

CAPE COD REGIONAL TRANSIT AUTHORITY
(a component Unit of the Massachusetts Department of Transportation)

Basic Financial Statements, Supplementary Data
For the Year Ended June 30, 2021

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)

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CAPE COD REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
JUNE 30, 2021

The Reporting Entity

The Cape Cod Regional Transit Authority (the Authority) is a component unit of the Massachusetts Department of Transportation (MassDOT) and MassDOT is a component unit of the Commonwealth of Massachusetts (the Commonwealth). The Authority was established as a political subdivision of the Commonwealth on October 13, 1976, by the various towns constituting the Authority, pursuant to Section 3 of Chapter 161B of the General Laws of the Commonwealth, for the purpose of continuing and improving local transit service.

Overview of the Financial Statements

This overview and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's financial statements include a statement of net position, a statement of revenues, expenses and changes in net position, and a statement of cash flows. In addition to the basic financial statements, the report includes notes to the financial statements, required supplementary information pertaining to the pension and OPEB plans and certain schedules required by Commonwealth agencies.

The statement of net position reports assets plus deferred outflows of resources and liabilities plus deferred inflows of resources and reports the difference between the two 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. Net position consists of three sections: invested in capital assets, restricted, and unrestricted. The invested in capital assets component of the net position consists of capital assets, net of related debt. The deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt are included in the invested in capital assets component, if applicable. Net position is reported as restricted when constraints are imposed by third parties or enabling legislation. All other net position is unrestricted.

The statement of revenues, expenses and changes in net position reports the operating revenues and expenses, nonoperating revenues and expenses, and capital grants and contributions for the year. The net of these income and expense accounts results in the increase or decrease in net position. That change combined with the net position at the end of the previous year reconciles to the net position at the end of the current year.

The statement of cash flows reports cash and cash equivalents activities for the year resulting from operating activities, noncapital financing activities, capital and related financing activities, and investing activities. The net results of these activities added to the beginning of the year cash and cash equivalents balance reconciles to the cash and cash equivalents balance at the end of the year.

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JUNE 30, 2021

Condensed Financial Information

Statement of Net Position
(000 omitted)

	2021	2020	2019
Current assets	\$ 7,500	\$ 6,052	\$ 6,356
Capital assets, net	27,922	29,203	30,145
Restricted and noncurrent assets	2,348	2,989	4,246
Total assets	<u>37,770</u>	<u>38,244</u>	<u>40,747</u>
Deferred outflows of resources	590	806	939
Total assets and deferred outflows of resources	<u>38,360</u>	<u>39,050</u>	<u>41,686</u>
Restricted and noncurrent liabilities	11,986	12,459	11,686
Current liabilities	2,279	1,212	3,672
Total liabilities	<u>14,265</u>	<u>13,671</u>	<u>15,358</u>
Deferred inflows of resources	377	382	353
Total liabilities and deferred inflows of resources	<u>14,642</u>	<u>14,053</u>	<u>15,711</u>
Net position			
Invested in capital assets	27,922	29,203	30,145
Restricted	457	532	2,808
Unrestricted	(4,661)	(4,738)	(6,978)
Total net position	<u>\$ 23,718</u>	<u>\$ 24,997</u>	<u>\$ 25,975</u>

Statement of Revenues, Expenses and Changes in Net Position
(000 omitted)

	2021	2020	2019
Operating revenues	\$ 9,083	\$ 11,480	\$ 14,192
Operating expenses			
Cost of transportation service, maintenance and administration	23,146	24,971	27,354
Depreciation	4,291	4,604	4,508
	<u>27,437</u>	<u>29,575</u>	<u>31,862</u>
Operating loss	<u>(18,354)</u>	<u>(18,095)</u>	<u>(17,670)</u>
Nonoperating revenues and (expenses)			
Operating assistance	14,116	13,563	13,300
Other	(144)	(108)	(137)
	<u>13,972</u>	<u>13,455</u>	<u>13,163</u>
Loss before capital contribution	<u>(4,382)</u>	<u>(4,640)</u>	<u>(4,507)</u>
Capital contributions	3,103	3,662	6,817
(Loss) before subrecipient activity	<u>(1,279)</u>	<u>(978)</u>	<u>2,310</u>
Subrecipient pass-thru revenue and expenses			
Federal operating assistance	2,939	13,021	
Operating expenses	<u>(2,939)</u>	<u>(13,021)</u>	
Change in net position	<u>(1,279)</u>	<u>(978)</u>	<u>2,310</u>
Net position			
Beginning of year	24,997	25,975	23,665
End of year	<u>\$ 23,718</u>	<u>\$ 24,997</u>	<u>\$ 25,975</u>

CAPE COD REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
JUNE 30, 2021

FINANCIAL ANALYSIS

Coronavirus Pandemic

During the current year, the Coronavirus (COVID-19) epidemic significantly affected the Authority's operations. For example, due to a significant decline in ridership, transportation revenue was down approximately \$2,396,000.

Fortunately, the Coronavirus Aid Relief, and Economic Security Act (CARES Act) was signed into law on March 27, 2020. The Authority received a CARES Act grant in the amount of approximately \$19,452,000 of which \$4,383,000 was used to fund 2021 operations.

On December 27, 2020, The Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (CRRSAA) was signed into law. The Authority received a CRRSAA Act grant in the amount of approximately \$11,545,000. Of this amount, the Authority used \$2,939,000 to fund certain Subrecipients.

Subrecipient's Pass-thru Expenses and Funding

During the current year, the Authority recorded operating and maintenance expenses of \$2,939,000, that were expended by certain local private providers of public transportation (the Subrecipients). The Authority reimburses the Subrecipients for these expenses and the expenses are fully funded through a Federal Transit Administration (FTA) grant (CRRSAA Act grant). Under federal regulations, as the sole designated FTA funding recipient for the Barnstable – MA UZA, the Authority is responsible for reporting the Subrecipients' expenses. However, there is not any direct or indirect impact to the Authority's operating or capital budgets. This activity is shown separately in the accompanying statement of revenues, expenses and changes in net position.

Comparison of Financial Condition at June 30, 2021 and 2020

The assets and deferred outflows of resources of the Authority exceeded its liabilities and deferred inflows of resources at June 30, 2021 by \$23,718,000.

The Authority's net position decreased by approximately \$1,279,000 during the current year. This was the result of having operating revenues of \$9,083,000, nonoperating revenues (primarily grants) of \$13,972,000 and capital contributions of \$3,103,000, less operating expenses of \$27,437,000.

The Authority's total assets decreased in 2021 versus 2020 by \$474,000 (1.2%).

Total current assets increased in 2021 versus 2020 by \$1,448,000 (23.9%). This was caused by a increase in receivables of \$1,580,000, less decreases in cash of \$121,000 and other assets of \$11,000.

CAPE COD REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
JUNE 30, 2021

FINANCIAL ANALYSIS (continued)

Comparison of Financial Condition at June 30, 2021 and 2020 (continued)

The restricted and noncurrent assets decreased in 2021 versus 2020 by \$641,000 (21.4%). This was caused by a decreases in the receivable for capital assistance of \$238,000, restricted cash of \$152,000 and the receivable for operating assistance of \$251,000.

Deferred outflows of resources decreased in 2021 versus 2020 by \$216,000 (26.8%). This was caused by decreases in deferred outflows related to pensions of \$163,000 and OPEB of \$53,000.

Total net capital assets decreased in 2021 versus 2020 by \$1,281,000 (4.4%). This was caused by capital acquisitions of \$3,103,000, less depreciation of \$4,291,000 and net disposals of \$93,000. These acquisitions were funded by Federal and State capital grants.

Total current liabilities increased by \$1,067,000 (88.0%). This was caused primarily by an increase in accounts payable.

Total restricted and noncurrent liabilities decreased by approximately \$473,000 (3.8%). This was caused by decreases in capital accounts payable and unearned revenue of \$314,000, notes payable of \$100,000 and the net pension liability of \$183,000, less increases in the net OPEB liability of \$124,000.

Deferred inflows of resources decreased by \$5,000 (1.3%).

CAPE COD REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
JUNE 30, 2021

Revenues

Total operating revenue decreased in 2021 versus 2020 by \$2,397,000 (20.9%). This was caused by reduced ridership due to the Coronavirus epidemic.

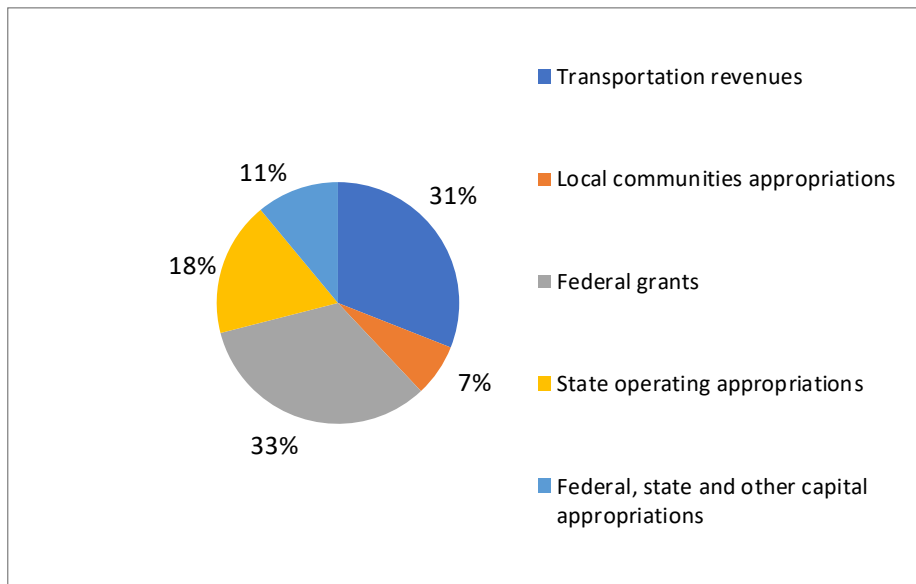
Nonoperating revenue increased in 2021 versus 2020 by \$553,000 (4.1%). This increase was caused by increases in federal funding of \$350,000 and state and local funding of \$203,000.

Total capital contributions decreased in 2021 versus 2020 by \$559,000 (15.3%). This was caused by decreases in capital purchases in 2021 vs. 2020.

The Authority received \$2,939,000 in federal operating assistance grants on behalf of the Subrecipients. This revenue was used to fund the Subrecipients' operating and maintenance expenses. This activity is disclosed separately in the accompanying statement of revenues, expenses and changes in net position.

Net position decreased in 2021 by \$1,279,000.

Revenues by source:



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JUNE 30, 2021

Operating Expenses

Total operating expenses decreased in 2021 versus 2020 by \$2,138,000 (7.2%).

The cost of transportation services decreased in 2021 versus 2020 by \$1,982,000 (10.1%). This was caused primarily by the affect of the Coronavirus pandemic.

Maintenance expense increased in 2021 versus 2020 by \$308,000 (7.8%).

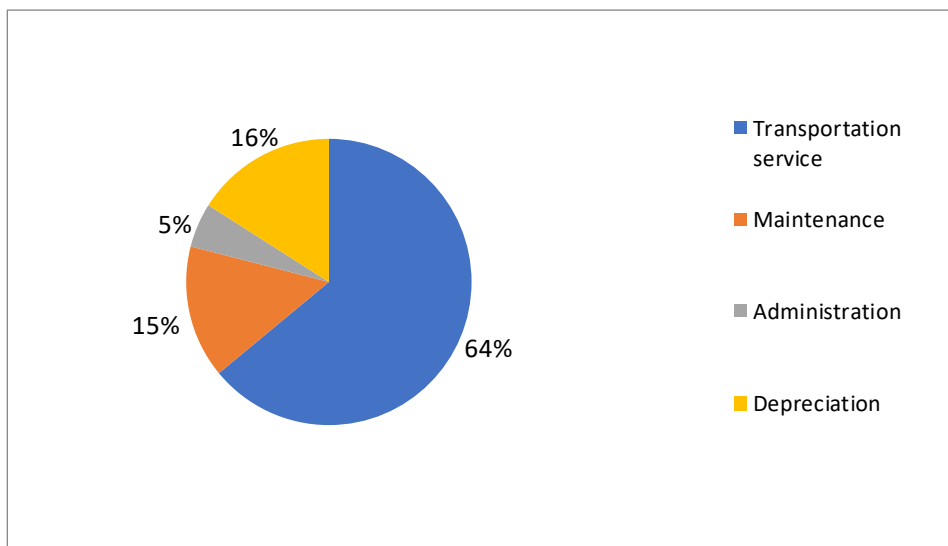
Administration expense decreased in 2021 versus 2020 by \$151,000 (10.4%). Administration expenses are down due to close spending controls by management.

Depreciation expense decreased in 2021 versus 2020 by \$313,000 (6.8%). This was primarily attributable to older assets becoming fully depreciated and thus reducing depreciation expense.

The Authority's operating loss increased in 2021 versus 2020 by \$259,000 (1.4%).

As noted previously, the Authority reimbursed the Subrecipients \$2,939,000 for their operating and maintenance expenses. This transaction is disclosed separately in the accompanying statement of revenues, expenses and changes in net position.

Expenses by source:



CAPE COD REGIONAL TRANSIT AUTHORITY
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JUNE 30, 2021

FINANCIAL ANALYSIS OF JUNE, 2020 vs 2019

Coronavirus Pandemic

During the current year, the Coronavirus (COVID-19) epidemic significantly affected the Authority's operations. Transportation revenue was down due to a significant decrease in ridership in the last four months of the year. Further, certain Covid-19 related expenses were incurred (eg., personal protection equipment, partitions, disinfectant related products, cleaning labor expenses, etc.).

Fortunately, the Coronavirus Aid Relief, and Economic Security Act (CARES Act) was signed into law on March 27, 2020. The Authority received a CARES Act grant in the amount of approximately \$20,415,000 of which \$10,569,000 was used to fully fund the above mentioned revenue loss and additional expenses.

Steamship Authority Pass-thru Expenses and Funding

During the current year, the Authority recorded operating and maintenance expenses of \$13,021,000, that were related to the Woods Hole, Martha's Vineyard, Nantucket Steamship Authority's (Steamship Authority) operating expenses. The Authority reimburses the Steamship Authority for these expenses and these are fully funded through additional Federal Transit Administration (FTA) grants, including a CARES Act grant. This funding resulted from Steamship Authority operating data that was submitted to the National Transit Database (NTD); thus, increasing the apportionment to the Barnstable – MA Urbanized Area (UZA). Under federal regulations, as the sole designated FTA funding recipient for the Barnstable – MA UZA, the Authority is responsible for reporting the Steamship Authority expenses. However, there is not any direct or indirect impact to the Authority's operating or capital budgets. This activity is shown separately in the accompanying statement of revenues, expenses and changes in net position.

Comparison of Financial Condition at June 30, 2020 and 2019

The assets and deferred outflows of resources of the Authority exceeded its liabilities and deferred inflows of resources at June 30, 2020 by \$24,997,000.

The Authority's net position decreased by approximately \$978,000 during the current year. This was due primarily to operating revenues of \$11,480,000, nonoperating revenues (primarily grants) of \$13,455,000 and capital contributions of \$3,662,000, less operating expenses of \$29,575,000.

The Authority's total assets decreased in 2020 versus 2019 by \$2,503,000 (6.1%).

Total current assets decreased in 2020 versus 2019 by \$304,000 (4.8%). This was caused by a decrease in receivables of \$543,000, less increases in cash of \$219,000 and other assets of \$20,000.

CAPE COD REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
JUNE 30, 2021

FINANCIAL ANALYSIS (continued)

Comparison of Financial Condition at June 30, 2020 and 2019 (continued)

The restricted and noncurrent assets decreased in 2020 versus 2019 by \$1,257,000 (29.6%). This was caused by a decrease in the receivable for capital assistance of \$1,539,000, less increases in restricted cash of \$61,000 and the receivable for operating assistance of \$221,000.

Deferred outflows of resources decreased in 2020 versus 2019 by \$133,000 (14.1%). This was caused by decreases in deferred outflows related to pensions of \$80,000 and OPEB of \$53,000.

Total net capital assets decreased in 2020 versus 2019 by \$942,000 (3.1%). This was caused by capital acquisitions of \$3,662,000, less depreciation of \$4,604,000. These acquisitions were funded by Federal and State capital grants.

Total current liabilities decreased by \$2,460,000 (67.0%). This was caused primarily by a decrease in accounts payable, due to the Authority's effective cash management policies.

Total restricted and noncurrent liabilities increased by approximately \$773,000 (6.7%). This was caused by increases in capital accounts payable and unearned revenue of \$796,000 and the net OPEB liability of \$118,000, less decreases in notes payable of \$100,000 and the net pension liability of \$41,000.

Deferred inflows of resources related to pensions increased by \$29,000 (8.2%). This was caused by an increase in deferred inflows related to pension of \$43,000, less a decrease in deferred inflows related to OPEB of \$14,000.

CAPE COD REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
JUNE 30, 2021

Revenues

Total operating revenue decreased in 2020 versus 2019 by \$2,712,000 (19.1%). This was caused by reduced ridership due to the Coronavirus precautions in the last four months of the year.

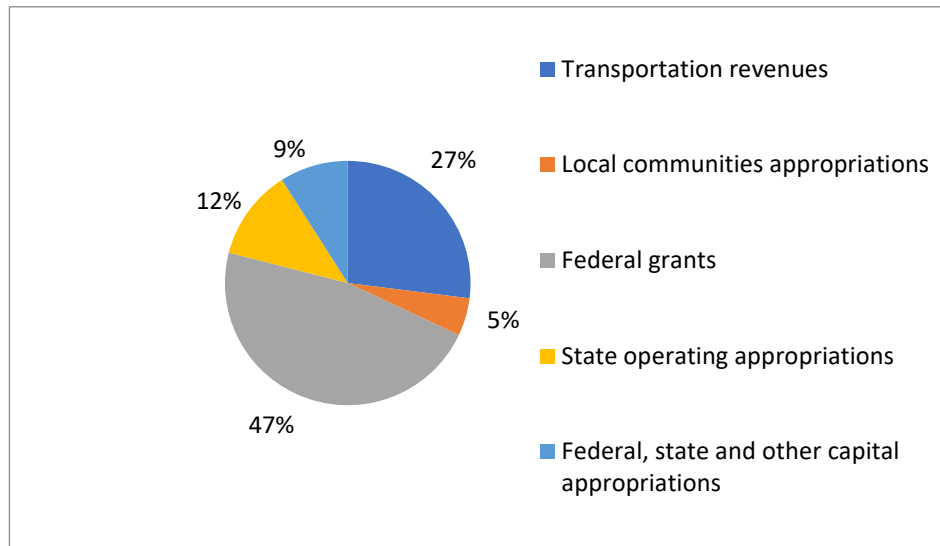
Nonoperating revenue increased in 2020 versus 2019 by \$292,000 (2.2%). This increase was caused primarily by an increase in federal funding.

Total capital contributions decreased in 2020 versus 2019 by \$3,155,000 (46.3%). This was caused primarily by decreases in federal funding of \$2,279,000, state funding of \$796,000 and other funding of \$80,000.

The Authority received \$13,021,000 in federal operating assistance grants on behalf of the Steamship Authority. This revenue was used to fund the Steamship Authority's operating and maintenance expenses. This activity is disclosed separately in the accompanying statement of revenues, expenses and changes in net position.

The change in net position decreased in 2020 versus 2019 by \$3,288,000 (142.3%).

Revenues by source:



CAPE COD REGIONAL TRANSIT AUTHORITY
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Operating Expenses

Total operating expenses decreased in 2020 versus 2019 by \$2,287,000 (7.2%).

The cost of transportation services decreased in 2020 versus 2019 by \$2,607,000 (11.8%). This was caused primarily by the affect of the Coronavirus pandemic.

Maintenance expense increased in 2020 versus 2019 by \$63,000 (1.6%).

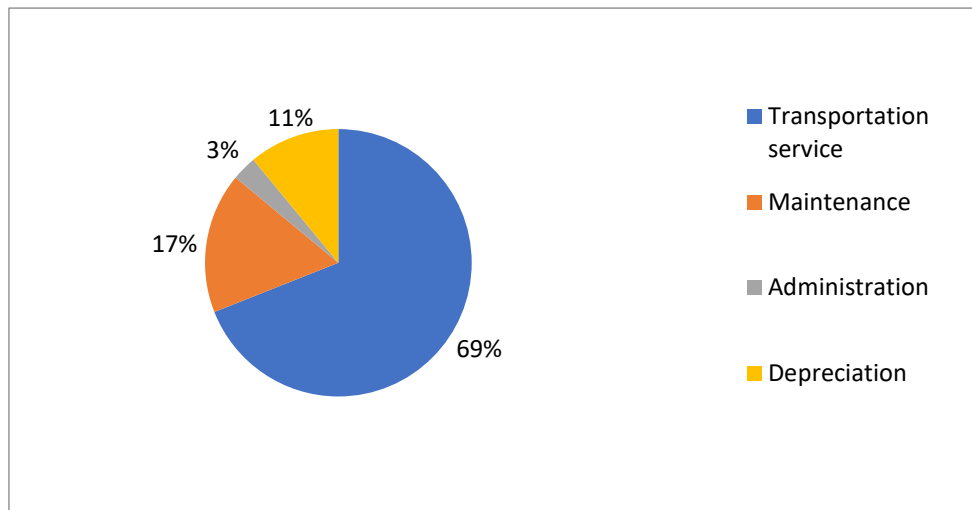
Administration expense increased in 2020 versus 2019 by \$161,000 (12.4%). This was caused primarily by increases in payroll and fringe of \$51,000 and postemployment health of \$156,000, less other reductions of \$46,000.

Depreciation expense increased in 2020 versus 2019 by \$96,000 (2.1%). This was primarily attributable to the addition of one full year of depreciation on 2019 acquisitions and one half year of depreciation on 2020 acquisitions.

The Authority's operating loss increased in 2020 versus 2019 by \$425,000 (2.4%).

As noted previously, the Authority reimbursed the Steamship Authority \$13,021,000 for its operating and maintenance expenses. This transaction is disclosed separately in the accompanying statement of revenues, expenses and changes in net position.

Expenses by source:



CAPE COD REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS – UNAUDITED
JUNE 30, 2021

Capital Assets

The Authority's capital assets as of June 30, 2021, amounted to \$27,922,000, net of accumulated depreciation. The Authority's investment in capital assets includes land, buildings and structures, vehicles, office and maintenance equipment, and intangible assets. During 2021, the Authority invested \$3,103,000 in various capital assets. Capital asset additions were funded through Federal and State capital grants. During the current year, the most significant capital asset event was the acquisition of vehicles and related equipment of \$2,382,000.

More detailed information regarding the Authority's capital asset activities for 2021 can be found in the notes to the financial statements (Note 7).

Revenue Anticipation Note

The Authority's revenue anticipation notes decreased in 2021 versus 2020 by \$100,000. This was possible due to improved cash flow procedures instituted by the Authority. At year-end, the Authority had \$7,400,000 of Revenue Anticipation Notes outstanding.

Economic Factors

Demand for the Authority's services is mainly affected by the overall economic activity on Cape Cod, both seasonally and year-round. The economic activity is a reflection of the overall industry on the Cape and other factors, such as weather-related conditions, capacity constraints, and operational limitations, which can also have an impact on the Authority's annual ridership volumes.

The Authority's farebox and contract revenue for the past three years was:

	<u>2019</u>	<u>2020</u>	<u>2021</u>
Farebox revenue	\$ 1,386,000	\$ 1,105,000	\$ 678,000
Contract revenue	12,520,000	10,128,000	8,100,000

Contacting the Authority's Financial Management

This financial report is designed to provide our citizens, customers, investors and creditors with a general overview of the Authority's finances and to demonstrate the Authority's accountability for the money it receives. If you have any questions or need additional information, contact Thomas Cahir, Administrator, Cape Cod Regional Transit Authority, 215 Iyannough Road, P.O. Box 1988, Hyannis MA 02601.

Bruce D. Norling, CPA, P.C.

INDEPENDENT AUDITORS' REPORT

The Advisory Board
Cape Cod Regional Transit Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the Cape Cod Regional Transit Authority (the Authority), a component unit of the Massachusetts Department of Transportation, as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of June 30, 2021 and 2020, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended, in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages i through xi and the required supplementary information schedules on pages 24 through 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 inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The supplementary information, included in the accompanying schedules on pages 29 through 31, is presented for purposes of additional analysis and is not a required part of the basic financial statements. These supplementary schedules have not been subjected to the auditing procedures applied in the

audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued a report dated October 29, 2021 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Bruce D. Norling, CPA, P.C.

October 29, 2021

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)

Statement of Net Position
June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
ASSETS		
Current Assets		
Cash and cash equivalents	\$ 384,761	\$ 506,078
Receivables	6,169,052	4,588,951
Other current assets	946,688	957,263
Total current assets	<u>7,500,501</u>	<u>6,052,292</u>
Restricted and noncurrent assets		
Restricted assets		
Cash and cash equivalents	389,789	541,567
Receivables capital assistance	1,020,105	1,257,716
Total restricted assets	<u>1,409,894</u>	<u>1,799,283</u>
Receivables	938,012	1,189,525
Capital assets, net	27,921,794	29,202,940
Total restricted and noncurrent assets	<u>30,269,700</u>	<u>32,191,748</u>
Total assets	37,770,201	38,244,040
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources related to OPEB	214,832	268,540
Deferred outflows of resources related to pension	374,859	537,718
Total deferred outflows of resources	<u>589,691</u>	<u>806,258</u>
Total assets and deferred outflows of resources	<u>38,359,892</u>	<u>39,050,298</u>
LIABILITIES		
Current liabilities		
Accounts payable	1,739,731	729,891
Accrued expense	435,939	380,334
Notes payable	102,886	101,535
Total current liabilities	<u>2,278,556</u>	<u>1,211,760</u>
Restricted and noncurrent liabilities		
Liabilities payable from restricted assets		
Accounts payable	563,044	938,110
Unearned revenue	389,789	328,216
Total liabilities payable from restricted assets	<u>952,833</u>	<u>1,266,326</u>
Notes payable less current maturities	7,400,000	7,500,000
Net OPEB liability	1,520,484	1,396,923
Net pension liability	2,112,973	2,296,232
Total restricted and noncurrent liabilities	<u>11,986,290</u>	<u>12,459,481</u>
Total liabilities	<u>14,264,846</u>	<u>13,671,241</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows of resources related to OPEB	42,356	56,474
Deferred inflows of resources related to pension	334,400	325,539
Total deferred inflows of resources	<u>376,756</u>	<u>382,013</u>
Total liabilities and deferred inflows of resources	<u>14,641,602</u>	<u>14,053,254</u>
NET POSITION		
Invested in capital assets	27,921,794	29,202,940
Restricted	457,061	532,957
Unrestricted	(4,660,565)	(4,738,853)
Total net position	<u>\$ 23,718,290</u>	<u>\$ 24,997,044</u>

CAPE COD 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, 2021 and 2020

	<u>2021</u>	<u>2020</u>
Operating revenues		
Transportation services	\$ 8,777,517	\$ 11,232,969
Facility and parking income	179,338	211,035
Other income	126,565	35,794
	<u>9,083,420</u>	<u>11,479,798</u>
Operating expenses		
Transportation service	17,577,472	19,558,433
Maintenance	4,262,532	3,955,001
General and administration	1,306,490	1,457,623
	<u>23,146,494</u>	<u>24,971,057</u>
Depreciation expense	4,290,710	4,603,558
	<u>27,437,204</u>	<u>29,574,615</u>
Operating loss	(18,353,784)	(18,094,817)
Nonoperating revenues and (expenses)		
Operating assistance grants		
Federal	6,867,307	6,517,731
Commonwealth of Massachusetts	5,144,562	4,991,865
Local	2,103,727	2,052,417
Loss on sale of equipment	(91,400)	
Interest expense	(52,522)	(107,960)
	<u>13,971,674</u>	<u>13,454,053</u>
Loss before capital contributions	(4,382,110)	(4,640,764)
Capital contributions	3,103,356	3,662,423
	<u>3,103,356</u>	<u>3,662,423</u>
Loss before subrecipient activity	(1,278,754)	(978,341)
Subrecipient Pass-thru revenues and expenses		
Federal operating assistance	2,939,034	13,021,558
Operating expenses	(2,939,034)	(13,021,558)
	<u>(0)</u>	<u>(0)</u>
Change in net position	(1,278,754)	(978,341)
Total net position		
Beginning of year	24,997,044	25,975,385
End of year	<u>\$ 23,718,290</u>	<u>\$ 24,997,044</u>

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)

Statement of Cash Flows

Year Ended June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
Cash flows from operating activities		
Receipts from customers	\$ 8,708,877	\$ 13,296,569
Payments to vendors and suppliers	(23,644,468)	(38,861,869)
Payments to employees	(1,115,384)	(1,073,942)
Payments of fringe	<u>(249,571)</u>	<u>(250,659)</u>
Net cash used in operations	<u>(16,300,546)</u>	<u>(26,889,901)</u>
Cash flows from noncapital financing activities		
Proceeds from revenue anticipation notes	7,554,675	7,630,704
Repayment of revenue anticipation notes	(7,600,000)	(7,700,000)
Operating assistance grants	16,353,920	25,147,356
Interest expense	<u>(151,156)</u>	<u>(191,973)</u>
Net cash provided by noncapital financing activities	<u>16,157,439</u>	<u>24,886,087</u>
Cash flows from capital and related financing activities		
Acquisition of capital assets	(3,478,430)	(2,924,362)
Capital contributions		
United States Department of Transportation	2,640,708	3,642,701
Commonwealth of Massachusetts	<u>700,262</u>	<u>1,550,309</u>
Net cash provided by (used in capital) and related financing activities	<u>(137,460)</u>	<u>2,268,648</u>
Cash flows from investing activities		
Interest income	<u>7,472</u>	<u>14,306</u>
Net cash provided by investing activities	<u>7,472</u>	<u>14,306</u>
Net increase in cash and cash equivalents	(273,095)	279,140
Cash and cash equivalents at beginning of year	<u>1,047,645</u>	<u>768,505</u>
Cash and cash equivalents at end of year	<u>\$ 774,550</u>	<u>\$ 1,047,645</u>
Reconciliation of operating loss to net cash used in operations		
Operating loss	\$ (18,353,784)	\$ (18,094,817)
Subrecipients' operating loss	(2,939,034)	(13,021,558)
Total operating loss	<u>(21,292,818)</u>	<u>(31,116,375)</u>
Adjustments to reconcile net loss to net cash used in operating activities:		
Depreciation	4,290,710	4,603,558
Postemployment healthcare (income) expense	172,151	167,066
Pension expense	(11,539)	80,851
Write-down of assets expense	(198,364)	
Loss on sale of assets	91,400	
Changes in assets and liabilities:		
Receivables, net	(465,943)	1,816,771
Other assets	10,575	(20,241)
Accounts payable and accrued expense	<u>1,103,282</u>	<u>(2,421,531)</u>
Net cash used in operations	<u>\$ (16,300,546)</u>	<u>\$ (26,889,901)</u>
Supplemental disclosures of noncash transactions		
Increase (decrease) in accounts payable related to capital expenditures	\$ (375,066)	\$ 737,131

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

1. The Authority and Operators

The Cape Cod Regional Transit Authority (the Authority) is a component unit of the Massachusetts Department of Transportation (MassDOT) and MassDOT is a component unit of the Commonwealth of Massachusetts (the Commonwealth). The Authority was established as a political subdivision of the Commonwealth on October 13, 1976, by the various towns constituting the Authority, pursuant to Section 3 of Chapter 161B of the General Laws of the Commonwealth, for the purpose of continuing and improving local transit service.

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

The operation and maintenance of the Authority is performed by private sector transportation companies (the Operators) under the terms and agreements whereby the carriers provide mass transit along such routes and according to such schedules as may be defined by the Authority. In return, the Authority has agreed to reimburse the Operator for all costs and expenses which are reasonable and necessary for the efficient operation of the system.

The Authority also has a Human Service Brokerage program, whereby the Authority coordinates with various human service agencies to provide their clients with transportation services. The actual services are provided by various private sector transportation companies.

Coronavirus Pandemic

As in 2020, the Coronavirus (COVID-19) epidemic significantly affected the Authority's operations. For example, transportation revenue was down approximately \$2,396,000, due to a significant decrease in ridership.

Fortunately, the Coronavirus Aid Relief, and Economic Security Act (CARES Act) was signed into law on March 27, 2020. The Authority received a CARES Act grant in the amount of \$19,452,130 to fund its operating expenses. Of this amount, the Authority used \$4,383,057 and \$709,077 to fund operations in 2021 and 2020, respectively.

On December 27, 2020, The Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (CRRSAA) was signed into law. The Authority received a CRRSAA Act grant in the amount of \$11,545,673 to fund its operating expenses. Of this amount, the Authority used \$2,939,034 to fund operations in 2021.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

1. The Authority and Operators (continued)

Subrecipients Pass-thru Expenses and Funding

In 2021, the Authority recorded operating and maintenance expenses of \$2,939,034, that were expended by certain private providers of public transportation. The Authority reimburses these companies for these expenses and funds the expenses through additional Federal Transit Administration (FTA) funding, via a CRRSAA Act grant. CRRSAA funding allows each of these vital transportation partners to sustain and maintain lifeline services during the Covid-19 pandemic. Pursuant to federal regulations, as the sole designated FTA funding recipient for the Barnstable – MA UZA, the Authority is responsible for reporting these expenses. However, there is not any direct or indirect impact to the Authority’s operating or capital budgets. This activity is shown separately in the accompanying statement of revenues, expenses and changes in net position.

2. Summary of Significant Accounting Policies

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

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

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

b) Adoption of New Accounting Pronouncements – During the current year, the Authority adopted GASB No. 84, *Fiduciary Activities*, and GASB No. 90, *Majority Equity Interests* – an amendment of GASB No. 14 and 61. The adoption of these standards did not have a material effect on the Authority’s financial statements.

CAPE COD REGIONAL TRANSIT AUTHORITY
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2. Summary of Significant Accounting Policies (continued)

b) Adoption of New Accounting Pronouncements (continued)

The GASB has issued the following statements, which require adoption subsequent to June 30, 2021 and may be applicable to the Authority. The Authority has not yet adopted these statements, and the implication on the Authority's fiscal practices and financial reports is being evaluated. The adoption years below reflect changes pursuant to GASB No. 95.

<u>Statement No.</u>	<u>Adoption Required in Fiscal Year</u>
87 <i>Leases</i>	2022
89 <i>Accounting for Interest Cost Incurred before the End of Construction Period</i>	2022
91 <i>Conduit Debt Obligations</i>	2023
92 <i>Omnibus 2020 (for all paragraphs except 11)</i>	2022
93 <i>Replacement of Interbank Offered Rates</i>	2022
94 <i>Public-Private and Public-Public Partnerships and Availability Payment Arrangements</i>	2023
96 <i>Subscription-Based Information Technology Arrangements</i>	2023
97 <i>Certain Component Unit Criteria and Accounting and Financial Reporting for Internal Revenue Code Section 457, Deferred Compensation Plans – an Amendment of GASB Statements No. 14 and 84, and a suppression of GASB No. 32</i>	2022

c) Capital Grants – The Authority receives capital grants from various governmental agencies to be used for various purposes connected with the planning, modernization and expansion of transportation facilities and equipment. Capital grants are reported as revenue rather than contributed capital as required by GASB Statement No. 33, *Accounting and Financial Reporting for Nonexchange Transactions*.

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

e) Restricted Assets and Restricted Liabilities – Restricted assets are restricted for the acquisition of capital assets, an OPEB restricted cash account and the reserve for extraordinary expenses. Restricted liabilities are amounts payable from the restricted assets.

CAPE COD REGIONAL TRANSIT AUTHORITY
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Notes to Financial Statements
June 30, 2021 and 2020

2. Summary of Significant Accounting Policies (continued)

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

	<u>Years</u>
Building and structures	7 – 40
Vehicles	5 – 12
Equipment	5 – 7
Intangible assets	5

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

h) Use of Estimates - The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

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

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

k) Deferred Outflows/Inflows of Resources

In order to distinguish them from assets and liabilities, 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 of resources, respectively. For fiscal 2021 and 2020, the Authority reported deferred outflows of resources and deferred inflows of resources related to its pension and OPEB plans.

CAPE COD REGIONAL TRANSIT AUTHORITY
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Notes to Financial Statements
June 30, 2021 and 2020

2. Summary of Significant Accounting Policies (continued)

l) Postemployment Benefits – For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Barnstable County Postemployment Welfare Benefit Plan (the Plan) and additions to/deductions from the Plan’s fiduciary net position have been determined on the same basis as reported by the Plan. For this purpose, the Plan recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

m) Unearned revenue – Unearned revenue arises when assets are recorded before eligibility requirements have been met.

n) Reclassifications – Certain prior year amounts have been reclassified to conform to current year presentation.

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 its agencies that have a maturity of less than one year from the date of purchase and repurchase agreements guaranteed by such securities with maturity dates of no more than 90 days from the date of purchase.

Custodial credit risk exists for cash deposits when, in the event of the failure of a depository financial institution, the Authority’s deposits will not be recovered. The Authority has a formal policy with regard to custodial credit risk. The policy is to invest its funds in deposits that are fully FDIC insured or collateralized by irrevocable letters of credit established in favor of the Authority. At June 30, 2021, the Authority does not have any uninsured or uncollateralized bank deposits.

Cash and cash equivalents reported in the accompanying statement of net position as of June 30, 2021 and 2020, are as follows:

	<u>2021</u>	<u>2020</u>
Current assets - cash and cash equivalents	\$ 384,761	\$ 506,078
Noncurrents assets - restricted funds	389,789	541,567
Total	\$ 774,550	\$ 1,047,645

4. Grants

The Federal government provides both operating and capital funding pursuant to the various sections of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, of 2012, the Fixing America’s Surface Transportation Act (FAST), of 2015, the Coronavirus Aid Relief and Economic Security Act (Cares Act) and the Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (CRRSAA). Further, MassDOT and the member communities provide the local share of both operating and capital funding.

CAPE COD REGIONAL TRANSIT AUTHORITY
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5. Receivables

The receivable for operating and capital assistance balance is disaggregated as follows:

	2021	2020
United States Department of Transportation -		
Direct Federal Grants		
Operating grants	\$ 196,630	\$ 1,579,858
CRRSSA Act grant	<u>2,939,034</u>	<u>709,077</u>
	3,135,664	2,288,935
Commonwealth of Massachusetts		
Operating grants		
State Contract Assistance	201,366	175,433
Local operating assistance to be billed by the Commonwealth to the Towns constituting the Authority and paid by the Commonwealth to the Authority	2,979,231	2,989,248
Executive Office of Human Services		
Transportation	785,494	308,420
Other	<u>5,309</u>	<u>16,440</u>
Total Receivables	7,107,064	5,778,476
Less noncurrent receivables	<u>(938,012)</u>	<u>(1,189,525)</u>
Current receivables	<u>\$ 6,169,052</u>	<u>\$ 4,588,951</u>
Capital assistance		
Commonwealth of Massachusetts	\$ 198,808	\$ 254,708
Federal grants	<u>821,297</u>	<u>1,003,008</u>
Total Receivables capital grants	<u>\$ 1,020,105</u>	<u>\$ 1,257,716</u>

6. Other Current Assets

The other current asset balance includes inventory of motor vehicle parts and fuel for 2021 and 2020 of approximately \$391,000 and \$363,000, respectively. This inventory is stated at the lower of cost or market.

CAPE COD REGIONAL TRANSIT AUTHORITY
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Notes to Financial Statements
June 30, 2021 and 2020

7. Capital Assets and Depreciation

The capital asset activity for the year ended June 30, 2021 was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	\$ 2,294,775	\$ -	\$ -	\$ 2,294,775
Subtotal	<u>2,294,775</u>	<u>-</u>	<u>-</u>	<u>2,294,775</u>
Depreciable capital assets				
Buildings and structures	22,879,867	158,945	96,364	22,942,448
Vehicles	33,654,255	2,382,045	2,056,734	33,979,566
Equipment	3,558,548	311,201	276,750	3,592,999
Intangible assets	1,992,078	251,173		2,243,251
Subtotal	<u>62,084,748</u>	<u>3,103,364</u>	<u>2,429,848</u>	<u>62,758,264</u>
Accumulated depreciation	<u>35,176,583</u>	<u>4,290,710</u>	<u>2,336,048</u>	<u>37,131,245</u>
Net depreciable capital assets	<u>26,908,165</u>	<u>(1,187,346)</u>	<u>93,800</u>	<u>25,627,019</u>
Net depreciable and net capital assets	<u>\$ 29,202,940</u>	<u>\$ (1,187,346)</u>	<u>\$ 93,800</u>	<u>\$ 27,921,794</u>

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

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets not being depreciated				
Land	\$ 2,294,775	\$ -	\$ -	\$ 2,294,775
Subtotal	<u>2,294,775</u>	<u>-</u>	<u>-</u>	<u>2,294,775</u>
Depreciable capital assets				
Buildings and structures	22,323,209	556,658		22,879,867
Vehicles	30,811,197	2,843,058		33,654,255
Equipment	3,364,653	193,895		3,558,548
Intangible assets	1,924,197	67,881		1,992,078
Subtotal	<u>58,423,256</u>	<u>3,661,492</u>	<u>-</u>	<u>62,084,748</u>
Accumulated depreciation	<u>30,573,025</u>	<u>4,603,558</u>		<u>35,176,583</u>
Net depreciable capital assets	<u>27,850,231</u>	<u>(942,066)</u>	<u>-</u>	<u>26,908,165</u>
Net depreciable and net capital assets	<u>\$ 30,145,006</u>	<u>\$ (942,066)</u>	<u>\$ -</u>	<u>\$ 29,202,940</u>

CAPE COD REGIONAL TRANSIT AUTHORITY
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Notes to Financial Statements
June 30, 2021 and 2020

7. Capital Assets and Depreciation (continued)

The above land amount is inclusive of a related party capital lease in the amount of \$1,430,000, refer to Note 9 for lease details.

Depreciation expense for 2021 and 2020 was \$4,290,710 and \$4,603,558, respectively.

8. Notes Payable

During the years ended June 30, 2021 and 2020, the following changes occurred in the Authority's revenue anticipation notes (RANs):

	<u>2021</u>	<u>2020</u>
Beginning balance	\$ 7,601,535	\$ 7,703,667
New notes issued	7,554,675	7,630,704
Notes retired	<u>(7,653,324)</u>	<u>(7,732,836)</u>
	7,502,886	7,601,535
Less: current maturities	<u>(102,886)</u>	<u>(101,535)</u>
Long-term, less current maturities	<u><u>\$ 7,400,000</u></u>	<u><u>\$ 7,500,000</u></u>

The RAN outstanding at June 30, 2021, has an interest rate of 1.5% (effective interest rate is .769% after accounting for premium), and is due in July, 2021. The above balance is inclusive of an unamortized premium of \$2,886.

All required payments with respect to this obligation are guaranteed by the Commonwealth of Massachusetts. The guarantee is for the entire duration of the note. Further, in the history of the Authority, the Commonwealth has never had to pay anything with respect to the Authority's RANs.

A portion of the RAN (i.e., \$7,400,000) is expected to be refinanced upon maturity with generally the same terms as the note currently outstanding. Therefore, it is short-term debt expected to be refinanced and is thus classified as long-term debt.

9. Leases

The Authority rents land, under a capital lease, from the Commonwealth of Massachusetts, a related party, for \$1.00 per year. The lease commenced April 2, 2001 and terminates April 2, 2051. The land's present value as of the commencement date was recorded as a capital asset (i.e., land) and was funded via a Commonwealth capital contribution. The Authority's Hyannis Transportation Center is situated on the land and the Authority pays all operating expenses related to the property.

CAPE COD REGIONAL TRANSIT AUTHORITY
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Notes to Financial Statements
June 30, 2021 and 2020

10. Employees' Retirement Benefits

The Authority sponsors two retirement plans for its employees.

Pension Plan

General Information about the Pension Plan

Plan Description – The Authority provides employees retirement benefits through the Barnstable County Retirement Association (BCRA). The Plan is a cost-sharing, multiple-employer, contributory, defined benefit pension plan. The Plan is a member of the Massachusetts Contributory Retirement System and is governed by Massachusetts General Laws, Chapter 32. The Public Employees Retirement Commission (PERAC) is the state agency responsible for oversight of the Commonwealth's retirement systems. Oversight of the BCRA is provided by a five person Board of Retirement. The Plan issues a publicly available financial report that may be obtained by contacting the Plan located at 750 Attucks Lane, Hyannis, MA 02601.

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

Contributions – Pursuant to Massachusetts General Laws, Chapter 32, contribution requirements of the active employees and the participating employers are established and may be amended by the Massachusetts Contributory Retirement System. Plan members are required to pay into the Plan 5% to 11% of their covered compensation, depending on plan entry date and their level of compensation. The Authority's contractually required contribution rate for the year ended June 30, 2021, was 21.70% of annual payroll, actuarially determined as an amount that, when combined with employee contributions, is expected to finance the cost of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. Contributions to the pension plan for 2021 and 2020 were \$212,762 and \$202,072, respectively.

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

At June 30, 2021 and 2020, the Authority reported a liability of \$2,112,973 and \$2,296,232, respectively, for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2020. The Authority's proportion of the net pension liability was based on a projection of the long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. At December 31, 2020, the Authority's proportion of net pension liability was .306%.

CAPE COD REGIONAL TRANSIT AUTHORITY
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Notes to Financial Statements
June 30, 2021 and 2020

10. Employees' Retirement Benefits (continued)

Pension Plan (continued)

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

For the year ended June 30, 2021, the Authority recognized pension expense of \$201,223 and reported deferred outflows and inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on pension plan investments	\$ -	\$ 11,568
Changes in assumptions	185,832	
Changes in proportion and differences between employer contributions and proportionate share of contributions	189,027	76,276
Differences between expected and actual experience	189,027	246,556
 Total deferred outflows and inflows	 \$ 374,859	 \$ 334,400

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

Year	
2022	\$ 16,267
2023	96,330
2024	(69,818)
2025	(2,700)
2026	380

Actuarial Assumptions – The total pension liability was determined by an actuarial valuation as of January 1, 2020, using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial cost method	Entry age normal cost method
Salary increases	3.25%
Investment rate of return	7.15%
Cost of living adjustments	3.0 percent of first \$18,000 of retirement income

CAPE COD REGIONAL TRANSIT AUTHORITY
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Notes to Financial Statements
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10. Employees' Retirement Benefits (continued)

Pension Plan (continued)

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

Actuarial Assumptions (continued)

Mortality rates:

Pre-retirement	The RP-2014 Blue Collar Employee Mortality Table projected generationally with Scale MP-2017.
Healthy Retiree	The RP-2014 Blue Collar Healthy Annuitant Mortality Table projected generationally with Scale MP-2017.
Disabled Retiree	The RP-2014 Blue Collar Healthy Annuitant Mortality Table projected generationally with Scale MP-2017.

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 rate of return on pension plan investments was determined using a building block method in which expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These returns 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 and subtracting expected investment expenses and a risk margin.

The target allocation and projected arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-term Expected Real Rate of Return</u>
Domestic Equity	22.00%	6.28%
International developed markets equity	12.00%	7.00%
International emerging markets equity	5.00%	8.82%
Core fixed income	15.00%	3.80%
Value added fixed income	8.00%	2.97%
Real estate	10.00%	3.50%
Timberland	4.00%	3.45%
Hedge fund, PCS	10.00%	2.35%
Private equity	14.00%	10.11%
Total	100.00%	

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

10. Employees' Retirement Benefits (continued)

Pension Plan (continued)

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

Discount rate – The discount rate used to measure the total pension liability was 7.15 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 rates actuarially determined. For this purpose, only employer contributions that are intended to fund the service costs for future plan members and their beneficiaries are included. Projected employer contributions that are intended to fund the service costs for future plan members and their beneficiaries, as well as projected contributions from future plan members, are not included. 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.

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 7.15 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 (6.15 percent) or 1-percentage-point higher (8.15 percent) than the current rate:

	1% Decrease (6.15%)	Discount Rate (7.15%)	1% Increase (8.15%)
Authority's proportionate share of the net pension liability	\$ 2,857,865	\$ 2,112,973	\$ 1,487,051

Pension plan fiduciary net position – Detailed information about the pension plan's fiduciary net position is available in the separately issued BCRA financial report.

Other Postemployment Benefits (OPEB)

Plan Description - The Authority has established a single employer, defined benefit plan. The Plan provides benefits to eligible employees (1) hired before April 2, 2012, who render at least 10 years of service and attain age 55, while in service, or 20 years of service at any age, until the employee is eligible for Medicare and (2) hired on or after April 2, 2012, who render at least 10 years of service are eligible at age 60, while in service until the employee is eligible for Medicare. The benefits, benefit level, employee contributions, and employer contributions are governed by the Authority. At June 30, 2021, membership consisted of 12 active plan members and 2 retired plan members, currently receiving benefits.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

10. Employees' Retirement Benefits (continued)

Other Postemployment Benefits (OPEB) (continued)

Benefits Provided – Medical coverage under the group health insurance plan for regular full-time employees will continue until the employee is eligible for Medicare. Coverage for the dependents of such regular full-time employees will also continue during this period provided that the employee pay 25% of the enrollment cost as established annually by the Plan administrator. Once the retired employee is entitled to Medicare, health care coverage for the employee's spouse will continue as provided for under COBRA, provided that the employee pay 100% of the enrollment costs as established annually by the Plan administrator. The retired employee must pay 25% of the enrollment cost (the "working rate") as established annually by the Plan administrator. The Authority contributes the remainder of the health plan costs on a fully funded basis.

Contributions – Contributions are voluntary and determined by the Authority. The Authority is presently on a pay-as-you-go basis.

Net OPEB Liability

The Authority's net OPEB liability was measured as of June 30, 2018 for the year ended June 30, 2019 and was rolled forward to the June 30, 2021 report date. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2018.

Actuarial Assumptions – The total OPEB liability in the June 30, 2018 actuarial valuation and the related update to June 30, 2018 (the measurement date) were determined using the following actuarial assumptions, applied to all periods included in the measurement: the entry age normal cost method, an inflation rate of 3.25%, a 3.87% discount rate, projected salary increase of 6% decreasing over 11 years to an ultimate level of 4.25%, a long-term healthcare cost trend rate of 7.00% decreasing by .25% each year to an ultimate level of 4.5% per year and mortality projected for both pre-retirement and post-retirement employees using the RP-2014 Mortality Table projected generationally with Scale MP-2017.

The actuarial assumptions used in the June 30, 2018 valuation were based on the results of an actuarial experience study for the period of July 1, 2016 through June 30, 2018.

The development of a long-term expected rate of return on OPEB plan investments does not apply, due to the fact that there are not any invested assets.

Discount Rate – The discount rate used to measure the total OPEB liability was 3.87%. This discount rate was equal to the prevailing municipal bond rate for the Authority's unfunded periods.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

10. Employees' Retirement Benefits (continued)

Post Employment Healthcare Benefits (continued)

Changes in the Net OPEB Liability

	Increase (Decrease)		
	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (Asset) (a) - (b)
Balance at 6/30/2020	\$ 1,396,923	\$ -	\$ 1,396,923
Changes for the year:			
Service Cost	78,500		78,500
Interest	54,061		54,061
Differences between expected and actual experience			-
Changes in assumptions			-
Contributions		9,000	(9,000)
Benefit payments	(9,000)	(9,000)	-
Net changes	123,561	-	123,561
Balance at 6/30/2021	<u>\$ 1,520,484</u>	<u>\$ -</u>	<u>\$ 1,520,484</u>

Sensitivity of the net OPEB liability to changes in the discount rate - The following presents the net OPEB liability of the Authority if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate, for the year ended June 30, 2021:

	1% Decrease (2.87%)	Discount Rate (3.87%)	1% Increase (4.87%)
Net OPEB Liability	\$ 1,772,884	\$ 1,520,484	\$ 1,315,523

Sensitivity of the net OPEB liability to changes in the healthcare cost trend rates - The following presents the net OPEB liability calculated using the current healthcare cost trend rates that are 1-percentage-point lower (6% year 1 decreasing to 3.5%) or 1-percentage-point higher (8% year 1 decreasing to 5.5%) than the current healthcare cost trend rates for the year ended June 30, 2021:

	1% Decrease 6.0%	Current Rate 7.0%	1% Increase 8.0%
Net OPEB Liability	\$ 1,130,534	\$ 1,520,484	\$ 1,794,171

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

10. Employees' Retirement Benefits (continued)

Post Employment Healthcare Benefits (continued)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB (continued)

For the year ended June 30, 2021, the Authority reported a net OPEB liability of \$1,520,484, OPEB expense of \$172,151 and reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 115,025	\$ -
Changes in assumptions	99,807	42,356
 Total	 \$ 214,832	 \$ 42,356

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

<u>Year</u>	
2022	39,590
2023	39,590
2024	39,588
2025	39,588
Thereafter	14,120

OPEB plan fiduciary net position – Detailed information about the OPEB plan’s fiduciary net position is available in the separately issued Trust report. A copy of the report may be obtained by contacting the Director of Finance/Treasurer, Barnstable County Superior Court House, P.O. Box 427, Barnstable, MA 02630.

11. Commitments and Contingencies

- a) Purchase commitments – As of June 30, 2021, the Authority had purchase commitments related to the acquisition of buses of approximately \$56,340.

- b) Litigation – In the normal course of operations, the Authority has been named in various claims and litigations. Based upon information available to counsel and the Authority, management believes that the ultimate outcome from these claims and litigations will not have a material adverse effect on the Authority’s financial position.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

11. Commitments and Contingencies (continued)

- c) Federal and State Grants - The Authority has received capital and operating financial assistance from Federal and State agencies in the form of grants. Expenditure of funds under these programs generally requires compliance with terms and conditions specified in the grant agreements and are subject to audit by the grantor agencies. Any disallowed claims resulting from such audits could become a liability of the Authority. In the opinion of Authority Management, liabilities resulting from such disallowed expenditures, if any, will not be material to the accompanying financial statements.
- d) Risk management - The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; natural disasters; and workers compensation claims for which the Authority carries commercial insurance. Settlements have not exceeded insurance coverage for each of the past three fiscal years.

The Authority's workers compensation coverage is insured under a retrospectively rated policy. In the opinion of management, any audit adjustment made by the insurance carrier will not be material to the accompanying financial statements.

12. Subsequent Event

Subsequent to June 30, 2021, the Authority issued a revenue anticipation note of \$6,500,000 with an average interest rate of 1.00% (effective interest rate of .28% after accounting for premium). This RAN will mature in July, 2022 and is guaranteed by the Commonwealth of Massachusetts.

The Authority's operations were affected by the Coronavirus (Covid-19) during the current year as discussed in Note 1. The Coronavirus and actions taken to mitigate have had and are expected to continue to have an adverse impact on the Authority's operations. While it is unknown how long these conditions will last and what the complete financial effect will be to the Authority, it is reasonably certain that future Authority financial statements will be adversely affected. The Authority does have additional CARES Act funding and CRRSAA Act funding that should alleviate the problem; however, whether this is enough to cover future losses or not cannot be determined at this time.

The Authority's Human Service Transportation contract with the Commonwealth terminated effective July 1, 2021. This contract was fully funded by the Commonwealth; thus, covering 100% of the Authority's contract related expenses. Therefore, this situation should not affect the Authority's future operations.

The Authority evaluated subsequent events through October 29, 2021, when the financial statements were available to be issued, and determined that there are no other material items that would require recognition or disclosure in the Authority's financial statements.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Notes to Financial Statements
June 30, 2021 and 2020

13. Reserve for Extraordinary Expense

In accordance with Section 6 of Chapter 161B of the General Laws of the Commonwealth, the Authority is allowed to establish a reserve account for the purpose of meeting the cost of extraordinary expenses in an amount not to exceed three percent of the prior year's local assessment. Any balance in the reserve account at the end of the fiscal year may be carried forward into the next fiscal year; provided, however, that the aggregate amount in the account does not exceed twenty percent of the prior year's local assessment. The Authority increased the reserve for extraordinary expense by \$61,573 and \$58,900 in 2021 and 2020, respectively. The aggregate reserve balance at June 30, 2021 and 2020 was \$389,789 and \$328,216, respectively. The reserve for extraordinary expense is included in unearned revenue in the accompanying statement of net position.

14. Compensation Disclosures (unaudited)

The Massachusetts Executive Office of Administration and Finance, pursuant to Massachusetts General Law 810 CMR 53.03(2) requires the following compensation disclosures.

The Administrator's (CEO) base salary for fiscal year 2021 was \$147,500. In addition, the CEO is in a (1) health insurance plan and contributes 25% of the premium cost, and (2) a pension plan contributing 5% of regular salary.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Required Supplementary Information
Schedule of the Authority's Proportionate Share of the Net Pension Liability (Unaudited)
June 30, 2021

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Authority's proportion of the net pension liability	0.306%	0.306%	0.296%	0.305%	0.238%	0.286%	0.324%
Authority's proportionate share of the net pension liability	\$ 2,112,973	\$ 2,296,232	\$ 2,336,890	\$ 2,077,007	\$ 1,674,157	\$ 1,798,849	\$ 1,828,599
Authority's covered-employee payroll	\$ 980,490	\$ 939,989	\$ 877,752	\$ 868,833	\$ 674,182	\$ 792,231	\$ 849,571
Authority's proportionate share of the net pension liability as a percentage of its covered-employee payroll	215.50%	244.28%	266.24%	239.06%	248.32%	227.06%	215.24%
Plan fiduciary net position as a percentage of the total pension liability	66.82%	62.34%	57.63%	61.86%	57.28%	58.10%	60.43%

Notes to Required Supplementary Information

Measurement Date

The amounts presented in this schedule were determined as of December 31, 2019.

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 in assumptions

The net investment return assumption was lowered from 7.375% to 7.15%.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information
Schedule of Pension Contributions (Unaudited)
June 30, 2021

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Actuarially required contribution	\$ 212,762	\$ 201,233	\$ 185,854	\$ 182,162	\$ 135,068	\$ 157,188	\$ 171,914
Contributions in relation to the actuarially required contribution	(212,762)	(202,072)	(185,854)	(182,162)	(135,068)	(157,188)	(171,914)
Contribution deficiency (excess)	\$ -	\$ (839)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered-employee payroll	\$ 980,490	\$ 939,989	\$ 877,752	\$ 868,833	\$ 674,182	\$ 792,231	\$ 849,571
Contributions as a percentage of its covered-employee payroll	21.70%	21.50%	21.17%	20.97%	20.03%	19.84%	20.24%

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.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Required Supplementary Information
Schedule of Investment Returns
June 30, 2021

<u>Year</u>	<u>Annual money-weighted rate of return, net of investment expense</u>
June 30, 2021	20.20%
June 30, 2020	16.09%
June 30, 2019	-2.34%
June 30, 2018	17.17%
June 30, 2017	7.40%
June 30, 2016	0.57%
June 30, 2015	0.57%

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.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information
Schedule of Changes in the Net OPEB Liability and Related Ratios (Unaudited)
For the Measurement Periods Ended June 30

Measurement Period	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Total OPEB Liability				
Service cost	\$ 78,500	\$ 78,000	\$ 77,463	\$ 82,953
Interest on the total OPEB liability	54,061	49,476	31,344	25,088
Differences between expected and actual experience			201,296	
Changes in assumptions			174,660	(98,828)
Benefit payments	(9,000)	(9,000)	(8,686)	(8,312)
Net change in OPEB liability	123,561	118,476	476,077	901
Total OPEB liability - beginning	1,396,923	1,278,447	802,370	801,469
Total OPEB liability - ending	<u>1,520,484.00</u>	<u>1,396,923</u>	<u>1,278,447</u>	<u>802,370</u>
Plan Fiduciary Net Position				
Contribution - employer	9,000	9,000	8,686	8,312
Benefit payments	(9,000)	(9,000)	(8,686)	(8,312)
Net change in plan fiduciary net position	-	-	-	-
Plan fiduciary net position - beginning	-	-	-	-
Plan fiduciary net position - ending	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net OPEB Liability - ending	<u>\$ 1,520,484</u>	<u>\$ 1,396,923</u>	<u>\$ 1,278,447</u>	<u>\$ 802,370</u>
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%	0.00%
Covered-employee payroll	\$ 980,490	\$ 939,989	\$ 728,878	\$ 711,100
Net OPEB liability as a percentage of covered-employee payroll	155.07%	148.61%	175.40%	112.84%

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.

Significant assumptions and methods

For assumptions and methods used see Note 10.

Changes in assumptions from last actuarial valuation

The discount rate changed from 3.58% to 3.87%.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)

Required Supplementary Information
Schedule of OPEB Contributions (Unaudited)
June 30,

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Statutorily required contribution	\$ 9,000	\$ 9,000	\$ 8,686	\$ 8,312
Contributions in relation to the actuarially determined contribution	<u>9,000</u>	<u>9,000</u>	<u>8,686</u>	<u>8,312</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered-employee payroll	\$ 980,490	\$ 939,989	\$ 728,878	\$ 711,100
Contributions as a percentage of its covered-employee payroll	0.92%	0.96%	1.19%	1.17%

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.

Significant assumptions and methods

For assumptions and methods used see Note 10.

Changes in assumptions from last actuarial valuation

The discount rate changed from 3.58% to 3.87%.

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Statement of Costs (Unaudited)
June 30, 2021
Form 1

Schedule 1

	<u>Total Area Service</u>
Operating costs	
Administrative costs (excluding depreciation)	\$ 1,396,024
Purchased services	
Fixed route	7,221,050
Demand response	6,446,365
Brokerage services	7,988,636
Rail - Cape Flyer	94,419
Debt Service	59,995
Total operating costs	<u>23,206,489</u>
 Federal operating assistance	
FTA operating and administrative	6,867,307
 Revenues	
Operating	
Farebox revenue	677,511
Brokerage service reimbursement	8,100,006
Rail - Cape Flyer income	25,458
Other revenues	
Facility and parking income	179,338
Interest income	7,473
Miscellaneous	101,107
Total revenues	<u>9,090,893</u>
 Net operating deficit	 7,248,289
 Adjustments	
Reserve for extraordinary expense	61,573
Unearned income	100,362
Subrecipient Pass-thru revenue and expenses	
Federal operating assistance	2,939,034
Operating expenses	(2,939,034)
	<u>161,935</u>
 Net cost of service	 <u>7,410,224</u>
 Net cost of service funding	
Local assessments	2,103,727
State contract assistance	5,306,497
Total net cost to be funded	<u>7,410,224</u>

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Statement of Costs-Calculation Worksheet and Supplementary Data (Unaudited)
June 30, 2021
Form 2

Schedule 2

Proof calculations and other required information:

Prior year operating exp., net of fully funded brokerage serv. costs	\$ 14,965,212
Allowable percentage increase:	2.50%
Prior year, net operating expenses times 2.5%	<u>374,130</u>
	<u>15,339,342</u>
Fully funded costs	
Brokerage service costs	8,100,006
Current year, allowable expense	<u>\$ 23,439,348</u>
Actual current year expense	<u>\$ 23,206,489</u>
Amount of extraordinary expenses	\$ 61,573
Prior year local assessment	<u>2,052,417</u>
Percentage of extraordinary to prior local assessments (not to exceed 3%)	<u>3%</u>
Aggregate amount of reserve account at June 30.	\$ 389,789
Prior year local assessment	<u>2,052,417</u>
Percentage of reserve account to prior local assessment (not to exceed 20%)	<u>19%</u>
State the management fee paid to major service providers as a percent of total cost	2%
State the percentage of benefits paid by RTA on behalf of RTA employees for:	
Group health insurance	75%
State the brokerage service contract cost as a percentage of total operating costs.	34%

CAPE COD REGIONAL TRANSIT AUTHORITY
(a Component Unit of the Massachusetts Department of Transportation)
Schedule of Local (Towns) Funding (Unaudited)

Schedule 3

June 30, 2021

<u>Community</u>		<u>Share</u>
Barnstable	\$	639,133
Bourne		143,552
Brewster		56,624
Chatham		19,203
Dennis		113,596
Eastham		56,577
Falmouth		202,518
Harwich		113,451
Mashpee		115,135
Orleans		94,119
Provincetown		113,199
Sandwich		153,291
Truro		56,614
Wellfleet		56,724
Yarmouth		169,991
		<hr/>
	\$	<u>2,103,727</u>