



## Monroe County Transportation Authority

### Financial Statements and Supplementary Information

June 30, 2025 and 2024

# Monroe County Transportation Authority

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June 30, 2025 and 2024

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## Independent Auditor's Report

To the Board of Directors  
Monroe County Transportation Authority  
Scotrun, Pennsylvania

### Opinion

We have audited the financial statements of the Monroe County Transportation Authority (the Authority), as of and for the years ended June 30, 2025 and 2024, of the business-type activities and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of the Authority as of June 30, 2025 and 2024, the respective changes in net 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.

### Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS), the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), and the audit requirements of the Pennsylvania Department of Transportation. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### Responsibilities of Management for the Financial Statements

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

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

## **Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the audit requirements of the Pennsylvania Department of Transportation will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the audit requirements of the Pennsylvania Department of Transportation, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

## **Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 to 10 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information, because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

## **Supplementary Information**

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying supplementary information, as listed in the table of contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from, and relates directly to, the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements, or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the accompanying supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

## **Other Reporting Required by *Government Auditing Standards* and the Pennsylvania Department of Transportation**

In accordance with *Government Auditing Standards* and the audit requirements of the Pennsylvania Department of Transportation, we have also issued our report, dated December 11, 2025, 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* and the audit requirements of the Pennsylvania Department of Transportation in considering the Authority's internal control over financial reporting and compliance.



December 11, 2025  
Wyomissing, Pennsylvania

# Monroe County Transportation Authority

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## Management's Discussion and Analysis

June 30, 2025 and 2024

The following discussion and analysis of Monroe County Transportation Authority's (hereafter referred to as MCTA or the Authority) financial performance introduces the Authority's basic financial statements for the years ended June 30, 2025 and 2024. Please read in conjunction with the Authority's financial statements, which begin on page 11.



### Authority Activities and Highlights

The Authority's net position, including depreciation expense, decreased by \$345,507 or 3.18% for the year ended June 30, 2025. This compares to a decrease of \$742,948 or 6.40% and a decrease of \$474,438 or 3.92% for the years ended June 30, 2024 and 2023, respectively.

The Authority's overall operating revenues decreased by \$83,721 or 3.59% for the year ended June 30, 2025, while the preceding years increased by \$287,279 or 14.05% and increased by \$41,722 or 2.08% for the years ended June 30, 2024 and 2023, respectively.

The Authority's overall operating expenses increased by \$328,262 or 4.07%, while the preceding years increased by \$497,694 or 6.57% and increased by \$844,883 or 12.55%, for the years ended June 30, 2024 and 2023, respectively. MCTA increased service hours and miles as ridership increased. The delivery of this service, along with union wage increases, contributed to the change in expense. Inflation also contributed (in addition to increased service) to the cost of parts, tires, and tubes. The gap between revenue and expense was covered by deferred Act 44 revenue.

The Authority continues providing transportation services for Monroe County on the following days: fixed route (Monday to Saturday, unless a potential for route guarantee arises), Pony Plus (app-based service, Monday to Friday), Flex (Monday to Friday), shared ride (Monday to Friday), and Medical Assistance Transportation Program (seven days a week, as needed). The Transit in the Park shuttle for the National Park Service operated in July, August, and September of 2024 on Saturdays only due to funding constraints, and in May and June of 2025 on Saturdays and Sundays.

### Operational Highlights

- Fixed route: The Authority provided 179,457 fixed route trips with 25,218 revenue hours and 421,967 revenue miles of fixed route service for the year ended June 30, 2025. In January 2025, MCTA increased fixed route fares (from \$1.50 to \$2.00 per trip) and introduced a credit card payment system. This new open-loop system provides fare capping based on the use of a specific credit card number. Passengers are encouraged to use one card for optimal money-saving benefits. Between January and July 2025, utilization of credit card payments increased to nearly 50% of fare-paying customers. There was an increase in revenue hours and miles, thanks to a partnership route guarantee with the Monroe County Commissioners. However, the overall ridership decreased by 15.8% from FY24, mainly due to the fare increase.

## Monroe County Transportation Authority

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### Management's Discussion and Analysis

June 30, 2025 and 2024

#### Operational Highlights (continued)

- Shared ride: The Authority provided 83,039 shared ride trips, a 1.8% decrease from FY24. Vehicle revenue hours totaled 37,122, while vehicle revenue miles reported were 781,749. These miles and hours also include Pony Plus and Flex services. MCTA is also reestablishing services that had been available before COVID, by offering out-of-county trips for medical needs and preparing to offer Saturday shared ride services.
- Funding: Once MCTA has spent its remaining Federal Transit Administration-designated 5307 funding, the Authority will rely more heavily on federal funds from the rural 5311 program for operating grants and the 5310 program for capital grants. While these funds are formula-driven to the states, they may not fully compensate for the loss of the 5307 urban program. MCTA anticipates returning as an urbanized system in FY33.
- Strategic Planning: The Authority continues working on the strategic plan for the Authority. On May 4, 2025, MCTA employees met to discuss improvements and create strategic ideas for the future. **Pocono Pony Moves Monroe** is the motto of the campaign.
- Transitions: FY25 was marked by transitions and improvements in the Finance Department. In February 2025, Joan Davidge announced her retirement as Chief Financial Officer effective June 30, 2025. Gosia Sobieszczuk, serving as Deputy Chief Financial Officer, was named Chief Financial Officer and began her tenure. An updated chart of accounts and new recording structure were introduced to streamline and enhance reporting and analysis.

#### Capital Highlights

Some of the capital equipment and items procured and/or received during FY25 include:

- MCTA continues to work with PennDOT and design firm Stantec on the proposed bus covered storage facility and existing building renovations. By the end of June 2025, the design was completed and permitting was underway. Overall project includes:
  - New 44,000 square foot covered bus garage
  - Fully renovated maintenance facility with new maintenance equipment
  - New common areas for drivers and mechanics
  - Fully renovated operations area for dispatch
  - A new guest vestibule and greeting space
  - New covered gasoline fueling island
  - New salt shed
  - New gate, parking lots, and refurbished asphalt driveways.
- Capital procurements that began in FY24 include five 35-foot Gillig low-floor fixed route buses, ten 14-passenger cutaway shared ride vehicles, and other items.

# Monroe County Transportation Authority

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## Management's Discussion and Analysis

June 30, 2025 and 2024

### Overview of the Financial Statements

MCTA's basic financial statements include a statement of net position; statement of revenues, expenses, and changes in net position; statement of cash flows; and notes to financial statements. This report also includes supplementary information in addition to the basic financial statements themselves.

The Authority's financial statements are prepared on the accrual basis in accordance with accounting principles generally accepted in the United States of America promulgated by the Governmental Accounting Standards Board.

**Statement of Net Position.** The statement of net position presents the financial position of the Authority and includes information on MCTA's assets and liabilities, with the difference between them reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

**Statement of Revenues, Expenses, and Changes in Net Position.** The statement of revenues, expenses, and changes in net position presents information showing how the Authority's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Revenues are recognized when earned, not when they are received. Expenses are recognized when incurred, not when they are paid. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

**Statement of Cash Flows.** The statement of cash flows presents information on the effect changes in assets and liabilities have on cash during the course of the fiscal year.

**Notes to Financial Statements.** The notes provide additional information that is essential to a full understanding of the data provided in the Authority's financial statements. The notes to financial statements are included in this report.

**Supplementary Information.** The information listed as supplementary information in the table of contents is additional information presented by MCTA or requested by the Commonwealth of Pennsylvania Department of Public Transportation.

### Financial Analysis

**Net Position.** As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of the Authority, assets exceed liabilities by \$10,526,009, \$10,871,516, and \$11,614,464 for 2025, 2024, and 2023, respectively.

# Monroe County Transportation Authority

## Management's Discussion and Analysis

June 30, 2025 and 2024

### Financial Analysis (continued)

In FY25, MCTA realized a decrease in current assets of 4.61% (\$5,637,831 FY25 vs. \$5,910,084 FY24); a decrease in capital assets of 2.05% (\$9,647,681 FY25 vs \$9,849,653 FY24), and a decrease in current liabilities of 2.63% (\$4,759,503 FY25 vs. \$4,888,221 FY24). This led to an overall decrease in net position of 3.18% (\$10,526,009 FY25 vs. \$10,871,516 FY24). The primary driver of this change was an aging fleet. Depreciation expense on capital assets was \$1,357,662, \$1,343,928, and \$1,278,684 for the years ended June 30, 2025, 2024, and 2023, respectively. A condensed summary of the Authority's statement of net position is presented below at June 30:

	<u>2025</u>	<u>2024</u>	<u>2023</u>
<b>Assets</b>			
Current unrestricted assets	\$ 1,286,894	\$ 1,198,114	\$ 1,064,840
Restricted assets - cash	4,350,937	4,711,970	4,225,161
Capital assets, net	<u>9,647,681</u>	<u>9,849,653</u>	<u>10,665,082</u>
<b>Total Assets</b>	<u>15,285,512</u>	<u>15,759,737</u>	<u>15,955,083</u>
<b>Current Liabilities</b>			
	<u>4,759,503</u>	<u>4,888,221</u>	<u>4,340,619</u>
<b>Net Position</b>			
Investment in capital assets	9,647,681	9,849,653	10,665,082
Restricted disposition proceeds	209,681	353,216	276,060
Unrestricted	<u>668,647</u>	<u>668,647</u>	<u>673,322</u>
<b>Total Net Position</b>	<u>\$ 10,526,009</u>	<u>\$ 10,871,516</u>	<u>\$ 11,614,464</u>

By far the largest portion of the Authority's net position is reflected in its investment in capital assets (e.g. land, building, vehicles, machinery, and equipment). MCTA receives capital grant funding from the federal, state, and local governments to acquire these capital assets. Therefore, certain restrictions are placed on their disposal. MCTA uses these capital assets to support and provide public transportation services. For this reason, and due to the restrictions placed on the disposal of these capital assets, these assets are not available for future spending.

# Monroe County Transportation Authority

## Management's Discussion and Analysis

June 30, 2025 and 2024

### Financial Analysis (continued)

**Changes in Revenues and Expenses.** A condensed summary of the Authority's statement of revenues, expenses, and changes in net position is presented below for the years ended June 30:

	<u>2025</u>	<u>2024</u>	<u>2023</u>
<b>Operating Revenues</b>			
Passenger fares	\$ 354,565	\$ 331,833	\$ 334,080
Government fare programs	1,696,634	1,701,030	1,523,868
Other operating revenues	197,071	299,128	186,764
<b>Total Operating Revenues</b>	<u>2,248,270</u>	<u>2,331,991</u>	<u>2,044,712</u>
<b>Operating Expenses</b>			
Salaries and wages	3,548,248	3,236,205	2,967,540
Fringe benefits	1,917,294	1,794,528	1,623,127
Services	103,054	106,962	117,073
Fuel and lubricants and taxes	504,321	454,857	605,829
Tires, tubes, other materials, and supplies	362,008	319,245	283,063
Utilities	109,748	135,076	70,958
Casualty and liability	358,701	498,190	463,914
Purchased transportation	74,015	100,533	89,368
Miscellaneous expense	65,428	82,693	74,967
Depreciation	1,357,662	1,343,928	1,278,684
<b>Total Operating Expenses</b>	<u>8,400,479</u>	<u>8,072,217</u>	<u>7,574,523</u>
<b>Loss from Operations</b>	<u>(6,152,209)</u>	<u>(5,740,226)</u>	<u>(5,529,811)</u>
<b>Nonoperating Revenues</b>			
Operating grants			
Federal government	1,432,578	1,833,011	1,730,000
Commonwealth Act 44 funds	3,125,851	2,338,472	2,310,325
Local governments	229,594	218,661	208,249
<b>Total Government Subsidies for Operations</b>	<u>4,788,023</u>	<u>4,390,144</u>	<u>4,248,574</u>
Gain on disposal of capital assets	22,773	72,481	54,496
Interest income, net	6,524	6,154	2,553
<b>Total Nonoperating Revenues</b>	<u>4,817,320</u>	<u>4,468,779</u>	<u>4,305,623</u>
<b>Capital Grant Funding</b>	<u>989,382</u>	<u>528,499</u>	<u>749,750</u>
<b>Decrease in Net Position</b>	<u>\$ (345,507)</u>	<u>\$ (742,948)</u>	<u>\$ (474,438)</u>

# Monroe County Transportation Authority

## Management's Discussion and Analysis

June 30, 2025 and 2024

### Financial Analysis (continued)

The Authority is dependent on federal, state, and local governments to fund its operations. The funding received from these entities is included in nonoperating revenues.

Page 8 of this report delineates the revenue and expense of the Authority in FY25. The Authority's overall operating revenues decreased by \$83,721 or 3.59% for the year ended June 30, 2025, while the preceding years increased by \$287,279 or 14.05% and increased by \$41,722 or 2.08% for the years ended June 30, 2024 and 2023, respectively. The revenue decrease was driven mainly by lower return from a CNG excise tax rebate on the previous year's usage that expired in the first quarter of 2025.

The Authority's overall operating expenses increased by \$328,262 or 4.07%, while the preceding years increased by \$497,694 or 6.57% and increased by \$844,883 or 12.55% for the years ended June 30, 2024 and 2023, respectively. MCTA increased service hours and miles as ridership increased. The delivery of this service, along with union wage increases, contributed to the change in expense. Inflation also contributed (in addition to increased service) to the cost of parts, tires, and tubes. The gap between revenue and expense was covered by deferred Act 44 revenue.

### Capital Assets

MCTA's investment in capital assets includes land and land improvements, building, furniture and office equipment, shop and garage equipment, and vehicles (which include all assets, regardless of specific type, which are acquired with capital grant funds). Capital acquisitions are recorded at cost and are funded by federal, state, and local government grants.

MCTA's investment in capital assets as of June 30, 2025, net of accumulated depreciation, amounted to \$9,647,681 as shown in Note 9. This amount represents a net decrease of \$201,972 for the year ended June 30, 2025. The decrease was primarily the result of an increase in depreciation expense.

### Debt Administration

**Capital Assets.** No debt is incurred by the Authority for the purchase of capital assets. Acquisitions are funded by federal, state, and local contributions.

Capital assets, net of accumulated depreciation, are as follows at June 30:

	<u>2025</u>	<u>2024</u>	<u>2023</u>
Land and land improvements	\$ 1,537,247	\$ 1,537,249	\$ 1,537,249
Assets in progress	66,929	22,120	48,392
Building	3,358,319	3,651,243	3,722,370
Furniture and office equipment	96,217	21,978	9,403
Shop and garage equipment	438,857	332,950	307,431
Vehicles	4,150,112	4,284,113	5,040,237
	<u>\$ 9,647,681</u>	<u>\$ 9,849,653</u>	<u>\$ 10,665,082</u>

A total of \$1,155,690 was spent on capital assets in FY2024/25.

## **Monroe County Transportation Authority**

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### Management's Discussion and Analysis

June 30, 2025 and 2024

#### **Debt Administration (continued)**

**Line of Credit.** The Authority's current line of credit is \$650,000. In May 2025, the line of credit was extended to May 2026. Terms remain to lower the interest rate floor if utilized. As of June 30, 2025, no amounts were outstanding against the line of credit.

Additional information on the Authority's debt can be found in Note 10 to the financial statements.

#### **Economic Factors**

The Monroe County area is experiencing significant growth, with new commercial and residential developments opening throughout the region and additional projects in the planning stages. This expansion has been particularly notable along PA Route 611 between Bartonsville and Tobyhanna, where warehouses and retail establishments have generated increased demand for MCTA services.

Monroe County's population is also aging significantly. The proportion of residents aged 65 and older has increased from 12% in 2010 to more than 19% in 2022. While the county's overall population has remained relatively stable, residential migration patterns within the county are noteworthy. The ongoing construction of housing developments along the PA Route 611 corridor is expected to increase ridership opportunities for MCTA's fixed route services. Meanwhile, demand for senior shared ride services has grown substantially in recent years, reflecting residents' strong preference to age in place.

#### **Contacting the Authority's Financial Management**

This financial report is designed to provide our customers, creditors, and funding agencies with a general overview of the Authority's finances and to show the Authority's accountability for the money it receives. If there are any questions about this report, or if additional financial information is required, please contact the Authority's Chief Financial Officer at MCTA, P.O. Box 339, Scotrun, Pennsylvania 18355.

# Monroe County Transportation Authority

## Statement of Net Position

	June 30,	
	2025	2024
<b>Assets</b>		
<b>Current Assets</b>		
Cash	\$ 55,417	\$ 196,326
Cash - restricted	4,350,937	4,711,970
Accounts receivable	41,128	137,344
Grants receivable	832,659	535,490
Inventories	151,017	132,231
Prepaid expenses	206,673	196,723
<b>Total Current Assets</b>	<b>5,637,831</b>	<b>5,910,084</b>
<b>Capital Assets</b>		
Capital assets not being depreciated	1,604,176	1,559,367
Capital assets being depreciated, net	8,043,505	8,290,286
<b>Total Capital Assets</b>	<b>9,647,681</b>	<b>9,849,653</b>
<b>Total Assets</b>	<b>15,285,512</b>	<b>15,759,737</b>
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Accounts payable	230,385	224,959
Accrued expenses		
Salaries and wages	298,411	234,371
Pension	78,252	70,137
Unearned revenues - Monroe County funds	31,018	31,018
Unearned revenues - Commonwealth of Pennsylvania		
Act 44/89 funds	4,110,237	4,327,736
Unearned revenues - other	11,200	-
<b>Total Current Liabilities</b>	<b>4,759,503</b>	<b>4,888,221</b>
<b>Net Position</b>		
<b>Net Position</b>		
Investment in capital assets	9,647,681	9,849,653
Restricted disposition proceeds	209,681	353,216
Unrestricted	668,647	668,647
<b>Total Net Position</b>	<b>\$ 10,526,009</b>	<b>\$ 10,871,516</b>

# Monroe County Transportation Authority

## Statement of Revenues, Expenses, and Changes in Net Position

	Years Ended June 30,	
	2025	2024
<b>Operating Revenues</b>		
Passenger fares	\$ 354,565	\$ 331,833
Route guarantees	82,505	41,962
State Medical Assistance Transportation Program	636,124	625,773
State Shared Ride Program	808,421	784,860
State Persons with Disabilities Program	252,089	290,379
Area Agency on Aging	62,763	60,326
Advertising income	-	3,500
Other contract revenue	-	22,169
Miscellaneous income	51,803	171,189
<b>Total Operating Revenues</b>	<b>2,248,270</b>	<b>2,331,991</b>
<b>Operating Expenses</b>		
Salaries and wages	3,548,248	3,236,205
Fringe benefits	1,917,294	1,794,528
Services	103,054	106,962
Fuel and lubricants	502,178	452,719
Tires and tubes	44,789	56,288
Other materials and supplies	317,219	262,957
Utilities	109,748	135,076
Casualty and liability	358,701	498,190
Taxes	2,143	2,138
Purchased transportation	74,015	100,533
Miscellaneous expense	65,428	82,693
Depreciation	1,357,662	1,343,928
<b>Total Operating Expenses</b>	<b>8,400,479</b>	<b>8,072,217</b>
<b>Loss from Operations</b>	<b>(6,152,209)</b>	<b>(5,740,226)</b>
<b>Nonoperating Revenues</b>		
Operating grants		
Federal government	1,432,578	1,833,011
Commonwealth of Pennsylvania Act 44/89 funds	3,125,851	2,338,472
Local governments - Act 44/89 matching funds	229,594	218,661
<b>Total Government Subsidies for Operations</b>	<b>4,788,023</b>	<b>4,390,144</b>
Gain on disposal of capital assets	22,773	72,481
Interest income	6,524	6,154
<b>Total Nonoperating Revenues</b>	<b>4,817,320</b>	<b>4,468,779</b>
<b>Loss Before Capital Grant Funding</b>	<b>(1,334,889)</b>	<b>(1,271,447)</b>

See accompanying notes.

## Monroe County Transportation Authority

### Statement of Revenues, Expenses, and Changes in Net Position (continued)

	Years Ended June 30,	
	2025	2024
<b>Capital Grant Funding</b>		
Federal government	\$ 286,577	\$ 156,888
State government	667,371	356,162
Local government and other	35,434	15,449
<b>Total Capital Grant Funding</b>	<b>989,382</b>	<b>528,499</b>
<b>Decrease in Net Position</b>	<b>(345,507)</b>	<b>(742,948)</b>
<b>Net Position at Beginning of Year</b>	<b>10,871,516</b>	<b>11,614,464</b>
<b>Net Position at End of Year</b>	<b>\$ 10,526,009</b>	<b>\$ 10,871,516</b>

# Monroe County Transportation Authority

## Statement of Cash Flows

	Years Ended June 30,	
	2025	2024
<b>Cash Flows from Operating Activities</b>		
Cash received from customers	\$ 2,344,486	\$ 2,219,084
Cash payments to suppliers for goods and services	(3,509,764)	(3,511,574)
Cash payments to employees for services	(3,484,208)	(3,209,823)
<b>Net Cash Used in Operating Activities</b>	<b>(4,649,486)</b>	<b>(4,502,313)</b>
<b>Cash Flows from Noncapital Financing Activities</b>		
Cash receipts from operating grants	4,423,181	4,787,877
<b>Net Cash Provided by Noncapital Financing Activities</b>	<b>4,423,181</b>	<b>4,787,877</b>
<b>Cash Flows from Capital and Related Financing Activities</b>		
Receipts from capital grants	850,756	452,011
Acquisition and construction of capital assets	(1,155,690)	(528,499)
Proceeds from disposal of equipment	22,773	77,156
<b>Net Cash Provided by (Used in) Capital and Related Financing Activities</b>	<b>(282,161)</b>	<b>668</b>
<b>Cash Flows from Investing Activities</b>		
Interest income	6,524	6,154
<b>Net Cash Provided by Investing Activities</b>	<b>6,524</b>	<b>6,154</b>
<b>Net Increase (Decrease) in Cash</b>	<b>(501,942)</b>	<b>292,386</b>
<b>Cash at Beginning of Year</b>	<b>4,908,296</b>	<b>4,615,910</b>
<b>Cash at End of Year</b>	<b>\$ 4,406,354</b>	<b>\$ 4,908,296</b>
<b>Cash is Comprised of the Following on the Statement of Net Position</b>		
Cash	\$ 55,417	\$ 196,326
Cash - restricted	4,350,937	4,711,970
	<b>\$ 4,406,354</b>	<b>\$ 4,908,296</b>

## Monroe County Transportation Authority

### Statement of Cash Flows (continued)

	Years Ended June 30,	
	2025	2024
<b>Reconciliation of Loss from Operations to Net Cash Used in Operating Activities</b>		
Loss from operations	\$ (6,152,209)	\$ (5,740,226)
Adjustments to reconcile loss from operations to net cash used in operating activities		
Depreciation	1,357,662	1,343,928
(Increase) decrease in assets		
Accounts receivable	96,216	(112,907)
Inventories	(18,786)	23,178
Prepaid expenses	(9,950)	(154,235)
Increase in liabilities		
Accounts payable and accrued expenses	77,581	137,949
<b>Net Cash Used in Operating Activities</b>	<b>\$ (4,649,486)</b>	<b>\$ (4,502,313)</b>

## **Monroe County Transportation Authority**

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### Notes to Financial Statements

June 30, 2025 and 2024

#### **Note 1 - Nature of Activity**

The Monroe County Transportation Authority (the Authority) was created on October 5, 1979 by Monroe County under the laws of the Commonwealth of Pennsylvania, in compliance with the Pennsylvania Municipality Authorities Act for the purpose of providing public transportation within Monroe County. The Authority is governed by a nine-member board appointed by the Board of Commissioners of Monroe County.

The Authority provides scheduled bus service on fixed routes and demand response transportation services in specially-equipped vehicles to the general public and to qualifying elderly and handicapped persons.

The Authority is funded by a combination of passenger fares, other operating revenues, federal, state, and local operating and capital grants.

#### **Note 2 - Summary of Significant Accounting Policies**

The accompanying financial statements are in accordance with accounting principles generally accepted in the United States of America as applicable to governmental units. The following is a summary of the more significant accounting policies used by the Authority.

##### **The Financial Reporting Entity**

Accounting principles generally accepted in the United States of America require that the reporting entity consists of the primary government and organizations for which the primary government is financially accountable. In addition, the primary government may determine through the exercise of management's professional judgment that the inclusion of an organization that does not meet the financial accountability criteria necessary in order to prevent the reporting entity's financial statements from being misleading. In such instances, that organization should be included as a component unit if the nature and significance of their relationship with the primary government or other component units are such that exclusion from the financial reporting entity would render the financial reporting entity's financial statements to be incomplete or misleading. In evaluating how to define the reporting entity, management has considered all potential component units. The decision on whether or not to include a potential component unit in the reporting entity was made based upon the above criteria. Based on the above, there are no agencies or entities that should be presented with the Authority.

##### **Measurement Focus, Basis of Accounting, and Financial Statement Presentation**

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting and utilize the proprietary fund type. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenues, as soon as all eligibility requirements imposed by the provider have been met.

# **Monroe County Transportation Authority**

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## Notes to Financial Statements

June 30, 2025 and 2024

### **Note 2 - Summary of Significant Accounting Policies (continued)**

#### **Measurement Focus, Basis of Accounting, and Financial Statement Presentation (continued)**

Operating revenues and expenses are distinguished from nonoperating items in the statement of revenues, expenses, and changes in net position. Operating revenues and expenses generally result from providing services in connection with the Authority's principal ongoing operations. The principal operating revenues of the Authority are charges to customers for transportation services. Operating expenses include the cost of providing transportation services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses. The principal nonoperating revenues of the Authority are operating and capital grants from federal, state, and local governments and interest income.

When restricted and unrestricted resources are available for its use, it is the Authority's policy to use unrestricted resources for current operating purposes first.

#### **Use of Estimates**

The preparation of financial statements in accordance with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

#### **Assets, Liabilities, Net Position, Revenues, and Expenses**

##### **Cash**

For purposes of reporting cash flows, the Authority considers all cash accounts, which are not subject to withdrawal restrictions or penalties, and all highly-liquid debt investments purchased with an original maturity of three months or less, to be cash.

##### **Restricted Assets**

Certain proceeds from the Authority's state and local grants are classified as restricted assets on the statement of net position because their use is limited by the grantor.

##### **Accounts Receivable**

All accounts receivable are shown net of an allowance for uncollectibles, as applicable. Accounts receivable in excess of 90 days are evaluated for collectibility and an allowance is established, as deemed necessary, based on the best information available and in an amount that management believes is adequate. Accounts receivable are written off when deemed uncollectible. Recoveries of accounts receivable previously written off are recorded when received. There was no allowance at June 30, 2025 and 2024.

# Monroe County Transportation Authority

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## Notes to Financial Statements

June 30, 2025 and 2024

### Note 2 - Summary of Significant Accounting Policies (continued)

#### Assets, Liabilities, Net Position, Revenues, and Expenses (continued)

##### Inventories and Prepaid Expenses

Inventories are valued at the lower of cost or market on a first-in, first-out basis method.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid expenses.

##### Capital Assets

Capital assets include property and equipment with a cost in excess of \$3,000 and a useful life greater than one year and are recorded at historical cost and depreciated utilizing the straight-line method over their estimated useful lives as follows:

Land improvements	10 years
Building and improvements	7 to 40 years
Furniture and office equipment	4 to 10 years
Shop and garage equipment	4 to 15 years
Vehicles	4 to 12 years

Maintenance and repairs of capital assets are expensed when incurred. Upon retirement, sale, or other disposition of capital assets, the cost and accumulated depreciation are eliminated from the accounts.

Upon the sale of capital assets, the proceeds, net of disposal costs, may be required to be returned to the various funding sources that initially funded the acquisition of these items, or be restricted for the future purchase of capital assets.

##### Long-Lived Assets

Long-lived assets are reviewed for impairment whenever events or circumstances indicate that the carrying amount of the assets may not be recoverable. An asset is considered to be impaired when the undiscounted estimated net cash flows to be generated by the asset are less than the carrying amount. The impairment recognized is the amount by which the carrying amount exceeds the fair value of the impaired asset. Fair value estimates are based on assumptions concerning the amount and timing of estimated future cash flows and discount rates reflecting varying degrees of perceived risk. Management has concluded that no impairment adjustments were required during the years ended June 30, 2025 and 2024.

##### Compensated Absences

The requirements of Government Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences*, were effective for the Authority on July 1, 2024. This statement updates the recognition and measurement guidance for compensated absences through aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The Authority recognizes a liability for compensated absences when employees render services that result in the accrual of compensated absences. Under this guidance, the Authority recorded a liability of \$183,741 at June 30, 2025.

# Monroe County Transportation Authority

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## Notes to Financial Statements

June 30, 2025 and 2024

### Note 2 - Summary of Significant Accounting Policies (continued)

#### Assets, Liabilities, Net Position, Revenues, and Expenses (continued)

##### Unearned Revenues

Unearned revenues are those where asset recognition criteria have been met, but for which revenue recognition criteria have not been met. Such amounts are measurable, but are not available.

##### Net Position

Net position is classified into three categories as follows:

Investment in capital assets consists of capital assets, net of accumulated depreciation.

Restricted disposition proceeds are amounts that have externally imposed restrictions on how the funds can be spent.

Unrestricted net position are amounts that do not meet the definitions of "investment in capital assets" or "restricted disposition proceeds" and are available for Authority operations.

##### Capital Grants

Capital grants are recorded for amounts restricted to capital acquisition. The Authority recognizes capital grants when earned (generally when the related capital expenditure is incurred). Capital grants are reported in the statement of revenues, expenses, and changes in net position after nonoperating revenues.

##### Advertising Costs

Advertising costs are expensed as incurred.

#### Recent Accounting Pronouncements

In December 2023, the GASB issued Statement No. 102, *Certain Risk Disclosures*. The objective of this statement is to provide users of governmental financial statements with essential information about risks related to a government's vulnerabilities due to certain concentrations or constraints. The standard is effective for fiscal years beginning after June 15, 2024. The Authority adopted this statement, but it did not have a significant impact on the financial statements.

In April 2024, the GASB issued Statement No. 103, *Financial Reporting Model Improvements*. The objective of this statement is to improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This statement also addresses certain application issues. The standard is effective for fiscal years beginning after June 15, 2025.

In September 2024, the GASB issued Statement No. 104, *Disclosure of Certain Capital Assets*. State and local governments are required to provide detailed information about capital assets in notes to financial statements. Statement No. 34, *Basic Financial Statements-and Management's Discussion and Analysis-for State and Local Governments*, requires certain information regarding capital assets to be presented by major class. The objective of this statement is to provide users of government financial statements with essential information about certain types of capital assets. The standard is effective for fiscal years beginning after June 15, 2025.

## **Monroe County Transportation Authority**

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### Notes to Financial Statements

June 30, 2025 and 2024

#### **Note 3 - Budget Matters**

The Authority adopts an annual budget; however, the Pennsylvania Municipality Authorities Act does not require it.

#### **Note 4 - Stewardship, Compliance, and Accountability**

##### **Compliance with Finance-Related Legal and Contractual Provisions**

The Authority had no material violations of finance-related legal and contractual provisions.

#### **Note 5 - Custodial Credit Risk - Deposits**

The Authority has custodial credit risk on cash deposits. This is the risk that in the event of a bank failure, the Authority's deposits may not be returned. The Authority has a deposit policy for custodial risk that requires depository institutions to pledge securities as, or provide a letter of credit for, collateral for deposits that exceed depository insurance.

As of June 30, 2025 and 2024, the carrying amounts of the Authority's bank deposits were \$3,271,553 and \$3,827,254, respectively, and the corresponding bank balances were \$3,302,439 and \$3,954,988, respectively, of which \$3,052,439 and \$3,704,988, respectively, were exposed to custodial risk because they were uninsured and collateralized with securities held by the pledging financial institution's trust department or agent, but not in the Authority's name or secured by a letter of credit. The Authority maintains \$150 in petty cash.

In addition, at June 30, 2025, the Authority had \$1,134,651 invested with the Pennsylvania Local Government Investment Trust (PLGIT) that is included in cash - restricted on the statement of net position. While the PLGIT portfolios seek to maintain a stable net asset value of \$1.00 per share, it is possible to lose money investing in PLGIT. An investment in PLGIT is not insured or guaranteed by the Federal Deposit Insurance Corporation or any other government agency. Securities held in PLGIT accounts owned by the Authority are stated at fair value, which is determined by using the amortized cost method. PLGIT shares are rated AAAM by Standard & Poor's.

The Authority does not have a formal investment policy and does not have a policy that would further limit its investment choices. The Authority is authorized by statutes to invest its funds in certain governmental obligations. The investments held are consistent with these limitations.

## Monroe County Transportation Authority

### Notes to Financial Statements

June 30, 2025 and 2024

#### Note 6 - Cash - Restricted

Cash, whose use is limited to a specific purpose, has been classified as restricted in the financial statements. Restricted cash consisted of the following at June 30:

	<u>2025</u>	<u>2024</u>
Proceeds from sale of vehicles	\$ 209,682	\$ 353,216
Monroe County funds	31,018	31,018
Commonwealth of Pennsylvania Act 44 funds	<u>4,110,237</u>	<u>4,327,736</u>
	<u>\$ 4,350,937</u>	<u>\$ 4,711,970</u>

#### Note 7 - Grants Receivable

The following amounts are due on various grants at June 30:

	<u>2025</u>	<u>2024</u>
Federal	\$ 287,182	\$ 108,781
Commonwealth of Pennsylvania	395,223	253,172
Local	<u>150,254</u>	<u>173,537</u>
	<u>\$ 832,659</u>	<u>\$ 535,490</u>

#### Note 8 - Inventories

The classification of inventories is as follows at June 30:

	<u>2025</u>	<u>2024</u>
Parts and supplies	\$ 100,085	\$ 101,005
Fuel and lubricants	<u>50,932</u>	<u>31,226</u>
	<u>\$ 151,017</u>	<u>\$ 132,231</u>

# Monroe County Transportation Authority

## Notes to Financial Statements

June 30, 2025 and 2024

### Note 9 - Capital Assets

Capital assets activity was as follows:

	Balance July 1, 2024	Additions	Deletions	Balance June 30, 2025
<b>Capital Assets Not Being Depreciated</b>				
Land	\$ 1,537,247	\$ -	\$ -	\$ 1,537,247
Assets in progress	22,120	62,495	17,686	66,929
<b>Total Capital Assets Not Being Depreciated</b>	<b>1,559,367</b>	<b>62,495</b>	<b>17,686</b>	<b>1,604,176</b>
<b>Capital Assets Being Depreciated</b>				
Land improvements	149,473	1,200	-	150,673
Building	7,154,229	-	-	7,154,229
Furniture and office equipment	299,909	88,675	-	388,584
Shop and garage equipment	1,512,903	201,748	45,510	1,669,141
Vehicles	9,869,687	819,258	450,262	10,238,683
<b>Total Capital Assets Being Depreciated</b>	<b>18,986,201</b>	<b>1,110,881</b>	<b>495,772</b>	<b>19,601,310</b>
<b>Accumulated Depreciation</b>				
Land improvements	149,471	90	-	149,561
Building	3,502,986	292,924	-	3,795,910
Furniture and office equipment	277,932	15,547	-	293,479
Shop and garage equipment	1,179,952	95,842	45,510	1,230,284
Vehicles	5,585,574	953,259	450,262	6,088,571
<b>Accumulated Depreciation</b>	<b>10,695,915</b>	<b>1,357,662</b>	<b>495,772</b>	<b>11,557,805</b>
<b>Capital Assets Being Depreciated, Net</b>	<b>8,290,286</b>	<b>(246,781)</b>	<b>-</b>	<b>8,043,505</b>
<b>Capital Assets, Net</b>	<b>\$ 9,849,653</b>	<b>\$ (184,286)</b>	<b>\$ 17,686</b>	<b>\$ 9,647,681</b>

## Monroe County Transportation Authority

### Notes to Financial Statements

June 30, 2025 and 2024

#### Note 9 - Capital Assets (continued)

	Balance July 1, 2023	Additions	Deletions	Balance June 30, 2024
<b>Capital Assets Not Being Depreciated</b>				
Land	\$ 1,537,247	\$ -	\$ -	\$ 1,537,247
Assets in progress	48,392	22,120	48,392	22,120
<b>Total Capital Assets Not Being Depreciated</b>	<u>1,585,639</u>	<u>22,120</u>	<u>48,392</u>	<u>1,559,367</u>
<b>Capital Assets Being Depreciated</b>				
Land improvements	149,473	-	-	149,473
Building	6,939,785	214,444	-	7,154,229
Furniture and office equipment	283,041	16,868	-	299,909
Shop and garage equipment	1,388,906	75,605	(48,392)	1,512,903
Vehicles	10,049,092	199,462	378,867	9,869,687
<b>Total Capital Assets Being Depreciated</b>	<u>18,810,297</u>	<u>506,379</u>	<u>330,475</u>	<u>18,986,201</u>
<b>Accumulated Depreciation</b>				
Land improvements	149,471	-	-	149,471
Building	3,217,415	285,571	-	3,502,986
Furniture and office equipment	273,638	4,294	-	277,932
Shop and garage equipment	1,081,475	98,477	-	1,179,952
Vehicles	5,008,855	955,586	378,867	5,585,574
<b>Accumulated Depreciation</b>	<u>9,730,854</u>	<u>1,343,928</u>	<u>378,867</u>	<u>10,695,915</u>
<b>Capital Assets Being Depreciated, Net</b>	<u>9,079,443</u>	<u>(837,549)</u>	<u>(48,392)</u>	<u>8,290,286</u>
<b>Capital Assets, Net</b>	<u>\$ 10,665,082</u>	<u>\$ (815,429)</u>	<u>\$ -</u>	<u>\$ 9,849,653</u>

#### Note 10 - Note Payable

The Authority has a \$650,000 line of credit with a bank, none of which was in use at June 30, 2025 and 2024. The line of credit has an interest rate of 7.25% and 8.50% at June 30, 2025 and 2024, respectively. The line of credit is secured by real estate. The Authority's treasurer is employed at this bank. The Authority also has depository accounts with this bank.

#### Note 11 - Unearned Revenues - Monroe County Funds

Local grant funds in the amount of \$31,018 at both June 30, 2025 and 2024 are local shares for operating assistance and capital projects received in advance from Monroe County.

## Monroe County Transportation Authority

### Notes to Financial Statements

June 30, 2025 and 2024

#### Note 12 - Unearned Revenues - Commonwealth of Pennsylvania Act 44/89 funds

In July 2007, the Pennsylvania legislature enacted Act 44, which provides a dedicated source of funding for public transportation. The funding under this act replaces state operating grants, the State Senior Citizens Program Grant, and dedicated tax revenues under Act 3. Funding under Act 44 is to be used for operating purposes and requires certain levels of local government support. Funds not expended in the year of receipt can be carried forward for future operating expenses. Act 44 was amended by Act 89 of 2013. The following transactions occurred relative to the Act 44/89 account for the years ended June 30:

	<u>2025</u>	<u>2024</u>
<b>Balance at Beginning of Year</b>	<b>\$ 4,327,736</b>	\$ 3,908,868
Funding received	<b>2,836,290</b>	2,681,608
Funding adjustments	-	-
Interest earned	<b>72,062</b>	75,781
<b>Total Available</b>	<b>7,236,088</b>	6,666,257
Funds expended	<b>3,125,851</b>	2,338,521
<b>Balance at End of Year</b>	<b>\$ 4,110,237</b>	\$ 4,327,736

#### Note 13 - Disposition Proceeds/Restricted Disposition Proceeds

The Authority has established a restricted fund for proceeds from the disposition of capital assets. Proceeds that are not required to be returned to the federal, state, and local governments, which initially funded the acquisitions, are recorded in this restricted fund. As of June 30, 2025 and 2024, the Authority has accumulated \$209,681 and \$353,216, respectively, which is held as restricted disposition proceeds to be used for future equipment acquisitions.

#### Note 14 - Pension Plan

The Authority has a defined contribution pension plan (the Plan) for employees over the age of 18, who have worked for the Authority for more than one year and worked at least 1,000 hours during the year. Contributions to the Plan are contractual and are determined by the collective bargaining agreement. Contributions to the Plan were \$197,239 and \$191,284 for the years ended June 30, 2025 and 2024, respectively.

#### Note 15 - Deferred Compensation

The Authority has a deferred compensation plan for all employees other than seasonal or temporary employees. There are no employer contributions into the plan. The Authority does not have control over the assets and is not the trustee of the deferred compensation plan. Therefore, GASB Statement No. 84 does not apply.

## **Monroe County Transportation Authority**

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### Notes to Financial Statements

June 30, 2025 and 2024

#### **Note 16 - Advertising**

Advertising costs included in the statement of revenues, expenses, and changes in net position for the years ended June 30, 2025 and 2024 were \$24,710 and \$24,286, respectively.

#### **Note 17 - 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; injuries to employees; and natural disasters. The Authority carries commercial insurance for these risks. For the years ended June 30, 2025 and 2024, there has been no significant reduction in insurance coverage from prior years. Settled claims have not exceeded the insurance coverage for the years ended June 30, 2025, 2024, and 2023.

#### **Note 18 - Contingencies**

##### **Grants**

A significant portion of the Authority's support is received from federal, state, and local governments in the form of operating and capital grant assistance. A significant reduction in the level of this support would have a material adverse effect on the Authority's operations.

##### **Capital Assets**

Although title to the capital assets rests with the Authority, upon disposition, the proceeds may need to be returned to the federal, state, and local governments, which initially funded their acquisition under the terms of the capital grants.

##### **Audit**

The grants received by the Authority are subject to audit by the federal and state governments. As of the date of this report, management is unaware of any material adjustments that will be required as a result of such audits.

##### **Litigation**

In the normal course of business, the Authority is involved in various legal proceedings. In the opinion of management, any liability resulting from such proceedings would not have a material adverse effect on the financial statements.

##### **Concentration of Labor**

The Authority entered into collective bargaining agreements with the drivers, custodial, and maintenance employees through June 30, 2025. Of the Authority's total workforce, approximately 77% is covered by the agreements.

## **Monroe County Transportation Authority**

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### Notes to Financial Statements

June 30, 2025 and 2024

#### **Note 19 - Related Party Transactions**

The Authority has had, and may be expected to have in the future, transactions in the ordinary course of business with directors and organizations with which they are associated on substantially the same terms as those prevailing at the time for comparable transactions with others. The aggregate amounts of these transactions are not significant to the financial statements.

#### **Note 20 - Subsequent Events**

The Authority has evaluated subsequent events through December 11, 2025. This date is the date the financial statements were available to be issued. No material events subsequent to June 30, 2025 were noted.

## Monroe County Transportation Authority

### Changes in Net Position

	Year Ended June 30, 2025			Year Ended June 30, 2024		
	Investment in Capital Assets	Restricted Disposition Proceeds	Unrestricted	Investment in Capital Assets	Restricted Disposition Proceeds	Unrestricted
<b>Net Position at Beginning of Year</b>	\$ 9,849,653	\$ 353,216	\$ 668,647	\$ 10,665,082	\$ 276,060	\$ 673,322
Capital grant funding						
Federal government	286,577	-	-	156,888	-	-
State government	667,371	-	-	356,162	-	-
Local governments and other	35,434	-	-	15,449	-	-
Adjustments of restricted disposition proceeds	-	-	-	-	-	-
Use of restricted disposition proceeds	166,308	(166,308)	-	-	-	-
Unfunded adjustment	-	-	-	-	-	(4,675)
Disposal of capital assets	-	22,773	-	-	77,156	-
Depreciation expense	(1,357,662)	-	-	(1,343,928)	-	-
<b>Net Position at End of Year</b>	<b>\$ 9,647,681</b>	<b>\$ 209,681</b>	<b>\$ 668,647</b>	<b>\$ 9,849,653</b>	<b>\$ 353,216</b>	<b>\$ 668,647</b>

## Monroe County Transportation Authority

Schedule of ATR - Expenses - Bus  
Year Ended June 30, 2025

Operating Expenses	Vehicle Operation	Vehicle Maintenance	Facility Maintenance	General Admin	Totals
Operators Salaries and Wages (5011)	\$ 829,365	\$ -	\$ -	\$ -	\$ 829,365
Operators Paid Absences (5012)	107,884	-	-	-	107,884
Other Salaries and Wages (5013)	-	367,076	-	581,177	948,253
Other Paid Absences (5014)	-	60,930	-	80,875	141,805
Fringe Benefits (5015)	350,413	161,335	-	286,561	798,309
Services (5020)	-	-	-	86,184	86,184
Fuel and Lubricants (5031)	252,661	14,067	-	-	266,728
Tires and Tubes (5032)	26,907	-	-	-	26,907
Other Materials and Supplies (5039)	12,025	128,756	64,681	28,290	233,752
Utilities (5040)	-	-	-	30,650	30,650
Casualty and Liability Costs (5050)	-	-	-	287,491	287,491
Taxes (5060)	-	-	-	212	212
Purchased Transportation Expenses (5100)	-	-	-	-	-
Miscellaneous Expenses (5090)	-	2,750	-	46,115	48,865
<b>Total System Expenses</b>	<b>\$ 1,579,255</b>	<b>\$ 734,914</b>	<b>\$ 64,681</b>	<b>\$ 1,427,555</b>	<b>3,806,405</b>
<b>Reconciling Items</b>					
Interest Expenses (5210)					-
Operating Lease Expenses (5220)					-
Capital Leases (5230)					-
Related Parties Lease Agreements (5240)					-
Voluntary Non-Exchange Transactions (5250)					-
Depreciation of Publicly-Funded Assets (5260.01)					1,357,662
Depreciation of Privately-Funded Assets (5260.02)					-
Amortization of Intangibles (5270)					-
Extraordinary and Special Items (5280)					-
Medical Assistance Transportation Program Expenses (5290.03)					74,014
<b>Total Reconciling Items</b>					<b>1,431,676</b>
<b>Bus Service Types</b>					<b>\$ 5,238,081</b>

**Monroe County Transportation Authority**

Schedule of ATR - Expenses - Demand Response  
 Year Ended June 30, 2025

<u>Operating Expenses</u>	<u>Vehicle Operation</u>	<u>Vehicle Maintenance</u>	<u>Facility Maintenance</u>	<u>General Admin</u>	<u>Totals</u>
Operators Salaries and Wages (5011)	\$ 991,264	\$ -	\$ -	\$ -	\$ 991,264
Operators Paid Absences (5012)	52,983	-	-	-	52,983
Other Salaries and Wages (5013)	-	206,255	-	573,111	779,366
Other Paid Absences (5014)	-	34,273	-	80,875	115,148
Fringe Benefits (5015)	313,961	95,572	-	292,343	701,876
Services (5020)	-	-	-	61,600	61,600
Fuel and Lubricants (5031)	234,688	-	-	-	234,688
Tires and Tubes (5032)	18,644	-	-	-	18,644
Other Materials and Supplies (5039)	9,778	57,605	-	9,026	76,409
Utilities (5040)	-	-	-	30,575	30,575
Casualty and Liability Costs (5050)	-	-	-	77,555	77,555
Taxes (5060)	-	-	-	1,931	1,931
Purchased Transportation Expenses (5100)	-	-	-	-	-
Miscellaneous Expenses (5090)	-	3,480	-	13,084	16,564
<b>Total System Expenses</b>	<b>\$ 1,621,318</b>	<b>\$ 397,185</b>	<b>\$ -</b>	<b>\$ 1,140,100</b>	<b>3,158,603</b>
<b>Reconciling Items</b>					
Interest Expenses (5210)					-
Operating Lease Expenses (5220)					-
Capital Leases (5230)					-
Related Parties Lease Agreements (5240)					-
Voluntary Non-Exchange Transactions (5250)					-
Depreciation of Publicly-Funded Assets (5260.01)					-
Depreciation of Privately-Funded Assets (5260.02)					-
Amortization of Intangibles (5270)					-
Extraordinary and Special Items (5280)					-
Meal Delivery Service Expenses (5290.02)					-
Medical Assistance Transportation Program Expenses (5290.03)					-
<b>Total Reconciling Items</b>					<b>-</b>
<b>Demand Response Service Types</b>					<b>\$ 3,158,603</b>

**Monroe County Transportation Authority**Schedule of ATR - Expenses - Expense Summary  
Year Ended June 30, 2025

<b>Operating Expenses</b>	<b>Vehicle Operation</b>	<b>Vehicle Maintenance</b>	<b>Facility Maintenance</b>	<b>General Admin</b>	<b>Totals</b>
Operators Salaries and Wages (5011)	\$ 1,820,629	\$ -	\$ -	\$ -	\$ 1,820,629
Operators Paid Absences (5012)	160,867	-	-	-	160,867
Other Salaries and Wages (5013)	-	573,331	-	1,154,288	1,727,619
Other Paid Absences (5014)	-	95,203	-	161,750	256,953
Fringe Benefits (5015)	664,374	256,907	-	578,904	1,500,185
Services (5020)	-	-	-	147,784	147,784
Fuel and Lubricants (5031)	487,349	14,067	-	-	501,416
Tires and Tubes (5032)	45,551	-	-	-	45,551
Other Materials and Supplies (5039)	21,803	186,361	64,681	37,316	310,161
Utilities (5040)	-	-	-	61,225	61,225
Casualty and Liability Costs (5050)	-	-	-	365,046	365,046
Taxes (5060)	-	-	-	2,143	2,143
Purchased Transportation Expenses (5100)	-	-	-	-	-
Miscellaneous Expenses (5090)	-	6,230	-	59,199	65,429
Applied	-	-	-	-	-
Non Applied	-	-	-	-	1,431,676
<b>Total System Expenses</b>	<b>\$ 3,200,573</b>	<b>\$ 1,132,099</b>	<b>\$ 64,681</b>	<b>\$ 2,567,655</b>	<b>\$ 8,396,684</b>

## **Monroe County Transportation Authority**

Reconciliation of Operating Expenses to Financial Statements Prepared under Accounting  
Principles Generally Accepted in the United States of America  
Year Ended June 30, 2025

Operating expenses reported on Schedule of ATR - Expenses - Expense Summary	\$ 8,396,684
Reconciling item - operating expense paid with capital grant	3,792
Reconciling item - immaterial rounding	<u>3</u>
<b>Total Operating Expenses per Schedules</b>	<b><u>\$ 8,400,479</u></b>
<b>Per Financial Statements</b>	
Total operating expenses	<b><u>\$ 8,400,479</u></b>
<b>Operating Expenses Reported on the Statement of Revenues, Expenses, and Changes of Net Position</b>	<b><u>\$ 8,400,479</u></b>

## Monroe County Transportation Authority

Schedule of ATR - Revenues

Year Ended June 30, 2025

Passenger Fares	Bus Directly Operated	Demand Response Directly Operated	Totals
<b>Passenger-Paid Fares (4111)</b>			
Senior Shared Ride Program Copayments (4111.01)	\$ -	\$ 57,182	\$ 57,182
Persons with Disabilities Program Copayments (4111.02)	-	44,529	44,529
ADA Complementary Paratransit Fares (4111.03)	-	6,741	6,741
All Other Program Copayments (4111.04)	-	48,238	48,238
Full Passenger Fare Payment (4111.99)	<u>186,092</u>	<u>43</u>	<u>186,135</u>
<b>Total Passenger-Paid Fares (4111)</b>	<u>186,092</u>	<u>156,733</u>	<u>342,825</u>
<b>Organization-Paid Fares (4112)</b>			
Senior Shared Ride Program Funding (4112.01)	-	808,421	808,421
Persons with Disabilities Program Funding (4112.02)	-	252,089	252,089
Senior Shared Ride Program Sponsors (4112.07)	-	62,763	62,763
Medical Assistance Transportation Program Funding (4112.08)	66	477,783	477,849
Medical Assistance Transportation Program Senior Shared Ride Program Sponsorship (4112.09)	-	24,062	24,062
Other Funding Sources (4112.99)	<u>4,013</u>	<u>77,675</u>	<u>81,688</u>
<b>Total Organization-Paid Fares (4112)</b>	<u>4,079</u>	<u>1,702,793</u>	<u>1,706,872</u>
<b>Totals Passenger Fares (4110)</b>	<u>\$ 190,171</u>	<u>\$ 1,859,526</u>	<u>\$ 2,049,697</u>

# Monroe County Transportation Authority

Schedule of ATR - Revenues - Other Revenues

Year Ended June 30, 2025

<u>Other Revenues</u>	<u>Total</u>
<b>Other Forms of Revenue</b>	
Park-and-Ride Parking Revenue (4120)	\$ -
<b>Non-Public Transportation Revenues (4130)</b>	
Meal Delivery Service Revenues (4130.02)	-
Medical Assistance Transportation Program Funding (4130.03)	74,014
Other Non-Public Transportation Service Revenues (4130.99)	-
<b>Total Non-Public Transportation Revenues (4130)</b>	<b>74,014</b>
Advertising Revenues (4141)	-
Concessions (4142)	-
Other Auxiliary Transportation Revenues (4149)	-
Other Agency Revenues (4150)	127,291
Revenues Accrued through a Purchased Transportation Agreement (4160)	-
Subsidy from Other Sectors of Operations (4170)	-
Extraordinary and Special Items (4180)	-
Total Recoveries (4190)	-
Contributed Services (4610)	-
Voluntary Non-Exchange Transactions (4620)	-
	<b>127,291</b>
<b>Sales and Disposals of Assets (4630)</b>	
Sales and Disposals of Publicly-Funded Assets (4630.02)	22,773
<b>Total Sales and Disposals of Assets (4630)</b>	<b>22,773</b>
Transportation Development Credits (4640)	-
<b>Total Other Funds</b>	<b>\$ 224,078</b>

# Monroe County Transportation Authority

Schedule of ATR - Revenues - Revenue Summary

Year Ended June 30, 2025

<b>Revenue Summary</b>	<b>Total</b>
<b>Passenger-Paid Fares (4111)</b>	
Senior Shared Ride Program Copayments (4111.01)	\$ 57,182
Persons with Disabilities Program Copayments (4111.02)	44,529
ADA Complementary Paratransit Fares (4111.03)	6,741
All Other Program Copayments (4111.04)	48,238
Full Passenger Fare Payment (4111.99)	<u>186,135</u>
<b>Total Passenger-Paid Fares (4111)</b>	<u>342,825</u>
<b>Organization-Paid Fares (4112)</b>	
Senior Shared Ride Program Funding (4112.01)	808,421
Persons with Disabilities Program Funding (4112.02)	252,089
Senior Shared Ride Program Sponsors (4112.07)	62,763
Medical Assistance Transportation Program Funding (4112.08)	477,849
Medical Assistance Transportation Program Senior Shared Ride Program Sponsorship (4112.09)	24,062
Other Funding Sources (4112.99)	<u>81,688</u>
<b>Total Organization-Paid Fares (4112)</b>	<u>1,706,872</u>
<b>Other Forms of Revenue</b>	<u>224,078</u>
<b>Total</b>	<u><u>\$ 2,273,775</u></u>

## **Monroe County Transportation Authority**

Reconciliation of Operating Revenues to Financial Statements Prepared under Accounting  
Principles Generally Accepted in the United States of America  
Year Ended June 30, 2025

Operating revenues reported on Schedule of ATR - Revenues - Revenue Summary	\$ 2,273,775
Reconciling item - operating expense paid with capital grant	<u>3,792</u>
<b>Total Operating Revenues per Schedules</b>	<b><u>\$ 2,277,567</u></b>
<b>Per Financial Statements</b>	
Total operating revenues	\$ 2,248,270
Interest income	6,524
Gain on disposal of capital assets	<u>22,773</u>
<b>Operating Revenues Reported on the Statement of Revenues, Expenses, and Changes in Net Position</b>	<b><u>\$ 2,277,567</u></b>

## Monroe County Transportation Authority

Schedule of ATR - Operations Subsidies

Year Ended June 30, 2025

Operations Subsidies	Bus Directly Operated	Demand Response Directly Operated	Totals
<b>Federal Subsidy</b>			
Section 5307 - FTA Urbanized Area Formula Program Funds (4500.02)	\$ 922,578	\$ -	\$ 922,578
Section 5311 - FTA Formula Grants For Rural Areas (4500.18)	510,000	-	510,000
<b>Total Federal Subsidy</b>	<b>1,432,578</b>	<b>-</b>	<b>1,432,578</b>
<b>State Subsidy</b>			
Section 1513 Funding (4420.01)	1,826,771	1,299,077	3,125,848
Other State Transportation Funds (4420.99)	-	-	-
Reconciling item - immaterial rounding	3	-	3
<b>Total State Subsidy</b>	<b>1,826,774</b>	<b>1,299,077</b>	<b>3,125,851</b>
<b>Local Subsidy</b>			
Section 1513 Funding Local Match (4310.01)	229,594	-	229,594
Local Match for Other State Funds (4310.98)	-	-	-
<b>Total Local Subsidy</b>	<b>229,594</b>	<b>-</b>	<b>229,594</b>
<b>Grand Total Subsidies</b>	<b>\$ 3,488,946</b>	<b>\$ 1,299,077</b>	<b>\$ 4,788,023 *</b>

\* Grand Total Subsidies differs from total Nonoperating Revenues reported on the Statement of Revenues, Expenses, and Changes in Net Position by \$3,792. Refer to page 35 for additional information.

## Monroe County Transportation Authority

Schedule of ATR - Capital Subsidies

Year Ended June 30, 2025

Capital Subsidies	Bus Directly Operated	Demand Response Directly Operated	Total
<b>Federal Subsidy</b>			
Section 5307 - FTA Urbanized Area Formula Program Funds (4500.02)	\$ 89,375	\$ 76,134	\$ 165,509
Section 5310 - FTA Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (4500.14)	-	121,067	121,067
<b>Total Federal Subsidy</b>	<b>89,375</b>	<b>197,201</b>	<b>286,576</b>
<b>State Subsidy</b>			
Section 1514 Funding (4420.02)	90,083	18,420	108,503
Section 1516 Funding (4420.03)	-	562,537	562,537
Other State Transportation Funds (4420.99)	-	-	-
<b>Total State Subsidy</b>	<b>90,083</b>	<b>580,957</b>	<b>671,040</b>
<b>Local Subsidy</b>			
Section 1514 Funding (4310.02)	20,250	15,306	35,556
Other Local Government Funds (4310.99)	-	-	-
<b>Total Local Subsidy</b>	<b>20,250</b>	<b>15,306</b>	<b>35,556</b>
<b>Grand Total Subsidies</b>	<b>\$ 199,708</b>	<b>\$ 793,464</b>	<b>\$ 993,172</b>

## Monroe County Transportation Authority

Reconciliation of Reported Subsidies to Financial Statements Prepared under Accounting Principles  
Generally Accepted in the United States of America  
Year Ended June 30, 2025

Subsidies reported on the Schedule of ATR - Operations Subsidies	\$ 4,788,023
Subsidies reported on the Schedule of ATR - Capital Subsidies	993,172
Reconciling item - operating expense paid with capital grant	(3,792)
Reconciling item - immaterial rounding	<u>2</u>
<b>Total Reported Subsidy per Schedules</b>	<b><u><u>\$ 5,777,405</u></u></b>
<b>Per Financial Statements</b>	
Operating grants - Federal government	\$ 1,432,578
Operating grants - Commonwealth of Pennsylvania	3,125,851
Operating grants - Local government	229,594
Capital grant funding - Federal government	286,577
Capital grant funding - Commonwealth of Pennsylvania	667,371
Capital grant funding - Local government and other	<u>35,434</u>
<b>Subsidies Reported on the Statement of Activities</b>	<b><u><u>\$ 5,777,405</u></u></b>

# Monroe County Transportation Authority

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Local Match Provided

Year Ended June 30, 2025

Contributor:

Date of Final Payment:

Section 1513 Funding Local Match (4310.01):

Totals:

**Monroe County**

**4/11/2025**

**\$ 229,594**

**\$ 229,594**

Contributor:

Section 1513 Funding Local Match (4310.01)

Totals:

**All Contributors Total**

**\$ 229,594**

# Monroe County Transportation Authority

Schedule of ATR - Carryover

Year Ended June 30, 2025

## Category: Funds Available at Fiscal Year Start

Section 1513 Funding Local Match (4310.01)	\$ -
Section 1514 Funding Local Match (4310.02)	-
Section 1513 Funding (4420.01)	<u>4,327,736</u>

**Total Funds Available at Fiscal Year Start** 4,327,736

## Category: Adjustments to Funds Available

Section 1513 Funding Local Match (4310.01)	-
Section 1514 Funding Local Match (4310.02)	-
Section 1513 Funding (4420.01)	<u>-</u>

**Total Adjustments to Funds Available** -

## Category: Funds Received During Fiscal Year

Section 1513 Funding Local Match (4310.01)	229,594
Section 1513 Funding (4420.01)	<u>2,836,290</u>

**Total Funds Received During Fiscal Year** 3,065,884

## Category: Funds Expended During Fiscal Year

Section 1513 Funding Local Match (4310.01)	229,594
Section 1513 Funding (4420.01)	3,125,851
Section 1514 Funding Local Match (4310.02)	<u>-</u>

**Total Funds Expended During Fiscal Year** 3,355,445

## Category: Interest Earned During Fiscal Year

Section 1513 Funding Local Match (4310.01)	-
Section 1514 Funding Local Match (4310.02)	-
Section 1513 Funding (4420.01)	<u>72,062</u>

**Total Interest Earned During Fiscal Year** 72,062

## Category: Funds Available at Fiscal Year End

Section 1513 Funding Local Match (4310.01)	-
Section 1513 Funding (4420.01)	4,110,237
Section 1514 Funding Local Match (4310.02)	<u>-</u>

**Total Funds Available at Fiscal Year End** \$ 4,110,237