

CAPITAL AREA TRANSIT SYSTEM

Annual Financial Statements

December 31, 2015 and 2014

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Independent Auditor's Report

To the Board of Commissioners
Capital Area Transit System
Baton Rouge, Louisiana

Report on Financial Statements

We have audited the accompanying financial statements of the business-type activities and the major fund of Capital Area Transit System (the System), a component unit of the City of Baton Rouge - Parish of East Baton Rouge, and the Capital Area Transit System Employees' Pension Trust Fund (a fiduciary fund of the System), as of and for the years ended December 31, 2015 and 2014, and the related notes to the financial statements, which collectively comprise the System'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 audits. We conducted our audits 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 audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities, the major fund of the System and the Capital Area Transit System Employees' Pension Trust Fund as of December 31, 2015 and 2014, and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, beginning on page 5 and the required supplementary information under GASB Statement No. 67 beginning on page 38 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 (GASB) 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 Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Capital Area Transit System's and the Capital Area Transit System Employees' Pension Trust Fund's basic financial statements. The schedule of expenditures of federal awards 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), is presented for purposes of additional analysis and is not a required part of the basic financial statements. The schedule of compensation, benefits, and other payments to agency head, as required by Louisiana Revised Statute (LRS) 24:513 A, is also presented for purposes of additional analysis and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards and the schedule of compensation, benefits, and other payments to agency head 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 audits 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 the schedule of compensation, benefits, and other payments to agency head are fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 6, 2016, on our consideration of Capital Area Transit System's and the Capital Area Transit System Employees' Pension Trust Fund's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, 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 System's internal control over financial reporting and compliance.



A Professional Accounting Corporation

Covington, LA
June 6, 2016

REQUIRED SUPPLEMENTARY INFORMATION

CAPITAL AREA TRANSIT SYSTEM BATON ROUGE, LOUISIANA

Management's Discussion and Analysis

The Management's Discussion and Analysis of Capital Area Transit System's (the System) financial performance presents a narrative overview and analysis of the System's financial activities for the years ended December 31, 2015 and 2014. This document focuses on the current year's activities, resulting changes, and currently known facts in comparison with the prior year's information. Please read this document in conjunction with the additional information contained in the financial statements.

Financial Highlights

The System's net position was \$30,006,036, as of December 31, 2015, representing an increase of \$1,990,707, or 7%, from that of December 31, 2014. A substantial portion of the net position is invested in capital assets.

Net income (loss) before capital contributions was \$(1,101,449) and \$573,425, for 2015 and 2014, respectively.

Overview of the Financial Statements

This financial report consists of four parts: management's discussion and analysis (this section), the basic financial statements, the notes to the financial statements, and required supplementary information.

The financial statements provide both long-term and short-term information about the System's overall financial status. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of required supplementary information that further explains and supports the information in the financial statements required by Governmental Accounting Standards Board (GASB) 67. The System maintains two different funds: a proprietary fund and a fiduciary fund.

The System is a political subdivision of the State of Louisiana which is independently governed by a Board of Commissioners authorized by state statute. For financial statement purposes, the System is determined to be a component unit of the City of Baton Rouge - Parish of East Baton Rouge (City-Parish) under criteria established by GASB Statement No. 14 as amended by Statement No. 61.

Proprietary Fund. The System has one type of proprietary fund, an enterprise fund, which is used to report the same functions presented as business-type activities; for the System, the fund accounts for all transit activity. The basic proprietary fund statements can be found on pages 11 through 15 of this report.

The System's proprietary fund financial statements are prepared on the accrual basis of accounting in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. Under this basis of accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of assets is recognized in the statement of revenues, expenses, and changes in net position. All assets and liabilities associated with the operation of the system are included in the Statement of Net Position.

CAPITAL AREA TRANSIT SYSTEM BATON ROUGE, LOUISIANA

Management's Discussion and Analysis

The statement of net position reports the System's net position. Net position, which is the difference between the System's assets and liabilities, is one way to measure the System's financial health or position. The net position is classified into three categories: net investment in capital assets, restricted, and unrestricted.

Fiduciary Fund. The System has one type of fiduciary fund, a pension trust fund, which is used to account for resources held for the benefit of parties outside the government. The fiduciary fund assets are not available to finance transit operations. The accounting used for fiduciary funds is much like that used for proprietary funds. The basic fiduciary fund statements can be found on pages 16 and 17 of this report.

Basic Financial Statements

The basic financial statements present information for the system as a whole, in a format designed to make the statements easier for the reader to understand. The statements in this section include the statements of net position; the statements of revenues, expenses, and changes in net position; and the statements of cash flows.

The Statements of Net Position present the current and long-term portions of assets and liabilities separately. The difference between total assets and total liabilities is net position and may provide a useful indicator of whether the financial position of the System is improving or deteriorating.

The Statements of Revenues, Expenses, and Changes in Net Position present information showing how the System's net position changed as a result of current year operations. Regardless of when cash is affected, all changes in net position are reported when the underlying transactions occur. As a result, there are transactions included that will not affect cash until future fiscal periods.

The Statements of Cash Flows present information showing how the System's cash changed as a result of current year operations. The statements of cash flows are prepared using the direct method and include the reconciliation of operating loss to net cash used in operating activities (indirect method) as required by GASB 34.

Financial Analysis of the System

Net Position

The System's total net position increased from \$28,015,329 at December 31, 2014 to \$30,006,036 at December 31, 2015.

The increase in net position is primarily due to the 10.6 mill ad valorem tax passed on April 21, 2012 and capital contributions of \$3,092,156 from the Federal Transportation Administration. Restricted assets represent cash reserved to meet current fiduciary liabilities, primarily related to self insured vehicle and workers' compensation claims. The System does not own land and buildings; rather, the City-Parish provides the System with the use of its administrative building and terminal facility.

**CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA**

Management's Discussion and Analysis

Long-term liabilities decreased from \$3,238,211 to \$2,860,191, mainly as a result of current year payments for the capital lease obligations entered into during 2004 for the upgrade to the bus fleet. Future federal grants are anticipated as the funding source for these leases.

The table below summarizes the System's net position as of December 31, 2015 and 2014:

	2015	2014
Unrestricted Assets	\$ 21,232,010	\$ 21,240,578
Restricted Assets	879,581	229,419
Total Current Assets	22,111,591	21,469,997
Equipment, Net	12,824,566	12,676,471
Total Assets	34,936,157	34,146,468
Deferred Outflows of Resources		
Pension	1,183,443	239,993
Total Assets and Deferred Outflows of Resources	\$ 36,119,600	\$ 34,386,461
Current Liabilities	\$ 3,004,341	\$ 3,132,921
Long-Term Claims Payable and Related Liabilities	1,365,162	1,297,392
Long-Term Other Liabilities	1,495,029	1,940,819
Total Liabilities	5,864,532	6,371,132
Deferred Inflows of Resources		
Pension	249,032	-
Net Position		
Net Investment in Capital Assets	12,020,664	11,106,830
Restricted	879,581	229,419
Unrestricted	17,105,791	16,679,080
Total Net Position	30,006,036	28,015,329
Total Liabilities and Net Position	\$ 36,119,600	\$ 34,386,461

Changes in Net Position

The System's operating revenues increased from the prior year amount of \$2,103,473 to \$2,326,845, or 11%. This consistency is primarily attributable to the sustainability of transportation contracts and overall customer ridership.

Direct operating expenses increased by \$3,303,494, or 13%, from \$25,172,895 to \$28,476,389. This increase is attributable to the implementation of the System's expansion of routes and services. Net non-operating revenues in 2015 increased by \$1,405,248, or 6%, from \$23,642,847 to \$25,048,095. This increase was primarily attributable to increases in operating grants and property tax revenues.

**CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA**

Management's Discussion and Analysis

The table below summarizes the changes in net position as of December 31, 2015 and 2014:

	2015	2014
Operating Revenue		
Charges for Services	\$ 2,097,877	\$ 2,077,213
Advertising Revenue	228,968	26,260
Total Operating Revenue	2,326,845	2,103,473
Direct Operating Expenses		
Operating Expenses	25,547,480	22,596,927
Depreciation	2,928,909	2,575,968
Bad Debt Expense	104,444	-
Total Direct Operating Expenses	28,580,833	25,172,895
Loss from Operations	(26,253,988)	(23,069,422)
Non-Operating Revenues (Expenses)		
Interest Income	9,592	8,026
Interest Expense	(60,824)	(97,523)
Loss on Disposal of Fixed Assets	-	(4,592)
Government Operating Grants	6,767,094	5,152,384
Hotel/Motel Tax	1,347,465	1,409,502
Ad Valorem Tax Revenue	16,467,310	16,417,996
Other Revenue	71,902	207,054
Operating Transfers from Primary Government	550,000	550,000
Total Non-Operating Revenues (Expenses)	25,152,539	23,642,847
(Loss) Income before Capital Contributions	(1,101,449)	573,425
Capital Contributions	3,092,156	5,460,644
Net Income after Capital Contributions	1,990,707	6,034,069
Net Position, Beginning of Year	28,015,329	21,981,260
Net Position, End of Year	\$ 30,006,036	\$ 28,015,329

**CAPITAL AREA TRANSIT SYSTEM
BATON ROUGE, LOUISIANA**

Management's Discussion and Analysis

Capital Assets

During the year ended December 31, 2015, capital assets, net of depreciation, increased by \$148,095, which was mainly due to capital additions of \$3,427,527, which exceeded depreciation of \$2,928,909. Major acquisitions during the year were six buses which were funded by the Federal Transportation Administration.

Financial Outlook

On April 21, 2013, the voters of the municipalities of Baton Rouge and Baker approved a 10.6 mill ad valorem tax. This tax is to be levied for a period of ten years that began in 2013. Estimated net taxes to be collected for 2016 are \$17 million (\$16.6 million from the City of Baton Rouge and \$0.4 million from the City of Baker). Taxes to be collected will be net of the collection fee of 4.5% and required contributions to state pension plans. This dedicated revenue source provides budgetary stability to the System and serves as a primary source of revenues for operating funds.

During 2016, the System is using the tax proceeds as stated above, as well as using the funds as the required local match of 15% to 25% for federal funding projects, including the purchase of buses.

Contacting the System's Management

This financial report is designed to provide the community, the Metropolitan Council of the City-Parish, and other interested parties with a general overview of the System's finances and to demonstrate the System's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the System at (225) 389-8920.

BASIC FINANCIAL STATEMENTS

CAPITAL AREA TRANSIT SYSTEM
Statements of Net Position - Proprietary Fund
December 31, 2015 and 2014

	2015	2014
Assets		
Current Assets		
Cash and Cash Equivalents	\$ 3,374,639	\$ 3,141,643
Accounts Receivable, Net	95,538	154,600
Property Tax Receivable	16,120,292	15,627,443
Due from Other Governments	1,042,080	1,522,682
Prepaid Expenses	73,723	162,190
Inventory	525,738	632,020
Total Current Assets	21,232,010	21,240,578
Restricted Assets		
Cash and Cash Equivalents	879,581	229,419
Total Restricted Assets	879,581	229,419
Capital Assets		
Equipment, Net	12,824,566	12,676,471
Total Capital Assets	12,824,566	12,676,471
Total Assets	34,936,157	34,146,468
Deferred Outflows of Resources		
Pension	1,183,443	239,993
Total Assets and Deferred Outflows of Resources	\$ 36,119,600	\$ 34,386,461

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

CAPITAL AREA TRANSIT SYSTEM
Statements of Net Position - Proprietary Fund (Continued)
December 31, 2015 and 2014

	2015	2014
Liabilities		
Current Liabilities		
Accounts Payable and Accrued Expenses	\$ 1,242,074	\$ 1,583,154
Accrued Compensated Absences	244,124	249,473
Claims Payable and Related Liabilities	614,241	434,555
Capital Lease Payable	803,902	765,739
Note Payable, Current	100,000	100,000
Total Current Liabilities	3,004,341	3,132,921
Long-Term Liabilities		
Accrued Compensated Absences, Less Current Portion	366,186	374,210
Notes Payable, Less Current Portion	100,000	200,000
Claims Payable and Related Liabilities, Less Current Portion	1,365,162	1,297,392
Capital Lease Payable, Less Current Portion	-	803,902
Net Pension Liability	1,028,843	562,707
Total Long-Term Liabilities	2,860,191	3,238,211
Total Liabilities	5,864,532	6,371,132
Deferred Inflows of Resources		
Pension	249,032	-
Net Position		
Net Investment in Capital Assets	12,020,664	11,106,830
Restricted	879,581	229,419
Unrestricted	17,105,791	16,679,080
Total Net Position	30,006,036	28,015,329
Total Liabilities, Deferred Inflows of Resources, and Net Pension	\$ 36,119,600	\$ 34,386,461

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

CAPITAL AREA TRANSIT SYSTEM
Statements of Revenues, Expenses, and Changes in Net Position -
Proprietary Fund
For the Years Ended December 31, 2015 and 2014

	2015	2014
Operating Revenue		
Charges for Services	\$ 2,097,877	\$ 2,077,213
Advertising Revenue	228,968	26,260
Total Operating Revenue	2,326,845	2,103,473
Direct Operating Expenses		
Personal Services and Fringe Benefits	15,741,128	12,954,096
Supplies, Fuel, and Other Bus Related Expenses	3,109,270	3,631,562
Contractual Services and Liability Costs	6,697,082	6,011,269
Depreciation and Amortization	2,928,909	2,575,968
Bad Debt Expense	104,444	-
Total Direct Operating Expenses	28,580,833	25,172,895
Loss from Operations	(26,253,988)	(23,069,422)
Non-Operating Revenues (Expenses)		
Interest Income	9,592	8,026
Interest Expense	(60,824)	(97,523)
Loss on Disposal of Capital Assets	-	(4,592)
Hotel/Motel Tax	1,347,465	1,409,502
Ad Valorem Tax Revenue	16,467,310	16,417,996
Other Revenue	71,902	207,054
Government Operating Grants		
Federal Operating Subsidy	6,762,302	5,037,957
Planning and Technical Study Grants	4,792	114,427
Operating Transfers from Primary Government	550,000	550,000
Total Non-Operating Revenues (Expenses)	25,152,539	23,642,847
(Loss) Income before Capital Contributions	(1,101,449)	573,425
Capital Contributions	3,092,156	5,460,644
Net Income after Capital Contributions	1,990,707	6,034,069
Net Position, Beginning of Year	28,015,329	21,981,260
Net Position, End of Year	\$ 30,006,036	\$ 28,015,329

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

CAPITAL AREA TRANSIT SYSTEM
Statements of Cash Flows - Proprietary Fund
For the Years Ended December 31, 2015 and 2014

	2015	2014
Cash Flows from Operating Activities		
Receipts from Customers	\$ 2,052,495	\$ 1,990,121
Receipts from Other Sources	228,968	26,260
Payments to Suppliers and Others	(9,695,334)	(8,876,097)
Payments to Employees and Payroll Taxing Agencies	(15,984,802)	(13,429,721)
Net Cash Used in Operating Activities	(23,398,673)	(20,289,437)
Cash Flows from Non-Capital Financing Activities		
Operating Subsidies Received from Other Governments	7,164,498	4,473,655
Ad Valorem Taxes	15,974,461	15,779,304
Payments on Short-Term Borrowing	(100,000)	(100,000)
Hotel/Motel Tax	1,430,933	1,309,163
Other Revenue	71,902	207,054
Operating Transfers from Primary Government	550,000	550,000
Net Cash Provided by Non-Capital Financing Activities	25,091,794	22,219,176
Cash Flows from Capital and Related Financing Activities		
Capital Contributions Received	3,092,156	5,460,644
Proceeds from Sale of Capital Assets	-	9,600
Payments on Capital Leases	(765,739)	(729,388)
Acquisition of Capital Assets	(3,077,294)	(6,634,285)
Interest Paid on Capital Debt	(68,678)	(105,004)
Net Cash Used in Capital and Related Financing Activities	(819,555)	(1,998,433)
Cash Flows from Investing Activities		
Interest Received	9,592	8,026
Net Cash Provided by Investing Activities	9,592	8,026
Net Increase (Decrease) in Cash and Cash Equivalents	883,158	(60,668)
Cash and Cash Equivalents, Beginning of Year	3,371,062	3,431,730
Cash and Cash Equivalents, End of Year	\$ 4,254,220	\$ 3,371,062

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

CAPITAL AREA TRANSIT SYSTEM
Statements of Cash Flows - Proprietary Fund (Continued)
For the Years Ended December 31, 2015 and 2014

	2015	2014
Reconciliation of Cash as Listed on the Balance Sheet		
Unrestricted Cash	\$ 3,374,639	\$ 3,141,643
Restricted Cash	879,581	229,419
	<u>4,254,220</u>	<u>3,371,062</u>
Total Cash and Cash Equivalents	\$ 4,254,220	\$ 3,371,062
Reconciliation of Net Operating Loss to Net Cash Used in Operating Activities		
Net Operating Loss	\$ (26,253,988)	\$ (23,069,422)
Adjustments to Reconcile Net Operating Loss to Net Cash Used in Operating Activities		
Depreciation	2,928,909	2,575,968
Bad Debt Expense	104,444	-
Increase in Accounts Receivable	(45,382)	(87,092)
Decrease in Prepaid Expenses	88,467	88,467
Decrease (Increase) in Inventory	106,282	(4,325)
Increase in Deferred Outflows of Resources	(943,450)	(239,993)
Increase in Deferred Inflows of Resources	249,032	-
(Decrease) Increase in Accounts Payable and Accrued Expenses	(346,579)	457,689
Increase (Decrease) in Net Pension Liability	466,136	(57,788)
Increase in the Provision for Claims Liability	247,456	47,059
	<u>247,456</u>	<u>47,059</u>
Net Cash Used in Operating Activities	\$ (23,398,673)	\$ (20,289,437)

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

CAPITAL AREA TRANSIT SYSTEM
Statements of Fiduciary Net Position - Pension Trust Fund
December 31, 2015 and 2014

	2015	2014
Assets		
Cash and Cash Equivalents	\$ 599,820	\$ 566,586
Contributions Receivable	83,139	32,840
Investments		
Equities	7,183,644	4,729,409
Fixed Income	1,006,488	1,009,196
Real Estate	-	707,859
Alternative Investments	142,364	1,895,390
Annuities	825,795	875,716
	<u>9,158,291</u>	<u>9,217,570</u>
Total Investments		
	<u>9,158,291</u>	<u>9,217,570</u>
Total Assets	<u>\$ 9,841,250</u>	<u>\$ 9,816,996</u>
Net Position Restricted for Pensions	<u>\$ 9,841,250</u>	<u>\$ 9,816,996</u>

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

CAPITAL AREA TRANSIT SYSTEM
Statements of Changes in Fiduciary Net Position - Pension Trust Fund
For the Years Ended December 31, 2015 and 2014

	2015	2014
Additions		
Contributions		
Employer Contributions	\$ 560,795	\$ 515,424
Employee Contributions	659,045	448,920
Irregular Contributions	1,348	448,920
Total Contributions	1,221,188	964,344
Investment Income		
Investment and Dividend Income	223,256	252,695
Class Action Settlements	2,865	
Net Change in Fair Value	(365,581)	378,053
	(139,460)	630,748
Less: Investment Expense	(99,374)	(94,480)
Net Investment Income	(238,834)	536,268
Total Additions	982,354	1,500,612
Deductions		
Benefits	582,908	542,297
Employee Refunds	272,819	122,221
Administrative Expenses	102,373	104,336
Total Deductions	958,100	768,854
Net Increase in Net Position	24,254	731,758
Net Position Restricted for Pensions at Beginning of Year	9,816,996	9,085,238
Net Position Restricted for Pensions at End of Year	\$ 9,841,250	\$ 9,816,996

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

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies

The accounting and reporting policies of Capital Area Transit System (the System) conform to accounting principles generally accepted in the United States of America applicable to governments. Such accounting and reporting procedures also conform to the requirements of Louisiana Revised Statutes (LRS) and to the guidance set forth in the *Louisiana Governmental Audit Guide*, and to the industry audit guide, *Audits of State and Local Governmental Units*. The following is a summary of significant accounting policies.

Report Issued Under Separate Coverage

The Capital Area Transit System's financial statements are an integral part of the City of Baton Rouge - Parish of East Baton Rouge's (City-Parish) Comprehensive Annual Financial Report (CAFR). The System has an operating agreement with the City-Parish that addresses the use of City-Parish facilities, as well as other operating matters.

Financial Reporting Entity

Capital Area Transit System is a corporation created by East Baton Rouge Parish (the Parish) to provide bus transportation services. In 2004, the Louisiana State Legislature enacted House Bill 1682, Act 581, to recognize the System as a political subdivision and provide that all its assets are public property. The Metropolitan Council exercises oversight over the System by approving fare changes and by approving operating subsidies from the City-Parish's general fund. Operating subsidies are also provided through federal grants. The fiscal year for the System and the City-Parish government is the calendar year. Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, established criteria for determining which component units should be considered part of the City of Baton Rouge - Parish of East Baton Rouge for financial reporting purposes. The basic criteria are as follows:

1. Legal status of the potential component unit including the right to incur its own debt, levy taxes and charges, expropriate property in its own name, sue and be sued, and the right to buy, sell, and lease property in its own name.
2. Whether the City-Parish governing the System (Metropolitan Council or Mayor President) appoints a majority of board members of the potential component unit.
3. Fiscal interdependency between the City-Parish and the potential component unit.
4. Imposition of will by the City-Parish on the potential component unit.
5. Financial benefit/burden relationship between the City-Parish and the potential component unit.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

Financial Reporting Entity (Continued)

Based on the previous criteria, the System is considered a component unit of the City of Baton Rouge - Parish of East Baton Rouge. In addition, based on the previous criteria, the System's management has included the Capital Area Transit System Employees' Pension Trust Fund as a blended component unit within the financial statements of the System.

The Capital Area Transit System Employees' Pension Trust Fund (the Plan) exists for the benefit of current and former System employees who are members of the Plan. The Plan is governed by an equal number of Employer Trustees and Union Trustees.

Currently, the Plan is governed by a four member board composed of two members representing the Employer Trustees and two members elected as Union Trustees. The Plan is funded by the investment of the contributions from the System and member employees who are obligated to make contributions to the Plan. The Plan does not issue a separate audit report.

Measurement Focus, Basis of Accounting, and Presentation

The accounting policies of the System conform to accounting principles generally accepted in the United States of America as applicable to governments. The proprietary fund and the pension trust fund financial statements are reported using the economic resource measurement focus and the accrual basis of accounting. The System uses fund accounting to report its financial position and results of operations. The operations of each fund are accounted for with a set of self balancing accounts that comprise its assets, liabilities, net position, revenue, and expenses. The System has no governmental funds. A further explanation of the funds and their reporting classifications follows:

Proprietary Fund

Enterprise Fund - Enterprise Funds are used to account for operations: (a) that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation and amortization) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenue earned, expenses incurred, and/or changes in net position is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Accordingly, the System maintains its records on the accrual basis of accounting. Revenue from operations, investments, and other sources are recorded when earned. Revenue received in advance is reflected as deferred revenue. Expenses (including depreciation and amortization) of providing services to the public are accrued when incurred.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

Measurement Focus, Basis of Accounting, and Presentation (Continued)

Fiduciary Fund

The Pension Trust Fund is used to account for the accumulation of contributions for a defined benefit single employer pension plan providing retirement benefits to qualified employees.

The Pension Trust Fund's financial statements are prepared on the accrual basis of accounting. Contributions from the System and its employees are recognized as revenue in the period in which employees provide service to the System. Benefits and refunds are recognized when due and payable in accordance with the terms of the Plan.

Restricted Assets and Liabilities

Certain assets, consisting of cash and cash equivalents, are segregated and classified as restricted assets which may not be used except in accordance with contractual terms, under certain conditions. These assets consist of a bank account restricted for insurance and held by the State of Louisiana and cash related to federal grants and related matching requirements.

Investments

Investments are stated at fair value based on quoted prices. The change in fair value is recognized in operations.

Inventories

Inventories, principally repair parts and supplies, are stated at cost, which approximates market. Cost is determined by the first-in, first-out method.

Equipment

Equipment is recorded at cost. Depreciation or amortization is charged to expense over the estimated useful lives of the assets and is determined using the straight-line method. Expenditures for maintenance and repairs which do not materially extend the useful life of the asset are charged to expense as incurred. Useful lives for equipment used in computing depreciation range from 3 years for certain office equipment to 12 years for rolling stock.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

Federal Grants and Dedicated Taxes

Federal grants are made available to the System for the acquisition of public transit facilities, buses, and other transit equipment. Unrestricted operating grants and grants restricted as to purpose, but not contingent on the actual expenditures of funds, are recognized at that point in time when the right to the funds becomes irrevocable. Where the expense of funds is the prime factor for determining the eligibility for the grant proceeds, the revenue is recognized at the time when the expense is incurred.

In addition to federal grants, the System is the recipient of monies established under LRS 47:302.29(B) and LRS 47:322.1, which set aside the Louisiana state sales tax on hotel occupancy. These monies are provided to the East Baton Rouge Parish Community Improvement Fund (Improvement Fund). The System's share of these funds shall not be used to displace, replace, or supplant funds previously appropriated or otherwise used for urban mass transit purposes. The monies in the Improvement Fund are appropriated annually by the Louisiana State Legislature. In addition, the System also receives monies from the East Baton Rouge Enhancement Fund (Enhancement Fund), which has similar restrictions and was created by the Louisiana State Legislature.

Compensated Absences

Employees earn vacation and sick leave in varying amounts according to continuing years of service as follows:

Years of Service	Vacation	Sick
0	None	1 Day per Month
1	7 Days per Year	1 Day per Month
2	13 Days per Year	1 Day per Month
6	17 Days per Year	1 Day per Month
15	24 Days per Year	1 Day per Month

Vacation must be taken by December 31st, or it is lost for the union employees. For the non-union employees, unused vacation can be carried forward to the next year. Sick leave is accumulated without time limitations and there is no limitation as to the amount paid upon termination or retirement. Vacation and sick leave are accrued as earned.

Claims and Judgments

The System provides for losses, including any anticipated related expenses, resulting from claims and judgments. A liability for such losses (including related out-of-pocket expenses) is reported when it is probable that a loss has occurred and the amount can be reasonably estimated.

Cash Flows

For the purposes of the statements of cash flows, cash and cash equivalents include all highly liquid investments with a maturity of three months or less.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

Impact of Recently Issued Accounting Principles to be Implemented in 2016

In February, 2015, the Governmental Accounting Standards Board (GASB) issued Statement No. 72, *Fair Value Measurement and Application* (GASB 72). This Statement provides guidance for determining a fair value measurement for financial reporting purposes. This Statement also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements. This Statement will be effective for the System for the year ending December 31, 2016.

Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Capital Area Transit System Employees' Pension Fund and additions to/deductions from the fund's fiduciary net position have been determined on the same basis as they are reported by fund. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Equity Classifications

In accordance with GASB Statement No. 34, *Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments*, as amended by GASB No. 63, net position is classified into three components: net investment in capital assets, restricted, and unrestricted.

These classifications are defined as follows:

- *Net Investment in Capital Assets* - This component of net position consists of the historical cost of capital assets, including any restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets, plus deferred outflows of resources, less deferred inflows of resources related to those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 1. Summary of Significant Accounting Policies (Continued)

Equity Classifications (Continued)

- *Restricted* - This component of net position consists of assets that have constraints that are externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments, or constraints imposed by law through constitutional provisions or enabling legislation.
- *Unrestricted* - This component of net position consists of net position that does not meet the definition of "restricted" or "net investment in capital assets."

Operating vs. Non-Operating Revenue

The System recognizes rider fares, contracted fare services, and advertising revenue as operating. All other revenues, including tax revenues, federal and state grants, and operating subsidies from the primary government are recognized as non-operating.

Receivables

Uncollectible amounts due for customer receivables are recognized as bad debts through the establishment of an allowance account at the time information becomes available which would indicate the uncollectibility of the particular receivable. The allowance was \$208,101, at December 31, 2015.

Ad valorem tax receivable is recorded net of estimated uncollectible amounts and collection fees. The allowance for uncollectible accounts at December 31, 2015, was \$449,297, and the allowance for collection fees was \$804,351. The allowance for uncollectible accounts at December 31, 2014, was \$435,625, and the allowance for collection fees was \$779,804. The collection fee charged by the East Baton Rouge Parish Sheriff was 4.5%, for the years ended December 31, 2015 and 2014.

Note 2. Ad Valorem Taxes

On April 16, 2013, a 10.6 mill ad valorem tax which expires in 2021 was passed by the citizens of the City of Baton Rouge and the City of Baker. Ad valorem taxes are levied each November 1st on the assessed value listed as of the prior January 1st for all real estate, merchandise, and moveable property located in the Parish. Assessed values are established by the East Baton Rouge Parish Assessor's Office and the State Tax Commission at percentages of actual value as specified by Louisiana law. A reevaluation of all property is required to be completed no less than every four years and was last completed in 2012.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 3. Cash and Investments

Cash and Cash Equivalents

The System's cash and cash equivalents consisted of the following as of December 31, 2015 and 2014:

	2015		
	Proprietary Enterprise Fund	Fiduciary Pension Trust Fund	Total
Cash on Hand and in Banks	\$ 4,254,220	\$ -	\$ 4,254,220
Money Market Accounts	-	599,820	599,820
Total Cash and Cash Equivalents	\$ 4,254,220	\$ 599,820	\$ 4,854,040
	2014		
	Proprietary Enterprise Fund	Fiduciary Pension Trust Fund	Total
Cash on Hand and in Banks	\$ 3,371,062	\$ -	\$ 3,371,062
Money Market Accounts	-	566,586	566,586
Total Cash and Cash Equivalents	\$ 3,371,062	\$ 566,586	\$ 3,937,648

Proprietary fund cash and cash equivalents of \$4,254,220 and \$3,371,062 included \$3,374,639 and \$3,141,643 of unrestricted assets and \$879,581 and \$229,419 of restricted assets as of December 31, 2015 and 2014, respectively.

Custodial Credit Risk - Deposits. In the case of deposits, this is the risk that in the event of a bank failure, the System's deposits may not be recovered. Neither the System nor the Pension Trust Fund, a blended component unit, has a deposit policy for custodial credit risk. Throughout the course of the year, the System's deposits may be exposed to custodial credit risk. Deposits were secured by federal deposit insurance coverage (FDIC) up to \$250,000. The remaining deposits, which were exposed to custodial credit risk, were secured by the pledge of securities owned by the fiscal agent bank.

State statutes authorize the System's Proprietary Fund to invest in direct United States Treasury obligations; bonds, debentures, notes or other indebtedness issued or guaranteed by U.S. Government Instrumentalities which are federally sponsored or federal agencies that are backed by the full faith and credit of the United States; short-term repurchase agreements; and time certificates of deposit at financial institutions, state banks, and national banks having their principal offices in Louisiana.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 3. Cash and Investments (Continued)

Investments

As of December 31, 2015 and 2014, assets classified as investments existed only in the Pension Trust Fund (the Trust). The assets of the Trust are invested in accordance with the investment policy of the Plan. Those assets are as follows:

	Fair Values	
	2015	2014
U.S. Treasury and Agency Bonds	\$ 245,109	\$ 254,771
Corporate Bonds	761,379	754,424
Corporate Stocks	6,759,478	6,703,854
Preferred Stocks	194,230	325,410
Equity Mutual Fund	229,936	303,395
Alternative Investments	142,364	-
Annuities	825,795	875,716
Total	\$ 9,158,291	\$ 9,217,570

As of December 31, 2015, the debt maturities of the Pension Trust Fund's investments in debt securities were as follows:

	Fair Value	Investment Maturities (in Years)			
		Less Than 1	1 - 5	6 - 10	More Than 10
U.S. Treasury and Agency Bonds	\$ 245,109	\$ 49,236	\$ 145,351	\$ 50,522	\$ -
Corporate Bonds	761,379	-	513,531	247,848	-
Total	\$1,006,488	\$ 49,236	\$ 658,882	\$ 298,370	\$ -

Interest Rate Risk. In accordance with its investment policy, the Pension Trust Fund manages its exposure to declines in fair value by limiting the weighted average maturity of its investment portfolio to less than ten years with a maximum maturity of 30 years for any single security.

Credit Risk. The investment policy of the Pension Trust Fund limits investments in commercial paper and corporate bonds to ratings of A-1 and BBB or higher as rated by the nationally recognized statistical rating organizations (NRSROs). As of December 31, 2015 and 2014, the Pension Trust Fund held no commercial paper investments. The Pension Trust Fund's investments in domestic corporate bonds as of December 31, 2015 and 2014, varied between ratings of A and AAA, consistent with the investment policy. The Pension Trust Fund's investments in U.S. Agencies all carry the explicit guarantee of the U.S. government.

Concentration of Credit Risk. The Pension Trust Fund's investment policy does not allow for an investment in any one issuer that is in excess of 15% of the fund's total investments, and no more than 30% of total investments in any one industry.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 3. Cash and Investments (Continued)

Investments (Continued)

Custodial Credit Risk - Investments. For an investment, this is the risk that, in the event of the failure of the counterparty, the Pension Trust Fund will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Investments are exposed to custodial credit risk if the securities are uninsured and unregistered and are either held by the counterparty, or by the counterparty's trust department or agent, but not in the Pension Trust Fund's name. At December 31, 2015 and 2014, all of the Pension Trust Fund's investments were held by an agent in the name of the Pension Trust Fund.

Note 4. Receivables - Due from Other Governments

Receivables due from other governments at December 31, 2015 and 2014, were as follows:

	2015	2014
Federal Transit Administration	\$ 673,910	\$ 1,071,314
Hotel/Motel Tax	368,170	451,368
Total	\$ 1,042,080	\$ 1,522,682

Note 5. Capital Assets

A summary of changes in capital assets follows:

	January 1, 2015	Additions	Deletions	December 31, 2015
Construction in Progress	\$ 350,523	\$ -	\$ (350,523)	\$ -
Equipment, Primarily				
Transportation Vehicles	30,212,454	3,427,527	(618,352)	33,021,629
Accumulated Depreciation	(17,886,506)	(2,928,909)	618,352	(20,197,063)
Total	\$ 12,676,471	\$ 498,618	\$ (350,523)	\$ 12,824,566

	January 1, 2014	Additions	Deletions	December 31, 2014
Construction in Progress	\$ -	\$ 350,523	\$ -	\$ 350,523
Equipment, Primarily				
Transportation Vehicles	23,953,561	6,291,555	(32,662)	30,212,454
Accumulated Depreciation	(15,329,006)	(2,575,968)	18,468	(17,886,506)
Total	\$ 8,624,555	\$ 4,066,110	\$ (14,194)	\$ 12,676,471

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 5. Capital Assets (Continued)

Depreciation expense for the years ended December 31, 2015 and 2014, totaled \$2,928,909 and \$2,575,968, respectively. The City-Parish owns the terminal, administrative office building, and related land which are used by the System for its operations. The City-Parish provides these facilities and land to the System at no charge through an operating agreement.

Note 6. Accounts, Salaries, and Other Payables

The payables at December 31, 2015 and 2014, were as follows:

	2015	2014
Accounts Payable	\$ 986,768	\$ 1,369,955
Accrued Salaries	163,799	150,686
Accrued Expenses	83,262	46,414
Accrued Interest	8,245	16,099
Total	\$ 1,242,074	\$ 1,583,154

Note 7. Working Capital

Operations of the System are subsidized by the federal and local governments through various cash grants and appropriations. These subsidies are reported under the caption of non-operating revenue as government operating grants and as operating transfers from the City-Parish in the statements of revenues, expenses, and changes in net position.

Note 8. Pension Plan

Plan Description

The Capital Area Transit System Employees' Pension Fund is a defined benefit pension fund that provides retirement allowances and other benefits. The following summary of plan provisions is for general informational purposes only and does not constitute a guarantee of benefits. The provisions contained within this section are as of December 31, 2015.

Membership - Any individual employed by Capital Area Transit System (CATS), for whom contributions to the Fund are required to be made in accordance with the terms of the Collective Bargaining Agreement; and other clerical and administrative employees of CATS who agree to make the required contributions to the Plan effective February 1, 1973, or within ninety days of the commencement of their employment with CATS, if later; or any employee of the Union.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 8. Pension Plan (Continued)

Plan Description (Continued)

As of December 31, 2015 and 2014, pension plan membership consisted of the following:

	2015	2014
Inactive Plan Members or Beneficiaries		
Currently Receiving Benefits	68	67
Inactive Plan Members Entitled to but not yet Receiving Benefits	91	69
Active Plan Members	196	179
Total	355	315

Funding - According to the Plan Document, all contributions required to fund the Plan, on a sound actuarial basis, will be made by the Employer and each Participating Employee as determined under the Collective Bargaining Agreement. All benefits will be provided from the Trust Fund, and will be attributable to employer and employee contributions.

Contribution Refunds - In the event an employee's employment is terminated for any reason other than retirement, he is entitled to a refund of his employee contributions plus interest at two percent per annum. Once an employee, who was hired on or after October 24, 2001, terminates and withdraws his employee contributions, he forfeits any right to the accrued benefit derived from employer contributions.

Retirement Benefits - A participating employee is eligible to receive a normal retirement benefit on the first of the month after which he has attained age sixty-two and completed ten years of service. The monthly retirement benefit payable to an employee is equal to 1.2% of the member's average final compensation for each year of creditable service through January 31, 1991; and 1.4% of the member's average final compensation for each year of creditable service thereafter. The annual retirement benefit may not exceed the lesser of \$75,000 or 100% of the average final compensation.

A participating employee is eligible to receive an early retirement benefit on the first of the month after which he has attained age fifty-five and completed fifteen years of service, five of which are completed after February 1, 1973. The monthly early retirement benefit payable to an employee is 1.2% of the member's average final compensation for each year of creditable service through January 31, 1991; and 1.4% of the member's average final compensation for each year of creditable service thereafter, reduced by one-half of one percent for each calendar month by which the early retirement date precedes the normal retirement date.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 8. Pension Plan (Continued)

Plan Description (Continued)

Optional Allowances - The normal form of benefit is a three year certain and continuous annuity. In the event a retiree dies before receiving thirty-six monthly payments from the Fund, the beneficiary will be entitled to the balance of the thirty-six payments. In lieu of receiving the normal form of benefit, a married employee is given the opportunity to elect or to decline to have his benefit paid in the form of a joint and survivor annuity. In no event, under this form of benefit, will the annuity payable to the survivor be less than one-half of, or greater than the amount of the annuity payable during the joint lives of the employee and his spouse. Such Joint and Survivor annuity must be the actuarial equivalent of a three Year Certain and Continuous annuity payable to the employee. Unless a married employee elects otherwise in writing, their normal or early retirement benefit will be paid in the form of a Joint and 50% Survivor annuity.

Disability Benefits - A participating employee who becomes totally and permanently disabled after the completion of ten years of service, as determined and reported by the Board of Trustees, is entitled to a monthly disability benefit. The monthly disability pension payable to an employee is his accrued benefit. The benefit is payable no earlier than the first day of the sixth month following the month in which total and permanent disability began and will continue during total disability for life.

Survivor Benefits - In the event of the death of an active employee prior to retirement eligibility, his surviving spouse is due a monthly benefit equal to 50% of the employee's vested accrued benefit as of the date of death. If there is no surviving spouse, the benefit will be payable to the surviving dependent children under the age of eighteen, or age twenty-two if the child is a full-time student of an accredited college, university, or vocational-technical institution.

If an employee dies, having elected the Joint and Survivor benefit, while eligible to retire but not yet actually retired, then the surviving spouse will receive a benefit in accordance with the option in effect as of the date of death.

In the event that a member dies and has no surviving spouse or child eligible for monthly benefits, a refund of employee contributions plus interest at two percent per annum will be due to their estate or named beneficiary.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 8. Pension Plan (Continued)

Plan Description (Continued)

Deferred Retirement Option Plan - In lieu of terminating employment and accepting a retirement allowance, any participant of this plan who has been eligible for retirement, including early retirement, for at least one year, may elect to participate in the Deferred Retirement Option Plan (DROP). The election to participate in the DROP may be made only once, for a period not to exceed three years. Upon commencement of participation in the plan, membership in the System continues and the member's status changes to inactive. During participation in the DROP, neither employer nor employee contributions are payable. The monthly retirement benefits that would have been payable, had the person elected to cease employment and receive a service retirement allowance, are paid into the DROP account. This fund does not earn interest while a person is participating in the DROP. In addition, no cost of living increases are payable to participants until employment which made them eligible to become members of the System has been terminated for at least one full year.

Upon termination of employment prior to or at the end of the specified period of participation, a participant in the plan may receive, at his option, a lump sum from the account equal to the payments into the account or systematic disbursements from his account in any manner approved by the board of trustees. The monthly benefits that were being paid into the DROP account will begin to be paid to the retiree. If a participant dies during the participation in the plan, a lump sum equal to his account balance in the DROP account is paid to his named beneficiary or, if none, to his estate. If employment is not terminated at the end of the period specified for participation, payments into the DROP account cease and the person resumes active contributing membership in the plan. All amounts which remain credited to the individual's subaccount after termination of participation in the DROP will be credited with interest at the end of each plan year at a rate equal to the realized return of the retirement plan's trust portfolio for that plan year as certified by the retirement plan actuary in his actuarial report, less an amount to be calculated at the same rate of payment that applies to the management of the fund's investment portfolio.

Upon termination of employment, the monthly benefits which were being paid into the participant's subaccount begin to be paid to the retiree and he shall receive a supplemental benefit based on his additional service rendered since termination of participation in the DROP. The supplemental benefit shall be calculated based only on the years of additional service since DROP participation and a final average compensation calculated by joining the service rendered immediately prior to participating in DROP with that after DROP participation to find the highest five consecutive years of compensation.

In no event shall the supplemental benefit exceed an amount which, when combined with the original benefit, equals 100% of the average compensation figure used to calculate the supplemental benefit.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 8. Pension Plan (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the year ended December 31, 2015, the System recognized pension expense of \$412,818. At December 31, 2015, the System reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows	Deferred Inflows
December 31, 2015		
Difference Between Experience and Actual Experience	\$ 176,135	\$ 249,032
Changes in Assumptions	311,130	-
Difference Between Projected and Actual Earnings	696,178	-
	<u>\$ 1,183,443</u>	<u>\$ 249,032</u>
December 31, 2014		
Difference Between Experience and Actual Experience	\$ 191,572	\$ -
Changes in Assumptions	-	-
Difference Between Projected and Actual Earnings	48,421	-
	<u>\$ 239,993</u>	<u>\$ -</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

2016	\$ (273,733)
2017	(273,733)
2018	(209,876)
2019	<u>(177,069)</u>
Total	<u>\$ (934,411)</u>

Actuarial Methods and Assumptions

The Total Pension Liability is based on the Individual Entry Age Normal actuarial cost method as described in GASB 67. Calculations were made as of December 31, 2015 and were based on December 31, 2015 data. The current year actuarial assumptions utilized are based on the assumptions used in the December 31, 2015 actuarial funding valuation which, (with the exception of mortality) were based on the results of an actuarial experience study performed in 2009, unless otherwise specified. All assumptions selected were determined to be reasonable and represent expectations of future experience for the fund.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 8. Pension Plan (Continued)

Actuarial Methods and Assumptions (Continued)

The following actuarial assumptions apply to all periods included in the measurement of Total Pension Liability as of December 31, 2015:

Valuation Date	December 31, 2015										
Actuarial Cost Method	The Aggregate Actuarial Cost Method										
Amortization Method	N/A										
Remaining Amortization Period	N/A										
Asset Valuation Method	The actuarial value of assets has been set equal to the market value of assets.										
Actuarial Assumptions: Investment Rate of Return (Discount Rate):	6.00%, net of pension plan investment expense, including inflation										
Projected Salary Increases, Including Inflation and Merit Increases:											
	<table><thead><tr><th><u>Years of Service</u></th><th><u>Salary Growth Rate</u></th></tr></thead><tbody><tr><td>1</td><td>17.00%</td></tr><tr><td>2</td><td>10.00%</td></tr><tr><td>3 - 10</td><td>5.25%</td></tr><tr><td>11 and Over</td><td>3.75%</td></tr></tbody></table>	<u>Years of Service</u>	<u>Salary Growth Rate</u>	1	17.00%	2	10.00%	3 - 10	5.25%	11 and Over	3.75%
<u>Years of Service</u>	<u>Salary Growth Rate</u>										
1	17.00%										
2	10.00%										
3 - 10	5.25%										
11 and Over	3.75%										
Inflation	3.00%										

Mortality Rates - In the case of mortality, since the System's size is so small, no credible experience could be established for mortality. In the absence of such experience, mortality rates for active employees were based on the RP-2000 Employee Tables with a set back of four years for males and set back of three years for females. Mortality for retirees and beneficiaries was based on the RP-2000 Combined Healthy Table with Blue Collar Adjustment projected to 2032 using Scale AA. The RP-2000 Disabled Lives Mortality Table (set back five years for males and set back three years for females) was selected for disabled annuitants.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 8. Pension Plan (Continued)

Actuarial Methods and Assumptions (Continued)

Expected Remaining Service Lives - The effects of certain other changes in the Net Pension Liability are required to be included in pension expense over the current and future periods. The effects on the Total Pension Liability of (1) changes of economic and demographic assumptions or of other inputs and (2) differences between expected and actual experience are required to be included in pension expense in a systematic and rational manner over a closed period equal to the average of the expected remaining service lives of all employees that are provided with benefits through the pension plan (active employees and inactive employees), determined as of the beginning of the measurement period. The effect on the Net Pension Liability of differences between the projected earnings on pension plan investments and actual experience with regard to those earnings is required to be included in pension expense in a systematic and rational manner over a closed period of five years, beginning with the current period.

The Expected Remaining Service Lives (ERSL) for the current year is:

Beginning of Year	ERSL (in Years)
2015	4

Net Pension Liability and Expense

The components of the Net Pension Liability of the Plan as of December 31, 2015 and 2014, are as follows:

	2015	2014
Total Pension Liability	\$10,870,093	\$10,379,703
Plan Fiduciary Net Position	9,841,250	9,816,996
Net Pension Liability	\$ 1,028,843	\$ 562,707
Plan Fiduciary Net Position as a Total Percentage of the Total Pension Liability	90.54%	94.58%

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 8. Pension Plan (Continued)

Sensitivity to Changes in the Discount Rate

The following presents the Net Pension Liability of the System calculated using the discount rate of 6.00%, as well as what the System's Net Pension Liability would be if it were calculated using a discount rate that is one percentage point lower (5.00%) or one percentage point higher (7.00%) than the current rate (assuming all other assumptions remain unchanged):

	1% Decrease 5.00%	Current Discount Rate 6.00%	1% Increase 7.00%
Net Pension Liability (Asset)	\$ 2,325,538	\$ 1,028,843	\$ (58,851)

Note 9. Deferred Compensation Plan

The System offers its employees participation in the Louisiana Public Employees' Deferred Compensation Plan (Compensation Plan), created by Louisiana Revised Statutes and in accordance with Section 457 of the Internal Revenue Code. The Compensation Plan is available to all full-time employees and permits them to defer a portion of their salary until future years. The assets of the Compensation Plan are held in trust for the exclusive benefit of the participants and their beneficiaries. The custodian thereof, for the exclusive benefit of the participants, holds the custodial account for the beneficiaries of this plan, and the assets may not be diverted to any other use. The administrators are agents of the employer for purposes of providing direction to the custodian of the custodial account from time to time for the investment of the funds held in the account, transfer of assets to or from the account, and all other matters.

Note 10. Commitments and Contingencies

Grant Commitments

Grant agreements under which the System receives federal financial assistance require the System to match 15% to 25% of dollars received. For the year ended December 31, 2015, the System has provided local funds to meet matching requirements. In future years, the system will have to provide additional local funds to meet the matching requirements of existing grants. Similar commitments existed as of December 31, 2014.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 11. Self Insurance and Legal Claims

The System is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The System manages its exposure to losses through a self insurance program. For a period of time, including the period January 1, 2004 through August 31, 2004, the System retained liability for the first \$250,000 for general liability claims and workers' compensation claims. Excess general liability claims were commercially insured up to \$750,000. Beginning September 1, 2004, the System canceled its commercial policy and, thus, became self-insured for all bodily injury and property damage tort claims, in addition to workers' compensation claims.

At December 31, 2015 and 2014, accrued claims liabilities of \$1,979,403 and \$1,731,947, respectively, were included in the Proprietary Fund's statements of net position, as follows:

	2015	2014
Current Portion	\$ 614,241	\$ 434,555
Long-Term Portion	1,365,162	1,297,392
Total	\$ 1,979,403	\$ 1,731,947

The accruals, which are based upon the advice of counsel, are, in the opinion of management, sufficient to provide for all probable claims liabilities that are able to be estimated at December 31, 2015 and 2014. In addition, the claims will not be paid until appropriated by the System. Changes in claims liability during the years ended December 31, 2015 and 2014, were as follows:

	2015	2014
Beginning of Year Liability	\$ 1,731,947	\$ 1,684,888
Current Year Claims and Changes in Estimates	1,193,126	853,129
Claim Payments	(945,670)	(806,070)
End of Year Liability	\$ 1,979,403	\$ 1,731,947

Note 12. Capital Lease Obligations

The System is the lessee of 28 Blue Bird transit buses under a lease agreement with First Security Leasing, Inc. This lease agreement qualifies as a capital lease for accounting purposes and, therefore, has been recorded at the present value of the minimum lease payments as of the inception date.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 12. Capital Lease Obligations (Continued)

Changes in the capital lease liability during the years ended December 31, 2015 and 2014, were as follows:

	2015	2014
Beginning of Year Liability	\$ 1,569,641	\$ 2,299,029
Principal Payments	<u>(765,739)</u>	<u>(729,388)</u>
End of Year Liability	<u>\$ 803,902</u>	<u>\$ 1,569,641</u>
Due Within One Year	<u>\$ 803,902</u>	<u>\$ 765,739</u>
Net Book Value of Leased Capital Assets	<u>\$ 575,217</u>	<u>\$ 1,184,985</u>

Minimum future lease payments under these capital leases as of December 31, 2015, are:

Year Ended December 31,	Amount
2016	<u>\$ 833,704</u>
Total Minimum Lease Payments	833,704
Less: Amount Representing Interest	<u>(29,802)</u>
Present Value of Minimum Lease Payments	<u>\$ 803,902</u>

The interest rates on the capital leases range from 4.87% to 4.92%.

Note 13. Notes Payable - Current

During the year ended December 31, 2011, the East Baton Rouge Mortgage Finance Authority awarded a grant of \$500,000 which contained a provision that, should the System obtain a permanent method of financing, the grant would convert to a note payable. The ad valorem tax passed on April 16, 2012, meets this provision. During the years ended December 31, 2015 and 2014, the System paid \$100,000 and agreed to pay \$100,000 per year for the next two years.

Note 14. Concentrations

Substantially all non-management employees are covered under a collective bargaining agreement.

CAPITAL AREA TRANSIT SYSTEM

Notes to Financial Statements

Note 15. Designation of Net Position

During the year ended December 31, 2013, the System's board approved a resolution to designate \$3,000,000 of net position to be held for a contingency. That amount is held in a separate bank account.

**REQUIRED SUPPLEMENTARY INFORMATION
UNDER GASB STATEMENT NO. 67**

CAPITAL AREA TRANSIT SYSTEM
Required Supplementary Information Under
GASB Statement No. 67
Schedule of Changes in Net Pension Liability
For the Year Ended December 31, 2015

Schedule I

Total Pension Liability	
Service Cost	\$ 577,109
Interest	684,863
Differences Between Expected and Actual Experience	(332,043)
Changes of Assumptions	414,840
Benefit Payments	(507,571)
Refunds of Member Contributions	(348,156)
Other	1,348
Net Change in Total Pension Liability	<u>490,390</u>
Total Pension Liability - Beginning	<u>10,379,703</u>
Total Pension Liability - Ending (a)	<u><u>\$ 10,870,093</u></u>
Plan Fiduciary Net Position	
Contributions - Member	\$ 560,795
Contributions - Employer	659,045
Net Investment Income	646,520
Difference Between Projected and Actual Earnings	(885,354)
Benefit Payments	(507,571)
Refunds of Member Contributions	(348,156)
Administrative Expenses	(102,373)
Other	1,348
Net Change in Plan Fiduciary Net Position	<u>24,254</u>
Plan Fiduciary Net Position - Beginning	<u>9,816,996</u>
Plan Fiduciary Net Position - Ending (b)	<u><u>\$ 9,841,250</u></u>
Net Pension Liability Ending (a-b)	<u><u>\$ 1,028,843</u></u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	<u><u>90.54%</u></u>
Covered-Employee Payroll	<u><u>\$ 8,238,063</u></u>
Net Pension Liability as a Percentage of Covered- Employee Payroll	<u><u>12.49%</u></u>

See independent auditor's report.

CAPITAL AREA TRANSIT SYSTEM
Required Supplementary Information Under
GASB Statement No. 67
Schedule of Contributions
For the Year Ended December 31, 2015

Schedule II

Actuarially Determined Contribution (Determined as of the Prior Fiscal Year)	\$ 331,994
Contributions in Relation to the Actuarially Determined Contribution	<u>659,045</u>
Contribution Deficiency (Excess)	<u>\$ (327,051)</u>
Covered-Employee Payroll	<u>\$ 8,238,063</u>
Contributions as a Percentage of Covered- Employee Payroll	<u>8.00%</u>

See independent auditor's report.

CAPITAL AREA TRANSIT SYSTEM
Required Supplementary Information Under
GASB Statement No. 67
Schedule of Investment Returns
For the Year Ended December 31, 2015

Schedule III

Annual Money-Weighted Rate of Return, Net of Investment Expense	<u><u>-2.41%</u></u>
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See independent auditor's report.

CAPITAL AREA TRANSIT SYSTEM

Notes to Required Supplementary Information Under GASB Statement No. 67

The supplementary information presented in Schedules I, II, and III above was determined as part of the actuarial valuation at the date indicated. Additional information as of the latest actuarial valuation follows:

Valuation Date	December 31, 2015											
Actuarial Cost Method	The Aggregate Actuarial Cost Method											
Amortization Method	N/A											
Remaining Amortization Period	N/A											
Asset Valuation Method	The actuarial value of assets has been set equal to the market value of assets.											
Actuarial Assumptions:												
Investment Rate of Return (Discount Rate)	6.00%, net of pension plan investment expense, including inflation											
Projected Salary Increases, Including Inflation and Merit Increases	<table> <thead> <tr> <th>Years of Service</th> <th>Salary Growth Rate</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>17.00%</td> </tr> <tr> <td>2</td> <td>10.00%</td> </tr> <tr> <td>3 - 10</td> <td>5.25%</td> </tr> <tr> <td>11 and Over</td> <td>3.75%</td> </tr> </tbody> </table>	Years of Service	Salary Growth Rate	1	17.00%	2	10.00%	3 - 10	5.25%	11 and Over	3.75%	
Years of Service	Salary Growth Rate											
1	17.00%											
2	10.00%											
3 - 10	5.25%											
11 and Over	3.75%											
Inflation	3.00%											

See independent auditor's report.

CAPITAL AREA TRANSIT SYSTEM

Notes to Required Supplementary Information Under GASB Statement No. 67 (Continued)

Actuarial Assumptions (Continued):

Retirement Age

A participating employee is eligible to receive a normal retirement benefit on the first of the month after which he has attained age 62 and completed 10 years of service. The monthly retirement benefit payable to an employee is equal to 1.2% of the member's average final compensation for each year of creditable service through January 31, 1991; and 1.4% of the member's average final compensation for each year of creditable service thereafter. The annual retirement benefit may not exceed the lesser of \$75,000 or 100% of the average final compensation.

A participating employee is eligible to receive an early retirement benefit on the first of the month after which he has attained age 55 and completed 15 years of service, five of which are completed after February 1, 1973. The monthly early retirement benefit payable to an employee is 1.2% of the member's average final compensation for each year of creditable service through January 31, 1991; and 1.4% of the member's average final compensation for each year of creditable service thereafter, reduced by one-half of one percent for each calendar month by which the early retirement date precedes the normal retirement date.

Mortality

In the case of mortality, since the System's size is so small, no credible experience could be established for mortality. In the absence of such experience, mortality rates for active employees were based on the RP-2000 Employee Tables with a set back of four years for males and set back of three years for females. Mortality for retirees and beneficiaries was based on the RP-2000 Combined Healthy Table with Blue Collar Adjustment projected to 2032 using Scale AA. The RP-2000 Disabled Lives Mortality Table (set back five years for males and set back three years for females) was selected for disabled annuitants.

See independent auditor's report.

OTHER SUPPLEMENTARY INFORMATION

CAPITAL AREA TRANSIT SYSTEM
Schedule of Compensation, Benefits, and Other Payments
to Agency Head
For the Year Ended December 31, 2015

Agency Head
 Bob Mirabito, Chief Executive Officer

Purpose	Amount
Salary	\$171,769
Benefits - Insurance	\$7,027
Benefits - Retirement	\$0
Benefits - Cellphone	\$744
Executive (Car) Allowance	\$8,723
Vehicle Provided by Government	\$0
Per Diem	\$0
Reimbursements	\$0
Travel	\$2,374
Registration Fees	\$0
Conference Travel	\$0
Continuing Professional Education Fees	\$0
Housing	\$0
Unvouchered Expenses	\$0
Special Meals	\$199

See independent auditor's report.

**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**

Independent Auditor's Report

To the Board of Commissioners
Capital Area Transit System
Baton Rouge, Louisiana

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 accompanying financial statements of the business-type activities and the major fund of Capital Area Transit System (the System), a component unit of the City of Baton Rouge - Parish of East Baton Rouge, and the Capital Area Transit System Employees' Pension Trust Fund (a fiduciary fund of the System), as of and for the year ended December 31, 2015, and the related notes to the financial statements, which collectively comprise the System's basic financial statements, and have issued our report thereon dated June 6, 2016.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the System's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the System's internal control. Accordingly, we do not express an opinion on the effectiveness of the System'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 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 over financial reporting 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 System's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

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 System'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 System's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. Under Louisiana Revised Statute 24:513, this report is distributed by the Legislative Auditor as a public document.

A handwritten signature in cursive script that reads "LaPorte".

A Professional Accounting Corporation

Covington, LA
June 6, 2016

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

Independent Auditor's Report

To the Board of Commissioners
Capital Area Transit System
Baton Rouge, Louisiana

Report on Compliance for Each Major Federal Program

We have audited Capital Area Transit System's (the System) compliance with the types of compliance requirements described in the Uniform Guidance that could have a direct and material effect on each of the System's major federal programs for the year ended December 31, 2015. The System'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 the System'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* (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 System'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 System's compliance with those requirements.

Opinion on Each Major Federal Program

In our opinion, Capital Area Transit System 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, 2015.

Other Matters

The results of our auditing procedures disclosed other instances of noncompliance, which are required to be reported in accordance with the Uniform Guidance and which are described in the accompanying schedule of findings and questioned costs as items 2015-001, 2015-002, and 2015-003.

Report on Internal Control Over Compliance

Management of the System 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 System'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 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 System's internal control over compliance.

Our consideration of internal control over compliance was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as discussed below, we identified certain deficiencies in internal control over compliance that we consider to be material weaknesses and significant deficiencies.

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, 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. We consider the deficiency in internal control over compliance described in the accompanying schedule of findings and questioned costs as item 2015-001 to be a material weakness.

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. We consider the deficiency in internal control over compliance described in the accompanying schedule of findings and questioned costs as item 2015-002 to be a significant deficiency.

The System's responses to the internal control over compliance findings identified in our audit are described in the accompanying schedule of findings and questioned costs. The System's responses were not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the responses.

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.

A handwritten signature in cursive script that reads "LaForte".

A Professional Accounting Corporation

Covington, LA
June 6, 2016

CAPITAL AREA TRANSIT SYSTEM
Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2015

Federal Grantor/ Program Title	CFDA Number	Project Number	Expenditures (Repayments)
<u>Federal Transportation Administration</u>			
2014 State of Good Repair	20.507	LA-34-0002	\$ 526,100
2014 State of Good Repair	20.507	LA 34-0011	251,941
2007 - 2009 New Freedom	20.507	LA-57-4012	(153,535)
2010 New Freedom	20.507	LA-57-4041	19,473
2007 Job Access and Reverse Commute	20.507	LA-37-X029	(5,886)
2011 & 2012 Job Access and Reverse Commute	20.507	LA-37-4047	320,973
2013 Congestion Mitigation and Air Quality	20.507	LA-95-0003	43,876
2014 & 2015 Congestion Mitigation and Air Quality	20.507	LA-95-4009	2,617,961
2008 Formula Grant	20.507	LA-90-0332-00	47,754
2009 Formula Grant	20.507	LA-90-0340-00	60,581
2012 Formula Grant	20.507	LA-90-0389	56,761
2012 Formula Grant	20.507	LA-90-2389	4,492
2013 Formula Grant	20.507	LA-90-0404	100
2014 Formula Grant	20.507	LA-90-0426	2,946,652
2014 Formula Grant	20.507	LA-90-8426	1,220,604
2015 Formulaf Grant	20.507	LA-90-0437	<u>615,332</u>
Total Expenditures of Federal Awards			<u>\$ 8,573,179</u>

See accompanying notes to the schedule of expenditures of federal awards.

CAPITAL AREA TRANSIT SYSTEM
Notes to Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2015

Note 1. General

The accompanying schedule of expenditures of federal awards presents the activity of the federal awards of Capital Area Transit System (the System). The System's reporting entity is defined in Note 1 to the financial statements for the year ended December 31, 2015. All federal awards received from federal agencies are included on the schedule.

Note 2. Basis of Accounting

The accompanying schedule of expenditures of federal awards is presented using the accrual basis of accounting, which is described in Note 1 to the System's financial statements.

Note 3. Reconciliation of Federal Awards to the Statement of Revenues, Expenses, and Changes in Net Position

The following is a reconciliation of federal awards to revenues as reported on the statement of revenues, expenses, and changes in net position:

Federal Operating Subsidy	\$ 6,762,302
Planning and Technical Study Grants	4,792
Capital Contributions	3,092,156
Less Expenditures in Previous Year Reimbursed in 2015	(933,863)
Less Medicaid Reimbursements	<u>(352,208)</u>
Total Expenditures of Federal Awards	<u>\$ 8,573,179</u>

CAPITAL AREA TRANSIT SYSTEM
Schedule of Findings and Questioned Costs
For the Year Ended December 31, 2015

Part I - Summary of Auditor's Results

Financial Statements

- | | | |
|----|---|------------|
| 1. | Type of auditor's report issued: | Unmodified |
| 2. | Internal control over financial reporting: | |
| | a. Material weaknesses identified? | No |
| | b. Significant deficiencies identified? | No |
| 3. | Noncompliance material to the financial statements noted? | No |

Federal Awards

- | | | |
|----|--|---|
| 1. | Internal control over major programs: | |
| | a. Material weaknesses identified? | Yes |
| | b. Significant deficiencies identified? | Yes |
| 2. | Noncompliance material to the financial statements noted? | No |
| 3. | Type of auditor's report issued on compliance for major programs: | Unmodified |
| 4. | Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance: | Yes |
| 5. | Identification of major programs: | |
| | <u>CFDA Number</u> | <u>Name of Federal Program or Cluster</u> |
| | 20.507 | Transit Formula Grants |
| 6. | Dollar threshold used to distinguish between type A and type B programs: | \$300,000 |
| 7. | Auditee qualified as low-risk auditee? | No |

Part II - Financial Statements Findings

None

CAPITAL AREA TRANSIT SYSTEM
Schedule of Findings and Questioned Costs (Continued)
For the Year Ended December 31, 2015

Part III - Findings and Questioned Costs for Federal Awards

2015-001 Financial Management Oversight Review (CFDA 20.507)

Criteria: There are various Codes of Federal Regulations pertaining to the United States Federal Transit Administration (FTA) that should be followed.

Condition: The FTA contracted with private firms to conduct a financial management oversight review of the System's compliance with FTA financial management system requirements. Their report was dated January 10, 2014. The following material weakness as numbered in the report remains unresolved:

7. Preventive maintenance work is not being performed within the stated intervals in the maintenance plan.

Cause: The System has experienced turnover in key positions in early 2013. Prior to 2013, staffing was limited due to financial constraints.

Effect: Ineffective internal controls over the administration of FTA grants.

Recommendation: The following recommendation by item number was included in the financial management oversight review report dated January 10, 2014:

7. The System should enhance scheduling procedures to ensure that preventive maintenance intervals are not missed.

Management's Response:

7. Preventive Maintenance Not Performed Timely

The System has documented planned preventive maintenance procedures and will work to have preventive maintenance performed timely. The System has had difficulty hiring additional diesel mechanics to perform maintenance on a timely basis.

CAPITAL AREA TRANSIT SYSTEM
Schedule of Findings and Questioned Costs (Continued)
For the Year Ended December 31, 2015

2015-002 Financial Management Oversight Review (CFDA 20.507)

Criteria: There are various Codes of Federal Regulations pertaining to the United States Federal Transit Administration (FTA) that should be followed.

Condition: The financial management oversight review report dated January 10, 2014 identified the following significant deficiency which remains unresolved:

10. The insurance coverage provided does not address rolling stock.

Cause: The System has experienced turnover in key positions in early 2013. Prior to 2013, staffing was limited due to financial constraints.

Effect: Ineffective internal controls over the administration of FTA grants.

Recommendation: The following recommendation by item number was included in the financial management oversight review report dated January 10, 2014:

10. The System should determine and document the extent of its insurance coverage for rolling stock.

Management's Response:

10. No Apparent Insurance Coverage of Rolling Stock

The System resolved this finding subsequent to December 31, 2015.

2015-003 Wage Rate Requirement (CFDA 20.507)

Criteria: 29 CFR Sections 5.5 and 5.6 require contractors to submit weekly certified payroll reports on any construction funded with federal grants.

Condition: During our testing of bus shelter construction for the year ended December 31, 2015, management was unable to provide certified wage reports from the shelter contractor.

Cause: The person assigned to oversee the bus shelter construction was not aware of the requirements for certified weekly payroll reports.

Effect: Noncompliance with requirements of 29 CFR Sections 5.5 and 5.6.

Recommendation: We recommend that future certified weekly payroll reports be obtained on all future construction projects that are federally funded.

Management's Response:

Management will ensure that weekly certified payroll reports are obtained on all future construction contracts that are federally funded.

CAPITAL AREA TRANSIT SYSTEM
Summary Schedule of Prior Audit Findings
For the Year Ended December 31, 2015

2014 - 001 Controls over Cash Disbursements

Status: This finding has been resolved.

2014 - 002 Financial Management Oversight Review (CFDA 20.507)

3. Cash counting procedures.

Status: This finding has been resolved.

7. Preventive maintenance work is not being performed within the stated intervals.

Status: This finding has not been resolved. See finding 2015-001.

2014 - 003 Financial Management Oversight Review (CFDA 20.507)

10. Insurance coverage does not address rolling stock.

Status: This finding has not been resolved. See finding 2015-002.