



FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2016



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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Crawford Area Transportation Authority
Meadville, Pennsylvania

We have audited the accompanying financial statements of the Crawford Area Transportation Authority, as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise the Authority'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.

Auditor's Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the 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 opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Crawford Area Transportation Authority as of June 30, 2016, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4-11 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 an opinion on the financial statements that collectively comprise the Crawford Area Transportation Authority's basic financial statements. The expense reports, revenue reports, subsidy reports, budget summary, consolidated summaries, and schedules on pages 26-43 are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The supplementary information referenced in the above paragraph 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. 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 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 expense reports, revenue reports, subsidy reports, budget summary, consolidated summaries, and schedules on pages 26-43 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 19, 2016, on our consideration of the Crawford Area Transportation Authority'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 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 Crawford Area Transportation Authority's internal control over financial reporting and compliance.

McGill, Power, Bell & Associates, LLP

McGill, Power, Bell & Associates, LLP

Meadville, Pennsylvania

December 19, 2016

MANAGEMENT'S DISCUSSION AND ANALYSIS

**Crawford Area Transportation Authority
Management's Discussion and Analysis (MD&A)
June 30, 2016**

This discussion and analysis is intended to be read in conjunction with the audit and give the reader a perspective into the operations and administration of Crawford Area Transportation Authority (CATA). It also provides an overall review of CATA's financial activities as of and for the fiscal year ended June 30, 2016.

Authority Overview

CATA has served the public transportation needs of Crawford County since 1979. The Authority's services focus on two primary types of public transportation: Fixed Route and Demand Response (Shared Ride). The delivery of public transportation services in a rural setting provides many challenges and opportunities. CATA has worked hard over the last 10 years to proactively evaluate, monitor and plan for substantial changes within the administration and operations to ensure efficiency and stewardship of public funding and to meet the needs of our customers.

Overview of CATA Administration and Operations

CATA is governed by a 5 member volunteer Board of Directors. Each Board Member is appointed to a four year term by the Crawford County Commissioners. The Board of Directors is ultimately responsible for the operations, funding and compliance of CATA. The Board of Directors delegates the oversight and operations of CATA to the Executive Director. Internally, in addition to the Executive Director, CATA maintains a streamlined administration and operations staff that consists of a Finance Manager, Compliance Officer, Planning Manager, Operations Manager, four Operations Supervisors, a part time Office Assistant and a Custodian. CATA provides all operational services with internal staff. Maintenance activities for all vehicles are contracted through three private service garages throughout Crawford County.

The Executive Director is responsible for strategic planning, fiscal oversight, public/private relations, contracting and all functions of CATA. The Finance Manager maintains the daily accounts receivable, accounts payable, payroll functions and all financial interactions/reporting with CATA's customers and grant agencies. The Compliance Officer is responsible for maintaining safety and compliance of all services, creation and facilitation of the driver training program, customer ombudsmen and other functions in relation to safety and security including administration of the Drug and Alcohol testing and reporting program. The Planning Manager is responsible for all PennDOT correspondence including DOT Grant quarterly reports, the Act 44 Action Plan, Operating and Capital invoicing. The Planning Manager also assists with data analysis projects, oversight within the shared ride software database and other functions supporting the short and long term planning needs of CATA. The Operations Manager is responsible for the day to day operations of the fixed route and shared ride programs which include driver scheduling, trip reservations, dispatching, new customer intake, oversight of maintenance contracts and all functions necessary to maintain operations. The four Operations Supervisors work directly with the Operations Manager to maintain the day to day operations.

Fixed Route Services

CATA operates a total of 5 fixed routes in the City of Meadville including portions of West Mead and Vernon Township while operating 2 fixed routes in the City of Titusville.

Fixed route service is open to the general public and has fees ranging from seniors age 65 and older ride free, adults (18-64) ride for \$1.25 (\$2.50 in Saegertown), age 6-17 ride for \$.75, and children 5 and under ride for free. Fixed route service is funded in part through grants from Act 89 of 2013, Federal 5311 operating funding and local grants from the Crawford County Commissioners. Act 89 of 2013 reaffirmed the funding principles of Act 44 of 2007 which streamlined the State funding sources and added accountability and performance measures in relation to allocation of funding. Act 89 funds are distributed to transit agencies against criteria which include: 25% of the award based on number of passengers, 10% of the award is based on number of senior passengers, 35% of the award is based on the number of revenue vehicle hours, and 30% of the award is based on the number of revenue vehicle miles.

Shared Ride Services (Demand Response)

CATA operates shared ride services throughout all of Crawford County. Services in the Meadville and Titusville areas operate 7 days per week, services in the Conneaut Lake, Harmonsburg, Saegertown and Cochranon areas operate 5 days per week and all other areas of the County are serviced between 1-3 days per week.

The shared ride program is open to the general public and is supported through reimbursement of fares for persons age 65 and older and persons with disabilities through the PA Lottery program. Lottery reimbursement is set at 85% of approved shared ride fares. There are many agencies that will support the full fare of trips for riders under age 65 and agencies that will support all or a portion of the 15% senior citizen copay.

Such arrangements include Active Aging, Inc. paying the senior citizen copay less \$.50 per trip for all seniors riding to the local senior center and Community Health Services (Medical Assistance Transportation Provider) paying full shared ride fares for eligible customers taking medical trips. General public fares on the shared ride program range from \$13.30 - \$41.65 per one way trip. Senior citizen and disability fares range from \$2.00 - \$6.25 per one way trip.

The shared ride program is further categorized by various types of service and reimbursement through the state and broken into ADA Paratransit service (mandatory complimentary service for persons under the age of 65 that live or travel within $\frac{3}{4}$ of a mile of the fixed route and have a disability that restricts them from utilizing the fixed route), Non-Public Shared Ride services provided to human service type entities at hourly rates and Non-Public MATP (Medical Assistance Transportation Program) services funded through the Department of Public Welfare (Now referred to as the Department of Human Services) at hourly and/or per mile rates. Miles based service is provided for trips to medical destinations outside of CATA's normal service area. CATA's rates for Non-Public Shared Ride service operations for FY1516 were \$40.00 per hour drive time, \$20.00 per hour wait time and/or \$3.10 per mile.

Highlights from FY1516

Addition of Saegertown fixed route service

In October 2015, CATA began operation of a new fixed route to connect the Saegertown community with Meadville. This route operates differently than other fixed routes as the Saegertown Route operates as a “community route” offering 5 trips per day, 5 days per week.

Design/Engineering services for Storage/ Wash and Maintenance Facility

CATA has progressed through the design and engineering services for the upcoming facility construction project in Meadville. This project is being paid through capital grant funding from PennDOT. During FY1516 the project has progressed to 60% design with construction slated for early 2017. Construction cost estimates are \$8,400,000.

Management Agreement with Venango County

CATA continues to take a leadership role in the Northwest Transit Regionalization study funded by PennDOT. This initiative that began in 2013 progressed to Phase 2 during FY1415 to assess operational strategies for the Counties of Clarion, Crawford, Forest, Venango and Warren to implement should a regionalization of transit systems occur. In February 2016, the CATA Board of Directors signed a management agreement with the Venango County Commissioners to manage and operate the Venango County Public Transportation program. Being branded as Venango County Transit (VCT), CATA will begin the operation of services in Venango County on July 1, 2016.

Transition of Administration staff

With the signing of the management agreement with Venango County, CATA began to implement new procedures and staffing levels to handle the addition of 25 new employees from Venango County on July 1, 2016. Transitions within the administration include the hiring of a Deputy General Manager, Road Supervisor, Venango County Operational staff and maintenance, AR/AP Clerk, Human Resource Specialist and the elimination of the Compliance Officer. Most of these positions were filled with existing staff from both CATA and Venango County and began work in the new roles as early as May 1, 2016. Minimal cost implications were assumed in the FY1516 budget to assist with the transition of staff.

Transition to Ecolane for shared ride scheduling and dispatch

In February 2016, CATA began the preparation to transition to the PennDOT funded, statewide scheduling and dispatch program “Ecolane”. Although the Ecolane project was not implementing until September 2016, CATA staff spent considerable time preparing our internal client database, updating GPS coordinates for stop locations and assessing the transition to a miles-based fare structure.

How does CATA compare to other rural transit authorities in the Commonwealth?

CATA is proud to continually maintain the lowest operating expense per passenger of any rural fixed route provider in the Commonwealth. PennDOT issues an annual report that highlights statistics and information relating to all public transportation providers in the Commonwealth. The Pennsylvania Public Transportation Annual Performance Report dated April 30, 2016 identifies 13 rural transit authorities in the Commonwealth. The approximated average expense

per fixed route passenger amongst the rural transit authorities is \$9.84. CATA reported an approximate operating expense per passenger for FY1516 at \$4.72. This is the lowest expense per passenger amongst all rural transit providers in the Commonwealth. For the shared ride program, CATA maintains an approximate expense per passenger of \$23.36 which is slightly above average for rural shared ride providers.

Management Review of Funding Opportunity and Challenges

Pennsylvania continues to support stabilization and growth of public transportation. Act 89 of 2013 provided an influx of state capital funding that was unrealized with the passage of PA Act 44 of 2007. Many states do not receive dedicated state funding for fixed route operations and even fewer have dedicated funding for Shared Ride services that CATA receives through the PA Lottery legislation. CATA received a total of \$798,769 of State Act 89 funding and \$634,485 of PA Lottery funding for the FY1516.

CATA is also eligible for Federal 5311 funding for the Fixed Route and ADA Paratransit programs. 5311 funding is allocated directly to the transit authority for urban systems. Funding for rural systems is allocated to the State DOT (PennDOT) and then disbursed to the grantees (Rural Transit Authorities) through competitive grant applications. CATA received \$290,353 of Federal 5311 operating assistance for the fixed route program in FY1516. The FY1516 year proved to be a challenge for our fixed route vehicles. Our maintenance expenses to maintain the fixed route service totaled \$190,530. CATA currently maintains an operating reserve of Act 89/ Act 44 Section 1513 funding in the amount of \$234,326 as of June 30, 2016.

The shared ride program is financially supported through fare reimbursement via the PA Lottery. In FY1516 CATA received \$634,485 of lottery funds to support the shared ride program. It is important to note that the shared ride lottery funding is not grant based, it is strictly fare reimbursement. This poses a challenge to maintain an operation that is self-sufficient without guaranteed funding. The PA Lottery reimburses 85% of a senior citizen trip (PA legislation identifies a senior as a person age 65 or older). The challenge is present when unforeseen weather conditions or other conditions that alter the travel patterns or cause persons to cancel pre-scheduled trips. When these cancellations occur, CATA receives no revenue, thus putting a higher burden on active control over scheduling procedures, daily driver assignments and seeking out new ridership. Very few systems in the Commonwealth are able to achieve full cost recovery on the shared ride program however, thanks in part to continued growth of service and building stronger partnerships with area human service agencies, CATA was able to achieve near cost recovery within the shared ride program with usage of Act 89/Act 44 Section 1513 funding in the amount of \$22,859.

CATA maintains a number of contracts with local social service agencies to support shared ride passenger fares. The two largest partnerships are Active Aging, Inc. and Community Health Services (CHS). Active Aging, Inc. pays the 15% rider copay less \$.50 per trip for seniors attending senior center functions. Active Aging, Inc. also pays the full (non-lottery subsidized) fare for persons attending senior center activities under the age of 65. The value of the Active Aging, Inc. contract for FY1516 was \$31,411. CHS is the County MATP program. MATP is a division of the Department of Human Services and provides free transportation to eligible consumers for medical transportation. CATA acts as a subcontractor for CHS and is reimbursed 100% of the shared ride fare for persons under 65 and pays 15% of the fare for seniors age 65 and older with PA Lottery funds paying the balance. The value of the CHS

contract for shared ride services in FY1516 was \$91,658. CATA maintains other third party contracts with local human service agencies to cover the 15% senior copay and/or provide full fare reimbursement to the Authority for client transportation.

The shared ride program is further distinguished by PennDOT for three additional modes of transportation, that of ADA Paratransit Service, Non-Public Shared Ride and Non Public MATP service. For the ADA Paratransit program, the only grant based funding source available is Federal 5311 funding. Federal 5311 funding is available for Rural transit authorities to recuperate up to 50% of the program operating deficit (expenses less fare revenue) to help stabilize the program. CATA utilized \$29,320 worth of 5311 funding to support the ADA Paratransit program and \$82,571 of Act 89/ Act 44 Section 1513 funding to balance the program.

Finally, CATA operates within the shared ride program a service that PennDOT refers to as “Non-Public Shared Ride” and “Non Public MATP”. These programs afford CATA the opportunity to provide transportation to human service agencies and other non-profit entities on a “per hour” or “per mile” basis. The largest customer for these programs is CHS. CATA received \$149,130 of reimbursement from CHS for trips considered a part of the Non Public MATP service. These trips consist of long distance medical trips outside CATA’s general public service hours and operating zones. The most frequent type of trip is a medical trip to the Erie area.

Financial Highlights for the Year ending June 30, 2016

Total operating revenues were \$1,306,655

Total operating subsidies, not including local funding utilized were \$1,098,009

Total local contributions utilized were \$36,162

Total operating expenses less depreciation were \$2,418,758

Overview of the Financial Statements

CATA’s basic financial statements are comprised of: 1) statement of net position, 2) statement of revenues, expenses and changes in net position, 3) statement of cash flows, and 4) notes to the financial statements. This report also includes other supplementary information in addition to the basic financial statements.

CATA’s financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB).

Statement of Net Position

The statement of net position presents the financial position of the Authority. It presents information on assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

Statement of Revenues, Expenses and Changes in Net Position

The statement of revenues, expenses and changes in net position presents information showing how the Authority's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Revenues are recognized when earned, not when they are received. Expenses are recognized when incurred, not when they are paid. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g. earned but unused sick leave).

Statement of Cash Flows

The statement of cash flows presents information on the effect changes in assets and liabilities have on cash during the course of the fiscal year.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the financial statements.

Financial Analysis

Net Position

The Authority's net position may serve over time as a useful indicator of CATA's financial position. The Authority's assets exceeded liabilities by \$4,360,801 as of June 30, 2016.

Statements of Net Position June 30, 2016 and 2015

	<u>2016</u>	<u>2015</u>
Current assets	\$ 910,035	\$ 740,169
Capital assets, net	4,274,388	4,364,912
Total Assets	<u>5,184,423</u>	<u>5,105,081</u>
Current liabilities	450,742	334,433
Long-term liabilities	372,880	339,384
Total Liabilities	<u>823,622</u>	<u>673,817</u>
Invested in capital assets	4,274,388	4,364,912
Restricted net position	38,913	38,913
Unrestricted net position	47,500	27,439
Total Net Position	<u><u>\$ 4,360,801</u></u>	<u><u>\$ 4,431,264</u></u>

The largest portion of CATA's net position is its investment in capital assets (e.g. land, buildings, buses, vans and equipment). CATA received capital grant funding from the federal, state, and local governments to acquire these capital assets. Therefore, certain restrictions are placed on their disposal and any proceeds from the sale of these assets are restricted for purchases of other capital assets, subject to approval from PennDOT.

Changes in Net Position

A condensed summary of CATA's statement of revenues, expenses and changes in net assets is presented below:

Statements of Revenues, Expenses and Changes in Net Position For the Fiscal Years ended June 30, 2016 and 2015

	<u>2016</u>	<u>2015</u>
Operating Revenues:		
Passenger fares and government programs	\$ 900,842	\$ 892,783
Contract revenues	405,612	404,106
Other operating revenues	201	218
Total Operating Revenues	<u>\$ 1,306,655</u>	<u>\$ 1,297,107</u>
Operating Expenses:		
Wages and benefits	1,543,432	1,433,636
Fuel, tires and other materials	260,673	335,383
Depreciation	510,067	552,919
Other operating expenses	614,653	525,110
Total Operating Expenses	<u>2,928,825</u>	<u>2,847,048</u>
Nonoperating Revenues and Expenses:		
Capital funds used for operating assistance	-	11,114
Commonwealth of Pennsylvania operating grant	789,794	722,870
Federal government	290,353	235,122
Local governments	54,024	42,290
Gain on disposal of capital assets	-	5,755
Total Nonoperating Revenues and Expenses	<u>1,134,171</u>	<u>1,017,151</u>
Capital Grant Funding	<u>417,536</u>	<u>490,540</u>
Decrease in Net Position	<u>\$ (70,463)</u>	<u>\$ (42,250)</u>

CATA is primarily dependent on Federal, State, and local grants and contributions to fund its operating deficits. The funding assistance received from these entities is included in non-operating revenues.

Non-Financial Statistical Information

	Ridership	
	FY14-15	FY15-16
Fixed Route Program		
Senior Citizens (Age 65+)	36,488	37,975
Full Fare	119,675	114,337
Third Party Sponsor	33,341	32,476
Age 6-17 & ADA (half fare)	8,375	7,769
Under Age 5 & Aides (free)	12,497	13,972
Transfers (free)	29,871	25,465
	<hr/>	<hr/>
	240,337	231,994

	Ridership	
	FY14-15	FY15-16
Shared Ride Program		
Senior Citizens (Age 65+)	38,503	39,481
Persons with Disabilities	4,509	4,555
ADA Paratransit	4,398	4,746
Medical Assistance	7,774	5,789
Non-Lottery Funded	980	1,215
Hourly/per mile Contract	10,290	15,776
	<hr/>	<hr/>
	66,454	71,562

Request for Information

This financial report is designed to provide a general overview of CATA's finances and to demonstrate accountability for the use of public funds. Questions about any of the information provided in this report, or requests for additional financial information should be addressed to the General Manager at Crawford Area Transportation Authority, 214 Pine Street, Meadville, PA 16335.

Crawford Area Transportation Authority

Statement of Net Position

June 30, 2016

ASSETS

CURRENT ASSETS

Cash and cash equivalents (including restricted grant funds of \$287,610)	\$	392,244
Accounts receivable		61,639
Grants receivable		409,127
Prepaid insurance		47,025

TOTAL CURRENT ASSETS 910,035

CAPITAL ASSETS, NET

4,274,388

\$ 5,184,423

LIABILITIES AND NET POSITION

CURRENT LIABILITIES

Accounts payable	\$	330,507
Accrued expenses		115,884
Grants refundable		4,351

TOTAL CURRENT LIABILITIES 450,742

UNEARNED REVENUE

Act 26 grant		187
Act 3 grant - ASG and BSG		31,692
Act 4 grant		21,405
Act 44 grant		234,326
Local match		62,726
Proceeds from prior year vehicle sales		11,414
Insurance proceeds		11,130

TOTAL LIABILITIES 823,622

NET POSITION

Invested in capital assets		4,274,388
Restricted (Note I)		38,913
Unrestricted		47,500

TOTAL NET POSITION 4,360,801

\$ 5,184,423

See notes to the financial statements.

Crawford Area Transportation Authority
Statement of Revenues, Expenses and Changes in Net Position
Year Ended June 30, 2016

	Fixed Route	Rural ADA	Shared Ride	Non Public	Total
OPERATING REVENUES					
Passenger Fares	\$ 121,840	\$ 10,327	\$ 63,395	\$ -	\$ 195,562
Approved FTA Charter	1,829	-	-	-	1,829
State Medical Assistance Transportation Program	-	-	97,117	-	97,117
State Shared Ride Program	-	-	634,485	-	634,485
State Persons with Disabilities Program	-	-	68,966	-	68,966
Area Agency on Aging	-	15	31,411	-	31,426
Other Contract Revenue	39,146	726	38,675	198,522	277,069
Miscellaneous Income	201	-	-	-	201
	<u>163,016</u>	<u>11,068</u>	<u>934,049</u>	<u>198,522</u>	<u>1,306,655</u>
OPERATING EXPENSES					
Salaries & Wages	515,555	66,167	530,567	59,484	1,171,773
Fringe Benefits	161,607	20,194	176,977	12,881	371,659
Services	203,670	14,699	114,064	10,947	343,380
Fuel & Lubricants	98,529	4,568	82,179	4,567	189,843
Tires & Tubes	315	1,275	9,644	944	12,178
Other Materials & Supplies	32,406	2,681	22,469	1,096	58,652
Utilities	38,030	2,930	24,592	2,605	68,157
Casualty & Liability Costs	54,782	3,278	26,258	1,087	85,405
Miscellaneous	50,456	7,888	52,676	6,691	117,711
Depreciation	274,183	25,339	188,482	22,063	510,067
	<u>1,429,533</u>	<u>149,019</u>	<u>1,227,908</u>	<u>122,365</u>	<u>2,928,825</u>
GAIN (LOSS) FROM OPERATIONS	(1,266,517)	(137,951)	(293,859)	76,157	(1,622,170)
NONOPERATING REVENUE/(EXPENSES)					
Operating Grants:					
Federal government	261,033	29,320	-	-	290,353
Commonwealth of Pennsylvania Act 44 Funds	684,364	82,571	22,859	-	789,794
Local governments Act 44 Matching Funds	36,162	-	-	-	36,162
Other Commonwealth and Local Operating Funds	10,775	721	5,645	721	17,862
	<u>992,334</u>	<u>112,612</u>	<u>28,504</u>	<u>721</u>	<u>1,134,171</u>
Total Government Subsidies for Operations	992,334	112,612	28,504	721	1,134,171
Interfund Transfer of Non Public Surplus to Offset Loss in Shared Ride	-	-	76,878	(76,878)	-
	<u>-</u>	<u>-</u>	<u>76,878</u>	<u>(76,878)</u>	<u>-</u>
TOTAL NONOPERATING REVENUE/(EXPENSES)	<u>992,334</u>	<u>112,612</u>	<u>105,382</u>	<u>(76,157)</u>	<u>1,134,171</u>
LOSS BEFORE CAPITAL GRANT FUNDING	(274,183)	(25,339)	(188,477)	-	(487,999)
CAPITAL GRANT FUNDING					
Federal	51,530	-	149,801	-	201,331
State	12,394	-	203,698	-	216,092
Local	113	-	-	-	113
	<u>64,037</u>	<u>-</u>	<u>353,499</u>	<u>-</u>	<u>417,536</u>
CHANGE IN NET POSITION	(210,146)	(25,339)	165,022	-	(70,463)
NET POSITION, BEGINNING OF YEAR	<u>2,702,334</u>	<u>165,680</u>	<u>1,563,250</u>	<u>-</u>	<u>4,431,264</u>
NET POSITION, END OF YEAR	<u>\$ 2,492,188</u>	<u>\$ 140,341</u>	<u>\$ 1,728,272</u>	<u>\$ -</u>	<u>\$ 4,360,801</u>

See notes to the financial statements.

Crawford Area Transportation Authority
Statement of Cash Flows
Year Ended June 30, 2016

CASH FLOWS FROM OPERATING ACTIVITIES	
Receipts from services provided	\$ 1,265,537
Payments to suppliers for goods and services	(839,365)
Payments to employees for services	(1,171,773)
Payments for employee benefits and taxes	<u>(371,659)</u>
NET CASH USED BY OPERATING ACTIVITIES	(1,117,260)
CASH FLOWS PROVIDED BY NON-CAPITAL FINANCING ACTIVITIES	
Receipts from operating grants	1,155,655
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES	
Receipts from capital grants	187,845
Acquisition of capital assets	<u>(356,774)</u>
NET CASH USED BY CAPITAL AND RELATED FINANCING ACTIVITIES	<u>(168,929)</u>
NET DECREASE IN CASH AND CASH EQUIVALENTS	(130,534)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>522,778</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u><u>\$ 392,244</u></u>

See notes to the financial statements.

Crawford Area Transportation Authority
Statement of Cash Flows (Continued)
Year Ended June 30, 2016

**RECONCILIATION OF OPERATING LOSS TO
NET CASH USED BY OPERATING ACTIVITIES**

Operating Loss	\$ (1,622,170)
Adjustments to reconcile operating loss to net cash used by operating activities:	
Depreciation	510,067
Increase in accounts receivable	19,710
Decrease in grants receivable	(60,828)
Increase in prepaid insurance	(17,579)
Increase in accounts payable	34,098
Increase in accrued expenses	19,442

NET CASH USED BY OPERATING ACTIVITIES \$ (1,117,260)

NON-CASH INVESTING AND FINANCING ACTIVITIES

Capital asset purchases in accounts payable at year end \$ 198,531

See notes to the financial statements.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE A - ORGANIZATION

The Crawford Area Transportation Authority (the Authority) was incorporated April 16, 1979 pursuant to the Municipality Authorities Act of May 2, 1945, P.L. 382, as amended. The Authority is authorized by law to promote or provide transportation services to the public.

The powers of the Authority are exercised by a Board of Directors consisting of five members who are appointed by the Crawford County Commissioners.

The Authority receives operating funds under the following programs:

Fixed Route (Act 44 Section 1513, Federal Section 5311) - As a rural public transportation provider, the Authority receives both Federal and State operating assistance for the delivery of fixed route service. Federal operating assistance is awarded based on grant applications to PennDOT for Federal 5311 funding. This funding is restricted to use within the fixed route and ADA Paratransit programs and cannot be deferred for future years. There is no local matching requirement for Federal 5311 operating assistance. State operating assistance is provided through PA Act 44 of 2007. The Section 1513 program is a formula grant that provides operating assistance for all modes of public transportation. Section 1513 funding balances from the current year may be deferred for future use. The Authority is currently within the "hold harmless" matching requirement that stipulates local match of Section 1513 funding must be 5% greater than the previous year until such a time that the local match equals 15% of the Section 1513 allocation. All Section 1513 funding that is deferred must be classified by year and classified as fully matched, thus requiring no local match contribution when used in future years.

Shared Ride (Lottery Funding) - The Commonwealth of Pennsylvania offers a "revenue reimbursement" program for the operation of door-to-door services for senior citizens age 65 and older. Lottery funding supports 85% of the PennDOT approved fare schedule for each transit authority. There is no local match requirement for shared ride lottery funding and no potential for deferment of revenue for future years. The Shared Ride program is also encompassed by services provided for which no Lottery reimbursement is received. This service is categorized by PennDOT as "Non-Public – Non Shared Ride Paratransit" and "Non-Public –MATP Non Shared Ride Paratransit". These programs, although provided by CATA through Shared Ride vehicles and Shared Ride drivers are considered separate program line items by PennDOT since no Lottery funding is associated with the delivery of trips. These services are primarily categorized as hourly rate contract service to non-profit, human service entities and per mile reimbursement for approved Medical Assistance Transportation Program (MATP) trips and other non-profit, human service entities.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE A - ORGANIZATION (CONTINUED)

Persons with Disabilities - The Commonwealth of Pennsylvania offers a "revenue reimbursement" program for the operation of door-to-door services for persons with disabilities under the age of 65 that live or travel more than 3/4 of one mile outside of the fixed route network. Persons with disabilities funding supports 85% of the PennDOT approved fare schedule for each transit authority. There is no local match requirement for persons with disabilities funding.

Homeless Assistance Program (HAP) - Funding is provided based upon yearly grant awards from the Crawford County Commissioners. Bus passes are provided to persons who are either homeless, near homeless or living in transitional housing. Up to 10% of yearly funding can be used for administration purposes.

Human Services Development Fund (HSDF) - Funding is provided based upon yearly grant awards from the Crawford County Commissioners. Bus passes are provided to persons who need access to life skill or human service development activities. Up to 10% of yearly funding can be used for administration purposes.

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of Crawford Area Transportation Authority conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

Basic Financial Statements

These financial statements are presented in accordance with GASB Statement No. 34 *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments* (GASB No. 34). The Authority is engaged only in business-type activities and is required to present the financial statements as required for enterprise funds which are part of proprietary funds. The Authority does not report any component units.

Basis of Presentation

Proprietary funds account for activities of the Authority similar to those found in the private sector, where cost recovery and the determination of net income are useful or necessary for sound fiscal management. The focus of proprietary fund measurement is upon the determination of operating income, changes in net position, financial position and cash flows. Currently, enterprise funds are the only type of proprietary fund that the Authority uses.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Measurement Focus and Basis of Accounting

The statement of net position and the statement of revenues, expenses and changes in net position are reported using the flow of economic resources measurement focus and accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met. Such revenue is subject to review by the funding agency, which may result in disallowance in subsequent periods.

All of the Authority's activities are accounted for in a single proprietary or business-type fund. Proprietary funds distinguish operating revenues and expenses from non-operating items and capital contributions. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. Revenues and expenses not meeting this definition are reported as either nonoperating revenues and expenses or capital grant funding.

Private-sector standards of accounting and financial reporting issued prior to December 1, 1989, generally are followed in the proprietary fund financial statements to the extent that those standards do not conflict with or contradict guidance of the Governmental Accounting Standards Board. Governments have the option of following subsequent private-sector guidance for the business-type activities, subject to this same limitation. The Authority has elected to follow subsequent private-sector guidance.

Cash and Cash Equivalents

The Authority considers all highly liquid investments purchased with a maturity of three months or less to be cash equivalents.

The Authority considers all interest bearing and non-interest bearing checking and savings accounts to be cash and cash equivalents (including restricted assets).

Cash and Cash Equivalents - Restricted

Cash and cash equivalents, whose use is limited to a specific purpose, have been classified as restricted in the statement of net position.

Accounts and Grants Receivable

Accounts receivable and grants receivable represent amounts earned during the year, but not received until after year end. Management believes that these amounts are fully collectible, therefore no allowance for uncollectible accounts was recorded at June 30, 2016.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Capital Assets

The Authority records capital assets at cost or, if donated, at estimated fair market value at date of donation. Depreciation is calculated using the straight-line method over the estimated useful lives of the assets. The following estimated useful lives are used for depreciation purposes:

<u>Assets</u>	<u>Useful life (Years)</u>
Facility	30
Transportation equipment	4-10
Office furniture and equipment	4-15
Other support vehicles	4

Expenses for repairs and maintenance costs are charged against operations. Renewals and betterments that materially extend the life of an asset are capitalized.

Upon sale of property, proceeds related to assets still having useful lives are returned to the various granting agencies or applied to current capital project grants. All other proceeds are recognized as miscellaneous income. The cost and related accumulated depreciation are eliminated from the respective accounts.

Use of Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Classification of Revenues and Expenses

The Authority distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services in connection with the Authority's ongoing operations. The principal operating revenues of the Authority are charges to customers for transportation services, revenues from third party contracts, and operating subsidies from the state. Operating expenses include cost of providing transportation services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses. The principal nonoperating revenues of the Authority are operating, planning and capital grants from federal, state and local governments.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE B - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Net Position

The Authority's net position consists of three components - invested in capital assets, restricted and unrestricted. Invested in capital assets consists of capital assets, net of accumulated depreciation. Net position is reported as restricted when constraints placed on net position use are either externally imposed by creditors, grantors, contributors or laws, or regulations or other governments or imposed by law through constitutional provisions or enabling legislation. The Authority's restricted net position is expendable. Unrestricted net position consist of net position that does not meet the definition of "restricted" or "invested in capital assets".

Budgetary Data

The Authority prepares an annual budget of its operating revenues and operating expenses. The budget is accepted by the Authority's Board of Directors by the passage of a resolution.

Fair Value of Financial Instruments

The carrying amounts of financial instruments, including cash and cash equivalents, receivables, accounts payable and other current liabilities approximate their fair market value due to the short term maturities of these instruments.

Subsequent Events

In preparing these financial statements, the Authority has evaluated events and transactions for potential recognition or disclosure though December 19, 2016, the date the financial statements were available to be issued.

NOTE C - CASH AND CASH EQUIVALENTS

Cash and cash equivalents include checking and saving accounts and cash on hand of \$100.

Custodial Credit Risk

Custodial credit risk is the risk that, in the event of a bank failure, the Authority's deposits may not be returned. The Authority does not have a policy for custodial risk on deposits. At June 30, 2016, the carrying amount of the Authority's deposits was \$392,144 with the corresponding bank balance of \$412,223. Of the bank balance at June 30, 2016, \$250,000 was covered by federal depository insurance and \$162,223 was collateralized with securities held by the pledging financial institution's trust department but not in the name of the Authority (Public Monies Act 72).

Restricted Cash

Restricted cash consists of unspent grant funding from the state. The amount of unspent grant funds at June 30, 2016 was \$287,610.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE D - CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2016, was as follows:

	Balance 6/30/15	Additions	Disposals	Balance 6/30/16
Land	\$ 420,824	\$ -	\$ -	\$ 420,824
Facility	2,822,980	-	-	2,822,980
Transportation equipment	3,638,112	311,821	-	3,949,933
Office furniture and equipment	279,026	91,494	-	370,520
Other support vehicles	78,645	-	-	78,645
Construction in progress	354,778	16,228	-	371,006
	<u>7,594,365</u>	<u>419,543</u>	<u>-</u>	<u>8,013,908</u>
Less: Accumulated depreciation	<u>(3,229,453)</u>	<u>(510,067)</u>	<u>-</u>	<u>(3,739,520)</u>
Net capital assets	<u>\$ 4,364,912</u>	<u>\$ (90,524)</u>	<u>\$ -</u>	<u>\$ 4,274,388</u>

NOTE E - COMPENSATED ABSENCES

Prior to July 1, 2011, full-time employees could earn vacation, sick and personal time off, which could be accumulated and carried over into future years up to a maximum of 60 vacation, 60 sick, and 30 personal days. Employees were entitled to all of their vacation and half of their sick and personal days upon proper termination of employment. As of July 1, 2011, the Crawford Area Transportation Authority Board of Directors adopted a revised policy on the accrual of compensated absences. Full-time employees may now accrue and carry over zero vacation days, a maximum of 12 sick days over the current year allocation and zero personal days. The amount of accrued compensated absences at June 30, 2016 is \$51,413. This amount is included in the statement of net position in accrued expenses.

NOTE F - GRANTS REFUNDABLE

Grants refundable consists of monies received by the Authority but not spent as of June 30, 2016. These funds are due back to the funding source upon their request.

A summary of grants refundable at June 30, 2016 is as follows:

Other Shared Ride Grants	<u>\$ 4,351</u>
--------------------------	-----------------

NOTE G - LINE OF CREDIT

The Authority has a line of credit with Erie Bank, in the amount of \$250,000. The line of credit is subject to interest at 65% of the bank's prime lending rate plus .25%. The interest rate at June 30, 2016 was 2.525%. The line of credit had no outstanding balance at June 30, 2016.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE H - UNEARNED REVENUE

In August 1991, the Pennsylvania legislature passed a dedicated source of funding for public transportation. This legislation, known as Act 26, provided for additional sales taxes to be collected by the Department of Revenue and passed through the Department of Transportation to transit authorities for both capital and capital asset maintenance costs. Effective July 1, 2007, the Pennsylvania legislature passed Act 44, which eliminated additional state funding under Act 26. Expenditures from the remaining funds are to be used for capital projects. The local match required on these restricted funds is 1/30 of capital expenditures.

In April 1997, the Pennsylvania legislature passed a dedicated source of funding for public transportation. This legislation, known as Act 3, provided for a transfer of sales tax collected by the Department of Revenue and passed through the Department of Transportation to transit authorities for operating assistance, capital and capital asset maintenance costs. Effective July 1, 2007, the Pennsylvania legislature passed Act 44, which eliminated additional state funding under Act 3. Expenditures from the remaining funds are to be used for capital projects. The local match required on these restricted funds is 1/30 of capital expenditures.

In past years, the Commonwealth of Pennsylvania had provided funding to the Authority under Act 4 Operating Assistance Grant as a supplement to the federal grant portion.

For the year ended June 30, 2016, the following transactions occurred relative to the Act 26, Act 3 BSG, Act 3 ASG, and Act 4 funding:

	Act 26	Act 3 BSG	Act 3 ASG	Act 4
Balance, July 1, 2015	\$ 187	\$ 28,625	\$ 2,996	\$ 21,357
Interest earned	-	64	7	48
Total available	187	28,689	3,003	21,405
Funds expended	-	-	-	-
Balance, June 30, 2016	<u>\$ 187</u>	<u>\$ 28,689</u>	<u>\$ 3,003</u>	<u>\$ 21,405</u>

The Authority received funding through an Act 44 grant from the Commonwealth of Pennsylvania. Monies under the grant are provided for operating expenses. Amounts not utilized are deferred to future years.

The Authority receives local match funds from County of Crawford and from other municipalities. Of the unearned balance at June 30, 2016, \$30,242 is from the County of Crawford and \$32,484 is from other municipalities.

When the Authority disposes of capital assets purchased with grant monies, the proceeds are to be held and used for future capital purchases.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE H - UNEARNED REVENUE (CONTINUED)

For the year ended June 30, 2016, the following transactions occurred relative to the Act 44 funding, local match, and proceeds from sales of capital assets:

	<u>Act 44</u>	<u>Local Match</u>	<u>Capital Asset Sales</u>
Balance, July 1, 2015	\$ 224,764	\$ 38,911	\$ 11,414
Funds received	798,769	59,950	-
Interest earned	587	140	-
	<hr/>	<hr/>	<hr/>
Total available	1,024,120	99,001	11,414
Funds expended	(789,794)	(36,275)	-
	<hr/>	<hr/>	<hr/>
Balance, June 30, 2016	<u>\$ 234,326</u>	<u>\$ 62,726</u>	<u>\$ 11,414</u>

NOTE I - NET POSITION

Restricted net position in the amount of \$38,913 (fixed route - \$3,961 and shared ride - \$34,952) at June 30, 2016 represents the excess of revenues over expenses from prior years for the Authority's contract service operation provided as part of the fixed route and shared ride programs for non-profit agencies purchasing bus service from the Authority at hourly contract rates. The occurrence of revenue over expenses for this operation date as far back as the June 30, 1990 audited financial statements.

NOTE J - SUPPORT FROM GOVERNMENTAL UNITS

The Authority receives a substantial amount of its support from federal, state and local governments. A significant reduction in the level of this support, if this were to occur, may have a significant effect on the Authority's programs and activities.

NOTE K - OPERATING LEASE

The Authority has an operating lease for the Titusville office facilities and parking lot. The lease called for monthly payments of \$853 through August 2015 and \$919 through August 2016.

One of the Crawford Area Transportation Authority board members is the Executive Director of the Organization who owns the leased property.

Total rental expense for the year ended June 30, 2016 was \$14,062.

The future minimum rental payments for the office facilities and parking lot are as follows:

<u>Year ended June 30,</u>	
2017	\$ 1,838

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE L - EMPLOYEE BENEFIT PLAN

The Authority maintains a 457 retirement plan for all employees who have successfully completed the Authority's probationary period. The plan provides for voluntary employee contributions and a company match of up to 5% of the employee's contribution. Contributions for the year ended June 30, 2016 were \$32,600. The assets in this plan are held in trust for the exclusive benefit of the participants and beneficiaries, and therefore, in accordance with GASB Statement No. 32, the assets and liabilities are not included in the Authority's financial statements.

NOTE M - RISK MANAGEMENT

The Authority 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 Authority is a member in the State Association for Transportation Insurance Property & Liability Pool (SAFTI), a public entity risk pool currently operating as a common risk management and insurance program. The Authority pays annual premiums to SAFTI for its property, general liability, automobile liability, auto physical damage and crime, boiler and machinery, and public officials' error and omissions insurance coverage. The agreement for formation of SAFTI provides that SAFTI will be self-sustaining through member premiums and will reinsure through commercial companies for claims in excess of certain amounts specified for each type of coverage. In the event annual premiums are not sufficient to fund operations or obligations of SAFTI, additional supplementary premiums may be assessed to members on a pro-rata basis. Premiums paid to SAFTI for the above coverages and charged to operations amounted to \$85,404 for the year ended June 30, 2016.

The Authority is a member in the State Association for Transportation Insurance Workers' Compensation Pool, a public entity risk pool currently operating as a common risk management and insurance program. The Authority pays annual premiums to the State Association for Transportation Insurance Workers' Compensation Pool for its workers' compensation insurance coverage. The agreement for formation of the State Association for Transportation Insurance Workers' Compensation Pool provides that the State Association for Transportation Insurance Workers' Compensation Pool will be self-sustaining through member premiums and will reinsure through commercial companies for claims in excess of certain amounts specified. In the event annual premiums are not sufficient to fund operations or obligations of the State Association for Transportation Insurance Workers' Compensation Pool, additional supplementary premiums may be assessed to members on a pro-rata basis. Premiums paid to the State Association for Transportation Insurance Workers' Compensation Pool and charged to operations amounted to \$50,450 for the year ended June 30, 2016.

For the year ended June 30, 2016, there has been no significant reduction in insurance coverage from coverage in the prior years. Settled claims have not exceeded the insurance coverage purchased for the years ended June 30, 2016, 2015, and 2014.

Crawford Area Transportation Authority

Notes to the Financial Statements

NOTE N - DISTRIBUTION BASIS FOR ALLOCATED COSTS

The Authority uses an actual expense incurred method of allocation of costs for all programs for the following expenses: driver and administration wages, taxes and fringe benefits, purchase of transportation services, vehicle insurance and fuel. General administration costs are allocated from a formula determined by the Authority and based on actual miles driven during the year ended June 30, 2016. The allocation of general administration expenses for the fiscal year ended June 30, 2016 was: Fixed Route 41%, Shared Ride 47%, Rural ADA 6% and Non public 6% .

NOTE O - SUBSEQUENT EVENT

As of July 1, 2016, CATA has entered into a Management Services Agreement with the Venango County Commissioners to operate and maintain the Venango County Public Transportation program. CATA is the recognized grant recipient for all PennDOT public transportation funding on behalf of Venango County.

REQUIRED REPORTS AND SCHEDULES

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: FIXED ROUTE EXPENSES
SUBCATEGORY: RURAL

	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>
	<u>Vehicle Operation</u>	<u>Maintenance</u>	<u>General Admin</u>	<u>Totals</u>
Operating Expenses				
1 Operator's Salaries & Wages	\$ 307,972	\$ -	\$ -	\$ 307,972
2 Other Salaries & Wages	-	-	207,583	207,583
3 Fringe Benefits	109,196	-	52,411	161,607
4 Services	-	190,695	12,975	203,670
5 Fuel & Lubricants	98,529	-	-	98,529
6 Tires & Tubes	-	315	-	315
7 Other Materials & Supplies	-	25,642	6,764	32,406
8 Utilities	-	-	38,030	38,030
9 Casualty & Liability Costs	25,886	-	28,896	54,782
10 Taxes	-	-	-	-
11 Purchased Transportation	-	-	-	-
12 Miscellaneous Expenses	13,522	-	36,934	50,456
13 Expense Transfers	-	-	-	-
14 Total System Expenses	<u>555,105</u>	<u>216,652</u>	<u>383,593</u>	<u>1,155,350</u>
Applied Reconciling Items				
15 Interest Expense				-
16 Leases & Rentals				-
17 Depreciation (privately funded assets only)				-
18 Amortization of Intangibles				-
19 Purchase Lease Agreement				-
20 Related Parties Lease Agreement				-
Other Reconciling Items				
21 Identify _____				-
22 Total Applied Reconciling Items				<u>-</u>
23 Total Operating Expenses				<u>1,155,350</u>
Non-Applied Reconciling Items				
24 Depreciation (publicly funded assets only)				274,183
25 Other Post Employment Benefits (OPEB)				-
Other Reconciling Items				
26 Identify _____				-
27 Total Non-Applied Reconciling Items				<u>274,183</u>
28 Total Operating Expenses per Audit				<u><u>\$ 1,429,533</u></u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: ADA PARATRANSIT EXPENSES
SUBCATEGORY: RURAL

	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>
	<u>Vehicle Operation</u>	<u>Maintenance</u>	<u>General Admin</u>	<u>Totals</u>
Operating Expenses				
1 Operator's Salaries & Wages	\$ 43,867	\$ -	\$ -	\$ 43,867
2 Other Salaries & Wages	-	-	22,300	22,300
3 Fringe Benefits	14,806	-	5,388	20,194
4 Services	-	13,118	1,581	14,699
5 Fuel & Lubricants	4,568	-	-	4,568
6 Tires & Tubes	-	1,275	-	1,275
7 Other Materials & Supplies	-	1,318	1,363	2,681
8 Utilities	-	-	2,930	2,930
9 Casualty & Liability Costs	1,528	-	1,750	3,278
10 Taxes	-	-	-	-
11 Purchased Transportation	-	-	-	-
12 Miscellaneous Expenses	1,091	-	6,797	7,888
13 Expense Transfers	-	-	-	-
14 Total System Expenses	<u>65,860</u>	<u>15,711</u>	<u>42,109</u>	<u>123,680</u>
Applied Reconciling Items				
15 Interest Expense				-
16 Leases & Rentals				-
17 Depreciation (privately funded assets only)				-
18 Amortization of Intangibles				-
19 Purchase Lease Agreement				-
20 Related Parties Lease Agreement				-
Other Reconciling Items				
21 Identify _____				-
22 Total Applied Reconciling Items				<u>-</u>
23 Total Operating Expenses				<u>123,680</u>
Non-Applied Reconciling Items				
24 Depreciation (publicly funded assets only)				25,339
25 Other Post Employment Benefits (OPEB)				-
Other Reconciling Items				
26 Identify _____				-
27 Total Non-Applied Reconciling Items				<u>25,339</u>
28 Total Operating Expenses per Audit				<u><u>\$ 149,019</u></u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: SHARED RIDE EXPENSES - STANDARD SERVICE
SUBCATEGORY: RURAL

	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>
	<u>Vehicle Operation</u>	<u>Maintenance</u>	<u>General Admin</u>	<u>Totals</u>
Operating Expenses				
1 Operator's Salaries & Wages	\$ 337,413	\$ -	\$ -	\$ 337,413
2 Other Salaries & Wages	-	-	193,154	193,154
3 Fringe Benefits	132,288	-	44,689	176,977
4 Services	-	99,975	14,089	114,064
5 Fuel & Lubricants	82,179	-	-	82,179
6 Tires & Tubes	-	9,644	-	9,644
7 Other Materials & Supplies	-	11,109	11,360	22,469
8 Utilities	-	-	24,592	24,592
9 Casualty & Liability Costs	12,936	-	13,322	26,258
10 Taxes	-	-	-	-
11 Purchased Transportation	-	-	-	-
12 Miscellaneous Expenses	9,293	-	43,383	52,676
13 Expense Transfers	-	-	-	-
14 Total System Expenses	<u>574,109</u>	<u>120,728</u>	<u>344,589</u>	<u>1,039,426</u>
Applied Reconciling Items				
15 Interest Expense				-
16 Leases & Rentals				-
17 Depreciation (privately funded assets only)				-
18 Amortization of Intangibles				-
19 Purchase Lease Agreement				-
20 Related Parties Lease Agreement				-
Other Reconciling Items				
21 Identify _____				-
22 Total Applied Reconciling Items				<u>-</u>
23 Total Operating Expenses				<u>1,039,426</u>
Non-Applied Reconciling Items				
24 Depreciation (publicly funded assets only)				188,482
25 Other Post Employment Benefits (OPEB)				-
Other Reconciling Items				
26 Identify _____				-
27 Total Non-Applied Reconciling Items				<u>188,482</u>
28 Total Operating Expenses per Audit				<u><u>\$ 1,227,908</u></u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: NON-PUBLIC EXPENSES - OTHER TRANSPORTATION
SUBCATEGORY: OTHER TRANSPORTATION

Please identify programs included on this form

Hourly rate transportation and per mile transportation to human service agencies, housing authorities and other entities

	<u>Non-Shared-Ride Paratransit</u>	<u>MATP - Non- Shared-Ride Paratransit</u>	<u>MATP - Mileage Reimbursement</u>	<u>Other (Identify Above)</u>	<u>Totals</u>
Operating Expenses					
1 Operator's Salaries & Wages	\$ 19,528	\$ 22,020	\$ -	\$ -	\$ 41,548
2 Other Salaries & Wages	8,430	9,506	-	-	17,936
3 Fringe Benefits	6,054	6,827	-	-	12,881
4 Services	5,145	5,802	-	-	10,947
5 Fuel & Lubricants	2,146	2,421	-	-	4,567
6 Tires & Tubes	444	500	-	-	944
7 Other Materials & Supplies	516	581	-	-	1,097
8 Utilities	1,224	1,381	-	-	2,605
9 Casualty & Liability Costs	510	576	-	-	1,086
10 Taxes	-	-	-	-	-
11 Purchased Transportation	-	-	-	-	-
12 Miscellaneous Expenses	3,145	3,546	-	-	6,691
13 Total System Expenses	<u>47,142</u>	<u>53,160</u>	<u>-</u>	<u>-</u>	<u>100,302</u>
Applied Reconciling Items					
14 Interest Expense					-
15 Leases & Rentals					-
16 Depreciation (privately funded assets only)					-
17 Amortization of Intangibles					-
18 Purchase Lease Agreement					-
19 Related Parties Lease Agreement					-
Other Reconciling Items					-
20 Identify _____					-
21 Total Applied Reconciling Items					<u>-</u>
22 Total Operating Expenses					<u>100,302</u>
Non-Applied Reconciling Items					
23 Depreciation (publicly funded assets only)					22,063
24 Other Post Employment Benefits (OPEB)					-
Other Reconciling Items					-
25 Identify _____					-
26 Total Non-Applied Reconciling Items					<u>22,063</u>
27 Total Operating Expenses per Audit					<u><u>\$ 122,365</u></u>

Crawford Area Transportation Authority

FY 2015-16 COA LEGACY BUDGET

CATEGORY: FIXED ROUTE REVENUE

	<i>A</i> Urban	<i>B</i> Rural	<i>C</i> Total
Transportation Revenues			
1 Passenger fares	\$ -	\$ 160,986	\$ 160,986
2 Advertising	-	-	-
3 Charter	-	1,829	1,829
4 Route Guarantees	-	-	-
Other (Revenue)			
5 Interest/Investment Income	-	-	-
6 Identify <u>credit card statement reward credit</u>	-	201	201
7 Identify _____	-	-	-
8 Identify _____	-	-	-
9 Total Revenue	<u>-</u>	<u>163,016</u>	<u>163,016</u>
Non-Applied Reconciling Items			
10 Identify _____	-	-	-
11 Identify _____	-	-	-
12 Total Non-Applied Reconciling Items	<u>-</u>	<u>-</u>	<u>-</u>
13 Total Revenue per Audit	<u><u>\$ -</u></u>	<u><u>\$ 163,016</u></u>	<u><u>\$ 163,016</u></u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: NON-FIXED ROUTE REVENUE
SUBCATEGORY: RURAL

	<i>A</i> ADA Paratransit	<i>B</i> Shared Ride 65+ Standard	<i>C</i> DAS*	<i>D</i> Shared Ride Under 65 Standard	<i>E</i> DAS*	<i>F</i> Public Vanpool	<i>G</i> Total
Transportation Revenues							
1 Passenger fares	\$ 10,327	\$ 53,886	\$ -	\$ -	\$ -	\$ -	\$ 64,213
2 Advertising	-	-	-	-	-	-	-
3 Shared-Ride Lottery Trip Reimbursement	-	634,485	-	-	-	-	634,485
4 PwD Trip Reimbursement	-	-	-	68,966	-	-	68,966
5 Pwd Passenger fares	-	-	-	9,509	-	-	9,509
6 AAA	15	28,557	-	2,854	-	-	31,426
7 MH/MR - Shared Ride Fare Structure	-	-	-	-	-	-	-
8 W2W - Shared Ride Fare Structure	-	-	-	-	-	-	-
9 MATP - Shared-Ride Fare Structure	-	-	-	97,117	-	-	97,117
Other Agencies/Third Party Sponsors							
10 Identify <u>Other Agencies</u>	726	36,910	-	1,765	-	-	39,401
11 Identify _____	-	-	-	-	-	-	-
Other Revenue							
MATP							
12 Admin Reimbursement for MATP Shared Ride Fare Structure	-	-	-	-	-	-	-
Other (i.e. block grant) identify							
13 Identify _____	-	-	-	-	-	-	-
14 Identify _____	-	-	-	-	-	-	-
15 Identify _____	-	-	-	-	-	-	-
16 Interest/Investment Income	-	-	-	-	-	-	-
17 Total Revenue	11,068	753,838	-	180,211	-	-	945,117
Non-Applied Reconciling Items							
18 Identify _____	-	-	-	-	-	-	-
19 Identify _____	-	-	-	-	-	-	-
20 Total Non-Applied Reconciling Items	-	-	-	-	-	-	-
21 Total Revenue per Audit	<u>\$ 11,068</u>	<u>\$ 753,838</u>	<u>\$ -</u>	<u>\$ 180,211</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 945,117</u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: NON-PUBLIC REVENUE
SUBCATEGORY: OTHER TRANSPORTATION

<i>A</i>	<i>B</i>
	<u>Total</u>
Transportation Revenues	
1 MATP - Contract Rate Paratransit Revenue	\$ 149,130
2 W2W - Contract Rate Paratransit Revenue	-
Other Contract Rate Paratransit Revenue	
3 Identify <u>Housing Auth & Misc</u>	28,897
4 Identify <u>Allegheny College</u>	19,041
5 Identify <u>Other agencies</u>	1,454
Other Revenue	
6 MATP - Mileage Reimbursement	-
7 W2W - Other (i.e. vehicle purchase/repair, fixed route fares)	-
8 Identify <u>Technical Assistance</u>	721
Admin Reimbursement	
9 MATP - Contract Rate Paratransit Admin	-
10 MATP - Mileage Reimbursement Admin	-
11 W2W - Admin/Case Management	-
12 Interest/Investment Income	-
13 Total Revenue	<u>199,243</u>
Non-Applied Reconciling Items	
14 Identify _____	-
15 Identify _____	-
16 Total Non-Applied Reconciling Items	<u>-</u>
17 Total Revenue per Audit	<u><u>\$ 199,243</u></u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: FIXED ROUTE SUBSIDIES

	<i>A</i>	<i>B</i>	<i>C</i>
	<u>Urban</u>	<u>Rural</u>	<u>Total</u>
Subsidy			
1 Federal Operating Grant	\$ -	\$ 261,033	\$ 261,033
2 Federal Capital Grant to Fund Preventive Maintenance Costs	-	-	-
3 Federal Capital Grant to Fund Capital Costs of Contracting	-	-	-
4 Federal Capital Grant to Fund Associated Capital Maintenance Costs	-	-	-
Other Federal Grants for Operating Costs			
5 Identify _____	-	-	-
6 Subtotal Federal Subsidy	-	261,033	261,033
7 Act 44 Section 1513 Operating Grant Amount Charged - Prior Years - State Share	-	684,364	684,364
8 Act 44 Section 1513 Operating Grant Amount Charged - Current Year - State Share	-	-	-
9 Act 3 ASG Grant Amount Charged - State Share	-	-	-
10 Act 3 BSG Grant Amount Charged - State Share	-	-	-
Special Operating Grants - State Share			
11 Identify _____	-	-	-
12 Subtotal State Subsidy	-	684,364	684,364
13 Act 44 Section 1513 Operating Grant Amount Charged - Prior Years - Local Share			
Municipal Sources	-	-	-
14 Act 44 Section 1513 Operating Grant Amount Charged - Current Year - Local Share			
Municipal Sources	-	36,162	36,162
15 Act 44 Section 1513 Operating Grant Amount Charged - Prior Years - Local Share			
Advertising Sources	-	-	-
16 Act 44 Section 1513 Operating Grant Amount Charged - Current Year - Local Share			
Advertising Sources	-	-	-
17 Act 3 ASG Grant Amount Charged - Local Share	-	-	-
18 Act 3 BSG Grant Amount Charged - Local Share	-	-	-
Special Operating Grants - Local Share			
19 Identify <u>HAP, HSDF, Technical Assistance</u>	-	10,775	10,775
20 Subtotal Local Subsidy	-	46,937	46,937
21 Grand Total Subsidy	-	992,334	992,334
Non-Applied Reconciling Items			
22 Identify Federal	-	51,530	51,530
23 Identify State <u>1514 Discretionary/ Act 3 ASG</u>	-	12,394	12,394
24 Identify Local <u>1514 Discretionary/ Act 3 ASG</u>	-	113	113
25 Total Non-Applied Reconciling Items	-	64,037	64,037
26 Grand Total Subsidy per Audit	<u>\$ -</u>	<u>\$ 1,056,371</u>	<u>\$ 1,056,371</u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: NON-FIXED ROUTE SUBSIDIES
SUBCATEGORY: RURAL

Subsidy	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>
	ADA Paratransit	Shared Ride Standard DAS*		Public Vanpool	Total
1 Federal Operating Grant	\$ 29,320	\$ -	\$ -	\$ -	\$ 29,320
2 Federal Capital Grant to Fund Preventive Maintenance Costs	-	-	-	-	-
3 Federal Capital Grant to Fund Capital Costs of Contracting	-	-	-	-	-
4 Federal Capital Grant to Fund Associated Capital Maintenance Costs Other Federal Grants for Operating Costs	-	-	-	-	-
5 Identify _____ Federal Shared-Ride Subsidy	-	-	-	-	-
6 Identify _____	-	-	-	-	-
7 Subtotal Federal Subsidy	29,320	-	-	-	29,320
8 Act 44 Section 1513 Operating Grant Amount Charged - Prior Years - State Share	-	-	-	-	-
9 Act 44 Section 1513 Operating Grant Amount Charged - Current Year - State Share	82,571	22,859	-	-	105,430
10 Act 3 ASG Grant Amount Charged - State Share	-	-	-	-	-
11 Act 3 BSG Grant Amount Charged - State Share Special Operating Grants - State Share	-	-	-	-	-
12 Identify _____ State Shared Ride Subsidy	-	-	-	-	-
13 Identify _____	-	-	-	-	-
14 Subtotal State Subsidy	82,571	22,859	-	-	105,430
15 Act 44 Section 1513 Operating Grant Amount Charged - Prior Years - Local Share - Municipal Sources	-	-	-	-	-
16 Act 44 Section 1513 Operating Grant Amount Charged - Current Year - Local Share - Municipal Sources	-	-	-	-	-
17 Act 44 Section 1513 Operating Grant Amount Charged - Current Year - Local Share - Advertising Sources	-	-	-	-	-
18 Act 44 Section 1513 Operating Grant Amount Charged - Current Year - Local Share - Private Sources	-	-	-	-	-
19 Act 3 ASG Grant Amount Charged - Local Share	-	-	-	-	-
20 Act 3 BSG Grant Amount Charged - Local Share Special Operating Grants - Local Share	-	-	-	-	-
21 Identify _____ Local Shared Ride Subsidy	-	-	-	-	-
22 Identify Technical Assistance	721	5,645	-	-	6,366
23 Subtotal Local Subsidy	721	5,645	-	-	6,366
24 Grand Total Subsidy	112,612	28,504	-	-	141,116
Non-Applied Reconciling Items					
25 Identify Federal 5310	-	149,801	-	-	149,801
26 Identify State CTC Capital	-	203,698	-	-	203,698
27 Identify Local	-	-	-	-	-
28 Total Non-Applied Reconciling Items	-	353,499	-	-	353,499
29 Grand Total Subsidy per Audit	\$ 112,612	\$ 382,003	\$ -	\$ -	\$ 494,615

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: BUDGET SUMMARY

	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H</i>	<i>I</i>	<i>J</i>	<i>K</i>	<i>L</i>
	Fixed Route		ADA Paratransit		Shared Ride		Shared Ride		Public Vanpool		Non-Public Transportation - Other	Total
	Urban	Rural	Urban	Rural	Standard Urban	DAS* Urban	Standard Rural	DAS* Rural	Urban	Rural		
1 Total Operating Expenses	\$ -	\$ 1,155,350	\$ -	\$ 123,680	\$ -	\$ -	\$ 1,039,426	\$ -	\$ -	\$ -	\$ 100,302	\$ 2,418,758
2 Total Revenue	-	163,016	-	11,068	-	-	934,049	-	-	-	199,243	1,307,376
3 Operating Deficit	-	(992,334)	-	(112,612)	-	-	(105,377)	-	-	-	98,941	(1,111,382)
4 Grand Total Subsidy	-	992,334	-	112,612	-	-	28,504	-	-	-	-	1,133,450
5 Applied Operating Result**	-	-	-	-	-	-	(76,873)	-	-	-	98,941	22,068
Non-Applied Reconciling Items												
6 Total Non-Applied Reconciling Expense Items	-	(274,183)	-	(25,339)	-	-	(188,482)	-	-	-	(22,063)	(510,067)
7 Total Non-Applied Reconciling Revenue Items	-	-	-	-	-	-	-	-	-	-	-	-
8 Total Non-Applied Reconciling Subsidy Items	-	64,037	-	-	-	-	353,499	-	-	-	-	417,536
9 Operating Result per Audit	<u>\$ -</u>	<u>\$ (210,146)</u>	<u>\$ -</u>	<u>\$ (25,339)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 88,144</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 76,878</u>	<u>\$ (70,463)</u>

Note: The surplus in the Non-Public Transportation column has been applied to offset a loss in the Shared Ride column for the fiscal year ended June 30, 2016 in the amount of \$76,878.

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: CONSOLIDATED EXPENSES SUMMARY

	<u>A</u>
	<u>Total</u>
Operating Expenses	
1 Operators' Salaries & Wages	\$ 730,800
2 Other Salaries & Wages	440,973
3 Fringe Benefits	371,659
4 Services	343,380
5 Fuel & Lubricants	189,843
6 Tires & Tubes	12,178
7 Other Materials & Supplies	58,652
8 Utilities	68,157
9 Casualty & Liability Costs	85,405
10 Taxes	-
11 Purchased Transportation	-
12 Miscellaneous Expenses	117,711
13 Mileage Reimbursement	-
14 MATP-Non-Public Service Expense	-
15 Total System Expenses	<u>2,418,758</u>
 <u>Applied Reconciling items</u>	
16 Interest Expenses	-
17 Leases & Rentals	-
18 Depreciation (privately funded assets only)	-
19 Amortization of Intangibles	-
20 Purchase Lease Agreement	-
21 Related Parties Lease Agreement	-
22 Other Reconciling Items	-
23 Total Applied Reconciling Items	<u>-</u>
24 Total Operating Expenses	2,418,758
<u>Non-Applied Reconciling Items</u>	
25 Depreciation (publicly funded assets only)	510,067
26 Other Post Employment Benefits (OPEB)	-
27 Other Reconciling Items	-
28 Total Non-Applied Reconciling Items	<u>510,067</u>
29 Total Operating Expenses per Audit	<u><u>\$ 2,928,825</u></u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: CONSOLIDATED REVENUE SUMMARY

	<u>A</u>
	<u>Total</u>
Transportation Revenues	
1 Passenger fares	\$ 195,562
2 Advertising	-
3 Charter	1,829
4 Route Guarantees	-
5 Shared-Ride Lottery Trip Reimbursement	634,485
6 MATP Shared Ride Revenue	97,117
7 PwD Trip Reimbursement	68,966
8 AAA	31,426
9 MH/MR - Shared Ride Fare Structure	-
10 W2W - Contract Revenue, Shared Ride Fare Structur	-
11 MATP Contract Revenue, Mileage Reim. & Admin.]	-
12 Other Agencies/Third Party Sponsors	277,069
13 Interest/Investment Income	-
14 Other Revenue	201
15 Other Contract Rate Paratransit Revenue	-
	<hr/>
16 Total Revenue	1,306,655
17 <u>Non-Applied Reconciling Items</u>	
18 Interest/Investment Income	-
19 Other Non-Applied Revenue	-
20 Total Non-Applied Reconciling Items	-
	<hr/>
21 Total Revenue per Audit	<u>\$ 1,306,655</u>

Crawford Area Transportation Authority
FY 2015-16 COA LEGACY BUDGET
CATEGORY: CONSOLIDATED SUBSIDIES SUMMARY

	<u>A</u> <u>Total</u>
Transportation Revenues	
1 Federal Operating Grant	\$ 290,353
2 Federal Capital Grant to Fund Preventive Maintenance Costs	-
3 Federal Capital Grant to Fund Capital Costs of Contracting	-
4 Federal Capital Grant to Fund Associated Capital Maintenance Costs	-
5 Other Federal Grants for Operating Costs	-
6 Subtotal Federal Subsidy	<u>290,353</u>
7 Act 44 Section 1513 Operating Grant Amount Charged - State Share	789,794
8 Act 3 ASG Grant Amount Charged - State Share	-
9 Act 3 BSG Grant Amount Charged - State Share	-
10 Special Operating Grants - State Share	-
11 Subtotal State Subsidy	<u>789,794</u>
12 Act 44 Section 1513 Operating Grant Amount Charged - Local Share	36,162
13 Act 3 ASG Grant Amount Charged - Local Share	-
14 Act 3 BSG Grant Amount Charged - Local Share	-
15 Special Operating Grants - Local Share	17,862
16 Subtotal Local Subsidy	<u>54,024</u>
17 Grant Total Subsidy	1,134,171
18 Total Non-Applied Reconciling Items	417,536
19 Grand Total Subsidy per Audit	<u><u>\$ 1,551,707</u></u>

Crawford Area Transportation Authority
Local Match Provided (FY 2015-16)
June 30, 2016

List below all local cash contributions provided for the year ended June 30, 2016:

Act 44 Section 1513 Local Match for Operating Funds Received:
(Including any PTAF Matching Funds - PAAC and SEPTA only)

<u>CONTRIBUTOR NAME</u>	<u>DATE OF FINAL PAYMENT</u>	<u>TOTAL AMOUNT PROVIDED</u>
Crawford County Commissioners	06/02/16	\$ 36,162
SUBTOTAL		\$ 36,162

Unassigned Local Match Funding:

<u>CONTRIBUTOR NAME</u>	<u>DATE OF FINAL PAYMENT</u>	<u>TOTAL AMOUNT PROVIDED</u>
Crawford County Commissioners	06/02/16	\$ 14,588
City of Meadville	05/24/16	\$ 9,000
West Mead Township	07/27/15	\$ 200
SUBTOTAL		\$ 23,788
GRAND TOTAL		\$ 59,950

Crawford Area Transportation Authority
Local Match Carryover (FY 2015-16)
June 30, 2016

A	Local match available as of June 30, 2015	\$ 38,911
B	Local match funds provided during year ended June 30, 2016	59,950
C	Local match operating expenditures for year ended June 30, 2016:	
a	Act 44 Sec. 1513 local operating grant charged (prior years) - Municipal Source	
b	Act 44 Sec. 1513 local operating grant charged (current year) - Municipal Source	36,162
c	Act 44 Sec. 1513 local operating grant charged (current year) - Advertising Source	
d	Act 44 Sec. 1513 local operating grant charged (current year) - Private Source	
e	Act 3 BSG local operating grant charged (previous years)	
f	Act 3 ASG local operating grant charged (previous years - RURAL ONLY)	
g	Other operating expenditures (if any) IDENTIFY MATCHED PROGRAM <input type="text"/>	
D	Total local match operating expenditures for year ended June 30, 2016	36,162
E	Local match capital expenditures for year ended June 30, 2016:	
a	Section 1514-Discretionary local match capital expenditures (if any)	113
b	Section 1514-Bond local match capital expenditures (if any)	
c	Section 1515-New Initiatives capital expenditures (if any)	
d	Section 1516-Programs of Statewide Significance capital expenditures (if any)	
e	PTAF local match capital expenditures (previous years' funds)	
f	PTAF local match capital expenditures (current year funds)	
g	Act 3 BSG Local capital grant charged (previous years)	
h	Act 3 ASG Local capital grant charged (previous years)	
i	Other local match capital expenditures (if any) IDENTIFY MATCHED PROGRAM <input type="text"/>	
j	Other local match capital expenditures (if any) IDENTIFY MATCHED PROGRAM <input type="text"/>	
F	Total local match capital expenditures for year ended June 30, 2016	113
G	Interest earned on local funds for year ended June 30, 2016	140
H	Local Match Funds Available as of June 30, 2016	\$ 62,726

Crawford Area Transportation Authority
Rural PTAF/BSG/ASG Carryover (FY 2015-16)
June 30, 2016

	Act 26		Act 3			
	PTAF	PTAF Required Local Match	BSG	BSG Required Local Match	ASG	ASG Required Local Match
Funds available as of June 30, 2015	\$ 187	\$ 7	\$ 28,625	\$ 974	\$ 2,996	\$ 132
Interest Income earned in FY 2015-16	-	-	64	2	7	-
Total funds available in FY 2015-16	187	7	28,689	976	3,003	132
Funds used for operating in FY 2015-16	-	-	-	-	-	-
Funds used for capital in FY 2015-16	-	-	-	-	-	-
Funds available as of June 30, 2016	\$ 187	\$ 7	\$ 28,689	\$ 976	\$ 3,003	\$ 132

Crawford Area Transportation Authority
Rural Section 1513 Program Carryover (FY 2015-16)
June 30, 2016

	SECTION 1513 STATE GRANT	SECTION 1513 REQUIRED LOCAL MATCH
1 Section 1513 fund balance as of June 30, 2015	\$ 224,764	\$ -
2 Section 1513 funds received for FY 2015-16	798,769	-
3 Interest income earned on Section 1513 funds in FY 2015-16	587	-
4 Total Section 1513 funds available in FY 2015-16	1,024,120	-
5 Section 1513 funds used for Rural fixed route operating expenses in FY 2015-16	684,364	-
6 Section 1513 funds used for Rural non-fixed route operating expenses in FY 2015-16	105,430	-
7 Total Section 1513 used in FY 2015-16	789,794	-
8 Section 1513 fund balance as of June 30, 2016	\$ 234,326	\$ -

Crawford Area Transportation Authority
Shared Ride Expense Allocation Worksheet
June 30, 2016

	% Allocated to Fixed Route	% Allocated to Paratransit (ADA)	% Allocated to Shared-Ride	% Allocated to Non-Public	Basis for Allocation
Operators Salaries and Wages	42.14%	6.00%	46.17%	5.69%	Actual expenses
Other Salaries and Wages	47.07%	5.06%	43.80%	4.06%	Actual expenses
Fringe Benefits	43.48%	5.43%	47.62%	3.47%	Actual expenses
Services	51.91%	4.71%	39.27%	4.11%	Actual expenses
Fuel and Lubricants	51.89%	2.41%	43.29%	2.41%	Shared ride expenses were allocated between Shared and Contract services based on mileage. Fixed route expenses were allocated based on mileage.
Tires and Tubes	2.59%	10.47%	79.19%	7.75%	Actual expenses
Other Materials and Supplies	55.25%	4.57%	38.31%	1.87%	Actual expenses
Utilities	55.80%	4.30%	36.08%	3.82%	Actual expenses
Casualty and Liability Costs	64.14%	3.84%	30.75%	1.27%	Liability insurance based upon the value of the fleet; the remaining costs were allocated on the basis of person hours.
Taxes	0.00%	0.00%	0.00%	0.00%	Actual expenses
Purchased Transportation	0.00%	0.00%	0.00%	0.00%	Actual expenses
Miscellaneous	42.87%	6.70%	44.75%	5.68%	Actual expenses were based on person hours and the remaining expenses were allocated on the basis of administrative hours.



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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 Board of Directors
Crawford Area Transportation Authority
Meadville, Pennsylvania

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of Crawford Area Transportation Authority as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise Crawford Area Transportation Authority's basic financial statements and have issued our report thereon dated December 19, 2016.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Crawford Area Transportation Authority'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 Crawford Area Transportation Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of Crawford Area Transportation Authority'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 and therefore, material weaknesses or significant deficiencies may exist that were not 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 certain deficiencies in internal control, described in the accompanying schedule of findings and responses that we consider to be significant deficiencies. 2016-1, 2016-2.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Crawford Area Transportation Authority'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*.

Crawford Area Transportation Authority's Response to Findings

The Crawford Area Transportation Authority's response to the findings identified in our audit is described in the accompanying schedule of findings and responses. Crawford Area Transportation Authority'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 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.

McGill, Power, Bell & Associates, LLP

McGill, Power, Bell & Associates, LLP

Meadville, Pennsylvania

December 19, 2016

Crawford Area Transportation Authority

Schedule of Findings and Responses

Year Ended June 30, 2016

Findings and Responses

2016-1 Lack of segregation of accounting duties.

Condition: The Crawford Area Transportation Authority has a lack of segregation of duties in the accounting department.

Criteria: Internal controls should be in place so that the same person does not have the ability to authorize and record transactions as well as have custody over assets.

Cause: The Crawford Area Transportation Authority does not have enough employees in the accounting department to properly segregate all accounting duties.

Effect: The lack of segregation of duties could lead to misstatements in the account balances and financial statements either through error or fraud.

Recommendation: Internal controls should be implemented so that the authorization and recording of transactions and the custody of assets are done by separate individuals, including board members.

Response: The Crawford Area Transportation Authority has hired an accounting clerk to assist in further segregation of accounting duties.

2016-2 Inadequate internal control over the preparation of financial statements.

Condition: In the normal course of business, the Crawford Area Transportation Authority does not prepare internally generated financial statements in accordance with the generally accepted accounting principles and consequently does not have a process, including internal controls, in place in order to prepare complete financial statements.

Criteria: Under current professional standards, the Crawford Area Transportation Authority is responsible for the internal control process which includes the preparation of year-end financial statements in accordance with generally accepted accounting principles.

Cause: The Crawford Area Transportation Authority currently does not have the personnel in place to prepare the financial statements and related disclosures in conformity with professional standards.

Crawford Area Transportation Authority

Schedule of Findings and Responses

Year Ended June 30, 2016

Effect: The Crawford Area Transportation Authority does not prepare internally generated financial statements in accordance with generally accepted accounting principles.

Recommendation: The Crawford Area Transportation Authority should hire an individual or firm to prepare the financial statements in conformity with generally accepted accounting principles.

Response: Management of Crawford Area Transportation Authority believes that the most economically feasible way to produce financial statements in accordance with the generally accepted accounting principles is to employ the services of a professional CPA firm to prepare the financial statements to conform to professional standards.