

**Greater Attleboro-Taunton Regional Transit Authority**

*(A Component Unit of the Massachusetts Department of Transportation)*

Annual Financial Statements

*For the Year Ended June 30, 2024*

*This page was intentionally left blank.*

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
*For the Year Ended June 30, 2024*

---

**Table of Contents**

Independent Auditor’s Report .....	1
Management’s Discussion and Analysis – Required Supplementary Information (Unaudited) .....	5
Basic Financial Statements:.....	11
Statement of Net Position – Business-Type Activities .....	11
Statement of Revenues, Expenses and Changes in Net Position – Business-Type Activities.....	12
Statement of Cash Flows – Business-Type Activities.....	13
Notes to the Financial Statements .....	15
Required Supplementary Information: .....	28
Schedule of the Authority’s Proportionate Share of the Net Pension Liability (unaudited) .....	28
Schedule of Employer Contributions (unaudited).....	29
Schedule of Changes in Total OPEB Liability and Related Ratios (unaudited) .....	30
Supplementary Information:.....	32
Schedule of Local Cities and Towns Funding .....	32
Net Cost of Service .....	33
Schedule of Revenue and Expenses – Brokerage Department.....	34
Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i> .....	35

CERTIFIED PUBLIC ACCOUNTANTS  
126 President Avenue  
Fall River, MA 02720  
TEL. (508) 675-7889  
FAX (508) 675-7859  
[www.hague-sahady.com](http://www.hague-sahady.com)

## INDEPENDENT AUDITOR'S REPORT

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

### *Opinions*

We have audited the accompanying financial statements of the business-type activities and the aggregate remaining fund information of the Greater Attleboro-Taunton Regional Transit Authority ("the Authority"), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

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 Authority, as of June 30, 2024, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### *Basis for Opinions*

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. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### *Responsibilities of Management for the Financial Statements*

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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 Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

***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 other post-employment information be presented to supplement the basic financial statements. Such information is the responsibility of management and, 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.

***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The Schedule of Local (Cities and Towns) Funding, Net Cost of Service, and Schedule of Revenues and Expenses – Brokerage Department, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The 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.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated December 31, 2024, 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 solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Authority's internal control over financial reporting and compliance.

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

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

Fall River, Massachusetts  
December 31, 2024

*This page was intentionally left blank.*

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Management's Discussion and Analysis (Unaudited)  
*For the Year Ended June 30, 2024*

---

***Introduction***

As Management of the Greater Attleboro-Taunton Regional Transit Authority (the Authority), we present this Management 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, 2024. The components of the Authority's Financial Statements as defined by GASB Statement 24 are as follows:

***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.

***Proprietary Fund Financial Statements***

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

The *Statement of Net Position* reports on financial position at fiscal year-end. 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 at June 30, 2024 reported on the Statement of Revenues, Expenses, and Changes in Net Position.

The *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, and 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.

The *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 and 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 at June 30, 2024 reported on the Statement of Cash Flows equal Cash per the Statement of Net Position.

The *Notes to Financial Statements* communicate 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.

***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 Pension Contributions, and Schedule of Changes in total OPEB Liability and Related Ratios. These schedules are found following the proprietary fund financial statements.

***Supplementary Information***

The following are supplemental schedules: Schedule of Local (Cities and Towns) Funding, Net Cost of Service, and Schedule of Revenues and Expenses – Brokerage Department. These schedules are found following the proprietary fund financial statement and required supplementary information.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Management's Discussion and Analysis (Unaudited)  
For the Year Ended June 30, 2024

**Financial Information**

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

	<u>2024</u>	<u>2023</u>	<u>Total Dollar Change</u>	<u>Total Percentage Change</u>
<b>Assets</b>				
Current assets	\$28,677,743	\$26,556,411	\$ 2,121,332	8.0%
Noncurrent other assets	4,963,615	4,797,167	166,448	3.5%
Capital assets	25,437,495	23,841,597	1,595,898	6.7%
<i>Total assets</i>	<u>59,078,853</u>	<u>55,195,175</u>	<u>3,883,678</u>	<u>7.0%</u>
Deferred outflows	1,556,852	1,912,743	(355,891)	-18.6%
<b>Liabilities</b>				
Current liabilities	23,820,501	22,986,203	834,298	3.6%
Long-term liabilities	8,007,285	8,089,526	(82,241)	-1.0%
<i>Total liabilities</i>	<u>31,827,786</u>	<u>31,075,729</u>	<u>752,057</u>	<u>2.4%</u>
Deferred inflows	1,339,976	1,332,807	7,169	0.5%
<b>Net position:</b>				
Net invested in capital assets	25,437,495	23,841,597	1,595,898	6.7%
Restricted	1,814,037	1,763,022	51,015	2.9%
Unrestricted (deficit)	216,411	(905,237)	1,121,648	-123.9%
<i>Total net position</i>	<u>\$27,467,943</u>	<u>\$24,699,382</u>	<u>2,768,561</u>	<u>11.2%</u>

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Management's Discussion and Analysis (Unaudited) (Continued)  
For the Year Ended June 30, 2024

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

	<u>2024</u>	<u>2023</u>	<u>Total Dollar Change</u>	<u>Total Percentage Change</u>
<b><i>Operating revenue</i></b>				
Charges for services	\$77,424,515	\$69,828,665	\$7,595,850	10.9%
<b><i>Total operating revenue</i></b>	<u>77,424,515</u>	<u>69,828,665</u>	<u>7,595,850</u>	<u>10.9%</u>
<b><i>Operating expenses:</i></b>				
Purchased transportation services	91,993,308	82,389,742	9,603,566	11.7%
Payroll and fringe benefits	3,940,462	3,577,572	362,890	10.1%
Other	3,726,367	3,138,412	587,955	18.7%
Depreciation	3,542,583	3,576,601	(34,018)	-1.0%
<b><i>Total operating expenses</i></b>	<u>103,202,720</u>	<u>92,682,327</u>	<u>10,520,393</u>	<u>11.4%</u>
<b><i>Operating gain (loss)</i></b>	<u>(25,778,205)</u>	<u>(22,853,662)</u>	<u>(2,924,543)</u>	<u>12.8%</u>
<b><i>Nonoperating revenues (expenses)</i></b>				
Federal assistance	8,317,047	10,366,045	(2,048,998)	-19.8%
State assistance	10,377,979	4,937,206	5,440,773	110.2%
Local assessments	4,963,615	4,797,167	166,448	3.5%
Other	82,338	87,028	(4,690)	-5.4%
Interest expense	(384,770)	(259,170)	(125,600)	48.5%
<b><i>Total nonoperating revenues (expenses)</i></b>	<u>23,356,209</u>	<u>19,928,276</u>	<u>3,427,933</u>	<u>17.2%</u>
Capital Contributions	5,190,557	2,156,920	503,390	140.6%
Change in net position	2,768,561	(768,466)	3,537,027	-460.3%
Net position, beginning of year	<u>24,699,382</u>	<u>25,467,848</u>	<u>(768,466)</u>	<u>-3.0%</u>
Net position, end of year	<u>\$27,467,943</u>	<u>\$24,699,382</u>	<u>\$2,768,561</u>	<u>11.2%</u>

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Management's Discussion and Analysis (Unaudited) (Continued)  
*For the Year Ended June 30, 2024*

---

***Financial Analysis***

The COVID-19 pandemic, beginning in March 2020 and continuing through fiscal year end, June 30, 2021, significantly affected GATRA's operations and financial trends during the two-year period. During the fiscal year ending June 30, 2022, continuing into the fiscal year ending June 30, 2024, GATRA experienced an increase in services, with operations trending towards pre-pandemic levels. Detailed analyses of the normal trends and COVID-specific impacts are detailed below.

Total current assets increased in 2024 by approximately \$2.1 million or 8%. This was primarily caused by an increase in amounts due from other governments of \$3.8 million. Fluctuation in this balance from year to year is common and mostly due to timing differences in the receipt of operating and capital assistance from federal and state sources. In fiscal years 2020 and 2021, GATRA reduced human services transportation programs beginning in March 2020 in response to the pandemic, resulting in a decrease in reimbursement billings sent to the State through those fiscal year ends. Beginning in fiscal year 2022 and continuing in the current year, GATRA continued to resume these programs and experience an increase in services, which increased the balances in receivables at year end.

Total current liabilities increased in 2024 by approximately \$800 thousand or 3.6%. The increase was primarily due to accounts payable to operators. Again, year-to-year fluctuation in this balance is common and is most often related 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 prior fiscal year. In fiscal year 2024, GATRA continued to resume normal operations in these programs towards pre-pandemic levels, which increased the balances in payables at year end. Additionally, the notes payable balance at June 30, 2024 was consistent with the prior year balance at \$8.2 million related to revenue anticipation notes with \$8.2 million issued and retired.

Total noncurrent liabilities decreased in 2024 by approximately \$82 thousand or 1%. This was primarily caused by a decrease in OPEB liability of \$130 thousand, an increase in net pension liability of \$170 thousand and a decrease in compensated absences of \$123 thousand. The changes in pension and post-employment benefit liabilities were due to changes in the actuarial valuations and changes in compensated absences were due to staff turnover.

GATRA recognized an increase in capital assets in 2024 of \$5.1 million or 6.8%. This was primarily a result of purchases of facilities totaling approximately \$900 thousand and buses totaling \$4 million. There were no disposals in the current fiscal year.

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 \$27.5 million, an increase over the prior year of \$2.8 million. This increase was the combination of an increase to net investments in capital assets of \$1.6 million and unrestricted net position of \$1.2 million.

The increase in net position was the result of the Authority's revenues, operating assistance, and capital contributions exceeding expenses by \$2.8 million.

Total operating revenues increased in FY24 by \$7.6 million or 11%. The increase was the result of increased ridership in response to the recovery from the COVID pandemic and the addition of new contracts. Both fixed route and demand response ridership was higher compared to prior years. Throughout the fiscal year, the volume of brokerage services provided was significantly higher compared to that experienced during the pandemic, with service levels trending towards pre-pandemic numbers. GATRA anticipates that these numbers will continue to trend upwards as we recover from the pandemic and return to normalcy.

Total operating expenses increased by \$10.5 million or 11.4%. The increases were related to increased purchases of transportation services in response to increased ridership as noted above.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Management's Discussion and Analysis (Unaudited) (Continued)  
*For the Year Ended June 30, 2024*

---

***Economic Factors***

The unemployment rate for the Taunton-Middleborough-Norton Labor Market as of June 30, 2024 was 4.2%, which increased 0.5% from 3.7% a year ago. This rate is slightly higher than the statewide trend experienced in which the unemployment rate of 3.3% in June 2023 decreased to 3.2% by the end of fiscal year 2024. The inflationary trend in the region (3.5% annual – BLS CPI Boston-Cambridge-Quincy region for all items) is higher than the national inflation rate (3.0% - 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 2025 fiscal year and GATRA has presented the planned level of expense to the Greater Attleboro-Taunton Regional Transit Authority Advisory Board and to the State of Massachusetts Department of Transportation.

*This page was intentionally left blank.*

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Statement of Net Position  
For the Year Ended June 30, 2024

---

	<b>2024</b>
<b>Assets</b>	
<i>Current Assets</i>	
Cash and cash equivalents	6,063,972
Receivables, net	149,624
Due from other governments, net	17,010,142
Unbilled, due from other governments	4,743,226
Inventory	443,584
Other assets	267,195
<i>Total current assets</i>	28,677,743
<i>Non-Current Assets</i>	
Due from other governments, net	4,963,615
Capital assets	80,892,008
Less accumulated depreciation	(55,454,513)
<i>Total non-current assets</i>	30,401,110
<i>Total assets</i>	59,078,853
<i>Deferred outflows of resources</i>	
Deferred outflows related to pensions	678,658
Deferred outflows related to OPEB	878,194
<i>Total deferred outflows of resources</i>	1,556,852
<i>Total assets and deferred outflows of resources</i>	60,635,705
<b>Liabilities</b>	
<i>Current liabilities</i>	
Accounts payable	14,689,571
Accrued payroll	115,969
Accrued liabilities	569,342
Notes payable	8,200,000
Unearned revenue	245,619
<i>Total current liabilities</i>	23,820,501
<i>Non-Current Liabilities</i>	
Net OPEB obligation (NOO)	6,377,090
Net pension liability (NPL)	1,515,830
Compensated absences	114,365
<i>Total non-current liabilities</i>	8,007,285
<i>Total liabilities</i>	31,827,786
<i>Deferred inflows of resources</i>	
Deferred inflows - Pension	14,353
Deferred inflows - OPEB	1,325,623
<i>Total deferred inflows of resources</i>	1,339,976
<i>Total liabilities and deferred inflows of resources</i>	33,167,762
<b>Net Position</b>	
Net investment in capital assets	25,437,495
Restricted	1,814,037
Unrestricted	216,411
<i>Total net position</i>	27,467,943

The notes to the basic financial statements are an integral part of this statement

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Statement of Revenues, Expenses, and Changes in Net Position  
For the Year Ended June 30, 2024

---

	<b>2024</b>
Operating revenues:	
Charges for services	77,424,515
Total operating revenues	77,424,515
Operating expenses:	
Purchased transportation services	91,993,308
Payroll	2,471,835
Fringe benefits	1,468,627
Professional & technical services	694,524
Other contracted services	714,574
Other materials & supplies	275,667
Office expense & services	24,598
Utilities	178,484
Insurance	1,266,396
Miscellaneous	572,124
Depreciation	3,542,583
Total operating expenses	103,202,720
Operating Income (Loss)	(25,778,205)
Non-operating revenues (expenses)	
Operating assistance	
Federal grants - operating	8,317,047
State contract assistance - appropriated	10,088,702
State contract - other	289,277
Local Assessments	4,963,615
Other	55,007
Interest income	27,331
Interest expense	(384,770)
Total non-operating revenues (expenses)	23,356,209
Income (loss) before capital contributions	(2,421,996)
Capital Contributions	
Federal	2,507,148
State	2,651,799
Other	31,610
Total capital contributions	5,190,557
Change in net position	2,768,561
Net position, beginning of year	24,699,382
Net position, end of year	\$ 27,467,943

The notes to the basic financial statements are an integral part of this statement

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Statement of Cash Flows  
For the Year Ended June 30, 2024

---

	<b>2024</b>
<i>Cash flows from operating activities:</i>	
Receipts from governments	\$ 73,551,017
Receipts from customers	773,685
Receipts from rental, parking, and other	67,831
Payments to suppliers and vendors	(95,783,410)
Payments to employees	(3,638,670)
<i>Net cash provided (used) by operating activities</i>	(25,029,547)
<i>Cash flows from noncapital financing activities:</i>	
Operating assistance grants	23,713,648
Interest expense	(410,700)
Proceeds from notes	8,200,000
Repayment of notes	(8,200,000)
<i>Net cash provided (used) in noncapital financing activities</i>	23,302,948
<i>Cash flows from capital and related financing activities:</i>	
Acquisition of capital assets	(5,138,481)
Capital contributions	
United States Department of Transportation	2,507,148
Commonwealth of Massachusetts	2,651,799
Other	31,610
<i>Net cash provided (used) by capital and related financing activities</i>	52,076
<i>Cash flows from investing activities:</i>	
Interest income	27,331
<i>Net cash provided (used) in investing activities</i>	27,331
Net increase (decrease) in cash	(1,647,192)
Cash and cash equivalents at beginning of year	7,711,164
Cash and cash equivalents at end of year	\$ 6,063,972
Displayed at June 30, 2024 as:	
Cash and cash equivalents:	\$ 6,063,972

The notes to the basic financial statements are an integral part of this statement

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Statement of Cash Flows  
For the Year Ended June 30, 2024

---

	<b>2024</b>
Reconciliation of operating income (loss) to net cash provided (used) by operating activities:	
Operating income (loss)	\$ (25,778,205)
<i>Adjustments to reconcile net income (loss) to net cash provided (used) by operating activities:</i>	
Depreciation	3,542,583
<i>Changes in assets and liabilities:</i>	
Receivables (net)	(4,752,631)
Inventories	(63,735)
Other current assets	881,394
Deferred outflows - OPEB	305,847
Deferred outflows - Pension	50,044
Accounts payable	834,355
Accrued payroll	20,973
Accrued liabilities	67,831
Unearned revenue	(62,931)
OPEB liability	(130,414)
Net pension liability	170,777
Accrued compensated absences	(122,604)
Deferred inflows - OPEB	15,261
Deferred inflows - Pension	(8,092)
<i>Subtotal</i>	748,658
 <i>Net cash provided (used) by operating activities</i>	 \$ (25,029,547)

The notes to the basic financial statements are an integral part of this statement

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
*For the Year Ended June 30, 2024*

---

***1. The Authority and Operators***

The Greater Attleboro-Taunton Regional Transit Authority (the Authority) is a component unit of the Massachusetts Department of Transportation (Mass DOT) and Mass DOT 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, Mass DOT, 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***

*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 American (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 charges for services. 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 non-operating revenues and expenses.

*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.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
*For the Year Ended June 30, 2024*

---

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

*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 – 14 years
Equipment	5 – 7 years
Intangible assets	2 – 7 years

*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.

*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.

*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.

*Available Unrestricted Resources*

The Authority's policy is to utilize available restricted resources prior to unrestricted resources.

*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 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.

**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.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

**3. Cash (continued)**

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 places its funds in deposits that are insured or collateralized with securities held by the pledging financial institution's trust department in the financial institution's name. The total amount of the Authority's bank deposits consists of the following at June 30, 2024:

	<b>2024</b>
Balance per banks	\$7,438,391
Deposits covered by:	
Federal Depository Insurance Company	550,976
Collateralized with pledged securities	4,809,009
Total uninsured and uncollateralized deposits	<u>\$2,078,406</u>

**4. Allowance for Uncollectible Accounts**

As of June 30, 2024, the allowance for uncollectible accounts was estimated at \$292,367.

**5. Capital Assets and Depreciation**

The capital asset activity for the year ended June 30, 2024 was as follows:

	<b>July 01, 2023 Beginning Balance</b>	<b>Increases</b>	<b>Decreases</b>	<b>June 30, 2024 Ending Balance</b>
Capital assets (non-depreciable):				
Land & other non-depreciable assets	\$ 1,764,141	\$ -	\$ -	\$ 1,764,141
Construction in progress	32,878	30,573	-	63,451
Total capital assets (non-depreciable)	1,797,019	30,573	-	1,827,592
Other capital assets				
Facilities	31,693,417	888,944	-	32,582,361
Buses & vans	23,955,735	4,009,300	-	27,965,035
Equipment	9,291,776	209,660	-	9,501,436
Intangible & other	8,872,845	-	-	8,872,845
Land improvements	142,739	-	-	142,739
Total other capital assets at historical cost	73,956,512	5,107,904	-	79,064,416
Less accumulated depreciation for:				
Facilities	(22,591,821)	(971,208)	-	(23,563,029)
Right-to-use lease assets - office space	-	-	-	-
Buses & vans	(14,008,733)	(1,786,145)	-	(15,794,878)
Equipment	(6,616,484)	(639,728)	-	(7,256,212)
Intangible & other	(8,552,156)	(145,500)	-	(8,697,656)
Land improvements	(142,738)	-	-	(142,738)
Total accumulated depreciation:	(51,911,932)	(3,542,581)	-	(55,454,513)
Other capital assets, net:	22,044,580	1,565,323	-	23,609,903
Capital assets, net	<u>\$ 23,841,599</u>	<u>\$ 1,595,896</u>	<u>\$ -</u>	<u>\$ 25,437,495</u>

Depreciation expense for 2024 was \$3,542,581.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

---

**6. Short-Term Debt**

The Authority's outstanding short-term debt at June 30, 2024 consisted of a Revenue Anticipation Note (RAN) in the amount of \$8,200,000 with a stated interest rate of 3.75% and an effective interest rate of 2.60% (after applying premium). The note is due in August 2024 and is fully guaranteed by the Commonwealth of Massachusetts.

The Authority also has a line of credit held at BayCoast Bank with an available amount of \$2,500,000 and a \$0 balance at June 30, 2024.

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

	<b>Balance at 7/1/2023</b>	<b>Additions</b>	<b>Reductions</b>	<b>Balance at 6/30/2024</b>
2023 RAN	\$ 8,200,000	\$ -	\$ (8,200,000)	\$ -
2024 RAN	-	8,200,000		8,200,000
Line of Credit	880	-	(880)	-
Total	<b>\$ 8,200,880</b>	<b>\$ 8,200,000</b>	<b>\$ (8,200,880)</b>	<b>\$ 8,200,000</b>

**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. The Authority did not contribute additional funds to the reserve. The balance in the reserve account at June 30, 2024 is \$936,033.

*Restricted for Attleboro Station Improvements*

The Authority leases a commuter rail station 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 use is restricted to 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, 2024 is \$878,004.

**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 System issues a publicly available financial report that may be obtained by contacting the System located at 140 Dean Street, Suite 203, Taunton, MA 02780.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

---

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

*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.

*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. System members are required to pay into the System 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, 2024 was \$217,417 (which was 8.8% of actual payroll expense), actuarially determined as an amount that, when combined with employees during the year, with an additional amount to finance any unfunded accrued liability.

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

At June 30, 2024, the Authority reported a liability of \$1,515,830 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2023, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2023. 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, 2023, the Authority's proportion of the net pension liability was approximately 1.08%, an increase of approximately 0.14% from the prior measurement date.

*Changes in Assumptions*

Since the prior valuation, there were no changes to the actuarial assumptions that would have an effect on the measurement of the net pension liability:

The discount rate remained at 7.6%

The base to which the annual cost of living adjustment (COLA) is applied remained at \$16,000

For the year ended June 30, 2024, the Authority recognized pension expense of \$230,847 and reported deferred outflows and deferred inflows of resources related to pensions from the following sources:

	<b>Deferred Outflows of Resources</b>
Difference between expected and actual experience	\$ 221,482
Changes of assumptions	52,651
Net difference between projected and actual investment earnings on pension plan investments	314,201
Changes in proportion and difference between employer contributions and proportionate share of contributions	90,324
	<u>\$ 678,658</u>

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

---

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

	<b>Deferred Inflows of Resources</b>
Difference between expected and actual experience	\$ -
Changes of assumptions	-
Net difference between projected and actual investment earnings on pension plan investments	-
Changes in proportion and difference between employer contributions and proportionate share of contributions	14,343
	<b>\$ 14,343</b>

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

<b>Year</b>	
2024	\$ 187,712
2025	\$ 205,041
2026	\$ 238,920
2027	\$ 32,632
2028	\$ -

*Actuarial Assumptions*

The total pension liability was determined by an actuarial valuation as of January 1, 2023 using the following actuarial assumptions, applied to all periods included in the measurement were rolled forward to December 31, 2023:

Actuarial cost method	Entry age normal - level percent of pay
Asset valuation method	The difference between the expected return and the actual investment return on a fair value basis is recognized over a five-year period. Asset value is adjusted as necessary to be within 20% of the market value.
Salary scale	4.00% per annum
Investment rate of return	7.60% net of pension plan investment expense. This is based on an average inflation rate of 3.00% and a real rate of return of 4.60%
Cost of living adjustment	3.00% of first \$16,000 of the annual retirement allowance
Mortality rates	Various Pub-G2010 specific to the Group, Disabled vs. Non

All rates are amount-weighted and projected from 2010 to 2025 with Scale MP-2021. Separate annuitant and non-annuitant rate tables were used.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

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

The long-term expected rate of return on pension plan investments was determined using best-estimate ranges of expected future nominal rates of return (expected returns, net of pension plan investment expense and inflation) developed for each major asset class using an econometric model that forecasts a variety of economic environments and then calculates asset class returns based on functional relationships between the economic variables and the asset classes. The target allocation and projected arithmetic real rates of return for each major asset class, used in derivation of the long-term expected investment rate of return assumption as of December 31, 2023 are summarized in the following table:

Asset Class	Long-Term Expected Asset Allocation	Long-Term Expected Real Rate of Return
Equity	60%	8.09%
Fixed Income	20%	4.27%
Alternatives	5%	6.49%
Real Estate	15%	9.99%
Total	100%	

*Discount Rate*

The discount rate used to measure the total pension liability was 7.6% at December 1, 2023 and 2022. The projection of cash flows used to determine the discount rate assumed plan member contributions will be made at the current contribution rate and that contributions from employers will be made at rates equal to the actuarially determined contribution rate. Based on those assumptions, the System's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the 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 7.6 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 (6.6%) or 1 percentage point higher (8.6%) than the current rate:

	1% Decrease 6.60%	Discount Rate 7.60%	1% Increase 8.60%
Authority's proportionate share of the net pension liability	\$965,562	\$1,515,830	\$2,161,240

*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.

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

*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, 2023, the actuarial valuation date, 44 active employees and 11 retirees 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, grandfathered retirees must pay 10% of the enrollment cost (the "working rate") as established annually by the Plan administrator and all other retirees pay 25%. 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 \$6,377,090 was measured, as of June 30, 2024, based on an actuarial valuation that was performed on July 1, 2023.

*Changes in Assumptions*

Since the prior valuation, one key assumption has changed that affected measurement of the total OPEB liability:

- Due to the GASBS No. 75 standards, the discount rate has been changed from 4.09% to 4.21% decreasing the disclosed liability by approximately \$100 thousand.

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

---

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

*Changes in the Total OPEB Liability*

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

	<b>2024</b>
Total OPEB liability	
Service costs	\$ 220,500
Interest	272,467
Change in assumptions	(100,925)
Differences between actual and expected experience	(388,692)
Benefit payments	(85,798)
Implicit Cost Amount	(47,966)
Net change in total OPEB liability	(130,414)
Total OPEB liability - beginning	6,507,504
Total OPEB liability - ending	\$ 6,377,090

*OPEB Expense and Deferred Outflows and Inflows of Resources Related to OPEB*

For the year ended June 30, 2024, the Authority recognized an OPEB expense of \$190,694. At June 30, 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between actual and expected experience	\$ 375,789	\$ (715,442)
Changes of assumptions	502,405	(610,181)
Net difference between projected and actual earnings on OPEB plan investments	-	-
	\$ 878,194	\$ (1,325,623)

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

Year	Outflow(Inflow)
2025	(86,154)
2026	(86,153)
2027	(28,310)
2028	(106,915)
2029	(69,944)
Thereafter	(69,953)

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

---

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

*Actuarial Assumptions and Other Inputs*

The total OPEB liability in the July 1, 2023 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	4.21% as of June 30, 2024 (source: S&P Municipal Bond 20-year High Grade Index - SAPIHG)
Discount rate	4.21%, net of OPEB plan investment expense, including inflation
Inflation	2.50% as of June 30, 2024 and for future periods
Salary increases	3.00% annually as of June 30, 2024 and for future periods
Cost of living adjustment	Not applicable
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	RP-2014 Mortality Table for Blue Collar Healthy Annuitants projected generationally with scale MP-2016 for males and females, set forward 1 year for
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.

*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	Discount Rate	1% Increase
	3.09%	4.09%	5.09%
Net OPEB Liability	\$7,481,961	\$6,377,090	\$5,492,816

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Notes to Financial Statements (Continued)  
For the Year Ended June 30, 2024

---

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

*Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates*

The following presents the net OPEB liability of the Authority, as well as what the Authority's net 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	Healthcare Cost Trend Rates	1% Increase
	3.50%	4.50%	5.50%
Net OPEB Liability	\$5,425,177	\$6,377,090	\$7,578,056

**9. Commitments and Contingencies**

*Purchase Commitments*

Construction in progress at June 30, 2024 consisted of expenditures by the Authority for various construction projects. At June 30, 2024, remaining commitments for these projects were approximately \$0.

*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.

*Risk Management*

The Authority is exposed to various risks of loss related to tors; theft of, and 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.

***10. Subsequent Events***

Subsequent to June 30, 2024, the Authority issued an \$7,700,000 revenue anticipation note that had an interest rate of 4.00%. The RAN will mature in August 2025 and is guaranteed by the Commonwealth of Massachusetts.

*Adoption of New Accounting Pronouncements*

The GASB has issued the following statements, which did not have any significant effects to the financial statements as of and for the year ended June 30, 2024.

- GASBS No. 99 Omnibus 2022 – Effective date for fiscal years beginning after June 15, 2023
- GASBS No. 100 Accounting Changes and Error Corrections – Effective date for fiscal years beginning after June 15, 2023.

The GASB has issued the following statements, which may require adoption subsequent to June 30, 2024. The authority has not yet adopted these statements, and the implication on the Authority's fiscal practices and financial reports is being evaluated.

- GASBS No. 101 Compensated Absences – Effective date for fiscal years beginning after December 15, 2023.

*This page was intentionally left blank.*

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
**Required Supplementary Information**  
*Schedule of the Authority's Proportionate Share of the Net Pension Liability (Unaudited)*  
**Last 10 Fiscal Years**

---

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Proportion of the net pension liability	1.081%	0.937%	0.934%	0.981%	0.981%	0.861%	0.862%	0.065%	0.065%	0.064%
Proportionate share of net pension liability	\$ 1,515,830	\$ 1,345,053	\$ 603,645	\$ 832,469	\$ 1,020,277	\$ 905,826	\$ 656,811	\$ 557,061	\$ 575,583	\$ 694,118
Covered payroll	\$ 839,701	\$ 2,196,708	\$ 1,960,390	\$ 1,742,315	\$ 1,615,375	\$ 1,505,115	\$ 1,466,129	\$ 1,418,447	\$ 1,448,379	\$ 1,247,249
Proportionate share of the net pension liability as a percentage of covered payroll	180.5%	61.2%	30.8%	47.8%	63.2%	60.2%	44.8%	39.3%	39.7%	55.7%
Plan fiduciary net position as a percentage of the total pension liability	75.02%	72.99%	87.55%	82.28%	77.64%	74.30%	80.86%	76.76%	75.22%	65.47%

See independent auditor's report

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Required Supplementary Information  
*Schedule of Employer Contributions (Unaudited)*  
Last 10 Fiscal Years

---

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Actuarial determined contribution	\$217,417	\$ 183,405	\$ 176,615	\$ 167,016	\$ 162,881	\$ 140,798	\$ 136,825	\$ 99,621	\$ 96,910	\$ 94,741
Contributions in relation to the actuarially determined contribution	<u>(217,417)</u>	<u>(183,405)</u>	<u>(176,615)</u>	<u>(167,016)</u>	<u>(162,881)</u>	<u>(140,798)</u>	<u>(136,825)</u>	<u>(99,621)</u>	<u>(96,910)</u>	<u>(94,741)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$839,701	\$2,196,708	\$1,960,390	\$1,742,315	\$1,615,375	\$1,505,115	\$1,466,129	\$1,418,447	\$1,449,379	\$1,247,249
Contributions as a percentage of covered payroll	25.9%	8.3%	9.0%	9.6%	10.1%	9.4%	9.3%	7.0%	6.7%	7.6%

See independent auditor's report

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Required Supplementary Information  
*Schedule of Changes in Total OPEB Liability and Related Ratios (Unaudited)*  
Last 10 Fiscal Years

	2024	2023	2022	2021	2020	2019	2018	2017*	2016*	2015*
Total OPEB liability										
Service costs	\$ 220,500	\$ 213,776	\$ 276,353	\$ 228,345	\$ 220,723	\$ 315,049	\$ 290,313	\$ -	\$ -	\$ -
Interest	272,467	257,981	141,860	148,436	177,207	151,535	156,087	-	-	-
Changes of benefit terms	-	-	-	-	-	-	-	-	-	-
Difference between expected and actual plan experience	(388,692)	-	657,627	-	(1,337,977)	-	-	-	-	-
Changes of assumptions or other inputs	(100,925)	-	(366,183)	-	933,063	-	(576,503)	-	-	-
Benefit payments	(133,764)	(115,025)	(73,933)	(61,721)	(49,242)	(26,205)	(43,066)	-	-	-
Net change in total OPEB liability	(130,414)	356,732	635,724	315,060	(56,226)	440,379	(173,169)	-	-	-
Total OPEB liability - beginning	6,507,504	6,150,772	5,515,048	5,199,988	5,256,214	4,360,558	4,533,727	-	-	-
Total OPEB liability - ending	<u>\$6,377,090</u>	<u>\$6,507,504</u>	<u>\$6,150,772</u>	<u>\$5,515,048</u>	<u>\$5,199,988</u>	<u>\$4,800,937</u>	<u>\$4,360,558</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$2,614,322	\$2,293,892	\$2,227,080	\$1,573,743	\$1,527,906	\$1,579,937	\$1,533,919	\$ -	\$ -	\$ -
Total OPEB liability as a percentage of covered payroll	243.9%	283.7%	276.2%	350.4%	340.3%	303.9%	284.3%	-	-	-

\*Per GASB Statement No. 75, the Authority is not required to retrospectively present its 10-year RSI schedules, as this information was not available at transition and historical information was not measured in accordance with the parameters of GASB Statement No. 75.

*This page was intentionally left blank.*

**Greater Attleboro-Taunton Regional Transit Authority**  
 (A Component Unit of the Massachusetts Department of Transportation)  
 Supplementary Information  
*Schedule of the Local Cities and Towns Funding*  
*For the Year Ended June 30, 2023*

---

Community	Share
Attleboro	\$ 497,307
Bellingham	179,899
Berkley	43,285
Carver	69,311
Dighton	17,268
Duxbury	141,685
Foxboro	152,327
Franklin	290,345
Halifax	25,011
Hanover	108,012
Kingston	110,899
Lakeville	66,557
Mansfield	203,822
Marshfield	231,089
Medway	108,563
Middleborough	202,214
Norfolk	140,273
North Attleboro	255,084
Norton	125,286
Pembroke	173,229
Plainville	32,848
Plymouth	489,606
Plympton	21,508
Raynham	119,556
Rehoboth	23,315
Scituate	149,363
Seekonk	125,530
Taunton	507,432
Wareham	249,156
Wrentham	103,835
	\$ 4,963,615

See accompanying independent auditor's report

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
**Supplementary Information**  
*Net Cost of Service*  
For the Year Ended June 30, 2024

	Urbanized Area Service	Rural Area Service	Brokerage Area Service	Total Area Service
I. Operating costs				
A. RTA administrative costs (excluding depreciation)	\$ 2,951,142	\$ 175,068	\$ -	\$ 3,126,210
B. Transportation Services				
Fixed route	11,277,627	-	-	11,277,627
Demand response	9,773,695	1,499,310	-	11,273,005
Brokerage services	-	-	73,360,353	73,360,353
Commuter Rails	590,722	35,043	-	625,765
C. Debt Service	363,223	21,547	-	384,770
Total Operating Costs	<u>24,956,409</u>	<u>1,730,968</u>	<u>73,360,353</u>	<u>100,047,730</u>
II. Federal Operating Assistance				
A. FTA operating and administrative	8,317,047	-	-	8,317,047
B. Other federal	-	-	-	-
Total Federal Assistance	<u>8,317,047</u>	<u>-</u>	<u>-</u>	<u>8,317,047</u>
III. Revenues				
A. Farebox Revenue	1,415,154	83,950	-	1,499,104
B. Shuttle Revenue	-	-	-	-
C. Other third party reimbursement	456,500	-	74,394,745	74,851,245
D. Other Revenues				
1. Advertising	35,644	-	-	35,644
2. Parking	873,394	-	-	873,394
3. Sale of capital assets	-	-	-	-
4. Interest income	27,331	-	-	27,331
5. Miscellaneous	474,333	28,138	-	502,471
Total Other Revenues	<u>3,282,356</u>	<u>112,088</u>	<u>74,394,745</u>	<u>77,789,189</u>
IV. Net Operating Deficit (I-II-III)	13,357,006	1,618,880	(1,034,392)	13,941,494
V. Adjustments				
Extraordinary expenses (not to exceed 3% of prior years local assessment)	-	-	-	-
Stabilization Fund	-	-	-	-
MBTA Restricted for Rail Station Improvements	76,431	-	-	76,431
VI. Net Cost of Service (IV+V)	\$ 13,433,437	\$ 1,618,880	\$ (1,034,392)	14,017,925
VII. Net Cost of Service Funding				
A. Local Assessments				4,963,615
B. State contract assistance				10,088,702
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				-
VIII. Total				<u>\$ 1,034,392</u>

See accompanying independent auditor's report

**Greater Attleboro-Taunton Regional Transit Authority**  
(A Component Unit of the Massachusetts Department of Transportation)  
Supplementary Information  
*Schedule of the Revenues and Expenses – Brokerage Department*  
For the Year Ended June 30, 2024

---

	<b>Brokerage</b>
<b>Operating revenues</b>	
Charges for services	\$ 70,533,360
Management Fee	3,000,000
Incentives & Fines	857,560
Other	3,825
<i>Total operating revenues</i>	74,394,745
 <b>Operating expenses</b>	
Purchased Transportation Services	70,424,761
Payroll	1,282,140
Fringe Benefits	693,977
Professional & Technical Services	268,385
Other Contracted Services	596,650
Fuels & Lubricants	-
Other Materials & Supplies	21,151
Utilities	7,171
Insurance	31,193
Miscellaneous	34,925
Allocated Indirect Cost	-
Depreciation	-
<i>Total operating expenses</i>	73,360,353
 <b>Operating income (loss)</b>	 1,034,392
 <b>Non-operating revenues (expenses)</b>	
Federal Grants	-
State Contract Assistance	-
State Contracts - Other	-
Local Assessments	-
Other	-
Interest Income	-
Interest Expense	-
<i>Total non-operating revenues/expenses</i>	-
 <b>Income (loss) before capital contributions</b>	 \$ 1,034,392

See accompanying independent auditor's report

CERTIFIED PUBLIC ACCOUNTANTS  
126 President Avenue  
Fall River, MA 02720  
TEL. (508) 675-7889  
FAX (508) 675-7859  
[www.hague-sahady.com](http://www.hague-sahady.com)

**Independent Auditor’s Report on Internal Control Over Financial Reporting and  
on Compliance and Other Matters Based on an Audit of Financial Statements  
Performed in Accordance with *Government Auditing Standards***

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

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the Greater Attleboro-Taunton Regional Transit Authority (“the Authority”), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements, and have issued our report thereon dated December 31, 2024.

**Internal Control Over Financial Reporting**

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

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

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

**Report on Compliance and Other Matters**

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

**Greater Attleboro-Taunton Regional Transit Authority**

*Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards (Continued)*

**Purpose of this Report**

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

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

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

Fall River, Massachusetts

December 31, 2024