



ANNUAL REPORT

Fiscal Year FY 2019

July 1, 2018 – June 30, 2019



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Message from the Chairperson

On October 11, 1974 the chief elected officials from the Cities of Lawrence and Haverhill and the Towns of Methuen, North Andover and Merrimac met and voted to form the Merrimack Valley Regional Transit Authority. In that first year following the enactment of Chapter 161B of the Massachusetts General Laws, the enabling statute that authorized the formation of Regional Transit Authorities, four other RTAs were formed thus making the MVRTA one of the original five Authorities established under this new statute. In establishing the MVRTA, recognition was given that a locally formed and locally controlled organization would be available to assist member cities and towns in providing public transportation services that would best meet local needs and in the construction and management of the infrastructure to support these services.

The local officials that comprise the MVRTA Advisory Board are well aware of the need to maintain and expand essential public transportation services. The Board also recognizes that the provision of services to member cities and towns is a cooperative effort involving member communities, the Commonwealth of Massachusetts and the Federal Government. The availability of financial resources is the key element needed to implement this cooperative effort.

The regional foundation of the MVRTA has allowed member communities to work together to provide both public transportation services and infrastructure that are needed to support the economic, educational, recreational, social development of the Merrimack Valley.

Mayor Daniel Rivera
City of Lawrence
Chair, MVRTA Advisory Board

MVRTA ADVISORY BOARD

Member/Municipality

Representative

Amesbury	Mayor Kenneth Gray (Member) Evan Kenney (Designee)
Andover	Andrew P. Flanagan, Town Manager (Member) Paul Materazzo (Designee)
Boxford	Barbara G. Jessel, Chairperson, Board of Selectmen (Member)
Georgetown	Joseph Bonavita, Chairman, Board of Selectmen (Member) Michael Farrell, Town Administrator (Designee)
Groveland	William F. Dunn, Chairman, Board of Selectmen (Member)
Haverhill	Mayor James Fiorentini (Member) Allison Heartquist (Designee)
Lawrence	Mayor Daniel Rivera (Member)
Merrimac	Joel D. Breen, Chairperson, Board of Selectmen (Member) J. Leonard Bachelder (Designee)
Methuen	Mayor James P. Jajuga (Member) Kathleen B. Colwell (Designee)
Newbury	J. R. Colby, Chairman, Board of Selectman (Member)
Newburyport	Mayor Donna Holaday (Member), Matthew Coogan, Chief of Staff (Designee)
North Andover	Denise Casey, Interim Town Manager (Member)
North Reading	Kathryn M. Manupelli, Chairwoman, Select Board Liane Gonzalez (Designee)
Rowley	Clifford Pierce, Chairman, Board of Selectmen (Member)
Salisbury	Neil J. Harrington, Town Manager (Member) James Ryan (Designee)
West Newbury	David W. Archibald, Chairman, Board of Selectmen (Member)

MVRTA STAFF

Joseph J. Costanzo, Administrator
Kathleen A. Lambert, Assistant Administrator (May 2019)
Mary Ann Bergeron, Director of Finance
Philip Clayton, Administrative Assistant

Accomplishments in Fiscal Year FY 2019

A. Capital Accomplishments

1. Five Year Capital Program

The Authority adopted its 5 Year Capital Improvement Program for the period FY 2019-2023. Included are the purchase of replacement buses and vans, ongoing planning support, and replacement of support vehicles.

2. Implementation of Capital Items

The following projects were implemented during the fiscal year:

1. *Newburyport Intermodal Parking Facility*

The MVRTA, working with the City of Newburyport, financially assisted in the construction of the Intermodal Parking Facility. This facility accommodates 207 parking spaces and includes a dedicated bus parking area on Merrimac Street. This parking area for MVRTA Route 54 will better serve bus customers. The facility was nearing completion at the end of the fiscal year.

2. *Replace one (1) Model Year 2013 Supervisory Vehicle*

In keeping with routine asset replacement schedules, one (1) 2013 supervisory vehicle was replaced with one (1) model year 2019 vehicle.

3. *State of Good Repair: Refurbish Four (4) Vehicle Maintenance Lifts*

Four (4) vehicle maintenance lifts that were installed in 1995 were being refurbished to extend the useful life of this maintenance equipment. Two (2) lifts were in the process of being refurbished at the end of the fiscal year.

4. *State of Good Repair: Riverbank Stabilization Project*

During the fiscal year the Authority retained the services of a consultant to provide a design solution to the Merrimack Riverbank that abuts Authority property. The Winter of 2014-2015 resulted in an accelerated bank erosion condition that, if left unattended, would compromise building foundations. The design effort includes the necessary activities to request the permits required from several Federal, State and Local agencies/commissions. Final design is expected to be completed in early FY 2020 with construction starting in late FY 2020 and continuing into FY 2021.

5. *Replacement of Three (3) Diesel Buses with Diesel/Electric Hybrid Buses*

The Authority received grant approval from the Federal Transit Administration (FTA) to purchase three (3) new model 2020 Diesel/Electric Hybrid buses that would replace 3 model year 2007 Diesel only buses. Delivery is expected in March 2020.

6. *Purchase of Bus Mounted and Stationary Bike Racks*

The Authority received grant approval from the FTA, along with matching funds from MassDOT, to purchase bike racks for Authority buses along with stationary bike racks for the McGovern, Buckley and Costello Transportation Centers. MVRTA bus route maps will be updated with the various bike trails that can be accessed by MVRTA bus service.

B. Planning Accomplishments

1. Metropolitan Planning / MPO Process

The MVRTA continued to provide input, review, and comment on various planning documents including the Unified Planning Work Program and four-year Transportation Improvement Program and the Regional Transportation Plan. Meetings of the Merrimack Valley Metropolitan Planning Organization were also attended during the fiscal year.

2. Realtime Bus Location / Route Evaluation

During the fiscal year the Realtime Bus Location System, installed in 2018, was used to reevaluate the running time of several bus routes to improve on-time performance. This effort would continue into Fiscal Year 2020.

3. State Wide Public Transit

During the fiscal year the MVRTA participated in meetings of the Massachusetts Association of Regional Transit Authorities which covered such issues as State funding of Public Transportation. Also included in this process was continued discussions and meetings with MassDOT staff concerning RTA funding and administrative matters.

C. Marketing Accomplishments

The following activities were undertaken during the fiscal year:

1. Continued outreach to community organizations;
2. Informational poster with system map and frequently asked questions was completed/distributed;
3. MVRTA presence on Facebook; Twitter continued;
4. Use of the Bus Location Transit App continued to increase during FY 2019;
5. Language Assistance Service available for simplified Chinese/Vietnamese translations;
6. Customer notices regarding service changes, no service on selected holidays, and new service available are routinely posted on all buses/vans and in transit centers, now in 4 languages: English, Spanish, Simplified Chinese and Vietnamese;
7. The MVRTA website, updated/redesigned in 2018, continued with route updates.

D. Emergency Response/Security

1. During the fiscal year, the Authority maintained its emergency response capability in a state of readiness. The Authority's Mass Casualty/Evacuation assets consists of one Ambubus, two Evacuation buses, and two Evacuation vans.

E. Administrative Accomplishments

1. During the Fiscal Year, the Advisory Board adopted a FY 2020 Budget to take effect on July 1, 2019. Grants for operating and capital funds were filed with the Federal Transit Administration and were approved, the FY 2018 Annual Audit was prepared and accepted by the Advisory Board and posted to the Authority's website, borrowings were completed to finance operations, and the Five-Year 2020-2024 Capital Plan was prepared and adopted by the Advisory Board.

FY 2020 Program

The following activities will be undertaken during FY 2020:

Administrative Activities

Complete all administrative activities including such items as the FY 2019 Annual Report, complete the FY 2019 Annual Audit, adoption of FY 2021 Annual Budget, filing of required Federal Transit Funding Applications, prepare the FY 2021 -2025 Capital Plan, and complete borrowings to finance operations.

Capital Activities

Initiate and complete capital projects contained in the FY 2020 element of the 2020 – 2024 capital plan.

Planning Activities

Participation in the Transportation Planning process through attendance at Metropolitan Planning Organization meetings, review and comment will be provided on various planning documents, FY 2020 – 2024 Transportation Improvement Program, the FY 2020 Unified Planning Work Program. Efforts will continue on addressing statewide transit issues through participation in the Massachusetts Association of Regional Transit Authorities.

Marketing Activities

The 2020 Marketing Plan would be implemented through outreach efforts to various community organizations, expanding locations for MVRTA service material, re-market Boston Commuter Services, promote the Real Time Bus Location System Transit App and redesigned MVRTA website.

Special Projects Activities

During the fiscal year, the MVRTA will update its 2012 Strategic Plan, and update the Regional Transit Plan.

APPENDIX A

Overview of the MVRTA

- I. Introduction**
- II. Important Features**
- III. Description of Service**

OVERVIEW
OF
MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

I. INTRODUCTION

In addition to the Massachusetts Bay Transportation Authority (MBTA), which provides public transportation to the Greater Boston area, public transportation in Massachusetts is provided by a network of 15 Regional Transit Authorities (RTAs) enabled in 1974 with the passage of Chapter 161B of the Massachusetts General Laws. RTA's are body politics and political subdivisions of the Commonwealth. Chapter 161B defines the overall structure and functioning of RTAs. The Merrimack Valley Regional Transit Authority (MVRTA) was established on October 11, 1974. It was one of the original transit authorities created by Chapter 161B of the Massachusetts General Laws.

MVRTA began service in Fiscal Year 1976 in the City of Haverhill and expanded over the next three years to include the City of Lawrence and the Towns of North Andover, Methuen, and Andover. Ten neighboring communities (Boxford, Groveland, Merrimac, Newbury, Rowley, Amesbury, Newburyport, West Newbury, Salisbury and Georgetown) also joined the Authority. Presently, the communities of Haverhill, Lawrence, Andover, North Andover, Methuen, Merrimac, Amesbury, Newburyport, Boxford, Groveland, Salisbury, Georgetown, West Newbury, and Newbury receive service. In May 2017 the Town of North Reading joined the MVRTA and receives service.

II. IMPORTANT FEATURES OF THE MVRTA

There are several innovative features incorporated into the original legislation that provide for local control of transit services and in the development of the local service design. These important features are described below.

A. Self-Selecting Membership

Cities and towns are free to choose to join or not join MVRTA. Member communities can also vote to withdraw from MVRTA or switch to another Authority. This discontinuation or change in membership can be made by a vote of residents at a regular election. It should be noted, though, that while this option exists, no community has actually felt the need to withdraw from MVRTA. This ability to fully control community participation in MVRTA is an example of local control.

B. Local Control of Service Design and Community Assessments

In addition to being able to control their membership in MVRTA, cities and towns also determine the type and level of service they receive. As appropriate, communities can request fixed route service, paratransit service, or both, and can specify the days and hours of operation and other level of service features. Member communities therefore pay only for the service they specifically request. Communities may even elect to receive no service and be assessed no share of operating costs.

C. Requirement for Contracted Operations

Chapter 161B also requires MVRTA to contract for the operation of service and, periodically, the management and operation of fixed route service and paratransit is competitively purchased.

D. MVRTA Funding

MVRTA services are funded by a combination of federal, state and local subsidies and revenues generated from fares and other miscellaneous sources such as advertising on transit vehicles. The primary sources of public capital and operating funds which are currently utilized by the MVRTA are described below, along with the mechanism by which state and local funds are distributed to the MVRTA.

1. Federal Funding – Capital/Operating Assistance

The Federal Transit Administration (a division of the U.S. Department of Transportation) funds public transportation services through a number of discretionary and formula grant programs. The principal source of Federal Assistance is:

a. *USC Sec. 5307: Urbanized Area Formula Program*

Capital funds are provided for the purchase of vehicles and equipment, and the construction and rehabilitation of garages, terminals and other facilities. Capital funds may be used to subsidize preventive maintenance costs and the cost associated with Americans with Disabilities Act Service. These grants provide up to 80% of the costs of a capital project and for preventive maintenance and ADA expenses; the remaining costs of a capital project are required to come from non-federal sources. Operating Assistance is also available through this program up to 50% of the net cost of the service.

2. State and Local Funding – Operating Assistance

- a. With the passage of the Transportation Finance Bill in June 2013, State Operating Assistance is now present fiscal year funded. State Assistance is made available in three payments during the fiscal year and is subject to annual appropriations by the State legislature through the State budget.
- b. The local share of the MVRTA's service is assessed upon the member cities and towns by the State Treasurer, and then deducted from the distribution of local aid made by the State Comptroller to the communities through the "cherry sheets." Proposition 2 ½ limits the growth in the aggregate local assessment to 2.5% of the previous year's assessments, excluding any increase due to the institution of new services. When the MBTA "forward funding" legislation was passed in calendar year 2000, the MBTA District was expanded to include 190 cities and towns. This expanded district includes all Merrimack Valley communities. This expansion was designed to broaden the assessment base of the MBTA. Included in this legislation, however, was the provision that a 100% credit be given by the MBTA to any

community within a RTA district receiving RTA services. As an example, in FY 2019 Community A has a RTA assessment of \$100 and a MBTA assessment of \$50, then Community A receives a 100% credit and no MBTA assessment. Conversely, Community B has a RTA assessment of \$100 but a MBTA assessment of \$150, then Community B receives a credit for \$100, and pays the MBTA \$50. However, in Community B's case, there is the option to add \$50 more of MVRTA service and receive the 100% credit.

c. State Funding – Capital Assistance

State assistance for MVRTA capital projects is available through a program financed with state transportation bond funds: the Regional Transit Authority Capital Assistance program (RTACAP).

RTACAP, which was begun in 1986, funds projects such as the purchase or rehabilitation of vehicles and the construction or renovation of facilities. MVRTA, with access to federal capital assistance, has used RTACAP funds to provide the non-federal share (typically 20%) of capital projects.

III. DESCRIPTION OF SERVICES

The MVRTA provides several types of transportation service for its member communities. This includes fixed route service, paratransit service for seniors and persons with disabilities, a seasonal bus route to Salisbury and Hampton Beach, and commuter service to Boston. Each of these services is described below.

A. Local Fixed Route Bus Service

The MVRTA fixed route bus system is comprised of 23 routes serving the communities of Lawrence, Haverhill, Methuen, Andover, North Andover, Merrimac, Amesbury, Newburyport, and Salisbury. Five different types of fixed route service are provided, as follows:

- 17 local routes
- 4 intercity (Haverhill/Lawrence; Lawrence/Lowell; Haverhill/Amesbury; and Newburyport/Amesbury/Salisbury)
- 1 seasonal route (Lawrence, Methuen, Haverhill, Merrimac, Amesbury to Salisbury and Hampton Beach).
- 1 weekday employment route in Lawrence providing service to major employers such as Raytheon and the IRS.

The MVRTA was one of the first transit authorities in the State to embrace the policy of providing fixed route bus service that is accessible to persons with disabilities. Long before the 1990 Americans with Disabilities Act, the MVRTA committed to purchasing buses that were wheelchair-lift equipped. As a result, starting in 1988, all of the MVRTA's fixed route buses have been lift-equipped, and the service is fully accessible to persons with disabilities.

B. Transportation for Seniors and Persons with Disabilities

To better serve persons with disabilities who are unable to use fixed route bus service and for senior citizens, the MVRTA offers EZ Trans Service, a shared-ride van service.

C. Ring and Ride Service

This flexible service is provided in the towns of Georgetown, Groveland, Boxford, Newbury, and West Newbury and serves the general population and persons over 60, respectively, depending on the community. In North Reading service is available to senior citizens 60 and older and veterans of any age.

D. Ring and Ride Route 42, 22, and 14

This flexible service is provided along former bus Routes 42 in Methuen and 22 in Andover, and Route 14 in Haverhill.

E. Commuter Bus Service to Boston

- a. Commuter Bus Service from the Methuen Park and Ride, McGovern Transportation Center in Lawrence, Shawsheen Square and Faith Lutheran Park and Ride in Andover to Boston is provided on weekdays with three inbound and four outbound trips. Buses leave the Methuen Park & Ride at 5:45, 6:15 and 7:00 a.m. and return from Boston at 4:45, 5:00, 5:30 and 6:00 p.m.
- b. Commuter Bus Service from the West Mill in North Andover to Boston is provided on weekdays with one inbound trip to Boston leaving at 6:20 am and one outbound from Boston leaving at 5:30 pm.

All Service Information is available at www.mvrta.com

APPENDIX B

Service Information

A. Local Bus Service

- 1. Service Information**
- 2. Ridership by Route FY 2017 - FY 2019**

B. Special Services Trips by Community

C. Ring & Ride Trips by Community

D. Boston Commuter Service Information

E. Fare Schedule FY 2020

Local Bus Service

1. Service Information

		Actual FY 2019	Projected FY 2020
1.	Number of buses	50	50
2.	Number of buses with wheelchair ramp	50	50
3.	Number of buses in service:		
	Weekdays (peak hours)	40	40
	Saturdays	21	21
	Sunday	21	21
4.	Revenue miles	1,413,948	1,413,948
5.	Number of passengers	1,952,604	1,991,656

RIDERSHIP BY ROUTE

	ROUTE	FY17	FY18	FY19
<i>Haverhill</i>	13 North Ave./ Main Street	77,438	74,464	77,832
<i>Based</i>	14 Ward Hill/ Bradford	36,242	33,770	34,643
<i>Routes</i>	15 Hilldale Ave.	37,993	35,787	43,268
	16 Washington Street	41,799	42,424	45,439
	18 Riverside	34,868	32,490	36,019
	51 Hav/Newburyport	98,160	88,070	80,772
	54 Ames/Nbpt/Salis	82,541	80,926	71,021
	56 NECC Express	6,147	12,281	7,353
		415,919	400,212	396,347
<i>Lawrence</i>	01 Law/Haverhill	400,056	375,363	363,491
<i>Based</i>	32 Andover	112,642	110,009	94,384
<i>Routes</i>	33 North Andover	88,995	87,584	80,751
	34 Prospect Hill	83,717	77,940	73,062
	35 Water Street	102,930	98,630	93,002
	36 Holy Family Hospital	108,671	100,660	97,243
	37 Beacon Street	116,313	105,350	91,263
	39A Colonial Heights	127,499	123,937	120,288
	39B Philips Street	114,667	107,716	98,311
	40 Methuen Square	123,735	113,036	111,303
	41 Lawrence/Lowell	281,547	268,227	254,140
	85 Lawrence Downtown	35,290	33,066	34,979
		1,696,062	1,601,518	1,512,217
<i>Employment</i>	Haverhill	11,311	13,509	14,080
<i>Routes</i>	Lawrence	4,510	4,983	4,622
		15,821	18,492	18,702
<i>Andover Route</i>	21 Andover Shuttle	25,103	23,193	22,521
<i>Summer Route</i>	83 Salisbury/Hampton	4,228	3,141	2,817
	TOTAL	2,157,133	2,046,556	1,952,604

B. Special Services Trips: EZ Trans Service

ADA

NON ADA

	FY 2017	FY 2018	FY 2019	FY 2017	FY 2018	FY 2019
Amesbury	4,368	5,630	5,259	259	402	468
Andover	3,030	4,469	5,303	537	497	526
Haverhill	15,655	17,418	18,100	483	382	523
Lawrence	7,018	7,157	9,045	467	267	260
Merrimac	2,257	2,227	2,202	129	31	77
Methuen	14,425	15,188	19,070	5,798	4,295	1,130
Newburyport	853	1,599	2,086	6	4	8
N. Andover	3,428	4,213	5,429	585	681	783
Salisbury	2,382	2,496	2,190	324	258	187
TOTALS	53,416	60,397	68,684	8,588	6,817	3,962

TOTAL ADA /NON-ADA

	FY 2017	FY 2018	FY 2019
Amesbury	4,627	6,032	5,727
Andover	3,567	4,966	5,829
Haverhill	16,138	17,800	18,623
Lawrence	7,485	7,424	9,305
Merrimac	2,386	2,258	2,279
Methuen	20,223	19,483	20,200
Newburyport	859	1,603	2,094
N. Andover	4,013	4,894	6,212
Salisbury	2,706	2,754	2,377
TOTAL ADA & NON-ADA	62,004	67,214	72,646

C. Ring and Ride (Trips Provided)

SERVICE	FY 2017	FY 2018	FY 2019
Georgetown	2,802	3,278	2,649
Groveland	2,211	3,467	4,210
Boxford	190	438	363
West Newbury	223	295	203
Rte 42 Methuen	359	380	368
Rte 22 Andover	0	0	0
Newbury	1,302	1,240	1,234
Rte 54 Newburyport	25	0	0
Salisbury	270	193	606
Rte 28, Salem NH	1,090	1,080	798
Route 14	58	89	107
North Reading		288	330
TOTAL	8,530	10,748	10,868

D. Boston Commuter Bus (Methuen, Lawrence, Andover)

	FY 2017	FY 2018	FY 2019
Weekdays of Service	255	247	249
Revenue Hours	4,923	4,545	3,835
Revenue Miles	83,823	77,029	64,914
Passengers	60,527	56,540	55,842

Boston Commuter Bus (North Andover)

	FY 2017	FY 2018	FY 2019
Weekdays of Service	252	247	248
Revenue Hours	1,004	992	996
Revenue Miles	20,250	20,088	20,169
Passengers	2,577	4,223	4,980

FARE SCHEDULE FOR FY 2020

<u>Service</u>	<u>Fare Category</u>	<u>Cash Fares</u> (one way)
A. Local Bus		
	Full Fare	\$ 1.25
	Senior Citizens Age 60 and over	\$.60
	Transportation Disabled	\$.60
	Students — ages 13 - 17 on school days from 7 - 8:30 a.m. and 2 - 3:30 p.m.	\$.60
	Children — ages 6 - 12	\$.60
	Children — ages 5 and under with an adult	Free
	Transfers	Free
	Salisbury Beach (seasonal July-August)	\$ 2.00
	Hampton Beach (seasonal July-August)	\$ 3.00
		<u>Present</u>
	<u>Passes</u>	<u>Cost of Pass</u>
	31 Day Unlimited Ride	
	Full Fare	\$ 30.00
	Half Fare	\$ 15.00
	Full Fare Day Pass	\$ 3.00
	Half Fare Day Pass	\$ 1.50
		<u>Charlie Card</u>
	<u>Stored Value Fares</u>	
	Adult	\$ 1.00
	Senior / Disabled	\$.50
	Salisbury Beach	\$ 2.00
	Hampton Beach	\$ 3.00

**One Way
Cash Fare**

B. EZ Trans

1. ADA Service

- a. Trip within ¾ mile bus corridor \$2.00 ⁽¹⁾
 (Service Area: Lawrence, Methuen, Andover, No. Andover, Haverhill, Amesbury, Newburyport, Merrimac, Salisbury)
- b. Trip between any community within ¾ mile bus corridor \$2.00 ⁽¹⁾

⁽¹⁾ Ticket books are available for 10 or 20 rides priced at \$20 or \$40 respectively

2. Non ADA Service

- a. Trip within a community by zone ⁽²⁾
- b. Trip between any community by zone ⁽²⁾
 (See fare schedule below)

⁽²⁾ \$3.00 Travel within one zone; **10 and 20 ride ticket books are being sold through Councils on Aging or by mail for \$2.00 per ticket or \$20 and \$40 per book**

**EZ TRANS NON-ADA SERVICE FARE SCHEDULE
EFFECTIVE 7/1/02
CASH FARE (One Way)**

	Hav	Law	Meth	And.	No. And.	Ames.	Nbpt	Merrimac
Haverhill	3.00	5.00	5.00	5.00	5.00	5.00	5.00	3.00
Lawrence	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Methuen	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Andover	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
No. Andover	5.00	3.00	3.00	3.00	3.00	9.00	9.00	5.00
Amesbury	5.00	9.00	9.00	9.00	9.00	3.00	3.00	5.00
Newburyport	5.00	9.00	9.00	9.00	9.00	3.00	3.00	5.00
Merrimac	3.00	5.00	5.00	5.00	5.00	5.00	5.00	3.00

Zone A: Lawrence, Methuen, Andover, No. Andover

Zone B: Haverhill, Merrimac

Zone C: Amesbury, Newburyport

C. Ring & Ride

- 1. Rte. 42 West Methuen Ring & Ride Service, Rte. 22 Andover/Ballardvale \$2.00
- 2. Ring & Ride Service: Georgetown, Groveland \$2.00
Boxford, West Newbury, Newbury
- 3. Ring & Ride Service: North Reading \$0 – \$5.00

D. Commuter Bus

Cash Fare	\$6.00
Pass (10-ride)	\$5.00
Stored Value	\$5.00

APPENDIX C

PROGRAM FOR MASS TRANSPORTATION

A. **Bus Service**

Various improvements have been identified in the 2015 MVRTA Regional Transit Plan for the Fixed Route Bus Service provided to member cities and towns. Available financing will need to be secured before these improvements are implemented.

- Route 36, Holy Family- realignment of Route 36 back to its original configuration: realignment of this Route however is dependent upon restoration of the Route 38. Therefore, any proposed changes must occur in tandem.
- Extend evening span of service to 9:00PM on weekdays.
- Extend evening span of service to 7:00PM on Saturdays.
- Increase Weekend frequencies on all Haverhill based Routes to 60 minutes with clock face schedules similar to weekday service.
- Improve weekday frequencies on all Lawrence based routes to 30 minute service all day until 7:00PM; between 7:00PM- 9:00PM, service would be hourly.
- Improve Saturday frequency on Routes 01 and 41 to 30 minutes all day.

NEW ROUTES:

- Route 38 Hampshire Street- this Route will be restored back to its original alignment which will allow Route 36 to be restored back into its original alignment as well.
- Route 42 West Methuen- This Route will originate at Buckley Transportation Center and service the following areas: Common Street, Broadway, Haverhill Street, Merrimack Plaza, Green Street, Lowell Street, Hampshire Street, Charles Street, Pleasant Street, Pleasant Valley Street and the Loop.
- Route 57 Newburyport Downtown Shuttle- this Route will provide service between Port Plaza and the Newburyport Commuter Rail Train Station via High Street, Anna Jacques Hospital and Downtown Newburyport.

The following identified needs have re-entered the planning process for more refined review and analysis:

- Provide transportation to accommodate second and third shift employment
- Provide more intra-community circulators in other communities for example, Amesbury, Newburyport, Salisbury (similar to Route 85 in Lawrence)
- Improve Inter-Regional travel with more direct service, for example, Lawrence to Newburyport.
- Bus service along the Route 133 corridor in Andover
- Public transit service on Route 114 (Middleton, Danvers, Peabody, Salem)

B. **Elderly and Disabled Transportation**

Continue provision of ADA and Non – ADA service in MVRTA communities receiving fixed route service in FY 2020.

C. **Ring and Ride**

Continue to provide this service and review during FY 2020.

D. **Boston Commuter Service**

Continue provision of service to Boston during FY 2020.

**MERRIMACK VALLEY REGIONAL
TRANSIT AUTHORITY**

(A Component Unit of the Massachusetts Department of Transportation)

**FINANCIAL STATEMENTS, REQUIRED SUPPLEMENTARY
INFORMATION, AND SUPPLEMENTARY INFORMATION**

YEAR ENDED JUNE 30, 2019

(WITH INDEPENDENT AUDITOR'S REPORT THEREON)

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Year Ended June 30, 2019

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INDEPENDENT AUDITOR'S REPORT

To the Advisory Board of the
Merrimack Valley Regional Transit Authority

We have audited the accompanying financial statements of the Merrimack Valley Regional Transit Authority (the Authority), a component unit of the Massachusetts Department of Transportation, which comprise the statement of net financial position as of and for the year ended June 30, 2019, and the related statement of changes in net position, and cash flows for the year then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express 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 of material misstatement.

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Merrimack Valley Regional Transit Authority as of June 30, 2019 and the respective changes in its financial position and its cash flows thereof for the year 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 pages 3 through 7, Schedule of Proportionate Share of the Net Pension Liability and Related Ratios and Schedule of Required Contributions on pages 27 and 28 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 inquires of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquires, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The supplementary information included on pages 29 and 30 are presented for purposes of additional analysis and are not a required part of the basic financial statements. The Schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedules are 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 November 7, 2019, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Roland P. Lambalot, PC

Methuen, Massachusetts
November 7, 2019

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information

Management's Discussion and Analysis - Unaudited

The following is offered to the readers of the Merrimack Valley Regional Transit Authority's financial statements. It is a narrative overview and analysis of the financial performance of the Merrimack Valley Regional Transit Authority (the Authority) during the fiscal year ended June 30, 2018. Please read this discussion and analysis in conjunction with the Authority's financial statements which begin on page 8.

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 Joseph J. Costanzo, Administrator, Merrimack Valley Regional Transit Authority, 85 Railroad Avenue, Haverhill, Massachusetts 01835.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority is a special-purpose government engaged in only business type activities. As such, its financial statements consist of only those financial statements required for proprietary funds and the related notes.

Revenue is recorded when earned and expenses are recorded when incurred. The financial statements include a statement of net position, a statement of revenues, expenses and changes in net position, and a statement of cash flows. These are followed by the notes to the financial statements. In addition to the financial statements, this report also contains supplemental schedules pertaining to the net cost of service of the Authority.

The statement of net position presents information on the assets and liabilities, with the difference between the two reported as net position. Over time, increases and decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The statement of revenues, expenses and changes in net position reports the operating revenues and expenses and nonoperating revenues and expenses of the Authority for the fiscal year with the difference – the increase or decrease in net position – being combined with any capital grants to determine the net change in position for the fiscal year. That change combined with the previous year's end net position total reconciles to the net position total at the end of this fiscal year.

The statement of cash flows reports cash and investment activities for the fiscal year resulting from operating activities, capital and related activities, noncapital and related financing activities and investing activities. The net result of these activities added to the beginning of the year cash and investment balance reconciles to the cash and investment balance of the current fiscal year.

The notes to the financial statements provide additional information that is essential to the understanding of the data provided in the basic financial statements and can be found on pages 11 through 26 of the report.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information

Management's Discussion and Analysis - Unaudited

Condensed Financial Information

Condensed financial information as of and for the years ended June 30, 2019 and 2018 are as follows:

	<u>2019</u>	<u>2018</u>
Current assets	\$ 6,812,610	\$ 6,887,398
Restricted and noncurrent assets	4,552,870	5,755,077
Capital assets, net	59,876,066	63,419,061
Total assets	<u>71,241,546</u>	<u>76,061,536</u>
Current liabilities	1,299,626	2,444,360
Restricted and noncurrent liabilities	9,468,735	9,523,940
Long term liabilities	1,442,721	1,432,202
Total liabilities	<u>12,211,082</u>	<u>13,400,502</u>
Net position:		
Invested in capital assets, net of related debt	59,876,066	63,419,061
Restricted	117,028	117,028
Unrestricted	(962,630)	(875,055)
Total net position	<u>\$ 59,030,464</u>	<u>\$ 62,661,034</u>
Operating revenue		
Revenue from transportation	\$ 1,670,607	\$ 1,784,759
Pension Settlement	-	764,769
Other	1,243,371	1,042,916
Total operating revenues	<u>2,913,978</u>	<u>3,592,444</u>
Operating expenses:		
Transportation services	16,014,217	15,243,275
Other operating expenses	2,034,216	1,902,681
Total operating expenses, excluding depreciation	<u>18,048,433</u>	<u>17,145,956</u>
Depreciation and amortization	4,169,229	4,039,070
Total operating expenses, including depreciation	<u>22,217,662</u>	<u>21,185,026</u>
Operating loss	<u>(19,303,684)</u>	<u>(17,592,582)</u>
Net nonoperating revenue	<u>15,046,880</u>	<u>14,180,364</u>
Loss before capital grants	(4,256,804)	(3,412,218)
Capital grants and contributions	626,234	1,488,743
Change in net position	<u>(3,630,570)</u>	<u>(1,923,475)</u>
Net position:		
Beginning of year	62,661,034	64,584,509
End of year net position	<u>\$ 59,030,464</u>	<u>\$ 62,661,034</u>

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information

Management's Discussion and Analysis - Unaudited

Financial Highlights

The assets of the Authority exceed its liabilities at the close of the most recent fiscal year by \$59,030,464. The Authorities total net position decreased by \$3,630,570 mainly due to the depreciation of capital grant assets. The Authority's expenses, except for depreciation and amortization, are fully funded annually through a combination of federal, state, and local assistance.

The Authority's net position consists of its investment in capital assets (e.g., land, buildings, vehicles, and other equipment). The Authority uses these capital assets to provide fixed route and paratransit services to individuals within its service area; consequently, these net assets are not available for future spending. Although the Authority's investment in capital assets is reported as net of related debt, it should be noted that the resources needed to repay any related debt outstanding must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

Key factors in the changes in revenues and expenses are as follows:

- Passenger fares decreased \$114,152, or 6.40%, due to a decline in ridership.
- Total operating expenses, excluding depreciation, increased by \$902,477, or 5.26%, due to increased transportation expenses.
- Revenues from assessments from member municipalities increased by 2.5% as allowed by law plus the cost of new services.
- Federal operating assistance increased while state contract assistance decreased. Federal capital assistance decreased; state capital assistance increased.

Capital Assets and Debt

The Authority's capital assets as of June 30, 2019 amounted to \$59,876,066 (net of accumulated depreciation). This investment in capital assets includes land, buildings and improvements, transportation equipment, office, and other equipment.

Capital asset additions and adjustments during the fiscal include the following:

Service equipment	\$	376,066
Construction in progress		222,857
Electronic equipment		80,291
Transit equipment		(52,980)
	\$	<u>626,234</u>

The Authority acquires its capital assets under federal capital grants and state matching funds.

At year-end, the Authority had \$8,400,000 of revenue anticipation notes outstanding, an increase of \$200,000 from the prior year.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information

Management's Discussion and Analysis - Unaudited

Economic Factors and Next Year's Budgets

Funding the Authority's net cost of service consists of non-capital expenses less all non-capital revenues, except member municipality assessments and operating assistance from the Commonwealth of Massachusetts. The net cost of service is funded through assessments to member municipalities, which may increase by no more than 2.5% annually plus the members' share of any new services. The State provides State Operating Assistance currently as opposed to reimbursing.

The Newburyport Intermodal Parking Facility was completed in May 2019. The City of Newburyport was responsible for the construction phase. The MVRTA provided Federal Transit funds to assist in construction. The Authority's role was oversight of the construction phase to ensure compliance with FTA requirements.

During the Fiscal Year, the Authority completed these capital projects:

- Replaced one (1) Model Year 2013 supervisory vehicle.
- Refurbished four (4) maintenance vehicle lifts.
- Design of the Riverbank Stabilization Project.
- Purchased one (1) Model Year 2019 Type E-2 Van.
- HVAC replacement at MVRTA offices and Buckley Center site office.
- Install energy efficient lighting at McGovern Center and Buckley Center.

During the Fiscal Year, the Authority did not implement any new services.

During the Fiscal Year, the Authority maintained its emergency response capability in a state of readiness. The Authority's Mass Casualty/Evacuation assets consist of one Ambubus, two Evacuation buses, and two Evacuation vans. Working with the Northeast Homeland Security Advisory Council (NERAC), funds were made available to upgrade the one Ambubus and two Evacuation buses from 1996 and 1999 model year buses to 2004 model year buses. This project was completed during the fiscal year.

In May 2019, the Advisory Board adopted a FY 2020 Budget to take effect on July 1, 2019. Grants for operating and capital funds were filed with the Federal Transit Administration and were approved, the FY 2018 Annual Audit was prepared and accepted by the Advisory Board and posted to the Authority's website, borrowings were completed to finance operations and the Five-Year 2020-2024 Capital Plan was prepared and adopted by the Advisory Board.

In Fiscal Year 2020, the Authority will undertake these Capital Projects:

- Purchase 3 new 35' diesel/electric transit buses to replace three Model Year 2007 diesel powered buses. Delivery is expected by May 2020.
- Replace one supervisory support vehicle.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information

Management's Discussion and Analysis - Unaudited

- Complete any remaining Design items and initiate Construction Phase of the Riverbank Stabilization Project.

Fixed Route ridership was 1,954,667 in FY 2013, increased to 2,024,281 in FY 2014, increased to 2,175,917 in FY 2015, increased to 2,285,958 in FY 2016, decreased to 2,157,133 in FY 2017, decreased to 2,046,556 in FY 2018 and decreased to 1,952,604 in FY 2019.

Ridership on the Boston Commuter Bus was 63,470 in FY 2013, decreased to 63,207 in FY 2014, decreased to 62,634 in FY 2015, increased to 65,627 in FY 2016, decreased to 63,104 in FY 2017, decreased to 60,763 in FY 2018 and increased to 60,822 in FY 2019.

Ridership for Special Services Transportation was 66,245 in FY 2013, increased to 66,271 in FY 2014, decreased to 62,142 in FY 2015, increased to 68,002 in FY 2016, increased to 70,534 in FY 2017, increased to 77,962 in FY 2018 and increased to 83,514 in FY 2019.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Statement of Net Position

June 30, 2019

Assets and Deferred Outflow of Resources

Current assets:

Unrestricted cash and cash equivalents (Note 3)	\$ 2,388,518
Federal operating assistance	589,988
Receivables from cities and towns	3,516,002
Other receivables	187,886
Prepaid expenses	130,216
Total current assets	<u>6,812,610</u>

Restricted and noncurrent assets:

Restricted cash and cash equivalents (Note 3)	397,484
Receivables from cities and towns (Note 11)	2,204,608
Noncurrent costs	579,208
Capital assistance receivables	847,294
Capital assets, net (Note 4)	59,876,066
Total restricted and noncurrent assets	<u>63,904,660</u>
Total Assets	<u>70,717,270</u>

Deferred outflow of resources related to pension plans

524,276

Total assets and deferred outflows of resources

\$ 71,241,546

Liabilities

Current liabilities:

Accounts payable and accrued expenses	\$ 1,120,139
Accrued interest payable	49,271
Revenue bond - current portion	130,216
Total current liabilities	<u>1,299,626</u>

Restricted and noncurrent liabilities:

Accounts payable	969,977
Compensated absences	98,758
Net pension liability	863,513
Revenue anticipation notes (Note 6)	8,400,000
Revenue bond (Note 7)	579,208
Total restricted and noncurrent liabilities	<u>10,911,456</u>
Total Liabilities	<u>\$ 12,211,082</u>

Net Position

Invested in capital assets, net of related debt	\$ 59,876,066
Restricted (Note 13)	117,028
Unrestricted (Note 18)	(962,630)
Total net position	<u>\$ 59,030,464</u>

See accompanying notes to the financial statements

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Statement of Revenues, Expenses, and Changes in Net Position

Year Ended June 30, 2019

Operating Revenues:	
Passenger fares	\$ 1,670,607
Terminal revenues	1,159,394
Other Income	83,977
	<hr/>
Total operating revenues	2,913,978
	<hr/>
Operating Expenses:	
Transit service	13,294,573
Maintenance	2,719,644
Terminal expenses	1,354,379
GASB 68 Pension expense	128,951
General Administration	550,886
	<hr/>
	18,048,433
Depreciation	4,169,229
	<hr/>
Total operating expenses	22,217,662
	<hr/>
Operating loss	(19,303,684)
	<hr/>
Nonoperating revenues (expense)	
Operating assistance grants	
Federal operating assistance	4,629,793
Commonwealth of Massachusetts contract assistance	6,836,168
Local Assessments	3,742,632
Interest income	24,702
Interest expense	(186,415)
	<hr/>
Total non-operating revenues	15,046,880
	<hr/>
Loss before capital grants	(4,256,804)
	<hr/>
Capital Grants and Contributions	626,234
	<hr/>
Change in net position	(3,630,570)
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Net position, beginning of the year	62,661,034
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Net position, end of the year	\$ 59,030,464
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See accompanying notes to the financial statements

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Statement of Cash Flows

Year ended June 30, 2019

Cash flows from operating activities:	
Passenger fares	\$ 1,670,607
Terminal revenues	1,159,394
Other cash receipts	83,977
Payments to operators	(15,545,805)
Payments to other vendors	(1,464,690)
Payments to employees for services	(294,441)
Net cash used in operating activities	<u>(14,390,958)</u>
Cash flows from non-capital financing activities:	
Proceeds from sale of revenue anticipation notes	8,400,000
Principal paid on revenue anticipation notes	(8,200,000)
Principal paid on revenue bond	(125,936)
Interest paid on debt	(183,136)
Operating and contract assistance	15,246,079
Net cash provided by non-capital financing activities	<u>15,137,007</u>
Cash flows from capital and related financing activities:	
Capital grants	659,926
Purchase of capital assets	(626,234)
Net cash used by capital and related financing activities	<u>33,692</u>
Cash flows from investing activities:	
Interest income	24,702
Net cash provided by investing activities	<u>24,702</u>
Net change in cash and cash equivalents	804,443
Cash and cash equivalents, beginning of year	<u>1,981,559</u>
Cash and cash equivalents, end of year	<u>\$ 2,786,002</u>
Reconciliation of operating loss to net cash used in operating activities:	
Operating loss	\$ (19,303,684)
Adjustments:	
Depreciation	4,169,229
Net pension liability	140,728
Changes in assets and liabilities	
Local assessment and other receivables	(2,099)
Prepaid expenses	(4,272)
Accounts payable and deferrals	609,140
Net cash used in operating activities	<u>\$ (14,390,958)</u>

See accompanying notes to the financial statements

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Notes to Financial Statements

June 30, 2019

Note 1. The Reporting Entity

The Authority, a political subdivision of the Commonwealth of Massachusetts (the Commonwealth), was established in accordance with Chapter 161B of the Massachusetts General Laws to provide a public transit system for the territory comprised of the cities of Lawrence, Haverhill, Methuen, Newburyport and Amesbury, and the towns of Andover, Rowley, Boxford, Merrimac, North Andover, Groveland, Newbury, West Newbury, Georgetown, Salisbury and North Reading. In accordance with requirements of Statement No. 14, *The Financial Reporting Entity, of the Governmental Accounting Standards Board (GASB)*, the financial statements must present the Authority (the primary government) and its component units. Pursuant to this criteria, no component units were identified for inclusion in the accompanying financial statements. Additionally, the accompanying financial statements are incorporated into the financial statements of the Commonwealth as the Authority is a component unit of the Massachusetts Department of Transportation.

Note 2. Summary of Significant Accounting Policies

A. Basis of Accounting

The operations of the Authority are accounted for as an enterprise fund on an accrual basis in order to recognize the flow of economic resources. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, depreciation of assets is recognized, and all assets and liabilities associated with the operation of the Authority are included in the Statements of Net Position. The principal revenues of the Authority are fare box revenues received from patrons and terminal revenues from parking facilities. The Authority also recognizes as operating revenue the rental fees received from vendors from operating leases of Authority property. Operating expenses for the Authority include the costs of operating mass transit and demand responsive services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

B. Budget

The Authority must establish an operating budget each year so that the amount will equal the sum of (a) the aggregate of all annual appropriations for expenditures and transfers, less (b) the aggregate of all revenue and transfers projected to be received by the Authority, including available surplus funds. The budget for all operations of the Authority is prepared by the Administrator and is acted upon by the Advisory Board. The budget is prepared on the accrual basis. Depreciation is not recognized as an expense, but capital outlays are recognized as expenses for budgetary control purposes. These expenses are reclassified for the purpose of preparing financial reports in accordance with GAAP.

C. Cash and Cash Equivalents

Cash includes amounts in demand deposits. Cash equivalents include all highly liquid deposits with an original maturity of three months or less when purchased. These deposits are fully collateralized or covered by federal deposit insurance except as stated in Note 2. The carrying amount of the cash equivalents is fair value. 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.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Notes to Financial Statements

June 30, 2019

D. Compensated Absences

Employees of the Authority are entitled to paid vacations, paid sick days and personal days off, depending on job classification, length of service and other factors. The Authority’s policy is to recognize the costs of compensated absences when actually accrued, subject to accumulation limitations in accordance with personnel policies. The amount of the vested accrual at June 30, 2019 was \$98,758.

E. Capital Assets

Capital assets are stated at cost. Cost includes not only purchase price or construction cost, but also ancillary charges necessary to place the asset in condition for use. Capital assets are defined as assets with initial, individual costs exceeding \$5,000.

F. Depreciation

The Authority provides for depreciation using the straight-line method. Depreciation is intended to distribute the cost of depreciable properties over the following estimated average useful lives:

Buildings	20-40 years
Vehicles	5-12 years
Passenger Shelters	5 years
Furniture, fixtures and equipment	5-7 years

G. 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.

H. Concentration of Credit Risk

Financial instruments which potentially subject the Authority to concentrations of credit risk consist principally of investments, cash equivalents and grants receivable. The Authority’s cash equivalents were with various credit-worthy financial institutions; investments consisted of a collateralized repurchase agreement and grants receivable were due from Federal, State and local assessments. The Authority considers the credit risk associated with financial instruments to be minimal.

I. Available Unrestricted Resources

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

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Notes to Financial Statements

June 30, 2019

J. Reimbursed Cost of Service

The legislative act under which the Authority was established provides, among other things, that the Commonwealth reimburse the Authority for the “net cost of service”, as defined. A portion of the amount not reimbursed is then assessed to the city and towns constituting the Authority. The “net cost of service”, as defined, does not include a charge for depreciation. It does, however, include debt service payments made in connection with long-term indebtedness. For financial reporting purposes, the Authority follows the generally accepted accounting method of depreciating the cost of property over its economic useful life.

K. Statement of Net Position

The statement of net position presents all of the Authority’s assets and liabilities, with the difference reported as net position. Net position is reported in three categories:

Net investment in capital assets consists of capital assets, net of accumulated depreciation and reduced by outstanding balances for bonds, notes and other debt that are attributed of the acquisition, construction or improvement of those assets.

Restricted net position results when constraints placed on net position use are either externally imposed by creditors, grantors, contributors, and the like, or imposed by law through enabling legislation.

Unrestricted net position consists of net position which does not meet the definition of the two preceding categories.

L. Restricted Assets and Restricted Liabilities

Restricted assets are restricted for the acquisition of capital assets and the reserve for extraordinary expense. Restricted liabilities are amounts payable from the restricted assets.

M. New Accounting Pronouncements

During Fiscal 2019 GASB the following Statements were adopted and implemented, when necessary, by the Authority. The adoption of these standards did not have a material impact on the Authority’s financial statements

- No. 83 – *Certain Asset Retirement Obligations*
- No. 88 – *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY
(A Component Unit of the Massachusetts Department of Transportation)

Notes to Financial Statements

June 30, 2019

The GASB has issued the following statements which require adoption subsequent to June 30, 2019 and are applicable to the Authority. The Authority has not yet adopted these statements, and the implications on the Authority's fiscal practices and financial reports are being evaluated.

- No. 84 – *Fiduciary Activity* – effective FY2020
- No. 87 – *Leases* – effective FY2021
- No. 89 – *Accounting for Interest Cost Incurred before the End of a Construction Period* – effective FY2021
- No. 90 – *Major Equity Interests* – effective FY2020
- No. 91 – *Conduit Equity Obligations* – effective FY2022

N. Pension Plans

The Governmental Accounting Standards Board has issued GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* which changed the way in which the Authority reports its participation in its defined benefit pension plan. Among the changes, GASB Statement No. 68 requires the Authority to record a liability on the statement of net position for its unfunded pension plans' obligation. For purposes of measuring the Authority's net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Lawrence Retirement System (LRS) and additions to/deductions from the LRS's fiduciary position have been determined on the same basis as they are reported by LRS. 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.

O. Deferred Outflows/Inflows of Resources

The Authority accounts for certain transactions that result in the consumption or acquisition of one period that are applicable to future periods as deferred outflows and inflows, respectively, to distinguish them from assets and liabilities. For fiscal 2019, the Authority has reported deferred outflows that are related to its pension plan.

Note 3. Cash and Cash Equivalents

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 Agencies that have a maturity of less than one year from the date of purchase, repurchase agreements guaranteed by such securities with maturity dates of no more than 90 days from the date of purchase and units in the Massachusetts Municipal Depository Trust ("MMDT"). Certain cash and investments are segregated from operating cash due to certain internal or external restrictions. These funds consist of those required by bond reserve requirements and state allowed reserves.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

(A Component Unit of the Massachusetts Department of Transportation)

Notes to Financial Statements

June 30, 2019

Custodial credit risk for deposits is the risk that in the event of a bank failure, the Authority's deposits may not be recovered. The Authority does not have a deposit policy for custodial risk. As of June 30, 2019 \$-0- of the government's bank balance of \$2,830,928 was exposed to custodial credit risk as uninsured and uncollateralized. This amount was collateralized, in part, by \$2,700,000 in letters of credit provided by the bank.

Note 4. Capital Assets

The following is a summary of changes in Capital Assets at June 30, 2019:

	Beginning balance	Additions	Disposals	Ending balance
Capital assets not being depreciated:				
Land	\$ 4,198,534	-	-	4,198,534
Construction in progress	-	222,857	-	222,857
Total capital assets not being depreciated	4,198,534	222,857	-	4,421,391
Other capital assets:				
Buildings and improvements	62,265,020	-	-	62,265,020
Buses - revenue vehicles	31,387,162	-	1,094,113	30,293,049
Service equipment	2,172,044	376,066	-	2,548,110
Electronic equipment	2,987,801	80,291	-	3,068,092
Passenger shelters	47,800	-	-	47,800
Furniture & fixtures	307,522	-	-	307,522
Total other capital assets at historical cost	99,167,349	456,357	1,094,113	98,529,593
Less accumulated depreciation for:				
Buildings and improvements	19,795,166	1,641,793	-	21,436,959
Buses - revenue vehicles	15,641,242	2,295,246	1,041,133	16,895,355
Service equipment	1,445,562	146,581	-	1,592,143
Electronic equipment	2,921,217	33,793	-	2,955,010
Passenger shelters	47,800	-	-	47,800
Furniture & fixtures	95,835	51,816	-	147,651
Total accumulated depreciation	39,946,822	4,169,229	1,041,133	43,074,918
Other capital assets, net	59,220,527	(3,712,872)	52,980	55,454,675
Total capital assets, net	\$ 63,419,061	(3,490,015)	52,980	59,876,066

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

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June 30, 2019

Note 5. Grants

Under various sections of the Fixing America's Surface Transportation (Pub. L1 114-94; 12/4/2015 FAST Act) Act, the United States Department of Transportation approves capital grants to fund up to 80% of the Authority's capital improvement projects. The remaining portion of approximately 20% will be financed through the Massachusetts Department of Transportation. Capital grants of the Authority are reported as revenue rather than contributed capital as required by GASB Statement No. 33, *Accounting and Financial Reporting for Nonexchange Transactions*. In addition the Federal government may fund up to 80% of the Authority's preventative maintenance and complementary ADA services costs, as defined.

The Authority has a contract with the Commonwealth for operating assistance as provided for in the enabling legislation under which the Commonwealth will pay the Authority a portion of its net cost of service. The amount of this contract assistance for fiscal year 2019 was \$6,836,168.

Note 6. Revenue Anticipation Notes

At June 30, 2019, the Authority had \$8,400,000 of revenue anticipation notes (RAN) outstanding. The RANs have a weighted average net interest cost (NIC) of 1.6838% and are due June 28, 2020.

	Outstanding at June 30 2018	Issued	Retired	Outstanding at June 30 2019
1.9660% revenue anticipation note	\$ 8,200,000	-	8,200,000	-
1.6838% revenue anticipation note	-	8,400,000	-	8,400,000
Total	<u>\$ 8,200,000</u>	<u>8,400,000</u>	<u>8,200,000</u>	<u>8,400,000</u>

The Authority uses the proceeds of these notes to fund its mass transit operations. The RAN is considered short term debt that is expected to be refinanced and is included in the accompanying Statement of Net Position as a noncurrent liability. All required payments with respect to these obligations are guaranteed by the Commonwealth of Massachusetts for the entire duration of the notes.

Note 7. Revenue Bond

Financing of \$2,000,000 for the McGovern Transportation Center was obtained through the Massachusetts Development and Finance Agency. This funding is in the form of a revenue bond that was effective July 1, 2004 and was interest only at a rate of 4.99% through September 1, 2005. The bond converted to an amortization schedule with the first monthly payment of \$13,667 due on October 1, 2005. The initial interest rate was subject to change on July 1, 2009. The new rate is 3.341% with a monthly payment of \$12,661. The bond is secured by all net revenues generated by the parking garage. The bond also contains a debt service reserve fund requirement of \$150,000.

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The principal and interest maturities of the bonds as of June 30, 2019 are as follows:

Fiscal Year(s):	<u>Principal</u>	<u>Interest</u>
2020	\$ 130,216	21,720
2021	134,634	17,302
2022	139,202	12,734
2023	143,924	8,011
2024	148,807	3,128
2025	12,641	21

Note 8. Retirement Plans

General Information about the Pension Plan

Plan Description

The Lawrence Retirement System (LRS) is multiple- employer, cost sharing, contributory defined benefit pension plan covering all employees of the government member units deemed eligible by the Lawrence Retirement Board (Board), with the exception of school department employees who serve in a teaching capacity. The pensions of such school employees are administered by the Commonwealth of Massachusetts' Teachers Retirement System. Membership in the System is mandatory upon the commencement of employment for all permanent employees working a minimum of 20 hours per week. Participating member units include the City of Lawrence, the City of Lawrence School Department (Non Teachers), the Lawrence Housing Authority, and the Merrimack Valley Regional Transit Authority.

The System is governed by a five-member Board who establish the policies under which the System operates. Board members also approve all of the System's financial transactions, including the approval of retirement benefits to members. The day-to-day operations of the System are managed by the Executive Director.

The System is a member of the Massachusetts Contributory Retirement System and is governed by Chapter 32 of the Massachusetts General Laws. The Public Employee Retirement Administration Commission (PERAC) is the state agency responsible for oversight of the Commonwealth's public retirement systems.

Massachusetts contributory retirement system benefits are, with certain exceptions, uniform from system to system. 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 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.

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There are three classes of membership in the retirement system: group 1, group 2, and group 4. Group 1 consists of general employees which includes clerical and administrative positions. Group 2 consists of positions that have been specified as hazardous. Lastly, group 4 consists of police officers, firefighters, and other hazardous positions.

Any individual in Group 1 or Group 2 whose membership began before January 1, 1978, and who maintains an annuity savings fund account, is eligible to receive a superannuation retirement allowance at age 55 or later, regardless of how many years of credible service he or she has completed.

There are no minimum vesting requirements for individuals in Group 4.

Members in Groups 1 and 2, hired after January 1, 1978 and prior to April 2, 2012, are eligible to receive a superannuation retirement allowance upon the completion of 20 years of service or upon the completion of 10 years of service and upon reaching the age of 55.

Members in Groups 1 and 2, hired on or after April 2, 2012, are eligible to receive a superannuation retirement allowance upon the completion of 10 years of service and upon reaching the age of 60 (Group 1) or age 55 (Group 2).

A retirement allowance consists of two parts: an annuity and a pension. A member's accumulated total deductions and the interest they generate constitute the annuity. The differential between the total retirement benefit and the annuity is the pension.

Active members contribute between 5% and 9% of their gross compensation. The percentage rate is keyed to the date upon which an employee's membership commences. Members hired on or after January 1, 1979, contribute an additional 2% of annual regular compensation in excess of \$30,000. Deductions are deposited in the Annuity Savings Fund and earn interest at a rate determined by the PERAC actuary. When a member's retirement becomes effective, his/her deductions and related interest are transferred to the Annuity Reserve Fund. Any cost-of-living adjustments granted between 1981 and 1997 and any increase in other benefits imposed by the Commonwealth of Massachusetts' state law during those years are borne by the Commonwealth and are deposited into the Pension Fund. Cost-of-living adjustments granted after 1997 must be approved by the System and all costs are borne by the System.

The pension portion of any retirement benefit is paid from the Pension Fund of the System. The governmental unit employing the member must annually appropriate and contribute the amount of current-year pension assessment. Chapter 32 of the MGL requires Massachusetts retirement systems to adopt funding schedules designed to reduce the unfunded actuarial liability of the system to zero no later than June 30, 2040. The System adopted Section 22d of Chapter 32 in April of 1989. The System's current funding schedule is designed to reduce the unfunded actuarial liability to zero by 2036.

Members who become permanently and totally disabled for further duty may be eligible to receive a disability retirement allowance. The amount of benefits to be received in such cases is dependent on several factors, including whether or not the disability is work related, the member's age, years of creditable service, level of compensation, veteran's status and group classification.

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Employees who resign from service are entitled to request a refund of their accumulated total deductions.

Survivor benefits are extended to eligible beneficiaries of members whose death occurs prior to or following retirement.

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

The Authority is required to pay into the Retirement System its share of the system-wide actuarially determined contribution, which is apportioned among the employers, based on active covered payroll. The Authority's contribution to the Retirement System for the year ended June 30, 2019 was \$75,178, which approximated its required contribution for the year.

At June 30, 2019, the Authority reported a liability of \$863,513 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2018. 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, 2018, the Authority's proportion of net pension liability was 0.368 percent.

Since LRS performs an actuarial valuation bi-annually, there are no reported amounts for changes in benefit terms differences between expected and actual experience and changes in assumptions as of December 31, 2018.

In the LRS financial statements for the year ended December 31, 2018, in addition to assets, the statement of fiduciary net position will sometimes report a separate section for deferred outflow of resources. This separate financial statement element, *deferred outflow of resources*, represents a consumption of fiduciary net position that applies to a future period (s) and so will not be recognized as an outflow of resources (deduction) until then.

In addition to liabilities, the statement of fiduciary net position will sometimes report a separate section for deferred inflow of resources. This separate financial element, *deferred inflow of resources*, represents an acquisition of net position that applies to future period (s) and so will not be recognized as an inflow of resources (addition) until that time. The LRS did not have any items that qualify for reporting in this category.

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June 30, 2019

For the year ended June 30, 2019, the Authority recognized pension expense of \$204,129. At June 30, 2019 the Authority reported deferred outflows related to pensions from the following sources:

	Deferred Outflows of Resources
Difference between projected and actual earnings on pension plan investments	<u>\$ 524,276</u>

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

Year ended June 30:	2020	\$ 134,283
	2021	124,699
	2022	124,091
	2023	127,767
	2024	12,337
	Thereafter	1,099

A. Actuarial Assumptions

The total pension liability was determined by an actuarial valuation as of January 1, 2018, using the following actuarial assumptions, applied to all periods included in the measurement that was updated back to December 31, 2018.

Actuarial cost method	Individual entry age normal cost method
Amortization method	Payments increase at 3.24 percent
Asset valuation method	Market value adjusted by payables and receivables
Remaining amortization period	17 years for the fresh start base
Inflation	3.0 percent
Salary increases	3.75 percent ultimate rate plus 4% steps for the first 5 years of service
Investment rate of return	7.50 percent per year of net investment expenses
Cost of living adjustments	3 percent on the first \$12,000 of a members retirement allowance
Mortality rates	RP-2014 adjusted to 2006 and projected generationally using MP-2016. For members reitred under and Accidental Disability (job-related), 40% of deaths are assumed to be from the same cause as the disability. Disabled mortality RP-2014 adjusted to 2006 and projected generationally using MP-2016, ages set forward two years. (Prior valuation used RP-2000 mortality table projected with generational mortality, scale BB, and a base year of 2000).

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The actuarial assumptions used in the January 1, 2018 valuation were based on the results of an actuarial experience study for the period of January 1, 2016 to January 1, 2018.

B. Investment Policy

The pension plan's policy in regard to the allocation of invested assets is established by PRIT. Plan assets are managed on a total return basis with a long-term objective of achieving a fully funded status for the benefits provided through the pension plan.

The long term expected real rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation of 3.0%. Best estimates of geometric real rates of return for each major asset class included in the pension plan's target allocation as of January 1, 2018 are summarized in the following table:

Asset Class	Target Allocation	Long-term Expected Real Rate of Return
Domestic Equities	13.00%	5.25%
International Equities	13.00%	5.43%
Emerging Markets Equities	5.00%	6.90%
Hedged Equities	8.00%	4.54%
Core Bonds	6.00%	2.07%
Short-term Fixed Income	2.00%	1.72%
20+ year Treasury Strips	3.00%	1.22%
TIPS	4.00%	1.71%
Value-Added Fixed Income	8.00%	5.21%
Private equity	13.00%	8.70%
Real Estate	10.00%	4.09%
Timberland	4.00%	4.65%
Portfolio Completion	11.00%	4.41%
Total	100.00%	

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C. Discount Rate

The discount rate used to measure the total pension liability was 7.50 percent. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that contributions from employers will be made at actuarially determined contribution rates. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current 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.

D. 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 7.50 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 (6.50 percent) or 1-percentage-point higher (8.50 percent) than the current rate:

	1% Decrease	Discount Rate	1% Increase
	6.50%	7.50%	8.50%
Authority's proportionate share of the net pension liability	\$ 1,053,366	\$ 863,513	\$ 700,679

E. Changes in Assumptions and Plan Provisions

Changes in Assumptions

None.

Changes in Plan Provisions

None.

F. Pension plan fiduciary net position

Detailed information about the pension plan’s fiduciary net position is available in the separately issued LRS financial report. Requests for copies of the report should be addressed to the System’s Board at 350 Merrimack Street, Suite 302, Lawrence, MA 01843.

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Other Pension Plans

The Authority also administers a deferred compensation plan through which employees can participate in a voluntary, payroll-deducted retirement program created in accordance with Internal Revenue Code Section 457. The deferred compensation is not available to employees until termination, retirement, death approved or unforeseeable emergency. All amounts of compensation deferred, property purchased with those amounts, and all income attributable to those amounts are held in trust for the exclusive benefit of participants and their beneficiaries.

Note 9. Risk Management

In conjunction with its normal operations, the Authority is exposed to various risks related to the damage or destruction of its assets from both natural and man-made occurrences, tort/liability claims, errors and omissions claims and professional liability claims. As a result of these exposures, the Authority has developed a comprehensive risk management program. There have been no significant reductions in coverage from the prior year and settlements have not exceeded insurance coverage for the current year or in any other year.

GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues*, requires that liabilities for self-insured claims be reported if it is probable that a loss has been incurred and the amount can be reasonably estimated. These losses include an estimate of claims that have been incurred but not reported. The estimated liability for all self-insured losses incurred but not reported is not material at June 30, 2019.

Health insurance benefits for employees are provided through a health maintenance organization. The Authority's contributes 75% of the premium cost for employees. In 2019, expenditures for the Authority's share of health insurance contributions were \$36,652. The Authority purchases insurance for worker's compensation for its employees.

Note 10. Commitments and Contingent Liabilities

A. Capital Investment Program

The Authority's capital investment continuing program for mass transportation development has projects in service and in various stages of approval, planning, and implementation. The following table shows, as of June 30, 2019, capital projects costs approved, expenditures against these projects, and estimated costs to complete these projects, as well as the major funding sources.

<u>Funding Source</u>	<u>Approved project costs</u>	<u>Expenditures through June 30, 2017</u>	<u>Unexpended costs</u>
Federal grants	\$ 5,015,262	3,497,607	1,517,655
State and local sources	1,253,816	874,401	379,415
Total	<u>\$ 6,269,078</u>	<u>4,372,008</u>	<u>1,897,070</u>

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The terms of the federal grant contracts require the Authority to, in part, utilize the equipment and facilities for the purposes specified in the grant agreement, maintain these items in operation for a specified time period, which normally approximates the useful life of the equipment, and to comply with the Equal Employment Opportunity and Affirmative Action programs required by the Fixing America's Surface Transportation (FAST) Act. Failure to comply with these terms may jeopardize future funding and require the Authority to refund a portion of these grants to the Federal Transit Administration (FTA). In management's opinion, no events have occurred that would result in the termination of the grants or require the refund of a significant amount of funds received under these grants.

B. Legal and Other

The Authority is a defendant in various litigations. Although the outcomes of these matters are not presently determinable, in the opinion of the Authority's management, the resolution of these matters will not have a material adverse effect on the financial condition of the Authority, except as noted.

The Authority participates in a number of federally assisted grant programs. These programs are subject to financial and compliance audits by the grantors or their representatives. In the opinion of the Authority's management, liabilities resulting from such disallowed expenditures, if any, will not be material to the accompanying financial statements.

The Authority has entered into a five year agreement for management services effective July 1, 2017. Annual fees start at \$870,616.

The State changed its methodology for reimbursing the Authority for local member community assessments presented in current and past audits. This change affected all Transit Authorities in the Commonwealth with the exception of the MBTA. MVRTA has accumulated \$1,690,191 in shortages going back to fiscal 2008. Discussions have been going on through the Authority's representative, the Massachusetts Association of Regional Transit Authorities (MARTA). Little progress has been made in resolving this matter. The state changed the format of current reimbursement to two years in arrears.

C. Fuel Contracts

The Authority had the following contracts outstanding during the fiscal year:

<u>Product</u>	<u>Term</u>	<u>Gallons</u>	<u>Price</u>
Unleaded Gasoline	7/1/19 - 6/30/20	110,000	\$ 1.99
Ultra Low Sulfur Diesel	7/1/19 - 6/30/20	410,000	2.25

The Authority did not enter into any fuel contracts up to the date of the release of the financial statements.

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Notes to Financial Statements

June 30, 2019

Note 11. Net Investments in Capital Assets

This balance is represented by the amount invested in capital assets net of related debt. It is comprised of the following:

Cost of Capital Assets Acquired	\$ 102,950,924
Less: Accumulated Depreciation	43,074,918
Less: Outstanding Debt Related to Capital Assets	<u>-</u>
	<u><u>\$ 59,876,006</u></u>

Note 12. Net Position – Restricted for Other Purposes

In Accordance with Massachusetts General Laws Chapter 161 Section 6(q) the Authority has established a reserve for extraordinary expenses. Prior approval from state officials is required before any expenditures can be made. At June 30, 2019 that reserve amounted to \$117,028. The Authority has also set aside \$150,000 in a separate account to meet bond service requirements.

Note 13. Transit Service

The operation of the Authority's fixed route service and maintenance of the Authority's transportation property are performed by First Transit under the terms of an agreement whereby First Transit operates mass transit along such routes and according to such a schedule as defined by the Authority. First Transit has two operating subsidiaries, Merrimack Valley Area Transportation Company (MVATC) which operates the fixed route service and Special Transportation Services (STS) which operates the elderly and handicapped services. In return, the Authority agrees to pay First Transit a management fee and to reimburse MVATC and STS for all costs and expenses which are reasonable and necessary for the efficient operation of the services.

Note 14. The Lawrence Gateway Quadrant Area Re-Use Plan

The parking area is complete and operational. The Authority is waiting for Aerojet Rocketdyne, Inc. to complete and receive approval from the US EPA on its final plan for long term compliance monitoring. Once this is approved the MVRTA will take title to the parking area land. The Oxford Park project was completed in October 2013 and was undertaken to meet the compensatory flood requirements of the Mass DEP and to assist the City of Lawrence in completing its City Greenway system. No FTA or MassDOT funds are being used on this park project. As of June 30, 2019 there was no set date for EPA approval of Aerojet Rocketdyne Holdings, Inc. plans.

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Notes to Financial Statements

June 30, 2019

Note 15. Related Party

The Authority is deemed to be a related part of the Commonwealth of Massachusetts and the Massachusetts Department of Transportation due to its status as a component unit. Related party transactions consisted of Operating Assistance of \$6,836,168; State Capital Assistance of \$3,609,416; and Local Assessments of \$3,742,632 to be paid to the Authority by the Commonwealth. Related party receivables consist of \$5,720,610 in operating assistance to be billed to the Communities constituting the Authority; and \$395,008 of State Capital Assistance.

Note 16. Executive Compensation

Administration and Finance regulations, 801 CMR 53.00, on Executive Compensation require that the Authority disclose in the annual financial statements the “salaries and other compensation of its executive director, officers, board members and other highly compensated employees”. Compensation is defined in the regulation, 801 CMR 53.04 (1) to include “base salary, bonuses, severance, retirement or deferred compensation packages and policies relative to the accrual and payment of sick and vacation time, including payouts for unused sick and vacation time”. The administrator is the only individual for whom disclosure is required. Based on the above definition of compensation the administrator received \$123,854 during the fiscal year. The Administrator receives family health insurance and contributes 25% of the cost of the premium. Advisory board members and officers do not receive compensation.

Note 17. Unrestricted Net Position

The balance in the Unrestricted Net Position on the Statement of Net Position reflects the effect of the presentation of the net pension liability required of (\$339,237) as well as the pension settlement of (\$623,393).

Note 18. Subsequent Events

The Authority has evaluated events subsequent to June 30, 2019 through November 7, 2019, the date on which the financial statements were available for issuance, and determined that there are no material items that would require recognition or disclosure in the Authority’s financial statements.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

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Required Supplementary Information (Unaudited)

Schedule of the Authority's Proportionate Share of the Net Pension Liability and Related Ratios

Last 10 Fiscal Years

	Authority's proportion of the net pension liability	Authority's proportionate share of the net pension liability	Authority's covered-employee payroll	Authority's proportionate share of the net pension liability as a percentage of its covered-employee payroll	Plan fiduciary net position as a percentage of total pension liability
2019	0.3680%	\$ 863,513	\$ 283,601	304.48%	48.46%
2018	0.3400%	\$ 722,785	\$ 243,141	297.27%	51.49%
2017	0.3400%	\$ 1,348,379	\$ 234,333	575.41%	46.80%
2016	0.3378%	\$ 783,431	\$ 240,671	325.52%	44.00%
2015	0.3360%	\$ 734,844	\$ 231,972	316.78%	45.22%

Notes to Required Supplementary Information**Measurement Date**

The amounts presented in this schedule were determined as of December 31, 2018.

Schedule Presentation

This schedule is intended to present information for 10 years. Until a 10-year trend is compiled, information is presented for those years for which information is available.

Changes Information

Since the Lawrence Retirement System performs an actuarial valuation bi-annually, there are no reported amounts for the changes in benefit terms, differences between expected and actual experience and changes in assumptions as of December 31, 2018.

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Required Supplementary Information (Unaudited)

Schedule of Pension Contributions

Last 10 Fiscal Years

	Actuarially required contribution	Contributions in relation to the actuarially required contribution	Contribution deficiency (excess)	Covered-employee payroll	Contributions as a percentage of its covered-employee payroll
2019 \$	75,178	75,336	\$ (158)	\$ 283,601	26.51%
2018 \$	66,833	66,559	\$ 274	\$ 243,141	27.49%
2017 \$	228,498	228,529	\$ (31)	\$ 234,333	97.51%
2016 \$	61,757	61,757	\$ -	\$ 240,671	25.66%
2015 \$	58,440	58,440	\$ -	\$ 231,972	25.19%

Notes to Required Supplementary Information

Schedule Presentation

This schedule is intended to present information for 10 years. Until a 10 year trend is compiled, information is presented for those years for which information is available.

Contributions

The Authority is required to pay an annual appropriation as established by the Massachusetts Contributory Retirement System. The total appropriation includes the amounts to pay the pension portion of each member's retirement allowance, an amount to amortize the actuarially determined unfunded liability to zero in accordance with adopted early retirement incentive programs.

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY
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Schedule of Net Cost of Service (Unaudited)

For the Year Ended June 30, 2019

<u>OPERATING COSTS</u>	
MVRTA administrative costs	\$ 592,262
Purchased services	
Fixed route	13,195,500
Demand responsive	2,818,717
Terminal expense	1,354,379
Debt service - interest	186,415
Total operating costs	<u>18,147,273</u>
<u>FEDERAL OPERATING ASSISTANCE</u>	
FTA operating and administrative	4,629,793
Other federal	-
Total federal assistance	<u>4,629,793</u>
<u>REVENUES</u>	
Operating	
Farebox revenue	1,670,607
Other Revenue	
Terminal revenues	1,159,394
Advertising	44,622
Interest income	24,702
Miscellaneous	39,355
Total other revenue	<u>1,268,073</u>
<u>NET OPERATING DEFICIT</u>	10,578,800
<u>ADJUSTMENTS</u>	
Extraordinary expenses	-
<u>NET COST OF SERVICE</u>	10,578,800
<u>NET COST OF SERVICE FUNDING</u>	
Local assessments	3,742,632
State contract assistance to be funded	6,836,168
Less: state operating assistance received	6,836,168
Balance requested from the State	-
<u>UNREIMBURSED DEFICIT</u>	-

See accompanying independent auditors' report

MERRIMACK VALLEY REGIONAL TRANSIT AUTHORITY

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Schedule of Allocation of Local Assessments (Unaudited)

June 30, 2019

The following table shows the local share that has been assessed upon each member municipality by the Commonwealth for fiscal year 2018 as well as the audited amount for fiscal 2019.

	Fiscal 2018 Assessment	Fiscal 2019 Audited
Amesbury	\$ 189,973	190,227
Andover	231,124	230,833
Boxford	13,055	15,895
Georgetown	43,500	39,484
Groveland	55,651	63,795
Haverhill	692,702	726,605
Lawrence	1,010,718	1,064,434
Merrimac	67,072	67,977
Methuen	762,839	775,939
Newbury	11,854	16,450
Newburyport	161,775	166,456
North Andover	199,981	187,164
North Reading	75,795	115,785
* Rowley	-	-
Salisbury	68,799	73,278
West Newbury	6,887	8,310
	<u> </u>	<u> </u>
Totals	<u>\$ 3,591,725</u>	<u>3,742,632</u>

* No service was provided in Rowley in fiscal 2018 and fiscal 2019.