

Gunnison Valley Transportation Authority

Financial Report

December 31, 2019



**Gunnison Valley Transportation Authority
Financial Report
December 31, 2019**

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INDEPENDENT AUDITOR'S REPORT

**To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado**

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and the General Fund of Gunnison Valley Transportation Authority (the "Authority"), as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express opinions 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 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 Authority'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 Authority'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 opinions.

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INDEPENDENT AUDITOR'S REPORT
To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the General Fund of Gunnison Valley Transportation Authority as of December 31, 2019, and the respective changes in financial position thereof and the respective budgetary comparison for the General Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis in section B 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 Management's Discussion and Analysis in Section B 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.

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's financial statements as a whole. The accompanying Schedule of Expenditures of Federal Awards included in section E is presented for the purpose of additional analysis, as required by *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"), and is not a required part of the Authority's basic financial statements. The Schedule of Expenditures of Federal Awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditures of Federal Awards is fairly stated in all material aspects in relation to the financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report June 29, 2020 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with 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 Authority's internal control over financial reporting and compliance.


McMahan and Associates, L.L.C.
June 29, 2020

MANAGEMENT'S DISCUSSION AND ANALYSIS



Gunnison Valley Transportation Authority

Management's Discussion and Analysis December 31, 2019

As management of the Gunnison Valley Transportation Authority (the "Authority"), we offer readers of the Authority's financial statements this narrative summary of the financial activities of the Authority for the fiscal year ended December 31, 2019.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's basic financial statements are comprised of two components: 1) financial statements; and 2) notes to the financial statements. These components are discussed below.

Financial Statements: The financial statements are designed to provide readers with an overview of the Authority's finances, from both a short-term fund perspective and a long-term economic perspective.

The Balance Sheet/Statement of Net Position presents information on all the Authority's assets and liabilities (both short-term and long-term), with the difference between the two reported as fund balance or net position. The Balance Sheet column presents the financial position focusing on short-term available resources and is reported on a modified accrual basis of accounting. The Statement of Net Position column presents the financial position focusing on long-term economic resources and is reported on a full accrual basis. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The Statement of Revenues, Expenditures and Changes in Fund Balance/Statement of Activities shows how the Authority's fund balance and net position changed during the most recent fiscal year. Again, the Statement of Revenues, Expenditures and Changes in Fund Balance column focuses on short-term available resources and is reported on a modified accrual basis. The Statement of Activities column focuses on long-term economic resources and is reported on a full accrual basis.

The Authority adopts an annual appropriated budget for its only fund, the General Fund. A budgetary comparison statement has been provided for the General Fund to demonstrate compliance with this budget.

The Authority's financial statements can be found in Section C of this report.

Notes to the Financial Statements: The notes provide a background of the entity, certain required statutes, and accounting policies utilized by the Authority. They also provide additional information that will aid in the interpretation of the financial statements. The Notes to the Financial Statements can be found in Section D of this report.

Statutory Information: The statutory information concerning the Authority is also presented in addition to the basic financial statements and notes. This information can be found at Section E of this report.

Financial Analysis of the Authority

Gunnison Valley Transportation Authority's Net Position

	<u>12/31/19</u>	<u>12/31/18</u>
Assets:		
Current assets	4,670,285	3,959,991
Capital assets	4,295,622	2,708,863
Total Assets	<u>8,965,907</u>	<u>6,668,854</u>
Liabilities:		
Current liabilities	267,954	221,531
Total Liabilities	<u>267,954</u>	<u>221,531</u>
Net Position:		
Investment in capital assets	4,295,622	2,708,863
Restricted	137,000	109,000
Unrestricted	4,265,331	3,629,460
Total Net Position	<u>8,697,953</u>	<u>6,447,323</u>

Between December 31, 2018 and 2019, total assets of the Authority increased by \$2,297,053. Capital assets of the Authority increased by \$1,586,759 during 2019 as additions to capitalized assets exceeded depreciation expense.

Between December 31, 2018 and 2019, total liabilities of the Authority increased by \$46,423. This change in liabilities is related to the timing of payments to vendors and typically varies on an annual basis.

Approximately 49% of the Authority's net position reflects its investment in capital assets, which include land, improvements and vehicles (e.g., buses). The Authority uses its capital assets to provide transportation services to its citizens; therefore, these assets are not available for future spending. Of the remaining \$4,402,331 of net position, \$137,000 has been restricted for emergencies. The remaining balance of \$4,265,331 may be used to meet the Authority's ongoing obligations relating to its operations.

Financial Analysis of the Authority (continued)

The Authority's net position increased \$2,250,630 from the prior year. This change is summarized below:

	<u>2019</u>	<u>2018</u>
Revenues:		
Transportation Authority sales tax	3,873,961	3,578,451
Department of Transportation grant	1,355,896	754,063
Other revenue	12,684	10,772
Earnings on investments	101,794	39,958
Gain (loss) on sale of asset	-	700
Total Revenues	<u>5,344,335</u>	<u>4,383,944</u>
Expenses:		
Operating supplies and miscellaneous	54	92
Professional services	524,566	424,978
Auditing	7,122	2,760
Sales tax collection fee	26,321	19,509
Contracted temporary labor	3,050	1,950
Airline guarantees	453,269	644,932
Airline buy-down program	-	10,779
Ground transportation	1,230,283	906,789
Advertising and legal notices	6,012	17,307
Insurance and bonds	3,167	3,167
Repairs, maintenance and fuel	366,099	256,994
Meals and lodging	2,320	3,839
Dues and meetings	3,419	2,525
Treasurer's fees	43,014	36,758
Capital outlay	318	488
Depreciation	365,468	222,751
Administrative services	10,700	10,000
Storage rental	48,523	47,126
Total Expenses	<u>3,093,705</u>	<u>2,612,744</u>
Change in Net Position	2,250,630	1,771,200
Net Position:		
Beginning of the Year	<u>6,447,323</u>	<u>4,676,123</u>
End of the Year	<u>8,697,953</u>	<u>6,447,323</u>

In 2019, revenues increased \$960,391 from 2018 levels due to increases in both grant revenues for fleet bus expansion and replacements and sales taxes for the year.

Transportation Authority sales taxes were again the most significant source of income. This revenue stream represents the 1% Transportation Authority sales tax passed by the voters; collections of the tax began in January 2003.

In 2019, expenses increased \$480,961 from 2018 levels, which are a combined result of the decrease in airline contract payments as the program performed better this year, and the increase in ground transportation expenses as service levels rose in the current year.

Financial Analysis of the Authority (continued)

Expenses in 2019 totaled \$3,093,705. The Authority's costs are approved by the Board. Administration of the Authority is also the responsibility of the Board and its officers. The largest expense during the year was for ground transportation of \$1,230,283. The other significant expenses incurred for 2019 were airline guarantees; professional services; repairs, maintenance, and fuel; and depreciation expense.

Budget Variances in the General Fund:

The Authority's revenues were \$478,785 greater than budget and expenditures were \$310,686 under budget during fiscal year 2019.

Significant budget variances in the General Fund were as follows:

	<u>Final Budget</u>	<u>Actual</u>	<u>Final Budget Variance Positive (Negative)</u>	<u>Reason</u>
Revenues:				
Transportation Authority sales ta	3,478,500	3,873,961	395,461	Conservative budgeting
Earnings on Investments	17,250	101,794	84,544	Increase in interest rates and higher cash balances held
Expenditures:				
Airline guarantees	928,000	453,269	474,731	Maximum airlines' cap conservatively budgeted for
Ground transportation	1,100,000	1,230,283	(130,283)	Increase in frequency of certain seasonal daily round-trips
Repairs, maintenance, and fuel	280,000	366,099	(86,099)	Higher fuel costs for increase in frequency of daily round trips and parts and maintenance for newer buses more expensive than old.

Capital Assets

The Authority's capital assets increased \$1,586,759 in 2019, as previously discussed, which includes land and bus purchases, and bus stop improvements. Additional information as well as a detailed classification of the Authority's net capital assets can be found in the Notes to the Financial Statements in Section D of this report.

Next Year's Budget

The Authority's General Fund balance at the end of the 2019 fiscal year totaled \$4,402,331. The Authority's 2020 budget anticipates an ending balance of \$4,135,302. The 2020 budget anticipates revenues of \$4,668,946 and expenditures of \$4,666,326, of which \$984,000 is budgeted for capital projects.

Request for Information

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to:

Gunnison Valley Transportation Authority
200 E Virginia Gunnison, CO 81230

BASIC FINANCIAL STATEMENTS



Gunnison Valley Transportation Authority
Balance Sheet/Statement of Net Position
December 31, 2019

	General Fund	Adjustments	Statement of Net Position
Assets:			
Cash and cash equivalents	4,042,035	-	4,042,035
Due from other governments	627,240	-	627,240
Accounts receivable	1,010	-	1,010
Capital assets, net	-	4,295,622	4,295,622
Total Assets	4,670,285	4,295,622	8,965,907
Liabilities:			
Warrants payable	267,954	-	267,954
Total Liabilities	267,954	-	267,954
Fund Balance/Net Position:			
Non-spendable:			
Spendable:			
Restricted for emergencies	137,000	(137,000)	-
Unassigned	4,265,331	(4,265,331)	-
Total Fund Balance	4,402,331	(4,402,331)	-
Total Liabilities and Fund Balance	4,670,285		
Net Position:			
Investment in capital assets		4,295,622	4,295,622
Restricted for emergencies		137,000	137,000
Unrestricted		4,265,331	4,265,331
Total Net Position		8,697,953	8,697,953

The accompanying notes are an integral part of these financial statements.

Gunnison Valley Transportation Authority
Statement of Revenues, Expenditures and Changes in Fund Balance
Statement of Activities
For the Year Ended December 31, 2019

	<u>General Fund</u>	<u>Adjustments</u>	<u>Statement of Activities</u>
Revenues:			
Transportation Authority sales tax	3,873,961	-	3,873,961
Department of Transportation grant	1,355,896	-	1,355,896
Other revenue	12,684	-	12,684
Earnings on investments	101,794	-	101,794
Total Revenues	<u>5,344,335</u>	<u>-</u>	<u>5,344,335</u>
Expenditures/Expenses:			
Operating supplies and miscellaneous	54	-	54
Professional services	524,566	-	524,566
Auditing	7,122	-	7,122
Sales tax collection fee	26,321	-	26,321
Contracted temporary labor	3,050	-	3,050
Airline guarantees	453,269	-	453,269
Ground transportation	1,230,283	-	1,230,283
Advertising and legal notices	6,012	-	6,012
Insurance and bonds	3,167	-	3,167
Repairs, maintenance, and fuel	366,099	-	366,099
Meals and lodging	2,320	-	2,320
Dues and meetings	3,419	-	3,419
Treasurer's fees	43,014	-	43,014
Administrative services	10,700	-	10,700
Storage rental	48,523	-	48,523
Depreciation	-	365,468	365,468
Capital outlay	1,952,545	(1,952,227)	318
Total Expenditures/Expenses	<u>4,680,464</u>	<u>(1,586,759)</u>	<u>3,093,705</u>
Excess (Deficiency) of Revenues over Expenditures	663,871	(663,871)	-
Excess (Deficiency) of Revenues and Other Financing Sources Over Expenditures	663,871	(663,871)	-
Change Net Position	-	2,250,630	2,250,630
Fund Balance / Net Position:			
Beginning of the year	<u>3,738,460</u>		<u>6,447,323</u>
End of the year	<u>4,402,331</u>		<u>8,697,953</u>

The accompanying notes are an integral part of these financial statements.

Gunnison Valley Transportation Authority
Statement of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
General Fund
For the Year Ended December 31, 2019
(With Comparative Actual Amounts For the Year Ended 2018)

	<u>2019</u>			Final Budget Variance Positive (Negative)	<u>2018</u>
	Original Budget	Final Budget	Actual		Actual
Revenues:					
Transportation Authority sales tax	3,478,500	3,478,500	3,873,961	395,461	3,578,451
Department of Transportation grant	1,360,800	1,360,800	1,355,896	(4,904)	754,063
Other revenue	9,000	9,000	12,684	3,684	10,772
Earnings on investments	17,250	17,250	101,794	84,544	39,958
Total Revenues	<u>4,865,550</u>	<u>4,865,550</u>	<u>5,344,335</u>	<u>478,785</u>	<u>4,383,244</u>
Expenditures:					
Operating supplies and miscellaneous	350	350	54	296	92
Professional services	494,200	518,200	524,566	(6,366)	424,978
Auditing	3,000	3,000	7,122	(4,122)	2,760
Sales tax collection fee	15,000	15,000	26,321	(11,321)	19,509
Contracted temporary labor	2,000	2,000	3,050	(1,050)	1,950
Airline guarantees	928,000	928,000	453,269	474,731	644,932
Airline buy-down program	-	-	-	-	10,779
Ground transportation	1,100,000	1,100,000	1,230,283	(130,283)	906,789
Advertising and legal notices	25,000	25,000	6,012	18,988	17,307
Insurance and bonds	7,000	7,000	3,167	3,833	3,167
Repairs, maintenance, and fuel	280,000	280,000	366,099	(86,099)	256,994
Meals and lodging	14,000	14,000	2,320	11,680	3,839
Dues and meetings	14,600	14,600	3,419	11,181	2,525
Treasurer's fees	35,000	35,000	43,014	(8,014)	36,758
Administrative services	10,000	10,000	10,700	(700)	10,000
Storage rental	48,600	48,600	48,523	77	47,126
Capital outlay	1,990,400	1,990,400	1,952,545	37,855	1,235,577
Total Expenditures	<u>4,967,150</u>	<u>4,991,150</u>	<u>4,680,464</u>	<u>310,686</u>	<u>3,625,082</u>
Excess (Deficiency) of Revenues Over Expenditures	(101,600)	(125,600)	663,871	789,471	758,162
Other Financing Sources (Uses):					
Gain (loss) on disposition of assets	1,000	1,000	-	(1,000)	700
Total Other Financing Sources (Uses)	<u>1,000</u>	<u>1,000</u>	<u>-</u>	<u>(1,000)</u>	<u>700</u>
Change in Fund Balance:	<u>(100,600)</u>	<u>(124,600)</u>	663,871	<u>788,471</u>	758,862
Fund Balance - Beginning of Year			3,738,460		2,979,598
Fund Balance - End of Year			<u>4,402,331</u>		<u>3,738,460</u>

The accompanying notes are an integral part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS



Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019

I. Summary of Significant Accounting Policies

The Gunnison Valley Rural Transportation Authority (the "Authority") is a political subdivision incorporated under the laws of the State of Colorado. The purpose of the Authority is to fund and provide expanded mass transit and other transportation services including expanded air service in accordance with an intergovernmental agreement, explained below and in footnote V.A.1. – Intergovernmental Agreement.

The Authority was authorized on November 5, 2002, by Gunnison County's (the "County") electorate in a general election, which also established a sales tax within the Authority's boundaries. In 2015, the Authority's electorate approved to increase the sales tax within the Authority's boundaries to 1%. The Authority's boundaries include unincorporated Gunnison County, the Town of Crested Butte, the Town of Mt. Crested Butte, and the City of Gunnison. In order to improve intergovernmental efficiencies, the Authority has signed an intergovernmental agreement to establish a cooperative approach among the participating municipalities. This agreement is further explained in Note V.A.1. of these financial statements.

The Authority's financial statements are prepared in accordance with U.S. generally accepted accounting principles ("GAAP"), as applied to government units. The Governmental Accounting Standards Board ("GASB") is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The more significant accounting policies established by GAAP used by the Authority are discussed below.

A. Reporting Entity

The Authority is governed by an appointed Board, two by the Board of County Commissioners, two by the Gunnison City Council, two by the Town Council of Crested Butte and two appointed by the Town Council of Mt. Crested Butte. No additional separate governmental units, agencies, or non-profit corporations are included in the financial statements of the Authority since none were discovered to fall within the oversight responsibility based on the application of the following criteria: financial accountability, appointment of a voting majority of the organization's governing body, ability to impose its will on the organization, a potential for the organization to provide specific financial benefits or burdens and fiscal dependency.

The Authority has agreed to have Gunnison County provide administrative functions, including management of the Authority's finances. However, Gunnison County neither receives benefit nor carries any burden of the Authority; therefore, the Authority is not a component unit of Gunnison County.

B. Government-wide and Fund Financial Statements

The Authority's basic financial statements include both government-wide (reporting the Authority as a whole) and fund financial statements (reporting the Authority's major funds). Both the government-wide and fund financial statements categorize primary activities as either governmental (i.e., normally supported by taxes and intergovernmental revenues) or business-type (i.e., relying to a significant extent on fees and charges for support) activities. Currently, the Authority performs only governmental activities.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

I. Summary of Significant Accounting Policies (continued)

B. Government-wide and Fund Financial Statements (continued)

1. Government-wide Financial Statements

In the Balance Sheet/Statement of Net Position, the Statement of Net Position column is reported on a full accrual, economic resource basis, which recognizes all long-term assets and receivables as well as long-term debt and obligations. The Authority's net position is reported in three parts – invested in capital assets, restricted and unrestricted. The government-wide focus is on the sustainability of the Authority as an entity and the change in the Authority's net position resulting from the current year's activities.

2. Fund Financial Statements

The financial transactions of the Authority are reported in individual funds in the fund financial statements. Each fund is accounted for by providing a separate set of self-balancing accounts that comprises its assets, liabilities, reserves, fund equity, revenues and expenditures/expenses.

The fund focus is on current available resources and budget compliance.

The Authority reports only one fund - the General Fund - which accounts for all activities of the government. Transportation Authority sales tax revenues and other sources of revenue used to finance the fundamental operations of the Authority are included in this fund.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

Measurement focus refers to whether financial statements measure changes in current resources only (current financial focus) or changes in both current and long-term resources (long-term economic focus). Basis of accounting refers to the point at which revenues, expenditures, or expenses are recognized in the accounts and reported in the financial statements.

1. Long-term Economic Focus and Accrual Basis

Governmental activities in the government-wide financial statements use the long-term economic focus and are presented on the accrual basis of accounting. Revenues are recognized when earned and expenses are recognized when incurred, regardless of the timing of the related cash flows.

2. Current Financial Focus and Modified Accrual Basis

The governmental fund financial statements use the current financial focus and are presented on the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recorded when susceptible to accrual; i.e., both measurable and available. "Available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period (i.e., 60 days). Expenditures are generally recognized when the related liability is incurred. The exception to this general rule is that principal and interest on general long-term debt, if any, is recognized when due.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

I. Summary of Significant Accounting Policies (continued)

D. Financial Statement Accounts

1. Cash and Cash Equivalents

Cash and cash equivalents include amounts in demand deposits as well as short-term investments with a maturity date within 3 months of the date acquired.

2. Receivables

Receivables are reported net of an allowance for uncollectible accounts. However, no allowance for uncollectible accounts has been established, as the Authority considers all accounts to be collectible.

3. Capital Assets

Capital assets, which include land, improvements and vehicles, are reported in the government-wide financial statements. Capital assets are defined by the Authority as assets with an initial cost of \$5,000 or more and an estimated useful life in excess of one year. Such assets are recorded at historical cost.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Capital expenditures for projects are capitalized as projects are constructed and completed. Interest incurred during the construction phase, if applicable, is not capitalized as part of the value of the fixed asset.

Improvements are depreciated over forty years and equipment is depreciated over ten years using the straight-line method.

4. Categories and Classification of Fund Balance, and Net Position

Governmental accounting standards establishes fund balance classifications that comprise a hierarchy based primarily on the extent to which a government is bound to observe constraints imposed upon the use of the resources reported in governmental funds. Fund balance classifications, include Non-spendable, Restricted, Committed, Assigned, and Unassigned. These classifications reflect not only the nature of funds, but also provide clarity to the level of restriction placed upon fund balance. Fund Balance can have different levels of restraint, such as external versus internal compliance requirements. Unassigned fund balance is a residual classification within the general fund. The general fund should be the only fund that reports a positive unassigned balance. In all other funds, unassigned is limited to negative residual fund balance.

The Authority classifies governmental fund balances as follows:

Non-spendable – includes fund balance amounts inherently non-spendable since they represent inventories, prepaid items, long-term portion of loans receivable, etc.

Restricted – includes fund balance amounts that are constrained for specific purposes which are externally imposed by providers, such as creditors or amounts constrained due to constitutional provisions or enabling legislation.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

I. Summary of Significant Accounting Policies (continued)

D. Financial Statement Accounts (continued)

4. Categories and Classification of Fund Balance, and Net Position (continued)

Spendable Fund Balance:

Committed – includes fund balance amounts that are constrained for specific purposes that are internally imposed by the government through formal action of the highest level of decision making authority which is the Board of Directors.

Assigned – includes spendable fund balance amounts that are intended to be used for specific purposes that are neither considered restricted or committed. Fund Balance may be assigned by the Board of Directors or its management designee.

Unassigned – includes residual positive fund balance within the General Fund which has not been classified within the other categories mentioned above. Unassigned fund balance may also include negative balances for any governmental fund if expenditures exceed amounts restricted, committed, or assigned for those specific purposes.

The Authority uses restricted amounts to be spent first when both restricted and unrestricted fund balance is available unless there are legal documents/contracts that prohibit doing this, such as in grant agreements requiring dollar for dollar spending. Additionally, the Authority would first use committed, then assigned, and lastly unassigned amounts of unrestricted fund balance when expenditures are made.

The Authority does not have a formal minimum fund balance policy. However, the Authority's budget includes a calculation of a targeted reserve positions and management calculates targets and report them annually to the Board of Directors.

In the Balance Sheet/Statement of Net Position, net position represents the difference between assets and liabilities. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for the acquisition, construction or improvement of those assets. Net position is reported as restricted when there are limitations imposed on their use either through enabling legislation adopted by the County or through external restrictions imposed by creditors, grantors or laws or regulations of other governments. All other net position is reported as unrestricted.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

I. Summary of Significant Accounting Policies (continued)

E. Significant Accounting Policies

1. Use of Estimates

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

II. Reconciliation of Government-wide and Fund Financial Statements

A. Explanation of differences between the governmental fund Balance Sheet and the government-wide Statement of Net position

The governmental fund Balance Sheet/Statement of Net Position includes an adjustment column. Explanations of the adjustments included in this column are as follows:

Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds. \$4,295,622 represents \$5,903,732 of capital assets, net of accumulated depreciation of \$1,608,110 at December 31, 2019.

B. Explanation of differences between the governmental fund Statement of Revenues, Expenditures and Changes in Fund Balance and the government-wide Statement of Activities

The governmental fund Statement of Revenues, Expenditures and Changes in Fund Balance/Statement of Activities includes an adjustment column. Explanations of the adjustments included in this column are as follows:

Governmental funds report capital outlays as expenditures when incurred. However, in the Statement of Activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense. \$365,468 represents depreciation expense related to capital assets and \$1,952,227 related to capital asset additions in the current year.

III. Stewardship, Compliance, and Accountability

A. Budgets and Budgetary Accounting

In the fall of each year, the Authority's Board of Directors formally adopts a budget with appropriations by fund for the ensuing year pursuant to the Colorado Local Budget Law. The budget for the governmental fund is adopted on a basis consistent with U.S. GAAP. The Authority followed the required timetable noted below in preparing, approving, and enacting its budget for 2019.

- (1) On or before October 15, 2018, the Authority submitted to the Board a recommended budget that detailed the revenues necessary to meet the Authority's operating requirements.
- (2) After appropriate public notice and a required public hearing, the Board adopted the proposed budget and an appropriating resolution that legally appropriated expenditures for the upcoming year on or before December 15, 2018.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

III. Stewardship, Compliance, and Accountability (continued)

A. Budgets and Budgetary Accounting (continued)

- (3) After adoption of the initial budget resolution, the Authority may make the following changes: (a) it may approve supplemental appropriations to the extent of revenues in excess of the estimated in the budget; (b) it may approve emergency appropriations; and (c) it may reduce appropriations for which originally estimated revenues are insufficient.

All appropriations lapse at year end. During the year, supplemental appropriations were necessary. The budgetary comparison statement reflects the original budget and the final budget after legally authorized revisions were made. As a result of the supplementary budget appropriations, the general fund's 2019 appropriations increased from \$4,967,150 to \$4,991,150.

B. TABOR Amendment

In November 1992, Colorado voters amended Article X of the Colorado Constitution by adding Section 20, commonly known as the Taxpayer's Bill of Rights ("TABOR"). TABOR contains revenue, spending, tax and debt limitations that apply to the State of Colorado and local governments. TABOR requires, with certain exceptions, advance voter approval for any new tax, tax rate increases, a mill levy above that for the prior year, extension of any expiring tax, or tax policy change directly causing a net tax revenue gain to any local government.

Except for refinancing bonded debt at a lower interest rate or adding new employees to existing pension plans, TABOR requires advance voter approval for the creation of any multiple-fiscal year debt or other financial obligation unless adequate present cash reserves are pledged irrevocably and held for payments in all future fiscal years.

TABOR also requires local governments to establish emergency reserves to be used for declared emergencies only. Emergencies, as defined by TABOR, exclude economic conditions, revenue shortfalls, and salary or fringe benefit increases. These reserves are required to be 3% or more of fiscal year revenue. As required by TABOR, the Authority has reserved \$137,000 of its fund balance in the General Fund for emergencies, which is the approximate required reserve at December 31, 2019.

The ballot question approved by voters on November 3, 2015, which increased the established Transportation Authority sales tax within the Authority's boundaries to 1%, also authorized the Authority to collect and spend the proceeds of the tax, investment income, and all other revenues, without regard to the limitations imposed by TABOR, effective January 1, 2016.

The Authority's management believes it is in compliance with the financial provisions of TABOR. However, TABOR is complex and subject to interpretation. Many of its provisions, including the interpretation of how to calculate fiscal year spending limits, will require judicial interpretation.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

IV. Detailed Notes on All Funds

A. Deposits and Investments

At December 31, 2019, the Authority's cash and cash equivalents were held by the Gunnison County Treasurer as an agent, but not in the Authority's name.

The Gunnison County Treasurer follows Colorado statutes specifying specific investment instruments meeting defined rating criteria in which local governments may invest, which include:

- Obligations of the United States and certain U.S. government agency securities
- Certain international agency securities
- General obligation and revenue bonds of U.S. local government entities
- Banker's acceptances of certain banks
- Commercial paper
- Written repurchase agreements collateralized by certain authorized securities
- Certain money market mutual funds
- Guaranteed investment contract
- Local government investment pools

Risk to the Authority's deposits is generally limited to Interest Rate Risk, Credit Risk, and Concentration of Credit Risk. The Authority seeks to minimize these risks as follows:

Interest Rate Risk. As a means of limiting its exposure to interest rate risk, the Authority, through investment by the County, restricts the maximum investment term to less than five years from the purchase date. As a result of the limited length of maturities the District has limited its interest rate risk.

Credit Risk. State law and District policy limit investments to those authorized by State statutes including U.S. Agencies and 2a7-like pools. The Authority's general investment policy is to apply the prudent-person rule: Investments are made as a prudent person would be expected to act, with discretion and intelligence, to seek reasonable income, preserve capital, and, in general, avoid speculative investments.

Concentration of Credit Risk. The Authority, through the County diversifies its investments by security type and institution. Investments may only be made in those financial institutions which are insured by the Federal Deposit Insurance Corporation, the Federal Home Mortgage Association, the Federal Savings and Loan Insurance Corporation, Congressionally authorized mortgage lenders and investments that are federally guaranteed.

B. Receivables

At December 31, 2019, the Authority's receivables of \$628,250 were comprised primarily of 2019 sales tax remitted to the Authority in 2020.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

IV. Detailed Notes on All Funds (continued)

C. Capital Assets

Capital asset activity for the year ended December 31, 2019, was as follows:

	<u>1/1/19</u>	<u>Additions</u>	<u>Deletions</u>	<u>12/31/19</u>
Governmental activities:				
Capital assets, not being depreciated:				
Land	\$ 225,080	\$ -	\$ -	\$ 225,080
Construction in progress	-	19,718	-	19,718
Total capital assets, not being depreciated	<u>225,080</u>	<u>19,718</u>	<u>-</u>	<u>244,798</u>
Capital assets, being depreciated:				
Improvements	330,095	456,988	-	787,083
Vehicles	3,396,330	1,475,521	-	4,871,851
Total capital assets, being depreciated	<u>3,726,425</u>	<u>1,932,509</u>	<u>-</u>	<u>5,658,934</u>
Less accumulated depreciation for:				
Improvements	6,400	8,252	-	14,652
Vehicles	1,236,242	357,216	-	1,593,458
Total accumulated depreciation	<u>1,242,642</u>	<u>365,468</u>	<u>-</u>	<u>1,608,110</u>
Total capital assets, being depreciated, net	<u>2,483,783</u>	<u>1,567,041</u>	<u>-</u>	<u>4,050,824</u>
Governmental activities capital assets, net	<u>\$ 2,708,863</u>	<u>\$ 1,586,759</u>	<u>\$ -</u>	<u>\$ 4,295,622</u>

V. Other Information

A. Agreements

1. Intergovernmental Agreement

Effective August 20, 2002, the Authority entered into an intergovernmental agreement (the "Agreement") with the Gunnison County, City of Gunnison, Town of Crested Butte and Town of Mt. Crested Butte pursuant to the Colorado Rural Transportation Authority Law, Title 43, Article 4, Part 6, Colorado Revised Statutes, as amended. This Agreement will remain effective indefinitely, unless the members agree in writing to terminate the Agreement or the Authority is otherwise reauthorized by the registered voters residing within the Authority boundaries.

The basic provision of the agreement is to finance, construct, operate and maintain an efficient, sustainable and regional multi-modal transportation system at any location or locations within or without the boundaries of the Authority, subject to compliance within the Act.

2. Air Service

During 2018, the Authority entered into agreements with United, and American Airlines, Inc. ("American Airlines"), in which the Authority guarantees that the airlines will receive minimum revenues for certain flights into Gunnison County Airport with contract dates ranging from June 2018 through April 2019. Under the agreements, the maximum guaranteed amount payable per agreement range from \$300,000 to \$328,000.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

V. Other Information (continued)

A. Agreements (continued)

2. Air Service (continued)

During 2019, the Authority entered into agreements with United, and American Airlines, in which the Authority guarantees that the airlines will receive minimum revenues for certain flights into Gunnison County Airport with contract dates ranging from June 2019 through April 2020. Under the agreements, the maximum guaranteed amount payable per agreement range from \$202,367 to \$560,000.

During 2019, the Authority recorded \$453,269 expense for estimated guarantee payments and received no refunds from previous estimated guarantee payments.

3. Transportation Service

In September 2015, the Authority executed an agreement with AEX, Inc. ("AEX"), to provide scheduled bus services between the City of Gunnison and the Town of Mt. Crested Butte. In addition to the transportation services, the agreement includes fees for fuel, bus maintenance, indoor storage for buses and snow removal from bus stops. All fees shall be adjusted annually by the Consumer Price Index ("CPI") for Denver-Aurora-Lakewood. The initial term of the agreement was for November 2015 through November 2016, and automatically renews for nine successive one-year terms. The fees for such services are outlined in the agreement.

During 2019, the Authority incurred \$1,348,850 of expenses with respect to services provided by AEX. The Authority had a balance of \$167,698 payable to AEX at December 31, 2019.

4. Management

In March 2018, the Authority executed an agreement with Truex Management Services, Inc. to perform management duties from January 1, 2018 through December 31, 2018. The agreement will automatically renew for four successive one-year terms. The annual management fee for the first year of the agreement is \$140,000, which is subject to an annual increase of 3%. In 2019, the Authority incurred \$144,200 relating to management fees.

5. Senior Transportation Services

During 2019, the Authority entered into separate agreements with Mountain Express and Gunnison Valley Hospital, to furnish transportation services to seniors of Gunnison County. The terms of both agreements go through December 31, 2019, and were subject to the Authority's Board of Directors making an appropriation during the budgeting process to set aside funds for these agreements. Expenses unless otherwise pre-approved by the Authority's management, were not to exceed certain amounts for the term. For 2019, the set and incurred fee under the Mountain Express agreement was \$24,000 and \$28,969, respectively. For 2019, the set and incurred fee under the Gunnison Valley Hospital agreement was \$200,000 and \$190,631, respectively.

Gunnison Valley Transportation Authority
Notes to the Financial Statements
December 31, 2019
(continued)

V. Other Information (continued)

A. Agreements (continued)

6. Consulting Agreement

In October 2017, the Authority entered into an agreement with Airplanners, LLC to provide marketing development and air service management and consulting services. The agreement is effected January 1, 2018, and has a term ending December 31, 2019. Compensation under the agreement includes an annual fee of \$60,000 payable in twelve equal monthly installments, reimbursement of reasonable and necessary travel expenses, and a bonus of 10% of any negotiated complementary air tickets for all airline contracts signed by the Authority. For 2019, the Authority incurred \$64,736 in expenses relating to services provided under this agreement.

B. Legal Claims

During the normal course of business, the Authority incurs claims and other assertions against it from various agencies and individuals. Management of the Authority and their legal counsel feel none of these claims or assertions are significant enough that they would materially affect the fairness of the presentation of the financial statements at December 31, 2019.

C. Risk Management

The Authority is exposed to various risks of loss related to torts; theft of; damage to and destruction of assets; and errors and omissions. The Authority has obtained coverage through contracting with an outside insurance agency for these risks and claims, if any, which are not expected to exceed covered amounts.

D. Comparative Information

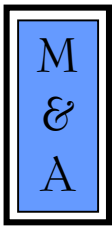
Certain amounts in 2018 have been reclassified to conform to the 2019 presentation.

E. Subsequent Event – COVID-19

The spread of COVID-19 may have operational, economic, and financial impacts on the Authority. The significance and duration of the potential impacts cannot be reasonably estimated at this time.

SINGLE AUDIT REPORTS AND SCHEDULES





MCMAHAN AND ASSOCIATES, L.L.C.

Certified Public Accountants and Consultants

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

**To the Board of Directors
Gunnison, Colorado**

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 the governmental activities, the business-type activities and the General Fund of Gunnison Valley Transportation Authority (the "Authority") as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated June 29, 2020.

Internal Control Over Financial Reporting

In planning and performing our audit on the financial statements, we considered the Authority's internal control over financial reporting to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. *A material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Town'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.

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INDEPENDENT AUDITOR'S REPORT
To the Board of Directors
Gunnison, Colorado

Compliance and Other Matters

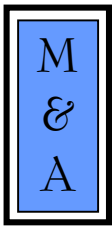
As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

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 Authority'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 Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
June 29, 2020



MCMAHAN AND ASSOCIATES, L.L.C.

Certified Public Accountants and Consultants

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

**To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado**

Report on Compliance for Each Major Program

We have audited the compliance of Gunnison Valley Transportation Authority (the "Authority") with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended December 31, 2019. The Authority's major federal programs are identified in the Summary of Auditor's Results section of the accompanying Schedule of Findings and Questioned Costs.

Management's Responsibility

Management is responsible for compliance with 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 Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2, U.S. Code of Federal Regulations, Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "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 Authority'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 on the Authority's compliance with those requirements.

Opinion on Each Major Federal Program

In our opinion, the Authority 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, 2019.

Member: American Institute of Certified Public Accountants

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INDEPENDENT AUDITOR'S REPORT
To the Board of Directors
Gunnison Valley Transportation Authority
Gunnison, Colorado

Report on Internal Control Over Compliance

Management of the Authority 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, we considered the Authority's internal control over compliance with 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 Authority'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 or 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 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 the 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.

McMahan and Associates, L.L.C.

McMahan and Associates, L.L.C.
June 29, 2020

**Gunnison Valley Transportation Authority
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the Year Ended December 31, 2019**

Part I – Summary of Auditor’s Results

Financial Statements:

Type of auditor’s report issued	Unmodified
Internal control over financial reporting:	
Material weakness identified	None noted
Significant deficiency identified	None noted
Noncompliance material to financial statements noted	None noted

Federal Awards:

Internal control over major programs:	
Material weakness identified	None noted
Significant deficiency identified	None noted
Type of auditor’s report issued on compliance for major programs	Unmodified
Any audit findings disclosed that are required to be reported in accordance with Title 2, U.S. Code of Federal Regulations, Part 200	None noted

Major programs:

Bus and Bus Facilities Formula Program	CFDA #20.526
Dollar threshold used to identify Type A from Type B programs	\$750,000
Identified as low-risk auditee	Yes

Part II – Findings Related to Financial Statements

Findings related to financial statements as required by <i>Government Auditing Standards</i>	None noted
Auditor-assigned reference number	Not applicable

Part III – Findings Related to Federal Awards

Internal control findings	None noted
Compliance findings	None noted
Questioned costs	None noted
Auditor-assigned reference number	Not applicable

Gunnison Valley Transportation Authority
SCHEDULE OF PRIOR AUDIT FINDINGS AND QUESTIONED COSTS
For the Year Ended December 31, 2019

The Authority had no findings for the year ended December 31, 2018.

**Gunnison Valley Transportation Authority
Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2019**

<u>Program Title</u>	<u>Federal CFDA Number</u>	<u>Pass-through Identifying Number</u>	<u>Expenditures</u>
U.S. Department of Transportation:			
Passed through Colorado Department of Transportation			
Bus and Bus Facilities Formula Program	20.526	19-HTR-ZL-00180	\$ 571,948
Formula Grant for Rural Areas	20.509	19-HTR-ZL-00088	212,000
Total - U.S. Department of Transportation			<u>783,948</u>
Total			<u>\$ 783,948</u>

<u>Additional Information for Clusters:</u>	<u>Amount</u>
A - Federal Transit Cluster	\$ 571,948

Notes to the Schedule of Expenditures of Federal Awards for the Year Ended December 31, 2019

Note 1. Basis of Presentation:

The Schedule of Expenditures of Federal Awards includes the Federal grant activity of Gunnison Valley Transportation Authority (the "Authority") and is presented on the modified accrual basis of accounting. 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* (the "Uniform Guidance"). Therefore, some amounts presented in this schedule may differ from amounts presented or used in the preparation of the general purpose financial statements.

Note 2. Pass Through Sub Recipients:

The Authority had no sub recipients as of December 31, 2019.

Note 3. Indirect Facilities and Administration Costs:

The Authority has elected not to use the 10% de minimis cost rate allowed in Title 2 U.S. Code of Federal Regulations (CFR) §200.414, *Indirect (F&A) Costs*. Instead, the Authority prepares an annual cost allocation plan to allocate indirect costs.