

**BIDDEFORD-SACO-OLD ORCHARD BEACH  
TRANSIT COMMITTEE**

**Reports Required by *Government Auditing  
Standards* and the Uniform Guidance**

**For the Year Ended June 30, 2019**

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Reports Required by *Government Auditing Standards***  
**and the Uniform Guidance**  
**For the Year Ended June 30, 2019**

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

To the Transit Board  
Biddeford-Saco-Old Orchard Beach Transit Committee

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 Biddeford-Saco-Old Orchard Beach Transit Committee, as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the Biddeford-Saco-Old Orchard Beach Transit Committee's basic financial statements, and have issued our report thereon dated October 19, 2019.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Biddeford-Saco-Old Orchard Beach Transit Committee'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 the Biddeford-Saco-Old Orchard Beach Transit Committee's internal control. Accordingly, we do not express an opinion on the effectiveness of the Biddeford-Saco-Old Orchard Beach Transit Committee's internal control.

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

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

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

**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Biddeford-Saco-Old Orchard Beach Transit Committee's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the 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*.

We noted certain matters that we reported to management of Biddeford-Saco-Old Orchard Beach Transit Committee in a separate letter dated October 19, 2019.

**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.



October 19, 2019  
South Portland, Maine

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

To the Transit Board  
Biddeford-Saco-Old Orchard Beach Transit Committee

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

We have audited Biddeford-Saco-Old Orchard Beach Transit Committee'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 the Biddeford-Saco-Old Orchard Beach Transit Committee's major federal programs for the year ended June 30, 2019. The Biddeford-Saco-Old Orchard Beach Transit Committee'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 applicable to its federal programs.

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for each of the Biddeford-Saco-Old Orchard Beach Transit Committee'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 Biddeford-Saco-Old Orchard Beach Transit Committee'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 of the Biddeford-Saco-Old Orchard Beach Transit Committee's compliance.

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

***Opinion on Each Major Federal Program***

In our opinion, the Biddeford-Saco-Old Orchard Beach Transit Committee, 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 June 30, 2019.

**Report on Internal Control over Compliance**

Management of the Biddeford-Saco-Old Orchard Beach Transit Committee 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 Biddeford-Saco-Old Orchard Beach Transit Committee'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 Biddeford-Saco-Old Orchard Beach Transit Committee'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 the 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.

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

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

We have audited the financial statements of the Biddeford-Saco-Old Orchard Beach Transit Committee as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the Biddeford-Saco-Old Orchard Beach Transit Committee basic financial statements. We issued our report thereon dated October 19, 2019, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for the purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.



October 19, 2019  
South Portland, Maine

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Schedule of Expenditures of Federal Awards**  
**For the year ended June 30, 2019**

Federal Grantor/Pass-through Grantor/Program Title	Federal CFDA Number	CSN Number	Pass- through/ Agreement Number	Total Federal Expenditures	CFDA/ Cluster Totals	Passed Through to Subrecipients
U. S. Department of Transportation:						
Direct Program:						
Federal Transit Cluster:						
Federal Transit - Formula Grants	20.507	N/A	ME-2018-001-00	\$ 116,604		-
Federal Transit - Formula Grants	20.507	N/A	ME-2018-0012-00	643,524		-
Federal Transit - Formula Grants	20.507	N/A	ME-90-X202-00	29,405		-
Federal Transit - Formula Grants	20.507	N/A	ME-2016-021-01	1,773		-
Total Federal Transit Cluster					791,306	
Passed through Maine Department of Transportation:						
Formula Grants for Rural Areas	20.509	39610	ME-2018-024-00	100,000		-
Formula Grants for Rural Areas	20.509	39901	ME-2018-024-00	251,363		-
Formula Grants for Rural Areas	20.509	39495	ME-2018-024-00	155,000		-
Formula Grants for Rural Areas	20.509	38432	ME-2017-011-00	126,366		-
Total Formula Grants for Rural Areas					632,729	
Total U. S. Department of Transportation				1,424,035		-
<b>Totals</b>				<b>\$ 1,424,035</b>		<b>-</b>

*See accompanying notes to schedule of expenditures of federal awards.*



**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Notes to Schedule of Expenditures of Federal Awards**  
**June 30, 2019**

**PURPOSE OF THE SCHEDULE**

Office of Management and Budget (OMB's Uniform Guidance) requires a schedule of expenditures of federal awards showing total expenditures for each federal award program as identified in the Catalog of Federal Domestic Assistance (CFDA).

**SIGNIFICANT ACCOUNTING POLICIES**

- A. Reporting Entity - The accompanying schedule includes all federal award programs of the Biddeford-Saco-Old Orchard Beach Transit Committee for the fiscal year ended June 30, 2019. The reporting entity is defined in notes to basic financial statements of the Biddeford-Saco-Old Orchard Beach Transit Committee.
- B. Basis of Presentation - The information in the accompanying Schedule of Expenditures of Federal Awards is presented in accordance with the Uniform Guidance.
  - 1. Pursuant to the Uniform Guidance, federal awards are defined as assistance provided by a federal agency, either directly or indirectly, in the form of grants, contracts, cooperative agreements, loans, loan guarantees, property, interest subsidies, insurance or direct appropriations.
  - 2. Major Programs - the Uniform Guidance establishes the level of expenditures or expenses to be used in defining major federal award programs. Major programs for the Biddeford-Saco-Old Orchard Beach Transit Committee are identified in the summary of auditor's results in the schedule of findings and questioned costs.
- C. Basis of Accounting - The information presented in the schedule of expenditures of federal awards is presented on the accrual basis of accounting, which is consistent with the reporting in the Transit Committee's financial statements.
- D. Indirect Cost Rate - The amounts expended include costs claimed as an indirect cost recovery using an approved indirect cost rate of 32.23%. As such, the entity has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Schedule of Findings and Questioned Costs**  
**June 30, 2019**

**Section I - Summary of Auditor's Results**

**Financial Statements**

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

Internal control over financial reporting:

Material weaknesses identified?	No
Significant deficiencies identified?	None reported

Noncompliance material to financial statements noted? No

**Federal Awards**

Internal control over major federal programs:

Material weaknesses identified?	No
Significant deficiencies identified?	None reported

Type of auditor's report issued on compliance for major federal programs: Unqualified

Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance? No

Identification of major federal programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
<u>20.507</u>	<u>Federal Transit Cluster</u>

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

Auditee qualified as low-risk auditee? No

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Schedule of Findings and Questioned Costs, Continued**

**Section II - Findings Required to be Reported Under *Government Auditing Standards***

None

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Schedule of Findings and Questioned Costs, Continued**

**Section III - Federal Award Findings and Questioned Costs**

None

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Schedule of Findings and Questioned Costs, Continued**

**Section IV - Status of Prior Year Findings and Questioned Costs for Federal Awards**

**2018-001 – U.S. Department of Transportation, For the Period July 1, 2017 through June 30, 2018, CFDA #20.507 Federal Transit Cluster**

Statement of Condition: The Transit Committee did not obtain Buy America Certifications for new parts added to the rehabilitation of used buses acquired in the current period.

Criteria: All steel, iron, and manufactured products used in the project must be produced in the US as demonstrated by a Buy America Certificate.

Effect: Documentation related to procurement of the rehabbed buses is incomplete and the Transit Committee is exposed to possible non-American made steel, iron, or manufactured products being installed into the buses during the rehabilitation process.

Cause: During the project, the Transit Committee changed manufacturers and the manufacturer that produced the final project was unaware of the requirement.

Recommendation: Management needs to ensure that all projects involving purchase of rolling stock for transportation of passengers in revenue service is accompanied by Buy America Certificates for all steel, iron, and manufactured products installed during manufacturing.

Questioned Costs: None

Status: There were no similar findings in the current year.