



Washington State Auditor's Office

Independence • Respect • Integrity

Financial Statements and Federal Single Audit Report

Skagit County Public Transportation Benefit Area (Skagit Transit)

For the period January 1, 2014 through December 31, 2014

Published September 24, 2015

Report No. 1015184





Washington State Auditor's Office

September 24, 2015

Board of Directors
Skagit Transit
Burlington, Washington

Report on Financial Statements and Federal Single Audit

Please find attached our report on the Skagit Transit's financial statements and compliance with federal laws and regulations.

We are issuing this report in order to provide information on the Transit's financial condition.

Sincerely,

JAN M. JUTTE, CPA, CGFM
ACTING STATE AUDITOR
OLYMPIA, WA

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FEDERAL SUMMARY

Skagit Transit Skagit County January 1, 2014 through December 31, 2014

The results of our audit of the Skagit Transit are summarized below in accordance with U.S. Office of Management and Budget Circular A-133.

Financial Statements

An unmodified opinion was issued on the basic financial statements.

Internal Control Over Financial Reporting:

- *Significant Deficiencies:* We reported no deficiencies in the design or operation of internal control over financial reporting that we consider to be significant deficiencies.
- *Material Weaknesses:* We identified no deficiencies that we consider to be material weaknesses.

We noted no instances of noncompliance that were material to the financial statements of the Transit.

Federal Awards

Internal Control Over Major Programs:

- *Significant Deficiencies:* We reported no deficiencies in the design or operation of internal control over major federal programs that we consider to be significant deficiencies.
- *Material Weaknesses:* We identified no deficiencies that we consider to be material weaknesses.

We issued an unmodified opinion on the Transit's compliance with requirements applicable to each of its major federal programs.

We reported no findings that are required to be disclosed under section 510(a) of OMB Circular A-133.

Identification of Major Programs:

The following was a major program during the period under audit:

<u>CFDA No.</u>	<u>Program Title</u>
20.507	Federal Transit Cluster - Federal Transit - Formula Grants

The dollar threshold used to distinguish between Type A and Type B programs, as prescribed by OMB Circular A-133, was \$300,000.

The Transit qualified as a low-risk auditee under OMB Circular A-133.

**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**

**Skagit Transit
Skagit County
January 1, 2014 through December 31, 2014**

Board of Directors
Skagit Transit
Burlington, Washington

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 Skagit Transit, Skagit County, Washington, as of and for the year ended December 31, 2014, and the related notes to the financial statements, which collectively comprise the Transit's basic financial statements, and have issued our report thereon dated September 21, 2015.

INTERNAL CONTROL OVER FINANCIAL REPORTING

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

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

In addition, we noted certain matters that we have reported to the management of the Transit in a separate letter dated September 21, 2015.

COMPLIANCE AND OTHER MATTERS

As part of obtaining reasonable assurance about whether the Transit's financial statements are free from material misstatement, we performed tests of the Transit's compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion.

The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

PURPOSE OF THIS REPORT

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Transit'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 Transit's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. However, this report is a matter of public record and its distribution is not limited. It also serves to disseminate information to the public as a reporting tool to help citizens assess government operations.



JAN M. JUTTE, CPA, CGFM
ACTING STATE AUDITOR
OLYMPIA, WA

September 21, 2015

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL
CONTROL OVER COMPLIANCE IN ACCORDANCE WITH OMB
CIRCULAR A-133**

**Skagit Transit
Skagit County
January 1, 2014 through December 31, 2014**

Board of Directors
Skagit Transit
Burlington, Washington

**REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL
PROGRAM**

We have audited the compliance of the Skagit Transit, Skagit County, Washington, with the types of compliance requirements described in the U.S. *Office of Management and Budget (OMB) Circular A-133 Compliance Supplement* that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2014. The Transit's major federal programs are identified in the accompanying Federal Summary.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Transit's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Transit's compliance

with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination on the Transit's compliance.

Opinion on Each Major Federal Program

In our opinion, the Transit complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2014.

REPORT ON INTERNAL CONTROL OVER COMPLIANCE

Management of the Transit is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Transit's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program in order to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Transit's internal control over compliance.

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

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control 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.

PURPOSE OF THIS REPORT

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 OMB Circular A-133. Accordingly, this report is not suitable for any other purpose. However, this report is a matter of public record and its distribution is not limited. It also serves to disseminate information to the public as a reporting tool to help citizens assess government operations.



JAN M. JUTTE, CPA, CGFM
ACTING STATE AUDITOR
OLYMPIA, WA

September 21, 2015

INDEPENDENT AUDITOR'S REPORT ON FINANCIAL STATEMENTS

Skagit Transit

Skagit County

January 1, 2014 through December 31, 2014

Board of Directors
Skagit Transit
Burlington, Washington

REPORT ON THE FINANCIAL STATEMENTS

We have audited the accompanying financial statements of Skagit Transit, Skagit County, Washington, as of and for the year ended December 31, 2014, and the related notes to the financial statements, which collectively comprise the Transit's basic financial statements as listed on page 14.

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 Transit'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 Transit'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 Skagit Transit, as of December 31, 2014, and the changes in financial position, and cash flows thereof, for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 15 through 19 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary and Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Transit's basic financial statements. The accompanying Schedule of

Expenditures of Federal Awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. This schedule is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the 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 information is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

OTHER REPORTING REQUIRED BY GOVERNMENT AUDITING STANDARDS

In accordance with *Government Auditing Standards*, we have also issued our report dated September 21, 2015 on our consideration of the Transit'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 the Transit's internal control over financial reporting and compliance.



JAN M. JUTTE, CPA, CGFM
ACTING STATE AUDITOR
OLYMPIA, WA

September 21, 2015

FINANCIAL SECTION

**Skagit Transit
Skagit County
January 1, 2014 through December 31, 2014**

REQUIRED SUPPLEMENTARY INFORMATION

Management's Discussion and Analysis – 2014

BASIC FINANCIAL STATEMENTS

Statement of Net Position – 2014

Statement of Revenues, Expenses and Changes in Fund Net Position – 2014

Statement of Cash Flows – 2014

Notes to Financial Statements – 2014

SUPPLEMENTARY AND OTHER INFORMATION

Schedule of Expenditures of Federal Awards – 2014

Notes to the Schedule of Expenditures of Federal Awards – 2014

Skagit Transit
Management Discussion & Analysis

This section of Skagit Transit’s Annual Financial Report presents management’s overview and analysis of the PTBA’s financial performance for the fiscal year ending December 31, 2014. This section should be read in conjunction with the financial statements and notes to the financial statements that follow this section.

Financial Highlights

- The assets of Skagit Transit exceeded its liabilities at December 31, 2014, by \$36,030,063. Of this amount, \$17,870,683 may be used to meet Skagit Transit’s ongoing obligations to provide services to the public, including the capital program, and to meet the obligations of creditors.
- Skagit Transit total net position increased by \$810,141 in 2014. The overall financial condition of Skagit Transit as of December 31, 2014 was considered to have improved. Reserve funding was authorized to be used between 2000 and 2002 for operations, but a major layoff occurred on October 31, 2002, which insured that future spending of the Reserve Funds would not occur in order to balance the operating budget. At year-end, the budget was balanced with Skagit Transit projected to remain in the black for operating expenses throughout 2015.
- Passenger Fares increased by \$21,919 between 2013 and 2014.
- Skagit Transit remained free of long-term debt during the period.

Summary Statement of Net Position

	2014	2013
Assets		
Current Assets	18,602,619	17,901,845
Capital Assets	18,159,380	18,204,822
Total Assets	36,761,999	36,106,667
Liabilities		
Current Liabilities	527,262	492,794
Noncurrent Liabilities	204,674	204,160
Total Liabilities	731,936	696,954
Net Position		
Investment in Capital Assets	18,159,380	18,204,822
Unrestricted	17,870,683	17,204,891
Total Net Position	\$ 36,030,063	\$35,409,713

Summary Statement of Revenues, Expenses and Changes in Fund Net Position

	2014	2013
Operating Revenues:		
Passenger Fares	993,174	971,255
Non-Operating Revenues		
Sales Tax	9,587,215	9,374,575
Interest	23,258	26,724
Grants	2,182,771	2,451,921
Gain (loss) on Disposition of Assets	5,741	(241)
Other Non-operating Revenues	49,902	30,596
Total Revenues	12,842,061	12,854,830
Operating Expenses		
Operations	6,041,118	5,818,047
Maintenance	2,202,158	1,945,365
Administration	2,482,542	2,330,671
Depreciation	1,794,555	1,644,413
Total Expenses	12,520,373	11,738,496
Net Income (loss) Before Contributions	321,689	1,116,334
Capital Contributions	488,452	1,209,099
Increase (decrease) in net position	810,141	2,325,433
Prior Period Adjustment	(189,790)	0
Net Position - Beginning of period	35,409,713	33,084,280
Net Position - End of period	36,030,063	\$35,409,713

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the basic financial statements. The notes to the financial statements also contain more detail on some of the information presented in the financial statements. The financial statements of Skagit Transit report information about the PTBA using accounting methods similar to those used by private sector companies.

The Statement of Net Position presents information on all the PTBA's assets and liabilities, with the difference between the two reported as net position. Over time, increases and decreases in net position may serve as a useful indicator of whether the financial position of the PTBA is improving or deteriorating.

The Statement of Revenues, Expenses and Changes in Fund Net Position present information showing how the PTBA's net position changed during the fiscal year. All changes in net positions are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus revenues and expenses are recorded in this statement

for some items that will only result in cash flows in future fiscal periods (for example, sales tax collected by merchants but not yet remitted to the PTBA, and earned but unused vacation leave).

This MD&A should be viewed along with the attached financial statements.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided within financial statements. The notes to the financial statements can be found in this report.

Financial Analysis

Net Position

For the year ending December 31, 2014, assets exceeded liabilities by \$36,030,063. Transit is a capital-intensive enterprise, and 50.4 % of Skagit Transit's net assets are invested in capital assets.

Skagit Transit ended 2014 with \$18,159,380 in Capital Assets. See Note 3 for further information.

During 2014 Capital Assets decreased by \$45,442. Skagit Transit purchased three (3) staff vehicle, four (4) new buses in 2014. The construction of Alger Park and Ride was completed and opened to public in 2014.

Inventory levels increased by \$22,278 during 2014. It is expected that inventory levels will be maintained at appropriate levels to match our service levels.

Skagit Transit was successfully awarded four (4) new federal grants and one (1) state grant in 2014. Skagit Transit continues to aggressively seek all available grants.

Cash and cash equivalents were increased in 2014 from 2013. Skagit Transit was successful in receiving state and federal grants to fund most of the capital project such as the new Alger Park & Ride.

Operating Revenues

Operating revenues for fares increased by \$21,919 during 2014. Fixed Route service had a revenue increase of \$17,955 or 3.8%, Paratransit had a decrease of 1,877, or 25% and Vanpool had an increase of \$5,841, or 1.2%. Fixed Route ridership increased by 10% and Paratransit ridership increased by 11%. The vanpool ridership increased by 2%. For all modes, there were 1,026,038 unlinked passenger trips in 2014. Fares are structured so that commuter routes are two times the local fixed route fare and paratransit is operated fare free.

Non-Operating Revenues

Revenues from the transit portion of the sales tax increased by \$212,640 or 2.3% over 2013. In November 2008, the proposition to increase sales tax from 2/10 of 1% to 4/10 of 1% was approved by the voters and went into effect in April 2009.

Interest income was \$23,258 in 2014. It decreased in 2014 by 13 % from \$26,724 received in 2013.

Grant revenues were derived from eleven (11) federal, state and local grants for use in capital and operating expenditures.

Operating Expenses

Operating expenses increased during 2014 as a result of increase in salaries, wages, and benefits and inflation.

Fixed Route refers to regularly scheduled buses operating on established routes.

Dial-A-Ride refers to ADA paratransit service that is scheduled through a dispatch center.

Vanpool service was initiated in June 2002. The Skagit Transit Vanpool program has seen steady growth over the year and supported 50 vanpool groups in 2014. Many large employers have increased subsidies to make it advantageous to use vanpools. The program will target new markets to expand the program in 2015.

Operating Expenses by Department

Operations – \$6,041,118 - The department is responsible for all on-street services, including operators, dispatchers, and scheduling for bus service to the public.

Maintenance - \$2,202,158– The department is responsible for all vehicles including fueling, parts, cleaning, servicing, and facility upkeep.

Administration - \$2,482,542 – The department is responsible for all other functions including executive direction, planning, marketing, information systems, purchasing, finance, human resource, and safety.

Depreciation - \$1,794,555 - This is the estimated pro-ration of the cost of capital assets over the useful life of the asset.

Total Operating Expenses were \$12,520,373.

Capital Assets are depreciated based on their actual costs spread over their useful life.

Economic Factors and Future Outlook

Skagit County includes the Mount Vernon Urbanized Area (UZA). This UZA is comprised of the urban growth areas of the cities of Mount Vernon, Burlington, and Sedro-Woolley. This designation of the UZA brings to Skagit Transit the availability of receiving federal funding for urban transit systems. It also brings the responsibility of Skagit Transit's involvement in the new Metropolitan Planning Organization.

The population of Skagit County has been growing at rates slightly less than population growth throughout the state. During the time period from April 2010 through July 2014, the county population grew at 3% rate compared to 5% for the state.

The economy had been hit hard by the layoffs by the various large employers located in Seattle and Everett. The economic recovery has improved slightly in 2014.

Skagit Transit's main source of revenue is a portion of the local sales tax, which also serves as an economic barometer. The sales tax revenue increased by 7% in 2011 over 2010, 6% in 2012 over 2011, 5% in 2013 over 2012, and 2.3% in 2014 over 2013.

The county's average unemployment rate in July 2014 was 5.8% compare to 8.1% in December 2013.

Skagit Transit's revenues were severely cut in 2000 when the Motor Vehicle Excise Tax (MVET) was removed. Skagit Transit operated slightly reduced service levels for the next two years using reserve funding as authorized by our Board of Directors. When the PTBA residents soundly defeated an attempt to increase the local transit portion of sales tax in September of 2002, Skagit Transit was forced to reduce service substantially and live within its revenue flow. The budget was designed to allow minimal growth in services while staying within the revenue stream. In November 2008, the Proposition to increase sales tax by 2/10 of 1% for Skagit Transit was passed. The increase in sales tax revenue will ensure Skagit Transit will be able to implement more services in the PTBA.

Grant applications have been submitted for the 2013-2015 fiscal years. Outside restriction on the reserve funds and their use, other Skagit Transit assets are without restriction, commitments or other limitations for future use.

Capital Assets

Skagit Transit's investment in capital assets as of December 31, 2014, amounted to \$18,159,380, net accumulated depreciation. Capital assets consist of transit coaches and other vehicles, buildings, equipment, transit centers and park and ride lots. Capital assets decreased by less than 1% during the year. In 2014, Skagit Transit purchased three (3) staff vehicles and four(4) new Fixed Route buses. Alger Park and Ride was completed and opened to the public in early 2014.

Please refer to Note 3 and 11 of Notes to the Financial Statements for more information.

Request for Information

This financial report is designed to provide a general overview of the PTBA's finances for all those who have an interest in this agency's finances. Questions concerning any of the information presented in this report or requests for additional financial information should be addressed to the Manager of Finance & Administration, 600 County Shop Lane, Burlington, WA 98233, telephone 360-757-8801.

Skagit Transit
Statement of Net Position
December 31, 2014

ASSETS

Current Assets:		
Cash	\$	7,884,952
Investments		8,511,518
Taxes receivables		1,697,714
Accounts receivable (net of allowance for uncollectibles)		29,730
Due from other governments		167,110
Inventory		311,595
Total Current Assets		<u>18,602,619</u>
Noncurrent Assets:		
Capital assets not being depreciated		
Land		3,323,563
Right of way		850,000
Capital assets being depreciated		
Buildings		4,604,066
Improvements other than buildings		6,131,779
Vehicles		11,962,338
Equipment & Furnishings		1,303,230
Intangible Assets		538,734
<i>Less: Accumulated depreciation</i>		
Buildings		(2,055,123)
Improvements other than buildings		(1,025,588)
Vehicles		(6,148,881)
Equipment & Furnishings		(991,775)
Intangible Assets		(332,962)
Total Net Capital Assets		<u>18,159,380</u>
Other noncurrent assets:		
Total Other Noncurrent Assets		-
Total Noncurrent Assets		<u>18,159,380</u>
Total Assets		<u>36,761,999</u>

LIABILITIES

Current Liabilities:		
Accounts payable		198,973
Compensated Absences		45,266
Benefit payable		79,847
Taxes and other payables		203,176
Total Current Liabilities		<u>527,262</u>
Noncurrent liabilities:		
Compensated Absences		204,674
Total Noncurrent Liabilities		<u>204,674</u>
Total Liabilities		<u>731,936</u>
Net Position:		
Net Investment in Capital Assets		18,159,380
Unrestricted		17,870,683
Total Net Position	\$	<u>36,030,063</u>

The Notes to the Financial Statements are an integral part of this statement

Skagit Transit

Statement of Revenues, Expenses, and Changes in Fund Net Position

For Fiscal Year Ended December 31, 2014

Operating Revenues:	
Passenger Fares	993,174
Total Operating Revenues	<u>993,174</u>
Operating Expenses:	
Operations	6,041,118
Maintenance	2,202,158
Administration	2,482,542
Depreciation	1,794,555
Total Operating Expenses	<u>12,520,373</u>
Operating Income (Loss)	<u>(11,527,199)</u>
Non-Operating Revenues (Expenses):	
Sales Tax	9,587,215
Interest	23,259
Grants	2,182,771
Gain (loss) on Disposition of Assets	5,741
Other Non-operating Revenues (Expenses)	49,902
Total Non-Operating Revenues (Expenses)	<u>11,848,888</u>
Income(loss) before contributions, gains, losses, other revenues and expenses	<u>321,689</u>
Capital Contributions	488,452
Increase (decrease) in net position	810,141
Prior Period Adjustment	(189,790)
Net Position - Beginning of period	<u>35,409,713</u>
Net Position - End of period	<u><u>\$ 36,030,063</u></u>

The Notes to the Financial Statements are an integral part of this statement.

Skagit Transit
Statement of Cash Flows
For Fiscal Year Ended December 31, 2014

Cash Flows From Operating Activities:	
Cash Received from Customers	\$ 984,308
Cash Payments to Suppliers for Good & Services	(2,782,341)
Cash Payments to Employees for Services	(7,930,972)
Other Cash Receipts	49,902
Net Cash Provided (Used) by Operating Activities	<u>(9,679,103)</u>
Cash Flows from Noncapital Financing Activities:	
Sales Tax Received	9,495,112
Federal, State and Local Assistance Received	2,254,792
Net Cash Provided (Used) by Noncapital and Related Financing Activities	<u>11,749,904</u>
Cash Flows from Capital and Related Financing Activities:	
Acquisition and Construction of Capital Assets	(2,027,851)
Capital Grants and Contributions	522,606
Proceeds from Sale of Equipment	94,888
Net Cash Provided (Used) by Capital and Related Financing Activities	<u>(1,410,357)</u>
Cash Flows from Investing Activities:	
Purchase of Investment Securities	(9,951)
Interest on Investments	23,258
Net Cash Provided (Used) by Investing Activities	<u>13,307</u>
Net Increase (Decrease) in Cash and Cash Equivalents	<u>673,751</u>
Cash and Cash Equivalents, Beginning	7,211,201
Cash and Cash Equivalents, Ending	<u><u>\$ 7,884,952</u></u>

The Notes to the Financial Statements are an integral part of this statement.

Skagit Transit
Reconciliation Operating Loss / Operating Activities
For Fiscal Year Ended Dec 2014

Reconciliation of Operating Loss to Net Cash Provided by Operating Activities	
Operating Loss	(11,527,199)
Adjustments to Reconcile Operating Income to Net Cash Provided by Operating Activities	
Depreciation on Capital Assets	1,794,555
Nonoperating Expenses/Misc Nonoperating Revenue	49,902
Change in Assets and Liabilities	
Decrease (Increase) in Accounts Receivable	(8,866)
Decrease (Increase) in Inventories	(22,278)
Increase (Decrease) in Accounts Payable	197,851
Increase (Decrease) in Wages & Benefits Payable	(163,068)
Total Adjustments	1,848,096
Net Cash Provided (Used) by Operating Activities	(9,679,103)

The Notes to the Financial Statements are an integral part of this statement.

Notes to Financial Statements December 31, 2014

Note 1: Summary of Significant Accounting Policies

Skagit Transit Authority (Skagit Transit) was authorized on November 3, 1992 and operates under the laws of the State of Washington applicable to a Public Transportation Benefit Area (PTBA). The accounting and reporting policies of Skagit Transit conform to Generally Accepted Accounting Principles (GAAP) applicable to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The following summary of the significant accounting policies is presented to assist the reader in interpreting the financial statements. The more significant policies are described below. These notes should be viewed as an integral part of the accompanying financial statements.

a) Reporting Entity

Skagit Transit is a special purpose government and provides public transportation to the general public and is supported primarily through local sales tax. The agency is governed by an elected nine member board. Skagit Transit has no component units. Skagit Transit's basic financial statements include the financial position and results of the operations of the PTBA. A review of other units of local government, using the criteria set forth in GAAP, indicates there are no additional entities or funds for which the PTBA has reporting responsibilities. Based on the standards set by GASB-14, there are no component units of Skagit Transit.

b) Basis of Accounting & Presentation

The accounting records of Skagit Transit are maintained in accordance with methods prescribed by the State Auditor Office under the authority of Chapter 43.09 of the RCW. Skagit Transit uses the Budgeting, Accounting and Reporting System (BARS) for Transit Districts (GAAP) in the State of Washington.

Funds are accounted for on a cost of services or an economic resources measurement focus. This means that all assets and all liabilities (whether current or noncurrent) associated with their activity are included on their statements of net position (or balance sheets). Their reported fund net position is segregated into net investment in capital assets, restricted and unrestricted components of net position. Operating statements present increases (revenues and gains) and decreases (expenses and losses) in net position. Skagit Transit discloses changes in cash flows by a separate statement that presents their operating, noncapital financing, capital and related financing and investing activities.

Skagit Transit uses the full-accrual basis of accounting where revenues are recognized when earned and expenses are recognized when incurred. Capital asset purchases are capitalized and long-term liabilities are accounted for in the appropriate fund(s).

Skagit Transit distinguishes between operating revenues and expenses from nonoperating ones. Operating revenues and expenses result from providing services and producing and delivering goods in connection with Skagit Transit's principal ongoing operations. The principal operating revenues of the transit are charges to customers for fare box collections and bus pass sales. Operating expenses for Skagit Transit include (e.g., the cost of sales and services, administrative expenses, depreciation on capital assets, etc.). All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

The accounting records of Skagit Transit are maintained in accordance with the methods prescribed by the Federal Transit Administration (FTA) and the Washington State Auditor under the authority of Revised Code of Washington (R.C.W.) 43.09. The authority for the FTA to prescribe an accounting and reporting system is found in Section 15 of the Federal Transit Act of 1992, as amended.

Skagit Transit began participating in the FTA National Transit Database beginning with FY 2005. A Six-Year Planning summary report has been sent to the Washington State Department of Transportation (WSDOT), under separate cover.

c) Assets, Liabilities, and Net Position

a) Cash and Cash Equivalents

It is Skagit Transit's policy to invest all temporary cash surpluses. For purposes of the Statement of Cash Flows, the agency considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. State statutes permit Skagit Transit to invest in obligations of the United States, certificates of deposits issued by banks that are designated as public depositories by the Washington Public Deposit Commission, the Local Government Investment Pool of the Washington State Treasurer or authorized investments through the Skagit County Treasurer.

Investments for Skagit Transit are reported at fair value. The State Treasurer's Local Government Investment Pool operates in accordance with appropriate state laws and regulations. The reported value of the pool is the same as the fair value of the pool shares. For other property and investments – See Note 2.

b) Receivables

Accounts receivable consist mainly of bus passes sold, vanpool charges and local sales tax collected. Total accounts receivable was \$29,730, and local sales tax receivable was \$1,697,714.

c) Amounts Due From Other Governments

Amounts due from other governments include grant reimbursements of \$164,735, sales tax interest of \$417, and fuel tax refund of \$1,958.

d) Inventories

Inventory consists of fuel, repair parts and supplies. No general administrative expenses are included in the inventory valuation. Expenses are recorded as the materials are consumed. Inventory is valued on the average cost method. At December 31, 2014, Skagit Transit carried an inventory valued at \$311,595 for consumable parts and supplies used in the maintenance and repair of vehicles and facilities.

e) Restricted Assets and Liabilities

Skagit Transit has no restricted assets and liabilities.

f) Capital Assets

Capital Assets include property, facilities, and equipment and are capitalized at total acquisition cost provided that such costs exceed \$5,000 and the asset has a useful life of at least two years. Depreciation is recorded on all depreciable capital assets on a straight-line basis over the following estimated useful lives:

Land	Not Depreciated
Buildings & Structures	30 - 50 years
Buses	5 - 12 years
Other Vehicles	4-7 years
Shop Equipment	10 years

Capital Assets & Depreciation – See Note 3

g) Compensated Absences

Compensated absences are absences for which employees will be paid using general leave.

General leave, which may be accumulated up to 25 days, is payable upon resignation, retirement, or death if the employee has successfully completed their probation period.

All compensated absences that are unused at the end of each year are listed on the balance sheet as a liability. The current liability for compensated absences equaled \$45,266 as of December 31, 2014 and noncurrent liability was \$204,674.

The classification of short-term and long-term is based on a five-year historical average on leave paid as a percentage of the liability.

	Current Liability	Noncurrent Liability	Total
Beginning Balance	\$ 45,139	\$ 204,160	\$ 249,299
Leave Earned	110,518	446,252	556,770
Leave Paid	110,391	445,738	556,129
Ending Balance	45,266	204,674	249,940

h) Fund Reserves & Designations – See Note 10

i) There were no material violations of finance related legal or contractual provisions during FY 2014.

Note 2 – Deposits & Investments

Skagit Transit’s deposits and certificates of deposits are covered entirely by federal depository insurance (FDIC) or by collateral held in a multiple financial institution collateral pool administered by the Washington Public Deposit Protection Commission (PDPC).

Investments

Skagit Transit invests in short term investments which produces a low interest rate risk. The Local Government Investment Pool investment policy requires a 90 day maximum on the weighted average maturity. As of December 31, 2014, Skagit Transit had the following investments:

Investment	Cost	Fair Value
Local Governmental Investment Pool	\$8,511,518	\$8,511,518
Total	\$8,511,518	\$8,511,518

Disclosure Relating to Credit Risk

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignments of a rating by a nationally recognized statistical rating organization. The Washington State Local Government Investment Pool is an unrated 2a-7 like pool, as defined by GASB 31. Accordingly, participants' balances in the LGIP are not subject to interest rate risk, as the weighted average maturity of the portfolio will not exceed 90 days. Rule 2a-7 funds are limited to high quality obligations such as the US government, government sponsored enterprises, or insured demand deposit accounts and certificates of deposit with limited maximum and average maturities, the effect of which is to minimize both market and credit risk. Investments or deposits held by the LGIP are held by a third-party custody provider in the LGIP's name.

Note 3 – Capital Assets & Related Depreciation

Major expenses for Capital Assets, including capital leases, and major repairs to assets that increase their useful lives are capitalized. Maintenance, repairs and minor renewals are accounted for as expenses when incurred.

All Capital Assets are valued at historical cost (or estimated historical cost, where historical cost is not known) or estimated market value for donated assets.

Furnishings, equipment and buildings are capitalized if they have a useful life of more than two years and an acquisition cost of \$5,000 or more per unit. Items that are sensitive in nature and whose acquisition cost is less than \$5,000 are coded to an appropriate expense category when purchased, but are assigned a capital asset number.

Skagit Transit has acquired certain assets with funding provided by federal financial assistance programs. Depending on the terms of the agreements involved, the federal government could retain an equity interest in these assets. However, Skagit Transit has sufficient legal interest to accomplish the purposes for which the assets were acquired, and has included such assets within the applicable account.

The original cost of operating property retired or otherwise disposed of and the cost of installation is charged to accumulated depreciation. However, in the case of the sale of a significant operating unit or system, the original cost is removed from Skagit Transit asset accounts, accumulated depreciation is charged with the accumulated depreciation related to the property sold, and the net gain or loss on disposition is credited or charged to income.

Depreciation is computed on the straight-line basis. Depreciation expense is charged to operations to allocate the cost of Capital Assets over their estimated useful lives, using the straight-line method with useful lives of three to fifty years.

Capital Assets and accumulated depreciation are categorized at January 1, 2014, and again at December 31, 2014. Depreciation for 2014 includes \$189,790 prior period adjustment (See Note 11) and are as follows:

Asset Type	Beginning Bal	Increase	Decrease	Ending Bal
Capital Assets not Being Depreciated				
Land	\$3,323,563	\$ -	\$ -	\$3,323,563
Right of Way	850,000	-	-	850,000
Construction/Work in Progress	1,065,707	-	1,065,707	-
Total Assets not Being Depreciated	<u>5,239,270</u>	-	1,065,707	<u>4,173,563</u>
Capital Assets Being Depreciated				
Buildings	4,694,909	-	90,843	4,604,066
Improvements other than buildings	5,057,108	1,139,611	64,940	6,131,779
Vehicles	11,235,789	1,830,445	1,103,896	11,962,338
Equipment & Furnishings	1,266,655	46,948	10,373	1,303,230
Intangible Assets	462,174	76,560	-	538,734
Total Assets Being Depreciated	<u>22,716,635</u>	3,093,564	1,270,052	<u>24,540,147</u>
Less Depreciation for:				
Buildings	1,985,215	142,395	72,488	2,055,123
Improvements other than buildings	861,042	200,995	36,449	1,025,588
Vehicles	5,703,680	1,506,989	1,061,788	6,148,881
Equipment & Furnishings	919,628	82,520	10,373	991,774
Intangible Assets	281,516	51,446	-	332,962
Total Assets Being Depreciated	<u>9,751,082</u>	1,984,345	1,181,098	<u>10,554,329</u>
Total Capital Assets, Being Depreciated, Net	\$12,965,553			\$13,985,818
Total Net Capital Assets	<u>\$18,204,823</u>			<u>\$ 18,159,380</u>

Individual useful lives are assigned to newly acquired or rebuilt assets as follows:

Land	Not Depreciated
Buildings	30 -50years
Buses	5 -12 years
Other Vehicles	3-5 years
Shop Equipment	10 years
Route Improvements	20 years
Furniture & Fixtures	10 years
Intangible Assets	5-10 years
Computer Equipment	5 years
Vehicle Improvements	3-5 years

Note 4 – Prepaid Rent – Skagit Station

Skagit Transit had no prepaid rent at year end 2014.

Note 5 – Qualified Retirement

Effective January 1, 1998, the Board of Directors approved Resolution#64 declaring Empower-Retirement (formally Great-West Retirement Services) as Skagit Transit’s third party administrator for the Skagit Transit 401(a) and 457 plans. All of Skagit Transit’s employees have the opportunity to participate in a 401 (a) Defined Contribution Plan.

Effective 7/01/2002, the employees voted to participate in Social Security (OASDI/Old Age, Survivors and Disability Insurance). At that time, the Skagit Transit Board of Directors modified the contribution levels to be:

401(a) Defined Contribution Plan (mandatory)

5.00% by Skagit Transit

5.00% by the employee

401(a) Defined Contribution Plan

A defined contribution plan provides benefits in return for services rendered, provides an account for each participant, and specifies how contributions to the individual’s accounts are to be determined instead of specifying the amount of benefits the individual is to receive. Under a defined contribution plan, the benefits a participant will receive depend solely on the amount contributed to the participant’s account, the returns earned on investments of those contributions, and forfeitures of other participants’ benefits that may be allocated to such participants’ accounts.

Skagit Transit employees begin mandatory participation in the 401(a) plan on the first day of employment. Contributions made by Skagit Transit vest over a 5-year period, upon the completion of each year of service (10%, 20%, 30%, 40%, 100%). An employee who leaves Skagit Transit is entitled to Skagit Transit contributions plus investment earnings at the vesting level attained. As of December 31, 2014, there were 121 current employees and 44 former employees participating in the plan.

Plan balances and contributions for FY 2014 and FY 2013 were as follows:

	<u>FY 2014</u>	<u>FY 2013</u>
	<u>401(a)</u>	<u>401(a)</u>
Beginning Balance	\$4,726,544	\$4,329,257
Employee 401(a) Contributions	374,664	270,194
SKAGIT TRANSIT 401(a) Contributions	267,915	251,763
Loan Issuances	(164,692)	(178,730)
Loan payments	123,593	118,273
Distributions	(292,504)	(492,284)
Adjustments	130,176	328,999
Earnings	99,907	99,071
Total Ending Fund Balances	<u>\$5,265,603</u>	<u>\$4,726,544</u>

Under Current IRS rules, the 401(a) plan is held in trust for the employees. It is the opinion of Skagit Transit's legal counsel that Skagit Transit has no liability for losses under the plans, but does have the duty of due care that would be required of an ordinary prudent investor.

There are no other post-employment benefits.

Note 6 – Insurance

A. Unemployment Insurance

Skagit Transit has elected to remain self-insured for unemployment compensation.

B. State Industrial Insurance

Skagit Transit is covered by State Industrial Insurance.

C. Medical, Dental, and Vision Insurance

A comprehensive medical, dental, and vision insurance program covers employees of Skagit Transit. The medical premiums are paid 95% by Skagit Transit with the employees sharing 5% for full time employees. Skagit Transit is a member of the Association of Washington Cities Employee Benefit Trust Health Care Program (AWC Trust HCP). Chapter 48.62 RCW provides that two or more local government entities may, by Interlocal agreement under Chapter 39.34 RCW, form together or join a pool or organization for the joint purchasing of insurance, and/or joint self-insurance, to the same extent that they may individually purchase insurance, or self-insure. An agreement to form a pooling arrangement was made pursuant to the provisions of Chapter 39.34 RCW, the Interlocal Cooperation Act. The AWC Trust HCP was formed on January 1, 2014 when participating cities, towns, and non-city entities of the AWC Employee Benefit Trust in the State of Washington joined together by signing an Interlocal Governmental Agreement to jointly self-insure certain health benefit plans and programs for participating employees, their covered dependents and other beneficiaries through a designated account within the Trust. As of December 31, 2014, 263 cities/towns/non-city entities participate in the AWC Trust HCP. The AWC Trust HCP allows members to establish a program of joint insurance and provides health and welfare services to all participating members. The AWC Trust HCP pools claims without regard to individual member experience. The pool is actuarially rated each year with the assumption of projected claims run-out for all current members. The AWC Trust HCP includes medical insurance through Regence BlueShield and Asuris Northwest Health, dental insurance through Delta Dental of Washington, and vision insurance through Vision Service Plan. Eligible members are cities and towns within the state of Washington. Non-City Entities (public agency, public corporation, intergovernmental agency, or political subdivision within the state of Washington) are eligible to apply for coverage into the AWC Trust HCP, submitting application to the Board of Trustees for review as required in the Trust Agreement. Participating employers pay monthly premiums to the AWC Trust HCP. The AWC Trust HCP is responsible for payment of all covered claims. The AWC Trust HCP purchases stop loss insurance for Regence/Asuris plans at an Individual Stop Loss (ISL) of \$1.5 million through Life Map, and Group Health ISL at \$750,000 through Sun Life. The aggregate policy is for 200% of expected medical claims. Participating employers contract to remain in the AWC HCP for a minimum of three years. Participating employers with over 250 employees must provide written notice of termination of all coverage a minimum of 12 months in advance of the termination date, and participating employers with under 250 employees must provide written notice of termination of all coverage a minimum of 6

months in advance of termination date. When all coverage is being terminated, termination will only occur on December 31. Participating employers terminating a group or line of coverage must notify the HCP a minimum of 60 days prior to termination. A participating employer's termination will not obligate that member to past debts, or further contributions to the HCP. Similarly, the terminating member forfeits all rights and interest to the HCP Account. The operations of the Health Care Program are managed by the Board of Trustees or its delegates. The Board of Trustees is comprised of four regionally elected officials from Trust member cities or towns, the Employee Benefit Advisory Committee Chair and Vice Chair, and the AWC Board of Directors President and Vice President. The Trustees or its appointed delegates review and analyze Health Care Program related matters and make operational decisions regarding premium contributions, reserves, plan options and benefits in compliance with Chapter 48.62 RCW. The Board of Trustees has decision authority consistent with the Trust Agreement, Health Care Program policies, Chapter 48.62 RCW and Chapter 200-110-WAC. The accounting records of the Trust HCP are maintained in accordance with methods prescribed by the State Auditor's office under the authority of Chapter 43.09 RCW. The Trust HCP also follows applicable accounting standards established by the Governmental Accounting Standards Board ("GASB"). Year-end financial reporting is done on an accrual basis and submitted to the Office of the State Auditor as required by Chapter 200-110 WAC. The audit report for the AWC Trust HCP is available from the Washington State Auditor's office. Other insurances are paid 100% for by Skagit Transit.

D. Life Insurance

Regular employees have a \$12,000 term life insurance policy that also offers some coverage for dependents. Skagit Transit pays the premium.

E. Short & Long-Term Disability Insurance

Skagit Transit pays up to 2% of the gross wage of the regular employee (who works a minimum 30 hours per week) to purchase short and long-term disability insurance. The short-term disability benefit is for 180 days. The long-term disability benefits the employee for two years beyond the exhaustion of the short-term benefit.

Note 7 – Risk Management

Washington State Transit Insurance Pool (WSTIP)

Skagit Transit is a member of the Washington State Transit Insurance Pool (WSTIP). Chapter 48.62 of the R.C.W. authorizes the governing body of one or more governmental entities to form together into or join a pool or organization for the joint purchasing of insurance, and/or joint self-insuring, and/or joint hiring or contracting for risk management services to the same extent that they may individually purchase insurance, self-insure, or hire or contract for risk management services. An agreement to form a pooling arrangement was made pursuant to the provision of Chapter 39.94 of the R.C.W., the Interlocal Cooperation Act. The Pool was formed on January 1, 1989 when eight transits in the state of Washington joined together by signing an Interlocal Government Agreement to pool their self-insured losses and jointly purchase insurance and administrative services. Twenty-five (25) transits from the states of Washington and Ohio have joined the Pool.

The Pool allows member programs of joint self-insurance, joint purchasing of insurance and joint contracting for hiring of personnel to provide risk management, claims handling and administrative

services. The coverage provided by the pool are property and liability insurance protecting the member systems' assets and personal property, and from claims arising from the negligent or other tortuous conduct of the member transit system, their officers, employees, or agents.

The Pool is fully funded by its member participants. Members make an annual contribution to the pool. The pool acquires reinsurance from unrelated underwriters that are subject to a pool per-occurrence self-insured retention. Members are responsible for the selected deductible amounts of each claim. Claims are filed by members and WSTIP performs claims adjustments, loss prevention, and appraisal services.

Skagit Transit joined the Washington State Insurance Pool in July 1993, for coverage effective August 1, 1993. The insurance pool covers auto and general liability, property, auto physical damage, boiler-machinery, public official's liability, public honesty bond, monies and securities, and depositors forgery insurance for Skagit Transit.

The pool's governing body consists of its Board of Directors, which is comprised of one representative and alternate from each member system. The Executive Committee consists of the pool's annually elected officers, the Past-President and two at-large positions. The Executive Committee handles the day-to-day operations of WSTIP and serves as a Claims Review Committee in all cases involving reserves in excess of \$35,000

The pool's responsibilities include:

- Providing for the management and operation of the pool;
- Providing for excess liability coverage for the members;
- Establishing deductibles and/or limits to any coverage that is provided;
- Providing an annual report and audit of the operation of the pool to the members, State Risk Manager, and the State Insurance Commissioner;
- Establishing and maintaining such funds and accounts as may be required by GAAP;
- Establishing and maintaining annual budgets for the operation of the pool;

Member responsibilities include:

- Appointing a Director and at least one Alternate Director to the board;
- Appointing an employee of the transit agency to be responsible for the risk management function within that agency;
- Maintaining an active safety officer and/or committee, and considering all recommendations of the pool concerning the development and implementation of a loss control policy to present unsafe practices;
- Reporting all losses to the pool to insure accuracy of the pool's loss data base;
- Paying its premium and any readjusted amount promptly to the pool when due.
- Providing the pool with such other information or assistance as may be necessary for the pool to carry out its responsibilities.

As of December 31, 2014 coverage includes:

<u>Risk</u>	<u>Coverage</u>
General Liability:	
Bodily Injury/Property Damage	\$12,000,000 per occurrence
Personal Injury/Advertising Injury	\$12,000,000 per each offense
Vanpool Driver medical Expense Protection	\$35,000 per each occurrence
Underinsured Motorists Coverage	\$60,000 per each occurrence
WSTIP self insured retention	\$100,000 per occurrence
Crime:	
Employee Theft	\$1,000,000
Forgery or Alterations	\$1,000,000
Theft of Money and Security	\$1,000,000
Computer Fraud	\$1,000,000
Funds Transfer Fraud	\$1,000,000
Money Orders and Counterfeit Money	\$1,000,000
	<i>(Deductible - \$10,000 per each coverage)</i>
Public Officials Liability:	\$12,000,000 per occurrence
	<i>(Deductible - \$5,000 per occurrence)</i>

Note 8 – Contingent Liabilities

Skagit Transit has recorded in its financial statements all material liabilities, including an estimate for situations that are not yet resolved, but where, based on available information, management believes it is probable that Skagit Transit will have to make payment. In the opinion of management, Skagit Transit's insurance policies and reserves are adequate to pay all known or pending claims.

Based on the above criteria Skagit Transit has no unresolved claims against it at December 31, 2014.

The agency participates in a number of Federal assisted programs. These grants are subject to audit by the grantors or their representatives. Such audits could result in request for reimbursement by grantor agencies for expenses disallowed under the terms of the grant. Skagit Transit management believes that such disallowance, if any, will be immaterial.

Note 9 – Commitments & Leases

Commitments:

At December 31, 2014 Skagit Transit had the following in effect:

Contractor	Contract No. & Title	Initial Contract Term	Additional Terms or Option Yrs	Contract Amount
Americaneagle.com	11-024 / Website Enhancement & Hosting Svcs	3/1/12 – 2/28/17	2 Option Years until 2019	YTD (5/7/15) \$104,200
Associated Petroleum	10-008-F / Card Lock Fueling	11/1/10 – 10/31/12	3 Option Years until 2015 / Ext. to 10/31/15 by Amendment #3	YTD (5/7/15) \$931,533.16
Associated Petroleum	09-020-F / ULSD Fuel Delivery	2/1/10 – 1/31/12	3 Option Years until 2015 / Ext. to 1/31/15 by Amendment #3	FINAL AMOUNT \$3,203,330.84
Cummins NW	10-010-F / Diesel Engine Overhaul Services	2/1/11 – 1/31/13	3 Option Years until 2016 / Ext. to 1/31/16 by Amendment #3	YTD (5/7/15) \$45,582.80
Duo-Gard Industries	12-007-F / Bus Shelters	12/1/12 – 11/30/17	N/A	YTD (5/7/15) \$93,908.94
Firstline Communications	14-006-P / Unified Communications & Contact Ctr	11/1/14 – 10/31/15	4 Option Years until 2019	YTD (5/7/15) \$140,309.92
Frontline Cleaning (formerly Geiger's Custom Cleaning)	10-006-F-P / Janitorial Services	11/1/10 – 10/31/12	3 Option Years until 2015 / Ext. to 10/31/15 by Amendment #2	YTD (5/7/15) \$147,574.65
G4S Secure Solutions (USA)	14-001-F / Security Guard Services	4/1/14 – 5/31/16	3 Option Years until 2019	YTD (5/7/15) \$105,847.62
Garner's Northwest	12-001 / Landscape Maintenance Services	9/1/12 – 8/31/15	2 Option Years until 2017	YTD (5/7/15) \$127,382.76
Langabeer & Traxler	13-013 / General Counsel Legal Services	12/1/13 – 11/30/18	Two 5-YR Terms	YTD (5/7/15) \$4,230.00
Mortenson Signs	14-004 / Vehicle Graphics	6/1/14 – 5/31/17	2 Option Years until 2019	YTD (5/7/15) \$4,130.35
Pat Rimmer Tire Center	14-008-F / Tires & Related Services	9/1/14 – 8/31/16	3 Option Years until 2019	YTD (5/7/15) \$48,792.59
Pertee, Inc.	11-006 / On-Call Engineering Services	8/1/11 – 7/31/14	2 Option Years until 2016	YTD (5/7/15) \$427,511.49

Operating Leases:

As of December 31, 2014, Skagit Transit leases some office equipment. Total 2014 cost for lease expense was \$24,347. The future lease payments are as follows:

<u>Year</u>	<u>Annual Cost</u>
2015	20,383
2016	19,774
2017	17,585
2018	7,001

Note 10 – Reserve Accounts

The Skagit Transit Board of Directors by Resolution No. 50 established a reserve account. In subsequent action, the Board separated the account into three distinct categories. All action within these accounts, not including usual interest receipts, is required to be Board approved. As of December 31, 2014, the account balances were:

Capital Reserve:	
Facilities	400,000
Capital Replacement	3,854,975
Undesignated Reserve	2,163,997
Operating Reserve	<u>2,092,546</u>
Total:	\$ 8,511,518

Note 11 – Prior Period Adjustment

A prior period adjustment was made to increase accumulated depreciation by \$189,790. The adjustment was made to correct calculation method that had been applied incorrectly to calculate depreciation expense for revenue vehicles and equipment & furnishings, restating Net position at December 2013 from \$35,409,713 to \$35,219,923.

Note 12 – Other Disclosures

Labor Negotiations

On February 21, 2007, the Skagit Transit Board approved a contract with Local 176T of the Washington State Council of County and City Employees affiliated with the American Federation of State, County and Municipal Employees, AFL-CIO. AFSCME represents the Fixed Route and Dial-a-Ride operators at Skagit Transit. The new three-year contract with the union was signed in May 2015.

**Skagit County Public Transportation Benefit Area
Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2014**

Federal Agency (Pass-Through Agency)	Federal Program	CFDA Number	Other Award Number	From Pass- Through Awards	Expenditures		Note
					From Direct Awards	Total	
Federal Transit Cluster							
Federal Transit Administration (fta), Department Of Transportation	Federal Transit_Formula Grants	20.507	WA-90-490	-	356,581	356,581	1,2
Federal Transit Administration (fta), Department Of Transportation	Federal Transit_Formula Grants	20.507	WA-90-X530	-	1,468,302	1,468,302	1,2
Federal Transit Administration (fta), Department Of Transportation	Federal Transit_Formula Grants	20.507	WA-95-X058	-	48,432	48,432	1,2
Total Federal Transit Cluster:				-	1,873,315	1,873,315	
Transit Services Programs Cluster							
Federal Transit Administration (fta), Department Of Transportation (via Washington State Department of Transportation)	New Freedom Program	20.521	GCB 1634- A&B	95,967	-	95,967	1,2
Total Transit Services Programs Cluster:				95,967	-	95,967	
Total Federal Awards Expended:				95,967	1,873,315	1,969,282	

The accompanying notes are an integral part of this statement.

Skagit Transit, Washington

Notes to the Schedule of Expenditures of Federal Awards

NOTE 1 - BASIS OF ACCOUNTING

This schedule is prepared on the same basis of accounting as the Skagit Transit's financial statements. The Skagit Transit uses the accrual basis of accounting.

NOTE 2 - PROGRAM COSTS

The amounts shown as current year expenditures represent only the federal grant portion of the program costs, after program income has been removed. Entire program costs, including the Skagit Transit's portion, are more than shown.

ABOUT THE STATE AUDITOR'S OFFICE

The State Auditor's Office is established in the state's Constitution and is part of the executive branch of state government. The State Auditor is elected by the citizens of Washington and serves four-year terms.

We work with our audit clients and citizens to achieve our vision of government that works for citizens, by helping governments work better, cost less, deliver higher value, and earn greater public trust.

In fulfilling our mission to hold state and local governments accountable for the use of public resources, we also hold ourselves accountable by continually improving our audit quality and operational efficiency and developing highly engaged and committed employees.

As an elected agency, the State Auditor's Office has the independence necessary to objectively perform audits and investigations. Our audits are designed to comply with professional standards as well as to satisfy the requirements of federal, state, and local laws.

Our audits look at financial information and compliance with state, federal and local laws on the part of all local governments, including schools, and all state agencies, including institutions of higher education. In addition, we conduct performance audits of state agencies and local governments as well as [fraud](#), state [whistleblower](#) and [citizen hotline](#) investigations.

The results of our work are widely distributed through a variety of reports, which are available on our [website](#) and through our free, electronic [subscription](#) service.

We take our role as partners in accountability seriously, and provide training and technical assistance to governments, and have an extensive quality assurance program.

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