

Public Transportation System

Financial Statements and
Independent Auditor's Report

**Fiscal Years Ended
September 30, 2015 and 2014**



**Office of the Public Auditor
State of Yap**

Federated States of Micronesia



OFFICE OF THE PUBLIC AUDITOR

YAP STATE GOVERNMENT

Federated States of Micronesia

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EXECUTIVE SUMMARY

Financial Audit of the Public Transportation System
For the Years ended September 30, 2015 and 2014.

This report presents the results of our audit of the financial statements of the Public Transportation System (PTS) for the years ended September 30, 2015 and 2014.

The purpose of our audit is to express our opinion on the financial statements of PTS for the years indicated, which in the auditors' opinion, the financial statements presented on pages 4 through 6 materially represent the financial position of PTS and fairly presented in accordance with accounting principles generally accepted in the United States of America.

The report on internal control and compliance and other matters required for audits of financial statements performed in accordance with *Government Auditing Standards* on pages 14 to 15 discusses reportable conditions at PTS. These conditions and our recommendations are basically presented for the information of PTS management in the Schedule of Findings. Since neither material weakness nor significant deficiency was noted during our audit, and since the results of our tests did not disclose any instance of non-compliance or other matters that are required to be reported under *Government Auditing Standards*, no Schedule of Findings was presented. PTS has resolved all findings and implemented the outstanding recommendations.

A copy of the draft report was provided to the Chairman of the Board and the Executive Director, the contents of which were discussed with the Board of Directors, management, and key personnel on June 30, 2016.

We thank the staff and management of PTS for the cooperation and assistance extended to us during the course of this audit.

Achilles Defngin
Public Auditor
Yap State Government

May 26, 2016

PUBLIC TRANSPORTATION SYSTEM

Years Ended September 30, 2015 and 2014

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of
Public Transportation System:

We have audited the accompanying balance sheets of Public Transportation System (PTS) as of September 30, 2015 and 2014, and the related statements of revenues, expenses and changes in net assets and cash flows for the years then ended. These financial statements are the responsibility of the PTS management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States and standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

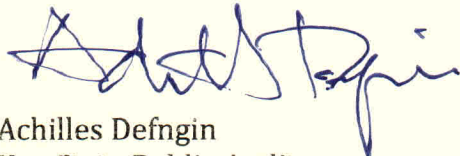
In our opinion, the financial statements referred to in the first paragraph, present fairly, in all material respects, the financial position of the Public Transportation System as of September 30, 2015 and 2014, and the results of its operations and its cash flows for the years then ended, in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued a report dated ~~2015~~ ~~2014~~ on our consideration of the Public Transportation System's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, and contracts, grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal controls over financial reporting or on compliance. That report is an integral part of any audit performed in accordance with *Government Auditing Standards* and should be read in conjunction with this report in considering the results of our audits.

Our mission is to serve the public interest by providing independent assessments that promote accountability, transparency, and excellence in governance within the programs, operations, and management of the Government of the State of Yap.

Accounting principles generally accepted in the United States of America require that Management's discussion and analysis on page 3 be presented to supplement the basic financial statements. Such information, though not part of the basic financial statements, is required by the Governmental Accounting Standard's Board, who consider 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 methods of preparing the information and comparing the information for consistency with management's response to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. Although our opinion on the basic financial statements is not affected, the results of the limited procedures have raised doubts whether the material modifications should be made to management's discussion and analysis for it to be presented in accordance with the guidelines established by the GASB.

Our audit was conducted for the purpose of forming opinions on the financial statements of PTS taken as a whole. The accompanying Schedule of Expenditures of Federal Awards is presented for purposes of additional analysis and is also not a required part of the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.



Achilles Defngin
Yap State Public Auditor

May 26, 2016

PUBLIC TRANSPORTATION SYSTEM

Management Discussion and Analysis Years Ended September 30, 2015 and 2014



Public Transportation System

Yap State Government

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Management's Discussion and Analysis September 30, 2015

Yap State Public Transportation System is the only public bus transportation operation that provides transportation to the public and private school students as well as the general public. The system was established in 1984 under Yap State Law No. 1-170 as a component unit, an entity which the government is financially accountable and was tasked to provide reliable and affordable transportation for people living within and outside the Colonia area.

This section of the Public Transportation System annual financial statement report presents our discussion and analysis of the System's financial performance for the year ended September 30, 2014. Financial statement for PTS is attached hereto.

In addition to the financial difficulties that Public Transportation System faces annually, the high cost of fuel still remain a challenge.

As repeated from our previous year Management's Discussion and Analysis, half of the bus fleet was replaced with new buses, the first purchase units are now 9 years in service with 4 units which are fully depreciated and have been in service for more than 14 years in which has been very costly to operate.

There are significant figures noticed in our financial statement. PTS shows again an increase of sales in our automotive service department at about 26% compare to FY2014. However our bottom line indicates 4% decrease of gross profit exclusive of subsidy. Our overall sales, shop and other income sales is about \$239,971.85. As does every year, PTS continue to show negative bottom line, which this year is about \$85K. The automotive service department has greatly kept PTS going each year.

PTS has been and will continue to work toward becoming self-sustainable. Included in the discussion of the Board and management, developing plan that would entail diversifying of PTS operation. Opening other revenue generating service to subsidize the operation and hopefully having PTS be self sustainable and gradually reduce the depleting government subsidy.

The accompanying financial statements present the financial condition and operation of the Public Transportation System for the fiscal year 2015.

PUBLIC TRANSPORTATION SYSTEM

Statements of Net Assets September 30, 2015 and 2014

ASSETS :	<u>2015</u>	<u>2014</u>
Current Assets		
Cash	\$ 86,485	\$ 27,144
Trade receivables, net (note 2)	10,852	12,346
Prepaid expenses	13,077	11,769
Employee Cash Advance	0	0
Inventory	<u>116,490</u>	<u>118,637</u>
Total current assets	226,903	169,896
Property and equipment, net (note 3)	<u>281,470</u>	<u>404,841</u>
TOTAL ASSETS	\$ <u>508,373</u>	\$ <u>574,737</u>
LIABILITIES AND NET ASSETS :		
Current liabilities:		
Accounts payable - trade	\$ 9,368	\$ 8,600
Customer deposits	6,935	4,936
Accrued payroll and others	<u>24,452</u>	<u>7,563</u>
Total current liabilities	40,755	21,098
Contingencies		
Net Assets		
Invested in capital assets	281,470	404,841
Unrestricted	<u>186,148</u>	<u>148,799</u>
Total net assets	<u>467,618</u>	<u>553,640</u>
TOTAL LIABILITIES AND NET ASSETS	\$ <u>508,373</u>	\$ <u>574,737</u>

See accompanying notes to financial statements.

Office of the Public Auditor
State of Yap

PUBLIC TRANSPORTATION SYSTEM

Statements of Revenues, Expenses and Changes in Net Assets September 30, 2015 and 2014

	<u>2015</u>	<u>2014</u>
Operating revenues		
Charges for transportation services	\$ 149,370	\$ 142,526
Auto shop service income	123,474	97,767
Fuel, parts & accessories sales	91,982	106,472
Other sales	6,015	6,961
	<u>370,841</u>	<u>353,726</u>
 Cost of sales	 <u>131,056</u>	 <u>336,338</u>
Gross margin	<u>239,786</u>	<u>17,389</u>
 Selling, general and administrative expenses		
Personnel services	146,014	140,106
Insurance	14,385	14,439
Miscellaneous	10,125	16,285
Parts, supplies & materials	6,491	7,413
Utilities	9,198	10,574
Depreciation	136,141	11,414
Travel	4,199	21,348
Fuel, oil and lubricants	71,603	4,896
Repair and maintenance	20,326	4,512
	<u>418,481</u>	<u>230,988</u>
 Loss from operations	 (178,696)	 (213,599)
 Nonoperating revenues/(expenses)		
Yap State operating subsidy	92,668	93,705
Interest	6	0
	<u>92,674</u>	<u>93,705</u>
 Changes in net assets	 (86,022)	 (119,894)
 Net assets at beginning of year	 553,640	 673,533
 Net assets - end of year	 \$ <u>467,618</u>	 \$ <u>553,640</u>

See accompanying notes to financial statements

Office of the Public Auditor
State of Yap

PUBLIC TRANSPORTATION SYSTEM

Statements of Cash Flows September 30, 2015 and 2014

	<u>2015</u>	<u>2014</u>
Cash flows from operating activities		
Receipts from customers	\$ 374,334	\$ 353,294
Cash payments for goods and services	(265,775)	(287,289)
Cash payments to employees	<u>(129,125)</u>	<u>(139,924)</u>
Net cash used for operating activities	(20,566)	(73,919)
Cash flows from noncapital financing activities		
Operating subsidy from Yap State Government	92,668	93,705
Other Income	6	595
Net cash from non-capital financing activities	92,674	94,300
Cash flows used for investing activities		
Other Income	0	0
Acquisition of fixed assets	<u>(12,770)</u>	<u>(17,797)</u>
Net cash used for investing activities	(12,770)	(17,797)
Net increase/(decrease) in cash	59,338	2,584
Cash, beginning of year	<u>27,144</u>	<u>24,560</u>
Cash, end of year	<u>\$ 86,482</u>	<u>\$ 27,144</u>
Reconciliation of operating loss to net cash used for operating activities		
Operating Loss:	(178,696)	(213,599)
Adjustments to reconcile loss from operations to net cash used in operating activities		
Depreciation	136,141	134,070
(Increase)/Decrease in assets		
Trade receivables, net	1,494	(4,317)
Employees receivables, net	0	93
Prepaid insurance	(1,308)	(1,253)
Inventory	2,147	3,716
Increase/(Decrease) in liabilities		
Accounts payable	768	3,398
Customer deposits	1,999	3,792
Accrued expenses	<u>16,889</u>	<u>182</u>
Net cash used in operating activities	<u>\$ (20,566)</u>	<u>\$ (73,919)</u>

See accompanying notes to financial statements

Office of the Public Auditor
State of Yap

PUBLIC TRANSPORTATION SYSTEM

Notes to Financial Statements
September 30, 2015 and 2014

(1) Organization

Public Transportation System (PTS), a component unit of the State of Yap, was created by Yap State Law (YSL) No. 1-170 and is responsible for providing reliable and inexpensive transportation to the general public based on established routes and fares. Other services provided by PTS include charter transportation by way of commercial leasing of PTS equipment and auto repair sales and services to individuals and organizations. PTS is governed by a five-member Board of Directors appointed by the Governor, subject to the advice and consent of the Legislature. The State provides financial support to PTS through legislative appropriations.

(2) Summary of Significant Accounting Policies

Basis of Accounting

The financial statements of PTS have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to government units. Governmental Accounting Standards Board (GASB) Statement No. 20, "*Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities that Use Proprietary Fund Accounting*," requires that proprietary activities apply all applicable GASB pronouncements as well as Statements and Interpretations issued by the Financial Accounting Standards Board (FASB), Accounting Principles Board (APB) Opinions and Accounting Research Bulletins of the Committee on Accounting Procedures issued on or before November 30, 1989. PTS has implemented GASB 20 and elected not to apply FASB Statements and Interpretations issued after November 30, 1989.

PTS adopted the provisions of GASB Statement No. 34 (*Basic Financial Statements – Management's Discussion and Analysis for State and Local Governments*). GASB 34 establishes standards for external financial reporting for state and local governments and requires that resources be classified for accounting and reporting into four net asset categories:

- (a) *Invested in capital assets, net of related debt* - Capital assets, net of accumulated depreciation, and outstanding principal balances of debt attributable to the acquisition, construction or improvement of those assets.
- (b) *Nonexpendable*- Net assets subject to externally imposed stipulations that require PTS to maintain them permanently.

PUBLIC TRANSPORTATION SYSTEM

Notes to Financial Statements
September 30, 2015 and 2014

- (c) *Expendable*- Net assets whose use by PTS is subject to externally imposed stipulations that can be fulfilled by actions of the System pursuant to those stipulations or that expire by the passage of time.
- (d) *Unrestricted* – Net assets that are not subject to externally imposed stipulations. Unrestricted net assets may be designated for specific purposes by action of management or the Board of Directors or may otherwise be limited by contractual agreements with outside parties.

New Accounting Standards

During the years ended September 30, 2015, PTS implemented the following pronouncements:

GASB Statement No. 57, *OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans*, which amends Statement No. 43, *Financial Reporting for Postemployment Benefit Other Than Pension Plans*, Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, and addresses issues related to the frequency and timing of measurements for actuarial valuations first used to report funded status information in OPEB plan financial statements. The implementation of this pronouncement did not have a material effect on the accompanying financial statements.

GASB Statement No. 64, *Derivative Instruments: Application of Hedge Accounting Termination Provisions (an amendment of GASB Statement No. 53)*, which will improve financial reporting by state and local governments by clarifying the circumstances in which hedge accounting continues to be applied when swap counterparty, or a swap counterparty's credit support provider, is replaced. The implementation of this pronouncement did not have a material effect on the accompanying financial statements.

In December 2010, GASB issued Statement No. 60, *Accounting and Financial Reporting for Service Concession Agreements*, which addresses how to account for and report service concession arrangements (SCAs), a type of public-private or public-public partnership that state and local governments increasingly enter into. The provisions of this statement are effective for periods beginning after December 15, 2011. Management does not believe that the implementation of this statement will have a material effect on the financial statements of PTS.

PUBLIC TRANSPORTATION SYSTEM

Notes to Financial Statements
September 30, 2015 and 2014

In December 2010, GASB issued Statement No. 61, *The Financial Reporting Entity: Omnibus*, which is designed to improve financial reporting for governmental entities by amending the requirements of Statements No. 14, *The Financial Reporting Entity*, and No. 34, *Basic Financial Statements- and Management's Discussion and Analysis- for State and Local Governments*, to better meet user needs and address reporting entity issues that have come to light since those Statements were issued in 1991 and 1999, respectively. The provisions of this statement are effective for periods beginning after June 15, 2012. Management does not believe that the implementation of this statement will have a material effect on the financial statements of PTS.

In December 2010, GASB issued Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and A/CPA Pronouncement*, which is intended to enhance the usefulness of its Codification by incorporating guidance that previously could only be found in certain Financial Accounting Standards Board (FASB) and American Institute of Certified Public Accountants (AICPA) pronouncements. The provisions of this statement are effective for periods beginning December 15, 2011. Management does not believe that the implementation of this statement will have a material effect on the financial statements of PTS.

In July 2011, GASB issued Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*, which establishes guidance for reporting deferred outflows of resources, deferred inflows of resources, and net position in a statement of financial position. The provisions of this statement are effective for periods beginning after December 15, 2011. Management has not yet determined the effect of implementation of this statement on the financial statements of PTS.

In April 2012, GASB issued Statement No. 65, *Items Previously Reported as Assets and Liabilities*, which clarifies the appropriate reporting of deferred outflows of resources and deferred inflows to ensure consistency in financial reporting. The provisions of this statement are effective for periods beginning after December 15, 2012. Management has not yet determined the effect of implementation of this statement on the financial statements of PTS.

In April 2012, GASB issued Statement No. 66, *Technical Corrections – 2012*, which enhances the usefulness of financial reports by resolving conflicting accounting and financial reporting guidance that could diminish the consistency of financial reporting.

PUBLIC TRANSPORTATION SYSTEM

Notes to Financial Statements September 30, 2015 and 2014

The provisions of this statement are effective for periods beginning after December 15, 2012. Management has not yet determined the effect of implementation of this statement on the financial statements of PTS.

In June 2012, GASB issued Statement No. 67, *Financial Reporting for Pension Plans*, which revises existing guidance for the financial reports of most pension plans, and Statement No. 68, *Accounting and Financial Reporting for Pensions*, which revises and establishes new financial reporting requirements for most governments that provide their employees with pension benefits. The provisions of Statement 67 are effective for periods beginning after June 15, 2013. The provisions of Statement 68 are effective for fiscal years beginning after June 15, 2014. Management has not yet determined the effect of implementation of these statements on the financial statements of PTS.

Cash

For purposes of the Statement of Net Assets and statement of cash flows, cash represents cash on hand and cash on deposit in a bank account. All of the balances at September 30, 2015 and 2014 are subject to Federal Deposit Insurance Corporation (FDIC) coverage.

Inventory

Inventory is stated based on average costs and consists primarily of spare parts for the buses and mechanics auto shop.

Depreciation

Property and equipment is stated at cost less accumulated depreciation and depreciation is recorded in the financial statements under the straight line method based on the estimated useful lives of the assets as follows:

Buildings	10	-	25	Years
Vehicles	4	-	7	Years
Shop Equipment	2	-	10	Years
Office Furniture and Equipment	3	-	10	Years

PUBLIC TRANSPORTATION SYSTEM

Notes to Financial Statements September 30, 2015 and 2014

Use of 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 disclosures of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

(3) Trade Receivables

A summary of trade receivables at September 30, 2015 and 2014 is presented below:

	2015	2014
Current and former employees	\$ 1,413	\$ 1,182
Current and former board	4,027	4,027
State departments and agencies	3,002	6,100
Other trade customers	14,414	12,438
	<u>\$ 22,856</u>	<u>\$ 23,747</u>
Less: Allowance for doubtful accounts	(12,004)	(11,401)
	<u>\$ 10,852</u>	<u>\$ 12,346</u>
	=====	=====

PUBLIC TRANSPORTATION SYSTEM

Notes to Financial Statements
September 30, 2015 and 2014

(4) Property, Plant and Equipment

A summary of property and equipment as of September 30, 2015 and 2014 follows:

	<u>Beginning balance October 1, 2014</u>	<u>Transfers And Additions</u>	<u>Transfers And Disposals</u>	<u>Ending balance September 30, 2015</u>
Buildings	\$ 119,893	\$ 957	--	\$ 120,849
Vehicles	1,089,906	-	--	1,089,906
Shop equipment	65,661	7,397	--	73,059
Office equipment	<u>103,599</u>	<u>4,416</u>	--	<u>108,015</u>
	1,379,059	12,770	--	1,391,829
Less accumulated depreciation	<u>(974,218)</u>	<u>(136,145)</u>		<u>(1,110,360)</u>
	<u>\$ 404,841</u>	<u>\$</u>	<u>\$ --</u>	<u>\$ 281,469</u>

	<u>Beginning balance October 1, 2013</u>	<u>Transfers And Additions</u>	<u>Transfers And Disposals</u>	<u>Ending balance September 30, 2014</u>
Buildings	\$ 116,192	\$ 3,700		\$ 119,893
Vehicles	1,090,499	0	(593)	1,089,906
Shop equipment	60,629	5,032		65,661
Office equipment	<u>95,635</u>	<u>9,065</u>	<u>(1,100)</u>	<u>103,599</u>
	1,362,955	17,797	(1,693)	1,379,059
Less accumulated depreciation	<u>(841,248)</u>	<u>(134,070)</u>	<u>1,100</u>	<u>(974,218)</u>
	<u>\$ 521,707</u>	<u>\$</u>	<u>\$</u>	<u>\$ 404,841</u>

PUBLIC TRANSPORTATION SYSTEM

Notes to Financial Statements September 30, 2015 and 2014

(5) Cost of sales

The detail of cost of sales for the year ended September 30, 2015 is as follows:

Purchases	\$ 108,158
Other Expense	<u>22,898</u>
	\$ 131,056

(6) Yap State Operating Subsidies

PTS received operating subsidies for the years ended September 30, 2015 and 2014 in the amount of \$92,668 and \$93,705 respectively, from the Yap State Government under which eligible expenditures could be reimbursed. The operating subsidies were funded by the General Fund-Local Revenue, Compact Capital Projects and Education Sector grants.

During the years ended September 30, 2015 and 2014, PTS has eligible expenditures of \$92,668 and \$93,705 respectively.

(7) Related Parties

In the ordinary course of business, PTS enters into transactions with private businesses and State agencies in which certain Board members and officers hold positions and other positions of influence with the State. Related party transactions for the years ended September 30, 2015 and 2014 were \$5,440 and \$5,726, respectively.

(8) Risk management

PTS carries general liability insurance on its bus fleet and its passengers, but is self-insured for all other risks. Management is of the opinion that no material losses have been sustained as a result of this practice.

PUBLIC TRANSPORTATION SYSTEM

Schedule of Expenditures of Federal Awards Years Ended September 30, 2015 and 2014

Grantor/CFDA Grantor's Program Title	Federal CFDA #	Expenditures FY 2015	FY 2014
Amended Compact - Education Sector Grant	15.875	\$ 63,112	\$ 47,619
Total Federal awards expended		\$ 63,112	\$ 47,619

Note

- (1) *The Education Sector Grant is passed through the FSM National Government to the State of Yap.*
- (2) *The Schedule of Expenditures of Federal Awards is prepared on the accrual basis of accounting.*



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

The Board of Directors of
Public Transportation System:

We have audited the financial statements of the Public Transportation System (PTS) as of and for the years then ended September 30, 2015 and 2014, and have issued our report thereon dated May 26, 2016. 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.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered PTS's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of PTS's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of PTS's internal control over financial reporting.

Our consideration of internal control over financial reporting was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be significant deficiencies or material weaknesses and therefore, there can be no assurance that all deficiencies, significant deficiencies, or material weaknesses have been identified.

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 PTS' financial statements will not be prevented, or detected and corrected on a timely basis. No material weaknesses were noted during our audit.

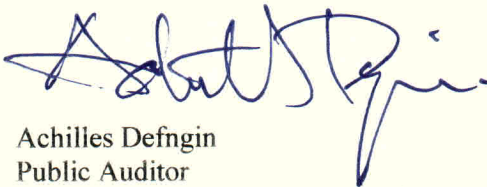
A significant deficiency is a deficiency or combination of deficiencies in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. No significant deficiency was noted during our audit.

Our mission is to serve the public interest by providing independent assessments that promote accountability, transparency, and excellence in governance within the programs, operations, and management of the Government of the State of Yap.

Compliance and Other Matters

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

This report is intended for the information of the Board of Directors and management, awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.



Achilles Defngin
Public Auditor

May 26, 2016