>	<u>181,708</u>	<u>159,421</u>	<u>154,642</u>
Total capital assets, not being depreciated	<u>3,037,677</u>	<u>181,708</u>	<u>159,421</u>	<u>3,059,964</u>
Capital assets, being depreciated:				
Buildings	12,909,068	-	-	12,909,068
Improvements other than buildings	125,290	-	-	125,290
Office equipment	243,814	16,887	-	260,701
Shop equipment	149,588	-	-	149,588
Bus/passenger equipment	1,082,878	285,661	-	1,368,539
Motor equipment	<u>17,215,693</u>	<u>308,505</u>	<u>39,206</u>	<u>17,484,992</u>
Totals	<u>31,726,331</u>	<u>611,053</u>	<u>39,206</u>	<u>32,298,178</u>
Less accumulated depreciation for:				
Buildings	5,388,585	403,326	-	5,791,911
Improvements other than buildings	8,828	11,905	-	20,733
Office equipment	108,657	69,735	-	178,392
Shop equipment	113,872	15,395	-	129,267
Bus/passenger equipment	793,148	74,174	-	867,322
Motor equipment	<u>10,043,573</u>	<u>1,106,612</u>	<u>23,524</u>	<u>11,126,661</u>
Totals	<u>16,456,663</u>	<u>1,681,147</u>	<u>23,524</u>	<u>18,114,286</u>
Total capital assets, being depreciated, net	<u>15,269,668</u>	<u>(1,070,094)</u>	<u>15,682</u>	<u>14,183,892</u>
Total capital assets, net	<u>\$ 18,307,345</u>	<u>\$ (888,386)</u>	<u>\$ 175,103</u>	<u>\$ 17,243,856</u>

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO FINANCIAL STATEMENTS
December 31, 2020

NOTE 3 - DETAILED NOTES ON ALL FUNDS (Continued)

Construction Commitments:

Construction work in progress is composed of the following:

<u>Project</u>	<u>Total Project Authorized</u>	<u>Expended to December 31, 2020</u>	<u>Committed</u>
Boiler Project-2019-2020	\$ 162,668	\$ 139,839	\$ 22,829
Roof Replacement	<u>19,350</u>	<u>14,803</u>	<u>4,547</u>
Totals	<u>\$ 182,018</u>	<u>\$ 154,642</u>	<u>\$ 27,376</u>

Changes in Noncurrent Liabilities

Noncurrent liability activity for the year ended December 31, 2020, was as follows:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
Net pension liability	\$ <u>2,116,893</u>	\$ _____	\$ (311,301)	\$ <u>1,805,592</u>	\$ _____
Total long-term liabilities	\$ <u>2,116,893</u>	\$ _____	\$ (311,301)	\$ <u>1,805,592</u>	\$ _____

NOTE 4 - OTHER INFORMATION

Risk Management: The Bloomington Public Transportation Corporation is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; job related illnesses or injuries to employees; and natural disasters.

The risks of torts; theft of, damage to, and destruction of assets; errors and omissions; job related illnesses or injuries to employees; and natural disasters are covered by commercial insurance from independent third parties. Settled claims from these risks have not exceeded commercial insurance coverage for the past three years. There were no significant reductions in insurance by major category of risk.

Health Insurance: The Bloomington Public Transportation Corporation chose to establish a partially self-funded insurance associated with employee health claims beginning May of 2010. The risk is accounted for with self-insurance, where assets are set aside for claim settlements. An excess policy through commercial insurance covers individual claims in excess of \$40,000 per year. The amounts paid into the health insurance account by all covered employees and by Bloomington Public Transportation Corporation are available to pay claims, and administrative costs of the program.

	<u>2020</u>	<u>2019</u>
Balance of claim liability is as follows:		
Unpaid claims, beginning of year	\$ 1,607	\$ 6,094
Incurred claims	405,461	498,850
Claim payments	<u>387,160</u>	<u>503,337</u>
Unpaid claims, at December 31, 2020	<u>\$ 19,908</u>	<u>\$ 1,607</u>

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO FINANCIAL STATEMENTS
December 31, 2020

NOTE 4 - OTHER INFORMATION (Continued)

Rate Structure: The current rate structure was approved by the Bloomington Public Transportation Corporation on November 27, 2007.

Pension Plan:

Cost Sharing Multiple-Employer Defined Benefit Pension Plan

The Public Transportation Corporation contributes to the Public Employees' Retirement Fund (PERF), which is administered by the Indiana Public Retirement System (INPRS).

Public Employees' Retirement System - Defined Benefit Plan

Plan Description: PERF Defined Benefit (DB) is a cost-sharing, multiple-employer defined benefit fund providing retirement, disability, and survivor benefits to fulltime employees of the State of Indiana not covered by another plan and those political subdivisions (counties, cities, townships, and other governmental units) that elect to participate in the retirement fund. Administration of the fund is generally in accordance with IC 5-10.2, IC 5-10.3, and 35 IAC 1.2 and other Indiana pension law. PERF DB is a component of the Public Employees Hybrid plan (PERF Hybrid).

PERF Hybrid consists of two components: PERF DB, the employer-funded monthly defined benefit component, and the Public Employees' Hybrid Members Defined Contribution Account (see Defined Contribution Plans section), the defined contribution component. New employees hired by the State or a participating political subdivision have a one-time election to join either the PERF Hybrid or the PERF My Choice: Retirement Savings Plan for Public Employees (PERF MC DC) which is covered in the Defined Contribution Plans section. A new hire that is an existing member of PERF Hybrid and was not given the option for PERF MC DC is given the option to elect PERF MC DC or remain in PERF Hybrid.

Members who have at least one year of service in both PERF DB and the Teachers Retirement Fund (TRF Pre-'96 DB or TRF '96 DB) have the option of choosing from which of these funds they would like to retire.

Retirement benefits provided: A member is entitled to a full retirement benefit 1) at age 65 with at least 10 years of creditable service (eight years for certain elected officials), 2) at age 60 with at least 15 years of creditable service, 3) at age 55 if age and creditable service total at least 85, 4) at age 55 with 20 years of creditable service and active as an elected official in the PERF-covered position, or 5) at age 70 with 20 years of creditable service and still active in the PERF-covered position. A member is entitled to an early retirement benefit at age 50 and a minimum of 15 years of creditable service. The benefit is reduced to 44 percent of full benefit at age 50, increasing five percent per year up to 89 percent at age 59.

The lifetime annual benefit equals years of creditable service multiplied by the average highest five-year annual salary multiplied by 1.1 percent (minimum of \$180 per month). Average annual compensation is outlined in IC 5-10.2-4-3 and includes compensation of not more than \$2,000 received from the employer in severance.

Postretirement benefit increases are granted on an ad hoc basis pursuant to IC 5-10.2-12-4 and administered by the INPRS Board. Historically, eligible members receive a one-time check (13th check) with the dollar amount tied to years of service.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO FINANCIAL STATEMENTS
December 31, 2020

NOTE 4 - OTHER INFORMATION (Continued)

Disability and survivor benefits provided: An active member qualifying for Social Security disability with five years of creditable service may receive an unreduced retirement benefit for the duration of their disability (minimum of \$180 per month). If death occurs while in active service, a spouse or dependent beneficiary of a member with a minimum of 15 years of creditable service receives a benefit as if the member retired the later of age 50 or the age the day before the member's death. If death occurs while receiving a benefit, a spouse or dependent receives the benefit associated with the member's selected form of payment: Five Year Certain & Life, Joint with 100 percent Survivor Benefits, Joint with Two-Thirds Survivor Benefits, or Joint with One-Half Survivor Benefits.

Contributions: Contributions are determined by the INPRS Board of Trustees based on an actuarial valuation. During fiscal year 2020, all participating employers were required to contribute 11.2 percent of covered payroll for Hybrid members. For PERF MC DC plan members, the political subdivisions were required to contribute a supplemental cost of 7.4 percent of covered payroll as of July 1, 2020, which decreased from 7.8 percent as of July 1, 2019. No member contributions are required.

The Public Transportation Corporation's contributions to PERF for the years ending December 31, 2019 and 2020, were \$368,374, and \$371,071 respectively, equal to the annual required contribution rate of 11.2%.

Financial Report: INPRS issues a publicly available stand-alone financial report that includes financial statements and required supplementary information for the plan as a whole. This report may be obtained by writing the Indiana Public Retirement System, One North Capitol, Suite 001, Indianapolis, IN 46204, by calling (844) 464-6777, by emailing questions@inprs.in.gov, or by visiting www.in.gov/inprs.

Actuarial Assumptions: The total pension liability is determined by INPRS actuaries in accordance with GASB No. 67, as part of their annual actuarial valuation for each defined benefit retirement plan. Key methods and assumptions used in calculating the total pension liability in the latest actuarial valuations are presented below:

- Asset valuation date – June 30, 2020
- Liability valuation date – June 30, 2019 – Member census data as of June 30, 2019 was used in the valuation and adjusted, where appropriate, to reflect changes between June 30, 2019 and June 30, 2020. Standard actuarial roll forward techniques were then used to project the total pension liability computed as of June 30, 2019 to the June 30, 2020 measurement date.
- Actuarial cost method (accounting) – Entry age normal (level percent of payroll)
- Experience study date – Period of 5 years ended June 30, 2019
- Investment rate of return – 6.75%, includes inflation and net of investment expenses
- COLA – In lieu of a 1% COLA occurring beginning on January 1, 2020, the COLA was replaced by a 13th check for 2020 and 2021. The COLA assumption thereafter will be 0.4% beginning on January 1, 2022, 0.5% beginning on January 1, 2034, and 0.6% beginning on January 1, 2039.
- Future salary increases, including inflation – 2.75% - 8.75%
- Inflation – 2.25%

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
 NOTES TO FINANCIAL STATEMENTS
 December 31, 2020

NOTE 4 - OTHER INFORMATION (Continued)

Mortality rates for were based on the Pub-2010 Public Retirement Plans Mortality Tables (Amount-Weighted), with a fully generational projection of mortality improvements using SOA Scale MP-2019. Mortality rates for healthy employees were based on the General Employee table with a 3-year set forward for males and a 1 year set forward for females. Mortality rates for disabled members were based on the General Disabled table with a 140% load.

The most recent comprehensive experience study was completed in February 2020 and was based on member experience between June 30, 2014 and June 30, 2019. The demographic assumptions were updated as needed for the June 30, 2020 actuarial valuation.

The long-term return expectation for the INPRS defined benefit retirement plan was determined by using a building-block approach and assumes a time horizon, as defined in the INPRS Investment Policy Statement. A forecasted rate of inflation serves as the baseline for the return expectation.

The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

	<u>Target</u>		<u>Geometric Basis</u>	
	<u>Asset Allocation</u>		<u>Long-Term Expected</u>	
	<u>2020</u>	<u>2019</u>	<u>2020</u>	<u>2019</u>
Public Equity	22.0%	22.0%	4.4%	4.9%
Private Equity	14.0%	14.0%	7.6%	7.0%
Fixed Income – ExInflation-Linked	20.0%	20.0%	1.9%	2.5%
Fixed Income – Inflation-Linked	7.0%	7.0%	0.5%	1.3%
Commodities	8.0%	8.0%	1.6%	2.0%
Real Estate	7.0%	7.0%	5.8%	6.7%
Absolute Return	10.0%	10.0%	2.9%	2.9%
Risk Parity	12.0%	12.0%	5.5%	5.3%

Discount rate: Total pension liability for each defined benefit pension plan was calculated using the discount rate of 6.75 percent for 2020. The projection of cash flows used to determine the discount rate assumed the contributions from employers and where applicable from the members, would at the minimum be made at the actuarially determined required rates computed in accordance with the current funding policy adopted by the INPRS Board, and contributions required by the State (the non-employer contributing entity) would be made as stipulated by State statute. Projected inflows from investment earnings were calculated using the long-term assumed investment rate of return (6.75 percent).

Based on these assumptions, the PERF defined benefit pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefits to determine the total pension liability for the plan.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
 NOTES TO FINANCIAL STATEMENTS
 December 31, 2020

NOTE 4 - OTHER INFORMATION (Continued)

Sensitivity: The following presents the Public Transportation Corporation's share of the net pension liability calculated using the discount rate of 6.75% percent for 2020, as well as what the Public Transportation Corporation's net pension liability would be if it were calculated using a discount rate that is one percentage point lower (5.75%), or one percentage point higher (7.75%) than the current rate:

	1% Decrease <u>(5.75%)</u>	Current Rate <u>(6.75%)</u>	1% Increase <u>(7.75%)</u>
Proportionate share of the Collective Net Pension Liability	\$ 2,943,729	\$ 1,805,592	\$ 852,310

Pension Plan Fiduciary Net Position: Detailed information about the pension plan's fiduciary net position is available in a stand-alone financial report of INPRS that includes financial statements and required supplementary information for the plan as a whole. This report may be obtained by writing the Indiana Public Retirement System, One North Capitol, Suite 001, Indianapolis, IN 46204, by calling (844) 464-6777, by emailing questions@inprs.in.gov, or by visiting www.in.gov/inprs.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions: At December 31, 2020, the Public Transportation Corporation reported a liability of \$1,805,592 for its proportionate share of the net pension liability. The Public Transportation Corporation's proportionate share of the net pension liability was based on the Public Transportation Corporation's wages as a proportion of total wages for the PERF Hybrid Plan. The proportionate share used at the June 30, 2020 measurement date was 0.00060 percent. This represents a slight increase from the prior measurement date. The proportionate share used at the June 30, 2019 measurement date was 0.00064 percent.

(Continued)

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO FINANCIAL STATEMENTS
December 31, 2020

NOTE 4 - OTHER INFORMATION (Continued)

For the year ended December 31, 2020, the Public Transportation Corporation recognized pension expense of \$59,148, which included net amortization of deferred amounts from changes in proportion and differences between employer contributions and proportionate share of contributions of \$13,904. At June 30, 2020, the Public Transportation Corporation reported deferred outflows of resources and deferred inflows of resources related to the PERF Hybrid Plan from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 31,990	\$ 24,242
Net difference between projected and actual earnings on pension plan investments	154,529	-
Changes in assumptions	-	376,210
Changes in proportion and differences between employer contributions and proportionate share of contributions	<u>71,500</u>	<u>117,867</u>
Total that will be recognized in pension expense (income) based on table below	258,019	518,319
Pension contributions subsequent to measurement date	<u>190,398</u>	<u>-</u>
Total	<u>\$ 448,417</u>	<u>\$ 518,319</u>

Deferred outflows of resources resulting from employer contributions subsequent to the June 30, 2020 measurement dates are recognized as a reduction of net pension liability in the year ending June 30, 2021. Deferred inflows of resources resulting from the differences between projected and actual investment earnings on Plan investments are amortized over a 5-year period. A change in an employer's proportionate share represents the change as of the current year measurement date versus the prior year measurement date and is amortized over the average expected remaining service lives of the plan. The difference between an employer's contributions and the employer's proportionate share of the collective contributions is amortized over the average expected remaining service lives of the plan. Amounts reported as deferred outflows of resources and deferred inflows of resources will be recognized in pension expense as follows:

<u>Year Ending December 31,</u>	<u>Amount</u>
2021	\$ (179,188)
2022	(83,409)
2023	(63,344)
2024	<u>65,641</u>
Total	<u>\$ (260,300)</u>

(Continued)

NOTE 4 - OTHER INFORMATION (Continued)

Public Employees' Retirement Fund - Defined Contribution Plan

PERF DC is a multiple-employer defined contribution plan and is generally administered in accordance with IC 5-10.2, IC 5-10.3, and 35 IAC 1.2. The plan provides supplemental retirement benefits to PERF DB members and serves as the primary retirement benefit for the My Choice: Retirement Savings Plan for Public Employees (My Choice) members.

New employees hired by the State, or a participating political subdivision, have a one-time election to join either the Public Employees' Defined Benefit Account (Hybrid Plan) or My Choice. A new hire that is an existing member of the Public Employees' Defined Benefit Account (Hybrid Plan), and was not given the option for My Choice, is given the option to elect My Choice or remain in the Public Employees' Defined Benefit Account (Hybrid Plan).

PERF DC consists of two tiers:

The Public Employees' Hybrid Members Defined Contribution Account (PERF Hybrid DC) is the defined contribution component of the Public Employees' Hybrid Plan. The Public Employees' Defined Benefit Account (see Defined Benefit Plans section) is the other component of the Public Employees' Hybrid Plan. Member contributions are set by statute at three percent of compensation, and the employer may choose to make these contributions on behalf of the member. Members are 100 percent vested in their account balance, which includes all contributions and earnings.

My Choice: Retirement Savings Plan for Public Employees (My Choice) is for members who are full-time employees of the State of Indiana or a participating political subdivision that elected to become members of My Choice. Member contributions are set by statute at three percent of compensation, plus these members may receive additional employer contributions in lieu of the Public Employees' Defined Benefit Account.

Members are 100 percent vested in all member contributions and are vested in employer contributions (see Contributions section), which includes all employer contributions and earnings as follows:

One (1) year of participation	20%
Two (2) years of participation	40%
Three (3) years of participation	60%
Four (4) years of participation	80%
Five (5) years of participation	100%

(Continued)

NOTE 4 - OTHER INFORMATION (Continued)

My Choice

The My Choice retirement and termination benefit is that after a 30-day separation from employment, the member is entitled to the sum total of vested contributions plus earnings. The amount may be paid in a lump sum, partial lump sum, direct rollover to another eligible retirement plan, or a monthly annuity (in accordance with INPRS requirements). Upon providing proof of the member's qualification for social security disability benefits, the member is entitled to the sum total of vested contributions plus earnings. The amount may be paid in a lump sum, partial lump sum, direct rollover to another eligible retirement plan, or a monthly annuity (in accordance with INPRS requirements).

The survivor benefit is that the beneficiary is entitled to the sum total of vested contributions plus earnings. The amount may be paid in a lump sum, partial lump sum, direct rollover to another eligible retirement plan, or a monthly annuity (in accordance with INPRS requirements).

Investments in the members' accounts are self-directed as participants direct the investment of their account balances among several investment options of varying degrees of risk and return potential. There are eight investment options available to My Choice members: Stable Value Fund, Fixed Income Fund, Inflation-Linked Fixed Income Fund, Money Market Fund, Small/Mid Cap Equity Fund, Large Cap Equity Index Fund, International Equity Fund and Target Date Funds. Members may make changes to their investment directions daily, and investments of the plan are reported at fair value.

PERF Hybrid DC and My Choice members contribute three percent of covered payroll to their annuity savings account, which is not used to fund the defined benefit pension for PERF Hybrid. In addition, members of PERF Hybrid and My Choice may elect to make additional voluntary contributions, under certain criteria, of up to 10 percent of their compensation into their annuity savings accounts.

REQUIRED SUPPLEMENTARY INFORMATION

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
 December 31, 2020

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Proportion of the net pension liability	0.060%	0.064%	0.061%	0.060%	0.058%	0.055%	0.056%
Proportionate share of the net pension liability	\$ 1,805,592	\$ 2,116,893	\$ 2,074,576	\$ 2,662,649	\$ 2,638,198	\$ 2,249,057	\$ 1,462,183
Covered payroll	\$ 3,227,298	\$ 3,337,046	\$ 3,116,334	\$ 2,960,974	\$ 2,785,884	\$ 2,644,976	\$ 2,716,549
Proportionate share of the net pension liability as a percentage of covered payroll	55.9%	63.4%	66.6%	89.9%	94.7%	85.0%	53.8%

Notes: The amounts presented for each calendar year were determined as of the June 30 fiscal year-end that occurred within the calendar year.

- Asset valuation date – June 30, 2020
- Liability valuation date – June 30, 2019 – Member census data as of June 30, 2018 was used in the valuation and adjusted, where appropriate, to reflect changes between June 30, 2019 and June 30, 2020. Standard actuarial roll forward techniques were then used to project the total pension liability computed as of June 30, 2019 to the June 30, 2020 measurement date.
- Actuarial cost method (accounting) – Entry age normal (level percent of payroll)
- Experience study date – Period of 4 years ended June 30, 2019
- Investment rate of return – 6.75%
- COLA – In lieu of a 1% COLA occurring beginning on January 1, 2020, the COLA was replaced by a 13th check for 2020 and 2021. The COLA assumption thereafter will be 0.4% beginning on January 1, 2022, 0.5% beginning on January 1, 2034, and 0.6% beginning on January 1, 2039.
- Future salary increases, including inflation – 2.75% - 8.75%
- Inflation – 2.25%
- Mortality – RP-2014 (with MP-2014 improvement removed) Total Data Set mortality table, with Social Security Administration generational improvement scale from 2006.

This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, the Utility is presenting information for those years for which information is available.

Measurement date: Actuarial valuation reports from the prior fiscal year

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF CONTRIBUTIONS
 December 31, 2020

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Actuarially determined contribution	\$ 371,701	\$ 368,374	\$ 370,059	\$ 334,829	\$ 322,369	\$ 301,061	\$ 300,490
Contributions in relation to the actuarially determined contribution	<u>371,701</u>	<u>368,374</u>	<u>370,059</u>	<u>334,829</u>	<u>322,369</u>	<u>301,061</u>	<u>300,490</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 3,318,754	\$ 3,290,659	\$ 3,304,101	\$ 2,989,564	\$ 2,878,450	\$ 2,688,039	\$ 2,682,921
Contributions as a percentage of covered payroll	11.2%	11.2%	11.2%	11.2%	11.2%	11.2%	11.2%

Note: This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, the Utility is presenting information for those years for which information is available.

Valuation date: Actuarially determined contribution rates are calculated as of June 30, two years prior to the end of the fiscal year in which the contributions are reported.

Actuarial cost method: Entry age normal (Level Percent of Payroll)

Amortization method: Level dollar

Remaining amortization period: 20 years, closed

Asset valuation method: 5 year smoothing of gains and losses on the market value of assets subject to a 20% corridor.

Inflation: 2.25%

Salary increases: 2.50% - 4.25%

Investment rate of return: 6.75%

Mortality: RP-2014 Total Data Set Mortality Table, with Social Security Administration generational improvement scale from 2006

Other information:

The INPRS Board sets, at its discretion, the State's employer contribution rate upon considering the results of the actuarial valuation and other analysis as appropriate. The actuarially determined contribution rate for the State for the fiscal year ended 6/30/16 was 9.80%; however, the INPRS Board approved a State employer contribution rate of 11.20%. The actuarially determined contribution rate for the State for the fiscal year ended 6/30/17 was 10.11%; however, the INPRS Board approved a State employer contribution rate of 11.2%. The actuarially determined contribution rate for the State for the fiscal year ended 6/30/18 was 9.89%; however, the INPRS Board approved a State employer contribution rate of 11.2%. The actuarially determined contribution rate for the State for the fiscal year ended 6/30/19 was 10.03%; however, the INPRS Board approved a State employer contribution rate of 11.2%. The actual dollar amount of the State's contributions depends on the actual payroll for the fiscal year. The actuarially determined contribution rate for the State for the fiscal year ended 6/30/20 was 6.89%; however, the INPRS Board approved a State employer contribution rate of 11.2%. Member census data as of the prior year end was used in the valuation and adjusted, where appropriate, to reflect changes during the current fiscal year. Standard actuarial roll forward techniques were then used to project the liabilities computed as of prior year end to the current year measurement date.

SUPPLEMENTARY INFORMATION

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended December 31, 2020

Federal Grantor Agency Cluster Title/Program Title/Project Title	Pass-Through Entity or Direct Grant	Assistance Listing	Identifying Number	Pass Through to Subrecipient	Awards Expended
Department of Transportation					
Federal Transit Cluster					
Federal Transit Formula Grant	Direct Award				
		20.507	IN--90-X686	\$ -	\$ 8,278
		20.507	IN--95-X723	-	82,131
		20.507	IN--90-X739	-	211,201
COVID- 19- Grant – Coronavirus Act, Relief, And Economics Security Act		20.507	IN--90-X749	-	2,365,000
		20.507	IN--90-X773	-	<u>13,158</u>
Total - Federal Transit Formula Grant				-	<u>2,679,768</u>
Buses and Bus Facilities Formula, Competitive, And Low or No Emissions Programs	Direct Award				
		20.526	IN--34-0035	-	<u>86,108</u>
Total - Federal Transit Cluster				-	<u>2,765,876</u>
Transit Services Programs Cluster					
Enhanced Mobility of Seniors and Individuals with With Disabilities	Direct Award				
		20.513	IN--16-X028	-	7,069
			IN--16-X042	-	<u>102,400</u>
Total - Transit Services Programs Cluster				-	<u>109,469</u>
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	Bloomington Metropolitan Planning Organization				
		20.505	DES#1601130	-	<u>4,803</u>
Total federal awards expended – Department of Transportation				<u>\$ -</u>	<u>\$ 2,880,148</u>

See accompanying notes to the schedule of expenditure of federal awards.

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
December 31, 2020

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation: The accompanying schedule of expenditures of federal and state awards includes the federal and state grant activity of the Organization for the year ended December 31, 2020 and is presented on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of the Uniform Guidance. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in, the preparation of the financial statements.

Expenditures reported in the Schedule are recognized following the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE 2 - INDIRECT COST RATE

The Public Transportation Corporation has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.

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

Those Charged with Governance
Bloomington Public Transportation Corporation
Monroe County, Indiana

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 business-type activities of the Bloomington Public Transportation Corporation (Public Transportation Corporation), a component of the City of Bloomington, as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise the Public Transportation Corporation's basic financial statements and have issued our report thereon dated November 8, 2021.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statement, we considered the Public Transportation Corporation'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 statement, but not for the purpose of expressing an opinion on the effectiveness of the Public Transportation Corporation's internal control. Accordingly, we do not express an opinion on the effectiveness of the Public Transportation Corporation'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 statement will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

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

Compliance and Other Matters

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

Purpose of this Report

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

Crowe LLP
Crowe LLP

Indianapolis, Indiana
November 8, 2021

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR THE MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE

The Officials of the Bloomington Public Transportation Corporation
Monroe County, Indiana

Report on Compliance for the Major Federal Program

We have audited the Bloomington Public Transportation Corporation's (Public Transportation Corporation) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on its major federal program for the year ended December 31, 2020. The Public Transportation Corporation's major federal program is identified in the Summary of Auditor's Results section of the accompanying Schedule of Findings and Questioned Costs.

Management's Responsibility

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

Auditor's Responsibility

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

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

Opinion on the Major Federal Program

In our opinion, the Public Transportation Corporation complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2020.

(Continued)

Report on Internal Control Over Compliance

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

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

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

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

Crowe LLP
Crowe LLP

Indianapolis, Indiana
November 8, 2021

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 December 31, 2020

SECTION 1 – SUMMARY OF AUDITORS’ RESULTS:

Financial Statements

Type of auditors report issued	Unmodified		
Internal control over financial reporting			
Material weakness(es) identified?	_____	Yes	_____ <u>X</u> _____ No
Significant deficiencies identified not considered to be material weaknesses?	_____	Yes	_____ <u>X</u> _____ None Reported
Noncompliance material to financial statements noted?	_____	Yes	_____ <u>X</u> _____ No

Federal Awards

Internal control over major programs			
Material weakness(es) identified?	_____	Yes	_____ <u>X</u> _____ No
Significant deficiencies identified not considered to be material weaknesses?	_____	Yes	_____ <u>X</u> _____ None Reported
Type of auditor’s report issued on compliance for major programs	Unmodified		
Any audit findings disclosed that are required to be reported in accordance with 2CFR 200.516(a)?	_____	Yes	_____ <u>X</u> _____ No

Identification of major programs

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
20.507, 20.256	Federal Transit Cluster

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

Auditee qualified as low-risk auditee?	_____	Yes	_____ <u>X</u> _____ No
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SECTION 2 – FINDINGS RELATED TO THE FINANCIAL STATEMENTS THAT ARE REQUIRED TO BE REPORTED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

None.

SECTION 3 – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None.

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
OTHER REPORTS
December 31, 2020

The reports presented herein were prepared in addition to another official report prepared for the Public Transportation Corporation as listed below:

Indiana State Board of Accounts Compliance Examination of the Bloomington Public Transportation Company.

The above report contains the results of the compliance examination as required by the Indiana State Board of Accounts' *Accounting and Uniform Compliance Guidelines Manual For Special Districts*.

BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION
EXIT CONFERENCE
January 1, 2020 to December 31, 2020

The contents of this report were discussed on November 5, 2021 with Christa Browning CFO, John Connell, General Manger, and Nancy Obermeyer, Board Chairman.