

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

**Reports Required by *Maine Uniform  
Accounting and Auditing Practices for  
Community Agencies***

**For the Year Ended June 30, 2021**

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Reports Required by *Maine Uniform Accounting and***  
***Auditing Practices for Community Agencies***  
**For the Year Ended June 30, 2021**

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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 Committee  
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, 2021, 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 March 21, 2022.

**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) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of 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 Transit Committee's financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. We did identify a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2021-001 that we consider to be a significant deficiency.

**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 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*.

**Biddeford-Saco-Old Orchard Beach Transit Committee’s Responses to Finding**

Biddeford-Saco-Old Orchard Beach Transit Committee’s response to the finding identified in our audit is described in the accompanying schedule of findings and questioned costs. Biddeford-Saco-Old Orchard Beach Transit Committee’s response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Transit Committee’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.



March 21, 2022  
South Portland, Maine

**INDEPENDENT AUDITOR’S REPORT ON COMPLIANCE FOR EACH MAJOR DEPARTMENT AGREEMENT  
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY MAINE UNIFORM ACCOUNTING AND  
AUDITING PRACTICES FOR COMMUNITY AGENCIES**

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

**Report on Compliance for Each Major Department Agreement**

We have audited Biddeford-Saco-Old Orchard Beach Transit Committee’s compliance with the types of compliance requirements described in *Maine Uniform Accounting and Auditing Practices for Community Agencies* that could have a direct and material effect on each of Biddeford-Saco-Old Orchard Beach Transit Committee’s major department agreements for the year ended June 30, 2021. Biddeford-Saco-Old Orchard Beach Transit Committee's major department agreements 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 state statutes, regulations, and the terms and conditions of its awards applicable to its department agreements.

***Auditor’s Responsibility***

Our responsibility is to express an opinion on compliance for each of Biddeford-Saco-Old Orchard Beach Transit Committee's major department agreements 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 *Maine Uniform Accounting and Auditing Practices for Community Agencies*. Those standards and *Maine Uniform Accounting and Auditing Practices for Community Agencies* 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 department agreement occurred. An audit includes examining, on a test basis, evidence about 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 qualified and unmodified opinions on compliance for each major department agreement. However, our audit does not provide a legal determination of Biddeford-Saco-Old Orchard Beach Transit Committee’s compliance.

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR DEPARTMENT AGREEMENT  
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY MAINE UNIFORM ACCOUNTING AND  
AUDITING PRACTICES FOR COMMUNITY AGENCIES, CONTINUED**

**Opinion on Each Major Department Agreement**

In our opinion, 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 department agreements for the year ended June 30, 2021.

**Report on Internal Control over Compliance**

Management of 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 requirements that could have a direct and material effect on each major department agreement to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major department agreement and to test and report on internal control over compliance in accordance with *Maine Uniform Accounting and Auditing Practices for Community Agencies*, 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 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 department agreement 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 department agreement will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency* in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance with a type of compliance requirement of a department agreement 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 *Maine Uniform Accounting and Auditing Practices for Community Agencies*. Accordingly, this report is not suitable for any other purpose.

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR DEPARTMENT AGREEMENT  
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY MAINE UNIFORM ACCOUNTING AND  
AUDITING PRACTICES FOR COMMUNITY AGENCIES, CONTINUED**

**Report on Schedule of Expenditures of Department Agreements Required by *Maine Uniform Accounting and Auditing Practices for Community Agencies***

We have audited the financial statements of Biddeford-Saco-Old Orchard Beach Transit Committee as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Biddeford-Saco-Old Orchard Beach Transit Committee basic financial statements. We have issued our report thereon dated REPORT DATE, 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 department agreements is presented for the purposes of additional analysis as required by *Maine Uniform Accounting and Auditing Practices for Community Agencies* and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the 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 department agreements is fairly stated in all material respects in relation to the basic financial statements as a whole.



March 21, 2022  
South Portland, Maine

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Schedule of Expenditures of Department Agreements**  
**Year ended June 30, 2021**

<b>Department Office:</b>	<b>Agreement Number</b>	<b>Agreement Amount</b>	<b>Agreement Period</b>	<b>Agreement Service</b>	<b>Agreement Status</b>	<b>Federal Expenses</b>	<b>State Expenses</b>	<b>Total Department Expenses</b>	<b>DOT Only Local Share Expenses</b>	<b>DOT Only Total Agreement/Match Expenses</b>
Maine Department of Transportation, direct:										
Transportation Systems Planning	CSN: 41967 (State Funds only) State Funds - 022760.20	\$ 31,145	7/1/2020 - 6/30/2021	Multimodal	Final	-	31,145	31,145	-	31,145
Transportation Systems Planning	CSN: 41617 (Operating - CARES) ME-2020-005-00 - 024843.02	1,021,452	2/1/2020 - 6/30/2021	Operating	Final	561,178	-	561,178	-	561,178
Transportation Systems Planning	CSN: 41600 (Operating - CARES) ME-2020-005-00 - 024843.00	382,000	2/1/2020 - 6/30/2021	Operating	Final	263,495	-	263,495	-	263,495
Transportation Systems Planning	CSN: 42761 (Operating - CARES) ME-2020-019-00 - 024843.04	96,000	3/1/2021 - 6/30/2021	Operating	Final	66,421	-	66,421	-	66,421
Transportation Systems Planning	CSN: 42213 (State Funds only) State Funds - 023901.00	385,000	10/20/2020 - 10/2/2030	Capital	Interim	-	275,000	275,000	-	275,000
Transportation Systems Planning	CSN: 42212 (State Funds only) State Funds - 022783.19	55,000	10/20/2020 - 10/31/2021	Capital	Final	-	55,000	55,000	-	55,000
<b>Totals</b>						<b>\$ 891,094</b>	<b>361,145</b>	<b>1,252,239</b>	<b>-</b>	<b>1,252,239</b>

*See accompanying notes to schedule of expenditures of department agreements.*

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

**Notes to Schedule of Expenditures of Department Agreements**

June 30, 2021

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PURPOSE OF THE SCHEDULE

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*Maine Uniform Accounting and Auditing Practices for Community Agencies* requires a Schedule of Expenditures of Department Agreements showing total expenditures for each award as identified in the respective department agreements.

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SIGNIFICANT ACCOUNTING POLICIES

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- A. Reporting Entity - The accompanying schedule includes all department agreements of Biddeford-Saco-Old Orchard Beach Transit Committee for the fiscal year ended June 30, 2021. The reporting entity is defined in Notes to Financial Statements of Biddeford-Saco-Old Orchard Beach Transit Committee.
  
- B. Basis of Presentation - The information in the accompanying Schedule of Expenditures of Department Agreements is presented in accordance with *Maine Uniform Accounting and Auditing Practices for Community Agencies*.
  - 1. Pursuant to *Maine Uniform Accounting and Auditing Practices for Community Agencies*, department agreements are defined as a legally binding written document between two or more parties, including, but not limited to, a document commonly referred to as accepted application, proposal, prospectus, contract, grant, joint or cooperative agreement, purchase of service or state aid.
  
  - 2. Major Agreement - *Maine Uniform Accounting and Auditing Practices for Community Agencies* establishes the levels of expenditures or expenses to be used in defining major department agreements. Major agreements for Biddeford-Saco-Old Orchard Beach Transit Committee have been identified in the attached Schedule of Findings and Questioned Costs - Summary of Auditor's Results.
  
- C. Basis of Accounting - The information presented in the Schedule of Expenditures of Department Agreements is presented on the accrual basis of accounting, which is consistent with the reporting in the Organization's financial statements, with the exception that acquisitions of major equipment subject to capitalization for financial statement purposes are nonetheless treated as current period expenditures of department financial assistance for purposes of this schedule.

**BIDDEFORD-SACO-OLD ORCHARD BEACH TRANSIT COMMITTEE**  
**Schedule of Findings and Questioned Costs**  
**June 30, 2021**

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

**Financial Statements**

Type of auditor's report issued:	unmodified
Internal control over financial reporting:	
Material weaknesses identified?	no
Significant deficiencies identified?	yes
Noncompliance material to financial statements noted?	no

**Department Agreements**

Internal control over programs tested:	
Material weaknesses identified?	no
Significant deficiencies identified?	no
Type of auditor's report issued on compliance for programs tested:	unmodified
Any audit findings disclosed that are required to be reported in accordance with <i>Maine Uniform Accounting and Auditing Practices for Community Agencies</i> ?	no

Identification of program(s) tested:

<u>Agreement Number(s)</u>	<u>Name of Department-Agreement</u>
CSN: 41617 ((Operating - CARES) – ME-2020-005-00 024843.02	DOT – Operating
CSN: 41600 ((Operating - CARES) – ME-2020-005-00 024843.00	DOT – Operating
CSN: 42213 (Capital) State only funds - 023901.00	DOT – Operating

Total agreement expenses tested	\$ 1,099,673
Total Department expenses	\$ 1,252,239
Percentage tested	88%

**The Transit Committee has had a Uniform Guidance Single Audit completed, as required by the Single Audit Act.**

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

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

**2021-001 - Material Audit Adjustments**

Criteria: Fundamental to proper financial reporting is the routine analysis of accounts and reconciliation of balances to underlying documentation. Such analysis and reconciliation aids in identifying errors and irregularities so they can be corrected in a timely manner.

Condition: As part of the audit process, there were several significant audit adjustments posted to correct the balances of accounts receivable, accounts payable, accrued payroll, inventory and unearned revenues to ensure they were properly reported in accordance with Generally Accepted Accounting Principles (GAAP).

Cause: During our audit, we identified material amounts that were not posted correctly and therefore, adjusting entries were required.

Effect: The balances of these accounts may not have been properly reported in accordance with GAAP during the year and, as such, reports provided to those charged with governance and to outside entities may have been based on inaccurate information.

Recommendation: In order to maintain an accurate accounting of all accounts on the general ledger and provide accurate financial reports during the year, we recommend that Transit Committee employees reconcile the ending balances of each general ledger account on a monthly basis. We suggest that management establish a checklist of required monthly and year-end adjustments to ensure that general ledger accounts are being reconciled in a timely manner.

Management's response/corrective action plan: *Management will implement a checklist to be completed on a monthly basis to:*

1. *Reconcile the detailed listing of all accounts receivable and accounts payable accounts to the general ledger balances.*
2. *Reconcile of the perpetual inventory system to the general ledger balance*
3. *Analytical review of revenue accounts to identify misclassifications or errors.*
4. *Analytical review of expense accounts to identify misclassifications or errors.*

Anticipated completion date: *Ongoing improvement*

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

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**Section III - Findings and Questioned Costs for Department Agreements**

None

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

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**Section IV - Status of Prior Year Audit Findings**

**2020-001 – Local Portion Error**

Criteria: The major department agreement number ME-2019-019-00 (CSN 40774) carries with it a compliance requirement for matching. The matching compliance requirement calls for the District to accurately determine the local portion of each drawdown prior to requesting funds from the Department of Transportation.

Condition: While testing the matching requirement for the major agreement number ME-2019-019-00 (CSN 40774), we found that the District understated the local portion of draws for this grant.

Known Questioned Costs: None

Likely Questioned Costs: None

Context: We found a formula error during testing that caused management to be out of compliance with matching. This formula error was not detected by management and the error persisted on all of the draws under this program for fiscal year 2020.

Cause: Staff turnover and management oversight.

Effect: The District received \$13,814 more than it was eligible to receive based on the requirements of the grant.

Recommendation: We suggest that management establish a review process for all drawdown requests prior to submitting them to the funding source. A second individual, other than the person who filled out the drawdown request, should review the drawdown request and ensure that amounts are calculating properly prior to approving the reimbursement.

Status: *There were no local portion errors noted in the current-year.*