

ESTUARY TRANSIT DISTRICT
Financial Statements
June 30, 2021

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June 30, 2021

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SEWARD AND MONDE

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INDEPENDENT AUDITORS' REPORT

Board of Directors

Estuary Transit District

Essex, Connecticut

Report on the Financial Statements

We have audited the accompanying financial statements of Estuary Transit District (the District) which comprise the statement of net position as of June 30, 2021, and the related statements of revenues, expenses and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of 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 auditors' 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 Estuary Transit District as of June 30, 2021, and the changes in its net 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

U.S. generally accepted accounting principles require that the management's discussion and analysis on pages 4 through 9 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. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is also not a required part of the basic financial statements. The accompanying schedule of expenditures of state financial assistance is presented for purposes of additional analysis as required by the State Single Audit Act, and is also not a required part of the basic financial statements.

The schedule of expenditures of federal awards and state financial assistance are the responsibility of management and were derived from and relate 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 schedule of expenditures of federal awards and state financial assistance 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 January 13, 2022, on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Seward and Monde

North Haven, Connecticut
January 13, 2022

**ESTUARY TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
JUNE 30, 2021**

The following Management's Discussion and Analysis (MD&A) of the Estuary Transit District's (ETD) activities and financial performance provides an introduction to the financial statements of ETD for the fiscal year ending June 30, 2021.

Following this MD&A are the basic financial statements of ETD together with the notes thereto which are essential to a full understanding of the data contained in the financial statements.

INTRODUCTION

ETD was formed in 1981 by the nine towns of the Connecticut River Estuary Region, which includes Clinton, Chester, Deep River, Essex, Killingworth, Lyme, Old Lyme, Old Saybrook, and Westbrook. In addition, service is provided on a contracted basis to the towns of Durham, East Haddam, Madison and Haddam.

ETD is governed by a Board of Directors made up of one representative from each of the nine member towns, each having a weighted vote based on the population of the town they represent. The Directors serve in a voluntary capacity to adopt bylaws, set policy and direct the activities of the Executive Director. The Executive Director, in turn, directs the daily activities of ETD and is responsible for the overall management of ETD and its employees. ETD contracts with First Transit to provide the Executive Director.

ETD's mission is to provide local, coordinated public transportation for the residents of the Estuary region. ETD's public transportation service provides fixed route, deviated fixed route, demand response, on-demand and taxi transportation services.

Deviated fixed route services consist of four routes operating on a published route and schedule. These routes also provide off-route service, up to $\frac{3}{4}$ mile on either side of the route, with advance notice. Fixed route service operates on one route with complementary paratransit services. These routes serve twelve different towns and offer connections to SEAT, MAT, and CT Transit bus services, Shoreline East commuter rail and AmTrak passenger rail and Greyhound inter-city bus service.

ETD's demand response service provides door-to-door transportation anywhere within the Estuary region with two services. Dial-A-Ride services are open to the general public, while the ADA complementary paratransit service is restricted to people with a disability preventing them from using fixed route service.

Since 2019, ETD has added several new services. In May of 2019, ETD introduced a new on-demand service in a three town area. The service allows the general public to book trips when they want them either by a smartphone app or by phone.

ETD began a taxi voucher service to people with disabilities and seniors. The vouchers cover half of the cost of a taxi trip anywhere in Connecticut 24/7. ETD also began a partnership with the Clinton Chamber of Commerce and Clinton Placemakers to operate a seasonal replica trolley in Clinton.

During the fiscal years ending June 30, 2021, 2020, and 2019 ETD had the following operating characteristics:

	FY 2021	FY 2020	FY 2019
Revenue Hours	37,061	34,798	31,358
Unlinked Passenger Trips	57,310	69,415	87,617
Revenue Miles	700,400	644,393	625,527
Days of Service	308	308	306

MAJOR INITIATIVES

The fiscal year ending June 30, 2021 saw the following major initiatives:

- Deployment of a mobile ticketing app allowing customers to pay for trips on bus routes with their smartphone.
- ParkConnect pilot service to connect to Hammonasset Park.
- Expansion of rental space to accommodate parking of vehicles.
- Continued integration with Middletown Transit District with the addition of a shared Maintenance Director and the sharing of several management positions.
- Moving of the administrative staff to the Middletown Transit District facility in Middletown.

FUNDING AND FINANCING

ETD's public transit operation receives:

- The bulk of its funding through the Connecticut Department of Transportation and the Federal Transit Administration 5311 Rural Transportation Program, 5307 Urban Transportation Program and 5310 Enhanced Mobility for Senior and Individuals with Disabilities Program.
- Funding from the Connecticut Municipal Grants program-State Matching Grant program for Elderly and Disabled Demand Responsive Transportation Funding from Senior Resources, Area Agency on Aging.
- Local funding from the nine member towns. This includes the local subsidy requirements for the CTDOT, FTA, and Senior Resources grants. It also includes additional funding to ensure a stable amount of unrestricted net assets for operating capital and contingencies.
- Contract revenue from four towns that receive service on a contract basis.
- Contract revenue from private entities that contract for service.
- Additional revenue from fares and donations.
- Borrowings from a bank line of credit used from time to time for working capital needs.

USING THIS ANNUAL REPORT

This annual report consists of a series of financial statements. The Statement of Net Position, the Statement of Revenues, Expenses and Changes in Net Position and the Statement of Cash Flows are presented using the accrual basis of accounting. Under the accrual basis of accounting all the current year's revenues and expenses are taken into account when earned and incurred regardless of when the cash is received or paid. These statements report ETD's total net position, changes in them resulting from operations and other activities, and present the cash flows of such operations and activities for the year.

Two key balances are highlighted on the Statement of Net Position: Unrestricted Net Position and Total Net Position.

Unrestricted Net Position - Changes in ETD’s unrestricted net position are a way to measure ETD’s “health” or financial position. As presented herein in the “Condensed Comparative Financial Information”, ETD increased its unrestricted net position during the fiscal year ending June 30, 2021 for the 11th consecutive year. Consequently, the unrestricted net position grew from \$694,192 in FY 2020 to a reserve of \$844,525 in FY 2021. This was due to a small increase in member town dues, contract revenue from private entities to provide service, and the sharing of the Executive Director and Finance Manager with the Middletown Transit District.

Total Net Position - ETD’s total net position of accounts for the total of unrestricted net position and net investment in capital assets. The total net position decreased from \$3,582,740 in FY 2020 to \$3,425,275 in FY 2021 as shown on the “Condensed Comparative Financial Information” presented herein.

Total Net Position decreased by	(\$	157,465)
Total Revenues decrease	(\$	253,867)
Decrease in Operating Revenue	(\$	84,458)
Increase in Federal, State and Local Assistance	\$	491,653
Decrease in Federal and State Capital Assistance	(\$	626,738)
Total Expenses increase	\$	419,129
Significant increases in:		
Wages and Fringes	\$	239,844
Vehicle Maintenance and Supplies	\$	59,116
Other	\$	40,775

Operating revenue continued to decline due to the ongoing pandemic. Passenger fares were suspended statewide from March through November, impacting fare revenue. Contracts with private institutions to transport their clients and revenue from advertising on the transit vehicles were also impacted as the programs became virtual and businesses were closed for much of the fiscal year. Passenger trips declined due to pandemic related factors, negatively impacting fare revenue once fare collection resumed.

Federal, state and local assistance increased due to several factors. Town contributions were increased to keep pace with the annual increase in state assistance of 2.5%. ETD received additional federal assistance for expansion of the XtraMile on-demand service as well as for COVID-19 related expenses. ETD also received additional state assistance for the addition of a Maintenance Director position to be shared with Middletown Transit District as well as to lease additional space for the storage of vehicles. Federal and State capital assistance decreased as fewer capital purchases were made in the period.

Total expenses increased by \$419,129 overall, led by an increase in wages and fringes. This was caused by the addition of a Maintenance Director and Special Projects Manager, both positions created as part of the combining of ETD and Middletown Transit District. Wages and fringes were also impacted by COVID-19, as additional cleaning necessitated changing the part-time Service Worker to full-time, as well as the need to add a full-time extra-board bus operator position to cover sick time and quarantines. The addition of hours to XtraMile as well as salary increases also were impactful.

Professional & technical services increased due to the addition of overnight security in response to catalytic convertor thefts that impacted ETD's fleet in early 2021. These thefts also led to the rental of additional space to store vehicles inside, which increase the rent expense line item.

Vehicle maintenance and supplies increased significantly after a large decrease in 2020. This was due to the replacement of 85% of the revenue vehicle fleet in 2019, which by the current fiscal year were no longer under warranty. Depreciation also increased as another heavy-duty transit bus was added to the fleet and three smaller Ford Transit buses began to depreciate.

Other expenses increased led by maintenance fees for automatic vehicle locating and on-demand scheduling software and purchased transportation for taxi transportation to COVID testing and vaccination for the public.

Office expenses increased due to COVID related supplies such as masks for employees as well as board management software purchased during the year. Professional & Technical services also increased due to increased costs for information technology services to improve resiliency from ransomware and hacking attacks and increased office cleaning frequency.

These increased expenses were partially offset by savings in fuel as the decrease in fuel prices continued into the beginning of the fiscal year.

For the eighth consecutive year, ETD did not have any interest expense as a result of strong unrestricted net assets that are utilized for working capital needs instead of the revolving line of credit.

CURRENTLY KNOWN FACTS AND CONDITIONS

FY 2021 operating funding from CTDOT was increased from FY 2020. Future year funding will continue to be uncertain over the next few fiscal years due to special transportation fund budget shortfalls.

The year continued to be impacted by the COVID-19 pandemic, which continued to affect all aspects of operations and finance. While the district continued to operate service throughout the pandemic, ridership continued to decline, dropping 21% from FY 20 levels. Revenues were negatively impacted by the suspension of fares from March through November of 2020, the loss of revenue from transportation contracts due to closures of programs and the loss of advertising revenue. At the same time, expenses increased as cleaning frequency was increased, personal protective equipment was purchased and additional staffing was required to address higher absentee rates.

ETD received CARES Act funds from FTA to mitigate the financial impacts of the pandemic. A total of \$2.6 million has been awarded in 100% federal funds. These funds have been critical to ETD's ability to continue to operate service in spite of the pandemic related fiscal challenges.

ETD was successful in obtaining funding on a three year demonstration of new service between Madison and Middletown, which launched in August of 2018. This funding will expire in July of 2021. Efforts are currently underway to identify new sources of funding to continue this service while the service continues using CARES Act funds.

Prior to the pandemic, ETD had begun efforts to increase ridership that had been on the decline. ETD implemented a new on-demand service, which experience substantial ridership growth before the pandemic, and through the pandemic has been the least impacted service. ETD also participated in the

Lower Connecticut River Valley Transit Study, which completed in June of 2020. The study identified additional areas of improvement of services that are expected to attract new customers. Operating assistance has been requested from the state to begin implementation of the suggested improved services.

The study also recommended combining the Middletown Transit District (MTD) and ETD. Throughout the fiscal year, ETD worked with MTD and CTDOT to implement the combination of the districts. An agreement between all three parties has been reached, and ETD accepted the three MTD towns into the district in December of 2021. As part of the agreement, CTDOT has purchased property adjacent to the Middletown Transit District garage in Middletown for the construction of a shared maintenance facility. Work has also begun on purchasing a site for a shoreline facility for the operation of shoreline services. All parties agreed to a schedule for implementing the combinations, with the expenses to be funded by state and federal funds. This implementation schedule will have a significant impact on ETD operating and capital expenses for the next three fiscal years.

REQUEST FOR INFORMATION

This financial report is designed to provide a general overview of the District's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Finance Director, 91 N Main Street, Middletown, CT 06457.

Condensed Comparative Financial Information

	June 30, 2019	June 30, 2020	June 30, 2021	Increase /(Decrease) 2020-2021	% Change 2020-2021
Assets					
Cash and Cash Equivalents	\$ 393,866	\$ 369,684	\$ 281,978	(\$ 87,706)	-24%
Accounts Receivable	391,627	542,230	936,618	394,388	73%
Prepaid Expenses	-	-	9,545	9,545	100%
Capital Assets, Net	2,539,455	2,888,548	2,580,750	(307,798)	-11%
Deposit	3,090	3,090	3,090	-	0%
Total Assets	\$ 3,328,038	\$ 3,803,552	\$ 3,811,981	\$ 8,429	0%
Liabilities and Net Position					
Accounts Payable	\$ 131,386	\$ 82,838	\$ 202,908	\$ 120,070	145%
Accrued Expenses	55,378	51,074	105,674	54,600	107%
Unearned State Grant Revenue	74,065	86,900	78,124	(8,776)	-10%
Unrestricted	527,754	694,192	844,525	150,333	22%
Net Investment in Capital Assets	2,539,455	2,888,548	2,580,750	(307,798)	-11%
Total Liabilities and Net Position	\$ 3,328,038	\$ 3,803,552	\$ 3,811,981	\$ 8,429	0%
Revenues					
Operating Revenues	\$ 243,207	\$ 188,191	\$ 103,733	(\$ 84,458)	-45%
Federal, State & Local Assistance - Operations	1,694,882	1,886,881	2,378,534	491,653	26%
Federal, State & Local Assistance - Capital	2,343,608	804,083	177,345	(626,738)	-78%
Other Nonoperating Income/ (Expense)	(2,604)	48,999	14,675	(34,324)	-70%
Total Revenues	\$ 4,279,093	\$ 2,928,154	\$ 2,674,287	(\$ 253,867)	-9%
Operating Expenses					
Wages and Fringes	\$ 1,070,826	\$ 1,213,408	\$ 1,453,252	\$ 239,844	20%
Professional & Technical Services	216,437	214,121	228,562	14,441	7%
Fuel	196,469	176,647	174,904	(1,743)	-1%
Vehicle Maintenance and Supplies	204,557	123,144	182,260	59,116	48%
Depreciation	255,288	454,990	485,143	30,153	7%
Telephone and Utilities	27,068	30,912	33,135	2,223	7%
Rent	22,696	22,920	30,869	7,949	35%
Printing & Advertising	19,831	17,321	18,177	856	5%
Office Expenses and Postage	14,122	30,093	44,346	14,253	47%
Insurance	22,152	22,081	25,540	3,459	16%
Travel & Conferences	570	158	102	(56)	-35%
RTAP	5,512	700	8,559	7,859	1123%
Other	36,351	106,128	146,903	40,775	38%
Total Operating Expenses	\$ 2,091,879	\$ 2,412,623	\$ 2,831,752	\$ 419,129	17%
Change in Net Position	\$ 2,187,214	\$ 515,531	(\$ 157,465)	(\$ 672,996)	-131%
Net Position - Beginning of Year	\$ 879,995	\$ 3,067,209	\$ 3,582,740	\$ 515,531	17%
Net Position - End of Year	\$ 3,067,209	\$ 3,582,740	\$ 3,425,275	(\$ 157,465)	-4%

ESTUARY TRANSIT DISTRICT
STATEMENT OF NET POSITION
June 30, 2021

ASSETS

Current Assets:		
Cash and cash equivalents		\$ 281,978
Accounts receivable:		
State of Connecticut and federal government	\$ 895,431	
Other	41,187	936,618
Prepaid expenses		<u>9,545</u>
Total current assets		1,228,141
Capital Assets, net of accumulated depreciation of \$1,538,639		2,580,750
Deposit		<u>3,090</u>
Total Assets		<u><u>\$ 3,811,981</u></u>

LIABILITIES and NET POSITION

Current Liabilities:		
Accounts payable		\$ 202,908
Unearned state grant revenue		78,124
Accrued expenses and other current liabilities		<u>105,674</u>
Total current liabilities		386,706
Net Position:		
Net investment in capital assets		2,580,750
Unrestricted		<u>844,525</u>
Total net position		<u><u>3,425,275</u></u>
Total Liabilities and Net Position		<u><u>\$ 3,811,981</u></u>

See accompanying notes to financial statements.

ESTUARY TRANSIT DISTRICT
STATEMENT of REVENUES, EXPENSES and CHANGES in NET POSITION
Year Ended June 30, 2021

Operating revenues	<u>\$ 103,733</u>
Operating expenses:	
Wages and fringe benefits	1,453,252
Services (professional & technical)	228,562
Vehicle maintenance and supplies	182,260
Depreciation	485,143
Fuel	174,904
Telephone and utilities	33,135
Insurance	25,540
Rent	30,869
Other	143,914
Printing	12,534
Office expense and postage	44,346
Advertising	5,643
RTAP expense	8,559
Travel and conferences	102
Uniforms	<u>2,989</u>
Total operating expenses	<u>2,831,752</u>
Operating loss	<u>(2,728,019)</u>
Nonoperating revenues (expenses):	
Federal, state and local assistance grants used for operations	2,378,534
Gain on disposal of capital assets	9,115
Other income	5,560
Federal and state assistance grants used for inter-district purchase	217,930
Purchase and transfer of inter-district vehicles	<u>(217,930)</u>
Net nonoperating revenues	<u>2,393,209</u>
Decrease in net position before capital grants	(334,810)
Federal, state and local grants used for capital purchases	<u>177,345</u>
Decrease in net position	(157,465)
Net position, July 1	<u>3,582,740</u>
Net position, June 30	<u><u>\$ 3,425,275</u></u>

See accompanying notes to financial statements.

ESTUARY TRANSIT DISTRICT
STATEMENT of CASH FLOWS
Year Ended June 30, 2021

Cash flows from operating activities:	
Cash received from customers and others	\$ 103,733
Cash paid to employees for services	(1,398,652)
Cash paid to suppliers for goods and services	<u>(782,832)</u>
Net cash used in operating activities	<u>(2,077,751)</u>
Cash flows from noncapital financing activities:	
Proceeds from federal, state and local assistance grants, net	1,975,370
Other income	<u>5,560</u>
Net cash provided by noncapital financing activities	<u>1,980,930</u>
Cash flows from capital financing activities:	
Proceeds from capital grants	177,345
Proceeds from sale of vehicles	9,115
Purchase of capital assets	<u>(177,345)</u>
Net cash provided by capital financing activities	<u>9,115</u>
Net decrease in cash and cash equivalents	(87,706)
Cash and cash equivalents, July 1	<u>369,684</u>
Cash and cash equivalents, June 30	<u><u>\$ 281,978</u></u>
Reconciliation of operating loss to net cash used in operating activities:	
Operating loss	(\$ 2,728,019)
Adjustments to reconcile operating loss to net cash used in operating activities:	
Depreciation	485,143
Increase in assets:	
Prepaid expenses	(9,545)
Increase in liabilities:	
Accounts payable	120,070
Accrued expenses and other current liabilities	<u>54,600</u>
Net cash used in operating activities	<u><u>(\$ 2,077,751)</u></u>

See accompanying notes to financial statements.

ESTUARY TRANSIT DISTRICT
NOTES to BASIC FINANCIAL STATEMENTS
June 30, 2021

1 - Organization and Business Purpose

Estuary Transit District (the "District") is a regional governmental unit formed in 1981 under the provisions of Chapter 103a of the Connecticut General Statutes. The District includes nine member towns in the Connecticut River Estuary region who govern the District by appointing representatives to the Board of Directors.

Under a renewed contract dated December 1, 2018, the day to day affairs of the District are managed by a professional management company and District staff. The management company provides the services of an Executive Director and is responsible for the administration and operation of the District, including but not limited to the route schedule, labor relations, employee selection, supervision and training. This is a three year base contract with two additional annual renewal options each December 1st through 2023.

Estuary Transit District was established to administer transportation programs in the Connecticut River Estuary region. The District has a broad range of programs, including fixed route service, shuttle service, fixed-deviated route service, dial-a-ride service, micro transit and job access and reverse commute transit service. Substantial deficits result from providing these services and the District expects that such deficits will continue. In order to provide these services, the District is subsidized primarily by the State of Connecticut Department of Transportation, the Federal Transit Administration (the "FTA") and the nine member towns.

The State of Connecticut Department of Transportation currently provides matching funds for the reimbursement of capital expenditures incurred by the District for the purchase of property and equipment authorized and partially funded under capital grants provided by the Federal Transit Administration, a federally administered agency.

Any loss or significant reduction of these grants could have a significant impact on the District's financial position and operations. The continuance of the District's operations has been, and will continue to be dependent upon the receipt of adequate governmental funding assistance.

2 - Summary of Significant Accounting Policies

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The financial statements of the District have been prepared in conformity with generally accepted accounting principles. The Government Accounting Standards Board is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant policies are described below.

The District is comprised of an individual enterprise fund. The District is responsible for its debt and is entitled to surpluses. No separate agency receives a financial benefit or imposes a financial burden on the District.

The District and its enterprise fund are reported using the economic resources measurement focus and the accrual basis of accounting. Under the accrual basis of accounting revenues are recognized when earned and expenses are recognized when the liability is incurred or economic asset is used. Revenues, expenses, gains, losses, assets, and liabilities resulting from exchanges and exchange-like transactions are recognized when the exchange takes place.

Operating and Non-operating Revenues and Expenses

Revenues received as fares or for direct compensation for transportation services are reported as operating revenues as they are earned. Capital and operating subsidy grants as well as interest income are considered to be non-operating revenues in the accounting period in which they are earned. Expenses which pertain to providing transportation services are classified as operating expenses. All other expenses as well as any other charges are classified as non-operating.

Capital and Operating Grants

Grants, entitlements or shared revenue received for operating purposes, or which may be used for either operations or capital expenditures at the discretion of the District and are used for operations, are recognized as revenues in the accounting period in which they are earned. Resources that are restricted and used for the acquisition of capital assets are recognized as revenue when the capital expenditures are accrued.

Cash and Cash Equivalents

For the purpose of the statement of net position and the statement of cash flows, cash and cash equivalents are considered to be cash on hand, demand deposits, money market accounts and short-term investments with original maturities of three months or less from date of acquisition.

Accounts Receivable

Accounts receivable are stated at the amount management expects to collect from outstanding balances. When deemed necessary, management provides for probable uncollectible amounts through a provision for bad debt expense and an adjustment to a valuation allowance based on its assessment of the current status of individual accounts. Balances that are still outstanding after management has used reasonable collection efforts are written off through a charge to the valuation allowance and a credit to accounts receivable. No provision for bad debt expense or valuation allowance was deemed necessary for fiscal year 2021. Accounts receivable - State of Connecticut and federal government includes \$51,063 in amounts due from the State of Connecticut Department of Transportation that are greater than one-year-old.

Capital Assets

Generally, acquisitions greater than or equal to one thousand dollars and that have an estimated useful life of greater than one year are capitalized. Capital assets are stated at cost less accumulated depreciation and depreciated using the straight-line method over the following estimated useful lives:

Transit vehicles	5 to 12 years
Equipment	3 to 10 years
Leasehold improvements	5 to 40 years

When capital assets are disposed, the cost and applicable accumulated depreciation are removed from the respective accounts and the resulting gain or loss is recorded in the statement of revenues, expenses and changes in net position.

Capital assets acquired with grant proceeds are restricted for use in rural and urban transit services. The District refunds proceeds from sales of certain capital assets to grantor agencies, as directed by them, in accordance with minimum thresholds and grant requirements.

Unearned State Grant Revenue

Unearned state grant revenue generally represents state grants received in advance of program services that as of the statement of net position date have not as yet been provided.

Net Position

Net position is comprised of the various net earnings from operating and non-operating revenues, expenses and contributions of capital. Net position is classified in the following two components: net investment in capital assets and unrestricted. Net investment in capital assets, consists of all capital assets, net of accumulated depreciation and reduced by any outstanding debt that is attributable to the acquisition, construction and improvement of those assets (there was no outstanding debt related to capital assets as of June 30, 2021). Unrestricted consists of net position not included in the net investment in capital assets category.

Compensated Absences

The District accrues for the payroll and related fringe benefit liability associated with compensated absences of employees in accordance with the District's policy.

Cost Allocation Plan

Costs are allocated to bus service programs directly and indirectly in accordance with grantor agreements. Direct costs consist primarily of wages, fuel and vehicle maintenance. Direct costs for wages are charged to programs based on the underlying activities generating such costs and associated with the service routes and buses assigned to each program. Direct costs for fuel and maintenance are charged to programs based on a percentage derived from a calculation of total hours and miles for each line. Indirect costs are allocated based on the service hours scheduled for each program. All administrative costs are allocated to core programs in accordance with a State directive.

Estimates

The preparation of financial statements in conformity with U.S. generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities, and the reported revenues and expenses. Accordingly, actual results could differ from those estimates.

Risk Management

The District purchases commercial insurance to cover the general risk of loss arising from its business activities.

Subsequent Events

The District has evaluated subsequent events for the period after June 30, 2021 through January 13, 2022, the date the financial statements were available to be issued.

3 - Cash and Cash Equivalents

Custodial credit risk is the risk that in the event of bank failure, the District's deposits may not be returned to it. The District's deposit policy for custodial credit risk is that it will use depositories that receive or hold public deposits that are secured pursuant to Connecticut General Statutes. At June 30, 2021, \$59,223 of the District's bank balance of \$346,129 was exposed to custodial credit risk.

4 - Capital Assets and Change in Net Position (Net Investment in Capital Assets and Unrestricted)

Capital asset activity for the year ended June 30, 2021 was as follows:

	Balance June 30, 2020	Additions	Disposals and Construction in Progress Placed in Service	Balance June 30, 2021
Capital assets not being depreciated:				
Construction in progress	\$ 182,194	\$ -	\$ -	\$ 182,194
Total capital assets not being depreciated	182,194	-	-	182,194
Capital assets being depreciated:				
Transit vehicles	3,387,488	-	235,568	3,151,920
Equipment	607,930	177,345	-	785,275
Total capital assets being depreciated	3,995,418	177,345	235,568	3,937,195
Less accumulated depreciation for:				
Transit vehicles	802,365	407,120	235,568	973,917
Equipment	486,699	78,023	-	564,722
Total accumulated depreciation	1,289,064	485,143	235,568	1,538,639
Total capital assets being depreciated, net	2,706,354	(307,798)	-	2,398,556
Total capital assets, net	\$ 2,888,548	(\$ 307,798)	\$ -	\$ 2,580,750

Depreciation expense amounted to \$485,143 for the year ended June 30, 2021.

The change in net position (net investment in capital assets and unrestricted) corresponds to the change in asset activity for the year ended June 30, 2021 as follows:

	Net Position		
	Net Investment in Capital Assets	Unrestricted	Total
Net position at June 30, 2020	\$ 2,888,548	\$ 694,192	\$ 3,582,740
Decrease in net position before capital grants	-	(334,810)	(334,810)
Capital asset additions	177,345	-	177,345
Depreciation	(485,143)	485,143	-
Net position at June 30, 2021	\$ 2,580,750	\$ 844,525	\$ 3,425,275

5 - Line of Credit

At June 30, 2021, the District had a \$300,000 secured line of credit available with a bank. The District uses this line of credit for working capital when there are delays in receiving State subsidy payments under its state financial assistance agreement. Interest is charged at the Wall Street Journal prime rate plus 1.50%. The line is secured by all business assets of the District and is due on demand. There were no borrowings outstanding under the line at June 30, 2021. There was no interest expense for 2021.

6 - Accounts Payable, Accrued Expenses and Other Current Liabilities

Accounts payable are comprised of amounts due to vendors. Accrued expenses and other current liabilities are comprised of accrued compensation and related taxes and benefits.

7 - Unearned Revenue

Unearned revenue is comprised of unexpended state grant proceeds of \$78,124 awarded and received in the year ended June 30, 2021. Such amounts will be recognized as revenue in the year that expenditures are incurred or service is performed and the revenue is earned.

8 - Employee Retirement Plan

The District established a defined contribution plan on November 7, 2012 in accordance with Internal Revenue Code Section 401(a) for all full time employees. The District contributes 6% of compensation for eligible employees to the 401(a) plan on a quarterly basis. The 401(a) plan includes a five year vesting provision for the employer contributions. Contributions are invested at the direction of the employee in one or more funds. The District made contributions of \$45,681 to the plan during the year ended June 30, 2021. Plan provisions and contribution requirements are established and may be amended by the District.

The District is also responsible for administering a defined contribution plan that was established in 2005 in accordance with Internal Revenue Code Section 457. The District no longer contributes to the plan, however, any employee contributions are invested at the direction of the employee in one or more of the plan funds.

9 - Operating Leases

On August 19, 2009, the District signed a lease for its location in the Village of Centerbrook in the Town of Essex, Connecticut. This lease term is for five years beginning on September 9, 2009 through September 30, 2014. The lease contains an option to renew for five additional years which was exercised by the District in September 2014. In September 2019, the lease was renewed for an additional five-year term at the same current rate and terms. Under the same lease terms, the District began renting an additional garage unit in April 2021. Rent expense for the year ended June 30, 2021 under the lease was \$30,869.

Future minimum lease payments as of June 30, 2021 for the years ended June 30 are as follows:

2022	\$	54,720
2023		54,720
2024		54,720
2025		9,120

10 - Contingencies

State and federal funded transit programs are subject to special program audits. Such audits could result in claims against the resources of the District. No provision has been made for any liabilities that may arise from such audits since the occurrence, consequences or amounts, if any, cannot be determined at this time. Adjustments (if any) arising from such audits will be recognized in the year of settlements.

11 - Inter-District Transactions

The District acted as an agent using capital grant funding for the procurement and purchase vehicles on behalf of Northwestern Connecticut Transit District. Such vehicles are not recorded on the District's balance sheet.

12 - Risk and Uncertainties

In December 2019, an outbreak of a novel strain of coronavirus (COVID-19) originated in Wuhan, China and has since spread to other countries, including the U.S. On March 11, 2020, the World Health Organization characterized COVID-19 as a pandemic. In addition, multiple jurisdictions in the U.S. have declared a state of emergency. It is anticipated that these impacts will continue for some time and may have a negative impact on the District's operational and financial performance. Future potential impacts to the District may include decreased ridership, cost increases, and funding delays. The future effects of these issues are unknown.

13 - Subsequent Event

The result of the Lower Connecticut River Valley Transit Study recommended the combination of the Estuary Transit District and the Middletown Transit District. As a result, the two agencies along with the Connecticut Department of Transportation have been in ongoing negotiations that would result in the combination of the two agencies. It was formally agreed that the member municipalities of the Middletown Transit District would withdraw from the Middletown Transit District resulting in its cessation and merge with Estuary Transit District. The merger is will take effect on July 1, 2022.

GOVERNMENT AUDITING STANDARDS

SEWARD AND MONDE

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

Board of Directors

Estuary Transit District

Essex, Connecticut

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 Estuary Transit District (the District), which comprise the statement of net position as of June 30, 2021, and the related statements of revenues, expenses and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated January 13, 2022.

Internal Control over Financial Reporting

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

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

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

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statement. 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 District'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.

Seward and Monde

North Haven, Connecticut
January 13, 2022

FEDERAL SINGLE AUDIT

ESTUARY TRANSIT DISTRICT
 SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
 For the Year Ended June 30, 2021

Federal Grantor/Pass-Through Grantor/ Program or Cluster Title	Federal Assistance Listing Number	Pass-Through Entity Identifying Number	Federal Expenditures
<u>U.S. Department of Transportation:</u>			
Federal Transit Administration Cluster:			
Formula Grants for Urbanized Areas			
Capital	20.507		\$ 164,317
Operations	20.507		125,804
COVID - Formula Grants	20.507		371,054
			<u>661,175</u>
Passed through from Connecticut Department of Transportation:			
Formula Grants for Rural Areas	20.509	DOT04780075OP	38,319
Formula Grants for Rural Areas	20.509	DOT04780068TR	8,559
Formula Grants for Rural Areas	20.509	DOT01703511OP & DOT01703410OP	150,743
Formula Grants for Rural Areas	20.509	DOT01703473OP	7,183
COVID - Formula Grants for Rural Areas	20.509	DOT04780075OP	18,783
COVID - Formula Grants for Rural Areas	20.509	CT-2020-008	17,118
Formula Grants for Rural Areas	20.509	CT-2019-007	180,582
			<u>421,287</u>
Total U.S. Department of Transportation			<u>1,082,462</u>
<u>U.S. Department of Homeland Security:</u>			
Federal Emergency Management Agency COVID-19 Public Health Assistance	97.036		8,715
Total Federal Awards			<u>\$ 1,091,177</u>

See Notes to Schedule of Expenditures of Federal Awards.

ESTUARY TRANSIT DISTRICT
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the year ended June 30, 2021

Note 1 - Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of Estuary Transit District (the District) under programs of the federal government for the fiscal year ended June 30, 2021. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Because the Schedule presents only a selected portion of the operations of the District, it is not intended to and does not present the net position, changes in net position or cash flows of the District.

Note 2 - Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance wherein certain types of expenditures are not allowable or are limited as to reimbursement.

Note 3 - Indirect Cost Recovery

The District did not recover its indirect costs using the 10 percent de minimis indirect cost rate provided under Section 200.414 of the Uniform Guidance.

ESTUARY TRANSIT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the year ended June 30, 2021

Section I - Summary of Auditors' Results

Financial Statements

Type of auditors' report issued: Unmodified

Internal control over financial reporting:
Material weakness(es) identified? _____yes X no
Significant deficiency(ies) identified? _____yes X none reported

Noncompliance material to financial statements noted? _____yes X no

Federal Awards

Internal control over major programs:
Material weakness(es) identified? _____yes X no
Significant deficiency(ies) identified? _____yes X none reported

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

Any audit findings disclosed that are required to be reported in accordance with 2 CFR Section 200.516(a)? _____yes X no

Major Programs

<u>CFDA Number</u>	<u>Names of Federal Program or Cluster</u>
20.507	Formula Grants for Urbanized Areas

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

Auditee qualified as low-risk auditee? X yes _____no

ESTUARY TRANSIT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the year ended June 30, 2021

Section II - Financial Statement Findings

There are no financial statement findings to report.

Section III - Federal Award Findings and Questioned Costs

There are no federal award findings or questioned costs to report.

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

Board of Directors

Estuary Transit District

Essex, Connecticut

Report on Compliance for Each Major Federal Program

We have audited Estuary Transit District's (the District) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2021. The District's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of the District's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit in accordance with audit standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Each Major Federal Program

In our opinion, Estuary Transit District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021.

Report on Internal Control over Compliance

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

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Seward and Monde

North Haven, Connecticut
January 13, 2022

STATE SINGLE AUDIT

ESTUARY TRANSIT DISTRICT
SCHEDULE OF EXPENDITURES of STATE FINANCIAL ASSISTANCE
For the year ended June 30, 2021

STATE GRANTOR PASS-THROUGH GRANTOR PROGRAM TITLE	STATE GRANT PROGRAM CORE-CT NUMBER	EXPENDITURES
State of Connecticut Department of Transportation:		
Transit District Grants and Loans Transportation Fund:		
Bus Operations:	12001-DOT57000-12175	
Regional Shuttles		
Agreement No. 6.06-02(19)		
State Project No. 04780065OP		
Budget Addendum No. 2021-OPR-04		\$ 934,754
Rural Transit Service (Transit - On-Call)		
Agreement No. 6.06-02(19)		
State Project No. 04780075OP		
Budget Addendum No. 2021-OPR-04		25,291
Madison - Middletown Transit Service		
Agreement No. 6.06-02(19)		
State Project No. 04780077OP		
Budget Addendum No. 2021-OPR-04		31,451
ParkConneCT Summer Pilot Hammonasset		
Beach Service - Operations		
Agreement No. 6.06-02(19)		
State Project No. 04780093OP		
Budget Addendum No. 2021-OPR-04		55,810
Transit Services - Old Saybrook - Middletown (Mid-Shore Shuttle, Riverside Shuttle Ext., Project Administration,		
Agreement No. 6.06-02(19)		
State Project No's. 01703410OPP, 01703510OP		
Budget Addendum No. 2021-BCD-01		150,742
State Matching Grant Program For Elderly and Disabled Demand Responsive Transportation		
Agreement No. 6.06-02(19)		
State Project No. 01702697OP		
Budget Addendum No. 2021-MPG-01		197,246
Handicapped Access:	12001-DOT57000-12378	
Transit Services - Old Saybrook - Middletown (Mid-Shore		
Agreement No. 6.06-02(19)		
State Project No's. 01703410OPP, 01703510OP		
Budget Addendum No. 2021-OPR-04		<u>30,000</u>
Total Operating Assistance		<u>1,425,294</u>
Capital Acquisition Assistance:	12001-DOT57000-12175	
Agreement No. 6.06-02(19)		
State Budget Addendum No. 2018-CAP-01, 2019-CAP-01, 2020-CAP-04		
Federal Capital Grant No. CT-2017-018, CT-2018-017, CT-2019-007		<u>86,224</u>
Total Capital Acquisition Assistance		<u>86,224</u>
Total Transit District Grants and Loans Transportation Fund		<u>1,511,518</u>
Total Expenditures of State Financial Assistance		<u>\$ 1,511,518</u>

The accompanying notes are an integral part of this schedule.

ESTUARY TRANSIT DISTRICT
NOTES to SCHEDULE of EXPENDITURES of
STATE FINANCIAL ASSISTANCE
For the year ended June 30, 2021

Note 1 - Basis of Presentation

The accompanying schedule of expenditures of state financial assistance includes state grant activity of Estuary Transit District under programs of the State of Connecticut for the fiscal year ended June 30, 2021. Various departments and agencies of the State of Connecticut have provided financial assistance through grants and other authorizations in accordance with the General Statutes of the State of Connecticut. These financial assistance programs fund the transportation services of the District.

Note 2 - Summary of Significant Accounting Policies

The accounting policies of the Estuary Transit District conform to U.S. generally accepted accounting principles as applicable to governmental units.

The information in the Schedule of Expenditures of State Financial Assistance is presented based upon regulations established by the State of Connecticut, Office of Policy and Management.

The expenditures reported on the Schedule of Expenditures of State Financial Assistance are reported on the accrual basis of accounting. In accordance with Section 4-236-22 of the Regulations to the State Single Audit Act, certain grants are not dependent on expenditure activity, and accordingly, are considered to be expended in the fiscal year of receipt. These grant program receipts are reflected in the expenditures column of the Schedule of Expenditures of State Financial Assistance.

ESTUARY TRANSIT DISTRICT
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 For the year ended June 30, 2021

I. Summary of Auditors' Results

Financial Statements

Type of auditors' opinion issued: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? ___ yes X no
- Significant deficiency(ies) identified? ___ yes X none reported

Noncompliance material to financial statements noted? ___ yes X no

State Financial Assistance

Internal control over major programs:

- Material weakness(es) identified? ___ yes X no
- Significant deficiency(ies) identified? ___ yes X none reported

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

Any audit findings disclosed that are required to be reported in accordance with Section 4-236-24 of the Regulations to the State Single Audit Act? ___ yes X no

The following schedule reflects the major programs included in the audit:

State Grantor and Program	State Core-CT Number	Expenditures
Department of Transportation:		
Transit District Grants and Loans Transportation Fund	12001-DOT57000-12175 & 12001-DOT57000-12378	<u>\$ 1,511,518</u>
Dollar threshold used to distinguish between Type A and Type B programs:		<u>\$ 200,000</u>

ESTUARY TRANSIT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the year ended June 30, 2021

II. Financial Statement Findings

There are no financial statement findings to report.

III. State Financial Assistance Findings and Questioned Costs

There are no state financial assistance findings or questioned costs to report.

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INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR STATE PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH THE STATE SINGLE AUDIT ACT

Board of Directors

Estuary Transit District

Essex, Connecticut

Report on Compliance for Each Major State Program

We have audited Estuary Transit District's (the District) compliance with the types of compliance requirements described in the Office of Policy and Management's *Compliance Supplement* that could have a direct and material effect on the District's major state program for the year ended June 30, 2021. The District's major state program is identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for the District's major state program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with audit standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the State Single Audit Act (C.G.S. Sections 4-230 to 4-236). Those standards and the State Single Audit Act 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 state program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major state program. However, our audit does not provide a legal determination on the District's compliance.

Opinion on Each Major State Program

In our opinion, Estuary Transit District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major state program for the year ended June 30, 2021.

Report on Internal Control over Compliance

Management of the District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the District's internal control over compliance with the types of requirements that could have a direct and material effect on a major state program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for each major state program and to test and report on internal control over compliance in accordance with the State Single Audit Act, 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 District's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a state 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 state 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 combination of deficiencies, in internal control over compliance with a type of compliance requirement of a state program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the State Single Audit Act. Accordingly, this report is not suitable for any other purpose.

Seward and Monde

North Haven, Connecticut
January 13, 2022