



Single Audit Report

June 30, 2013

Red Rose Transit Authority

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Red Rose Transit Authority

Report Distribution List

June 30, 2013

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**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*
and the Audit Requirements of the Pennsylvania
Department of Transportation**

Independent Auditor's Report

To the Board of Directors
Red Rose Transit Authority
Lancaster, Pennsylvania

We have audited, in accordance with the 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 and the audit requirements of the Pennsylvania Department of Transportation, the financial statements of the Red Rose Transit Authority, as of and for the year ended June 30, 2013, and the related notes to the financial statements, which collectively comprise Red Rose Transit Authority's basic financial statements, and have issued our report thereon dated December 17, 2013.

Internal Control over Financial Reporting

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

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

Internal Control over Financial Reporting (continued)

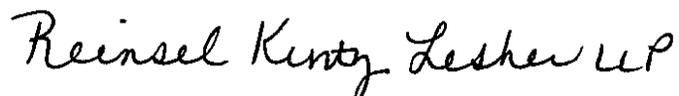
Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not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

Compliance and Other Matters

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

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* and the audit requirements of the Pennsylvania Department of Transportation in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



December 17, 2013
Lancaster, Pennsylvania



Report on Compliance for Each Major Federal Program; Report on Internal Control Over Compliance; and Report on the Schedule of Expenditures of Federal Awards Required by OMB Circular A-133

Independent Auditor's Report

To the Board of Directors
Red Rose Transit Authority
Lancaster, Pennsylvania

Report on Compliance for Each Major Federal Program

We have audited Red Rose Transit Authority's compliance with the types of compliance requirements described in the OMB Circular A-133, *Compliance Supplement* that could have a direct and material effect on each of Red Rose Transit Authority's major federal programs for the year ended June 30, 2013. Red Rose Transit Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

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

Auditor's Responsibility

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

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

Opinion on Each Major Federal Program

In our opinion, Red Rose Transit Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2013.

Report on Internal Control Over Compliance

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

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

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

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by OMB Circular A-133

We have audited the financial statements of Red Rose Transit Authority as of and for the year ended June 30, 2013, and have issued our report thereon dated December 17, 2013, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditure of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

Reinsel Kintz Lesher LLP

December 17, 2013
Lancaster, Pennsylvania

Red Rose Transit AuthoritySchedule of Expenditures of Federal Awards
Year Ended June 30, 2013

Federal Grantor/Pass-Through Grantor/ Program Title	Federal CFDA Number	Pass-Through Grantor's Number	Expenditures
U.S. Department of Transportation, Federal Transit Administration			
Federal Transit Grants Cluster			
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0638	\$ 34,923
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0688	482,133
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-04-0009	9,050
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0678	21,013
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0522	1,387
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0589	21,716
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0729	965,826
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0757	1,723,868
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-4757	850,000
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-8757	407,268
Federal Transit Capital and Operating Assistance Formula Grants	20.507	PA-90-0588	11,901
Total Federal Transit Grants Cluster			4,529,085*
Transit Services Programs			
Job Access Reverse Commute	20.516	PA-37-4038	51,232
New Freedom Program	20.521	PA-57-0006	15,998
New Freedom Program	20.521	PA-57-0022	17,838
Total Transit Services Programs			85,068
Passed through Lancaster County Metropolitan Planning Grant	20.505	N/A	26,400
Total U.S. Department of Transportation, Federal Transit Administration			4,640,553

Red Rose Transit Authority

Schedule of Expenditures of Federal Awards (continued)

Year Ended June 30, 2013

Federal Grantor/Pass-Through Grantor/ Program Title	Federal CFDA Number	Pass-Through Grantor's Number	Expenditures
U.S. Department of Health and Human Services			
Passed through the Commonwealth of Pennsylvania, Department of Public Welfare			
Passed through Lancaster County Medical Assistance Transportation Program	93.778	N/A	1,192,616
Passed through the Lancaster County Office of Behavioral Health/Developmental Services Medical Assistance Transportation Program	93.778	N/A	640,077
Total U.S. Department of Health and Human Services			1,832,693
Total Federal Awards Expended			\$ 6,473,246

* Denotes major program as defined by OMB Circular A-133.

Red Rose Transit Authority

Note to Schedule of Expenditures of Federal Awards
Year Ended June 30, 2013

Note 1 - Significant Accounting Policies

The Red Rose Transit Authority maintains its accounting records in accordance with accounting principles generally accepted in the United States of America. The financial information contained in the schedule of expenditures of federal awards has been prepared on the basis of accounting practices prescribed under the terms of Federal Operating Assistance and Capital Grants with the Federal Transit Administration. The practices differ from accounting principles generally accepted in the United States of America as follows:

1. Depreciation is not allowed as a project cost.
2. Certain expenditures that would not normally be included in the determination of net income are either allowable or unallowable for project purposes.

Red Rose Transit Authority

Summary Schedule of Prior Audit Findings

June 30, 2013

Section II - Financial Statement Findings

None.

Section III - Federal Award Findings and Questioned Costs

None.

Red Rose Transit Authority

Schedule of Findings and Questioned Costs

June 30, 2013

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified?

Yes No

Significant deficiency(ies) identified that are not considered to be a material weakness(es)?

Yes None Reported

Noncompliance material to financial statements noted?

Yes No

Federal Awards

Internal control over major programs:

Material weakness(es) identified?

Yes No

Significant deficiency(ies) identified that are not considered to be a material weakness(es)?

Yes None Reported

Type of auditor's report issued on compliance for major programs:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with OMB Circular A-133, Section 510(a)?

Yes No

Identification of Major Programs

<u>CFDA Number</u>	<u>Name of Federal Program</u>	<u>Amount Expended</u>
20.507	Federal Transit Grants Cluster	\$ 4,529,085
Dollar threshold used to distinguish between Type A and Type B programs:		\$ 300,000
Auditee qualified as low-risk auditee?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Red Rose Transit Authority

Schedule of Findings and Questioned Costs (continued)

June 30, 2013

Section II - Financial Statement Findings

None.

Section III - Federal Award Findings and Questioned Costs

None.