

2008

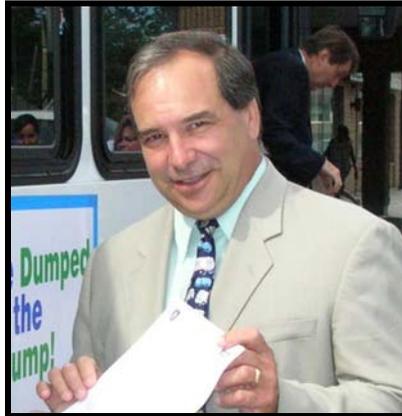


Annual Report



Greater Attleboro Taunton Regional Transit Authority

FROM THE ADMINISTRATOR



Francis J. Gay

When **GATRA** began operating back in October of 1978, we could not fathom gasoline prices of \$4.00 plus per gallon, the beginning of a major economic downturn – locally, regionally and nationally or transit buses that run on both batteries and regular fuel.

Now more than 30 years later, **GATRA** is still on the road each and every day in an effort to live up to our slogan "*We'll Get You There!*" Needless to say, it's been a challenging FY 2008. We're still fighting the same good fight – trying to get the Legislature to not only address the backlog of funding problems, but actually **increase** funding for FY2009.

We're going to need it. With increasing downturn of the economy and with people needing to get to work or in some cases find a job, public transit is a true lifeline for thousands of existing and potential riders in the communities in which we serve.

Through the *Massachusetts Association of Regional Transit Authorities* (MARTA), we continue to lobby lawmakers on Beacon Hill to not only recognize the dire need for public transit, but to adequately fund it as well!

In order for **GATRA** to accomplish its mission to "*... Get You There!*" we need to keep and even increase the pressure on legislators to help keep us rolling and serve *their* constituents.

RIDERSHIP



GATRA enjoyed a marked increase in ridership in 2008 due to gasoline prices of more than \$4.00 a gallon. The increase of 92,446 riders translates to a 6.90% increase over the same period in 2007.

2008

	<i>Fixed Route</i>	<i>Demand Response</i>	<i>Human Services Brokerage</i>	<i>Total Ridership</i>
Annual Ridership	581,595	193,240	745,551	1,520,386

2007

Annual Ridership	544,012	186,706	697,222	1,427,940
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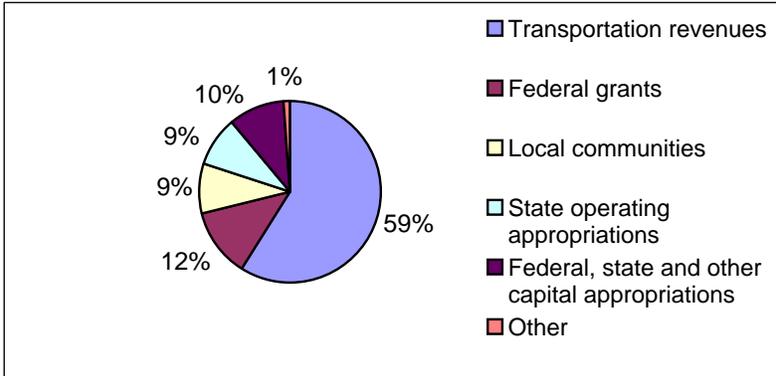
2006

Annual Ridership	532,533	184,769	649,796	1,367,098
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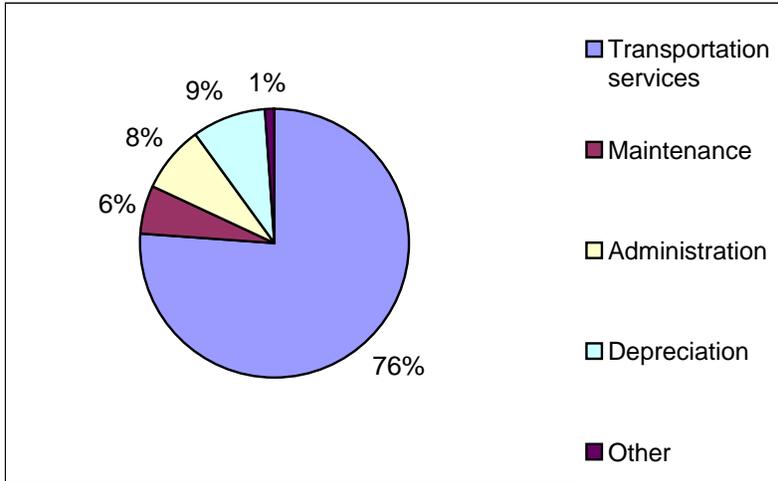
GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY
 MANAGEMENT'S DISCUSSION AND ANALYSIS - UNAUDITED
 FOR THE YEAR ENDED JUNE 30, 2008

The revenues and expenses by source are delineated in the following graphs:

Revenues by source:



Expenses by source:



Financial Ratios

"Working Capital" is the amount by which current assets exceed current liabilities. The Current Ratio, which compares current assets to current liabilities, is an indicator of the ability to pay current obligations.

	<u>2008</u>	<u>2007</u>
Working Capital	\$ 6,388,000	\$ 5,984,000
Current ratio	3:1	3:1

The working capital and current ratio indicate that the Authority has an excellent ability to meet current obligations.

"Liabilities to Net Assets" indicates the extent of borrowing.

	<u>2008</u>	<u>2007</u>
Liabilities to net assets	90%	77%

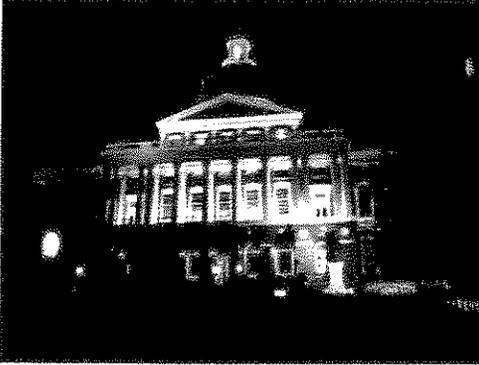
This increase was caused by an increase in liabilities related to both transportation vendors and capital asset vendors and an increase in revenue anticipation notes.

"Return on assets" illustrates to what extent there will be sufficient funds to replace assets in the future.

	<u>2008</u>	<u>2007</u>
Return on assets	1%	4%

The decrease was caused by a decrease in net income and an increase in assets.

Recommendations for Legislation



The Greater Attleboro Taunton Regional Transit Authority (GATRA) through its statewide transit association the Massachusetts Association of Regional Transit Authorities (MARTA) worked with the legislature on a number of initiatives in FY 2007. Senate Bill 2085 would give the Regional Transit Authorities a dedicated fund to pay for expanding transportation services throughout the

Commonwealth. It would also “forward Fund” the RTA line item which would greatly assist in planning RTA expenses and growth. This bill is proceeding with a great deal of support through the legislative process. MARTA intends to fully support this bill in the 2007 legislative session.

MARTA has worked closely with the Transportation Finance Commission which put forth its recommendations to the legislature. Several recommendations will benefit the Regional Transit Authority program. These include a cap on tort liability insurance which is enjoyed by local municipalities, the full faith credit of the Commonwealth backing RTA borrowings for revenue

anticipation notes and allowing Regional Transit Authorities to set up enterprise funds to conduct some of the daily business of the Transit Authority.

All of these initiatives would greatly assist the transit program throughout the Commonwealth in providing better service, more predictable financing and enhancing some of the innovative programs that Transit Authorities are providing to their respective communities.

Comprehensive Program for Mass Transit



GATRA works very closely with both SRPEDD and Old Colony Planning Commission in implementing the recommendations for transit services in the Regional

Transportation Plans. Within the Regional Transportation Plans are sections that deal with public transportation. These sections in both agencies ask for additional operating funds for public transit services to be expanded in growing communities and to address new development which has taken place in Southeastern Massachusetts. The specific provisions of these programs will be made part of GATRA’s goals of

expanding local public transportation services.

Several new communities have joined GATRA as members. These communities need public transit services and GATRA is working diligently with them to identify needs to incorporate into the GATRA comprehensive program for FY 2008.

Advisory Board Members

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Carver
Dighton
Foxborough
Franklin
Kingston
Lakeville
Mansfield
Medway
Middleborough
Norfolk
North Attleborough
Norton
Plainville
Plymouth
Raynham
Rehoboth
Seekonk
Taunton
Wareham
Wrentham

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Richard Quintal, Jr.
Joyce Rodrigue
Janice Godfrey
Bernie Huck
Mayor Charles Crowley
Deborah Bell
Anna Deschamps

Disabled Commuter Representative - Kathleen Simpson



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