

**WACCAMAW REGIONAL  
TRANSPORTATION AUTHORITY**

**FINANCIAL REPORT**

**FOR THE FISCAL YEAR ENDED  
SEPTEMBER 30, 2021**

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## FINANCIAL REPORT FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021

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## INDEPENDENT AUDITOR'S REPORT

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To the Board of Directors of the  
Waccamaw Regional Transportation Authority  
Conway, South Carolina

### Report on the Financial Statements

We have audited the accompanying financial statements of the **Waccamaw Regional Transportation Authority** (the "Authority") as of and for the year ended September 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

### *Management's Responsibility for the Financial Statements*

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

### *Auditor's Responsibility*

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

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**Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Waccamaw Regional Transportation Authority as of September 30, 2021, and the changes in financial position and cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

**Other Matters*****Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis (on pages 4 through 11), the Schedule of Authority's Proportionate Share of the Net Pension Liability (on page 35), and the Schedule of Authority Contributions (on pages 36 through 37) be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

***Other Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Waccamaw Regional Transportation Authority's basic financial statements. The Schedule of Revenues, Expenses, and Changes in Net Position – Budget (Non-GAAP Basis) and Actual; the Schedules of Budgeted to Actual Costs – SCDOT Grants; and the Schedule of Expenditures of Federal Awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

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The Schedule of Revenues, Expenses, and Changes in Net Position – Budget (Non-GAAP Basis) and Actual; the Schedules of Budgeted to Actual Costs – SCDOT Grants; and the Schedule of Expenditures of Federal Awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Revenues, Expenses, and Changes in Net Position – Budget (Non-GAAP Basis) and Actual; the Schedules of Budgeted to Actual Costs – SCDOT Grants; and the Schedule of Expenditures of Federal Awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated March 9, 2022, on our consideration of the Waccamaw Regional Transportation Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely 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 effectiveness of the Waccamaw Regional Transportation Authority's 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 Waccamaw Regional Transportation Authority's internal control over financial reporting and compliance.

*Mauldin & Jenkins, LLC*

Columbia, South Carolina  
March 9, 2022

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## MANAGEMENT'S DISCUSSION AND ANALYSIS

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This Management's Discussion and Analysis (MD&A) of the Waccamaw Regional Transportation Authority (the "Authority") provides an overview of the major financial activities affecting the operations of the Authority. This overview encompasses the financial performance and financial statements of the Waccamaw Regional Transportation Authority for the fiscal year ended September 30, 2021. The information contained in this MD&A is prepared by management and should be considered in conjunction with the information contained in the Independent Auditor's Report and notes to the financial statements. Following this MD&A are the basic financial statements of the Authority, together with the notes, which are essential to a full understanding of the data contained in the financial statements.

### **Financial Highlights**

Key financial highlights for fiscal year 2021 are as follows:

- At September 30, 2021, total assets and deferred outflows of resources equaled \$11,097,613, and total liabilities and deferred inflows of resources equaled \$7,565,729. This results in net position at September 30, 2021, in the amount of \$3,531,884.
- Changes in total net position for the fiscal year ending September 30, 2021, resulted in an increase totaling \$3,257,580 after the accounting for capital contributions, which totaled \$3,841,208.

### **Overview of the Financial Statements**

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The notes to the financial statements contain more detail on some of the information presented in the financial statements. The financial statements of the Authority report information about the Authority using accounting methods similar to those used by private sector companies. These statements offer short and long-term financial information about its activities. The Statement of Net Position presents information on all of the Authority's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating. The Statement of Net Position can be found on page 12 of this report.

The Statement of Revenues, Expenses and Changes in Net Position presents information showing how the Authority's net position changed during the fiscal year ended September 30, 2021. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus revenues and expenses are recorded in this statement for some items that will only result in cash flows in future fiscal periods (for example, earned but unused vacation leave). The Statement of Revenues, Expenses, and Changes in Net Position can be found on page 13 of this report.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided within the financial statements. The notes to the financial statements can be found on pages 15 through 34 of this report.

## MANAGEMENT'S DISCUSSION AND ANALYSIS

### Financial Statements

**Net Position:** The following table summarizes the changes in net position for the fiscal year ended September 30, 2021, and the fiscal year ended September 30, 2020.

	<u>2021</u>	<u>2020</u>
Current assets	\$ 3,228,307	\$ 2,885,304
Capital assets	<u>6,787,838</u>	<u>3,976,943</u>
Total assets	<u>10,016,145</u>	<u>6,862,247</u>
Deferred outflows of resources	<u>1,081,468</u>	<u>735,891</u>
Current liabilities	539,348	670,461
Long-term liabilities	<u>6,057,224</u>	<u>6,455,851</u>
Total liabilities	<u>6,596,572</u>	<u>7,126,312</u>
Deferred inflows of resources	<u>969,157</u>	<u>197,522</u>
Net position:		
Net investment in capital assets	6,787,838	3,976,943
Restricted for transit operations	60,000	60,000
Unrestricted	<u>(3,315,954)</u>	<u>(3,762,639)</u>
Total net position	<u>\$ 3,531,884</u>	<u>\$ 274,304</u>

The Authority's total current assets increased by \$343,003 during the fiscal year ended September 30, 2021. Elements to consider related to these changes include:

- The Authority's inventory increased by \$39,576 during the fiscal year ended September 30, 2021.
- The Authority's cash increased by \$552,532, which was partially offset by the decrease in accounts receivable of \$272,910 during the fiscal year ended September 30, 2021.

The Authority's capital assets increased by \$2,810,895 during the fiscal year ended September 30, 2021. Elements to consider related to these changes include:

- For the fiscal year ended September 30, 2021, the Authority purchased capital assets in the amount of \$3,676,352 while incurring depreciation on capital assets in the amount of \$737,356, which was the primary cause of the net increase in capital assets.

## MANAGEMENT'S DISCUSSION AND ANALYSIS

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### **Financial Statements (Continued)**

The Authority's current liabilities decreased by \$131,113 during the fiscal year ended September 30, 2021. Elements to consider related to these changes include:

- The Authority's balance payable to the South Carolina Department of Transportation decreased by \$126,668 during the year ended September 30, 2021, which accounted for the majority of the current year decrease in current liabilities.
- The Authority's accounts payable decreased by \$92,081 during the year ended September 30, 2021, which was partially offset by increases in accrued payroll and unearned revenue of \$43,026 and \$35,969, respectively.

The Authority's long-term liabilities decreased by \$398,627 during the current year as a result of a decrease in the net pension liability and noncurrent portion of the Authority's outstanding long-term payable to Federal Transit Authority of \$279,505 and \$119,122, respectively.

The Authority's net position increased by \$3,257,580 during the fiscal year ended September 30, 2021. These changes are attributed to increases in federal and local grants and appropriations, partially offset by increased operating expenses.

**Revenues, Expenses and Changes in Net Position:** The table on the following page summarizes the revenues, expenses and changes in net position for the fiscal year ended September 30, 2021, and for the fiscal year ended September 30, 2020.

## MANAGEMENT'S DISCUSSION AND ANALYSIS

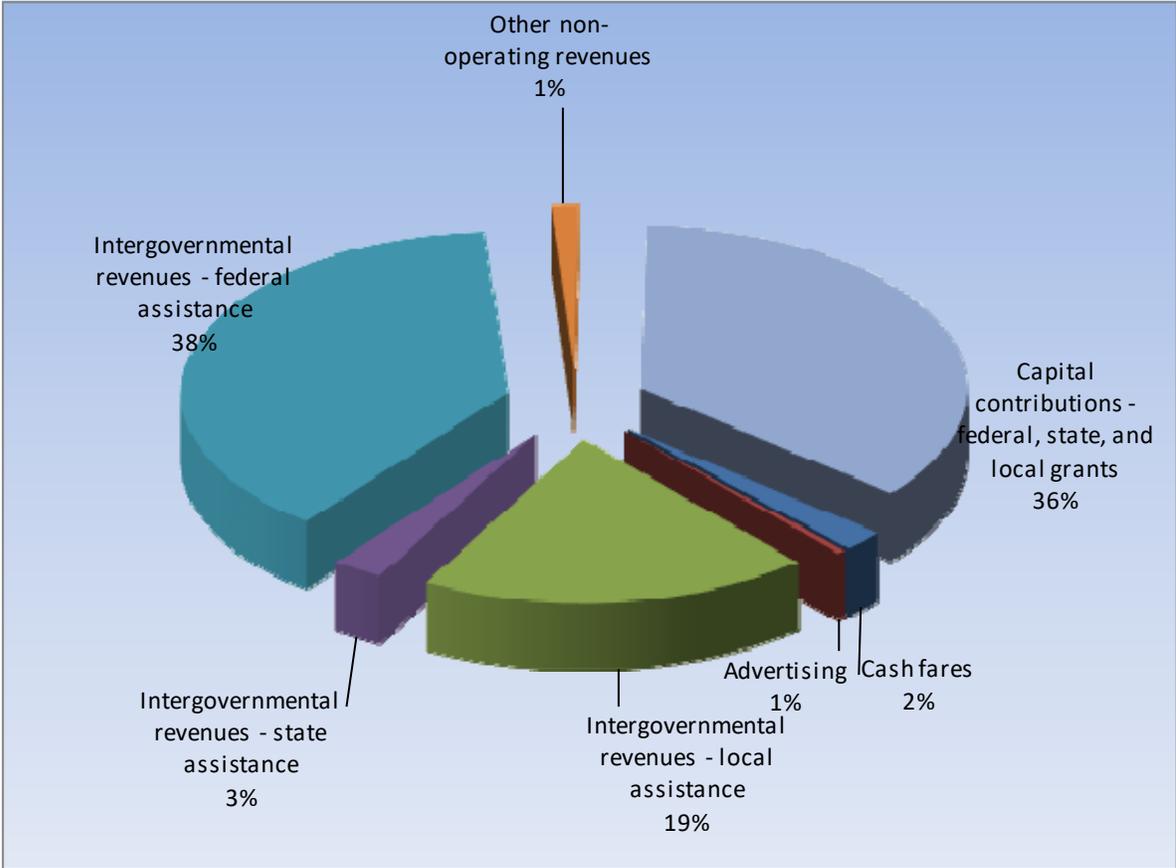
### Financial Statements (Continued)

	2021	2020
Operating revenues:		
Cash fares	\$ 220,702	\$ 269,308
Advertising	42,886	4,110
Miscellaneous	1,566	-
Operating revenues	265,154	273,418
Operating expenses:		
Salaries and wages	3,136,073	3,008,410
Fringe benefits	1,760,022	1,847,569
Fuel, materials and supplies	827,150	734,045
Insurance	199,970	177,079
Professional fees	64,662	62,869
Utilities and telephone	103,499	100,410
Advertising	73,403	52,691
Printing and supplies	57,901	55,265
Travel and training	25,493	22,581
Repairs and maintenance	180,208	284,875
Non-capital equipment	213,824	279,432
Other operating expenses	66,905	75,191
Depreciation expense	737,356	596,083
Operating expenses	7,446,466	7,296,500
Operating loss	(7,181,312)	(7,023,082)
Nonoperating revenues (expenses)		
Intergovernmental revenues - local assistance	2,074,056	2,698,879
Intergovernmental revenues - state assistance	274,954	253,577
Intergovernmental revenues - federal assistance	4,104,647	5,042,565
Gain on disposal of assets	62,543	-
Other non-operating revenues	80,076	2,013
Interest income	1,408	146
Interest expense	-	(5,966)
Nonoperating revenue, net	6,597,684	7,991,214
Capital contributions - federal, state and local grants	3,841,208	1,721,858
Change in net position	\$ 3,257,580	\$ 2,689,990

MANAGEMENT’S DISCUSSION AND ANALYSIS

**Financial Statements (Continued)**

**Revenues, Expenses and Changes in Net Position (Continued):** The following chart shows the major revenue sources and percentages for revenues as of September 30, 2021.



*Note: Labels for some revenue accounts have been combined into an “Other” category because their individual portion was less than 1%.*

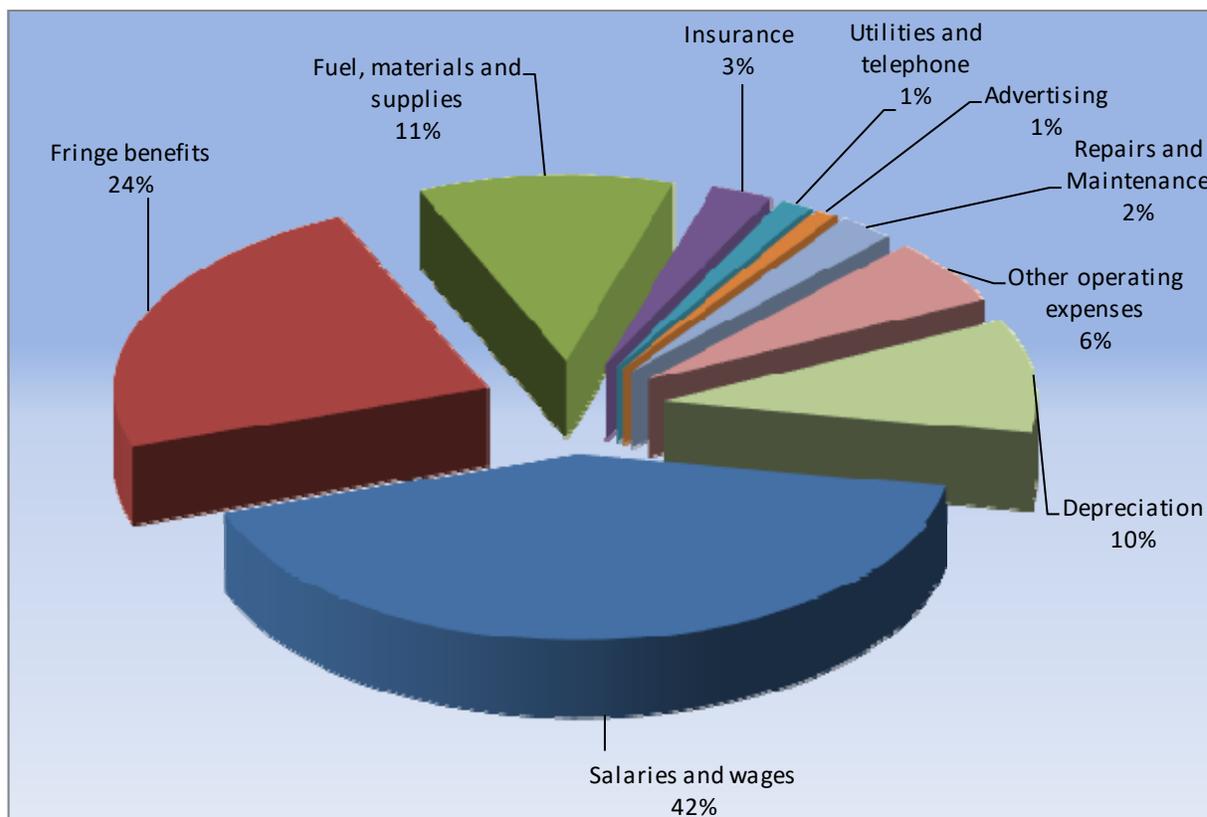
For the fiscal year ended September 30, 2021, operating revenues of the Authority were \$265,154, or 3.02% lower than for the fiscal year ended September 30, 2020, revenues of \$273,418. Elements to consider related to these changes include:

- The majority of the decrease is the result of the overall decrease in cash fare revenues collected for the fiscal year ending September 30, 2021, due to the lasting effects of the COVID-19 pandemic.

## MANAGEMENT'S DISCUSSION AND ANALYSIS

### Financial Statements (Continued)

**Revenues, Expenses and Changes in Net Position (Continued):** The following chart shows the major expenses and the percentage for the total expenses as of September 30, 2021.



*Note: Because so many expense accounts exist, labels for some accounts have been combined.*

For the fiscal year ended September 30, 2021, operating expenses increased \$149,966, or 2.06% to \$7,446,466. The majority of the current year increase in expenses is the result of the increase in employee salaries and wages expenses as well as fuel, materials and supplies expenses, partially offset by a decrease in fringe benefits and repairs and maintenance expenses for the fiscal year ending September 30, 2021.

For the fiscal year ended September 30, 2021, net non-operating revenues of the Authority totaled \$6,597,684, which was \$1,393,530 less than the fiscal year ended September 30, 2020. The majority of this decrease is the result of a decrease in federal and local operating assistance grants for the fiscal year ending September 30, 2021.

### Budget Analysis

Over the course of the year, the Authority operated under an approved budget for fiscal year 2021 by the Board of Directors. The fiscal year 2021 12-month budget was approved by the Board of Directors in September 2020.

The fiscal year 2021 budget is \$6.6 million. The Authority continues to petition local governments in its service areas for financial support and has continued to seek funding from state and federal sources when available.

## MANAGEMENT'S DISCUSSION AND ANALYSIS

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### **Capital Assets and Debt Administration**

**Capital Assets:** The Authority's investment in capital assets was \$6,787,838 as of September 30, 2021. This represents a 70.7% increase in the Authority's September 30, 2020, capital asset balance of \$3,976,943. These investments in capital assets include buildings, vehicles and equipment.

During fiscal year 2021, with approved FTA and SCDOT grant funding, the Authority purchased capital assets in the amount of \$3,676,352.

Additional information on the Authority's capital assets can be found in the Notes to the financial statements.

**Debt Administration:** The Authority's obligation to the Federal Transit Authority decreased by \$119,122 in 2021. Additionally, the Authority's obligation to the South Carolina Department of Transportation fully matured in 2021 and decreased by \$126,668 as compared to 2020.

### **Single Audit**

The Authority had projects which were audited for compliance as required by the 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* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). These audits report on the Authority's compliance with laws, regulations, contracts and grants applicable to major federal programs through which the Authority received grant revenues. The auditor's report on compliance did not identify any material weaknesses.

### **Economic Factors and Next Year's Budget**

The Waccamaw RTA Board of Directors approved the fiscal year 2021 budget at their meeting on August 26, 2020. The fiscal year 2021 adjusted operating & maintenance budget was \$6.6 million, which is a 14.0% increase compared to the \$5.7 million budget in fiscal year 2020 due to a modest increase in service. Revenues in fiscal year 2021 were slightly lower because of issues with Waccamaw's dedicated revenue source (Road Use Fees) in both Horry and Georgetown Counties. A SC Supreme Court decision in Greenville County rendered Road Use Fees unconstitutional. As of July 1, 2021, both Counties continued collecting the fees but placed them in escrow and backstopped Waccamaw RTA with other funds at a slightly lower level than would have been generated by Road Use Fee revenues. In May 2020, the Waccamaw RTA Board approved a budget revision, increasing the Authority's budget by nearly \$330K to \$6.83 million. The increase in costs were associated with a step increase in wages to support recruitment of employees, specifically CDL-licensed bus operators.

Revenues generated locally through the County Road Use Fee (\$6.50 per registered vehicle) continued their expected growth rate, however, the SC Supreme Court decision forced both Counties to either reduce or cap the amount of replacement funds. The impact of this change was only felt in the Authority's fourth quarter due to the overlap in fiscal years between local governments and Waccamaw RTA. Both Horry and Georgetown Counties are pursuing legal remedies designed to reinstate Road Use Fees and working with Waccamaw RTA on potential alternative funding sources. The impact of capped funding will be felt in the first three quarters with fourth quarter still to be determined based on local budget decisions.

## MANAGEMENT'S DISCUSSION AND ANALYSIS

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### **Economic Factors and Next Year's Budget (Continued)**

The capital budget for FY 21 included the acquisition of three small transits (for our paratransit system), six New Flyer transit coaches, two (2) non-revenue vehicles and continued implementation of bus stop signs and the advancement of our Facility Development Program, which includes site selection, environmental assessment and preliminary design of a new administrative, operating and maintenance facility and up to three passenger handling facilities. Primary, capital outlays in 2022 will focus on the Facilities Development Program (\$500K), where the Authority continues its effort to acquire property and future facility development. The bus stop sign implementation project will continue (\$100K) and the Authority expects to take delivery of up to five paratransit vehicles (\$400K), a new fare collection system (cost to be determined) and a new radio system (\$220K). The Authority is also in the process of relocating almost all maintenance functions to a leased property, due to the loss of a leased parking lot across the street from our current facility. Loss of the auxiliary parking (as of April 1, 2022) will mean the Authority will not be able to accommodate storage of our whole fleet and employee parking. By relocating maintenance and using the interior for parking, enough space will be created at the Conway facility to accommodate daily pull-out for revenue vehicles and employee parking.

The Authority will be funding a planning study to be managed by the Waccamaw Regional Council of Governments to conduct a fare structure analysis, an assessment of transit needs in the region and a long range financial plan. Awards for that planning work are expected to take place in April 2022.

### **Requests for Information**

This financial overview is designed to provide readers with a general overview of the Authority's finances, and to show accountability. If you have questions or would like further information about this financial report, you may contact the Authority's Chief Financial Officer, 1418 Third Avenue, Conway, SC 29526.

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## STATEMENT OF NET POSITION SEPTEMBER 30, 2021

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<b>ASSETS</b>	
<b>Current assets</b>	
Cash and cash equivalents	\$ 1,617,219
Receivables:	
Ridership	53,314
Intergovernmental	1,174,651
Prepaid expenses	59,095
Inventory	324,028
Total current assets	<u>3,228,307</u>
<b>Noncurrent assets</b>	
Capital assets:	
Capital assets - nondepreciable	567,452
Capital assets - depreciable, net	6,220,386
Total noncurrent assets	<u>6,787,838</u>
Total assets	<u>10,016,145</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	
Pension:	
South Carolina Retirement System	1,081,412
South Carolina Police Officers Retirement System	56
Total deferred outflows of resources	<u>1,081,468</u>
<b>LIABILITIES</b>	
<b>Current liabilities</b>	
Accounts payable	155,756
Accrued payroll and withholdings	226,106
Accrued compensated absences, due within one year	117,332
Unearned revenue	40,154
Total current liabilities	<u>539,348</u>
<b>Noncurrent liabilities</b>	
Due to Federal Transit Administration	206,077
Net pension liability:	
South Carolina Retirement System	5,851,147
Total non-current liabilities	<u>6,057,224</u>
Total liabilities	<u>6,596,572</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>	
Pension:	
South Carolina Retirement System	968,943
South Carolina Police Officers Retirement System	214
Total deferred inflows of resources	<u>969,157</u>
<b>NET POSITION</b>	
Net investment in capital assets	6,787,838
Restricted for transit operations	60,000
Unrestricted	(3,315,954)
Total net position	<u>\$ 3,531,884</u>

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

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021

<b>Operating revenues</b>	
Cash fares	\$ 220,702
Advertising	42,886
Miscellaneous	1,566
Total operating revenues	<u>265,154</u>
<b>Operating expenses</b>	
Salaries and wages	3,136,073
Fringe benefits	1,760,022
Fuel, materials, and supplies	827,150
Insurance	199,970
Professional fees	64,662
Utilities and telephone	103,499
Advertising	73,403
Printing and supplies	57,901
Travel and training	25,493
Repairs and maintenance	180,208
Non-capital equipment	213,824
Other operating expenses	66,905
Depreciation expense	737,356
Total operating expenses	<u>7,446,466</u>
Operating loss	<u>(7,181,312)</u>
<b>Non-operating revenues</b>	
Intergovernmental revenues - local assistance	2,074,056
Intergovernmental revenues - state assistance	274,954
Intergovernmental revenues - federal assistance	4,104,647
Gain on disposal of assets	62,543
Other non-operating revenues	80,076
Interest income	1,408
Total non-operating revenues	<u>6,597,684</u>
<b>Capital contributions</b>	
Capital contributions - local appropriations	1,098,033
Capital contributions - state grants	14,449
Capital contributions - federal grants	2,728,726
Total capital contributions	<u>3,841,208</u>
<b>Change in net position</b>	3,257,580
<b>Net position, beginning of year</b>	<u>274,304</u>
<b>Net position, end of year</b>	<u>\$ 3,531,884</u>

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

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## STATEMENT OF CASH FLOWS FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021

<b>Cash Flows from Operating Activities</b>	
Receipts from customers and users	\$ 216,323
Payments to suppliers	(1,968,477)
Payments to employees	(4,697,875)
<b>Net cash used in operating activities</b>	<u>(6,450,029)</u>
<b>Cash Flows from Non-Capital Financing Activities</b>	
Intergovernmental receipts	6,565,577
Other non-operating receipts	80,076
<b>Net cash provided by non-capital financing activities</b>	<u>6,645,653</u>
<b>Cash Flows from Capital and Related Financing Activities</b>	
Acquisition or construction of capital assets	(3,676,352)
Proceeds from the sale of capital assets	190,644
Capital grants	3,841,208
<b>Net cash provided by capital and related financing activities</b>	<u>355,500</u>
<b>Cash Flows from Investing Activities</b>	
Interest received	1,408
<b>Net cash provided by investing activities</b>	<u>1,408</u>
<b>Increase in cash and cash equivalents</b>	552,532
<b>Cash and cash equivalents:</b>	
<b>Beginning of year</b>	<u>1,064,687</u>
<b>End of year</b>	<u>\$ 1,617,219</u>
<b>Reconciliation of operating loss to net cash used in operating activities:</b>	
Operating loss	\$ (7,181,312)
Adjustments to reconcile operating loss to net cash used in operating activities:	
Depreciation expense	737,356
Increase in:	
Receivables:	
Ridership	(48,831)
Prepaid expenses	(23,805)
Inventory	(39,576)
Deferred outflows of resources - pension	(345,577)
Increase (decrease) in:	
Accounts payable	(92,081)
Accrued payroll and withholdings	43,026
Accrued compensated absences	8,641
Deferred inflows of resources - pension	771,635
Net pension liability	(279,505)
<b>Net cash used in operating activities</b>	<u>\$ (6,450,029)</u>

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

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

#### Reporting Entity

The Waccamaw Regional Transportation Authority (the "Authority"), is a public entity created in 2003 under Section 58-25 of the South Carolina Code of Laws, Regional Transit Authority Enabling Act. The governing body of the Authority consists of an eleven-member board of directors. It provides substantially all the public and human service transportation services along the Grand Strand in Georgetown and Horry counties of South Carolina. The Authority has separate legal standing from all other units of government and is fiscally independent of all other units of local government. The Authority's Board of Directors (the "Board") has the sole authority to determine financial programs, establish fare, and issue bonded debt.

#### Fund Accounting

The Authority uses one fund to report on its financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain government functions and activities.

A fund is a separate accounting entity with a self-balancing set of accounts. The fund presented in this report is a Proprietary Fund Type - Enterprise Fund. Enterprise Funds are used to account for those operations that are financed and operated in a manner similar to private business or where the Board has decided that the determination of revenues earned, costs incurred and/or net income is necessary for management accountability.

#### Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Proprietary funds are accounted for on the flow of economic resources measurement focus and use the accrual basis of accounting. With this measurement focus, all assets and liabilities associated with the operation of these funds are included in the Statement of Net Position. Net position is segregated into net investment in capital assets and restricted and unrestricted net position components. Proprietary fund operating statements present increases (revenues) and decreases (expenses) in total net position. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### **Basis of Presentation**

In accounting and reporting for its proprietary operations, the Authority applies all Governmental Accounting Standards Board (GASB) pronouncements. The Authority's financial statements include the provisions of GASB Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*; GASB Statement No. 37, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments: Omnibus*; and, Interpretation No. 6, *Recognition and Measurement of Certain Liabilities and Expenditures in Governmental Fund Financial Statements*. The financial statements include a Management's Discussion and Analysis (MD&A) section providing an analysis of the Authority's overall financial position and results of operations.

#### **Management 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, and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the period. Actual results could differ from those estimates.

#### **Deposits and Investments**

Cash includes amounts in demand deposits as well as short-term investments with a maturity date within three months of the date acquired by the Authority.

For purposes of the Statement of Cash Flows, the Authority considers all highly liquid investments (including restricted assets) with an original maturity date of three months or less and customer deposits to be cash equivalents.

Investments are stated at fair value. Increases or decreases in the fair value during the year are recognized as a component of interest income.

#### **Prepaid Expenses**

Payments made to vendors for services that will benefit periods beyond September 30, 2021, are recorded as prepaid expenses.

#### **Inventory**

Inventories consist primarily of replacement parts for transit equipment and fuel. Amounts are stated at the lower of cost or market using a first in first out method. Reportable inventory expenses are recognized when inventories are consumed.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### Accounts Receivable

Accounts receivable consist mainly of receivables from ridership and grants receivable from other governments. Management considers all accounts receivable to be fully collectible as of September 30, 2021.

#### Restricted Assets

The Authority's policy is to first apply restricted resources when an expense is incurred for which both restricted and unrestricted net position are available.

#### Capital Assets

Capital assets are carried at cost. Donated capital assets are recorded at their acquisition value. Capital assets are capitalized if (1) have a useful life of more than one year and a unit cost of more than \$5,000, (2) have a unit cost of \$5,000 or less, but which is part of a larger asset setup, or (3) have a unit cost of \$500 or more and were purchased with grant money. These assets are depreciated over the estimated useful life using the straight-line method as follows:

<u>Assets</u>	<u>Years</u>
Buildings	10 - 30
Vehicles	5 - 12
Fare boxes	3 - 5
Communications equipment	3 - 5
Maintenance equipment	3 - 5
Furniture and fixtures	3 - 5

Maintenance and repairs of capital assets are charged to operations and major improvements are capitalized. Upon retirement, sale or other disposition of capital assets, the cost and accumulated depreciation are eliminated from the accounts, and a gain or loss is recognized. Sales of assets acquired with federal funds may require the Authority to repay the funding source a percentage of the proceeds received if the asset sold has a fair market value of \$5,000 or more, if sold asset is a vehicle carrying 14 passengers and smaller with less than 150,000 miles, a vehicle carrying 27 - 28 passengers with less than 250,000 miles, or a vehicle carrying 31 - 41 passengers with less than 500,000 miles. Vehicles purchased with federal funds have no liens and the Authority holds the titles for these vehicles.

#### Compensated Absences

It is the Authority's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. Employees of the Authority may carry over a maximum of two weeks of vacation to the next year, which may be taken either as time off or as pay upon termination. There is no liability for nonvesting accumulated rights to receive sick pay benefits. All vacation pay is accrued when incurred in the financial statements.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### Deferred Outflows/Inflows of Resources

In addition to assets, the Statement of Net Position reports a separate section for *deferred outflows of resources*. This separate financial statement element represents a consumption of net position that applies to future period(s) and so will not be recognized as an outflow of resources (expense) until then. Four (4) items relating to the Authority's Retirement Plans qualify for reporting in this category and are combined in the Statement of Net Position under the heading "Pension". The first item, experience losses, results from periodic studies by the actuary of the Retirement Plan, which adjust the net pension liability for actual experience for certain trend information that was previously assumed, for example the assumed dates of retirement of plan members. These experience losses are recorded as deferred outflows of resources and are amortized into pension expense over the expected remaining service lives of the plan members. The second item results from changes in the proportionate share and differences between employer contributions and the proportionate share of total plan employer contributions. These changes are reported as deferred outflows of resources and will be recognized as a reduction of the net pension liability in future years. The third item, changes in the actuarial assumptions, adjust the net pension liabilities are amortized into pension expense over the expected remaining service lives of plan members.

Additionally, any contributions made by the Authority to the pension plan before year-end but subsequent to the measurement date of the Authority's net pension liability are reported as deferred outflows of resources and will be recognized as a reduction of the net pension liability during the year ended September 30, 2022.

In addition to liabilities, the Statement of Net Position reports a separate section for *deferred inflows of resources*. This separate financial statement element represents an acquisition of net position that applies to future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. Three items relating to the Authority's Retirement Plans qualify for reporting in this category and are combined in the Statement of Net Position under the heading "Pension". The first item, experience gains relating to the Authority's Retirement Plan qualified for reporting in this category. Experience gains result from periodic studies by the actuary of the Retirement Plan, which adjust the net pension liability for actual experience for certain trend information that was previously assumed. These gains are recorded as deferred inflows of resources and are amortized into pension expense over the expected remaining lives of the plan members. The second item, differences between projected investment return on pension investments and actual return on those investments, is deferred and amortized against pension expense over a five-year period, resulting in recognition as a deferred inflows of resources. The third item results from changes in the proportionate share and differences between employer contributions and the proportionate share of total plan employer contributions.

#### Unearned Revenue

Certain assets are not recognized in connection with a transaction before the earnings process is complete. These assets are generally offset by a corresponding liability, entitled deferred or unearned revenue.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### Long-term Obligations

Long-term debt and obligations financed by the Authority are reported as liabilities in the Statement of Net Position. Additionally, the Authority reports amounts due to other governments as long-term debt for the recapture portion of certain federal and state grants initially used to acquire capital assets, but due to subsequent disposal or retirement of the applicable capital assets, such amounts are subject to being refunded or applied against future grant awards.

#### Net Position Classification

Net position is classified and displayed in three components within the Statement of Net Position. These three classifications are as follows:

- a) Net investment in capital assets consists of capital assets including 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 improvements of those assets.
- b) Restricted net position consists of net position with constraints placed on the use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation.
- c) Unrestricted net position consists of all other net position that does not meet the definition of "restricted" or "investment in capital assets".

#### Capital Contributions

Capital contributions consist of capital grants or contributions typically from other governments.

#### Operating and Non-operating Revenues and Expenses

Operating revenues and expenses in the financial statements are those that result from providing services and producing and delivering goods and/or services. Also included are all revenues and expenses not related to capital and related financing, non-capital financing, or investing activities. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

#### Budget and Budgetary Basis of Accounting

The Authority is required under Section 58-25 of the Code of Laws of South Carolina to prepare an annual budget prior to the commencement of each fiscal year. The budget is prepared on a basis consistent with U. S. generally accepted accounting principles, except for the exclusion of certain income and expenses. For 2021, these excluded amounts include provision for depreciation.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### Budget and Budgetary Basis of Accounting (Continued)

The initial budget is prepared using the actual results from the prior year, except when there are known increases or decreases in line items. The Board will review the budget, when grant requests are finalized and approve amendments to the budget. Management does not have any requirements to prevent overages in individual line items of the budget as long as the overall expenditures stay below the budgeted net change.

### NOTE 2. DEPOSITS

At September 30, 2021, the Authority had cash on hand of \$300 and deposits with financial institutions and the South Carolina Local Government Investment Pool (LGIP) of \$215,830 and \$1,401,089, respectively, which are classified in the Statement of Net Position as "Cash and Cash Equivalents". At September 30, 2021, the Authority's cash and cash equivalents included demand deposits and the LGIP. The LGIP is an investment mechanism authorized by the South Carolina State Legislature and is not registered with the SEC as an investment company. There is no regulatory oversight of the pool. The pool's primary objective is to acquire maximum returns on investments by pooling available funds with funds from other political subdivisions. The total fair value of the investment pool is apportioned to the entities with funds invested on an equal basis for each share owned, which are acquired at a cost of \$1. Investments in the pool are stated at fair value which approximates cost.

**Credit Risk.** South Carolina state statutes authorize the Authority to invest in the LGIP. The LGIP is an investment pool which does not meet the criteria of GASB Statement No. 79 and is thus valued at fair value in accordance with GASB Statement No. 31. As a result, the Authority does not disclose investment in the LGIP within the fair value hierarchy. As of September 31, 2021 the underlying security ratings of the Authority's investment in the LGIP may be obtained from the LGIP's complete financial statements. This investment pool does not have a credit quality rating assigned. These financial statements may be obtained by writing to the State Treasurer's Office, Local Government Investment Pool, Post Office Box 11778, Columbia, South Carolina 29211.

**Custodial Credit Risk – Deposits.** Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover deposits or will not be able to recover collateral securities that are in the possession of an outside party. State statutes require all deposits and investments (other than federal or state government instruments) to be collateralized by depository insurance, obligations of the U.S. government, or bonds of public authorities, counties, or municipalities. As of September 30, 2021, all the Authority's funds were covered under federal deposit insurance as required by South Carolina state statutes and as defined by GASB pronouncements.

## NOTES TO FINANCIAL STATEMENTS

### NOTE 3. RECEIVABLES

Intergovernmental receivables consisted of the following at September 30, 2021:

Intergovernmental receivables:

Federal	\$	417,999
Local and other		756,652
Total intergovernmental receivables	\$	1,174,651

### NOTE 4. CAPITAL ASSETS

Capital assets activity for the year ended September 30, 2021, is as follows:

	Beginning Balance	Increases	Decreases	Transfers	Ending Balance
Capital assets, not being depreciated:					
Land	\$ 140,000	\$ -	\$ -	\$ -	\$ 140,000
Construction in progress	228,274	1,483,184	(128,101)	(1,155,905)	427,452
Total	368,274	1,483,184	(128,101)	(1,155,905)	567,452
Capital assets, being depreciated:					
Buildings	1,622,068	-	-	-	1,622,068
Vehicles	5,284,251	2,193,168	(716,031)	1,021,503	7,782,891
Fare boxes	752,770	-	-	-	752,770
Communications equipment	81,207	-	-	118,337	199,544
Maintenance equipment	216,736	-	-	16,065	232,801
Furniture and fixtures	231,884	-	-	-	231,884
Total	8,188,916	2,193,168	(716,031)	1,155,905	10,821,958
Less accumulated depreciation for:					
Buildings	(1,249,729)	(86,302)	-	-	(1,336,031)
Vehicles	(2,254,936)	(569,511)	716,031	-	(2,108,416)
Fare boxes	(706,948)	(24,326)	-	-	(731,274)
Communications equipment	(79,400)	(1,355)	-	-	(80,755)
Maintenance equipment	(123,890)	(22,396)	-	-	(146,286)
Furniture and fixtures	(165,344)	(33,466)	-	-	(198,810)
Total	(4,580,247)	(737,356)	716,031	-	(4,601,572)
Total capital assets, being depreciated, net	3,608,669	1,455,812	-	1,155,905	6,220,386
Total capital assets, net	\$ 3,976,943	\$ 2,938,996	\$ (128,101)	\$ -	\$ 6,787,838

## NOTES TO FINANCIAL STATEMENTS

### NOTE 5. LONG-TERM LIABILITIES

The following is a summary of long-term liability activity for the Authority for the fiscal year ended September 30, 2021:

	Balance September 30, 2020	Additions	Reductions	Balance September 30, 2021	Due within One Year
Compensated absences	\$ 108,691	\$ 89,222	\$ (80,581)	\$ 117,332	\$ 117,332
Due to South Carolina					
Department of Transportation	126,668	-	(126,668)	-	-
Due to Federal Transit					
Administration	325,199	-	(119,122)	206,077	-
Net pension liability - SCRS	6,130,652	1,496,970	(1,776,475)	5,851,147	-
Net pension liability - PORS	-	1,382	(1,382)	-	-
	<u>\$ 6,691,210</u>	<u>\$ 1,587,574</u>	<u>\$ (2,104,228)</u>	<u>\$ 6,174,556</u>	<u>\$ 117,332</u>

#### Due to Federal Transit Administration

Pursuant to federal award guidelines, any capital asset previously acquired with the use of federal award funds is to be identified as to the federal funded portion and returned back to the awarding agency, or (if allowed) be accounted for against future federal grant awards. Based on agreements reached with the respective agency, these amounts have been accounted for at September 30, 2021 as "Due to Federal Transit Administration" on the Statement of Net Position. The total due to the U.S. Department of Federal Transit Administration (FTA) for the federal interest in vehicles and equipment equals \$206,077 at September 30, 2021, and consists of the following events.

In August 2011, a 40-foot bus (#835), was destroyed by fire. The value of the bus after the fire damage was determined to be \$7,196, and the federal interest in the bus was calculated to be \$5,757. The Authority received permission to carry over the disposed-asset's federal interest against future federal award(s) to effectively reduce future grant funds by this amount.

In June 2015, the Authority disposed of a 2002 Opus bus (#811) with a remaining federal interest of \$88,942. Subsequent to the sale, the Authority received permission to carry over the disposed-asset's federal interest against future federal award(s) to effectively reduce future grant funds by this amount. The remaining federal interest in the bus was paid to the FTA through local appropriation funds in fiscal year 2021.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 5. LONG-TERM LIABILITIES (CONTINUED)

#### Due to Federal Transit Administration (Continued)

In June 2015, the Authority removed two 2011 International buses from service due to potential mechanical defects that could cause the buses to operate unsafely. Both buses were acquired with FTA grant funds for a total acquisition price of \$407,852 on December 20, 2011 with a seven (7) year estimated useful life established for each bus. During the fiscal year ended September 30, 2018, the Authority recognized impairment losses for the remaining adjusted total net book value totaling \$213,637 for both buses. In fiscal year 2019, the buses were sold and the impairment losses were written off. During the fiscal year ended September 30, 2020, the Authority transferred equity of each unit to a new Ford F-550 totaling \$170,294 for both buses.

Additionally, the Authority received insurance proceeds from prior-year fire damage of two fare boxes totaling \$21,942. The federal interest in the insurance recoveries is 100%. The Authority intends to use these funds in future period(s) to acquire similar assets, or has received permission to carryover the disposed-asset's federal interest against future federal award(s) to effectively reduce future grant funds by this amount. The remaining federal interest in the insurance recoveries was paid to the FTA through local appropriation funds in fiscal year 2021.

In April 2019, the Authority disposed of a 2017 Paratransit van due to it being totaled in a collision. The vehicle was originally purchased in 2017, under grant SC-2016-010-00 with a federal share of 85%, leaving a remaining federal interest of \$30,026 due to the FTA. The Authority anticipates replacing the vehicle in fiscal year 2022 through a state contract with the remaining federal interest being used towards funding the replacement.

Finally, the Authority disposed of an engine during fiscal year 2017 with a net book value of \$10,296. The federal interest in the engine was valued at \$8,237 or 80% of the net book value of the asset at the date of disposal. The Authority intends to use these funds in future period(s) to acquire similar assets, or has received permission to carryover the disposed-asset's federal interest against future federal award(s) to effectively reduce future grant funds by this amount. The remaining federal interest in the engine was paid to the FTA through local appropriation funds in fiscal year 2021.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 6. RETIREMENT SYSTEM

#### Overview

The South Carolina Public Employee Benefit Authority (PEBA), created July 1, 2012, is the state agency responsible for the administration and management of the various Retirement Systems and retirement programs of the state of South Carolina, including the State Optional Retirement Program and the S.C. Deferred Compensation Program, as well as the state's employee insurance programs. As such, PEBA is responsible for administering the South Carolina Retirement Systems' five defined benefit pension plans. PEBA has an 11-member Board of Directors, appointed by the Governor and General Assembly leadership, which serves as custodian, co-trustee and co-fiduciary of the Systems and the assets of the retirement trust funds. The Retirement System Investment Commission (Commission as the governing body, RSIC as the agency), created by the General Assembly in 2005, has exclusive authority to invest and manage the retirement trust funds' assets. The Commission, an eight-member board, serves as co-trustee and co-fiduciary for the assets of the retirement trust funds. By law, the State Fiscal Accountability Authority (SFAA), which consists of five elected officials, also reviews certain PEBA Board decisions regarding the actuary of the Systems. For purposes of measuring the net pension liability, deferred outflows and inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Systems and additions to/deductions from the Systems fiduciary net position have been determined on the accrual basis of accounting as they are reported by the Systems in accordance with generally accepted accounting principles (GAAP). For this purpose, revenues are recognized when earned and expenses are recognized when incurred. Benefit and refund expenses are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

PEBA issues an Annual Comprehensive Financial Report (ACFR) containing financial statements and required supplementary information for the Systems' Pension Trust Funds. The ACFR is publicly available through PEBA's website at [www.peba.sc.gov](http://www.peba.sc.gov), or a copy may be obtained by submitting a request to PEBA, 202 Arbor Lake Drive, Columbia, SC 29223. PEBA is considered a division of the primary government of the state of South Carolina and therefore, retirement trust fund financial information is also included in the comprehensive annual financial report of the state.

#### Plan Description

The Authority contributes to the South Carolina Retirement System (SCRS), a cost-sharing multiple-employer defined benefit pension plan, was established July 1, 1945, pursuant to the provisions of Section 9-1-20 of the South Carolina Code of Laws for the purpose of providing retirement and other benefits for teachers and employees of the state and its political subdivisions. SCRS covers employees of state agencies, public school districts, higher education institutions, other participating local subdivisions of government and individuals newly elected to the South Carolina General Assembly at or after the 2012 general election.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Plan Description (Continued)

In addition to the SCRS pension plan, the Authority also contributes to the South Carolina Police Officers Retirement System (PORS), a cost-sharing multiple-employer defined benefit pension plan, was established July 1, 1962, pursuant to the provisions of Section 9-11-20 of the South Carolina Code of Laws for the purpose of providing retirement and other benefits to police officers and firefighters. PORS also covers peace officers, coroners, probate judges and magistrates.

#### Membership

Membership requirements are prescribed in Title 9 of the South Carolina Code of Laws. A brief summary of the requirements under each system is described below.

**South Carolina Retirement System** – Generally, all employees of covered employers are required to participate in and contribute to the SCRS as a condition of employment. This plan covers general employees, teachers and individuals newly elected to the South Carolina General Assembly beginning with the November 2012 general election. An employee member of the system with an effective date of membership prior to July 1, 2012, is a Class Two member. An employee member of the system with an effective date of membership on or after July 1, 2012, is a Class Three member.

**South Carolina Police Officers Retirement System** – To be eligible for PORS membership, an employee must be required by the terms of his employment, by election or appointment, to preserve public order, protect life and property, and detect crimes in the state; to prevent and control property destruction by fire; or to serve as a peace officer employed by the Department of Corrections, the Department of Juvenile Justice, or the Department of Mental Health. Probate judges and coroners may elect membership in PORS. Magistrates are required to participate in PORS for service as a magistrate. PORS members, other than magistrates and probate judges, must also earn at least \$2,000 per year and devote at least 1,600 hours per year to this work, unless exempted by statute. An employee member of the system with an effective date of membership prior to July 1, 2012, is a Class Two member. An employee member of the system with an effective date of membership on or after July 1, 2012, is a Class Three member.

#### Benefits

Benefit terms are prescribed in Title 9 of the South Carolina Code of Laws. PEBA does not have the authority to establish or amend benefit terms without a legislative change in the code of laws. Key elements of the benefit calculation include the benefit multiplier, years of service, and average final compensation. A brief summary of the benefit terms is presented below.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Benefits (Continued)

**South Carolina Retirement System** – A Class Two member who has separated from service with at least five or more years of earned service is eligible for a monthly pension at age 65 or with 28 years credited service regardless of age. A member may elect early retirement with reduced pension benefits payable at age 55 with 25 years of service credit. A Class Three member who has separated from service with at least eight or more years of earned service is eligible for a monthly pension upon satisfying the Rule of 90 requirement that the total of the member's age and the member's creditable service equals at least 90 years. Both Class Two and Class Three members are eligible to receive a reduced deferred annuity at age 60 if they satisfy the five- or eight-year earned service requirement, respectively. An incidental death benefit is also available to beneficiaries of active and retired members of employers who participate in the death benefit program.

The annual retirement allowance of eligible retirees or their surviving annuitants is increased by the lesser of one percent or five hundred dollars every July 1. Only those annuitants in receipt of a benefit on July 1 of the preceding year are eligible to receive the increase. Members who retire under the early retirement provisions at age 55 with 25 years of service are not eligible for the benefit adjustment until the second July 1 after reaching age 60 or the second July 1 after the date they would have had 28 years of service credit had they not retired.

**South Carolina Police Officers Retirement System** – A Class Two member who has separated from service with at least five or more years of earned service is eligible for a monthly pension at age 55 or with 25 years of service regardless of age. A Class Three member who has separated from service with at least eight or more years of earned service is eligible for a monthly pension at age 55 or with 27 years of service regardless of age. Both Class Two and Class Three members are eligible to receive a deferred annuity at age 55 with five or eight years of earned service, respectively. An incidental death benefit is also available to beneficiaries of active and retired members of employers who participate in the death benefit program. Accidental death benefits are also provided upon the death of an active member working for a covered employer whose death was a natural and proximate result of an injury incurred while in the performance of duty. The retirement allowance of eligible retirees or their surviving annuitants is increased by the lesser of one percent or five hundred dollars every July 1. Only those annuitants in receipt of a benefit on July 1 of the preceding year are eligible to receive the increase.

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Contributions

Actuarial valuations are performed annually by an external consulting actuary to ensure applicable contribution rates satisfy the funding parameters specified in Title 9 of the South Carolina Code of Laws. Under these provisions, SCRS and PORS contribution requirements must be sufficient to maintain an amortization period for the financing of the unfunded actuarial accrued liability (UAAL) over a period that does not exceed the number of years scheduled in state statute. Legislation in 2017 increased, but also established a ceiling for SCRS and PORS employee contribution rates. Effective July 1, 2017, employee rates were increased to a capped rate of 9.00 percent for SCRS and 9.75 percent for PORS. The legislation also increased employer contribution rates beginning July 1, 2017, for both SCRS and PORS by two percentage points and further scheduled employer contribution rates to increase by a minimum of one percentage point each year in accordance with state statute. However, the General Assembly postponed the one percent increase in the SCRS and PORS employer contribution rates that was scheduled to go into effect beginning July 1, 2020. If the scheduled contributions are not sufficient to meet the funding periods set in state statute, the Board shall increase the employer contribution rates as necessary to meet the funding periods set for the applicable year. The maximum funding period of SCRS and PORS is scheduled to be reduced over a ten-year schedule from 30 years beginning fiscal year 2018 to 20 years by fiscal year 2028.

Additionally, the Board is prohibited from decreasing the SCRS and PORS contribution rates until the funded ratio is at least 85 percent. If the most recent annual actuarial valuation of the Systems for funding purposes shows a ratio of the actuarial value of system assets to the actuarial accrued liability of the system (the funded ratio) that is equal to or greater than 85 percent, then the Board, effective on the following July 1, may decrease the then current contribution rates upon making a finding that the decrease will not result in a funded ratio of less than 85 percent. If contribution rates are decreased pursuant to this provision, and the most recent annual actuarial valuation of the system shows a funded ratio of less than 85 percent, then effective on the following July 1, and annually thereafter as necessary, the Board shall increase the then current contribution rates until a subsequent annual actuarial valuation of the system shows a funded ratio that is equal to or greater than 85 percent. For the year ended September 30, 2021, the Authority contributed \$483,726 to the SCRS plan.

Required employee contribution rates for the year ended September 30, 2021, are as follows:

#### **South Carolina Retirement System**

Employee class two	9.00% of earnable compensation
Employee class three	9.00% of earnable compensation

#### **South Carolina Police Officers Retirement System**

Employee class two	9.75% of earnable compensation
Employee class three	9.75% of earnable compensation

## NOTES TO FINANCIAL STATEMENTS

### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Contributions (Continued)

Required employer contribution rates for the fiscal year ended September 30, 2021, are as follows:

##### South Carolina Retirement System

15.41% of earnable compensation from October 1st through June 30th.  
 16.41% of earnable compensation from July 1st through September 30th.  
 Employer incidental death benefit: 0.15% of earnable compensation

##### South Carolina Police Officers Retirement System

17.84% of earnable compensation from October 1st through June 30th.  
 18.84% of earnable compensation from July 1st through September 30th.  
 Employer incidental death benefit: 0.20% of earnable compensation  
 Employer accidental death program: 0.20% of earnable compensation

#### Net Pension Liability

The June 30, 2021, total pension liability (TPL), net pension liability (NPL), and sensitivity information shown in this report were determined by Gabriel, Roeder, Smith and Company (GRS) and are based on an actuarial valuation performed as of July 1, 2020. The total pension liability was rolled-forward from the valuation date to the plans' fiscal year end, June 30, 2021, using generally accepted actuarial principles.

The net pension liability is calculated separately for each system and represents that particular system's total pension liability determined in accordance with GASB No. 67, less that system's fiduciary net position. As of September 30, 2021 (measurement date of June 30, 2021), the net pension liability amounts for the Authority's proportionate share of the collective net pension liabilities associated with the SCRS and PORS plans are as follows

System	Total Pension Liability	Plan Fiduciary Net Position	Employers' Net Pension Liability	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	Authority's Proportionate Share of the Collective Net Pension Liability
SCRS	\$ 14,905,925	\$ 9,054,778	\$ 5,851,147	60.7%	0.027037%

## NOTES TO FINANCIAL STATEMENTS

### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Actuarial Assumptions and Methods

Actuarial valuations of the plan involve estimates of the reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and future salary increases. Amounts determined regarding the net pension liability are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. South Carolina state statute requires that an actuarial experience study be completed at least once in each five-year period. An experience report on the Systems was most recently issued for the period ending June 30, 2019.

The following table provides a summary of the actuarial assumptions and methods used to calculate the TPL as of June 30, 2021.

	SCRS	PORS
Actuarial cost method	Normal	Normal
Actuarial assumptions:		
Investment rate of return	7.00%	7.00%
Projected salary increases	3.0% to 11.0% (varies by service)	3.5% to 10.5% (varies by service)
Includes inflation at	2.25%	2.25%
Benefit adjustments	lesser of 1% or \$500 annually	lesser of 1% or \$500 annually

The post-retiree mortality assumption is dependent upon the member's job category and gender. The base mortality assumption, the 2020 Public Retirees of South Carolina Mortality table (2020 PRSC), was developed using the Systems' mortality experience. These base rates are adjusted for future improvement in mortality using 80% of Scale UMP projected from the year 2020.

Assumptions used in the determination of the June 30, 2021 TPL are as follows.

Former Job Class	Males	Females
General Employees and Members of the General Assembly	2020 PRSC Males multiplied by 97%	2020 PRSC Females multiplied by 107%
Public Safety and Firefighters	2020 PRSC Males multiplied by 127%	2020 PRSC Females multiplied by 107%

## NOTES TO FINANCIAL STATEMENTS

### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Long-term Expected Rate of Return

The long-term expected rate of return on pension plan investments for actuarial purposes is based upon the 20-year capital market assumptions. The actuarial long-term expected rates of return represent assumptions developed using an arithmetic building block approach primarily based on consensus expectations and market based inputs. Expected returns are net of investment fees.

The expected real rates of investment return, along with the expected inflation rate, form the basis for the target asset allocation adopted at the beginning of the 2021 fiscal year of the Systems. For actuarial purposes, the long-term expected rate of return is calculated by weighting the expected future real rates of return by the target allocation percentage and then adding the actuarial expected inflation which is summarized in the table on the following page. For actuarial purposes, the 7.00% assumed annual investment rate of return used in the calculation of the total pension liability includes a 4.75% real rate of return and a 2.25% inflation component.

<u>Allocation / Exposure</u>	<u>Policy Target</u>	<u>Expected Arithmetic Real Rate of Return</u>	<u>Long-term Expected Portfolio Real Rate of Return</u>
<b>Public Equity</b>	<b>46.0%</b>	6.87%	3.16%
<b>Bonds</b>	<b>26.0%</b>	0.27%	0.07%
<b>Private Equity</b>	<b>9.0%</b>	9.68%	0.87%
<b>Private Debt</b>	<b>7.0%</b>	5.47%	0.39%
<b>Real assets</b>	<b>12.0%</b>		
Real estate	9.0%	6.01%	0.54%
Infrastructure	3.0%	5.08%	0.15%
	100%		
		Total expected real return	5.18%
		Inflation for actuarial purposes	2.25%
		Total expected nominal return	7.43%

## NOTES TO FINANCIAL STATEMENTS

### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Discount Rate

The discount rate used to measure the TPL was 7.00 percent. The projection of cash flows used to determine the discount rate assumed that contributions from participating employers in SCRS and PORS will be made based on the actuarially determined rates based on provisions in the South Carolina Code of Laws. Based on those assumptions, the System's fiduciary net position was projected to be available to make all the projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the TPL.

#### Sensitivity Analysis

The following table presents the proportionate share of the Authority's NPL calculated using the discount rate of 7.00 percent, as well as what the employers' NPL would be if it were calculated using a discount rate that is 1.00 percent lower (6.00 percent) or 1.00 percent higher (8.00 percent) than the current rate.

	<b>Sensitivity of the Net Position Liability to Changes in the Discount Rate</b>		
	<b>1% Decrease (6.00%)</b>	<b>Current Discount Rate (7.00%)</b>	<b>1% Increase (8.00%)</b>
Authority's portion - SCRS	\$ 7,664,275	\$ 5,851,147	\$ 4,344,064

#### Pension Expense

For the year ended September 30, 2021, the Authority recognized its proportionate share of collective pension expense of \$427,258 and recognition of deferred amounts from changes in proportionate share and differences between employer contributions and the proportionate share of total plan employer contributions of \$202,914 for a total of \$630,172 for the SCRS plan. Additionally, for the year ended September 30, 2021, the Authority recognized its proportionate share of collective pension expense of \$0 and recognition of deferred amounts from changes in proportionate share and differences between employer contributions and the proportionate share of total plan employer contributions of (\$1,382) for a total of (\$1,382) for the PORS plan.

## NOTES TO FINANCIAL STATEMENTS

### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At September 30, 2021, the Authority reported deferred outflows of resources and deferred inflows of resources related to the SCRS and PORS pension plans, respectively, from the following sources:

<b>SCRS</b>	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>
	<u>                    </u>	<u>                    </u>
Differences between expected and actual experience	\$ 99,668	\$ 7,897
Changes of assumptions	320,273	-
Net difference between projected and actual earnings on pension plan investments	-	849,956
Changes in proportion and differences between employer contributions and proportionate share of contributions	536,519	111,090
Employer contributions subsequent to the measurement date	<u>124,952</u>	<u>-</u>
Total	<u>\$ 1,081,412</u>	<u>\$ 968,943</u>
<b>PORS</b>	<b>Deferred Outflows of Resources</b>	<b>Deferred Inflows of Resources</b>
	<u>                    </u>	<u>                    </u>
Changes in proportion and differences between employer contributions and proportionate share of contributions	<u>\$ 56</u>	<u>\$ 214</u>
Total	<u>\$ 56</u>	<u>\$ 214</u>

## NOTES TO FINANCIAL STATEMENTS

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### NOTE 6. RETIREMENT SYSTEM (CONTINUED)

#### Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions (Continued)

Authority contributions subsequent to the measurement date of \$124,952 for the SCRS plan are deferred outflows of resources and will be recognized as a reduction of the net pension liability in the year ended September 30, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended September 30:	SCRS	PORS
2022	\$ 95,592	\$ (120)
2023	117,653	(38)
2024	92,315	-
2025	(318,043)	-

#### Additional Financial and Actuarial Information

Detailed information regarding the fiduciary net position of the plans administered by PEBA is available in the Systems' audited financial statements for the fiscal year ended June 30, 2021, (including the unmodified audit opinion on the financial statements). Additional actuarial information is available in the account and financial reporting actuarial valuation as of June 30, 2021.

### NOTE 7. COMMITMENTS AND CONTINGENCIES

Grant income from local governments and state and federal grantor agencies for the year ended September 30, 2021, totaled \$3,172,089, \$289,403 and \$6,833,373, respectively. These amounts constitute a significant portion of the change in net position and are expected to recur in an unpredictable pattern directly related to successful grant awards.

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the Federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although the government expects such amounts, if any, to be immaterial.

## NOTES TO FINANCIAL STATEMENTS

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### **NOTE 7. COMMITMENTS AND CONTINGENCIES (CONTINUED)**

A \$60,000 advance was received from the South Carolina Department of Transportation when the Authority was initially formed under an agreement, to be used as a revolving fund for financial assistance. This advance can be used in operations, if assets are restricted equal to funds spent from the revolving fund account. At September 30, 2021, the Authority has recognized restricted net position in an amount equal to the initial advance.

At September 30, 2021, the Authority had outstanding construction commitments totaling approximately \$600,000.

### **NOTE 8. RISK MANAGEMENT**

The Authority is exposed to various risks of loss related to: torts; thefts of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority is a participant in the South Carolina Insurance Reserve Fund, which is a cooperative group of governmental entities joining together to finance insurance exposure, liability, and risk. The Authority's risks covered within this pool are property (both building and personal), data processing equipment, business interruption, builder's risk, inland marine, torts, and automobile.

The South Carolina Insurance Reserve Fund does not cover risks associated with a whistle-blower action, breaches of contract, debt guarantee of others, property tax appeals, automobile/aircraft/watercraft in excess of 26 feet in length, liability from pre-arranged speed contest, pollution liability (except sudden and accidental), war, workers' compensation, bodily injury to fellow employees, and professional liability of medical practitioners and architects.

Expenses for coverage through the South Carolina Insurance Reserve Fund for the year ended September 30, 2021, totaled \$199,970.

For all covered risks, the transfer of risk culminates upon filing a claim. Consequently, for items not covered, the members separately purchase policies to bear the risk up to policy premiums. For the year ended September 30, 2021, there were no liabilities which exceeded the coverage available through the South Carolina Insurance Reserve Fund and separate purchased carriers.

**REQUIRED SUPPLEMENTARY INFORMATION**

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF AUTHORITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY FOR THE FISCAL YEAR ENDED SEPTEMBER 30,

### South Carolina Retirement System

Plan Year Ended June 30,	Authority's proportion of the net pension liability	Authority's proportionate share of the net pension liability	Authority's covered payroll	Authority's share of the net pension liability as a percentage of its covered payroll	Plan fiduciary net position as a percentage of the total pension liability
2021	0.027037%	\$ 5,851,147	\$ 3,065,856	190.8%	60.7%
2020	0.023993%	6,130,652	2,733,259	224.3%	50.7%
2019	0.024887%	5,682,686	2,627,936	216.2%	54.4%
2018	0.025101%	5,624,281	2,601,137	216.2%	54.1%
2017	0.023589%	5,310,263	2,380,082	223.1%	53.3%
2016	0.018516%	3,511,649	2,099,336	167.3%	52.9%
2015	0.021456%	3,694,012	1,734,709	212.9%	57.0%

### South Carolina Police Officers Retirement System

Plan Year Ended June 30,	Authority's proportion of the net pension liability	Authority's proportionate share of the net pension liability	Authority's covered payroll	Authority's share of the net pension liability as a percentage of its covered payroll	Plan fiduciary net position as a percentage of the total pension liability
2021	0.00000%	\$ -	\$ -	-	70.4%
2020	0.00000%	-	-	-	58.8%
2019	0.00000%	-	-	-	62.7%
2018	0.00003%	840	-	-	61.7%
2017	0.00000%	-	-	-	60.9%
2016	0.00251%	54,705	6,483	843.8%	60.5%
2015	0.01880%	34,441	31,143	110.6%	64.6%

**Notes to the schedule:**

The above schedules will present 10 years of information once it is accumulated.

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF AUTHORITY CONTRIBUTIONS FOR THE FISCAL YEAR ENDED SEPTEMBER 30,

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### South Carolina Retirement System

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Fiscal Year Ended September 30,	Actuarially required contribution	Contributions in relation to the actuarially required contribution	Contribution deficiency (excess)	Authority's covered payroll	Contributions as a percentage of covered payroll
2021	\$ 483,726	\$ 483,726	\$ -	\$ 3,060,285	15.81%
2020	451,077	451,077	-	2,898,954	15.56%
2019	375,726	375,726	-	2,539,707	14.79%
2018	334,574	334,574	-	2,575,693	12.99%
2017	307,402	307,402	-	2,536,681	12.12%
2016	297,045	297,045	-	2,660,827	11.16%
2015	138,777	138,777	-	1,734,709	8.00%

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### South Carolina Police Officers Retirement System

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Fiscal Year Ended September 30,	Actuarially required contribution	Contributions in relation to the actuarially required contribution	Contribution deficiency (excess)	Authority's covered payroll	Contributions as a percentage of covered payroll
2021	\$ -	\$ -	\$ -	\$ -	-
2020	-	-	-	-	-
2019	-	-	-	-	-
2018	-	-	-	-	-
2017	-	-	-	-	-
2016	891	891	-	6,483	13.74%
2015	2,475	2,475	-	31,143	7.95%

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF AUTHORITY CONTRIBUTIONS

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### Notes to the schedule:

The above schedules will present 10 years of information once it is accumulated.

Actuarial assumptions used in determining the statutorily required contribution are as follows.

System	SCRS	PORS
Calculation date	July 1, 2019	July 1, 2019
Actuarial cost method	Entry Age Normal	Entry Age Normal
Asset valuation method	5-year Smoothed	5-year Smoothed
Amortization method	Level % of pay	Level % of pay
Amortization period	28 year maximum, closed period	28 year maximum, closed period
Investment return	7.25%	7.25%
Inflation	2.25%	2.25%
Salary increases	3.00% plus step-rate increases for members with less than 21 years of service	3.50% plus step-rate increases for members with less than 15 years of service
Mortality	The 2016 Public Retirees of South Carolina Mortality Tables for Males and Femals, both projected at Scale AA from the year 2016. Male rates multiplied by 100% for non-educators and 92% for educators. Female rated multiplied by 111% for non-educators and 98% for educators.	The 2016 Public Retirees of South Carolina Mortality Tables for Males and Females, both projected at Scale AA from the year 2016. Male rates are multiplied by 125% and female rates are multiplied by 111%
Comment on the development of the actuarially determined and actual contribution rate:	Contribution rate for fiscal year 2021 is determined in accordance with the Retirement System Funding and Administration Act of 2017.	Contribution rate for fiscal year 2021 is determined in accordance with the Retirement System Funding and Administration Act of 2017.

## **SUPPLEMENTARY INFORMATION**

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## SCHEDULE OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION BUDGET (NON-GAAP BASIS) AND ACTUAL FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021

	Actual	Final Budget	Variance with Budget
<b>Revenues</b>			
Cash fares	\$ 220,702	\$ 300,000	\$ (79,298)
Advertising	42,886	34,200	8,686
Miscellaneous	1,566	-	1,566
Intergovernmental revenues - local assistance	2,074,056	2,201,446	(127,390)
Intergovernmental revenues - state assistance	274,954	123,893	151,061
Intergovernmental revenues - federal assistance	4,104,647	4,979,668	(875,021)
Gain on disposal of assets	62,543	-	62,543
Other non-operating revenues	80,076	1,600	78,476
Interest income	1,408	1,600	(192)
Local appropriations	1,098,033	1,023,556	74,477
State capital grants	14,449	156,000	(141,551)
Federal capital grants	2,728,726	3,236,000	(507,274)
Total revenues	10,704,046	12,057,963	(1,353,917)
<b>Operating expenses</b>			
Salaries and wages	3,136,073	3,334,587	198,514
Fringe benefits	1,760,022	1,277,078	(482,944)
Fuel, materials, and supplies	827,150	868,585	41,435
Insurance	199,970	170,000	(29,970)
Professional fees	64,662	75,000	10,338
Utilities and telephone	103,499	111,897	8,398
Advertising	73,403	98,608	25,205
Printing and supplies	57,901	73,037	15,136
Travel and training	25,493	40,000	14,507
Repairs and maintenance	180,208	174,211	(5,997)
Non-capital equipment	213,824	356,000	142,176
Other operating expenses	66,905	56,756	(10,149)
Total operating expenses	6,709,110	6,635,759	(73,351)
Revenues over expenses	\$ 3,994,936	\$ 5,422,204	\$ (1,427,268)
<b>Reconciliation of revenues over expenses to change in net position:</b>			
Change in net position	\$ 3,257,580		
Depreciation	737,356		
Revenues over expenses	\$ 3,994,936		

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY**

**SCHEDULE OF BUDGETED TO ACTUAL COSTS - SCDOT GRANTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021**

OPT Contract #  
Contract Period

PT-909SP-13								
July 1, 2018 - March 31, 2021								
Actual Cost	WRTA Budget	Section 5311		SMTF		Local		Total Program Variance
		Current	Prior Period	Current	Prior Period	Current	Prior Period	
Performance period:	July 2018 through March 2021	October 1, 2020 through March 31, 2021	July 1, 2018 through September 30, 2020	October 1, 2020 through March 31, 2021	July 1, 2018 through September 30, 2020	October 1, 2020 through March 31, 2021	July 1, 2018 through September 30, 2020	
Capital								
Paratransit Dispatch/Scheduling	\$ 90,712	\$ 11,392	\$ 56,924	\$ 2,850	\$ 14,229	\$ 1,997	\$ -	\$ 3,320
I.T. Needs Assessment	22,678	-	22,396	-	5,599	-	-	(5,317)
Total Capital	\$ 113,390	\$ 11,392	\$ 79,320	\$ 2,850	\$ 19,828	\$ 1,997	\$ -	\$ (1,997)
Total Program	\$ 113,390	\$ 11,392	\$ 79,320	\$ 2,850	\$ 19,828	\$ 1,997	\$ -	\$ (1,997)

Approved Budget	\$ 113,390
Total Federal Costs	90,712
Total State Costs	22,678
Total Local Costs	1,997
Budget over Actual	<u>\$ (1,997)</u>

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY**

**SCHEDULE OF BUDGETED TO ACTUAL COSTS - SCDOT GRANTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021**

OPT Contract #		PT-2009CA-19						
Contract Period		February 1, 2020 - June 30, 2021						
Actual Cost	WRTA Budget	Section 5311		SMTF		Local		Total Program Variance
		Current	February 1, 2020 through September 30, 2020	Current	February 1, 2020 through September 30, 2020	Current	February 1, 2020 through September 30, 2020	
Performance period:	February 2020 through June 2021	October 1, 2020 through June 30, 2021	February 1, 2020 through September 30, 2020	October 1, 2020 through June 30, 2021	February 1, 2020 through September 30, 2020	October 1, 2020 through June 30, 2021	February 1, 2020 through September 30, 2020	Total Program Variance
<b>Administration</b>								
Indirect Cost Allocation	\$ 427,000	\$ 227,000	\$ 200,000	\$ -	\$ -	\$ 37,163	\$ 3,685	\$ (40,848)
Total Administration	\$ 427,000	\$ 227,000	\$ 200,000	\$ -	\$ -	\$ 37,163	\$ 3,685	\$ (40,848)
<b>Operations</b>								
Miscellaneous Operating	\$ 1,477,700	\$ 813,242	\$ 664,458	\$ -	\$ -	\$ 19,817	\$ -	\$ (19,817)
Total Operations	\$ 1,477,700	\$ 813,242	\$ 664,458	\$ -	\$ -	\$ 19,817	\$ -	\$ (19,817)
<b>Capital</b>								
Preventive Maintenance	\$ 695,339	\$ 318,224	\$ 377,115	\$ -	\$ -	\$ 25,945	\$ -	\$ (25,945)
Total Capital	\$ 695,339	\$ 318,224	\$ 377,115	\$ -	\$ -	\$ 25,945	\$ -	\$ (25,945)
<b>Total Program</b>	<b>\$ 2,600,039</b>	<b>\$ 1,358,466</b>	<b>\$ 1,241,573</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 82,925</b>	<b>\$ 3,685</b>	<b>\$ (86,610)</b>
Approved Budget	\$ 2,600,039							
Total Federal Costs	2,600,039							
Total Local Costs	86,610							
Budget over Actual	<u>\$ (86,610)</u>							

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY**

**SCHEDULE OF BUDGETED TO ACTUAL COSTS - SCDOT GRANTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021**

OPT Contract #	PT-210911-13				
Contract Period	July 1, 2021 - June 30, 2022				
Actual Cost	WRTA Budget	Section 5311	SMTF	Local	
Performance period:	July 2021 through June 2022	July 1, 2021 through September 30, 2021	July 1, 2021 through September 30, 2021	July 1, 2021 through September 30, 2021	Total Program Variance
Administration					
Indirect Cost Allocation	\$ 208,744	\$ 54,788	\$ 20,874	\$ 33,915	\$ 99,167
Total Administration	\$ 208,744	\$ 54,788	\$ 20,874	\$ 33,915	\$ 99,167
Operations					
Miscellaneous Operating	\$ 1,213,548	\$ 194,969	\$ 97,484	\$ 97,487	\$ 823,608
Total Operations	\$ 1,213,548	\$ 194,969	\$ 97,484	\$ 97,487	\$ 823,608
Capital					
Preventive Maintenance	\$ 649,787	\$ 115,606	\$ 14,449	\$ 14,452	\$ 505,280
Total Capital	\$ 649,787	\$ 115,606	\$ 14,449	\$ 14,452	\$ 505,280
Total Program	\$ 2,072,079	\$ 365,363	\$ 132,807	\$ 145,854	\$ 1,428,055
Approved Budget	\$ 2,072,079				
Total Federal Costs		365,363			
Total State Costs		132,807			
Total Local Costs		145,854			
Budget over Actual	\$ 1,428,055				

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY**

**SCHEDULE OF BUDGETED TO ACTUAL COSTS - SCDOT GRANTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021**

OPT Contract #	PT-210911-14				
Contract Period	July 1, 2021 - June 30, 2022				
Actual Cost	WRTA Budget	Section 5311	SMTF	Local	
Performance period:	July 2021 through June 2022	July 1, 2021 through September 30, 2021	July 1, 2021 through September 30, 2021	July 1, 2021 through September 30, 2021	Total Program Variance
Capital					
Buy Replacement <30 ft Bus	\$ 1,049,801	\$ 734,935	\$ 153,746	\$ 132,822	\$ 28,298
Total Capital	\$ 1,049,801	\$ 734,935	\$ 153,746	\$ 132,822	\$ 28,298
Total Program	\$ 1,049,801	\$ 734,935	\$ 153,746	\$ 132,822	\$ 28,298
Approved Budget	\$ 1,049,801				
Total Federal Costs		734,935			
Total State Costs		153,746			
Total Local Costs		132,822			
Budget over Actual					<u>\$ 28,298</u>

## **COMPLIANCE SECTION**

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

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To the Board of Directors of the  
Waccamaw Regional Transportation Authority  
Conway, South Carolina

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, the financial statements of the **Waccamaw Regional Transportation Authority** (the "Authority") as of and for the year ended September 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated March 9, 2022.

**Internal Control over Financial Reporting**

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

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

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

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**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the 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 financial statements. 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 entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Mauldin & Jenkins, LLC".

Columbia, South Carolina  
March 9, 2022

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

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To the Board of Directors of the  
Waccamaw Regional Transportation Authority  
Conway, South Carolina

**Report on Compliance For Each Major Federal Program**

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

***Management's Responsibility***

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

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) 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 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 of our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the Authority's compliance.

***Opinion on Each Major Federal Program***

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

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### **Report on Internal Control over Compliance**

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the 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 the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

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

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

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



Columbia, South Carolina  
March 9, 2022

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021

Federal Grantor	Federal CFDA Number	Agency Grant Number	Expenditures	Passed through to Subrecipients
<b>U.S. Department of Transportation:</b>				
Federal Transit Administration				
Federal Transit Cluster				
Federal Transit Formula Grant				
Direct Award				
COVID-19 - Urbanized Area Grant (Section 5307)	20.507	SC-2020-012-00	\$ 2,380,818	\$ -
Urbanized Area Grant (Section 5307)	20.507	SC-2020-006-01	1,419,340	-
FHWA Flex Funds Transferred to Section 5307 Grants	20.507	SC-2020-006-00	237,419	-
Total Federal Transit Formula Grants			4,037,577	-
Bus and Bus Facilities Formula Program				
Direct Award				
Section 5339-1	20.526	SC-2018-040-00	121,358	-
Total Bus to Bus Facilities Program			121,358	-
Total Federal Transit Cluster			4,158,935	-
Formula Grants for Rural Areas - Rural Area Program				
Passed through the South Carolina Department of Transportation - OPT				
Section 5311	20.509	PT-210911-14	734,935	-
COVID-19 - Section 5311 (CARES Act)	20.509	PT-2009CA-19	1,358,466	-
Section 5311	20.509	PT-220911-13	365,363	-
Section 5311	20.509	PT-909SP-13	11,392	-
Total Rural Area Program			2,470,156	-
Transit Service Programs Cluster				
Enhanced Mobility of Seniors and Individuals with Disabilities				
Passed through the Waccamaw Regional Council of Governments d/b/a Grand Strand Area Transportation Study (GSATS)				
Section 5310	20.513	SC-2021-018-00	204,282	-
Total Transit Service Programs Cluster			204,282	-
Total U.S. Department of Transportation Grant Programs			6,833,373	-
<b>Total Federal Expenditures</b>			<b>\$ 6,833,373</b>	<b>\$ -</b>

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

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### NOTE 1. SIGNIFICANT ACCOUNTING POLICIES

#### **Basis of Presentation**

The Schedule of Expenditures of Federal Awards is prepared using the accrual basis of accounting.

#### **Measurement Focus**

The determination of when an award is expended is based on when the activity related to the award occurred.

#### **Program Type Determination**

Type A programs are defined as federal programs with federal expenditures exceeding the larger of \$750,000 or 3% of total federal expenditures. The threshold of \$750,000 was used in distinguishing between Type A and Type B programs.

#### **Method of Major Program Selection**

The risk based approach was used in the selection of federal programs to be tested as major programs. The Authority qualified as a low-risk auditee for the fiscal year ended September 30, 2021.

#### **De Minimis Indirect Cost Rate**

During the year ended September 30, 2021, the Authority did not use the de Minimis indirect cost rate. The Authority charges indirect cost to all federal programs using a cognizant agency approved indirect cost rate. The Federal Transit Administration approved a 27.27% fixed indirect cost rate subject to annual carryforward adjustments on May 4, 2017. The Authority's adjusted rate was 31.95% for the period covering October 1, 2020 through September 30, 2021. The rate is applied to direct labor and benefits.

#### **Common Cost Methodology**

The Authority allocates transportation expenses attributable to more than one program to the Section 5307 and 5311 programs. Expenses are allocated based on revenue miles and hours in line with a South Carolina Department of Transportation Office of Public Transit authorized methodology. There were no changes to routes from the prior year.

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021

### SECTION I SUMMARY OF AUDIT RESULTS

#### **Financial Statements**

Type of auditor's report issued on whether the financial statements audited were prepared in accordance with GAAP. Unmodified

Internal control over financial reporting:  
Material weaknesses identified?  Yes  No

Significant deficiencies identified not considered to be material weaknesses?  Yes  None Reported

Noncompliance material to financial statements noted?  Yes  No

#### **Federal Awards**

Internal control over major programs:  
Material weaknesses identified?  Yes  No

Significant deficiencies identified not considered to be material weaknesses?  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 the Uniform Guidance?  Yes  No

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.507 and 20.526	U.S. Department of Transportation; Federal Transit Cluster Section 5307 and Section 5339
20.513	US Department of Transportation; Transit Services Program Cluster Section 5310

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

Auditee qualified as low-risk auditee?  Yes  No

# WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2021

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### SECTION II FINANCIAL STATEMENT FINDINGS AND RESPONSES

None reported

### SECTION III FEDERAL AWARDS FINDINGS AND QUESTIONED COSTS

None reported

### SECTION IV SCHEDULE OF PRIOR YEAR FINDINGS

Not applicable