

**FRANKLIN REGIONAL TRANSIT AUTHORITY**

**Financial Statements and  
Supplementary Information  
June 30, 2017 and 2016**

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## INDEPENDENT AUDITORS' REPORT

To the Advisory Board of the  
**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
 12 Olive Street, Suite 1  
 Greenfield, MA 01301

### Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities of Franklin Regional Transit Authority, a component unit of the Massachusetts Department of Transportation, as of and for the years ended June 30, 2017 and 2016, and the related notes to the financial statements, which collectively comprise Franklin Regional Transit Authority's basic financial statements as listed in the table of contents.

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

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

#### *Auditors' Responsibility*

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

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

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

#### *Opinion*

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of Franklin Regional Transit Authority as of June 30, 2017 and 2016, and the respective changes in financial position, cash flows thereof, and the respective budgetary comparison information for the enterprise fund, for the years then ended in accordance with accounting principles generally accepted in the United States of America.

## ***Other Matters***

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on page 4, and the schedules of the Authority's proportionate share of net pension liability and pension contributions on page 22, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise Franklin Regional Transit Authority's basic financial statements. The supplementary information on pages 23 and 24 is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The supplementary 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. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary 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 September 8, 2017, on our consideration of Franklin Regional Transit Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Franklin Regional Transit Authority's internal control over financial reporting and compliance.

*Adelson + Company PC*  
 ADELSON & COMPANY PC  
 Pittsfield, MA

September 8, 2017

**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

**For the Year Ended June 30, 2017**

The Franklin Regional Transit Authority's (the Authority) discussion and analysis is designed to assist the reader in focusing on significant financial issues, provide an overview of the Authority's financial activity, identify changes in the Authority's financial position (its ability to address the next and subsequent year challenges) and identify any material deviations from the financial plan (the approved budget).

Management's Discussion and Analysis of the Authority's financial performance provides an overview of the financial activities for the fiscal year ended June 30, 2017. Management's Discussion and Analysis should be read in conjunction with the financial statements.

**Financial Highlights**

- The Authority's net position increased \$76,240 from fiscal year 2016 primarily due to a net increase in investment in capital assets of \$128,005 (depreciation of existing assets, additions of new assets, and disposals of old assets), and an increase in the net pension liability of \$59,044.
- Operating revenues decreased \$138,387 or 3.3% from fiscal year 2016. The net decrease is attributable to a reduction in Human Services DDS caused by a route being transferred from Franklin Regional Transit Authority to another Transit Authority.
- Operating expenses increased \$168,140 or 2.4% from fiscal year 2016. This was due to an increase in Medicaid Brokerage expenses and an increase in small equipment purchases.
- The Authority's operations are funded annually through a required computation of the net cost of service. Except for the establishment of a restricted reserve, the Authority's funding cannot exceed its net cost of service. However, a deficit can result if funding is not sufficient to cover expenses.

**Overview of the Financial Statements**

The Authority is a component unit of Massachusetts Department of Transportation formed for the purpose of carrying out business-type activities in western Massachusetts communities. The Authority's financial statements consist of three main statements: a Statement of Net Position, a Statement of Revenues, Expenses and Changes in Fund Net Position, and a Statement of Cash Flows. Notes and supplementary information that disclose information about the nature of the Authority's business, accounting policies and additional information about specific statement amounts follow these statements.

The Authority's net position consists almost exclusively of its net investment in capital assets (e.g. land, intermodal transit center, revenue vehicles and equipment); less any related debt used to acquire those assets that are still outstanding. The Authority uses these capital assets to provide fixed route and demand response services to individuals within its service area; consequently, these assets are not available for future spending. Although the Authority's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt, if any, must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities. The Authority currently has no capital lease obligations or capital debt. Net position also consists of a reserve for extraordinary expenses as allowed by Massachusetts General Laws Chapter 161B Section 6(q). Unfunded deficits, if any, are reported as unrestricted net assets.

**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

**For the Year Ended June 30, 2017**

The Statement of Revenues, Expenses, and Changes in Fund Net Position report the results of both operating and non-operating activities. Increases or decreases in the Authority's net position indicate whether the financial health is improving or deteriorating.

The Statement of Cash Flows, which is presented using the direct method, accounts for the change in the cash and equivalents balance between July 1 and June 30. The cash flows statement provides the detail on the cash the Authority received from and paid for operating and non-operating activities, investing, and financing activities.

**Summary of Net Position**

	<u>6/30/2017</u>	<u>6/30/2016</u>	<u>Change</u>
Total current assets	\$ 3,084,840	\$ 3,608,884	\$ (524,044)
Property and equipment, net	15,901,221	15,773,216	128,005
Deferred outflows of resources related to pensions	<u>130,368</u>	<u>88,103</u>	<u>42,265</u>
Total assets and deferred outflows	<u>19,116,429</u>	<u>19,470,203</u>	<u>(353,774)</u>
Accounts payable and accrued expenses	445,990	727,313	(281,323)
Note payable	750,000	1,000,000	(250,000)
Net pension liability	<u>499,209</u>	<u>397,900</u>	<u>101,309</u>
Total liabilities	<u>1,695,199</u>	<u>2,125,213</u>	<u>(430,014)</u>
Investment in capital assets, net of related debt	15,887,276	15,759,271	128,005
Invested in capital funded inventory	56,870	51,316	5,554
Restricted reserve	89,040	89,040	---
Unrestricted	<u>1,388,044</u>	<u>1,445,363</u>	<u>(57,319)</u>
Total net position	<u>\$ 17,421,230</u>	<u>\$ 17,344,990</u>	<u>\$ 76,240</u>

**Summary of Statement of Revenues, Expenses,  
and Changes in Fund Net Position**

	<u>6/30/2017</u>	<u>6/30/2016</u>	<u>Change</u>
Total operating revenues	\$ 4,041,282	\$ 4,179,669	\$ (138,387)
Total operating expenses	<u>7,111,001</u>	<u>6,942,861</u>	<u>168,140</u>
Operating income (loss)	(3,069,719)	(2,763,192)	(306,527)
Total non-operating revenues (expenses)	<u>3,010,675</u>	<u>2,776,077</u>	<u>234,598</u>
Income (loss) before capital contributions and other items	(59,044)	12,885	(71,929)
Capital contributions	1,258,128	726,187	531,941
Nonreimbursable depreciation	(1,120,421)	(1,166,871)	46,450
Other nonreimbursable expenses	<u>(2,423)</u>	<u>(16,424)</u>	<u>14,001</u>
Change in net position	76,240	(444,223)	520,463
Net position, beginning	<u>17,344,990</u>	<u>17,789,213</u>	<u>(444,223)</u>
Net position, ending	<u>\$ 17,421,230</u>	<u>\$ 17,344,990</u>	<u>\$ 76,240</u>

**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

**For the Year Ended June 30, 2017**

Operating revenues decreased \$138,387 or 3.3% from fiscal year 2016. The details are as follows:

- Fixed route income – decreased by \$26,396 or 20% from fiscal year 2016 due to a decrease in farebox revenues. This is due to a 12.5% decrease in ridership from fiscal year 2016. This decrease could also be attributed to a 13.6% increase in Medicaid trips from fiscal year 2016 or people shifting to other transportation modes such as walking or biking as infrastructure improvements are made. In addition, the Authority evaluated its existing fixed route service and proposed new fixed route changes to be implemented in fiscal year 2018. These changes are intended to decrease customer travel time by limiting bus route deviations and increasing transfer opportunities (including transfers with Pioneer Valley Transit Authority and Montachusett Regional Transit Authority), limit duplication of fixed route travel patterns, adjust departure times to provide more comprehensive travel opportunities, and encourage increased ridership with making the Authority a safe, attractive, and convenient travel option for greater Franklin County.
- Demand response income – decreased by \$13,586 or 8% from fiscal year 2016 due to lower farebox collections and less contracted services provided to LifePath.
- Brokerage service income – decreased by \$98,405 or 2.5% from fiscal year 2016 due to the above cited transfer of a Human Services DDS route to another Transit Authority.

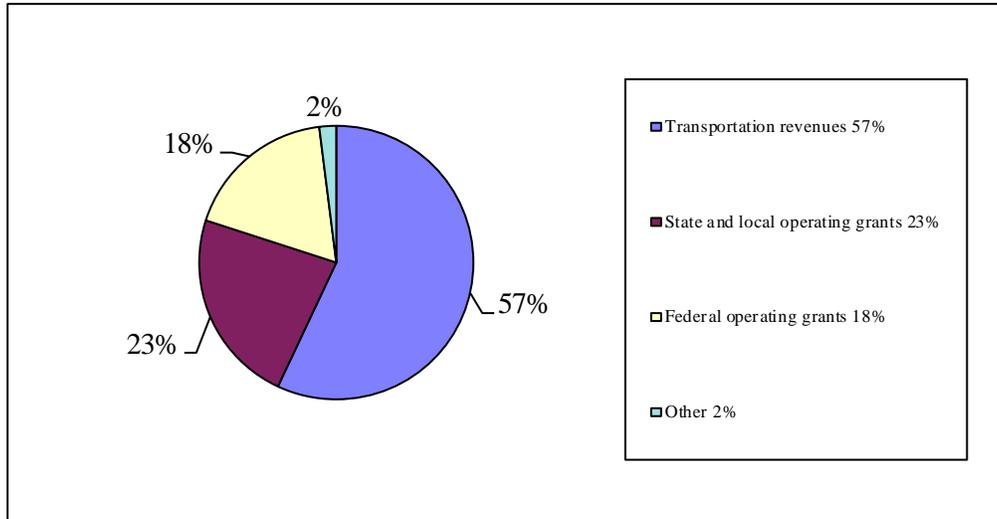
Operating expenses increased \$168,140 or 2.4% from fiscal year 2016. The details are as follows:

- Fixed Route service expense – increased by \$116,693 or 7.4% from fiscal year 2016 due to an increase in fixed route services provided (route changes) as well as increases in Management employee wages and benefits.
- Demand response service expense – increased by \$88,407 or 11% from fiscal year 2016 due to additional services provided by Shelburne COA and the Operating Company (Franklin Transit Management) which added services in Orange that were formerly handled by the Orange COA.
- Brokerage service expense – decreased by \$172,314 or 4.6% from fiscal year 2016 due to the above referenced transfer of a Human Services DDS route to another Transit Authority.
- Administrative salaries, taxes and fringe benefits expense – increased by \$89,175 or 16.8% from fiscal year 2016 primarily due to an increase in the net pension liability of \$59,044 as required by GASB 68, and an increase in wages and fringe benefits (retirement and health insurance).
- Other administrative expenses – increased by \$46,179 or 14.8% from fiscal year 2016 due to the expensing of small equipment purchases under equipment and building expense. The purchase of small equipment were offset with grant funding.

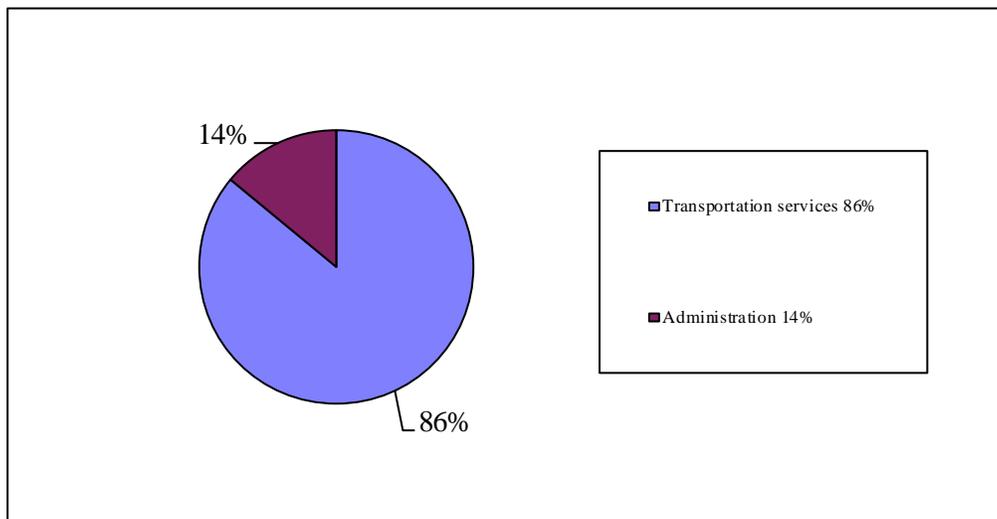
**FRANKLIN REGIONAL TRANSIT AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

**For the Year Ended June 30, 2017**

Total Operating and Non-operating  
Revenues of \$7,058,275 by Source



Total Operating and Non-operating  
Expenses of \$7,117,319 by Source



**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
**MANAGEMENT’S DISCUSSION AND ANALYSIS**

**For the Year Ended June 30, 2017**

**Budget vs. Actual** – an analysis of significant 2017 budget variances, including reasons for the variances that may affect future services or liquidity is as follows:

- Fixed route income was \$29,289 less than budget due to lower than expected farebox collections. This is due to a 12.5% decrease in ridership from fiscal year 2016. This decrease could also be attributed to a 13.6% increase in Medicaid trips from fiscal year 2016 or people shifting to other transportation modes such as walking or biking as infrastructure improvements are made. In addition, the Authority evaluated its existing fixed route service and proposed new fixed route changes to be implemented in fiscal year 2018. These changes are intended to decrease customer travel time by limiting bus route deviations and increasing transfer opportunities (including transfers with Pioneer Valley Transit Authority and Montachusett Regional Transit Authority), limit duplication of fixed route travel patterns, adjust departure times to provide more comprehensive travel opportunities, and encourage increased ridership with making the Authority a safe, attractive, and convenient travel option for greater Franklin County.
- Brokerage services income was \$377,301 more than budget due to an increase in Medicaid services provided.
- Fixed route expenses were \$50,513 less than budget due to lower than anticipated operating company employee wages and benefits and lower fuel prices.
- Demand response expenses were \$106,463 more than budget due to increases in services provided by Shelburne COA and the Operating Company (Franklin Transit Management).
- Brokerage services expenses were \$354,116 more than budget due to the increase in Medicaid services provided.
- Administrative salaries, taxes, and fringe benefits were \$48,693 more than budget due to an increase in the net pension liability of \$59,044, which is a non-reimbursable cost at this time.

**Capital Asset and Debt Administration**

*Capital assets*

The Authority’s purchase of capital assets during the year ended June 30, 2017 was \$1,250,151. The Authority primarily acquires its capital assets under federal capital grants with state matching funds. The details on capital assets totaling \$15,901,221, net of accumulated depreciation, are disclosed in Note 5 of the financial statements. The purchase of capital assets includes:

	Amount
Revenue vehicles	\$ 607,221
Office vehicle	49,955
Equipment	68,470
ITC Center improvements, including parking lot	524,505
Total	\$ 1,250,151

**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

**For the Year Ended June 30, 2017**

*Revenue Anticipation Notes*

At the end of fiscal year 2017, the Authority had a revenue anticipation note payable of \$750,000 as compared to a note payable of \$1,000,000 in fiscal year 2016. This note provides cash flow until federal, state and local appropriations are received.

Subsequent to fiscal year end June 30, 2017, the Authority issued a new \$750,000 revenue anticipation note on August 11, 2017 maturing on August 10, 2018 at a rate of 1.50%. The Authority repaid the \$750,000 note due August 11, 2017.

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

Funding for the Authority's net cost of service (non-capital expenses less all non-capital revenues except state contract assistance and member municipality assessments) is dependent primarily (up to 75%) on operating assistance from the Commonwealth of Massachusetts. The balance (at least 25% but no more than 50%) of the Authority's net cost of service is funded also in arrears (currently 2 years back) through assessments to member municipalities. These assessments may increase annually in the aggregate by no more than 2.5%, plus the members' share of any new services.

Local assessments continue to be funded in arrears (2 years behind). This contributes in large part to the Authority's borrowing needs.

**Future service / funding needs**

The Authority is entering fiscal year 2018 without federal JARC funding and with less than level funding for State Contract Assistance. The Authority will need a significant increase in State Contract Assistance for future years if the current level of service is to be maintained.

August of 2017 will see the launch of new fare cards. This will include a monthly pass card and the cards will be refillable. It is hoped that the convenience and value of these cards will enhance ridership. In September of 2017, route modifications are to be implemented with the expectation that these changes will stimulate ridership without significantly affecting costs. A New Freedoms grant of \$100,000 has been awarded to the Authority for fiscal year 2018 and will be used for transportation needs associated with the ongoing struggle to stem the opioid epidemic.

The Authority continues to lease a maintenance facility but is in the process of acquiring property as a site for the construction of a maintenance facility of its own. Once the land is purchased and designs are completed the project will be "shovel ready". This should facilitate a Federal grant to pay for 80 % of the project with the State assuming the other 20%. An application for the Federal grant has been submitted and, if accepted, the Authority is hoping for this project to be completed within the next three years.

**Requests for Information**

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in the Authority's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Franklin Regional Transit Authority, 12 Olive Street, Suite 1, Greenfield, MA 01301.

## FRANKLIN REGIONAL TRANSIT AUTHORITY

## STATEMENTS OF NET POSITION

June 30,

	<u>2017</u>	<u>2016</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
Current assets		
Cash and equivalents	\$ 631,815	\$ 1,193,437
Receivables	2,214,152	2,187,087
Inventory	142,831	132,318
Prepaid expenses	31,042	31,042
Working capital held by fixed route operator	<u>65,000</u>	<u>65,000</u>
Total current assets	3,084,840	3,608,884
Property and equipment, net	<u>15,901,221</u>	<u>15,773,216</u>
Total assets	18,986,061	19,382,100
Deferred outflows of resources		
Deferred outflows related to pensions	<u>130,368</u>	<u>88,103</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>19,116,429</u>	<u>19,470,203</u>
LIABILITIES		
Accounts payable	435,675	715,910
Accrued vacation	4,821	5,208
Accrued interest	5,494	6,195
Note payable	750,000	1,000,000
Net pension liability	<u>499,209</u>	<u>397,900</u>
TOTAL LIABILITIES	<u>1,695,199</u>	<u>2,125,213</u>
NET POSITION		
Invested in capital assets, net of related debt	15,887,276	15,759,271
Invested in capital funded inventory	56,870	51,316
Restricted	89,040	89,040
Unrestricted	<u>1,388,044</u>	<u>1,445,363</u>
TOTAL NET POSITION	<u>\$ 17,421,230</u>	<u>\$ 17,344,990</u>

See notes to financial statements.

## FRANKLIN REGIONAL TRANSIT AUTHORITY

## STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET POSITION

For the Year Ended June 30, 2017

	Budget	Actual	Variance Favorable (Unfavorable)
Operating revenues			
Fixed route income	\$ 133,065	\$ 103,776	\$ (29,289)
Demand response income	154,200	154,888	688
Brokerage service income	<u>3,405,317</u>	<u>3,782,618</u>	<u>377,301</u>
Total operating revenues	<u>3,692,582</u>	<u>4,041,282</u>	<u>348,700</u>
Operating expenses			
Fixed route service	1,741,417	1,690,904	50,513
Demand response service	809,500	915,963	(106,463)
Brokerage service	3,174,500	3,528,616	(354,116)
Salaries, taxes and fringe benefits	570,200	618,893	(48,693)
Other administrative expenses	<u>258,550</u>	<u>356,625</u>	<u>(98,075)</u>
Total operating expenses	<u>6,554,167</u>	<u>7,111,001</u>	<u>(556,834)</u>
Operating income (loss)	<u>(2,861,585)</u>	<u>(3,069,719)</u>	<u>(208,134)</u>
Non-operating revenues (expenses)			
Government operating assistance			
Federal	1,307,809	1,293,949	(13,860)
Massachusetts	986,976	1,144,272	157,296
Member communities	445,100	445,100	---
Interest income	4,200	4,977	777
Advertising income	4,500	8,703	4,203
Rental Income	104,800	98,694	(6,106)
Other income	15,700	21,298	5,598
Interest expense	<u>(7,500)</u>	<u>(6,318)</u>	<u>1,182</u>
Total non-operating revenues (expenses)	<u>2,861,585</u>	<u>3,010,675</u>	<u>149,090</u>
Income (loss) before capital contributions and other items	<u>\$ ---</u>	<u>(59,044)</u>	<u>\$ (59,044)</u>
Capital contributions		1,258,128	
Nonreimbursable depreciation		(1,120,421)	
Other nonreimbursable expenses		<u>(2,423)</u>	
CHANGE IN NET POSITION		76,240	
Net position, beginning		<u>17,344,990</u>	
NET POSITION, ENDING		<u>\$ 17,421,230</u>	

See notes to financial statements.

## FRANKLIN REGIONAL TRANSIT AUTHORITY

## STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET POSITION

For the Year Ended June 30, 2016

	Budget	Actual	Variance Favorable (Unfavorable)
Operating revenues			
Fixed route income	\$ 146,100	\$ 130,172	\$ (15,928)
Demand response income	188,185	168,474	(19,711)
Brokerage service income	<u>3,489,998</u>	<u>3,881,023</u>	<u>391,025</u>
Total operating revenues	<u>3,824,283</u>	<u>4,179,669</u>	<u>355,386</u>
Operating expenses			
Fixed route service	1,398,905	1,574,211	(175,306)
Demand response service	1,076,725	827,556	249,169
Brokerage service	3,295,667	3,700,930	(405,263)
Salaries, taxes and fringe benefits	571,510	529,718	41,792
Other administrative expenses	<u>268,851</u>	<u>310,446</u>	<u>(41,595)</u>
Total operating expenses	<u>6,611,658</u>	<u>6,942,861</u>	<u>(331,203)</u>
Operating income (loss)	<u>(2,787,375)</u>	<u>(2,763,192)</u>	<u>24,183</u>
Non-operating revenues (expenses)			
Government operating assistance			
Federal	1,257,896	1,226,101	(31,795)
Massachusetts	982,432	993,791	11,359
Member communities	434,247	434,247	---
Interest income	5,500	5,328	(172)
Advertising income	5,000	4,695	(305)
Rental Income	99,800	91,650	(8,150)
Other income	11,000	27,146	16,146
Interest expense	<u>(8,500)</u>	<u>(6,881)</u>	<u>1,619</u>
Total non-operating revenues (expenses)	<u>2,787,375</u>	<u>2,776,077</u>	<u>(11,298)</u>
Income (loss) before capital contributions and other items	<u>\$ ---</u>	12,885	<u>\$ 12,885</u>
Capital contributions		726,187	
Nonreimbursable depreciation		(1,166,871)	
Other nonreimbursable expenses		<u>(16,424)</u>	
CHANGE IN NET POSITION		(444,223)	
Net position, beginning		<u>17,789,213</u>	
NET POSITION, ENDING		<u>\$ 17,344,990</u>	

See notes to financial statements.

## FRANKLIN REGIONAL TRANSIT AUTHORITY

## STATEMENTS OF CASH FLOWS

For the Years Ended June 30,

	<u>2017</u>	<u>2016</u>
CASH FLOWS FROM OPERATING ACTIVITIES:		
Receipts from customers	\$ 4,047,383	\$ 4,155,870
Payments for goods and services	(6,621,778)	(6,285,484)
Payments to employees	(618,506)	(527,671)
NET CASH (USED) BY OPERATING ACTIVITIES	<u>(3,192,901)</u>	<u>(2,657,285)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Receipts of operating grants	2,883,321	2,654,139
Proceeds from issuing revenue anticipation note	750,000	1,000,000
Repayment of revenue anticipation note	(1,000,000)	(1,200,000)
Interest paid	(7,019)	(12,000)
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	<u>2,626,302</u>	<u>2,442,139</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Receipts of capital grants	1,258,128	726,187
Payments for capital acquisitions	(1,258,128)	(726,187)
Proceeds from sales of capital assets	---	12,000
NET CASH PROVIDED BY CAPITAL AND RELATED FINANCING ACTIVITIES	<u>---</u>	<u>12,000</u>
CASH FLOWS FROM INVESTING ACTIVITIES:		
Interest income	4,977	5,328
NET CASH PROVIDED BY INVESTING ACTIVITIES	<u>4,977</u>	<u>5,328</u>
INCREASE (DECREASE) IN CASH AND EQUIVALENTS	(561,622)	(197,818)
Cash and equivalents, beginning	<u>1,193,437</u>	<u>1,391,255</u>
CASH AND EQUIVALENTS, ENDING	<u>\$ 631,815</u>	<u>\$ 1,193,437</u>
Reconciliation of operating loss to net cash used by operating activities:		
OPERATING LOSS	\$ (3,069,719)	\$ (2,763,192)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Reimbursable depreciation	1,725	1,725
Advertising income	8,703	4,695
Rental income	98,694	91,650
Other income	21,298	15,146
Other nonreimbursable expenses	(2,423)	(16,424)
Change in assets and liabilities:		
(Increase) decrease in receivables	(27,065)	148,634
(Increase) decrease in inventory	(2,536)	24,383
Increase (decrease) in accounts payable	(280,235)	105,984
Increase (decrease) in accrued vacation	(387)	(2,047)
Increase (decrease) in insurance loss settlement	---	(254,954)
Increase (decrease) in net pension liability	59,044	(12,885)
NET CASH USED BY OPERATING ACTIVITIES	<u>\$ (3,192,901)</u>	<u>\$ (2,657,285)</u>

See notes to financial statements.

**FRANKLIN REGIONAL TRANSIT AUTHORITY****NOTES TO FINANCIAL STATEMENTS****June 30, 2017 and 2016****NOTE 1 - ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES****Reporting Entity**

The Franklin Regional Transit Authority (the Authority) operates under Massachusetts General Laws (MGL) Chapter 161B as a body politic and a corporate and political subdivision of the Commonwealth of Massachusetts. The Authority is a component unit of the Massachusetts Department of Transportation. Massachusetts provides funding to the Authority. Its members consist of forty towns in Franklin, Hampshire, Hampden and Worcester counties. It has a general responsibility to develop, finance and contract for the operation of mass transportation facilities within its territory. It is authorized to improve, modify, or extend existing facilities and enter into agreements with other parties, including government agencies, municipalities, authorities, private transportation companies, railroads, corporations, and other concerns, providing for construction, operation and use by such other party of any mass transportation facility or equipment of the Authority.

The Authority's activities are managed by an administrator who is appointed by an Advisory Board which is made up of the chief elected officials or their appointees from the member communities. The Authority's operations are primarily funded through passenger fares, contractual reimbursements and operating subsidies from the federal and state government and member municipalities. In addition, the Authority receives capital grants from the federal and state government to finance acquisitions and improvements of facilities and equipment.

**Basis of Accounting**

An enterprise fund is used to account for the Authority, which is maintained on the accrual basis of accounting.

The Authority uses proprietary fund accounting which follows all Governmental Accounting Standards Board (GASB) pronouncements. Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing transit services to the general public. The principal operating revenues consist of passenger fares and contract reimbursements for demand response transit services provided to agencies of the Commonwealth of Massachusetts. Operating expenses include the cost of transit services provided by third party vendors, administrative expenses and depreciation of capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

**Fund Net Position**

Fund net positions are classified as follows in the Authority's financial statements:

*Invested in capital assets, net of related debt*

The portion of net position represented by capital assets less accumulated depreciation, less outstanding debt incurred by the Authority to buy or construct them. The Authority uses these capital assets to provide transportation services; consequently, these assets are not available for future spending. Although the Authority's investment in its capital assets is reported net of related debt, the resources needed to repay this debt, if any, must be provided from other sources, since these capital assets themselves cannot be used to liquidate these liabilities.

**NOTE 1 - (Continued)***Restricted*

Amounts that can be spent only for specific purposes because of state laws, or externally imposed conditions by grantors or creditors. The Authority has a Restricted Reserve established for the purpose of meeting the cost of extraordinary expenses in accordance with Massachusetts General Laws, Chapter 161b, Section 6(q). At June 30, 2017 and 2016, the Authority's reserve balance was \$89,040.

*Unrestricted*

All amounts not included in other spendable classifications.

**Revenue Recognition**

Operating assistance and capital assistance are recorded at the time eligible expenditures under the terms of the grants are incurred.

**Budgetary Basis of Accounting**

The Authority follows these procedures in establishing the budgetary data reflected in the financial statements:

1. The Administrator presents to the Advisory Board a proposed budget by May 1, each year, for the fiscal year commencing the following July. The budget includes proposed expenditures and the means of financing them.
2. By June 1, each year, the budget is legally enacted by a vote of the Advisory Board.

**Funding**

The Authority's operations are funded through fares from riders and assistance provided under various federal, state, and local grants. Reimbursement under these grants is based on expenses incurred during the fiscal year and is subject to certain compliance regulations.

**Capital Grants**

The Authority's capital assets are generally acquired with federal, state and local capital grants. These assets are owned by the Authority and included in property and equipment. Proceeds received from dispositions of these assets must be either refunded to the grantor agency or used to acquire new capital items. Capital grant revenues are reflected in the Statement of Revenues, Expenses and Changes in Fund Net Position as capital contributions.

**Cash and Equivalents**

For purposes of the statements of cash flows, the Authority considers all highly liquid investments purchased with a maturity of three months or less to be cash equivalents.

**Accounts Receivable**

Accounts receivable are stated at the amount management expects to collect from outstanding balances. Management provides for probable uncollectible amounts through a charge to bad debt expense and an adjustment to a valuation allowance based on its assessment of the current status of individual accounts. Balances that are still outstanding after management has used reasonable collection efforts are written off through a charge to the valuation allowance and a credit to accounts receivable. Changes in the valuation allowance have not been material to the financial statements.

**Inventory**

Inventory is stated at the lower of acquisition cost or net realizable value. Cost is determined by the first-in, first-out method.

**NOTE 1 - (Continued)****Property and Equipment**

Property and equipment are recorded at acquisition cost and depreciation is calculated using the straight-line method over three to forty year lives.

**Use of Estimates**

The preparation of financial statements in conformity with U.S. generally accepted accounting principles requires management to make estimates and assumptions that effect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**Subsequent Events**

Management has evaluated subsequent events through September 8, 2017, the date which the financial statements were available to be issued.

**Concentration of Source of Supply of Labor**

The Authority signed a contract effective July 1, 2013 for its fixed route and some of its paratransit and demand response transportation services with Franklin Transit Management, Inc. (FTM), a division of First Transit, Inc. The contract has been extended for one year, expiring on June 30, 2018.

Approximately ninety percent (90%) of FTM's employees are members of the Local 274 United Electrical, Radio and Machine Workers of America Union. FTM's labor agreement with the Union is effective through February 27, 2018.

**Comparative Data**

Certain prior year amounts may have been reclassified to conform to the current year presentation.

**NOTE 2 - DEPOSITS AND INVESTMENTS**

State and local statutes place certain limitations on the nature of deposits and investments available to the Authority. Deposits, including demand deposits, money markets and certificates of deposit in any one financial institution, may not exceed certain levels unless collateralized by the financial institution involved. Investments may be made in unconditionally guaranteed U.S. Government obligations having maturities of a year or less from the date of purchase, or through repurchase agreements with maturities of no greater than 90 days in which the underlying securities consist of such obligations. Other allowable investments include authorized bonds of all states, banker's acceptances, commercial paper rated within the three highest classifications established by rating agencies, and units in the Massachusetts Municipal Depository Trust.

**Custodial Credit Risk Related To Deposits**

Custodial credit risk is the risk that in the event of bank failure, the Authority's deposits may not be returned. The Authority carries deposits that are insured by FDIC or State depository insurance or collateralized. Insured bank deposits as of June 30, 2017, were \$977,087. Uninsured bank deposits as of June 30, 2017 were \$-0-.

**NOTE 3 - RECEIVABLES CONSISTED OF THE FOLLOWING AT JUNE 30:**

	<u>2017</u>	<u>2016</u>
Federal		
Operating assistance	\$ 868,837	\$ 820,166
Capital assistance	<u>41,361</u>	<u>10,087</u>
Total Federal	<u>910,198</u>	<u>830,253</u>
Massachusetts		
Operating assistance	35,000	---
Capital assistance	140,545	168,296
Brokerage services	<u>522,011</u>	<u>598,281</u>
Total Massachusetts	<u>697,556</u>	<u>766,577</u>
Member communities		
Operating assistance for current year expenditures	445,100	434,247
Operating assistance for prior year expenditures	<u>134,303</u>	<u>122,914</u>
Total member communities	<u>579,403</u>	<u>557,161</u>
Other receivables	<u>26,995</u>	<u>33,096</u>
Total receivables	<u>\$ 2,214,152</u>	<u>\$ 2,187,087</u>

The federal government under 49 USC Section 5311, provides for assistance of up to 50% of the Authority's operating deficit. In addition, under 49 USC Sections 5309, 5310 and 5311, the federal government may provide 80% to 100% of the cost of capital equipment.

Massachusetts general laws require the operating assistance assessed upon member communities be at least 25% of net cost of service including new services. The local assessment can be increased by a maximum of 2.5% over the previous year's local assessment plus 25% of the cost of new service.

The Authority has a contract with the Commonwealth of Massachusetts under which the Commonwealth agrees to provide operating assistance for a portion of the operating deficit remaining after any federal grants and the local assistance have been applied.

**NOTE 4 - WORKING CAPITAL HELD BY FIXED ROUTE OPERATOR**

Franklin Transit Management, Inc. (FTM) is the fixed route operator for the Authority. They also operate a portion of the demand response service for the Authority. The assets and liabilities held by FTM are owned by the Authority and consist mainly of cash, inventory, prepaid expenses, and accounts payable and accrued wages. The value of these assets less liabilities held by FTM as of June 30, 2017 and 2016 was \$65,000 and are reported as working capital in the Authority's financial statements.

**NOTE 5 - PROPERTY AND EQUIPMENT CONSISTED OF THE FOLLOWING AT JUNE 30:**

	2017				Ending Balance
	Beginning Balance	Increases	Decreases	Reclassification	
Capital assets, not being depreciated					
Land	\$ 402,170	\$ ---	\$ ---	\$ ---	\$ 402,170
Construction in process	64,556	402,037	---	(356,355)	110,238
Total capital assets, not being depreciated	<u>466,726</u>	<u>402,037</u>	<u>---</u>	<u>(356,355)</u>	<u>512,408</u>
Capital assets, being depreciated					
Revenue vehicles	4,292,460	607,221	(203,852)	---	4,695,829
Support vehicles	50,164	49,955	---	---	100,119
Equipment	1,355,681	68,470	---	---	1,424,151
Computer software	506,884	---	---	---	506,884
ITC Center	14,596,351	122,468	---	356,355	15,075,174
Leasehold improvements	11,651	---	---	---	11,651
Total capital assets, being depreciated	<u>20,813,191</u>	<u>848,114</u>	<u>(203,852)</u>	<u>356,355</u>	<u>21,813,808</u>
Less accumulated depreciation					
Revenue vehicles	2,671,494	471,228	(203,852)	---	2,938,870
Support vehicles	50,164	7,493	---	---	57,657
Equipment	863,769	203,111	---	---	1,066,880
Computer software	329,486	34,370	---	---	363,856
ITC Center	1,582,254	405,364	---	---	1,987,618
Leasehold improvements	9,534	580	---	---	10,114
Total accumulated depreciation	<u>5,506,701</u>	<u>1,122,146</u>	<u>(203,852)</u>	<u>---</u>	<u>6,424,995</u>
Total capital assets, being depreciated, net	<u>15,306,490</u>	<u>(274,032)</u>	<u>---</u>	<u>356,355</u>	<u>15,388,813</u>
Capital assets, net	<u>\$ 15,773,216</u>	<u>\$ 128,005</u>	<u>\$ ---</u>	<u>\$ ---</u>	<u>\$ 15,901,221</u>

## NOTE 5 - (Continued)

	2016				Ending Balance
	Beginning Balance	Increases	Decreases	Reclassification	
Capital assets, not being depreciated					
Land	\$ 230,800	\$ 171,370	\$ ---	\$ ---	\$ 402,170
Construction in process	---	64,556	---	---	64,556
Total capital assets, not being depreciated	<u>230,800</u>	<u>235,926</u>	<u>---</u>	<u>---</u>	<u>466,726</u>
Capital assets, being depreciated					
Revenue vehicles	4,468,117	406,945	(582,602)	---	4,292,460
Support vehicles	50,164	---	---	---	50,164
Equipment	1,315,602	40,079	---	---	1,355,681
Computer software	474,641	32,243	---	---	506,884
ITC Center	14,585,357	10,994	---	---	14,596,351
Leasehold improvements	11,651	---	---	---	11,651
Total capital assets, being depreciated	<u>20,905,532</u>	<u>490,261</u>	<u>(582,602)</u>	<u>---</u>	<u>20,813,191</u>
Less accumulated depreciation					
Revenue vehicles	2,724,603	529,493	(582,602)	---	2,671,494
Support vehicles	50,164	---	---	---	50,164
Equipment	644,517	219,252	---	---	863,769
Computer software	295,942	33,544	---	---	329,486
ITC Center	1,196,772	385,482	---	---	1,582,254
Leasehold improvements	8,709	825	---	---	9,534
Total accumulated depreciation	<u>4,920,707</u>	<u>1,168,596</u>	<u>(582,602)</u>	<u>---</u>	<u>5,506,701</u>
Total capital assets, being depreciated, net	<u>15,984,825</u>	<u>(678,335)</u>	<u>---</u>	<u>---</u>	<u>15,306,490</u>
Capital assets, net	<u>\$ 16,215,625</u>	<u>\$ (442,409)</u>	<u>\$ ---</u>	<u>\$ ---</u>	<u>\$ 15,773,216</u>

**NOTE 6 - NOTES PAYABLE CONSISTED OF THE FOLLOWING AT JUNE 30:**

The Authority is subsidized by local assessments received from its Member communities for its annual “Net Cost of Service”. The Authority is also subsidized by the Federal government. These subsidies are funded subsequent to the year in which the costs are incurred. Therefore, the Authority issues revenue anticipation notes to cover cash flow deficiencies until funding is received.

Revenue anticipation notes consisted of the following for the year ended June 30:

	<u>2017</u>	<u>2016</u>
0.83% Revenue anticipation note, due August 11, 2017	\$ 750,000	
0.70% Revenue anticipation note, due August 12, 2016		\$ 1,000,000
Total	<u>\$ 750,000</u>	<u>\$ 1,000,000</u>

On August 11, 2017, the Authority issued a \$750,000 revenue anticipation note maturing on August 10, 2018 at a rate of 1.50%. The Authority repaid the \$750,000 note due August 11, 2017.

The Commonwealth is required pursuant to Section 10 of Chapter 161B of the Massachusetts General Laws to pay to the Authority amounts duly certified by the Administrator as necessary to pay the principal and interest on these notes if sufficient funds are not otherwise available; the obligation of the Commonwealth to pay such amounts to the Authority is a general obligation of the Commonwealth and the full faith and credit of the Commonwealth is pledged to make such payments.

**NOTE 7 - NET POSITION CONSISTED OF THE FOLLOWING AT JUNE 30:**

	<u>2017</u>				<u>Total</u>
	<u>Invested in capital assets, net of debt</u>	<u>Invested in Capital Funded Inventory</u>	<u>Restricted</u>	<u>Unrestricted</u>	
Net income (loss)				\$ (59,044)	\$ (59,044)
Reimbursable depreciation	\$ (1,725)			1,725	---
Nonreimbursable depreciation	(1,120,421)				(1,120,421)
Other nonreimbursable expenses		\$ (2,423)			(2,423)
Capital contributions	<u>1,250,151</u>	<u>7,977</u>			<u>1,258,128</u>
Increase (decrease) in net position	128,005	5,554	---	(57,319)	76,240
Net position, beginning	<u>15,759,271</u>	<u>51,316</u>	<u>89,040</u>	<u>1,445,363</u>	<u>17,344,990</u>
Net position, ending	<u>\$ 15,887,276</u>	<u>\$ 56,870</u>	<u>\$ 89,040</u>	<u>\$ 1,388,044</u>	<u>\$ 17,421,230</u>

**Restricted net position**

A reserve has been established by the Authority, restricted for the purpose of meeting the cost of extraordinary expenses of the Authority in accordance with MGL Chapter 161B Section 6(q). At June 30, 2017 and 2016 the Authority's reserved balance was \$89,040.

**NOTE 7 - (Continued)**

	2016				Total
	Invested in capital assets, net of debt	Invested in Capital Funded Inventory	Restricted	Unrestricted	
Net income				\$ 12,885	\$ 12,885
Reimbursable depreciation	\$ (1,725)			1,725	---
Nonreimbursable depreciation	(1,166,871)				(1,166,871)
Other nonreimbursable expenses		\$ (16,424)			(16,424)
Capital contributions	<u>726,187</u>				<u>726,187</u>
Increase (decrease) in net position	(442,409)	(16,424)	---	14,610	(444,223)
Net position, beginning	<u>16,201,680</u>	<u>67,740</u>	<u>89,040</u>	<u>1,430,753</u>	<u>17,789,213</u>
Net position, ending	<u>\$ 15,759,271</u>	<u>\$ 51,316</u>	<u>\$ 89,040</u>	<u>\$ 1,445,363</u>	<u>\$ 17,344,990</u>

**NOTE 8 - TRANSPORTATION CONTRACTS CONSISTED OF THE FOLLOWING AT JUNE 30, 2017:**

- A. The Authority provided eight fixed routes with the hub being in Greenfield going to Northampton, Orange, Shelburne/Charlemont, Gill, Amherst, and other locations within Greenfield and Montague. During the year ended June 30, 2017 the Authority contracted with Franklin Transit Management, Inc. (FTM), a division of First Transit, Inc., to provide this service, with direct reimbursement for expenses and a management fee paid. FTM operated thirty-six of the Authority's fifty-one vehicles providing regular maintenance and drivers.
- B. The Authority contracted with eleven vendors to provide transportation for Human Service Programs. These services include transporting Department of Mental Assistance (DMA) clients to medical appointments, Department of Developmental Services (DDS) clients to Day Habs and work related programs, Department of Public Health (DPH) clients to Early Intervention REACH Programs, and Massachusetts Rehabilitation Commission (MRC) clients in compliance with its contracts with these agencies. Clients in these programs travel at no charge. Contractors bill the Authority at their contracted rate per ride and the Authority in turn bills DMA, DDS, DPH and MRC.
- C. Under agreement to the Authority, ten agencies, including five Councils on Aging (COA), three private vendors and two volunteer agencies working on behalf of the COA's, provided demand-response paratransit service to qualified elderly and disabled persons in their communities. Customers make fare payments to the COA's. The agencies submitted invoices to the Authority for payment less fares. Service was provided in the following towns.

Ashfield	Deerfield	Leyden	Rowe
Bernardston	Erving	Middlefield	Russell
Blandford	Gill	Montague	Shelburne
Buckland	Goshen	Montgomery	Shutesbury
Charlemont	Granville	New Salem	Southampton
Chester	Greenfield	Northfield	Southwick
Chesterfield	Hatfield	Orange	Warwick
Colrain	Hawley	Petersham	Wendell
Conway	Heath	Phillipston	Westhampton
Cummington	Huntington	Plainfield	Whately
			Worthington

## NOTE 9 - PENSION PLAN

### Plan

The Franklin Regional Retirement System (the Plan) is a cost-sharing, multiple-employer defined benefit pension plan that provides pensions for eligible employees of 38 participating employers. The Plan is a member of the Massachusetts Contributory Retirement System and is governed by Chapter 32 of the Massachusetts General Laws. The Plan does not have the authority to amend benefit provisions. The Plan is governed by a Retirement Board made up of five elected and appointed members.

Results of the Plan for fiscal year ended June 30, 2017 are based on liabilities developed in an actuarial valuation performed as of January 1, 2016 and rolled forward to the Plan's measurement date of December 31, 2016.

Results of the Plan for fiscal year ended June 30, 2016 are based on liabilities developed in an actuarial valuation performed as of January 1, 2015 and rolled forward to the Plan's measurement date of December 31, 2015.

### Accounting Policy

For the purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. 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.

### Plan Membership

Plan membership consisted of the following at December 31:

	2016	2015
Active plan members	987	951
Inactive plan members or beneficiaries currently receiving benefits	581	554
Inactive plan members entitled to but not yet receiving benefits	557	557
Total	<u>2,125</u>	<u>2,062</u>

### Benefits Provided

The Plan provides retirement, disability and death benefits. Retirement benefits are determined as a percentage of the member's final 3-year (5-year for members hired after April 1, 2012) average compensation times the member's years of service. The percentage is based on the age of the member at retirement and his or her Group classification. A member may retire after reaching the age of 55 and accumulating 10 years of service or after accumulating 20 years of service regardless of age. Benefits vest after 10 years of service. Cost-of-living adjustments of 3% of the first \$17,000 of annual retirement allowance are provided at the discretion of the System's Retirement Board.

### Contributions

Plan members are required to contribute a percentage of their annual compensation that varies according to their membership date, as follows:

Prior to 1975:	5% of salary
1975 – 1983:	7% of salary
1984 – June 30, 1996:	8% of salary
July 1, 1996 – present:	9% of salary
1979 – present:	An additional 2% of salary in excess of \$30,000
Group 1 members hired on or after April 2, 2012:	6% of salary with 30 or more years of creditable service

Employer contributions are determined in accordance with the requirements set forth in Section 22D and 22F of Chapter 32 of the Massachusetts General Laws. The appropriation is comprised of the annual employer normal cost and amortization payments to pay the unfunded actuarial accrued liability.

**NOTE 9 - (Continued)****Actuarial Assumptions**

The total pension liability in the December 31, 2016 and 2015 actuarial valuations were determined using the following assumption, applied to all periods included in the measurement:

Inflation:	3% per year (2.2% in 2015)
Salary increases:	Group 1: 6% - 4.25%, based on service Group 4: 7% - 4.75%, based on service
Investment rate of return:	7.75%, net of pension plan investment expense, including inflation

Mortality rates for the 2016 actuarial valuation were based on the RP-2000 Mortality Table (base year 2009) with full generational mortality improvement using Scale BB. For disabled lives, the mortality rates were based on the RP-2000 Mortality Table (base year 2012) with full generational mortality improvement using Scale BB.

Mortality rates for the 2015 actuarial valuation were based on the RP-2000 Mortality Table Projected to 2017 with Scale AA. For disabled lives, the mortality rates were based on the RP-2000 Mortality Table set forward two years.

The long-term expected rate of return on pension plan investments for the 2016 and 2015 actuarial valuations were determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return for each major asset class included in the pension plan's target asset allocation as of December 31, are summarized in the following table:

Asset Class	2016		2015	
	Target Allocation	Long-Term Expected Rate of Return	Target Allocation	Long-Term Expected Rate of Return
PRIT Core	45%	5%	45%	6%
Domestic Equity	27%	7%	27%	0%
International Equity	5%	4%	5%	5%
Real Estate	10%	7%	10%	8%
Fixed Income	13%	5%	13%	3%
Total	<u>100.00%</u>		<u>100.00%</u>	

**Discount Rate**

The discount rate used to measure the total pension liability was 7.75% for the 2016 and 2015 actuarial valuations. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rates and that contributions from participating employers will be made in accordance with Sections 22D and 22F of Chapter 32 of the Massachusetts General Laws. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected 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.

**NOTE 9 - (Continued)****Changes in net pension liability**

	<b>Franklin Regional Retirement System</b>			<b>Franklin Regional Transit Authority</b>		
	<b>100%</b>			<b>0.95% for 2016</b>		
	<b>0.85% for 2015</b>					
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(a)	(b)	(a) - (b)	(a)	(b)	(a) - (b)
Balances at January 1, 2015	\$156,253,266	\$118,718,993	\$ 37,534,273	\$ 1,453,155	\$ 1,104,086	\$ 349,069
Net changes	8,546,693	(508,847)	9,055,540	(45,683)	(94,514)	48,831
Balance at December 31, 2015	\$164,799,959	\$118,210,146	\$ 46,589,813	\$ 1,407,472	\$ 1,009,572	\$ 397,900
Net changes	14,788,713	8,840,300	5,948,413	298,947	197,638	101,309
Balance at December 31, 2016	<u>\$179,588,672</u>	<u>\$127,050,446</u>	<u>\$ 52,538,226</u>	<u>\$ 1,706,419</u>	<u>\$ 1,207,210</u>	<u>\$ 499,209</u>

**Sensitivity of the Net Pension Liability to Changes in the Discount Rate**

The following presents the net pension liability, calculated using the discount rate of 7.75%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.75%) or 1 percentage point higher (8.75%) than the current rate:

	Current		
	1% Decrease (6.75%)	Discount Rate (7.75%)	1% Increase (8.75%)
Authority's proportionate share of the net pension liability as of December 31, 2016	\$ 695,489	\$ 499,209	\$ 333,148
Authority's proportionate share of the net pension liability as of December 31, 2015	\$ 558,751	\$ 397,900	\$ 260,815

**Payable to Pension Plan**

At June 30, 2017 and 2016, the Authority reported a payable of \$0- for outstanding amounts of contributions to the pension plan.

**Pension Liabilities, Expense and Deferred Inflows and Outflows of Resources**

At June 30, 2017, the Authority reported a liability of \$499,209 for its proportionate share of the net pension liability (\$397,900 at June 30, 2016). The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension relative to the projected contributions of all participating System employers, actuarially determined. At December 31, 2016, the Authority's proportion was 0.95%, which was an increase of .10% from its proportion measured as of December 31, 2015 of .85%. Net pension liability, deferred outflows/inflows or resources and pension expense are allocated to each employer based on its proportionate share of total employer contributions. For the year ended June 30, 2017, the Authority recognized pension expense of \$59,044 (pension reduction of \$12,885 for the year ended June 30, 2016). Contributions made subsequent to the measurement date of December 31, 2016 were \$32,542 (\$27,916 subsequent to December 31, 2015 measurement date).

**NOTE 9 - (Continued)**

At June 30, the Authority reported deferred inflows and outflows of resources related to pensions from the following sources:

	2017		2016	
	Deferred Outflow of Resources	Deferred Inflow of Resources	Deferred Outflow of Resources	Deferred Inflow of Resources
Differences between expected and actual experience	\$ ---	\$ 1,084	\$ ---	\$ ---
Net difference between projected and actual investment earnings on pension plan assets	42,961	---	60,187	---
Changes in assumptions	42,501	---	---	---
Changes in proportion and differences between employer contributions and proportionate share of contributions	29,640	16,192	18,045	18,045
Contributions subsequent to the measurement date	32,542	---	27,916	---
<b>Total</b>	<b>\$ 147,644</b>	<b>\$ 17,276</b>	<b>\$ 106,148</b>	<b>\$ 18,045</b>

Deferred outflow and inflow of resources related to pensions will be recognized in pension expense as follows:

Year ended June 30:	2017	2016
2017		\$ 43,094
2018	\$ 61,658	15,178
2019	29,115	15,178
2020	30,535	14,653
2021	9,060	---
<b>Total deferred outflows of resources</b>	<b>\$ 130,368</b>	<b>\$ 88,103</b>

**Pension Plan Fiduciary Net Position**

Detailed information about the pension plan's fiduciary net position is available in the separately issued financial report that includes financial statements and required supplementary information for the Plan. The Plan's report can be obtained by writing to Franklin Regional Retirement System, 278 Main Street, Suite 311, Greenfield, MA 01301.

**NOTE 10 - COMMITMENTS AND CONTINGENT LIABILITIES***Fiscal year 2018 budget*

For the fiscal year 2018, the Authority has approved an operating budget of \$6,834,917, which excludes depreciation expense. This budget includes grant-matching expenditures, which the Authority is required to meet as its share of federal and state programs.

*Federal and State funding*

Amounts received or receivable from grant agencies are subject to audit and adjustment by grantor agencies, principally the federal and state governments. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. As of the date of the financial statements, the Authority is not aware of any expenditure that may be disallowed by a grantor.

*Risk management*

The Authority is exposed to various risks of loss related to torts, theft, damage and destruction of assets, errors and omissions, natural disasters, and workers compensation claims for which the Authority carries commercial insurance.

**NOTE 11 - OPERATING LEASES***Operating Lease Expense - Maintenance Facility*

The Authority leases a maintenance and operations facility located at 382 Deerfield Street, Greenfield, Massachusetts on a month-to-month basis. Total lease expense, including utilities and maintenance was \$88,113 and \$86,300 for the years ended June 30, 2017 and 2016, respectively.

*Operating Lease Revenue – Franklin Regional Transit Center*

The Authority, as owner and landlord, entered into an agreement to lease office and shared common space to Franklin Regional Council of Governments (FRCOG). The term of the lease is for thirty (30) years, starting July 1, 2012, with two ten year extensions. The base rent is one dollar (\$1.00) per year. The FRCOG is responsible for its share of operating and electricity costs as defined in the lease agreement. Three Advisory Board members are also council members of the FRCOG. Total rental income was \$93,894 and \$86,850 for the years ended June 30, 2017 and 2016, respectively.

**NOTE 12 - SALARIES AND OTHER ADMINISTRATIVE EXPENSES CONSISTED OF THE FOLLOWING FOR THE YEARS ENDED JUNE 30:**

	2017			2016
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Salaries, taxes and fringe benefits				
Salaries	\$ 446,000	\$ 434,412	\$ 11,588	\$ 427,635
Payroll taxes	12,000	12,167	(167)	11,653
Fringe benefits	112,200	172,314	(60,114)	90,430
Total salaries, taxes and fringe benefits	570,200	618,893	(48,693)	529,718
Other administrative expenses				
Professional and technical services	53,250	97,526	(44,276)	64,641
Office supplies	6,700	4,556	2,144	5,644
Postage	4,000	3,837	163	3,496
Utilities	38,600	30,836	7,764	37,040
Travel	5,000	3,685	1,315	2,851
General insurance	29,000	27,928	1,072	25,905
Building insurance	45,000	44,036	964	43,384
Repairs and maintenance	48,850	77,898	(29,048)	70,011
Advertising	12,000	12,576	(576)	11,023
Dues and memberships	6,200	6,640	(440)	6,516
Miscellaneous	8,450	45,382	(36,932)	38,210
Reimbursable depreciation	1,500	1,725	(225)	1,725
Total other administrative expenses	258,550	356,625	(98,075)	310,446
Total	\$ 828,750	\$ 975,518	\$ (146,768)	\$ 840,164

## FRANKLIN REGIONAL TRANSIT AUTHORITY

## REQUIRED SUPPLEMENTARY INFORMATION

June 30, 2017

Schedule of the Authority's Proportionate Share  
of the Net Pension Liability

	Plan Year Ended December 31,		
	2016	2015	2014
Franklin Regional Retirement System net pension liability	\$ 52,538,226	\$ 46,589,813	\$ 37,534,273
Authority's proportion of the net pension liability	0.95%	0.85%	0.93%
Authority's proportionate share of the net pension liability	499,209	397,900	349,069
Authority's covered-employee payroll	401,188	341,220	353,318
Authority's proportionate share of the net pension liability as a percentage of its covered-employee payroll	124.43%	116.61%	98.80%
Plan fiduciary net position as a percentage of the total pension liability	70.75%	71.73%	75.98%

## Schedule of Authority Pension Contributions

	Plan Year Ended December 31,		
	2016	2015	2014
Franklin Regional Retirement System contractually required contribution	\$ 5,875,820	\$ 5,645,345	\$ 5,888,495
Contractually required contribution	55,831	48,214	53,064
Contributions in relation to the contractually required contribution	(55,831)	(48,214)	(53,064)
Contribution deficiency (excess)	\$ ---	\$ ---	\$ ---
Authority's covered-employee payroll	401,188	341,220	353,318
Contributions as a percentage of covered-employee payroll	13.92%	14.13%	15.02%

## Notes to the Required Supplementary Information

Changes of benefit terms: In July 2016, the COLA base was increased from \$16,000 to \$17,000.

Changes of assumptions: The mortality improvement scale and the expected increases in future salaries were updated.

Last 10 years: Only plan years 2014, 2015, and 2016 available.

**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
**Computation of Operating Assistance**  
**from the Federal Transit Administration**  
**Under 49 USC Section 5311**  
**For Years Ended June 30,**

	<u>2017</u>	<u>2016</u>
Total operating expenses	\$ 7,111,001	\$ 6,942,861
Interest expense	6,318	6,881
Eliminate GASB 68 (increase) reduction to pension expense	<u>(59,044)</u>	<u>12,885</u>
 Total eligible expenses	 7,058,275	 6,962,627
 Revenues applied to eligible expenses:		
Fixed route income	103,776	130,172
Demand response income	154,888	168,474
Brokerage service income	3,782,618	3,881,023
Other federal, state and local assistance	246,937	237,443
Interest income	4,977	5,328
Advertising income	8,703	4,695
Rental income	98,694	91,650
Other income	<u>21,298</u>	<u>27,146</u>
Total revenues applied to eligible expenses	<u>4,421,891</u>	<u>4,545,931</u>
 Net operating expenses eligible under Section 5311	 2,636,384	 2,416,696
 Section 5311 participation in eligible expenses	 <u>x 50%</u>	 <u>x 50%</u>
 Maximum Section 5311 operating assistance	 <u>\$ 1,318,192</u>	 <u>\$ 1,208,348</u>
 Sections 5311 operating assistance sought (amount of maximum funding above or less)	 <u>\$ 1,180,509</u>	 <u>\$ 1,006,674</u>

The following nonreimbursable items are not included in the eligible expenses above:

- Depreciation taken on property and equipment purchased with capital grant funding.
- Expenses taken on inventory purchased with capital grant funding.
- GASB 68 adjustment for the change in the Authority's net pension liability.

**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
**STATEMENTS OF NET COST OF SERVICE**  
**For the Years Ended June 30,**

	<u>2017</u>	<u>2016</u>
Operating costs		
Administrative costs	\$ 975,518	\$ 840,164
Purchased services		
Fixed route service	1,690,904	1,574,211
Demand response service	915,963	827,556
Brokerage service	3,528,616	3,700,930
Debt service	6,318	6,881
Eliminate GASB 68 (increase) reduction to pension expense	(59,044)	12,885
Total operating costs	<u>7,058,275</u>	<u>6,962,627</u>
Operating assistance and revenues		
Federal operating assistance	<u>1,293,949</u>	<u>1,226,101</u>
Revenues		
Local revenues		
Fixed route income	103,776	130,172
Demand response income	154,888	168,474
Brokerage service income	3,782,618	3,881,023
Interest income	4,977	5,328
Advertising income	8,703	4,695
Rental income	98,694	91,650
Other income	21,298	27,146
Total local revenues	<u>4,174,954</u>	<u>4,308,488</u>
Other operating assistance	<u>133,497</u>	<u>18,016</u>
Total operating assistance and revenues	<u>5,602,400</u>	<u>5,552,605</u>
Net operating deficit	1,455,875	1,410,022
Increase in reserve for extraordinary expenses	---	---
Net cost of service	<u>1,455,875</u>	<u>1,410,022</u>
Net cost of service funding		
Local assessments	445,100	434,247
State contract assistance	<u>1,010,775</u>	<u>975,775</u>
Total funding	<u>1,455,875</u>	<u>1,410,022</u>
Unreimbursed deficit (surplus)	<u>\$ ---</u>	<u>\$ ---</u>

The following nonreimbursable items are not included in the eligible expenses above:  
 Depreciation taken on property and equipment purchased with capital grant funding.  
 Expenses taken on inventory purchased with capital grant funding.  
 GASB 68 adjustment for the change in the Authority's net pension liability.

See independent auditors' report.



Richard F. LaFleche, CPA  
 Vincent T. Viscuso, CPA  
 Gary J. Moynihan, CPA  
 Carol Leibinger-Healey, CPA  
 David M. Irwin, Jr., CPA

**INDEPENDENT AUDITORS' 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  
**FRANKLIN REGIONAL TRANSIT AUTHORITY**  
 12 Olive Street, Suite 1  
 Greenfield, MA 01301

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 Franklin Regional Transit Authority, as of and for the year ended June 30, 2017, and the related notes to the financial statements, which collectively comprise Franklin Regional Transit Authority's basic financial statements, and have issued our report thereon dated September 8, 2017.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Franklin Regional Transit 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 opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Franklin Regional Transit Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of Franklin Regional Transit 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.

## Compliance and Other Matters

As part of obtaining reasonable assurance about whether Franklin Regional Transit 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*.

## 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.

*Adelson + Company PC*  
ADELSON & COMPANY PC  
Pittsfield, MA

September 8, 2017