

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**

**ANNUAL FINANCIAL STATEMENTS**

**JUNE 30, 2020**

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**

**JUNE 30, 2020**

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## INDEPENDENT AUDITOR'S REPORT

To the Advisory Board of the Greater Attleboro-Taunton Regional Transit Authority  
Taunton, Massachusetts

### Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities of the Greater Attleboro-Taunton Regional Transit Authority ("the Authority") as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

### Management's Responsibility for the Financial Statements

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

### Auditor's Responsibility

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

### Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Greater Attleboro-Taunton Regional Transit Authority, as of June 30, 2020, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY

### **Other Matters**

#### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and certain pension and post-employment benefit information listed under Required Supplementary Information in the table of contents, 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 opinion on the financial statements that collectively comprise the Authority's basic financial statements. The schedule of local (cities and towns) funding and the statement of net cost of service are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The supplemental information is the responsibility of management and was 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 accompanying supplemental information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The schedule of local (cities and towns) funding and the statement of net cost of service have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated October 31, 2020 on our consideration of the 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 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 internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

*Hague, Sahady & Co., CPAs, P.C.*

**Hague, Sahady & Co., CPAs, P.C.**

Fall River, Massachusetts  
October 31, 2020

**Greater Attleboro-Taunton Regional Transit Authority  
Management's Discussion and Analysis  
June 30, 2020**

**Introduction**

As Management of the Greater Attleboro-Taunton Regional Transit Authority (the Authority) we present this Management's Discussion and Analysis (MD&A) to provide financial statement readers with an introduction and overview to the Authority's financial activities during the fiscal year ended June 30, 2020. The components of the Authority's Financial Statements as defined by GASB Statement 34 are as follows:

**I. Management's Discussion and Analysis**

The Management's Discussion and Analysis (MD&A) is required supplementary information that accompanies the financial statements and is unaudited. The MD&A precedes the proprietary fund financial statements. In this section, management aims to provide an analysis of the overall financial position of the Authority and results of the fiscal year operations, assess whether financial position improved or deteriorated during the year, consider economic factors that may affect operating results, and describe currently known events or conditions that may affect the Authority's future financial position.

**II. Proprietary Fund Financial Statements**

The Greater Attleboro-Taunton Regional Transit Authority's financial statements are presented as follows:

1. Statement of Net Position – Reports financial position at year end, or June 30. The statement distinguishes between current and noncurrent assets and liabilities of the Authority. The difference between assets and liabilities is presented as net position. Increases or decreases to net position may serve as a useful indicator of whether the Authority's financial position is improving or deteriorating over time. Net position is divided into three categories (net investment in capital assets, restricted, and unrestricted). "Total Net Position" per the Statement of Net Position equals the "Net Position – June 30" reported on the Statement of Revenues, Expenses, and Changes in Net Position.
2. Statement of Revenues, Expenses, and Changes in Net Position – Measures performance for the fiscal year. Revenues and expenses are presented in three categories (operating, non-operating, and capital). This statement provides information on the costs of providing the services requested of us, how the

Authority finances the services (i.e user fees, federal and state grants, local assessments, other revenues), and if current year revenues were sufficient to pay for current year expenses. The “Operating Income (Loss)” per the Statement of Revenues, Expenses, and Changes in Net Position is reconciled to “Cash Flows from Operating Activities” on the Statement of Cash Flows.

3. Statement of Cash Flows – Reports whether cash increased or decreased during the year. Cash flows are reported in four categories (operating, noncapital financing, capital and related financing, and investing). This statement provides useful information on the cash receipts/uses of the Authority during the fiscal year and helps users to analyze the Authority’s ability to generate future cash flows and meet future obligations. “Cash and Cash Equivalents – June 30” reported on the Statement of Cash Flows equals “Cash” per the Statement of Net Position.
4. Notes to Financial Statements – Communicates additional objective information to financial statement readers, including the Authority’s accounting policies and explanations or data not shown on the face of the statements.

### **III. Required Supplementary Information**

In addition to the Management’s Discussion and Analysis, the following information is required material that is unaudited: Schedule of Proportionate Share of Net Pension Liability, Schedule of Contributions, and Schedule of Changes in Total OPEB Liability and Related Ratios. These schedules are found following the proprietary fund financial statements.

### **IV. Supplementary Information**

The following are supplemental schedules: Schedule of Local (Cities and Towns) Funding and Net Cost of Service. These schedules are found following the proprietary fund financial statements and required supplementary information.

## Financial Information

**Table 1: Condensed and Comparative Statement of Net Position**

	<b>Proprietary Activities 2020</b>	<b>Proprietary Activities 2019</b>
Current Assets .....	\$ 12,061,205	\$ 19,007,300
Noncurrent Other Assets .....	\$ 4,454,647	\$ 4,345,997
Capital Assets .....	\$ 22,188,667	\$ 26,651,021
Total Assets.....	\$ 38,704,519	\$ 50,004,318
Deferred Outflows of Resources .....	\$ 1,565,100	\$ 490,436
Current Liabilities .....	\$ 11,116,604	\$ 18,625,392
Noncurrent Liabilities .....	\$ 6,499,823	\$ 6,131,548
Total Liabilities.....	\$ 17,616,427	\$ 24,756,940
Deferred Inflows of Resources.....	\$ 1,878,641	\$ 590,211
Net Position:		
Net Invested in Capital Assets .....	\$ 22,188,667	\$ 26,651,021
Restricted.....	\$ 1,835,032	\$ 1,763,040
Unrestricted (deficit) .....	\$ (3,249,148)	\$ (3,266,458)
Total Net Position .....	\$ 20,774,551	\$ 25,147,603

**Table 2. Condensed and Comparative Statement of Revenues, Expenses, and Changes in Net Position**

	Proprietary Activities 2020	Proprietary Activities 2019
Operating Revenues:		
Charges for Services	\$39,009,635	\$48,486,328
Total Operating Revenues.....	\$39,009,635	\$48,486,328
Operating Expenses:		
Purchased Transportation Services .....	\$48,259,913	\$57,565,541
Payroll and Fringe Benefits.....	3,032,612	2,612,776
Other .....	2,549,555	2,310,359
Depreciation .....	3,753,166	3,961,196
Total Operating Expenses.....	57,595,246	66,449,872
Operations Income (Loss).....	(18,585,611)	(17,963,544)
Non-Operating Revenues (Expenses) .....		
Federal Assistance.....	5,594,881	4,964,119
State Assistance.....	4,874,616	5,035,034
Local Assessments .....	4,454,647	4,345,997
Other .....	138,495	108,605
Interest Expense .....	(155,927)	(165,918)
Total Non-Operating Revenues (Expenses).....	14,906,712	14,287,837
Capital Contributions .....	1,210,460	4,634,589
Change in Net Position.....	(2,468,439)	958,882
Prior Period Adjustment	(1,904,612)	-
Ending Net Position .....	\$ 20,774,551	\$25,147,603

### Financial Analysis

The COVID-19 pandemic, beginning in March 2020 and continuing through fiscal year end, June 30, 2020, significantly affected GATRA's operations and financial trends during the year. Detailed analyses of the normal trends and COVID-specific impacts are detailed below.

Total current assets decreased in 2020 by approximately \$6,946,095 (36.5%). This was primarily caused by a decrease in due from other governments of \$6,498,092. Fluctuation in this balance from one year to the next is common and due to timing differences in the receipt of operating and capital assistance from Federal and State sources. In response to the pandemic, GATRA reduced human services transportation programs beginning in March, resulting in a decrease in reimbursement billings sent to the State through fiscal year end.

Total current liabilities decreased in 2020 by approximately \$7,508,788 (40.3%). This was primarily caused by a decrease in accounts payable of \$7,805,562. Again, fluctuation in this balance from one year to the next is common and due to timing differences in



payment of operating and capital invoices at year end. Due to the pandemic and the reduction in human service transportation operations described above, fewer bills were received from the operators and outstanding at the end of the fiscal year. Additionally, fiscal year 2020 saw an increase in notes payable of \$400,000. While \$7.8 million in revenue anticipation notes were retired during the year, \$8.2 million in new notes were issued.

Total noncurrent liabilities increased in 2020 by approximately \$368,275 (6%). This was primarily caused by an increase in OPEB liability of \$399,051 and an increase in net pension liability of \$114,451. The increases in post-employment benefit liabilities were due to changes in actuarial valuations.

GATRA recognized a substantial increase in capital assets in FY 2020. This resulted from purchases of facilities (\$747,097), buses and vans (\$16,186), equipment (\$167,537), and other (\$271,182). FY 2020 Capital Asset purchases totaled \$1,202,002. During the fiscal year, GATRA also sold buses and service vehicles that were no longer useful with a net book value of \$6,575.

At the end of the current fiscal year, Greater Attleboro-Taunton Regional Transit Authority had no long-term bonded debt outstanding. The Authority regularly borrows on a short-term basis in anticipation of state and federal grant revenues to supplement its cash flow during the year.

As of the close of the current fiscal year, the Authority's proprietary fund reported an ending net position of \$20,774,551 a decrease over the prior year of \$2,468,439. This decrease was the combination of a \$2,557,742 decrease in net investment in capital assets, a \$71,991 increase in restricted net position (see financial statement Note 7), and a \$17,310 increase in unrestricted net position. Additionally, the Authority reported a prior period adjustment of \$1,904,612 related to accumulated depreciation. This reduced the beginning net position – net investment in capital assets by \$1,904,612.

The decrease in net position was the result of the Authority's expenses exceeding revenues and capital contributions by \$2,468,439.

Total operating revenues decreased in FY20 by \$9,476,693 (19.5%). The decrease was primarily a result of operational changes that were made in response to the COVID pandemic. Beginning in March, the MBTA and RTAs determined that only rear boarding would be allowed on buses and fare collections would be suspended in order to protect drivers, staff, and passengers. Additionally, the volume of brokerage services provided was reduced significantly.

Total operating expenses decreased by \$8,854,626 (13.3%). The decreases were related to reduced brokerage services and ridership noted above, post employment benefit expenses resulting from changes in actuarial valuations, vehicle fuels and materials, and insurance costs.

## **Economic Factors**

The unemployment rate for the Taunton-Norton-Raynham Labor Market as of June 30, 2020 was 19.2%, which increased 15.8% from 3.4% a year ago. Note that the unemployment rate at March 2020 was 3.5% and the subsequent increase is likely due to the pandemic beginning shortly thereafter. This compares similarly to the statewide trend experienced in which the unemployment rate of 2.8% in March 2020 increased to 17.7% by June 2020. The inflationary trend in the region (0.8% annual – BLS CPI Boston-Cambridge-Newton region for all items) is slightly higher than the national inflation rate (0.6% - BLS CPI Urban areas - all items) for the last year. Note however, GATRA procurements are driven by national factors as much as regional.

All of these factors were considered in preparing the Greater Attleboro-Taunton Regional Transit Authority's budget for the 2021 fiscal year and GATRA has presented the planned level of expense to the Greater Attleboro-Taunton Regional Transit Authority Board of Directors and to the State of Massachusetts Department of Transportation.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**STATEMENT OF NET POSITION**  
**JUNE 30,**

	<b>2020</b>
<b>ASSETS</b>	
Current assets:	
Cash	\$ 1,912,938
Receivables (net)	1,056
Due from other governments (net)	6,780,319
Unbilled - Due from other governments	3,062,937
Inventories	303,955
Total current assets	12,061,205
Noncurrent assets:	
Due from other governments (net)	4,454,647
Capital assets	69,519,606
Less accumulated depreciation	(47,330,939)
Total noncurrent assets	26,643,314
<b>TOTAL ASSETS</b>	<b>38,704,519</b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	
Deferred outflows related to OPEB	799,768
Deferred outflows related to pensions	765,332
<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES</b>	<b>1,565,100</b>
<b>LIABILITIES</b>	
Current liabilities:	
Accounts payable	2,516,057
Accrued payroll	46,539
Accrued other	139,288
Notes payable	8,200,000
Other current liability	214,720
Total current liabilities	11,116,604
Noncurrent liabilities:	
OPEB liability	5,199,988
Net pension liability	1,020,277
Accrued compensated absences	279,558
Total noncurrent liabilities	6,499,823
<b>TOTAL LIABILITIES</b>	<b>17,616,427</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>	
Deferred inflows related to OPEB	1,476,266
Deferred inflows related to pensions	402,375
<b>TOTAL DEFERRED INFLOWS OF RESOURCES</b>	<b>1,878,641</b>
<b>NET POSITION</b>	
Net investment in capital assets	22,188,667
Restricted	1,835,032
Unrestricted	(3,249,148)
<b>TOTAL NET POSITION</b>	<b>\$ 20,774,551</b>

See accompanying notes to financial statements.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY  
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION  
YEAR ENDED JUNE 30,**

	<b>2020</b>
<b>OPERATING REVENUES</b>	
Charges for services	\$ 39,009,635
Total operating revenues	39,009,635
<b>OPERATING EXPENSES</b>	
Purchased Transportation Services	48,259,913
Payroll	1,760,747
Fringe Benefits	1,271,865
Professional & Technical Services	302,928
Other Contracted Services	431,066
Other Materials & Supplies	128,024
Utilities	139,852
Insurance	1,219,454
Miscellaneous	328,231
Depreciation	3,753,166
Total operating expenses	57,595,246
<b>OPERATING INCOME (LOSS)</b>	<b>(18,585,611)</b>
<b>NON-OPERATING REVENUES (EXPENSES)</b>	
Operating assistance	
Federal Grants - Operating	5,594,881
State Contract Assistance - Appropriated	4,282,692
State Contract Assistance - Addition per Ch161B	171,955
State Contract - Other	419,969
Local Assessments	4,454,647
Other	124,480
Interest Income	14,015
Interest Expense	(155,927)
Total non-operating revenues (expenses)	14,906,712
<b>INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS</b>	<b>(3,678,899)</b>
<b>CAPITAL CONTRIBUTIONS</b>	
Federal	1,003,530
State	84,471
Other	122,459
Total capital contributions	1,210,460
<b>CHANGE IN NET POSITION</b>	<b>(2,468,439)</b>
<b>NET POSITION - JULY 1 - ORIGINAL</b>	<b>25,147,602</b>
<b>PRIOR PERIOD ADJUSTMENT</b>	<b>(1,904,612)</b>
<b>NET POSITION - JULY 1</b>	<b>23,242,990</b>
<b>NET POSITION - JUNE 30</b>	<b>\$ 20,774,551</b>

See accompanying notes to financial statements.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**STATEMENT OF CASH FLOWS**  
**YEAR ENDED JUNE 30,**

	<b>2020</b>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>	
Receipts from customers	\$ 43,624,704
Payments to vendors and suppliers	(54,900,350)
Payments to employees	(1,760,747)
Payments of fringe	(1,271,865)
Net cash provided (used) by operating activities	(14,308,258)
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>	
Proceeds from notes	8,200,000
Repayment of notes	(7,800,000)
Operating assistance grants	15,310,631
Interest expense	(182,255)
Net cash provided (used) by noncapital financing activities	15,528,376
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>	
Acquisition of capital assets	(3,375,116)
Capital contributions	
United States Department of Transportation	2,214,839
Commonwealth of Massachusetts	1,020,718
Other	122,459
Proceeds from sale of capital assets	35,290
Net cash provided (used) by capital and related financing activities	18,190
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>	
Interest income	14,015
Rental income	87,558
Net cash provided (used) by investing activities	101,573
<b>NET INCREASE (DECREASE) IN CASH</b>	1,339,881
<b>CASH AND CASH EQUIVALENTS - JULY 1</b>	573,057
<b>CASH AND CASH EQUIVALENTS - JUNE 30</b>	\$ 1,912,938

See accompanying notes to financial statements.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**STATEMENT OF CASH FLOWS (CONTINUED)**  
**YEAR ENDED JUNE 30,**

<b>Reconciliation of operating income (loss) to net cash provided (used) by operating activities:</b>	<u><b>2020</b></u>
Operating income (loss)	\$ (18,585,611)
Adjustments to reconcile net income (loss) to net cash provided (used) by operating activities:	
Depreciation	3,753,166
Changes in assets and liabilities:	
Receivables (net)	5,689,710
Inventories	(38,242)
Deferred outflows-opeb	(799,768)
Deferred outflows-pension	(274,896)
Accounts payable	(5,632,425)
Accrued payroll	9,276
Other current liability	(86,174)
OPEB liability	399,051
Net pension liability	114,451
Accrued compensated absences	(145,227)
Deferred inflows-opeb	1,064,479
Deferred inflows-pension	223,951
Net Cash Provided (Used) in Operating Activities	<u><u>\$ (14,308,258)</u></u>

See accompanying notes to financial statements.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**1. The Authority and Operators**

The Greater Attleboro-Taunton Regional Transit Authority (the Authority) is a component unit of the Massachusetts Department of Transportation (MassDOT) and MassDOT is a component unit of the Commonwealth of Massachusetts (the Commonwealth). The Authority was established as a political subdivision of the Commonwealth on December 15, 1976, by the various cities and towns constituting the Authority, pursuant to Section 3 of Chapter 161B of the General Laws of the Commonwealth, for the purpose of continuing and improving local transit service.

The Authority is managed by an Administrator appointed by an Advisory Board. The Advisory Board is made up of appointed representatives from the member communities. The Authority's operations are primarily funded through passenger fares, contractual reimbursements and operating subsidies from the Federal government, MassDOT, and the member communities. In addition, the Authority receives federal and state capital grants that are used to finance acquisitions and improvements to facilities and equipment.

The operation and maintenance of the Authority is performed by various private sector transportation companies (the Operators) under terms and agreements whereby the carriers provide mass transit along such routes and according to such schedules as may be defined by the Authority.

The Authority also has a brokerage contract with the Commonwealth's Executive Office of Health and Human Services, whereby, the Authority coordinates with this Agency to provide its clients with transportation services. The actual services are provided by various private sector transportation companies.

**2. Summary of Significant Accounting Policies**

a) Measurement Focus, Basis of Accounting and Financial Reporting Presentation – The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America ("GAAP") as applied to government entities. The Governmental Accounting Standards Board ("GASB") is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. Under these standards, the Authority meets the definition of a special-purpose government, engaged only in business-type activities.

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized at the time transportation services are provided. Unearned revenue represents cash received in advance of future services.

The Authority distinguishes between operating revenues and expenses and nonoperating revenues and expenses. Operating revenues and expenses generally result from providing services in connection with the Authority's principal ongoing operations. The Authority's principal operating revenues are passenger fares and brokerage contracts. Operating expenses include the cost of transit services, provided by third party vendors, maintenance, administrative and depreciation expense. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**2. Summary of Significant Accounting Policies (continued):**

b) Inventories – Inventories of fuel are stated at the lower of cost or market on a first-in, first-out basis (FIFO). Inventories of parts are stated at the lower of cost or market on an average cost basis.

c) Capital Assets – Capital assets are stated at cost less accumulated depreciation. Depreciation is computed using the straight-line method based on the estimated service lives of the assets. The Authority’s capitalization policy is to capitalize all assets acquired with capital funds regardless of the dollar amount. The estimated service lives are as follows:

Buildings	20 – 40 years
Vehicles	4 – 12 years
Equipment	5 – 7 years
Intangible assets	2 – 7 years

d) Net Position - Net position is the residual of all other elements presented in a statement of net position. It is the difference between (a) assets and deferred outflows of resources and (b) liabilities and deferred inflows of resources. Net position is reported in three categories and these are defined as follows: (1) amounts invested in capital assets consists of capital assets, net of accumulated depreciation and is reduced by the related debt that is attributed to the acquisition, construction, or improvement of those assets, (2) restricted net position results when constraints are placed on net position use, and are either externally imposed by creditors, grantors, contributors, and the like, or imposed by law through legislation. (3) Unrestricted net position consists of net position that does not meet the definition of the two preceding categories.

e) 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 amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

f) Statement of Cash Flows – For purposes of the statement of cash flows, the Authority considers all highly liquid investments purchased with a maturity of three months or less to be cash equivalents.

g) Available Unrestricted Resources – The Authority’s policy is to utilize available restricted resources prior to unrestricted resources.

h) Pensions – For purposes of measuring the Authority’s net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Taunton Contributory Retirement System (the System) and additions to/deductions from the System’s fiduciary net position have been determined on the same basis as they are reported by the System.

For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.



**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**3. Cash**

State and local statutes place certain limitations on the nature of deposits and investments available to the Authority. Deposits (including demand deposits, term deposits and certificates of deposit) in any one financial institution may not exceed certain levels without collateralization by the financial institutions involved. Investments can also be made in securities issued by or unconditionally guaranteed by the U.S. Government or its agencies that have a maturity of less than one year from the date of purchase and repurchase agreements guaranteed by such securities with maturity dates of no more than 90 days from the date of purchase.

Custodial credit risk exists for cash deposits when, in the event of the failure of a depository financial institution, the Authority's deposits will not be recovered. The Authority does not have a formal policy with regard to custodial credit risk, but invests its funds in deposits that are FDIC insured or collateralized with securities held by the pledging financial institution's trust department in the financial institution's name. At June 30, 2020, the Authority does not have any uninsured and uncollateralized bank deposits.

	<b>2020</b>
Balance per banks	\$ 2,100,776
Deposits covered by:	
Federal Depository Insurance Corporation	(506,650)
Depositors Insurance Fund	(634,999)
Collateralized with pledged securities	(959,127)
 Total uninsured and uncollateralized deposits	 \$ -

**4. Allowance for Uncollectible Accounts**

As of June 30, 2020 the allowance for uncollectible accounts was estimated at \$81,195.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**5. Capital Assets and Depreciation**

The capital asset activity for the year ended June 30, 2020 was as follows:

	Balance 7/1/2019	Increases	Decreases	Balance 6/30/2020
Capital assets (non-depreciable):				
Land & other non-depreciable assets	\$ 2,329,327	\$ -	\$ -	\$ 2,329,327
Total capital assets (non-depreciable):	<u>2,329,327</u>	<u>-</u>	<u>-</u>	<u>2,329,327</u>
Other capital assets				
Facilities	28,651,043	747,097	-	29,398,140
Buses & vans	24,202,992	16,186	(921,940)	23,297,238
Equipment	6,013,640	167,537	-	6,181,177
Intangible & other	7,899,803	271,182	-	8,170,985
Land Improvements	142,739	-	-	142,739
Total other capital assets at historical cost	<u>66,910,217</u>	<u>1,202,002</u>	<u>(921,940)</u>	<u>67,190,279</u>
Less accumulated depreciation for:				
Facilities	(16,843,705)	(1,172,060)	-	(18,015,765)
Buses & vans	(15,534,773)	(1,863,990)	915,365	(16,483,398)
Equipment	(4,606,086)	(358,203)	-	(4,964,289)
Intangible & other	(7,367,280)	(357,469)	-	(7,724,749)
Land Improvements	(141,294)	(1,444)	-	(142,738)
Total accumulated depreciation	<u>(44,493,138)</u>	<u>(3,753,166)</u>	<u>915,365</u>	<u>(47,330,939)</u>
Other capital assets, net	<u>22,417,079</u>	<u>(2,551,164)</u>	<u>(6,575)</u>	<u>19,859,340</u>
Capital assets, net	<u>\$ 24,746,406</u>	<u>\$ (2,551,164)</u>	<u>\$ (6,575)</u>	<u>\$ 22,188,667</u>

Depreciation expense for 2020 was \$3,753,166.

**6. Short – Term Debt**

The following is a summary of outstanding short-term debt at June 30,:

	<b>2020</b>
\$8,200,000 Revenue Anticipation Note (RAN) - stated interest rate of 2.0% (1.38% effective interest rate after applying premium) due in August, 2020 and fully guaranteed by the Commonwealth of Massachusetts.	\$ 8,200,000
\$2,500,000 Line of Credit - interest rate of base minus .50% floating, no floor. Payable on demand. All assets of the Authority have been pledged as collateral on the line of credit.	\$ -
	<u>\$ 8,200,000</u>

The following is a summary of changes in short-term debt:

	Balance 7/1/2019	Additions	Deletions	Balance 6/30/2020
2018 RAN	\$ 7,800,000	\$ -	\$ (7,800,000)	\$ -
2019 RAN	-	8,200,000	-	8,200,000
Line of Credit	-	1,500,100	(1,500,100)	-
	<u>\$ 7,800,000</u>	<u>\$ 9,700,100</u>	<u>\$ (9,300,100)</u>	<u>\$ 8,200,000</u>

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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**7. Restricted Net Position**

Reserve for Extraordinary Expense

In accordance with Section 6 of Chapter 161B of the General Laws of the Commonwealth, the Authority is allowed to establish a reserve account for the purpose of meeting the cost of extraordinary expenses in an amount not to exceed three percent of the prior year's local assessment. Any balance in the reserve account at the end of the fiscal year may be carried forward into the next fiscal year; provided, however, that the aggregate amount in the account does not exceed twenty percent of the prior year's local assessment. During the current year, the Authority contributed \$0 to the reserve. The balance in the reserve account at June 30, 2020 is \$650,492.

Restricted for Attleboro Station Improvements

The Authority leases commuter rail stations from the Massachusetts Bay Transportation Authority (MBTA). The lease allows the Authority to operate the MBTA's Attleboro Station paid parking facility. The excess of the revenues over expenses is shared with the MBTA. However, the Authority's share of income is restricted as to use as it must be used for capital improvements to the Attleboro Station. At the end of the lease term, any remaining excess revenues not used for improvements will be returned to the MBTA. The balance restricted for Attleboro Station improvements at June 30, 2020 is \$1,184,540.

**8. Post Employment Benefit Plans**

Pension Plan

General Information about the Pension Plan

*Plan Description* – The Authority provides employees retirement benefits through the Taunton Contributory Retirement System (the System). The System is a cost-sharing, multiple-employer, defined benefit pension plan. The System is a member of the Massachusetts Association of Contributory Retirement Systems and is governed by Massachusetts General Laws, Chapter 32. Oversight of the System is provided by a five person Board of Retirement. The Plan issues a publicly available financial report that may be obtained by contacting the Plan located at 40 Dean Street, Unit 3, Taunton, MA 02780.

*Benefits Provided* – The Plan covers all full-time employees and provides retirement, disability, cost of living adjustments and death benefits to all plan members and beneficiaries. The Plan provides for retirement allowance benefits up to a maximum of 80% of a member's highest three-year average annual rate of regular compensation for those hired prior to April 2, 2012. For persons who became members on or after April 2, 2012, average salary is the average annual rate of regular compensation received during the five consecutive years that produce the highest average, or, if greater, during the last five years (whether or not consecutive) preceding retirement. Benefit payments are based upon a member's age, length of creditable service, level of compensation, and group classification.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**8. Post Employment Benefit Plans (continued):**

*Contributions* – Pursuant to Massachusetts General Laws, Chapter 32, contribution requirements of the active employees and the participating employers are established and may be amended by the Massachusetts Contributory Retirement System. Plan members are required to pay into the Plan 5% to 11% of their covered compensation, depending on plan entry date and the level of compensation. The Authority’s required contribution for the year ended June 30, 2020, was \$162,881 (which was 9.3% of actual payroll expense), actuarially determined as an amount that, when combined with employee contributions, is expected to finance the cost of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability.

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

At June 30, 2020, the Authority reported a liability of \$1,020,277 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2020. The Authority’s proportion of the net pension liability was based on a projection of the long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At December 31, 2019, the Authority’s proportion of net pension liability was approximately 0.98 percent.

Changes in assumptions and difference between actual and expected experience are a result of an updated experience study performed for the January 1, 2020 actuarial valuation. The changes in assumptions and experience will be amortized over the average expected remaining service life of plan members.

For the year ended June 30, 2020, the Authority recognized pension expense of \$63,506 and reported deferred outflows and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>
Difference between Expected and Actual Experience	\$ 213,730
Changes of Assumptions	219,653
Net Difference between Projected and Actual Investment Earnings on Pension Plan Investments	237,581
Changes in proportion and difference between employer contributions and proportionate share of contributions	12,927
Subsequent contributions after measurement	81,441
	<u>\$ 765,332</u>

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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**8. Post Employment Benefit Plans (continued):**

	Deferred Inflows of Resources
Difference between Expected and Actual Experience	\$ (5,043)
Changes of Assumptions	(8,908)
Net Difference between Projected and Actual Investment Earnings on Pension Plan Investments	(375,497)
Changes in proportion and difference between employer contributions and proportionate share of contributions	(12,927)
	\$ (402,375)

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

Year	
2021	\$ 163,455
2022	\$ 86,139
2023	\$ 98,004
2024	\$ 13,597
2025	\$ 1,762

*Actuarial Assumptions* – The total pension liability in the January 1, 2020 actuarial valuation, were determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial cost method:	Individual entry age normal actuarial cost method
Asset valuation method:	Assets held by the fund are valued at market values as reported by the Public Employees' Retirement Administration Commission (PERAC).
Salary increases:	3.5% average
Investment rate of return:	7.75%, net of pension plan investment expense, and including inflation
Cost of living adjustment:	3% up to a maximum of \$15,000
Mortality rates:	Various SOA Pub-2010 Public Retirement Plans Mortality Tables specific to the Group, Pre-Retirement versus Post, Disabled and Beneficiaries, with Scale MP-2019 improvements until 2025.

Mortality assumptions are based on the recent Society of Actuaries study of public sector pension plans.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**8. Post Employment Benefit Plans (continued):**

The long-term expected rate of return on pension plan investments was determined using a building block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-term Expected Real Rate of Return</u>
Large Cap	23.5%	4.2%
Mid Cap	12.0%	7.4%
Small Cap	12.0%	6.2%
International equities	13.5%	2.5%
Emerging markets	4.0%	10.9%
Real assets	15.0%	7.7%
Alternative Assets	0.0%	2.9%
Fixed income	<u>20.0%</u>	1.0%
Total	100%	

*Discount rate* – The discount rate used to measure the total pension liability was 7.75 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from employers will be made at contractually required rates, actuarially determined. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

*Sensitivity of the Authority’s proportionate share of the net pension liability to changes in the discount rate* – The following presents the Authority’s proportionate share of the net pension liability calculated using the discount rate of 7.75 percent, as well as what the Authority’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.75 percent) or 1-percentage-point higher (8.75 percent) than the current rate:

	1% Decrease (6.75%)	Discount Rate (7.75%)	1% Increase (8.75%)
Authority’s proportionate share of the net pension liability	\$1,509,205	\$1,020,277	\$605,854

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**8. Post Employment Benefit Plans (continued):**

*Pension plan fiduciary net position* – Detailed information about the pension plan’s fiduciary net position is available in the separately issued System financial report. The Plan’s fiduciary net position uses the same basis as the plan. The Plan uses the accrual basis of accounting, and benefits and refunds are recognized when due and payable. Plan investments are measured at fair value.

Post Employment Healthcare Benefits Plan

Plan Description – The Authority administers a single-employer, defined-benefit post-employment health care plan. The plan provides benefits for eligible employees who have attained age 55 and render at least 10 or more years of service or at any age with 20 years of service, until the employee is eligible for Medicare. For those hired after April 1, 2012, benefits are received after attaining age 60 with 10 or more years of service. The benefits, benefit level, employee contributions and employer contributions are governed by the Authority. As of July 1, 2019, the actuarial valuation date, 27 active employees and 4 inactive employees or beneficiaries currently receiving benefits met eligibility requirements. The plan does not accumulate assets in a trust that meets the criteria of GASBS No.75 and does not issue separate stand-alone financial statements.

Benefits Provided – Medical coverage under the group health insurance plan for regular full-time employees will continue until the employee is eligible for Medicare. Coverage for the dependents of such regular full-time employees will also continue during this period. Once the retired employee is entitled to Medicare, health care coverage for the employee’s spouse will continue, provided that the enrollment costs as established annually by the Plan administrator are paid.

Dental coverage under the group health insurance plan for regular full-time employees will continue until the employee is eligible for Medicare. Coverage for the dependents of such regular full-time employees will also continue during this period. Once the retired employee is entitled to Medicare, health care coverage for the employee’s spouse will continue, provided that the enrollment costs as established annually by the Plan administrator are paid.

Contributions – For medical coverage, the retired employee must pay 10% of the enrollment cost (the “working rate”) as established annually by the Plan administrator. The Authority contributes the remainder of the health plan costs.

For dental coverage, the retired employee must pay 0% of the enrollment cost (the “working rate”) as established annually by the Plan administrator. The Authority contributes the remainder of the health plan costs.

Total OPEB Liability – The Authority’s total OPEB liability of \$5,199,988 was measured, as of June 30, 2020, based on an actuarial valuation that was performed on July 1, 2019.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**8. Post Employment Benefit Plans (continued):**

Changes in Assumptions – Since the prior valuation, some key assumptions changed that affected measurement of the total OPEB liability:

- ✓ The discount rate changed from 3.25% to 2.75%.
- ✓ Based on recommendations by PERAC, the mortality table was updated from the RP-2000 Employees Mortality Table projected generationally with scale BB and a base year 2009 to the RP-2014 Mortality Table projected generationally with scale MP-2016 for males and females.
- ✓ The expected long-term medical trend rate was changed from 5.0% to 4.5%.
- ✓ Assumption changes to service cost were made.
- ✓ Assumptions for morbidity or age-related costs of medical care were updated based on recent research by the Society of Actuaries.

Changes in the Total OPEB Liability – Changes of assumptions and other inputs reflect a difference in actual and expected experience of the plan.

	<b>2020</b>
Total OPEB liability	
Service costs	\$ 220,723
Interest	177,207
Changes of benefit terms	-
Difference between expected & actual plan experience	(1,337,977)
Changes of assumptions or other inputs	933,063
Benefit payments	(49,242)
Net change in total OPEB liability	(56,226)
Total OPEB liability - beginning	4,800,937
Prior Period Adjustment	455,277
Total OPEB liability - beginning with adjustment	5,256,214
Total OPEB liability - ending	<u>\$ 5,199,988</u>

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB – For the year ended June 30, 2020, the Authority recognized an OPEB expense of \$713,004. At June 30, 2020, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between actual & expected experience	\$ -	\$(1,476,266)
Changes of assumptions	799,768	-
Net difference between projected and actual earnings on OPEB plan investments	-	-
	<u>\$ 799,768</u>	<u>\$(1,476,266)</u>



**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2020**

**8. Post Employment Benefit Plans (continued):**

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

<u>Year</u>	Outflow/(Inflow)
2021	\$ (140,203)
2022	\$ (140,203)
2023	\$ (140,203)
2024	\$ (140,200)
2025	\$ (57,845)
Thereafter	\$ (57,844)

Actuarial Assumptions and Other Inputs – The total OPEB liability in the July 1, 2019 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Actuarial cost method	Individual entry age normal
Asset-valuation method	Market value of assets
Investment rate of return	N/A
Municipal bond rate	2.66% (source: S&P Municipal Bond 20-year High Grade Index – SAPIHG)
Discount rate	2.75%, net of OPEB plan investment expense, including inflation
Inflation	2.50%
Salary increases	3.00%
Cost of living adjustment	N/A
Healthcare cost trend rates	4.50%
Mortality	
Pre-Retirement	RP-2014 Mortality Table for Blue Collar Employees projected generationally with scale MP-2016 for males and females, set forward 1 year for females.
Post-Retirement and Disabled	RP-2014 Mortality Table for Blue Collar Healthy Annuitants projected generationally with scale MP-2016 for males and females, set forward 1 year.

The actuarial assumptions used to calculate the actuarial accrued liability and the service cost primarily reflect the latest experience studies of the Massachusetts PERAC issued in 2014 and their most recent analysis of retiree mortality during 2015 and 2016.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2020**

**8. Post Employment Benefit Plans (continued):**

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate – The following presents the total OPEB liability of the Authority, as well as what the Authority’s total OPEB liability would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current discount rate:

	1% Decrease (1.75%)	Discount Rate (2.75%)	1% Increase (3.75%)
Total OPEB liability	\$6,258,121	\$5,199,988	\$4,404,209

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates – The following presents the total OPEB liability of the Authority, as well as what the Authority’s total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1% lower or 1% higher than the current healthcare cost trend rate:

	1% Decrease (3.50%)	Healthcare Cost Trend Rates (4.50%)	1% Increase (5.50%)
Total OPEB liability	\$4,278,757	\$5,199,988	\$6,396,871

**9. Commitments and Contingencies**

- a) Purchase commitments – Construction in progress at June 30, 2020 consisted of expenditures by the Authority for various construction projects, which management expects will be completed in fiscal year 2021. At June 30, 2020, remaining construction commitments for these projects was approximately \$0.
- b) Litigation – In the normal course of operations, the Authority has been named in various claims and litigation. Based upon information available to counsel and the Authority, management believes that the ultimate outcome from these claims and litigations will not have a material adverse effect on the Authority’s financial position.
- c) Risk management - The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; natural disasters; and workers compensation claims for which the Authority carries commercial insurance. Settlements have not exceeded coverages for each of the past three fiscal years.

The Authority’s workers compensation coverage is insured under a retrospectively rated policy. In the opinion of management, any insurance carrier audit adjustment, if any, will not be material to the accompanying financial statements. The Authority has received capital and operating financial assistance from Federal and State agencies in the form of grants. Expenditure of funds under these programs generally requires compliance with terms and conditions specified in the grant agreements and are subject to audit by the grantor agencies. Any disallowed claims resulting from such audits could become a liability of the Authority. In the opinion of Authority management, liabilities resulting from such disallowed expenditures, if any, would not be material to the accompanying financial statements.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2020**

**10. Prior Period Adjustment**

During the fiscal year, it was discovered that at June 30, 2019, accumulated depreciation was understated by \$1,904,612. The understated depreciation relates to assets acquired between December 31, 2006 and April 30, 2016. The recording of this additional depreciation resulted in a prior period adjustment of \$1,904,612.

**11. Subsequent Events**

a) Subsequent to June 30, 2020, the Authority issued \$8,200,000 in revenue anticipation notes that had an interest rate of 1.25%. These RANs will mature in August, 2021 and are guaranteed by the Commonwealth of Massachusetts.

b) Adoption of New Accounting Pronouncements –

The GASB has issued the following statements, which will require adoption subsequent to June 30, 2020 and are applicable to the Authority. The Authority has not yet adopted these statements, and the implication on the Authority's fiscal practices and financial reports is being evaluated.

Statement No.		Effective Date (FY) Begins after
87	<i>Leases</i>	06/15/2021
89	<i>Accounting for Interest Cost Incurred before the End of a Construction Period</i>	12/15/2020
91	<i>Conduit Debt Obligations</i>	12/15/2021
95	<i>Postponement of the Effective Dates of Certain Authoritative Guidance</i>	Immediately

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF PROPORTIONATE SHARE  
OF NET PENSION LIABILITY  
LAST 10 FISCAL YEARS**

	2020	2019	2018	2017	2016
Proportion of the net pension liability	0.981%	0.861%	0.862%	0.065%	0.065%
Proportionate share of net pension liability	\$ 1,020,277	\$ 905,826	\$ 656,811	\$ 557,061	\$ 575,583
Covered payroll	\$ 1,615,375	\$ 1,505,115	\$ 1,466,129	\$ 1,418,447	\$ 1,449,379
Proportionate share of the net pension liability as a percentage of covered payroll	63.2%	60.2%	44.8%	39.3%	39.7%
Plan fiduciary net position as a percentage of the total pension liability	77.64%	74.30%	80.86%	76.76%	75.22%

	2015	2014	2013	2012	2011
Proportion of the net pension liability	0.064%	0.0%*	0.0%*	0.0%*	0.0%*
Proportionate share of net pension liability	\$ 694,118	*	*	*	*
Covered payroll	\$ 1,247,249	*	*	*	*
Proportionate share of the net pension liability as a percentage of covered payroll	55.7%	0.0%*	0.0%*	0.0%*	0.0%*
Plan fiduciary net position as a percentage of the total pension liability	65.47%	0.0%*	0.0%*	0.0%*	0.0%*

\* - Information not available.

See accompanying Independent Auditor's Report.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF CONTRIBUTIONS  
LAST 10 FISCAL YEARS**

	2020	2019	2018	2017	2016
Actuarially determined contribution	\$ 162,881	\$ 140,798	\$ 136,825	\$ 99,621	\$ 96,910
Contributions in relation to the actuarially determined contribution	(162,881)	(140,798)	(136,825)	(99,621)	(96,910)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 1,615,375	\$ 1,505,115	\$ 1,466,129	\$ 1,418,447	\$ 1,449,379
Contributions as a percentage of covered payroll	10.1%	9.4%	9.3%	7.0%	6.7%

	2015	2014	2013	2012	2011
Actuarially determined contribution	\$ 94,741	*	*	*	*
Contributions in relation to the actuarially determined contribution	(94,741)	*	*	*	*
Contribution deficiency (excess)	<u>\$ -</u>	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>
Covered payroll	\$ 1,247,249	*	*	*	*
Contributions as a percentage of covered payroll	7.6%	0.0%*	0.0%*	0.0%*	0.0%*

\* - Information not available.

See accompanying Independent Auditor's Report.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF CHANGES IN TOTAL OPEB LIABILITY AND RELATED RATIOS  
LAST TEN FISCAL YEARS**

	2020	2019	2018	2017	2016
Total OPEB liability					
Service costs	\$ 220,723	\$ 315,049	\$ 290,313	*	*
Interest	177,207	151,535	156,087	*	*
Changes of benefit terms	-	-	-	*	*
Difference between expected & actual plan experience	(1,337,977)	-	-	*	*
Changes of assumptions or other inputs	933,063	-	(576,503)	*	*
Benefit payments	<u>(49,242)</u>	<u>(26,205)</u>	<u>(43,066)</u>	*	*
Net change in total OPEB liability	(56,226)	440,379	(173,169)	*	*
Total OPEB liability - beginning	4,800,937	4,360,558	4,533,727	*	*
Prior Period Adjustment	<u>455,277</u>	<u>-</u>	<u>-</u>	*	*
Total OPEB liability - beginning with adjustment	<u>5,256,214</u>	<u>4,360,558</u>	<u>4,533,727</u>	*	*
Total OPEB liability - ending	<u>\$ 5,199,988</u>	<u>\$ 4,800,937</u>	<u>\$ 4,360,558</u>	*	*
Covered payroll	\$ 1,527,906	\$ 1,579,937	\$ 1,533,919	\$ -	*
Total OPEB liability as a percentage of covered payroll	340.3%	303.9%	284.3%	0.0%*	0.0%*

	2015	2014	2013	2012	2011
Total OPEB liability					
Service costs	*	*	*	*	*
Interest	*	*	*	*	*
Changes of benefit terms	*	*	*	*	*
Difference between expected & actual plan experience	*	*	*	*	*
Differences of assumptions or other inputs	*	*	*	*	*
Benefit payments	*	*	*	*	*
Net change in total OPEB liability	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>
Total OPEB liability - beginning	*	*	*	*	*
Prior Period Adjustment	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>
Total OPEB liability - beginning with adjustment	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>
Total OPEB liability - ending	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>	<u>*</u>
Covered payroll	\$ -	\$ -	\$ -	\$ -	*
Total OPEB liability as a percentage of covered payroll	0.0%*	0.0%*	0.0%*	0.0%*	0.0%*

No assets are accumulated in a trust that meets the criteria in GASBS No.75.

Changes to key assumptions significantly affect trends in the amounts reported on the ten year schedule.

\* - Information not available.

See accompanying Independent Auditor's Report.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY  
SCHEDULE OF LOCAL (CITIES AND TOWNS) FUNDING  
YEAR ENDED JUNE 30, 2020**

<u>Community</u>	<u>Share</u>
Attleboro	\$ 450,536
Bellingham	162,980
Berkley	39,214
Carver	62,793
Dighton	15,644
Duxbury	128,360
Kingston	100,468
Foxboro	138,001
Franklin	263,038
Hanover	97,854
Lakeville	60,297
Mansfield	184,653
Marshfield	209,356
Medway	98,352
Middleborough	183,196
Norfolk	127,081
North Attleboro	231,093
Norton	113,503
Pembroke	156,937
Plainville	29,759
Plymouth	443,558
Raynham	108,312
Rehoboth	21,121
Scituate	135,316
Seekonk	113,724
Taunton	459,708
Wareham	225,723
Wrentham	94,070
	<u>\$ 4,454,647</u>

See accompanying Independent Auditor's Report.

**GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY**  
**NET COST OF SERVICE**  
**YEAR ENDED JUNE 30, 2020**

	Urbanized Area Service	Rural Area Service	Total Area Service
I. Operating costs			
A. RTA administrative costs (excluding depreciation)	\$ 2,299,022	\$ 136,383	\$ 2,435,405
B. Transportation Services			
Fixed route	\$ 7,367,604	\$ -	\$ 7,367,604
Demand response	\$ 6,755,541	\$ 1,036,317	\$ 7,791,858
Brokerage services	\$ 34,217,369	\$ 2,029,844	\$ 36,247,213
C. Debt Service	\$ 147,195	\$ 8,732	\$ 155,927
Total Operating Costs	\$ 50,786,730	\$ 3,211,277	\$ 53,998,007
II. Federal Operating Assistance			
A. FTA operating and administrative	\$ 5,594,881	\$ -	\$ 5,594,881
B. Other federal	\$ -	\$ -	\$ -
Total Federal Assistance	\$ 5,594,881	\$ -	\$ 5,594,881
III. Revenues			
A. Farebox Revenue	\$ 884,623	\$ 52,478	\$ 937,101
B. Shuttle Revenue	\$ -	\$ -	\$ -
C. Other third party reimbursement	\$ 35,229,755	\$ 2,089,901	\$ 37,319,656
D. Other Revenues			
1. Advertising	\$ 45,432	\$ -	\$ 45,432
2. Parking	\$ 700,530	\$ -	\$ 700,530
3. Sale of capital assets	\$ 28,714	\$ -	\$ 28,714
4. Interest income	\$ 14,015	\$ -	\$ 14,015
5. Miscellaneous	\$ 493,383	\$ 29,268	\$ 522,651
Total Other Revenues	\$ 37,396,452	\$ 2,171,647	\$ 39,568,099
IV. Net Operating Deficit (I-II-III)	\$ 7,795,397	\$ 1,039,630	\$ 8,835,027
V. Adjustments			
Extraordinary expenses (not to exceed 2.5% of prior years local assessment)	\$ -	\$ -	\$ -
Stabilization Fund	\$ -	\$ -	\$ -
MBTA Restricted for Rail Station Improvements	\$ 74,267	\$ -	\$ 74,267
VI. Net Cost of Service IV+V)	\$ 7,869,664	\$ 1,039,630	\$ 8,909,294
VII. Net Cost of Service Funding			
A. Local Assessments			\$ 4,454,647
B. State contract assistance			\$ 4,282,692
1. LESS: Adjustment for exceeding 2.5% cap on prior year net operating expenses			\$ -
C. Additional State Contract Assistance Receivable to be Funded Fully/CH161B			\$ 171,955
			\$ -

See accompanying Independent Auditor's Report.