



**Greater Attleboro Regional Transit Authority (GATRA)
Cover Letter to MA Clerks of the Senate and House of Representatives**

Report Filed: GATRA FY25 Audited Financial Statements

Authorizing Statute: §222 of Chapter 6 of the General Laws

This report was approved by the GATRA Advisory Board on February 18, 2026.

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Greater Attleboro-Taunton Regional Transit Authority

(A Component Unit of the Massachusetts Department of Transportation)

Annual Financial Statements

For the Year Ended June 30, 2025

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Greater Attleboro-Taunton Regional Transit Authority
(A Component Unit of the Massachusetts Department of Transportation)
For the Year Ended June 30, 2025

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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, 2025, 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, 2025, 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 February 13, 2026, 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.

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Fall River, Massachusetts
February 13, 2026

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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, 2025

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, 2025. 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, 2025, 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, 2025, 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, 2025

Financial Information

Table 1: Condensed and Comparative Statement of Net Position

	<u>2025</u>	<u>2024</u>	<u>Total Dollar Change</u>	<u>Total Percentage Change</u>
Assets				
Current assets	\$26,680,466	\$28,677,743	\$ (1,997,277)	-7.0%
Noncurrent other assets	5,106,379	4,963,615	142,764	2.9%
Capital assets	31,673,812	25,437,495	6,236,317	24.5%
<i>Total assets</i>	<u>63,460,657</u>	<u>59,078,853</u>	<u>4,381,804</u>	<u>7.4%</u>
Deferred outflows	986,317	1,556,852	(570,535)	-36.6%
Liabilities				
Current liabilities	21,024,720	23,820,501	(2,795,781)	-11.7%
Long-term liabilities	7,705,463	8,007,285	(301,822)	-3.8%
<i>Total liabilities</i>	<u>28,730,183</u>	<u>31,827,786</u>	<u>(3,097,603)</u>	<u>-9.7%</u>
Deferred inflows	1,366,791	1,339,976	26,815	2.0%
Net position:				
Net invested in capital assets	31,660,120	25,437,495	6,222,625	24.5%
Restricted	1,838,499	1,814,037	24,462	1.3%
Unrestricted (deficit)	851,381	216,411	634,970	293.4%
<i>Total net position</i>	<u>\$34,350,000</u>	<u>\$27,467,943</u>	<u>6,882,057</u>	<u>25.1%</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, 2025

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

	<u>2025</u>	<u>2024</u>	<u>Total Dollar Change</u>	<u>Total Percentage Change</u>
<i>Operating revenue</i>				
Charges for services	\$ 84,727,616	\$ 77,424,515	\$ 7,303,101	9.4%
<i>Total operating revenue</i>	<u>84,727,616</u>	<u>77,424,515</u>	<u>7,303,101</u>	<u>9.4%</u>
<i>Operating expenses:</i>				
Purchased transportation services	97,274,509	91,993,308	5,281,201	5.7%
Payroll and fringe benefits	4,132,700	3,940,462	192,238	4.9%
Other	5,382,795	3,726,367	1,656,428	44.5%
Depreciation	3,997,914	3,542,583	455,331	12.9%
<i>Total operating expenses</i>	<u>110,787,918</u>	<u>103,202,720</u>	<u>7,585,198</u>	<u>7.3%</u>
<i>Operating gain (loss)</i>	<u>(26,060,302)</u>	<u>(25,778,205)</u>	<u>(282,097)</u>	<u>1.1%</u>
<i>Nonoperating revenues (expenses)</i>				
Federal assistance	7,072,710	8,317,047	(1,244,337)	-15.0%
State assistance	10,955,986	10,377,979	578,007	5.6%
Local assessments	5,106,379	4,963,615	142,764	2.9%
Other	126,102	82,338	43,764	53.2%
Interest expense	(378,059)	(384,770)	6,711	-1.7%
<i>Total nonoperating revenues (expenses)</i>	<u>22,883,118</u>	<u>23,356,209</u>	<u>(473,091)</u>	<u>-2.0%</u>
Capital Contributions	10,059,241	5,190,557	(755,188)	93.8%
Change in net position	6,882,057	2,768,561	4,113,496	148.6%
Net position, beginning of year	<u>27,467,943</u>	<u>24,699,382</u>	<u>2,768,561</u>	<u>11.2%</u>
Net position, end of year	<u>\$ 34,350,000</u>	<u>\$ 27,467,943</u>	<u>\$ 6,882,057</u>	<u>25.1%</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, 2025

Financial Analysis

Total current assets decreased in 2025 by approximately \$2 million or 7%. This was primarily caused by an decrease in amounts due from other governments of \$3.5 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. Human services transportation program services increased in the current year, continuing the trend observed in recent years, which increased the balances in receivables at year end.

Total current liabilities decreased in 2025 by approximately \$2.8 million or 11.7%. The decrease 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. Additionally, the notes payable balance at June 30, 2025 of \$7 million decreased by \$500 thousand from the prior year balance of \$8.2 million related to revenue anticipation notes with \$7 million issued and \$8.2 million retired.

Total noncurrent liabilities decreased in 2025 by approximately \$300 thousand or 3.7%. This was primarily caused by an decrease in OPEB liability of \$128 thousand and a decrease in net pension liability of \$202 thousand as a result of changes in the actuarial valuations.

GATRA recognized an increase in capital assets in 2024 of \$10.2 million or 13%. This was primarily a result of purchases of facilities totaling approximately \$2.5 million and buses totaling \$7.4 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 \$34.4 million, an increase over the prior year of \$6.9 million. This increase was primarily due to the increase in net investments in capital assets of \$6.2 million.

The increase in net position was the result of the Authority's revenues, operating assistance, and capital contributions exceeding expenses by \$6.8 million.

Total operating revenues increased in fiscal year 2025 by \$7.3 million or 9.4%. 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 \$7.6 million or 7.4%. The increases were primarily related to increased purchases of transportation services in response to increased ridership as noted above.

Economic Factors

The unemployment rate for the Taunton-Middleborough-Norton Labor Market as of June 30, 2025 was 5.3%, which increased 1.1% from 4.2% a year ago. This rate is slightly higher than the statewide trend experienced in which the unemployment rate of 3.2% in June 2024 increased to 4.8% by the end of fiscal year 2025. The inflationary trend in the region (3.2% annual – BLS CPI Boston-Cambridge-Quincy region for all items) is higher than the national inflation rate (2.7% - 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 2026 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.

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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, 2025

	2025
<i>Assets</i>	
<i>Current Assets</i>	
Cash and cash equivalents	6,608,225
Receivables, net	144,149
Due from other governments, net	17,832,089
Unbilled, due from other governments	1,188,412
Inventory	544,234
Other assets	363,357
Total current assets	26,680,466
 <i>Non-Current Assets</i>	
Due from other governments, net	5,106,379
Capital assets	91,126,537
Less accumulated depreciation	(59,452,725)
Total non-current assets	36,780,191
 Total assets	 63,460,657
 <i>Deferred outflows of resources</i>	
Deferred outflows related to pensions	413,970
Deferred outflows related to OPEB	572,347
Total deferred outflows of resources	986,317
 Total assets and deferred outflows of resources	 64,446,974

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 Net Position
For the Year Ended June 30, 2025

	2025
<i>Liabilities</i>	
<i>Current liabilities</i>	
Accounts payable	12,465,785
Accrued payroll	126,943
Accrued liabilities	545,459
Notes payable	7,700,000
Unearned revenue	186,533
<i>Total current liabilities</i>	21,024,720
<i>Non-Current Liabilities</i>	
Net OPEB obligation (NOO)	6,248,772
Net pension liability (NPL)	1,314,029
Compensated absences	142,662
<i>Total non-current liabilities</i>	7,705,463
<i>Total liabilities</i>	28,730,183
<i>Deferred inflows of resources</i>	
Deferred inflows - Pension	7,801
Deferred inflows - OPEB	1,358,990
<i>Total deferred inflows of resources</i>	1,366,791
<i>Total liabilities and deferred inflows of resources</i>	30,096,974
<i>Net Position</i>	
Net investment in capital assets	31,660,120
Restricted	1,838,499
Unrestricted	851,381
<i>Total net position</i>	34,350,000

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, 2025

	2025
Operating revenues:	
Charges for services	84,727,616
Total operating revenues	84,727,616
Operating expenses:	
Purchased transportation services	97,274,509
Payroll	2,845,267
Fringe benefits	1,287,433
Professional & technical services	1,031,701
Other contracted services	892,715
Other materials & supplies	1,322,873
Office expense & services	90,697
Utilities	96,403
Insurance	1,564,377
Miscellaneous	384,029
Depreciation	3,997,914
Total operating expenses	110,787,918
Operating Income (Loss)	(26,060,302)
Non-operating revenues (expenses)	
Operating assistance	
Federal grants - operating	7,072,710
State contract assistance - appropriated	10,797,679
State contract - other	158,307
Local Assessments	5,106,379
Other	83,241
Interest income	42,861
Interest expense	(378,059)
Total non-operating revenues (expenses)	22,883,118
Income (loss) before capital contributions	(3,177,184)
Capital Contributions	
Federal	1,953,863
State	8,074,904
Other	30,474
Total capital contributions	10,059,241
Change in net position	6,882,057
Net position, beginning of year	27,467,943
Net position, end of year	\$ 34,350,000

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, 2025

	2024
<i>Cash flows from operating activities:</i>	
Receipts from governments	\$ 87,221,557
Receipts from customers	(2,277,397)
Receipts from rental, parking, and other	(55,756)
Payments to suppliers and vendors	(102,757,954)
Payments to employees	(3,826,198)
<i>Net cash provided (used) by operating activities</i>	(21,695,748)
<i>Cash flows from noncapital financing activities:</i>	
Operating assistance grants	23,218,316
Interest expense	(846,186)
Proceeds from notes	8,200,000
Repayment of notes	(8,200,000)
<i>Net cash provided (used) in noncapital financing activities</i>	22,372,130
<i>Cash flows from capital and related financing activities:</i>	
Acquisition of capital assets	(10,234,531)
Capital contributions	
United States Department of Transportation	1,953,863
Commonwealth of Massachusetts	8,074,904
Other	30,474
<i>Net cash provided (used) by capital and related financing activities</i>	(175,290)
<i>Cash flows from investing activities:</i>	
Interest income	42,861
<i>Net cash provided (used) in investing activities</i>	42,861
Net increase (decrease) in cash	543,953
Cash and cash equivalents at beginning of year	6,063,972
Cash and cash equivalents at end of year	\$ 6,607,925
Displayed at June 30, 2024 as:	
Cash and cash equivalents:	\$ 6,608,225

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, 2025

	2025
Reconciliation of operating income (loss) to net cash provided (used) by operating activities:	
Operating income (loss)	\$ (26,060,302)
<i>Adjustments to reconcile net income (loss) to net cash provided (used) by operating activities:</i>	
Depreciation	3,997,914
<i>Changes in assets and liabilities:</i>	
Receivables (net)	2,595,578
Inventories	(100,650)
Other current assets	(96,162)
Deferred outflows - OPEB	305,847
Deferred outflows - Pension	264,688
Accounts payable	(2,223,786)
Accrued payroll	10,974
Accrued liabilities	(55,756)
Unearned revenue	(59,086)
OPEB liability	(128,318)
Net pension liability	(201,801)
Accrued compensated absences	28,297
Deferred inflows - OPEB	33,367
Deferred inflows - Pension	(6,552)
<i>Subtotal</i>	4,364,554
<i>Net cash provided (used) by operating activities</i>	\$ (21,695,748)

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
For the Year Ended June 30, 2025

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
For the Year Ended June 30, 2025

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.

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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, 2025:

	2025
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, 2025, the allowance for uncollectible accounts was estimated at \$378,076.

5. Capital Assets and Depreciation

The capital asset activity for the year ended June 30, 2025 was as follows:

	July 01, 2024 Beginning Balance	Increases	Decreases	June 30, 2025 Ending Balance
Capital assets (non-depreciable):				
Land & other non-depreciable assets	\$ 1,764,141	\$ -	\$ -	\$ 1,764,141
Construction in progress	63,451	-	-	63,451
Total capital assets (non-depreciable)	1,827,592	-	-	1,827,592
Other capital assets				
Facilities	32,582,361	2,486,182	-	35,068,543
Buses & vans	27,965,035	7,440,542	-	35,405,577
Equipment	9,501,436	301,362	-	9,802,798
Intangible & other	8,872,845	6,448	-	8,879,293
Land improvements	142,739	-	-	142,739
Total other capital assets at historical cost	79,064,416	10,234,534	-	89,298,950
Less accumulated depreciation for:				
Facilities	(23,563,029)	(955,595)	-	(24,518,624)
Right-to-use lease assets - office space	-	-	-	-
Buses & vans	(15,794,878)	(2,369,912)	-	(18,164,790)
Equipment	(7,256,212)	(619,532)	-	(7,875,744)
Intangible & other	(8,697,656)	(66,870)	-	(8,764,526)
Land improvements	(142,738)	-	-	(142,738)
Total accumulated depreciation:	(55,454,513)	(4,011,909)	-	(59,466,422)
Other capital assets, net:	23,609,903	6,222,625	-	29,832,528
Capital assets, net	<u>\$ 25,437,495</u>	<u>\$ 6,222,625</u>	<u>\$ -</u>	<u>\$ 31,660,120</u>

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

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6. Short-Term Debt

The Authority's outstanding short-term debt at June 30, 2025 consisted of a Revenue Anticipation Note (RAN) in the amount of \$7,700,000 with a stated interest rate of 4.25% and an effective interest rate of 3.46% (after applying premium). The note is due in August 2025 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, 2025.

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

	Balance at 7/1/2024	Additions	Reductions	Balance at 6/30/2025
2024 RAN	\$ 8,200,000	\$ -	\$(8,200,000)	\$ -
2025 RAN	-	7,700,000		7,700,000
Total	\$ 8,200,000	\$ 7,700,000	\$(8,200,000)	\$ 7,700,000

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, 2025 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, 2025 is \$902,466.

8. 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.

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8. Pension Plan (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, 2025 was \$225,875 (which was 27% 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, 2025, the Authority reported a liability of \$1,314,029 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2024. 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, 2024, the Authority's proportion of the net pension liability was approximately 1.08%, unchanged 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.

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8. Pension Plan (continued)

For the year ended June 30, 2025, the Authority recognized pension expense of \$58,335 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	\$ 149,009
Changes of assumptions	24,322
Net difference between projected and actual investment earnings on pension plan investments	173,686
Changes in proportion and difference between employer contributions and proportionate share of contributions	66,953
	<u><u>\$ 413,970</u></u>

	<u>Deferred Inflows of Resources</u>
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	7,801
	<u><u>\$ 7,801</u></u>

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

Year	
2026	\$ 186,756
2027	\$ 221,250
2028	\$ 15,387
2029	\$ (17,224)
2030	\$ -

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8. Pension Plan (continued)

Actuarial Assumptions

The total pension liability was determined by an actuarial valuation as of January 1, 2024, using the following actuarial assumptions, applied to all periods included in the measurement were rolled forward to December 31, 2024:

Actuarial cost method	Individual entry-age normal cost method
Asset valuation method	Investment gains and losses are smoothed for funding purposes.
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%
Discount Rate	7.60%
Cost of living adjustment	3.00% of first \$16,000 of the annual retirement allowance
Mortality rates	Various Pub-G2010 specific to the Group, Disables vs. Non
General employees	Non-disabled: PubG-2010 Healthy Disabled: PubG-2010 Disabled
Police and Fire	Non-disabled: PubS-2010 Healthy Disabled: PubS-2010 Disabled
Contingent survivors	Non-disabled: Contingent survivors table (total dataset) Disabled: N/A

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

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, 2024 are summarized in the following table:

<u>Asset Class</u>	<u>Long-Term Expected Asset Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Equity	57%	8.71%
Fixed Income	18%	4.77%
Alternatives	10%	5.65%
Real Estate	15%	7.63%
Total	100%	

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8. Pension Plan (continued)

Discount Rate

The discount rate used to measure the total pension liability was 7.6% at December 1, 2024 and 2023. 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	\$758,613	\$1,314,029	\$1,964,716

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.

9. 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.

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Notes to Financial Statements
For the Year Ended June 30, 2025

9. Post Employment Healthcare Benefits Plan (continued)

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 \$6,148,772 was measured, as of June 30, 2025, 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 changed from 4.21% to 4.81%, decreasing the disclosed liability by approximately \$500 thousand.

Changes in the Total OPEB Liability

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

	2025
Total OPEB liability	
Service costs	\$ 274,571
Interest	276,226
Change in assumptions	(496,262)
Differences between actual and expected experience	-
Benefit payments	(113,673)
Implicit Cost Amount	(69,180)
Net change in total OPEB liability	(128,318)
Total OPEB liability - beginning	6,377,090
Total OPEB liability - ending	\$ 6,248,772

Greater Attleboro-Taunton Regional Transit Authority
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9. Post Employment Healthcare Benefit Plan (continued)

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

For the year ended June 30, 2025, the Authority recognized an OPEB expense of \$210,896. At June 30, 2025, 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	\$ 281,843	\$ (468,775)
Changes of assumptions	290,504	(890,215)
Net difference between projected and actual earnings on OPEB plan investments	-	-
	\$ 572,347	\$ (1,358,990)

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)
2026	(157,047)
2027	(99,204)
2028	(177,809)
2029	(140,838)
2030	(140,847)
Thereafter	(70,898)

Greater Attleboro-Taunton Regional Transit Authority
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Notes to Financial Statements
For the Year Ended June 30, 2025

9. Post Employment Healthcare Benefit Plan (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	4.81% as of June 30, 2025 (source: S&P Municipal Bond 20-year High Grade Index - SAPIHG)
Discount rate	4.81%, net of OPEB plan investment expense, including inflation
Inflation	2.50% as of June 30, 2025 and for future periods
Salary increases	3.00% annually as of June 30, 2025 and for future periods
Cost of living adjustment	Not applicable
Healthcare cost trend rates	4.96%
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
	<u>3.81%</u>	<u>4.81%</u>	<u>5.81%</u>
Net OPEB Liability	\$7,285,092	\$6,248,772	\$5,415,201

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9. Post Employment Healthcare Benefit Plan (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
	3.96%	4.96%	5.96%
Net OPEB Liability	\$ 5,348,436	\$ 6,248,772	\$ 7,378,320

10. Commitments and Contingencies

Purchase Commitments

Construction in progress at June 30, 2025 consisted of expenditures by the Authority for various construction projects. At June 30, 2025, 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.

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11. Subsequent Events

Subsequent to June 30, 2025, the Authority issued a \$7,700,000 revenue anticipation note that had an interest rate of 4.00%. The RAN will mature in August 2026 and is guaranteed by the Commonwealth of Massachusetts.

12. 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, 2025.

- GASBS No. 101 *Compensated Absences* – Effective date for fiscal years beginning after December 15, 2023.
- GASBS No. 102 *Certain Risk Disclosures* – Effective date for fiscal years beginning after June 15, 2024.

The GASB has issued the following statements, which may require adoption subsequent to June 30, 2025. 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. 103 *Financial Reporting Model Improvements* – Effective date for fiscal years beginning after June 15, 2025.
- GASBS No. 104 *Disclosure of Certain Capital Assets* – Effective date for fiscal years beginning after June 15, 2025.
- GASBS No. 105 *Subsequent Events* – Effective date for fiscal years beginning after June 15, 2026.

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Greater Attleboro-Taunton Regional Transit Authority
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Required Supplementary Information
Schedule of the Authority's Proportionate Share of the Net Pension Liability (Unaudited)
Last 10 Fiscal Years

	2025	2024	2023	2022	2021
Proportion of the net pension liability	1.078%	1.081%	0.937%	0.934%	0.981%
Proportionate share of net pension liability	\$ 1,314,029	\$ 1,515,830	\$ 1,345,053	\$ 603,645	\$ 832,469
Covered payroll	\$ 837,972	\$ 839,701	\$ 2,196,708	\$ 1,960,390	\$ 1,742,315
Proportionate share of the net pension liability as a percentage of covered payroll	156.8%	180.5%	61.2%	30.8%	47.8%
Plan fiduciary net position as a percentage of the total pension liability	78.76%	75.02%	72.99%	87.55%	82.28%
	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	\$ 1,448,379
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%

See independent auditor's report

Greater Attleboro-Taunton Regional Transit Authority
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Required Supplementary Information
Schedule of Employer Contributions – Pension (Unaudited)
Last 10 Fiscal Years

	2025	2024	2023	2022	2021
Actuarial determined contribution	\$ 225,875	\$ 217,417	\$ 183,405	\$ 176,615	\$ 167,016
Contributions in relation to the actuarially determined contribution	<u>(225,875)</u>	<u>(217,417)</u>	<u>(183,405)</u>	<u>(176,615)</u>	<u>(167,016)</u>
Contribution deficiency (excess)	<u>\$ -</u>				
Covered payroll	\$ 837,972	\$ 839,701	\$ 2,196,708	\$ 1,960,390	\$ 1,742,315
Contributions as a percentage of covered payroll	27.0%	25.9%	8.3%	9.0%	9.6%
	2020	2019	2018	2017	2016
Actuarial determined contribution	\$ 162,881	\$ 140,798	\$ 136,825	\$ 99,621	\$ 96,910
Contributions in relation to the actuarially determined contribution	<u>(162,881)</u>	<u>(140,798)</u>	<u>(136,825)</u>	<u>(99,621)</u>	<u>(96,910)</u>
Contribution deficiency (excess)	<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%

See independent auditor's report

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

	2025	2024	2023	2022	2021
Total OPEB liability					
Service costs	\$ 274,571	\$ 220,500	\$ 213,776	\$ 276,353	\$ 228,345
Interest	276,226	272,467	257,981	141,860	148,436
Changes of benefit terms	-	-	-	-	-
Difference between expected and actual plan experience	-	(388,692)	-	657,627	-
Changes of assumptions or other inputs	(496,262)	(100,925)	-	(366,183)	-
Benefit payments	<u>(113,673)</u>	<u>(133,764)</u>	<u>(115,025)</u>	<u>(73,933)</u>	<u>(61,721)</u>
Net change in total OPEB liability	<u>(59,138)</u>	<u>(130,414)</u>	<u>356,732</u>	<u>635,724</u>	<u>315,060</u>
Total OPEB liability - beginning	<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>
Total OPEB liability - ending	<u><u>\$6,317,952</u></u>	<u><u>\$6,377,090</u></u>	<u><u>\$6,507,504</u></u>	<u><u>\$6,150,772</u></u>	<u><u>\$5,515,048</u></u>
 Covered payroll	 \$2,692,752	 \$2,614,322	 \$2,293,892	 \$2,227,080	 \$1,573,743
 Total OPEB liability as a percentage of covered payroll	 232.1%	 243.9%	 283.7%	 276.2%	 350.4%
	 2020	 2019	 2018	 2017*	 2016*
Total OPEB liability	\$ 220,723	\$ 315,049	\$ 290,313	\$ -	\$ -
Service costs	177,207	151,535	156,087	-	-
Interest	-	-	-	-	-
Changes of benefit terms					
Difference between expected and 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>	<u>-</u>	<u>-</u>
Net change in total OPEB liability	<u>(56,226)</u>	<u>440,379</u>	<u>(173,169)</u>	<u>-</u>	<u>-</u>
Total OPEB liability - beginning	<u>5,256,214</u>	<u>4,360,558</u>	<u>4,533,727</u>	<u>-</u>	<u>-</u>
Total OPEB liability - ending	<u><u>\$5,199,988</u></u>	<u><u>\$4,800,937</u></u>	<u><u>\$4,360,558</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></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%	 -	 -

*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.

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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, 2025

Community	Share
Attleboro	\$ 509,740
Bellingham	184,396
Berkley	44,367
Carver	71,044
Dighton	17,700
Duxbury	145,227
Foxboro	156,135
Franklin	297,603
Halifax	39,584
Hanover	110,713
Kingston	113,671
Lakeville	68,221
Mansfield	208,918
Marshfield	236,867
Medway	111,277
Middleborough	207,269
Norfolk	143,780
North Attleboro	261,461
Norton	128,418
Pembroke	177,560
Plainville	33,669
Plymouth	501,846
Plympton	26,771
Raynham	122,545
Rehoboth	23,898
Scituate	153,097
Seekonk	128,668
Taunton	520,118
Wareham	255,385
Wrentham	106,430
	\$ 5,106,378

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, 2025

	Urbanized Area Service	Rural Area Service	Brokerage Area Service	Total Area Service
I. Operating costs				
A. RTA administrative costs (excluding depreciation)	\$ 2,361,417	\$ 140,084	\$ -	\$ 2,501,501
B. Transportation Services				
Fixed route	10,118,119	-	-	10,118,119
Demand response	10,428,539	1,599,765	-	12,028,304
Brokerage services	-	-	81,484,486	81,484,486
Commuter Rails	628,165	37,264	-	665,429
C. Debt Service	349,483	20,732	-	370,215
Total Operating Costs	<u>23,885,723</u>	<u>1,797,845</u>	<u>81,484,486</u>	<u>107,168,054</u>
II. Federal Operating Assistance				
A. FTA operating and administrative	7,072,710	-	-	7,072,710
B. Other federal	-	-	-	-
Total Federal Assistance	<u>7,072,710</u>	<u>-</u>	<u>-</u>	<u>7,072,710</u>
III. Revenues				
A. Farebox Revenue	1,187,796	70,462		1,258,258
B. Shuttle Revenue	-	-	-	-
C. Other third party reimbursement	152,177	-	82,221,722	82,373,899
D. Other Revenues				
1. Advertising	17,584	-	-	17,584
2. Parking	900,687	-	-	900,687
3. Sale of capital assets	-	-	-	-
4. Interest income	42,861	-	-	42,861
5. Miscellaneous	384,051	22,783	-	406,834
Total Other Revenues	<u>2,685,156</u>	<u>93,245</u>	<u>82,221,722</u>	<u>85,000,123</u>
IV. Net Operating Deficit (I-II-III)	<u>14,127,857</u>	<u>1,704,600</u>	<u>(737,236)</u>	<u>15,095,221</u>
V. Adjustments				
Extraordinary expenses (not to exceed 3% of prior years local assessment)	-	-	-	-
Stabilization Fund	-	-	-	-
MBTA Restricted for Rail Station Improvements	71,601	-	-	71,601
VI. Net Cost of Service (IV+V)	<u>\$ 14,199,458</u>	<u>\$ 1,704,600</u>	<u>\$ (737,236)</u>	<u>15,166,822</u>
VII. Net Cost of Service Funding				
A. Local Assessments				5,106,379
B. State contract assistance				10,797,679
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>\$ 737,236</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, 2025

	Brokerage
<i>Operating revenues</i>	
Charges for services	\$ 78,248,547
Management Fee	3,000,000
Incentives & Fines	938,019
Other	35,156
<i>Total operating revenues</i>	82,221,722
<i>Operating expenses</i>	
Purchased Transportation Services	78,185,900
Payroll	1,580,155
Fringe Benefits	652,660
Professional & Technical Services	929,238
Other Contracted Services	13,270
Building Rental	52,959
Fuels & Lubricants	-
Other Materials & Supplies	19,455
Utilities	3,728
Insurance	33,411
Miscellaneous	13,710
Allocated Indirect Cost	-
Depreciation	-
<i>Total operating expenses</i>	81,484,486
<i>Operating income (loss)</i>	737,236
<i>Non-operating revenues (expenses)</i>	
Federal Grants	-
State Contract Assistance	-
State Contracts - Other	-
Local Assessments	-
Other	-
Interest Income	-
Interest Expense	-
<i>Total non-operating revenues/expenses</i>	-
<i>Income (loss) before capital contributions</i>	\$ 737,236

See accompanying independent auditor's report

Greater Attleboro-Taunton Regional Transit Authority

Attleboro Commuter Rail Station and Parking Lot
Statement of Income and Calculation of MBTA Share of Income

For the Year Ended June 30, 2025

HAGUE, SAHADY & CO., P.C.

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Independent Auditor's Report

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

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, 2024, and have issued our report thereon dated February 13, 2026, which contained an unmodified opinion on those financial statements. 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 audit was conducted for the purpose of forming an opinion on the basic financial statements of the Authority taken as a whole. The supplementary information included in the accompanying Schedule of the Attleboro Commuter Rail Station and Parking Lots' Statement of Income and Calculation of MBTA Share of Income for the period ended June 30, 2025 is presented for the purposes of additional analysis and is not a required part of the basic financial statements. The statement is the responsibility of management and was derived from and relates to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects, in relation to the financial statements taken as a whole.

This report is intended solely for the information and use of the Advisory Board, management of the Authority and the MBTA and is not intended to be and should not be used by anyone other than these specified parties.

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

Hague, Sahady & Co., CPAs, P.C.
Fall River, MA
February 13, 2026

Greater Attleboro-Taunton Regional Transit Authority
Attleboro Commuter Rail Station and Parking Lot
Statement of Income and Calculation of MBTA Share of Income
For the Year Ended June 30, 2025

Revenue	
Parking lot income	\$ 900,687
Rental income	7,514
<i>Total revenue</i>	908,201
 Costs and expenses	
Services	456,875
Utilities	50,082
Payroll and fringe	24,260
Insurance	46,189
Materials and Supplies	44,487
Interest expense	37,806
Other	35,755
<i>Total costs and expenses</i>	695,454
 <i>Net income, before management fee</i>	 \$ 212,747
 MBTA Share of Income	
Revenue	\$ 908,201
Costs and expenses	
Total costs and expenses before GATRA management fee	695,454
Plus: 10% of total costs and expenses	69,545
<i>Total MBTA Share of Income</i>	764,999
Excess income	143,202
MBTA Share (%)	50%
MBTA Share (\$)	\$ 71,601

See Independent Auditor's Report

Greater Attleboro-Taunton Regional Transit Authority
(A Component Unit of the Massachusetts Department of Transportation)

Single Audit Report

Year Ended June 30, 2025

Greater Attleboro-Taunton Regional Transit Authority

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**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, 2025, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements, and have issued our report thereon dated February 13, 2026.

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

February 13, 2026

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Independent Auditors' Report on Compliance for Each Major Program and On Internal Control Over Compliance Required by *Uniform Guidance*

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

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Greater Attleboro-Taunton Regional Transit Authority's ("the Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2025. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with 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 opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal programs.

Greater Attleboro-Taunton Regional Transit Authority

Independent Auditors' Report on Compliance for Each Major Program and Internal Control Over Compliance in Accordance with Uniform Guidance (Continued)

Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. 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, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

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

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, 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 Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Greater Attleboro-Taunton Regional Transit Authority

*Independent Auditors' Report on Compliance for
Each Major Program and Internal Control Over Compliance in Accordance with
Uniform Guidance (Continued)*

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Schedule of Expenditures of Federal Awards Required by the *Uniform Guidance*

We have audited the business-type activities of the Greater Attleboro-Taunton Regional Transit Authority, as of and for the year ended June 30, 2025 and the related notes to the financial statements for the year then ended, and have issued our report thereon dated February 13, 2026, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditure of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

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

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

Fall River, Massachusetts

February 13, 2026

Greater Attleboro-Taunton Regional Transit Authority

Schedule of Expenditures of Federal Awards

For the Year Ended June 30, 2025

Federal Grantor/Pass Through Grantor/Program or Cluster Title	ALN	Pass-through Grantor's Number	Total Federal Awards Expended	Passed to Subrecipients	
<i>U.S. Department of Transportation</i>					
<i>Federal Transit Cluster</i>					
Federal Transit Formula Grants	20.507	N/A	\$ 7,678,065	\$ -	
Subtotal Federal Transit Formula Grants			<u>7,678,065</u>	<u>-</u>	
Federal Transit Capital Investment Grants	20.500	N/A	310,840	-	
State of Good Repair Grants Program	20.525	N/A	11,726	-	
Bus and Facilities Formula Program	20.526	N/A	<u>1,025,943</u>	<u>-</u>	
<i>Total Federal Transit Cluster</i>			<u>9,026,574</u>	<u>-</u>	Major
<i>Transit Services Program Cluster</i>					
<i>Passed through the Massachusetts Department of Transportation</i>					
Enhanced Mobility for Seniors and Individuals with Disabilities	20.513	128452	1,258,336	-	
Enhanced Mobility for Seniors and Individuals with Disabilities	20.513	124931	20,509	-	
Enhanced Mobility for Seniors and Individuals with Disabilities	20.513	130343	<u>78,712</u>	<u>-</u>	
Subtotal Enhanced Mobility for Seniors and Individuals with Disabilities			<u>1,357,557</u>	<u>-</u>	
<i>Total Passed through the Massachusetts Department of Transportation</i>					
<i>Total Transit Services Programs Cluster</i>			<u>1,357,557</u>	<u>-</u>	Major
<i>Total U.S. Department of Transportation</i>			<u>10,384,131</u>		
Total Amount Provided to Subrecipients				<u>\$ -</u>	
Total Federal Expenditures			<u>\$ 10,384,131</u>		

See the notes to the Schedule of Expenditures of Federal Awards

Greater Attleboro-Taunton Regional Transit Authority

Notes to the Schedule of Expenditures of Federal Awards

For the Year Ended June 30, 2025

Note 1: Definition of Reporting Entity

The accompanying Schedule of Expenditures of Federal Awards presents activity of all Federal Financial Assistance Programs of the Authority. Federal Financial Assistance received includes funds received directly from Federal agencies as well as Federal Financial Assistance passed through other governmental agencies and received directly by the Authority.

Note 2: Summary of Significant Accounting Policies - Basis of Presentation

The accompanying Schedule of Expenditures of Federal awards includes the Federal grant activity of the Authority and is presented on the *accrual basis* of accounting. The information in this schedule is presented in accordance with the requirements of 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), Subpart F, Section 510(b).

Note 3: Major Programs

The Authority's independent auditors have used a risk-based approach to determine which federal programs are "major programs" in accordance with 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), Subpart F, Section 518. This risk-based approach includes consideration of current and prior audit experience, oversight by Federal Agencies and pass-through entities, the inherent risk of the Federal program, as well as other considerations. The process in paragraphs (b) through (i) of Section 518 governs auditor major program determination. Section 518(h) states "when the major program determination was performed and documented in accordance with this Subpart, the auditor's judgment in applying the risk-based approach to determine major programs must be presumed correct."

The Authority has no responsibility to determine major programs. Our responsibilities are summarized within 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), Subpart F, Sections 508 to 512.

Note 4: 10% De-Minimis Indirect Cost Rate

The Authority did *not* elect to use the 10% de minimis indirect cost rate as covered in 2 CFR Part 200 Section 414 "Indirect (F&A) Costs".

Note 5: Subrecipients

No awards were passed through to subrecipients.

Greater Attleboro-Taunton Regional Transit Authority

Notes to the Schedule of Expenditures of Federal Awards

For the Year Ended June 30, 2025

Note 6: Program Clusters

In accordance with Subpart A, Section 200 of 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), certain programs have been clustered in determining major programs. The following represent the cluster programs:

Federal Transit Cluster

Federal Transit Formula Grants	20.507
Federal Transit Capital Investment Grants	20.500
State of Good Repair Grants Program	20.525
Bus and Facilities Formula Program	20.526

Transit Services Program Cluster

Enhanced Mobility for Seniors and Individuals with Disabilities	20.513
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Greater Attleboro-Taunton Regional Transit Authority

Summary of Audit Results

For the Year Ended June 30, 2025

Summary of Audit Results

Financial Statements (Government Auditing Standards):

We have audited the financial statements of the Greater Attleboro-Taunton Regional Transit Authority, as of and for the year ended June 30, 2025 and have issued our reports thereon dated February 13, 2026. 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. The results of our audit are as follows:

Type of Report issued on the Financial Statements	Unmodified
Internal Control Over Financial Reporting:	
Material Weaknesses Identified?	No
Significant Deficiencies Identified?	None Reported
Noncompliance Material to the Financial Statements Noted?	No

Federal Awards (Uniform Guidance):

We have audited the Authority's compliance with the types of compliance requirements described in the OMB Compliance Supplement that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2025, and have issued our reports thereon dated February 13, 2026. We performed this audit under the requirements of 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). The results of our audit are as follows:

Internal Control Over Major Programs:	
Material Weaknesses Identified?	No
Significant Deficiencies Identified	None Reported
Type of Report on Compliance for Major Programs:	
Federal Transit Cluster (ALN 20.507, 20.500, 20.525, 20.526)	Unmodified
Transit Services Program Cluster (ALN 20.513)	Unmodified
Disclosure of Audit Findings required to be reported under 2 CFR Part 200 Section 200.516(a):	No

Identification of Major Program:

<u>Name of Federal Program or Cluster</u>	<u>ALN</u>
Federal Transit Cluster	20.500, 20.507, 20.525, and 20.526
Transit Services Program Cluster	20.513

Threshold for distinguishing Type A and Type B Programs: \$750,000. (2 CFR 200 Section 518(b)(1).

The Authority qualifies as a low-risk auditee in the current period under audit. (2 CFR 200 Section 520).

Greater Attleboro-Taunton Regional Transit Authority

Schedule of Findings and Questioned Costs

For the Year Ended June 30, 2025

Findings - Financial Statement Audit (Government Auditing Standards):

No current year findings to be reported in accordance with *Government Auditing Standards*.

Findings and Questioned Costs for Federal Awards (Uniform Guidance):

No current year findings to be reported over each major federal program and on internal control over compliance required by *Uniform Guidance*.

Greater Attleboro-Taunton Regional Transit Authority

Summary of Prior Year Audit Findings

For the Year Ended June 30, 2025

Prior Year Findings - Financial Statement Audit (Government Auditing Standards):

There were no prior year audit findings in the financial statement audit to be reported in accordance with *Government Auditing Standards*.

Prior Year Findings and Questioned Costs for Federal Awards (Uniform Guidance):

There were no prior year audit findings to be reported over major programs and on Internal Control over Compliance required by *Uniform Guidance*.