

State Compliance Audit

Casco Bay Island Transit District

March 31, 2017



Proven Expertise and Integrity

CASCO BAY ISLAND TRANSIT DISTRICT

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Proven Expertise and Integrity

INDEPENDENT AUDITORS' REPORT

Board of Directors
Casco Bay Island Transit District
Portland, Maine

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities of Casco Bay Island Transit District, as of and for the year ended March 31, 2017, and the related notes to the financial statements, which collectively comprise the Casco Bay Island Transit District'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 financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our 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 and the Maine Uniform Accounting and Auditing Practices for Community Agencies (MAAP). 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 entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of Casco Bay Island Transit District as of March 31, 2017, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Report on Comparative Information

We have previously audited the Casco Bay Island Transit District's 2016 financial statements, and we expressed an unmodified audit opinion on those audited financial statements in our report dated July 6, 2016. In our opinion, the comparative information presented herein as of and for the year ended March 31, 2016 is consistent, in all material respects, with the audited financial statements from which it has been derived.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 6 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Casco Bay Island Transit District's basic financial statements. The Statements of Expenses is presented for purposes of additional analysis and is not a required part of the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis 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 is also not a required part of the basic financial statements.

The statements of expenses and the schedule of expenditures of federal awards are the responsibility of management and derived from and related directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the statements of expenditures and the schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 15, 2017 on our consideration of Casco Bay Island Transit District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Casco Bay Island Transit District's internal control over financial reporting and compliance.

RHR Smith & Company

Buxton, Maine
December 15, 2017

**REQUIRED SUPPLEMENTARY INFORMATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
March 31, 2017**

(UNAUDITED)

The Management of Casco Bay Island Transit District (herein referred as “the District”) offers readers of our financial statements the following narrative overview and analysis of our financial activities for the fiscal year ended March 31, 2017.

This Management’s Discussion and Analysis report provides an opportunity, through narrative, for the District’s management to identify elements of the audited financial statements that might be of particular interest to the reader. Please read it in conjunction with the District’s financial statements.

PROLOGUE

The District performed strongly again in FY2017 with improvements in key operational metrics as well as financial performance. This past year continues the trend for growth of commerce and tourism among the Islands of Casco Bay and the District is positioned to continue this trajectory alongside the Island Communities it serves. Additionally, the District is well positioned for growth by way of grant awards that are pivotal to serving the increasing demand placed upon the District. The District’s financial position is supported by strong liquidity and a debt balance of zero. The District is well positioned to make necessary strategic investments to meet the needs of the Casco Bay Islands into the future.

FINANCIAL HIGHLIGHTS*

Revenue Assessment: Very Good

YTD Operating Revenue was \$5.684M and was 14.8% ahead of budget and 4.9% above the same period last fiscal year.

- Scheduled passenger revenues YTD were ahead of budget by 9.2%, and were substantially equal to last fiscal year, up 0.2%.
- Vehicle revenues YTD were better than budget by 20.2% and were 6.9% ahead of FY16 YTD. Note that the Machigonne was in dry dock for a significant portion of April and May in FY16. Despite this detail, there is a clear trend of increasing vehicle service to Peaks Island and the financial data reflect this.
- Freight revenues YTD were 26.4% above budgeted numbers and were 6.4% ahead of last fiscal YTD.
- Group sales YTD closed 18.2% ahead of budget and 17.0% ahead of the same period last year. The spring Wabanaki charter accounted for about 7% of YTD revenue in this category, however strong private charter sales have also been the norm this season. Earlier in the year, we were contending with Groupon’s delayed payment terms, but those have now caught up to reflect a truer picture of revenues in this category. This is also the first season CBL has offered pre-buy capability for music cruises via the CBITD website.
- January Charters included a donation payment to Sail Maine for the Parade of Lights Cruise.
- Summer, 2016 marked the third year in a row that CBL generated \$1M+ monthly revenues in both July and August.

Expense Assessment: Good

YTD Expenses were 1.1% better than budget and were 6.4% higher than last YTD.

- Personnel expenses YTD were at budget (0.0%) and 6.2% above last YTD.
- Vessel maintenance was 0.8% better than budget and 8.0% higher than last fiscal YTD. Between October and November, 2016 CBL budgeted \$100K for the Wabanaki and in January, \$115K for the Bay Mist and to date, we have expended \$138K for the Wabanaki, demonstrating that the project was 38% over budget. Bay Mist drydock expense was paid in March, totaling \$132K. Also, a progress payment for Machigonne drydock expense was paid in March, totaling \$145K. Note that drydocks YTD are approximately \$108K over budget, but cost containment on other maintenance and repairs has compensated for drydocks. Dry dock expenses are PM grant

eligible and are reimbursed at 80% of project plus CBL's indirect cost rate of the same 80% share of 20.2% of the project cost.

- Maquoit dry dock was well over budget and resulted in total project expense of \$268K split between March and June, while \$235K was budgeted.
- Wabanaki drydock expense was also over budget, coming in at \$138K as compared to projected expense of \$100K.
- In February a charge of \$10K for the Machigonne was due to mandatory replacement of some personal flotation devices, arising from USCG inspection.
- A major component of Vessel expense was Fuel. The current fuel price lock of \$1.62 per gallon is expected to last through May of 2017 and, in March, CBL ordered an additional lock of 130,000 gallons at \$2.07 per gallon, which is expected to last until November of 2017 based on historical usage.
- Winter months with fuel expense that exceeds budget can be at least partially attributed to increased Noon and 16:15 winter schedule service that was approved in April, 2016.
- Operations expense continues to trend favorably this YTD at 9.2% better than budget and 1.1% lower than last YTD.
- Terminal expense was 0.8% lower than budget and 3.4% higher than last YTD.
- Sales expense YTD was 2.4% higher than budget and 21.1% higher than last YTD. Sales expense is tied to revenue, and as revenues increase, so too does District expense.

Operating Surplus/Loss: Very Good

YTD Operating result of -\$673,696 was 54.4% better than budget and 21.2% unfavorable to the same period last year, which summed \$-555,763.

Grant Revenues: Very Good

Grant revenue YTD of \$1,732,793 is 17.4% above budget and 82.0% ahead of last YTD. These revenues are tied to specific and planned expenses and prove very difficult to project.

- In September, CBL began claiming indirect costs on grant drawdowns for the first time. This is a significant milestone that allows the District to claim administrative costs and apply those costs to grant projects for reimbursement from FTA.
- Also in September, CBL began utilizing an aging FTA Operating Assistance Grant. This grant will help to cover personnel expense for urban operations up to \$390K at a 50% FTA share. After this grant is exhausted, it will not be replaced, as current legislation makes CBL ineligible for new FTA Urban Operating Assistance Grants.

Surplus/Loss: Excellent

The current YTD result of \$1,059,097 compares favorably to budget by a significant amount and is 147.8% better than last YTD, where the result was \$427,324.

Line of Credit Balance: \$0

* The data in this section is from CBITD's unaudited monthly "Revenue and Expenses" reports

Basic Financial Statements

Our basic financial statements are prepared utilizing propriety fund (enterprise fund) accounting that uses the same basis of accounting as the private-sector business enterprises. The District is accounted for as an accrual basis enterprise fund. This method of accounting has an economic resources measurement focus using the accrual basis of accounting.

Under the accrual basis of accounting, revenue is recorded when earned and expenses are recorded when incurred. The basic financial statements include a balance sheet, statement of revenues, expenses and changes in net assets and a statement of cash flows. These are followed by the notes to the financial statements. In addition to the basic financial statements, this report also contains the required supplementary information that pertains to the District's retirement/pension plan.

The balance sheet presents information on assets and liabilities, with the difference between the two reported as net assets. In comparisons over time, increases or decreases in net assets may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.

The statement of revenues, expenses and changes in net assets reports the operating revenue, non-operating revenue and expenses of the District for the fiscal year. The difference (net income or loss) is combined with the activity in capital grants to determine the change in net assets for the fiscal year. This change in net assets, when added to the net asset total from the previous fiscal year, reconciles to the net asset total at the end of the current fiscal year.

The statement of cash flows reports the changes in cash and cash equivalents for the fiscal year resulting from operating activities, financing activities and investing activities. The net result of these activities added to the beginning cash and cash equivalent balance for the fiscal year results in the cash and cash equivalent balance at the end of the current fiscal year.

Requests for Information

This financial report is intended to provide an overview of the finances of the Casco Bay Island Transit District. Questions concerning any information contained in this report should be directed to the following:

Respectfully submitted,

Henry Berg
General Manager

Jonathan Greven
Director of Finance and HR

STATEMENT A

CASCO BAY ISLAND TRANSIT DISTRICT

STATEMENTS OF NET POSITION
MARCH 31,

	Operating	Garage Funds	Maintenance and Capital Reserve	2017	2016
ASSETS					
CURRENT ASSETS:					
Cash and cash equivalents	\$ 722,593	\$ 1,131,376	\$ 320,000	\$ 2,173,969	\$ 1,207,301
Accounts receivable (net of allowance for uncollectible accounts)	21,084	-	-	21,084	25,071
Grants receivable	990,857	-	-	990,857	243,972
Inventory	92,858	-	-	92,858	136,660
Prepaid items	59,810	-	-	59,810	74,447
TOTAL CURRENT ASSETS	<u>1,887,202</u>	<u>1,131,376</u>	<u>320,000</u>	<u>3,338,578</u>	<u>1,687,451</u>
NONCURRENT ASSETS					
Capital assets:					
Buildings and equipment, net of accumulated depreciation	11,435,774	-	-	11,435,774	11,847,988
TOTAL NONCURRENT ASSETS	<u>11,435,774</u>	<u>-</u>	<u>-</u>	<u>11,435,774</u>	<u>11,847,988</u>
TOTAL ASSETS	<u>\$ 13,322,976</u>	<u>\$ 1,131,376</u>	<u>\$ 320,000</u>	<u>\$ 14,774,352</u>	<u>\$ 13,535,439</u>
LIABILITIES					
CURRENT LIABILITIES:					
Accounts payable	\$ 433,657	\$ -	\$ -	\$ 433,657	\$ 152,460
Accrued payroll and payroll taxes	57,772	-	-	57,772	40,408
Accrued compensated absences	112,883	-	-	112,883	102,201
Accrued pension	188,583	-	-	188,583	163,910
Other accrued liabilities	30,100	-	-	30,100	23,443
Charter deposits	36,300	-	-	36,300	23,025
Unearned revenue	25,744	-	-	25,744	23,890
Deferred reserve fund	-	1,131,376	-	1,131,376	966,217
TOTAL CURRENT LIABILITIES	<u>885,039</u>	<u>1,131,376</u>	<u>-</u>	<u>2,016,415</u>	<u>1,495,554</u>
TOTAL LIABILITIES	<u>885,039</u>	<u>1,131,376</u>	<u>-</u>	<u>2,016,415</u>	<u>1,495,554</u>
NET POSITION					
Net investment in capital assets	11,435,774	-	-	11,435,774	11,847,988
Temporarily restricted net assets	-	-	320,000	320,000	-
Unrestricted	1,002,163.30	-	-	1,002,163	191,897
TOTAL NET POSITION	<u>12,437,937</u>	<u>-</u>	<u>320,000</u>	<u>12,757,937</u>	<u>12,039,885</u>
TOTAL LIABILITIES AND NET POSITION	<u>\$ 13,322,976</u>	<u>\$ 1,131,376</u>	<u>\$ 320,000</u>	<u>\$ 14,774,352</u>	<u>\$ 13,535,439</u>

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

STATEMENT B

CASCO BAY ISLAND TRANSIT DISTRICT

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED MARCH 31,

	Operating	Garage Funds	Maintenance and Capital Reserve	2017	2016
OPERATING REVENUES					
Passenger fares	\$ 2,629,968	\$ -	\$ -	\$ 2,629,968	\$ 2,619,139
Vehicles	1,119,590	-	-	1,119,590	1,091,237
Freight	745,042	-	-	745,042	672,662
Mail contract	69,750	-	-	69,750	71,671
Tours and cruises	592,741	-	-	592,741	564,776
Charters	287,715	-	-	287,715	224,510
Catering	179,411	-	-	179,411	117,578
Miscellaneous	58,264	-	-	58,264	56,763
TOTAL OPERATING REVENUES	<u>5,682,481</u>	<u>-</u>	<u>-</u>	<u>5,682,481</u>	<u>5,418,336</u>
EXPENSES	<u>7,262,331</u>	<u>-</u>	<u>-</u>	<u>7,262,331</u>	<u>6,824,704</u>
OPERATING INCOME (LOSS)	<u>(1,579,850)</u>	<u>-</u>	<u>-</u>	<u>(1,579,850)</u>	<u>(1,406,368)</u>
NONOPERATING REVENUES (EXPENSES):					
U.S. Department of Transportation, Federal Transit Administration grant	1,650,550	-	-	1,650,550	909,946
State of Maine grants	68,444	-	-	68,444	68,444
Interest income	2,411	-	-	2,411	546
TOTAL NONOPERATING REVENUES	<u>1,721,405</u>	<u>-</u>	<u>-</u>	<u>1,721,405</u>	<u>978,936</u>
INCOME (LOSS) BEFORE CAPITAL GRANT REVENUES	<u>141,555</u>	<u>-</u>	<u>-</u>	<u>141,555</u>	<u>(427,432)</u>
CAPITAL GRANT REVENUES:					
U.S. Department of Transportation, Federal Transit Administration grant	376,070	-	-	376,070	315,895
Other non-operating revenues	-	-	-	-	188,116
Other capital revenue	200,427	-	-	200,427	36,970
TOTAL CAPITAL GRANT REVENUES	<u>576,497</u>	<u>-</u>	<u>-</u>	<u>576,497</u>	<u>540,981</u>
CHANGE IN NET POSITION	718,052	-	-	718,052	113,549
TRANSFER OF NET POSITION	(320,000)		320,000	-	
NET POSITION - APRIL 1	<u>12,039,885</u>	<u>-</u>	<u>-</u>	<u>12,039,885</u>	<u>11,926,336</u>
NET POSITION - MARCH 31	<u>\$ 12,437,937</u>	<u>\$ -</u>	<u>\$ 320,000</u>	<u>\$ 12,757,937</u>	<u>\$ 12,039,885</u>

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

CASCO BAY ISLAND TRANSIT DISTRICT

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED MARCH 31,

	<u>2017</u>	<u>2016</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers	\$ 5,866,756	\$ 5,512,067
Payments to employees	(3,522,456)	(3,372,081)
Payments to suppliers and vendors	<u>(2,485,509)</u>	<u>(2,949,801)</u>
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	<u>(141,209)</u>	<u>(809,815)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Federal maintenance grant	1,279,735	1,507,800
State subsidy grant	68,444	68,444
Other	<u>200,427</u>	<u>225,086</u>
NET CASH PROVIDED (USED) BY NONCAPITAL FINANCING ACTIVITIES	<u>1,548,606</u>	<u>1,801,330</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest on investments	<u>2,411</u>	<u>546</u>
NET CASH PROVIDED (USED) BY INVESTING ACTIVITIES	<u>2,411</u>	<u>546</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of property, plant and equipment	<u>(443,140)</u>	<u>(474,314)</u>
NET CASH (USED) BY CAPITAL AND RELATED FINANCING ACTIVITIES	<u>(443,140)</u>	<u>(474,314)</u>
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	966,668	517,747
CASH AND CASH EQUIVALENTS - APRIL 1	<u>1,207,301</u>	<u>689,554</u>
CASH AND CASH EQUIVALENTS- MARCH 31	<u>\$ 2,173,969</u>	<u>\$ 1,207,301</u>
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:		
Operating income (loss)	\$ (1,579,850)	\$ (1,406,368)
Adjustments to reconcile operating income to net cash provided (used) by operating activities:		
Depreciation expense	855,354	841,205
Changes in operating assets and liabilities:		
(Increase) decrease in accounts receivable	3,987	(3,468)
(Increase) decrease in prepaid items	14,637	(31,691)
(Increase) decrease in inventory	43,802	15,821
Increase (decrease) in accounts payable	281,197	(316,239)
Increase (decrease) in accrued payroll and payroll taxes	17,364	(17,562)
Increase (decrease) in accrued compensated absences	10,682	10,569
Increase (decrease) in accrued pension	24,673	4,976
Increase (decrease) in other accrued liabilities	6,657	(4,257)
Increase (decrease) in charter deposits	13,275	(1,675)
Increase (decrease) in unearned revenue	1,854	(1,131)
Increase (decrease) in deferred revenue fund	<u>165,159</u>	<u>100,005</u>
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	<u>\$ (141,209)</u>	<u>\$ (809,815)</u>

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

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Nature of Organization

Casco Bay Island Transit District operates a year-round ferry service to the islands of Casco Bay as well as tours and charter trips. The District was created by the P&S Law, 1981 Chapter 22 of the State of Maine, as a transit district. The Directors of the District have charge of and supervise the management, operation, and direction of all business and affairs of the District, including the issuance of debt. The Directors of the District are determined by election as provided for in P&S Law, 1981 Chapter 22. The District receives capital grants from local, State of Maine and Federal government sources and operating subsidies from the State of Maine and Federal government sources and must comply with requirements of these funding sources.

Reporting Entity

The District's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). Governments are also required to follow the pronouncements of the Financial Accounting Standards Board (FASB) issued through November 30, 1989 (when applicable) that do not conflict with or contradict GASB pronouncements. Although the District has the option to apply FASB pronouncements issued after that date to its business-type activities and enterprise funds, the District has chosen not to do so.

The District's combined financial statements include all accounts and all operations of the District. We have determined that the District has no component units as described in GASB Statement No. 14 and amended by GASB Statements No. 39 and No. 61.

Implementation of New Accounting Standards

During the year ended March 31, 2017, the following statements of financial accounting standards issued by the Governmental Accounting Standards Board became effective:

Statement No. 72, "*Fair Value Measurement and Application*". The objective of the Statement is to expand comparability of financial statements among governments by requiring measurement of certain assets and liabilities at fair value using a consistent and more detailed definition of fair value and accepted valuation techniques. This Statement also will improve fair value application guidance and related disclosures in order to provide information to financial statement users about the impact of fair value measurements on a government's financial position. Management has determined the impact of this Statement is not material to the financial statements.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Statement No. 73, “*Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68*”. The objective of the Statement is to improve financial reporting by instituting a single framework for the presentation of information about pensions, thereby expanding the comparability of pension-related information reported by state and local governments. Management has determined that this Statement is not applicable.

Statement No. 76, “*The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*”. The objective of this Statement is to identify-in the context of the current governmental financial reporting environment-the hierarchy of generally accepted accounting principles (GAAP). The “GAAP hierarchy” consists of the sources of accounting principles used to prepare financial statements of state and local governmental entities in conformity with GAAP and the framework for selecting those principles. This Statement reduces the GAAP hierarchy to two categories of authoritative GAAP and addresses the use of authoritative and nonauthoritative literature in the event that the accounting treatment for a transaction or other event is not specified within a source of authoritative GAAP. Management has determined the impact of this Statement is not material to the financial statements.

Statement No. 79, “*Certain External Investment Pools and Pool Participants*”. This Statement establishes specific criteria used to determine whether a qualifying external investment pool may elect to use an amortized cost exception to fair value measurement. Those criteria will provide qualifying external investment pools and participants in those pools with consistent application of an amortized cost-based measurement for financial reporting purposes. That measurement approximates fair value and mirrors the operations of external investment pools that transact with participants at a stable net asset value per share.

This Statement also establishes additional note disclosure requirements for qualifying external investment pools that measure all of their investments at amortized cost for financial reporting purposes and for governments that participate in those pools. Those disclosures for both the qualifying external investment pools and their participants include information about any limitations or restrictions on participant withdrawals. Management has determined the impact of this Statement is not material to the financial statements.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Government-Wide and Fund Financial Statements

The Department's basic financial statements include government-wide statements (reporting the District as a whole).

The government-wide financial statements categorize primary activities as business-type.

In the government-wide Statement of Net Position, the business-type activities column is (a) presented on a consolidated basis by column, and (b) is reported on a full accrual, economic resources basis, which recognizes all long-term assets and receivables as well as long-term debt and obligations. The District's net position is reported in three parts – net investment in capital assets; restricted net position; and unrestricted net position. The District first utilizes restricted resources to finance qualifying activities.

Measurement Focus - Basic Financial Statements & Fund Financial Statements

1. Proprietary Funds

The focus of proprietary fund measurement is upon determination of operating income, changes in net position, financial position, and cash flows. The generally accepted accounting principles applicable are those similar to businesses in the private sector. Operating revenues include charges for services, intergovernmental reimbursements and other miscellaneous fees which are a direct result of the proprietary activity. Non-operating revenues are any revenues which are generated outside of the general proprietary activity, i.e. interest income. The following is a description of the proprietary funds:

- a. Enterprise Funds are required to be used to account for operations for which a fee is charged to external users for goods or services and the activity (a) is financed with debt that is solely secured by a pledge of net revenues, (b) has third party requirements that the cost of providing services, including capital costs, be recovered with fees and charges or (c) established fees and charges based on a pricing policy designed to recover similar costs.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Accounting

Basis of accounting refers to when revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus applied.

1. Accrual

Business-type activities in the government-wide financial statements are presented on the accrual basis of accounting. Revenues are recognized when earned and expenses are recognized when incurred.

Deposits and Investments

The District'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.

It is the District's policy to value investments at fair value. None of the District's investments are reported at amortized cost.

- Obligations of the U.S. Government, its agencies and instrumentalities.
- Certificates of deposits and other evidences of deposits at banks, savings and loan associations, and credit unions.
- Repurchase agreements
- Money market mutual funds

Prepaid Items

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

Capital Assets

Capital assets purchased or acquired with an original cost and more than one year of useful life are reported at historical cost or estimated historical cost. Contributed assets are reported at fair market value as of the date received. Additions, improvements and other capital outlays that significantly extend the useful life of an asset are capitalized. Other costs incurred for repairs and maintenance are expensed as incurred. Depreciation on all assets is provided on the straight-line basis over the estimated useful lives.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

The assets are valued at historical cost when available and estimated historical cost where actual invoices or budgetary data were unavailable. Donated fixed assets are valued at their estimated fair market value on the date received. All retirements have been recorded by eliminating the net carrying values.

Estimated useful lives are as follows:

Buildings	20 - 50 years
Machinery and equipment	3 - 50 years
Vehicles	3 - 25 years

Prepaid Items

Certain insurance and other payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items.

Inventories

Inventories consist of expendable supplies held for consumption and are valued at cost which approximately market, using first-in first-out (FIFO) method. The costs of inventories are recorded as expenditures when used consumption method. Inventory consists of replacement vessel parts.

Accrued Compensated Absences

Employees of the District are entitled to be paid vacation and paid sick days depending on job classification, length of service and other factors. The District's policy is to recognize the cost of sick days when actually paid to employees. There is no liability to pay accrued sick days, as the District is not obligated for payment upon termination of employment. Accrued vacation pay at March 31, 2017 was \$112,883.

Budget

The District is not legally required to adopt a budget. Therefore, no budgetary comparison is presented.

Net Position

Net position represent the difference between all other elements in a statement of financial position. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for those assets, and adding back unspent proceeds. Net position is reported as restricted when there are limitations imposed on their use either through the enabling

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

legislations adopted by the District or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. Unrestricted net position is the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or restricted net position.

Program Revenues

Program revenues include all directly related income items applicable to a particular program (charges to customers or applicants for goods, services, or privileges provided; operating or capital grants and contributions, including special assessments).

Operating/Nonoperating Proprietary Fund Revenues

Operating revenues consist mainly of direct revenue sources and/or charges for services applicable to that fund's ongoing operations. All revenue and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Use of Estimates

During the preparation of the District's financial statements, management is required to make estimates and assumptions that affect the reported amounts of assets, liabilities, and disclosure of contingent items as of the date of the financial statements and the reported amounts of revenues and expenses/expenditures during the reporting period. Actual results may differ from these estimates.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 2 – DEPOSITS

Deposits

The District's investment policies, which follow state statutes, authorize the District to invest in obligations of the U.S. Treasury, agencies and instrumentalities, other states and Canada, provided such securities are rated within the three highest grades by an approved rating service of the State of Maine, corporate stocks and bonds within statutory limits, financial institutions, mutual funds and repurchase agreements. These investment policies apply to all District funds.

Custodial credit risk for deposits is the risk that, in the event of a failure of a depository financial institution, the District will not be able to recover its deposits or will not be able to recover collateral securities that are in possession of an outside party. The District does not have a policy covering custodial credit risk.

At March 31, 2017, the District's deposits amounting to \$2,173,969 were comprised of bank deposits of \$2,393,187. Of these deposits, \$184,162 was insured by federal depository insurance and consequently was not exposed to custodial credit risk. The District also has an overnight repurchase agreement for their checking account in the amount of \$2,209,025 that is also insured by a third party agreement. In addition, the District had a petty cash/change fund balance of \$6,350 as of March 31, 2017.

<u>Account Type</u>	<u>Bank Balance</u>
Checking accounts	\$ 184,000
Savings accounts	162
Repurchase agreement	<u>2,209,025</u>
	<u>\$ 2,393,187</u>

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 3 – CAPITAL ASSETS

The following is a summary of the changes in capital assets for the year ended March 31, 2017:

	Balance, 4/1/16	Additions	Disposals	Balance, 3/31/17
Depreciated assets:				
Leasehold improvements	\$ 4,430,073	\$ -	\$ (2,767)	\$ 4,427,306
Equipment	1,376,532	133,112	-	1,509,644
Vessels	15,246,515	310,028	-	15,556,543
	<u>21,053,120</u>	<u>443,140</u>	<u>(2,767)</u>	<u>21,493,493</u>
Less: accumulated depreciation	<u>(9,205,132)</u>	<u>(855,354)</u>	<u>2,767</u>	<u>(10,057,719)</u>
	<u>11,847,988</u>	<u>(412,214)</u>	<u>-</u>	<u>11,435,774</u>
Net capital assets	<u>\$ 11,847,988</u>	<u>\$ (412,214)</u>	<u>\$ -</u>	<u>\$ 11,435,774</u>

NOTE 4 – PENSION PLAN

The District has a non-contributory money purchase plan. All employees are eligible to participate in the plan if they are at least 20 years of age and have completed one year of eligible service. The District's contribution rate is 15% of the total compensation of all eligible participants and is funded currently. Effective March 16, 2011 the rate changed to 8% for new participants to the plan. The plan also reflects credits against current year expense for nonvested amounts of employees who are no longer employed by the District. The District's total contributions for the years ended March 31, 2017 and 2016 were \$354,563 and \$346,081, respectively.

NOTE 5 – OPERATING LEASES

The District has a lease agreement with the City of Portland to lease their facilities in the Casco Bay Ferry Terminal. The lease began March 5th, 1985 and the lease term is for thirty years following the date of the notice of beneficial occupancy of the facility. The amount of future minimum lease payments had been agreed upon through March 31, 2017. The City of Portland and the District are in the process of establishing the new future lease payments. The increase in minimum rental payments will be no less than the annual rate of inflation for the twelve months immediately preceding September 1, 2005.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017

NOTE 5 – OPERATING LEASES (CONTINUED)

The annual rent will be 5% of gross revenues from tours and cruises and charter operations.

The District will pay to the City, no later than November 15 of each year, an amount equal to 5% of gross revenues mentioned above for each fiscal year from April 1st to March 31st. This amount will be reduced by the monthly payments already paid to the City during the year. The District is responsible for all costs and expenses related to the Casco Bay Ferry Terminal.

In the lease, the City agreed to establish a maintenance fund to assist the District with major repairs and maintenance of the Terminal facility. The fund will consist of 50% of the annual net revenues (less the City's annual cost of all casualty insurance covering the Terminal) received by the City from the 190 parking spaces in the parking garage adjacent to the Terminal, which were funded by the Federal Transit Administration. As of March 31, 2017, the District and the City have not reached an agreement on the appropriate allocation of revenues and expenses at the parking garage.

Also in the lease, the City agreed to establish an Excess Fund upon repayment to the City of all of its debt services costs associated with acquisition of the west side of the Maine State Pier. The fund will consist of 100% of the net revenues received by the City from the 190 parking spaces in excess of the Maintenance Fund plus the rent paid by the District. The City shall make the funds available on a priority basis: first to the District for capital costs associated with its operation and then to be disbursed to all other mass transportation needs and not limited to capital expenditures.

The District entered into a rental agreement with the State of Maine Department of Transportation for the right to use pier facilities on the islands the District serves. The rental period shall run for a period of twelve years beginning April 1, 2009. In lieu of annual rental payments, the District agrees to perform minor maintenance activities that require prompt attention.

The total rent and minor repairs expense for the year ended March 31, 2017 was \$95,619.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017 AND 2016

NOTE 6 – COMMITMENTS AND CONTINGENCIES

Equipment and four vessels owned and operated by the District were purchased, in part, with grants from the Federal Transit Administration. Upon disposal of the vessels or equipment that sell for more than \$1,000, the District may be required to return a portion of the funds to the FTA in proportion to the original percentage of Federal funds contributed by the FTA. That proportion would be approximately 80%.

NOTE 7 – CONTINGENT LIABILITIES

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

NOTE 8 – RISK MANAGEMENT

The District is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The District maintains insurance coverage covering each of those risks of loss. Management believes such coverage is sufficient to preclude any significant uninsured losses to District. Settled claims have not exceeded this coverage in any of the past three fiscal years.

NOTE 9 – RESERVE FUND

The deferred reserve fund is money received from a current operating lease paid to Casco Bay Island Transit District during the fiscal year. This money is to be used for capital expenses or preventive maintenance as stated in the lease. The value of deferred capital reserve is \$1,131,376 with part of this being used for the local match of the current construction project being done during the next fiscal year and for preventive maintenance.

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO FINANCIAL STATEMENTS
MARCH 31, 2017 AND 2016

NOTE 10 – RECONCILIATIONS OF NET POSITION

	Unrestricted net position	Temporarily Restricted	Net investment in capital assets	Total
Operating revenues	\$ 5,682,481	\$ -	\$ -	\$ 5,682,481
Operating expenses	(7,262,331)	-	-	(7,262,331)
Nonoperating revenues (expenses)	1,721,405	-	-	1,721,405
Capital grant revenues	376,070	-	-	376,070
Other capital revenues	200,427	-	-	200,427
Depreciation expense	855,354	-	(855,354)	-
Change in fixed assets account not in expenses	(443,140)	-	443,140	-
Increase (Decrease) in net position	1,130,266	-	(412,214)	718,052
Net Position - April 1, 2016	191,897	-	11,847,988	12,039,885
Transfer of Net Positions	(320,000)	320,000	-	-
Net Position - March 31, 2017	<u>\$ 1,002,163</u>	<u>\$ 320,000</u>	<u>\$ 11,435,774</u>	<u>\$ 12,757,937</u>

Other Supplementary Information

Other supplementary information includes financial statements and schedules not required by the Government Accounting Standards Board, nor a part of the basic financial statements, but are presented for purposes of additional analysis.

- Statements of Expenses

CASCO BAY ISLAND TRANSIT DISTRICT

STATEMENTS OF EXPENSES
FOR THE YEARS ENDED MARCH 31,

	<u>2017</u>	<u>2016</u>
OPERATING EXPENSES		
Salaries and wages	\$ 2,733,112	\$ 2,532,378
Payroll taxes	203,334	189,329
Employee benefits	290,823	298,019
Pension plan	354,563	346,081
Repairs and maintenance	1,150,229	737,907
Fuel	510,136	738,857
Insurance	107,324	105,380
Telephone	11,889	11,067
Mail agent	11,220	11,105
Office expense	235,360	206,205
Postage	2,752	1,883
Travel	15,254	3,213
Injuries and damages	11,197	21,095
Professional fees	103,013	175,394
Dues and subscriptions	7,227	6,314
Uniforms	29,531	40,459
Training	3,120	1,635
Heat and utilities	51,225	67,421
Janitorial	50,487	69,441
Rent	6,350	39,464
Terminal	174,021	160,066
Advertising	66,135	54,705
Catering	105,588	99,431
Depreciation	855,354	841,205
Miscellaneous	173,087	66,650
	<u>\$ 7,262,331</u>	<u>\$ 6,824,704</u>

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

CASCO BAY ISLAND TRANSIT DISTRICT

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED MARCH 31, 2017

Federal Grantor Pass-through Grantor Program or Cluster Title	Federal CFDA Number	Pass-through Grantor Number	Expenditures to subrecipients	Federal Expenditures
U.S. DEPARTMENT OF TRANSPORTATION				
Federal Transit Cluster				
State of Good Repair Grants	20.525	N/A	\$ -	\$ 351,554
Federal Transit Formula Grants	20.507	ME-95-016	-	5,280
Federal Transit Formula Grants	20.507	ME-90-0192	-	373,979
Federal Transit Formula Grants	20.507	ME-90-0194	-	80,734
Federal Transit Formula Grants	20.507	ME-95-0013	-	3,449
Federal Transit Formula Grants	20.507	ME-90-0208	-	3,414
Federal Transit Formula Grants	20.507	ME-90-0217	-	19,684
Federal Transit Formula Grants	20.507	ME-95-0022	-	63,792
Federal Transit Formula Grants	20.507	ME-2016-013	-	632,261
Federal Transit Formula Grants	20.507	ME-2016-014	-	191,068
Federal Transit Formula Grants	20.507	ME-2016-022	-	3,200
			-	1,376,861
Total Federal Transit Cluster			-	1,728,415
Highway Planning and Construction Cluster:				
Highway Planning and Construction	20.205		-	59,600
Total Highway Planning and Construction Cluster:			-	59,600
Pass-through State of Maine Department of Transportation				
Formula Grants for Rural Areas	20.509	CSN 34712	-	9,190
Formula Grants for Rural Areas	20.509	RTAP	-	4,887
Formula Grants for Rural Areas	20.509	CSN 36761	-	224,528
			-	238,605
TOTAL FEDERAL AWARDS			\$ -	\$ 2,026,620

CASCO BAY ISLAND TRANSIT DISTRICT

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE YEAR ENDED MARCH 31, 2017

1. BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of Casco Bay Island Transit District, under programs of the federal government for the year ended March 31, 2017. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the schedule presents only a selected portion of the operations of Casco Bay Island Transit District, it is not intended to and does not present the financial position, changes in net assets, or cash flows of Casco Bay Island Transit District.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

- a. Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.
- b. The Casco Bay Island Transit District has not elected to use the 10 percent de minimis indirect cost rate as allowed under the Uniform Guidance.



Proven Expertise and Integrity

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

Board of Directors
Casco Bay Island Transit District
Portland, Maine

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States the financial statements of the business-type activities of Casco Bay Island Transit District as of and for the year ended March 31, 2017, and the related notes to the financial statements, which collectively comprise Casco Bay Island Transit District's basic financial statements, and have issued our report thereon dated December 15, 2017.

Internal Control Over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these

limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

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

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing and not to provide an opinion on the effectiveness of the entity's internal control or 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.

RHR Smith & Company

Buxton, Maine
December 15, 2017



Proven Expertise and Integrity

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

Board of Directors
Casco Bay Island Transit District
Portland, Maine

Report on Compliance for Each Major Federal Program

We have audited Casco Bay Island Transit District's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of Casco Bay Island Transit District's major federal programs for the year ended March 31, 2017. Casco Bay Island Transit District's major federal programs are 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.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of Casco Bay Island Transit District's major federal programs based on our audit of the type 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 Casco Bay Island Transit District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on Casco Bay Island Transit District's compliance.

Opinion on Each Major Federal Program

In our opinion, Casco Bay Island Transit District, complied in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended March 31, 2017.

Report on Internal Control Over Compliance

Management of Casco Bay Island Transit District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered Casco Bay Island Transit District's internal control over compliance with the types of requirements that could have a direct and material effect on a major federal program in order 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 Casco Bay Island Transit District's internal control over compliance.

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

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

This 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.

RHR Smith & Company

Buxton, Maine
December 15, 2017

CASCO BAY TRANSIT DISTRICT

SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED MARCH 31, 2017

Section I - Summary of Auditor's Results

Financial Statements

Type of auditors' report issued : Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? yes no
- Significant deficiency(ies) identified? yes no
- Noncompliance material to financial statements noted yes no

Federal Awards

Internal control over major programs:

- Material weakness(es) identified? yes no
- Significant deficiency(ies) identified? yes no

Type of auditors' report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance
with 2 CFR Section 200.516(a) of Uniform Guidance? yes no

Identification of major programs:

CFDA Numbers Name of Federal Program or Cluster

20.507/20.525 Federal Transit Cluster

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

Auditee qualified as low-risk auditee? yes no

Section II – Financial Statement Findings

NONE

Section III – Federal Awards Findings and Questioned Costs

NONE



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ACCOUNTANTS' REVIEW REPORT ON SCHEDULE OF EXPENDITURES OF
DEPARTMENT AGREEMENTS

Board of Directors
Casco Bay Island Transit District
Portland, Maine

We have reviewed the accompanying schedule of expenditures of department agreements for the Casco Bay Island Transit District as of and for the year ended March 31, 2017 in accordance with standards for accounting and review services established by the American Institute of Certified Public Accountants and the Maine Uniform Accounting and Auditing Practices for Community Agencies(MAAP).

Our review was limited to presenting in the form prescribed by the Department of Transportation under Maine Uniform Accounting and Auditing Practices for Community Agencies (MAAP) information that is the representation of the management of the Casco Bay Island Transit District. We have reviewed the schedule of expenditures of department agreements and we have performed procedures to obtain limited assurance that there are no material modifications that should be made to the schedule of expenditures of department agreements. We believe that the results of our procedures provide reasonable basis for our report.

The schedule of expenditures of department agreements are presented in accordance with the requirements of MAAP, and are not intended to be a presentation in accordance with accounting principles generally accepted in the United States of America.

This report is intended solely for the information and use of the management of the Casco Bay Island Transit District and is not intended to be and should not be used by anyone other than these specified parties.

RHR Smith & Company

Buxton, Maine
December 15, 2017

CASCO BAY TRANSIT DISTRICT

SCHEDULE OF EXPENDITURES OF DEPARTMENT AGREEMENTS
FOR THE YEAR ENDED MARCH 31, 2017

Department Office	Agreement Number	Agreement Amount	Agreement Period	Agreement Service	Agreement Status	Federal Expenses	State Expenses	Total Department Expenses	Local Share Expenses	Total Agreement/Match Expenses
DOT:										
OPT	CSN 36340	\$ 5,000	7/1/16-6/30/17	RTAP	Interim	\$ 4,887	\$ -	\$ 4,887	\$ -	\$ 4,887
	CSN 34830	\$ 5,000	7/1/15-6/30/16	RTAP	Final	-	-	-	-	-
	CSN 36761	\$298,000	7/1/16-6/30/17	Admin/Operating	Interim	224,528	-	224,528	188,532	413,060
	CSN 36357	\$ 68,444	7/1/16-6/30/17	Operating	Final	-	68,444	68,444	-	68,444
	CSN 35113	\$274,877	7/1/15-6/30/16	Admin/Operating	Final	9,190	-	9,190	9,190	18,380
TOTAL						<u>\$238,605</u>	<u>\$ 68,444</u>	<u>\$ 307,049</u>	<u>\$197,722</u>	<u>\$ 504,771</u>

NOTES:

Disclosures:

Is your Agency required to have a Federal Uniform Guidance Audit? YES NO .



Proven Expertise and Integrity

ACCOUNTANTS' COMPILATION REPORT
ON AGREEMENT SETTLEMENT FORMS

Board of Directors
Casco Bay Island Transit District
Portland, Maine

We have compiled the accompanying Agreement Settlement Forms of Casco Bay Island Transit District as of March 31, 2017 and for the year then ended, in accordance with Statements for Accounting and Review Services issued by the American Institute of Certified Public Accountants.

A compilation is limited to presenting in the form of financial statements information that is the representation of management. We have not audited or reviewed the accompanying financial statements and, accordingly, do not express an opinion or any other form of assurance on them.

RHR Smith & Company

Buxton, Maine
December 15, 2017

AGREEMENT SETTLEMENT FORM (ASF)

Community Agency: Casco Bay Island Transit District
Fiscal Year End: March 31, 2017
CFDA#: 20.509
Project Name/No: Admin
CSN#: 36340
PIN#: 19538
Agreement Period: 7/1/15-6/30/17

	Operating	Admin	Capital	Total
Gross Expenditures	\$ -	\$ 5,000	\$ -	\$ 5,000
Less:				
Contra-Expenditures	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ -	\$ -	\$ -	\$ -
Excess Unrestricted Fed	\$ -	\$ -	\$ -	\$ -
Total Deductions	\$ -	\$ -	\$ -	\$ -
Net Expenditures/Deficit	\$ -	\$ 5,000	\$ -	\$ 5,000
<u>Federal Share</u>				
Maximum %	0.0%	100.0%	0%	
Amount Paid	\$ -	\$ 4,887	\$ -	\$ 4,887
Maximum Amount	\$ -	\$ 5,000	\$ -	\$ 5,000
Over (Under) Maximum	\$ -	\$ (113)	\$ -	\$ (113)
<u>State Share</u>				
Maximum %	0.0%	0.0%	0%	
Amount Paid	\$ -	\$ -	\$ -	\$ -
Maximum Amount	\$ -	\$ -	\$ -	\$ -
Over (Under) Maximum	\$ -	\$ -	\$ -	\$ -
<u>Local Share</u>				
Minimum %	0.0%	0.0%	0%	
Amount Paid	\$ -	\$ -	\$ -	\$ -
Minimum Amount	\$ -	\$ -	\$ -	\$ -
Over (Under) Minimum	\$ -	\$ -	\$ -	\$ -
<u>Summary:</u>				
Federal Over Paid	\$ -	\$ -	\$ -	\$ -
State Over Paid	\$ -	\$ -	\$ -	\$ -
Total Over Paid	\$ -	\$ -	\$ -	\$ -

AGREEMENT SETTLEMENT FORM (ASF)

Community Agency: Casco Bay Island Transit District
Fiscal Year End: March 31, 2017
CFDA#: 20.509
Project Name/No: Admin/Operating
CSN#: CSN 35113
PIN#: 20787/20789
Agreement Period: 7/1/15-6/30/16

	Operating	Admin	Capital	Total
Gross Expenditures	\$ 704,038	\$ 93,596	\$ -	\$ 797,634
Less:				
Contra-Expenditures	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 304,038	\$ -	\$ -	\$ 304,038
Excess Unrestricted Fed	\$ -	\$ -	\$ -	\$ -
Total Deductions	\$ 304,038	\$ -	\$ -	\$ 304,038
Net Expenditures/Deficit	\$ 400,000	\$ 93,596	\$ -	\$ 493,596
<u>Federal Share</u>				
Maximum %	50.0%	80.0%	0%	
Amount Paid	\$ 200,000	\$ 74,877	\$ -	\$ 274,877
Maximum Amount	\$ 200,000	\$ 74,877	\$ -	\$ 274,877
Over (Under) Maximum	\$ -	\$ (0.20)	\$ -	\$ (0.20)
<u>State Share</u>				
Maximum %	0.0%	0.0%	0%	
Amount Paid	\$ -	\$ -	\$ -	\$ -
Maximum Amount	\$ -	\$ -	\$ -	\$ -
Over (Under) Maximum	\$ -	\$ -	\$ -	\$ -
<u>Local Share</u>				
Minimum %	50.0%	20.0%	0%	
Amount Paid	\$ 200,000.00	\$ 18,719	\$ -	\$ 218,719.00
Minimum Amount	\$ 200,000.00	\$ 18,719	\$ -	\$ 218,719.20
Over (Under) Minimum	\$ -	\$ (0.00)	\$ -	\$ (0.00)
<u>Summary:</u>				
Federal Over Paid	\$ -	\$ -	\$ -	\$ -
State Over Paid	\$ -	\$ -	\$ -	\$ -
Total Over Paid	\$ -	\$ -	\$ -	\$ -

AGREEMENT SETTLEMENT FORM (ASF)

Community Agency: Casco Bay Island Transit District
Fiscal Year End: March 31, 2017
Project Name/Grant No: Operating
CSN#: 36357
PIN#: 22076
Agreement Period: 7/1/15-6/30/17

State Participating Share

Max Authorized Amount	\$	68,444
State Share Paid	\$	68,444
State Over (Under) Paid	\$	-

State funds from MDOT cannot exceed the amount authorized, and in no event exceed 50% of the eligible deficit.