

# ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED JUNE 30, 2021



*Triangle*



**RESEARCH TRIANGLE REGIONAL PUBLIC  
TRANSPORTATION AUTHORITY  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

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# INTRODUCTORY SECTION







October 29, 2021

Board of Trustees  
Research Triangle Regional Public Transportation Authority

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the Research Triangle Regional Public Transportation Authority (GoTriangle) for the fiscal year ended June 30, 2021. The basic financial statements and supplemental schedules contained herein have been audited by the independent certified public accounting firm of Cherry Bekaert LLP, and their unmodified opinion is included in the financial section. However, this report is presented by GoTriangle, which is responsible for the accuracy of the data as well as the completeness and fairness of its presentation including all disclosures. We believe the data, as presented, is accurate in all material respects and is presented in a manner designed to set forth fairly the financial position and results of operations of GoTriangle as measured by the financial activity of its various funds. All disclosures necessary to enable the reader to gain the maximum understanding of GoTriangle's financial affairs have been included.

To provide a reasonable basis for making these representations, GoTriangle management has established a comprehensive internal control framework that is designed both to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of GoTriangle's financial statements in conformity with generally accepted accounting principles. Because the cost of internal controls should not outweigh their benefits, GoTriangle's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements are free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

Management directs the reader to the Management's Discussion and Analysis (MD&A) section of the ACFR to gather a clear and in-depth understanding of its contents.

Please note the name of the annual report has changed in accordance with GASB Statement 98, which "establishes the term annual comprehensive financial report and its acronym ACFR. That new term and acronym replace instances of comprehensive annual financial report and its acronym in generally accepted accounting principles for state and local governments. This Statement was developed in response to concerns raised by stakeholders that the common pronunciation of the acronym for comprehensive annual financial report sounds like a profoundly objectionable racial slur. This Statement's introduction of the new term is founded on a commitment to promoting inclusiveness." Although Statement 98 compliance is required for fiscal years ending after December 15, 2021, GoTriangle conscientiously implemented it early. There are no other formatting or presentation changes required by Statement 98.

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## **Profile of GoTriangle**

The 1989 Session of the North Carolina General Assembly amended Chapter 160A of the General Statutes by adding Article 26 enabling the creation of regional public transportation authorities. The Board of Commissioners in Durham, Orange and Wake counties each held a public hearing, published articles of incorporation, and passed resolutions creating the Research Triangle Regional Public Transportation Authority (originally known as Triangle Transit; now known as GoTriangle). The new public authority was chartered by the Secretary of State on December 1, 1989.

The 1991 session of the General Assembly enacted legislation permitting regional public transportation authorities to levy a vehicle registration tax of up to \$5 per registration. Following a public hearing, a tax levy of \$5 per registered vehicle was approved by the Special Tax Board; the Boards of County Commissioners of Durham, Orange and Wake counties; and the Authority's Board of Trustees. This tax forms the basic operating funding for regional transit services in the Triangle. The NC Division of Motor Vehicles began collection of the tax on January 1, 1992.

The 1997 session of the General Assembly enacted legislation permitting a regional public transportation authority to also levy a 5% tax on motor vehicle rental receipts in its multi-county service area. Following a public hearing, a tax levy of 5% on motor vehicle rental receipts was approved by the Special Tax Board; the Boards of County commissioners of Durham, Orange and Wake counties; and the Authority's Board of Trustees. The tax provides a local match to current and future federal and state grants. GoTriangle began collection of the tax on January 1, 1998.

The General Assembly enacted legislation allowing for voter referendums in Durham, Orange and Wake Counties on the levy of an additional 1/2¢ Local Option Sales Tax. The proceeds of this tax may only be used for public transportation purposes. The tax provides local funding for regional transit service expansion and transit projects. GoTriangle began receiving the tax proceeds in 2014 for Durham and Orange Counties. GoTriangle received the first Wake County tax revenue in 2017. The sales tax revenue appears in the tax district Operating Fund and the Capital Fund for each county.

## **Purpose**

GoTriangle was created to plan, finance, organize and operate a public transportation system for the Research Triangle area (Durham, Orange, and Wake Counties). The public transportation system may include operation of ridesharing activities, buses and fixed guideways.

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## **Board of Trustees**

GoTriangle is governed by a thirteen-member Board of Trustees. Ten (10) members are appointed by the region's cities and counties, and three (3) members are appointed by the NC Secretary of Transportation, as shown in the following chart.

<u>Appointing Body</u>	<u>Number of Appointments</u>
Town of Cary	1
Town of Chapel Hill	1
City of Durham	1
Durham City and County	1
Durham County	1
Orange County	1
City of Raleigh	2
Wake County	2
Secretary of Transportation	3

## **Staffing**

<u>Department</u>	<u>Number of Employees</u>
Executive Office/COO	4
General Counsel/Real Estate	7
Communications & Public Affairs	12
Finance	17
Human Resources	4
Administration	5
EEO/DBE	1
Capital Development	11
Regional Services	32
Regional Bus	155

**Total Full-Time Employees at June 30, 2021– 248**

## 2020-2021 Economic Development Announcements

### The Triangle

The Research Triangle region is comprised of Durham, Orange and Wake counties. The principal cities in the area include Raleigh, Durham, Cary, and Chapel Hill. The Triangle Region continues to receive accolades and is frequently ranked as one of “America’s Best Places to Live” and “Best Places for Business and Careers.”

With its success, the Triangle has the challenge of continuing to preserve and enhance the quality of life that it has come to enjoy. Current growth in the region has expanded from 1.30 million people in 2010 to 1.61 million in July 2020 as estimated by the NC Office of State Budget and Management. Further, the Office of State Budget and Management predicts a population for the three counties of 1.83 million by July 2030, a growth rate of 13.9% over a 10-year period.

The physical distance between the region’s development and limited public transportation networks have affected the opportunities for upward social mobility of some low-income residents. A study called the Equality of Opportunity by Harvard University and the University of California – Berkeley released in 2015 found that Wake and Durham ranked among the lowest 6 percent of counties in the country in upward mobility among low income families (families in the 25<sup>th</sup> percentile). Improved transit and ridesharing alternatives, together with sound development practices can provide affordable access to jobs for a greater share of the population.

Toward this end, communities in the Triangle have seen a surge in interest in the housing, working, and recreation options in their downtowns. Together with the major universities, they are developing a diversity of activities that can be well served by public transit. The sales tax revenues adopted in Durham and Orange Counties in 2013 have funded expansions of transit service in both counties. GoTriangle and Wake County, together with multiple partners, have developed a long-range plan for transit expansion and improvement for the Triangle’s eastern county. As noted in the Management’s Discussion and Analysis, the Wake County revenue is significantly more than current spending. The variance between the revenue and the spending increased this year, compared to last year. Management believes this is partly a manifestation of conservative spending as the counties continue to address the ongoing pandemic. Consumer driven revenue, such as the local option sales tax, have not dipped as much as expected at the start of the fiscal year. Fiscal Year 2021 is the fourth full year of operations for the Wake transit district funds. The inter-local agreement anticipates resource building to be emphasized for the first five years of operation.

Transit ensures that communities in the Triangle have a transportation network that keeps pace with growth and provides affordable mobility. While it is widely known that transit eases congestion by adding capacity to existing roadways, many societal benefits are often overlooked. Some include:

- **Responding to the COVID-19 Outbreak** – In March 2020, a new strain of coronavirus, commonly known as COVID-19, reached pandemic status in the United States. That pandemic currently remains in factor in daily life. During Fiscal Year 2021, GoTriangle continued providing transportation services. Fares continued to be waived, allowing passengers to board and disembark from the rear doors of a bus. Additionally, face masks are required and provided to those without one, hand sanitizer stations continue to be available for customer use, and buses are sanitized at least daily.
- **Supporting the Employed** – In FY 2021, GoTriangle provided transit services to 1.17 million passengers. Regular route revenue miles increased by 215,816 miles, primarily due to the resumption of services reduced during the early stages of the pandemic.
- **Strengthening Business** – Transit increases the region’s ability to attract and retain new jobs, improving mobility for employees, employers, suppliers, customers, and tourists. More employers support the benefit by encouraging the use of transit for their employees through the purchase of bus passes.
- **Moving the Economy** – Transit moves people to school and training, allowing them to seek higher paying jobs and become self-sufficient. From the 2016 on-board customer survey, 30% of GoTriangle’s riders are full-time or part-time students, and 13% of all trips are for the purpose of traveling to or from college. Many customers use GoTriangle services to attend Duke University, Durham Technical Community College, Meredith College, NC Central University, NC State University, Shaw University and UNC-Chapel Hill and for travel to Duke University Medical Center and the UNC Hospitals.
- **Encouraging Independence** – Transit enables elderly and disabled people to remain independent by providing access to health care, shopping, nutrition programs, and other basic life needs. Paratransit revenue miles were 315,509 compared to 406,543 in Fiscal Year 2020. Management believes that the actual demand for paratransit service remains comparable to the levels before the COVID-19 pandemic. As people, especially elderly citizens, have quarantined at home, the demand for this service has dropped.

To promote the habit of public transit use as a life-long habit, GoTriangle and the Wake County Transit Partners continued the Youth GoPass program, for participants between the ages of 13 and 18.

## **Major Initiatives**

During Fiscal Year 2021, GoTriangle continued to move forward with projects designed to improve the public transit efficiency and effectiveness in the Durham, Orange and Wake Counties. However, the COVID-19 pandemic drastically altered GoTriangle’s plans and those of the transit partners. Listed below are the major accomplishments of each area separated by fund.

## **Wake Operating and Capital Funds**

Throughout the year, GoTriangle staff continued to participate and take leadership roles with the Transit Planning Advisory Committee (TPAC) in Wake County. The TPAC is tasked with coordinating the planning and implementation of the Wake Transit Work Plan. GoTriangle has fiduciary responsibilities for funds generated pursuant to the Transit Governance Interlocal Agreement (ILA). This agreement is between GoTriangle, the Capital Area Metropolitan Planning Organization (CAMPO), and Wake County. A full year of revenue collection generated \$118,214,326, an 8.2% increase over the prior year. The local option sales tax did not show the dip that many feared at the start of the pandemic. Service expansion plans have been funded and implemented. Capital projects that include Bus Infrastructure improvements, Bus Rapid Transit, Commuter Rail Transit, and Vehicle acquisitions are underway. The financial reserves expected to be accumulated will lessen the need for borrowing. Once debt issuance is required, sound financial management and documented financial reserves will maximize the GoTriangle's debt rating, resulting in lower interest costs.

## **Regional Bus Fund**

- Fixed Route bus ridership for Fiscal Year 2021 was 1,167,033 boardings, down by 13.3% compared to the previous year. GoTriangle was determined to be an essential "business" under state guidelines and continued to operate assisting essential workers to reach their places of employment and service. Unlike preceding year, Fiscal Year 2021 was fully impacted by the nationwide pandemic and orders to minimize in-person contact.

## **Ridesharing Fund**

- The GoTransit Regional Information Center provides a single source of information about public transportation services, ridesharing and paratransit services throughout the Triangle by allowing customers to make one call via 919-485-RIDE (7433). It is a cooperative function between GoTriangle, GoDurham, GoRaleigh, GoCary and the Town of Chapel Hill (Chapel Hill Transit). Through this multi-agency partnership, the GoTransit Regional Information Center provides comprehensive transit information of a consistently high quality that is relied upon by our current and future customers. The center is staffed by twenty-two team members operating daily, 6:00am-9:00pm. The center is an entity of Regional Partnerships under the direction of Laurie Barrett, Director.
- During the period of July 1, 2020 – June 30, 2021 (FY21) Calls increased from 186,863 to 394,977. The Information Center answered 99% of inbound calls, averaging a hold time of two seconds during this timeframe

## **Awards and Acknowledgements**

GoTriangle is required by state law to have an independent financial audit. A compliance audit on federal and state financial assistance programs is also required under the revised federal Single Audit Act of 1996 and the State Single Audit Implementation Act. GoTriangle's auditors, Cherry Bekaert LLP, were selected through a formal request for proposals. The auditor's report on the General Purpose Financial Statements is included in the Financial Section of this report. The auditor's reports are required as part of a single audit and are found in the Compliance Section of this report. The inclusion of these reports is dependent upon GoTriangle's level of federal and state award spending during the year.

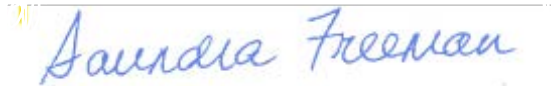
### **Awards**

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the GoTriangle for its Annual Comprehensive Financial Report for the fiscal year ended June 30, 2020. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized Annual Comprehensive Financial Report (ACFR). This report must satisfy both generally accepted accounting principles (GAAP) and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. GoTriangle has received a Certificate of Achievement for the last twenty-seven (27) consecutive years. We believe our current report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

Respectfully submitted,



Sandra Freeman  
CFO/Director of Finance and Administrative Services

## GoTriangle Board of Trustees

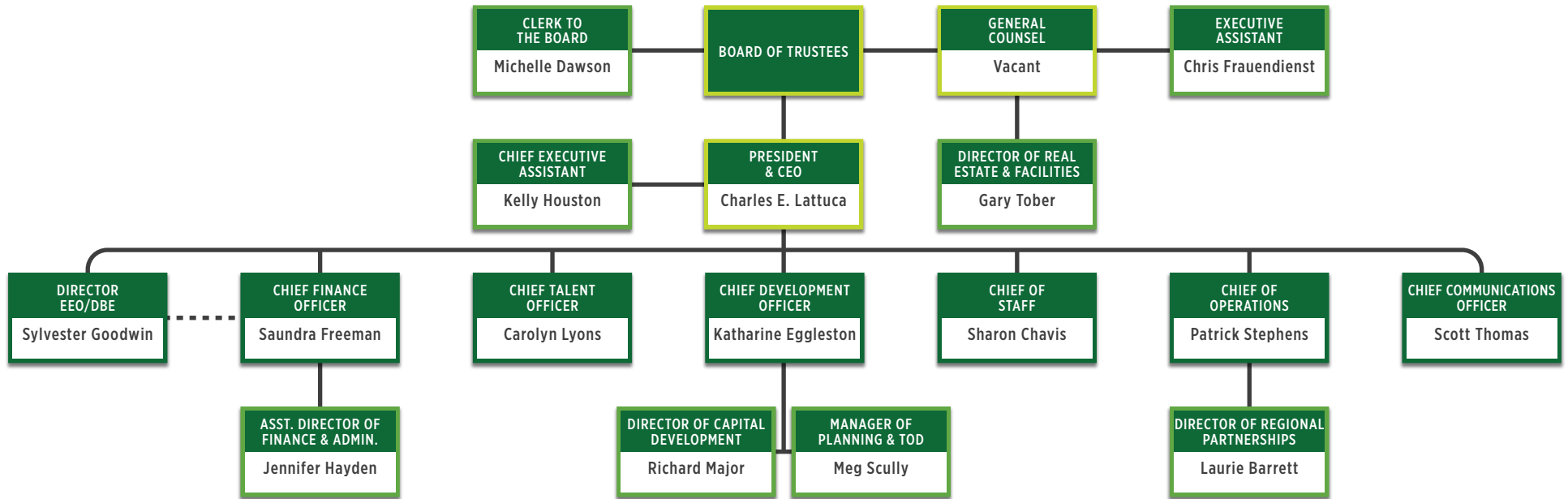
June 30, 2021

William A. Allen III	City of Raleigh
Corey Branch	City of Raleigh
Michael Fox	NCBOT
Brenda Howerton	Durham County
Sig Hutchinson, Vice Chair	Wake County
Vivian A. Jones, Treasurer	Wake County
Valerie Jordan	NCBOT
Michael Parker, Chair	Town of Chapel Hill
Renée Price	Orange County
Jennifer Robinson	Town of Cary
Steve Schewel, Secretary	City of Durham
Stefanie Williams	Durham City/County

## Special Tax Board

Nimasheena Burns, Secretary	Durham County
Susan Evans, Treasurer	Wake County
Amy Fowler, Vice Chair	Orange County
Brenda Howerton	Durham County
Sig Hutchinson	Wake County
Earl McKee, Chair	Orange County







Government Finance Officers Association

Certificate of  
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Presented to

**Research Triangle  
Regional Public Transportation Authority  
North Carolina**

For its Comprehensive Annual  
Financial Report  
For the Fiscal Year Ended

June 30, 2020

*Christopher P. Morill*

Executive Director/CEO

# FINANCIAL SECTION



## Report of Independent Auditor

To the Board of Trustees  
Research Triangle Regional Public Transportation Authority  
Research Triangle Park, North Carolina

### Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business type activities, the component units, each major fund, and the aggregate remaining fund information of the Research Triangle Regional Public Transportation Authority (the "Authority") as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the 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 audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require 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 Authority'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 Authority'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 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 governmental activities, the business type activities, the component units, each major fund, and the aggregate remaining fund information of the Authority as of June 30, 2021, and the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparison for the general fund, Triangle Tax District – Durham Operating fund, Triangle Tax District - Durham Special District Fund, Triangle Tax District – Orange Operating fund, Triangle Tax District - Orange Special District Fund, Triangle Tax District – Wake Operating fund, and the Triangle Tax District - Wake Special Tax District fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### **Other Matters – Required Supplementary Information**

Accounting principles generally accepted in the United States of America require the Management's Discussion and Analysis and the required supplementary information as listed in the table of contents 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 the financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to Management's Discussion and Analysis and 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 and 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 introductory section, individual fund statements and schedules, and statistical section, as well as the accompanying schedule of expenditures of federal and state awards as required by *Title 2 U.S. Code of Federal Regulations Part 200*, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for federal awards and the State Single Audit Implementation Act are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The individual fund statements and schedules and the schedule of expenditures of federal and state awards are the responsibility of management and were derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the individual fund statements, schedules, and the schedule of expenditures of federal and state awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of basic financial statements and, accordingly, we do not express an opinion or provide assurance on them.

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our 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, 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.



Raleigh, North Carolina  
October 29, 2021

**MANAGEMENT'S  
DISCUSSION &  
ANALYSIS**





RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS

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Research Triangle Regional Public Transportation Authority (the "Authority") management offers readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2021. The Authority also does business using the trade name GoTriangle. This is part of a branding effort with transit partners such as the City of Durham (GoDurham), the City of Raleigh (GoRaleigh) and the Town of Cary (GoCary) to clearly identify the organization and the area of transit services. We encourage users to read the information presented here in conjunction with additional information that we have furnished in the Authority's financial statements, which follow this narrative.

**Financial Highlights**

- The assets and deferred inflows of the Authority exceeded its liabilities and deferred inflows at the close of Fiscal Year 2021 by \$588,428,510 (*net position*).
- The Authority's total net position increased by \$109,238,323. The Wake Tax District Funds contributed \$83,353,605 of net revenue to the Authority's net position. Planning for a Raleigh Bus Rapid Transit system and a Commuter Rail Line in Johnston, Wake and Durham counties is continuing. Staff expects the feasibility studies for the Commuter Rail Line to be complete sometime in Fiscal Year 2023. Per the original strategic plan, the Wake Transit District is building financial resources to fund the initial construction of major projects and improve the ratings of any debt that may be issued.
- As of the close of the current fiscal year, the Authority's governmental funds reported combined ending fund balances of \$531,873,311, an increase of \$110,637,261 from the prior year.
- Fund balances at year-end for funds fully under the control of the Authority totaled \$80,171,702. These funds should be reviewed together for an accurate view of the Authority's financial position. For Fiscal Year 2021, fund balance for these funds decreased by \$2,744,958. The General Fund provided support to other funds through transfers of \$12,564,005 contributing to the drop in fund balance.
- Previously, the Triangle Tax Districts for Durham and Orange counties were shown on a combined basis. With the Durham-Orange Light Rail Project discontinued, the counties have chosen to present their efforts independently from one another as an operations fund, a capital fund, and a special tax district fund. The Durham County tax district funds had revenues over expenditures of \$25,589,317. The Orange County tax district funds had revenue over expenditures of \$4,439,295. The Wake County tax district funds, as noted above, had revenues over expenditures of \$83,353,605.
- The Tax Districts are legally separate entities, and the Authority has fiduciary responsibilities and limitations on how the funds may be expended. Activities in the districts are discussed in more detail below.

**Overview of the Financial Statements**

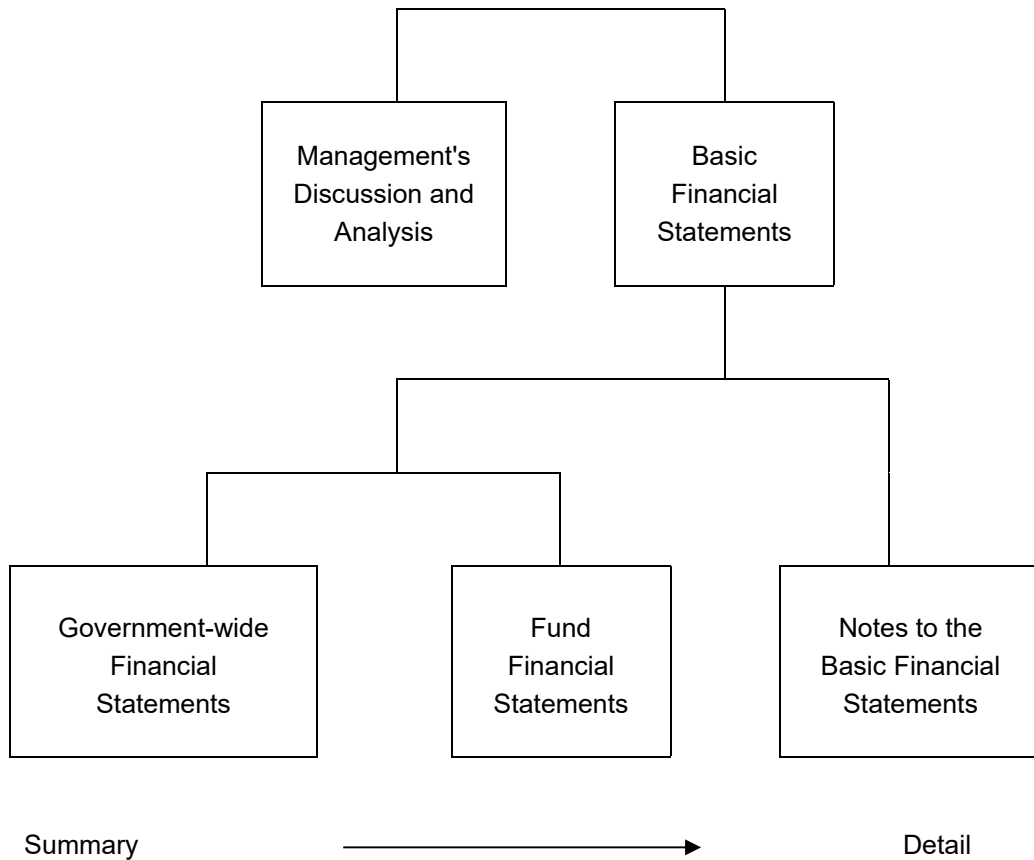
This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's basic financial statements consist of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements (see Figure 1). The basic financial statements present two different views of the Authority through the use of government-wide financial statements and fund financial statements. In addition to the basic financial statements, this report contains other supplemental information that will enhance the reader's understanding of the financial condition of the Research Triangle Regional Public Transportation Authority.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS

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***Required Components of Annual Financial Report***

***Figure 1***



RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

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**Basic Financial Statements**

The first two statements (pages 29 through 31) in the basic financial statements are the **Government-Wide Financial Statements**. They provide both short-term and long-term information about the Authority's financial status.

The next statements (pages 32 through 49) are the **Fund Financial Statements**. These statements focus on the activities of the individual parts of the Authority's government. These statements provide more detail than the government-wide financial statements. There are three parts to the fund financial statements: 1) the governmental fund statements, 2) the budgetary comparison statements, and 3) the proprietary fund statements.

The next section of the basic financial statements is the **notes**. The notes to the financial statements explain in detail some of the data contained in those statements. After the notes, **supplemental information** is provided to show details about the Authority's individual funds. Budgetary information required by the North Carolina General Statutes also can be found in this part of the statements.

**Government-Wide Financial Statements** – The government-wide financial statements are designed to provide the reader with a broad overview of the Authority's finances, similar in format to a financial statement of a private-sector business. The government-wide financial statements provide short-term and long-term information about the Authority's financial status as a whole.

The two government-wide financial statements report the Authority's net position and how it has changed. Net position is the difference between the Authority's total assets and total liabilities. Measuring net position is one way to gauge the Authority's financial condition.

The government-wide financial statements are divided into two categories: governmental activities and business-type activities. The governmental activities include most of the Authority's basic services, such as general counsel, planning and engineering, and general administration. Vehicle registration taxes and state and federal grant funds finance most of these activities. The business-type activities are those that the Authority charges customers to provide. These include the ridesharing and bus services offered by the Authority. The government-wide financial statements are on pages 29 and 31 of this report.

**Fund Financial Statements** – The fund financial statements (see pages 32 through 49) provide a more detailed look at the Authority's most significant activities. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Authority, like all other governmental entities in North Carolina, uses fund accounting to ensure and reflect compliance (or non-compliance) with finance-related legal requirements, such as the General Statutes or the Authority's budget ordinance. All of the funds of the Authority can be divided into two categories: governmental funds and proprietary funds.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

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**Governmental Funds** – Governmental funds are used to account for those functions reported as governmental activities in the government-wide financial statements. Most of the Authority's basic services are accounted for in governmental funds. These funds focus on how assets can readily be converted into cash flow in and out and what monies are left at year-end that will be available for spending in the next year. Governmental funds are reported using an accounting method called *modified accrual accounting* that provides a short-term spending focus. As a result, the governmental fund financial statements give the reader a detailed short-term view that helps him or her determine if there are more or less financial resources available to finance the Authority's programs. The relationship between government activities (reported in the Statement of Net Position and the Statement of Activities) and governmental funds is described in a reconciliation that is a part of the fund financial statements.

The Authority adopts an annual budget for its General Fund, as required by the General Statutes. The budget is a legally adopted document that incorporates input from the citizens of the counties the Authority serves, the management of the Authority, and the decisions of the Board about which services to provide and how to pay for them. It also authorizes the Authority to obtain funds from identified sources to finance these current-period activities. The budgetary statement provided for the General Fund demonstrates how well the Authority complied with the budget ordinance and whether or not the Authority succeeded in providing the services as planned when the budget was adopted. The budgetary comparison statement uses the budgetary basis of accounting and is presented using the same format, language, and classifications as the legal budget document. The statement shows four columns: 1) the original budget as adopted by the board, 2) the final budget as amended by the board, 3) the actual resources, charges to appropriations, and ending balances in the General Fund, and 4) the difference or variance between the final budget and actual resources and charges. The governmental fund financial statements with budget to actual information are on pages 39 - 45 of this report.

**Proprietary Funds** - The Authority uses Enterprise Funds to account for its proprietary funds. Enterprise Funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The Authority uses Enterprise Funds to account for its ridesharing and regional bus activities. These are the same as those functions shown in the business-type activities in the Statement of Net Assets and the Statement of Activities. The proprietary fund financial statements are on pages 46– 49 of this report.

**Notes to the Financial Statements** – The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements are on pages 51 through 80 of this report.

**Other Information** – In addition to the basic financial statements and accompanying notes, this report includes certain required supplementary information concerning the Authority's progress in funding its obligation to provide other postemployment benefits to its employees. Required supplementary information can be found on page 81 of this report.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

*Research Triangle Regional Public Transportation Authority's Net Position*

*Figure 2*

**Government-Wide Financial Analysis**

	Governmental Activities	Governmental Activities	Business-Type Activities	Business-Type Activities	Total	Total
	2021	2020	2021	2020	2021	2020
Current and other assets	\$ 546,361,293	\$ 427,978,831	\$ (21,215,591)	\$ (19,448,007)	\$ 525,145,702	\$ 408,530,824
Capital assets	64,051,612	65,446,000	20,685,618	18,564,037	84,737,230	84,010,037
Total assets	610,412,905	493,424,831	(529,973)	(883,970)	609,882,932	492,540,861
Deferred outflows of resources	347,190	-	871,447	-	1,218,637	-
Total assets and deferred outflows	610,760,095	493,424,831	341,474	(883,970)	611,101,569	492,540,861
Long term liabilities outstanding	1,877,434	1,585,434	4,056,311	3,026,570	5,933,745	4,612,004
Other liabilities	14,937,235	6,970,378	1,277,398	1,153,261	16,214,633	8,123,639
Total liabilities	16,814,669	8,555,812	5,333,709	4,179,831	22,148,378	12,735,643
Deferred inflows of resources	149,481	188,200	375,200	426,831	524,681	615,031
Total liabilities and deferred inflows	16,964,150	8,744,012	5,708,909	4,606,662	22,673,059	13,350,674
Net position:						
Net Investment in Capital Assets	64,051,612	65,446,000	20,685,618	18,564,037	84,737,230	84,010,037
Restricted - Stabilization by State Statute	80,825,676	67,813,389	-	-	80,825,676	67,813,389
Restricted - Enabling Legislation	354,264,277	278,852,605	-	-	354,264,277	278,852,605
Restricted - Interlocal Agreement	82,893,460	59,551,948	-	-	82,893,460	59,551,948
Unrestricted (deficit)	11,760,920	13,016,877	(26,053,053)	(24,054,669)	(14,292,133)	(11,037,792)
Total net position	<u>\$ 593,795,945</u>	<u>\$ 484,680,819</u>	<u>\$ (5,367,435)</u>	<u>\$ (5,490,632)</u>	<u>\$ 588,428,510</u>	<u>\$ 479,190,187</u>

As noted earlier, net position may serve over time as one useful indicator of a government's financial condition. The net position of the Authority exceeds liabilities by \$588,428,510 as of June 30, 2021. The Authority's net position increased \$109,238,323 through operations. This compares to an increase of \$90,098,322 for the fiscal year ended June 30, 2020. The contributions of the Durham, Orange, and Wake tax district funds are listed above. The Wake County funds are completing their fifth year of operation. The initial Interlocal agreement anticipated five year of resource accumulation to fund future significant capital

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

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improvements. Additionally, the Authority received \$13,579,453 in operating grants and \$7,872,802 as COVID-19 pandemic relief.

Other impacts on the Authority's financial operations that influenced the total net position include:

- The Authority has long-term investments in certain federal government agencies with adjustable interest rates. Overall, adjusting the investments to market resulted in an unrealized loss of \$2,788,700. The Authority generally holds investments to maturity or when called by the issuer. These unrealized losses are realized only if the Authority were selling and trading investments before maturity. Actual investment earnings were \$2,425,260.
- As previously noted, the Wake County Tax District revenue sources were fully collected throughout the fiscal year, but the projects to be supported by these funds are not yet fully active and operational. The net revenue contributed by the Wake County Tax Districts increased this year compared to the prior year. Wake Local Option Sales Tax revenue increased by \$10,643,229, indicating that retail purchasing has continued through this pandemic. As previously noted, resources building has been intentional for the Wake County tax district funds for their first five years of operations. Any revenue surpluses are, of course, available for future use in Wake County. The interlocal agreement controlling the funds requires that certain amounts be reserved for future uses. Those amounts are shown as "Restricted – Interlocal Agreement."
- In March 2020, North Carolina government officials began taking actions to prevent the spread of COVID-19 (coronavirus). Because the Authority provides public transportation, it was classified as an essential service. While bus operations continued, many of the office staff began working from home. Bus service was reduced in some areas to weekend frequency. To minimize contact between the riders and the drivers, service was provided fare-free beginning in late March 2020. Passengers entered and exited the buses through the rear doors, away from the farebox. These actions (i) promoted physical distance between the drivers and the passengers, and (ii) provided a small economic relief to those passengers whose businesses closed or could only provide limited work. The Authority's Board of Trustees continued the no fare service during Fiscal Year 2021 and has committed to continuing it through the end of Fiscal Year 2022. The Authority received \$7,872,802 in Coronavirus Aid, Relief and Economic Security Act (CARES) grant financial assistance during Fiscal Year 2021.
- During the fiscal year, records of underground utility lines, soil samples, and other subterranean information related to the former rail projects was deemed to be impaired. \$1,743,000 was charged against the Construction in Progress value. It is shown on the Statement of Activities as a Special Item. Once the feasibility studies for the Commuter Rail Line are complete, staff will evaluate the potential usefulness of the older records. Feasibility studies are estimated to be complete in Fiscal Year 2023.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

Research Triangle Regional Public Transportation Authority's Changes in Net Position

Figure 3

	Governmental Activities		Business-Type Activities		Total	Total
	2021	2020	2021	2020	2021	2020
<b>Revenues:</b>						
Program revenues:						
Charges for services	\$ 95,329	\$ 112,795	\$ 6,555,584	\$ 1,826,029	\$ 6,650,913	\$ 1,938,824
Operating grants and contributions	8,584,787	87,397	4,994,666	3,218,742	13,579,453	3,306,139
Capital grants and contributions	176,873	-	27,682	27,682	204,555	27,682
General revenues:						
Vehicle registration taxes	20,049,483	18,560,212	-	-	20,049,483	18,560,212
Vehicle rental taxes	9,175,135	11,144,224	-	-	9,175,135	11,144,224
Special sales tax revenues	146,646,580	130,876,707	-	-	146,646,580	130,876,707
Miscellaneous revenues	3,755,750	3,235,331	2,955,602	10,000,752	6,711,352	13,236,083
Unrestricted investment earnings	(170,401)	5,462,717	(193,039)	50,314	(363,440)	5,513,031
<b>Total revenues</b>	<b>188,313,536</b>	<b>169,479,383</b>	<b>14,340,495</b>	<b>15,123,519</b>	<b>202,654,031</b>	<b>184,602,902</b>
<b>Expenses:</b>						
Board	116,718	123,919	-	-	116,718	123,919
Executive Office	688,709	841,365	-	-	688,709	841,365
Human Resources	738,138	546,051	-	-	738,138	546,051
Administration	504,977	465,215	-	-	504,977	465,215
Capital Development	429,840	417,191	-	-	429,840	417,191
Commuter Rail Development	87,861	-	-	-	87,861	-
EEO/DBE	141,647	120,457	-	-	141,647	120,457
GoDurham	1,052,601	1,054,106	-	-	1,052,601	1,054,106
Finance	3,085,490	2,817,699	-	-	3,085,490	2,817,699
General Counsel	1,473,670	7,524,707	-	-	1,473,670	7,524,707
Communication and Public Affairs	884,002	860,176	-	-	884,002	860,176
Transit Services	55,818,860	53,404,609	-	-	55,818,860	53,404,609
Miscellaneous	2,137	-	-	-	2,137	-
Regional bus service	-	-	24,765,636	23,236,978	24,765,636	23,236,978
Regional Services	-	-	1,882,422	2,211,787	1,882,422	2,211,787
<b>Total expenses</b>	<b>65,024,650</b>	<b>68,175,495</b>	<b>26,648,058</b>	<b>25,448,765</b>	<b>91,672,708</b>	<b>93,624,260</b>
Increase (Decrease) in net position before transfers	123,288,886	101,303,888	(12,307,563)	(10,325,246)	110,981,323	90,978,642
Transfers	(12,430,760)	(10,559,497)	12,430,760	10,559,497	-	-
Special Item	(1,743,000)	(880,322)	-	-	(1,743,000)	(880,322)
Increase (Decrease) in net position	109,115,126	89,864,069	123,197	234,251	109,238,323	90,098,320
Net position, beginning	484,680,819	394,816,750	(5,490,632)	(5,724,884)	479,190,187	389,091,866
Net position, ending	\$ 593,795,945	\$ 484,680,819	\$ (5,367,435)	\$ (5,490,632)	\$ 588,428,510	\$ 479,190,187

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

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**Governmental Activities** – Governmental activities increased the Authority's net position by \$109,115,126. Key elements of this significant change are as follows:

- General revenues increased from \$169,279,193 in Fiscal Year 2020 to \$179,456,547 in Fiscal Year 2021, a net increase of \$10,177,354. Wake County fund balance increases of \$83,353,605 contributed to the positive trend. As previously noted, this is the fifth year of operations for the Wake County transit funds. Resource accumulation of 5% of the expected future capital projects has been the stated goal from the start. Staff expects this goal to be met by Fiscal Year 2022.
- Many of the Authority's revenue streams have been impacted by the COVID-19 pandemic. Revenue from Vehicle Rental Taxes are recovering but are still approximately 65% of the pre-pandemic revenue. The Authority's staff has looked for ways to cut costs and reduce expenses until full operations resume. \$7,872,802 in CARES Act funding was received in Fiscal Year 2021 to assist the Authority through the pandemic.
- Since the cessation of design and engineering efforts for the Durham-Orange Light Rail Project, the Durham and Orange tax district funds have both been focusing on smaller, county specific projects. In Fiscal Year 2021, both county tax districts had revenues above spending: \$25,589,317 for Durham County and \$4,439,295 for Orange County. These resources are designated for projects and services within the respective county.

**Business-Type Activities** – Business-type activities increased the Authority's net position by \$123,197. Key elements for this decrease are as follows:

- Operations resulted in a decrease to net position of \$12,128,430.
  - Bus fares and ridership fees decreased by \$1,268,481 as part of the fee reduction policy.
  - Intergovernmental revenues increased by \$1,775,924.
  - Overall, the cost of providing bus and transit services increased \$1,331,553.
  - Expense reduction and additional grant revenue allowed the Rideshare Fund to show a positive increase in net position of \$129,360.
  - Funds were received from the General Fund to offset the operating deficit in the Bus Fund.

### **Financial Analysis of the Authority's Funds**

As noted earlier, the Authority uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

**Governmental Funds** – The focus of the Authority's governmental funds is to provide information on near-term inflows, outflows, and balances of usable resources. Such information is useful in assessing the



RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**

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Authority's financing requirements. Specifically, unreserved fund balance can be a useful measure of a government's net resources available for spending at the end of the fiscal year.

The General Fund is the chief operating fund of the Authority. At the end of the current fiscal year, the total fund balance was \$40,472,980, a decrease of \$3,722,564. Revenues did increase significantly, but that gain was offset by the increase in the supporting transfers to other funds.

At June 30, 2021, the governmental funds of the Authority reported a combined fund balance of \$531,873,311, an increase of \$110,637,261 over last year. Factors contributing to this were:

- The \$7.8M in CARES Act funding received to offset the impact of the pandemic, and
- All three County tax districts had revenues over spending. Cumulatively, the tax districts contributed \$113,382,217 to the overall financial position. Increased services and/or capital projects will draw down these resources in the tax district funds in future years.

This is the Wake Transit Plan's fourth full year of revenue collection for transportation purposes in Wake County. The Authority and the transit partners are working on major capital improvements for the County, including a Bus Rapid Transit system in Raleigh. A commuter rail system proposed to run from western Johnston County to Durham is in the feasibility study stage. Once these projects begin, the growth in fund balance is expected to stabilize. The Authority is establishing reserves to fund the projects as they move into engineering and construction phases.

**General Fund Budgetary Highlights** – During the fiscal year, the Authority made revisions to the budget. Generally, budget amendments fall into one of three categories: 1) amendments that are made to adjust the estimates when updated information is available, 2) amendments that are made to recognize new funding amounts from external sources, such as federal and state grants, and 3) any increases in appropriations necessary to maintain services.

During the year, most General Fund revenues came in less than expected. Some federal and State grant revenue was received, but some of that had been recognized as revenue in prior years. Other revenues dipped from reduced vehicle purchasing during the national pandemic. Under the new CEO, interim review of financial performance occurred more often. Spending was reduced to match the reduced revenues. No General Fund department had a budget overage. Additionally, in marking its investment to market value, the Authority recorded an unrealized loss of \$1.3M. As noted previously, the Authority holds investments until maturity or when called by the issuer. The Authority would have to be selling investments before maturity to realize a loss on the investment.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

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**Proprietary Funds** – The Authority’s proprietary funds provide the same type of information found in the government-wide financial statements but in more detail. The Ridesharing Fund shows a positive net position of \$126,453 at the end of the current fiscal year. Lower expenses and higher revenue allowed it to come out of a deficit position in the prior year. Net position for the Regional Bus Service Fund decreased by \$6,163 to a deficit position of \$5,493,888 at the end of the current fiscal year. As discussed above, the General Fund makes payments on behalf of other funds. As this happens, those funds have a payable amount due to the General Fund. The amount due to the General Fund from the Proprietary Funds increased \$898,602 to \$26,012,475 during the year. The General Fund has been used to support these funds as needed. This support is expected to continue in the future.

**Capital Assets and Debt Administration**

**Capital Assets** – The Authority’s investment in capital assets for its governmental and business-type activities as of June 30, 2021 totaled \$84,737,230 (net of accumulated depreciation). This was an increase from the \$84,010,037 reported last year. These assets include buildings, land, machinery and equipment, leasehold improvements, vehicles, and construction in progress (CIP).

Major capital asset transactions during the year include the following additions and disposals:

- During the write down of Construction in Progress (CIP) value for the Wake Legacy project in 2016 and the Durham-Orange Light Rail Project in 2019, \$8,803,221 in subterranean designs, surveys, core samples, etc. were retained in the CIP balance. These values were carried over because this information could serve as starting points for future engineers. Following review this year, an impairment charge of \$1,743,000 was made. Feasibility studies on the proposed Commuter Rail Line are expected to be concluded in Fiscal Year 2023.
- Approximately \$109K of bus stop improvements were removed from the Construction in Progress account and capitalized. Because they serve the bus riders, the assets were transferred to the Regional Bus Fund.
- Approximately \$1.09M in “Bus Repowers” were done in the year. These were major overhauls intended to add an additional 6 years to the service life of the bus. Because these have been applied to the oldest fleet vehicles first, these amounts have been capitalized.
- The full listing of capital assets was reviewed during the year. Older equipment and IT equipment well past the useful life and fully depreciated were written off.

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**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
MANAGEMENT’S DISCUSSION AND ANALYSIS**

*Figure 4*

	Governmental Activities 2021	Governmental Activities 2020	Business-Type Activities 2021	Business-Type Activities 2020	Total 2021	Total 2020
Land	\$ 43,531,820	\$ 43,531,820	\$ 748,068	\$ 748,068	\$ 44,279,888	\$ 44,279,888
Buildings and Improvements	5,451,766	5,825,350	8,413,725	6,142,500	13,865,491	11,967,850
Equipment and Vehicles	613,788	1,060,606	11,523,825	11,673,469	12,137,613	12,734,075
Construction in Progress	14,454,238	15,028,224	-	-	14,454,238	15,028,224
<b>Total</b>	<b>\$ 64,051,612</b>	<b>\$ 65,446,000</b>	<b>\$ 20,685,618</b>	<b>\$ 18,564,037</b>	<b>\$ 84,737,230</b>	<b>\$ 84,010,037</b>

Additional information regarding capital assets can be found in Note 5 of the Notes to the Basic Financial Statements.

**Budget Highlights for the Fiscal Year Ending June 30, 2022**

**Governmental Activities** – The total revenue budgeted in FY 2022 is \$424.6M. The major sources of revenue for these activities are the ½ cent sales tax, \$136.6M; 5% vehicle rental tax, \$8.2M; \$3, \$5, and \$7 vehicle registration taxes, \$19.3M; federal and state grants, \$18.5M; and Wake Tax District Prior Year Carryover, \$161.7M. Budgeted departmental expenditures in the General Fund are \$7.3M. Capital expenditures are budgeted at \$253.5M in Durham, Orange and Wake Counties.

**Business - Type Activities** – The total revenue budgeted in FY 2022 is \$12.8M. The major sources of revenue for these activities are rider fares and local subsidies, \$400K; federal and state grants, \$3.2M; and other revenue, \$9.2M. Budgeted departmental expenditures in the Bus and Rideshare funds are \$22.8M and \$2.4M respectively. Transfers from the General Fund of \$12.4M are budgeted to offset the difference between revenues and expenditures.

**Requests for Information**

This report is designed to provide an overview of the Authority’s finances for those with an interest in this area. Questions concerning any of the information found in this report or requests for additional information should be directed to the Finance Department, Research Triangle Regional Public Transportation Authority, PO Box 13787, RTP, NC 27709.

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# BASIC FINANCIAL STATEMENTS



RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Statement of Net Position**  
June 30, 2021

	<u>Governmental Activities</u>	<u>Business-Type Activities</u>	<u>Total</u>
<b>ASSETS</b>			
Current assets:			
Cash and cash equivalents	\$ 75,809,560	\$ -	\$ 75,809,560
Receivables	7,106,110	336,945	7,443,055
Due from other governments	47,664,581	1,612,763	49,277,344
Internal balances	26,012,475	(26,012,475)	-
Investments	389,628,537	1,643,175	391,271,712
Inventories	-	1,204,001	1,204,001
Prepaid items	140,030	-	140,030
Total current assets	<u>546,361,293</u>	<u>(21,215,591)</u>	<u>525,145,702</u>
Capital assets:			
Land	43,531,820	748,068	44,279,888
Construction in progress	14,454,238	-	14,454,238
Other capital assets, net of depreciation	6,065,554	19,937,550	26,003,104
Total capital assets	<u>64,051,612</u>	<u>20,685,618</u>	<u>84,737,230</u>
Total assets	<u>610,412,905</u>	<u>(529,973)</u>	<u>609,882,932</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	<u>347,190</u>	<u>871,447</u>	<u>1,218,637</u>
<b>LIABILITIES</b>			
Current liabilities:			
Accounts payable	14,184,554	253,553	14,438,107
Accrued wages and benefits	194,334	323,417	517,751
Compensated absences	558,347	700,428	1,258,775
Total current liabilities	<u>14,937,235</u>	<u>1,277,398</u>	<u>16,214,633</u>
Due in more than a year:			
Compensated absences	340,094	447,545	787,639
Total other post employment benefits	1,537,340	3,608,766	5,146,106
Total long-term liabilities	<u>1,877,434</u>	<u>4,056,311</u>	<u>5,933,745</u>
Total liabilities	<u>16,814,669</u>	<u>5,333,709</u>	<u>22,148,378</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>	<u>149,481</u>	<u>375,200</u>	<u>524,681</u>
<b>NET POSITION</b>			
Net investment in capital assets	64,051,612	20,685,618	84,737,230
Restricted for:			
Stabilization by State statute	80,825,676	-	80,825,676
Public transportation	354,264,277	-	354,264,277
Interlocal agreement	82,893,460	-	82,893,460
Unrestricted (deficit)	11,760,920	(26,053,053)	(14,292,133)
Total net position	<u>\$ 593,795,945</u>	<u>\$ (5,367,435)</u>	<u>\$ 588,428,510</u>

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Statement of Activities**  
For the Fiscal Year Ended June 30, 2021

<u>Functions/Programs</u>	<u>Expenses</u>	<u>Program Revenue</u>	
		<u>Charges for Services</u>	<u>Operating Grants and Contributions</u>
<b>Primary Government</b>			
Governmental activities			
General government	\$ 65,024,650	\$ 95,329	\$ 8,584,787
Total governmental activities	<u>65,024,650</u>	<u>95,329</u>	<u>8,584,787</u>
Business-type activities			
Regional bus service	24,765,636	6,555,584	4,423,994
Ridesharing	1,882,422	-	570,672
Total business-type activities	<u>26,648,058</u>	<u>6,555,584</u>	<u>4,994,666</u>
Total primary government	<u>\$ 91,672,708</u>	<u>\$ 6,650,913</u>	<u>\$ 13,579,453</u>

**General revenues:**

Taxes:

    Vehicle registration taxes

    Vehicle rental taxes

    Special tax revenues

    Miscellaneous revenues

    Unrestricted investment earnings

    Total general revenues excluding transfers

Special item - write down of records from discontinued projects

Transfers

    Total general revenues, special item and transfer

    Change in net position

Net position - beginning

Net position - ending

The accompanying notes are an integral part of the financial statements.



<b>Net (Expenses) Revenue and Change in Net Position</b>			
<b>Primary Government</b>			
<b>Capital Grants and Contributions</b>	<b>Governmental Activities</b>	<b>Business-Type Activities</b>	<b>Total</b>
\$ 176,873	\$ (56,167,661)	\$ -	\$ (56,167,661)
<u>176,873</u>	<u>(56,167,661)</u>	<u>-</u>	<u>(56,167,661)</u>
27,682	-	(13,758,376)	(13,758,376)
-	-	(1,311,750)	(1,311,750)
<u>27,682</u>	<u>-</u>	<u>(15,070,126)</u>	<u>(15,070,126)</u>
<u>\$ 204,555</u>	<u>(56,167,661)</u>	<u>(15,070,126)</u>	<u>(71,237,787)</u>
	20,049,483	-	20,049,483
	9,175,135	-	9,175,135
	146,646,580	-	146,646,580
	3,755,750	2,955,602	6,711,352
	<u>(170,401)</u>	<u>(193,039)</u>	<u>(363,440)</u>
	179,456,547	2,762,563	182,219,110
	(1,743,000)	-	(1,743,000)
	<u>(12,430,760)</u>	<u>12,430,760</u>	<u>-</u>
	<u>165,282,787</u>	<u>15,193,323</u>	<u>180,476,110</u>
	109,115,126	123,197	109,238,323
	484,680,819	(5,490,632)	479,190,187
	<u>\$ 593,795,945</u>	<u>\$ (5,367,435)</u>	<u>\$ 588,428,510</u>

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Balance Sheet**  
**Governmental Funds**  
June 30, 2021

	<b>Major Funds</b>				
	<b>General Fund</b>	<b>Triangle Tax District - Durham Operating</b>	<b>Durham Special Tax District</b>	<b>Triangle Tax District - Orange Operating</b>	<b>Orange Special Tax District</b>
<b>ASSETS</b>					
Cash and cash equivalents	\$ 1,681,041	\$ 18,216,741	\$ 4,483,681	\$ 3,065,912	\$ 2,154,633
Taxes receivable, net:					
Vehicle registration taxes	1,685,025	442,890	189,801	202,321	86,709
Refundable sales tax	171,393	-	-	-	-
Local option sales tax	-	9,922,768	-	1,850,417	-
Governmental agencies	118,347	1,313,048	-	586,819	-
Rental tax	-	391,321	-	191,110	-
Accrued interest	46,908	87,347	-	-	-
Prepaid items	140,030	-	-	-	-
Due from other funds	20,384,545	5,173,171	-	492,768	-
Other Miscellaneous	3,908,381	-	-	-	-
Investments	12,816,602	45,940,114	-	-	-
Total assets	<u>\$ 40,952,272</u>	<u>\$ 81,487,400</u>	<u>\$ 4,673,482</u>	<u>\$ 6,389,347</u>	<u>\$ 2,241,342</u>
<b>LIABILITIES AND FUND BALANCE</b>					
<b>Liabilities:</b>					
Accounts payable and accrued liabilities	\$ 338,993	\$ 1,920,170	\$ -	\$ 935,079	\$ -
Due to other funds	-	-	-	-	-
Accrued wages and benefits	140,299	17,478	-	6,656	-
Total liabilities	<u>479,292</u>	<u>1,937,648</u>	<u>-</u>	<u>941,735</u>	<u>-</u>
<b>Fund Balances:</b>					
Nonspendable					
Prepaid items	140,030	-	-	-	-
Restricted - Stabilization by State Statute	26,314,599	17,330,545	189,801	3,323,435	86,709
Restricted - Enabling Legislation	-	62,219,207	4,483,681	2,124,177	2,154,633
Restricted - Interlocal Agreement	-	-	-	-	-
Restricted - Community Funding Area Program	-	-	-	-	-
Unassigned	14,018,351	-	-	-	-
Total fund balances	<u>40,472,980</u>	<u>79,549,752</u>	<u>4,673,482</u>	<u>5,447,612</u>	<u>2,241,342</u>
Total liabilities and fund balances	<u>\$ 40,952,272</u>	<u>\$ 81,487,400</u>	<u>\$ 4,673,482</u>	<u>\$ 6,389,347</u>	<u>\$ 2,241,342</u>

The accompanying notes are an integral part of the financial statements.

Major Funds						
Triangle Tax District - Wake Operating	Wake Special Tax District	Triangle Tax District - Durham Capital	Triangle Tax District - Orange Capital	Triangle Tax District - Wake Capital	Non-Major Governmental Fund	Total Governmental Funds
\$ 37,395,311	\$ -	\$ -	\$ 1,013,496	\$ -	\$ 7,798,745	\$ 75,809,560
1,715,266	734,790	-	-	-	-	5,056,802
-	-	-	-	-	-	171,393
28,261,697	-	-	-	-	-	40,034,882
35,512	-	-	-	-	297	2,054,023
1,237,667	-	-	-	-	347,481	2,167,579
407,469	-	-	-	-	101,117	642,841
-	-	-	-	-	-	140,030
-	-	-	-	-	4,501	26,054,985
734,790	-	-	-	-	-	4,643,171
4,146,226	-	823,080	1,119,194	291,692,272	33,091,049	389,628,537
<u>\$ 73,933,938</u>	<u>\$ 734,790</u>	<u>\$ 823,080</u>	<u>\$ 2,132,690</u>	<u>\$ 291,692,272</u>	<u>\$ 41,343,190</u>	<u>\$ 546,403,803</u>
\$ 8,626,876	\$ 734,790	\$ -	\$ -	\$ -	\$ 1,628,646	\$ 14,184,554
135,832	-	-	-	-	15,772	151,604
29,901	-	-	-	-	-	194,334
<u>8,792,609</u>	<u>734,790</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,644,418</u>	<u>14,530,492</u>
-	-	-	-	-	-	140,030
32,392,401	734,790	-	-	-	453,396	80,825,676
28,203,341	-	823,080	2,132,690	212,873,591	39,249,877	354,264,277
4,074,779	-	-	-	78,818,681	-	82,893,460
470,808	-	-	-	-	-	470,808
-	(734,790)	-	-	-	(4,501)	13,279,060
65,141,329	-	823,080	2,132,690	291,692,272	39,698,772	531,873,311
<u>\$ 73,933,938</u>	<u>\$ 734,790</u>	<u>\$ 823,080</u>	<u>\$ 2,132,690</u>	<u>\$ 291,692,272</u>	<u>\$ 41,343,190</u>	<u>\$ 546,403,803</u>

The accompanying notes are an integral part of the financial statements.

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Reconciliation of the Balance Sheet to the Statement of Net Position**  
**Governmental Funds**  
June 30, 2021

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Fund Balances - Governmental Funds \$ 531,873,311

Amounts reported for governmental activities in the Statement of Net Position are different because:

Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.		
Gross capital assets at historical cost	\$ 75,066,499	
Net capital assets transferred to business-type funds	109,094	
Accumulated depreciation	<u>(11,014,887)</u>	
		64,160,706

Some liabilities are not due and payable in the current period and therefore are not reported in the funds:

Other post-employment benefits	(1,537,340)
Compensated absences and other long-term liabilities	(898,441)
Deferred outflows of resources related to OPEB are not reported in the funds	347,190
Deferred inflows of resources related to OPEB are not reported in the funds	(149,481)
	64,160,706
Net position of governmental activities	\$ 593,795,945

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Statement of Revenues, Expenditures and Changes in Fund Balances**  
**Governmental Funds**  
For the Fiscal Year Ended June 30, 2021

	Major Funds				
	General Fund	Triangle Tax District- Durham Operating	Durham Special Tax District	Triangle Tax District Orange Operating	Orange Special Tax District
<b>REVENUES</b>					
Restricted intergovernmental revenues:					
Federal grant revenues	\$ 7,946,987	\$ 557,460	\$ -	\$ 126,540	\$ -
Other revenue	1,982,427	-	-	36	-
Vehicle registration taxes	6,680,640	1,737,085	744,444	818,895	350,958
Special sales tax	-	26,165,119	-	4,778,393	-
Indirect cost credits	1,529,356	-	-	-	-
Vehicle rental tax	-	986,327	-	481,695	-
Investment income (loss)	(1,307,766)	2,551,883	-	4,495	-
Total revenues	<u>16,831,644</u>	<u>31,997,874</u>	<u>744,444</u>	<u>6,210,054</u>	<u>350,958</u>
<b>EXPENDITURES</b>					
Current:					
Board	113,092	-	-	-	-
Executive Office	698,763	-	-	-	-
Human Resources	748,192	-	-	-	-
Administration	499,503	-	-	-	-
Capital Development	375,657	-	-	-	-
Commuter Rail Development	88,775	-	-	-	-
EEO/DBE	143,475	-	-	-	-
GoDurham	1,067,224	-	-	-	-
Finance	2,369,880	-	-	-	-
General Counsel/Real Estate	989,759	-	-	-	-
Communication and Public Affairs	895,883	-	-	-	-
Transit Services	-	7,976,081	-	4,254,407	-
Capital outlay	-	-	-	-	-
Total expenditures	<u>7,990,203</u>	<u>7,976,081</u>	<u>-</u>	<u>4,254,407</u>	<u>-</u>
Excess (deficiency) of revenues over (under) expenditures	<u>8,841,441</u>	<u>24,021,793</u>	<u>744,444</u>	<u>1,955,647</u>	<u>350,958</u>
<b>Other Financing Sources (Uses)</b>					
Transfers from other funds	-	-	-	-	-
Transfers to other funds	(12,564,005)	-	-	-	-
Total other financing sources (uses)	<u>(12,564,005)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balances	(3,722,564)	24,021,793	744,444	1,955,647	350,958
Fund balances - beginning	44,195,542	55,527,959	3,929,038	3,491,965	1,890,384
Fund balances - ending	<u>\$ 40,472,980</u>	<u>\$ 79,549,752</u>	<u>\$ 4,673,482</u>	<u>\$ 5,447,612</u>	<u>\$ 2,241,342</u>

The accompanying notes are an integral part of the financial statements.

Major Funds						
Triangle Tax District - Wake Operating	Wake Special Tax District	Triangle Tax District - Durham Capital	Triangle Tax District - Orange Capital	Triangle Tax District - Wake Capital	Non-Major Governmental Fund	Total Governmental Funds
\$ 204,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,835,845
169,746	-	-	-	-	95,329	2,247,538
6,803,069	2,914,392	-	-	-	-	20,049,483
14,271,790	-	7,901,548	\$ 3,754,451	89,775,279	-	146,646,580
-	-	-	-	-	-	1,529,356
3,119,546	-	-	-	-	4,587,567	9,175,135
204,196	-	823,080	3,532	751,450	(3,201,273)	(170,403)
<u>24,773,205</u>	<u>2,914,392</u>	<u>8,724,628</u>	<u>3,757,983</u>	<u>90,526,729</u>	<u>1,481,623</u>	<u>188,313,534</u>
-	-	-	-	-	-	113,092
-	-	-	-	-	-	698,763
-	-	-	-	-	-	748,192
-	-	-	-	-	-	499,503
-	-	-	-	-	-	375,657
-	-	-	-	-	-	88,775
-	-	-	-	-	-	143,475
-	-	-	-	-	-	1,067,224
-	-	-	-	-	-	2,369,880
-	-	-	-	-	504,017	1,493,776
-	-	-	-	-	-	895,883
16,525,491	-	7,880,274	1,574,059	17,256,860	-	55,467,172
-	-	21,274	51,234	1,078,370	133,245	1,284,123
<u>16,525,491</u>	<u>-</u>	<u>7,901,548</u>	<u>1,625,293</u>	<u>18,335,230</u>	<u>637,262</u>	<u>65,245,515</u>
<u>8,247,714</u>	<u>2,914,392</u>	<u>823,080</u>	<u>2,132,690</u>	<u>72,191,499</u>	<u>844,361</u>	<u>123,068,019</u>
2,914,392	-	-	-	-	133,245	3,047,637
-	(2,914,392)	-	-	-	-	(15,478,397)
<u>2,914,392</u>	<u>(2,914,392)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>133,245</u>	<u>(12,430,760)</u>
11,162,106	-	823,080	2,132,690	72,191,499	977,606	110,637,261
53,979,223	-	-	-	219,500,773	38,721,166	421,236,050
<u>\$ 65,141,329</u>	<u>\$ -</u>	<u>\$ 823,080</u>	<u>\$ 2,132,690</u>	<u>\$ 291,692,272</u>	<u>\$ 39,698,772</u>	<u>\$ 531,873,311</u>

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Reconciliation of the Statement of Revenues, Expenditures, and Changes in Fund  
Balances of Governmental Funds to the Statement of Activities**  
For the Fiscal Year Ended June 30, 2021

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Amounts reported for governmental activities in the Statement of Activities are different because:

Net changes in fund balances - total governmental funds	\$	110,637,261
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Governmental funds report capital outlays as expenditures. However, in the Statement of Activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense.

Capital outlay	\$	1,284,123	
Less:			
Asset transferred from CIP to Business -type activities		(109,095)	
Special item - write down of records from discontinued projects		(1,743,000)	
Depreciation expense		<u>(826,417)</u>	
			(1,394,389)

Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds.

Other post-employment benefits		(510,253)	
Compensated absences		112,497	
Deferred inflows		106,664	
Deferred outflows		204,480	
Miscellaneous other expenses		<u>(41,134)</u>	

Total changes in net position of governmental activities	\$	<u><u>109,115,126</u></u>
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The accompanying notes are an integral part of the financial statements.



RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**General Fund**  
**Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<b>Budget Amounts</b>		<b>Actual Amount</b>	<b>Variance with Final Budget Positive (Negative)</b>
	<b>Original</b>	<b>Final</b>		
<b>REVENUES</b>				
Restricted intergovernmental revenues:				
Federal grant revenues	\$ 8,172,802	\$ 8,297,602	\$ 7,946,987	\$ (350,615)
Indirect cost credits	1,540,837	1,540,837	1,529,356	(11,481)
Vehicle registration tax	6,562,935	6,562,935	6,680,640	117,705
Other revenue	1,604,820	2,558,320	1,982,427	(575,893)
Investment income	400,554	400,553	(1,307,766)	(1,708,319)
Total revenues	<u>18,281,948</u>	<u>19,360,247</u>	<u>16,831,644</u>	<u>(2,528,603)</u>
<b>EXPENDITURES</b>				
Current:				
Board	136,505	138,205	113,092	25,113
Executive Office	727,173	753,173	698,763	54,410
Human Resources	767,480	831,780	748,192	83,588
Administration	506,050	511,050	499,503	11,547
Commuter Rail Development	234,651	391,251	375,657	15,594
Capital Development	-	250,000	88,775	161,225
EEO/DBE	133,056	151,356	143,475	7,881
GoDurham	1,110,393	1,110,393	1,067,224	43,169
Finance	2,158,552	2,467,752	2,369,880	97,872
General Counsel	1,023,614	1,176,114	989,759	186,355
Communications and Public Affairs	1,000,963	970,863	895,883	74,980
Total expenditures	<u>7,798,437</u>	<u>8,751,937</u>	<u>7,990,203</u>	<u>761,734</u>
Revenues over expenditures	<u>10,483,511</u>	<u>10,608,310</u>	<u>8,841,441</u>	<u>(1,766,869)</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers from other funds	3,124,526	4,704,376	-	(4,704,376)
Transfers to other funds	(15,785,554)	(17,785,554)	(12,564,005)	5,221,549
Total other financing sources (uses)	<u>(12,661,028)</u>	<u>(13,081,178)</u>	<u>(12,564,005)</u>	<u>517,173</u>
Fund balance appropriated	2,177,517	2,472,868	-	(2,472,868)
Excess (deficiency) of revenues over expenditures and other uses	<u>\$ -</u>	<u>\$ -</u>	<u>(3,722,564)</u>	<u>\$ (3,722,564)</u>
Fund balance, beginning			<u>44,195,542</u>	
Fund balance, ending			<u>\$ 40,472,980</u>	

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Durham Operating**  
**Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<b>Budget Amounts</b>		<b>Actual Amount</b>	<b>Variance with Final Budget Positive (Negative)</b>
	<b>Original</b>	<b>Final</b>		
<b>REVENUES</b>				
Restricted intergovernmental:				
Federal grant revenue	\$ -	\$ -	\$ 557,460	\$ 557,460
Special sales tax revenue	28,539,000	6,802,299	26,165,119	19,362,820
Vehicle rental tax	1,114,500	1,114,500	986,327	(128,173)
Vehicle registration tax	1,630,000	1,630,000	1,737,085	107,085
Investment income	-	-	2,551,883	2,551,883
Total revenues	<u>31,283,500</u>	<u>9,546,799</u>	<u>31,997,874</u>	<u>22,451,075</u>
<b>EXPENDITURES</b>				
Tax District Administration	405,700	405,700	138,560	267,140
Transit Administration				
GoTriangle	1,616,000	1,616,000	1,173,897	442,103
DCHC MPO	56,750	56,750	56,750	-
Durham County	200,900	200,900	91,958	108,942
Bus Operations				
Durham County Access	190,500	191,995	144,101	47,894
GoDurham	5,715,100	5,415,032	4,807,372	607,660
GoTriangle	1,598,400	1,598,400	1,563,443	34,957
Allocation to Durham Operating Fund	630,900	761,022	-	761,022
Total expenditures	<u>10,414,250</u>	<u>10,245,799</u>	<u>7,976,081</u>	<u>2,269,718</u>
Revenues over expenditures	<u>20,869,250</u>	<u>(699,000)</u>	<u>24,021,793</u>	<u>24,720,793</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers from other funds	699,000	699,000	-	(699,000)
Transfers to other funds	(21,568,250)	-	-	-
Total other financing sources (uses)	<u>(20,869,250)</u>	<u>699,000</u>	<u>-</u>	<u>(699,000)</u>
Excess (deficiency) of revenues over expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>24,021,793</u>	<u>\$ 24,021,793</u>
Fund balance, beginning			<u>55,527,959</u>	
Fund balance, ending			<u>\$ 79,549,752</u>	

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Durham Special District Fund**  
**Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<b>Budget Amounts</b>		<b>Actual Amount</b>	<b>Variance with Final Budget Positive (Negative)</b>
	<b>Original</b>	<b>Final</b>		
<b>REVENUES</b>				
Vehicle registration tax	\$ 699,000	\$ 699,000	\$ 744,444	\$ 45,444
Total revenues	<u>699,000</u>	<u>699,000</u>	<u>744,444</u>	<u>45,444</u>
<b>EXPENDITURES</b>				
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Revenues over expenditures	<u>699,000</u>	<u>699,000</u>	<u>744,444</u>	<u>45,444</u>
<b>OTHER FINANCING USES</b>				
Transfers to other funds	<u>(699,000)</u>	<u>(699,000)</u>	<u>-</u>	<u>699,000</u>
Total other financing uses	<u>(699,000)</u>	<u>(699,000)</u>	<u>-</u>	<u>699,000</u>
Excess (deficiency) of revenues over expenditures and other uses	<u>\$ -</u>	<u>\$ -</u>	<u>744,444</u>	<u>\$ 744,444</u>
Fund balance, beginning			<u>3,929,038</u>	
Fund balance, ending			<u>\$ 4,673,482</u>	

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Orange Operating**  
**Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<u>Budget Amounts</u>		<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>REVENUES</b>				
Restricted intergovernmental:				
Federal grant revenue	\$ -	\$ -	\$ 126,540	\$ 126,540
Special sales tax revenue	7,104,000	4,012,050	4,778,393	766,343
Vehicle rental tax	544,300	544,300	481,695	(62,605)
Vehicle registration tax	775,000	775,000	818,895	43,895
Investment income/Other	-	-	4,495	4,495
Miscellaneous revenue	-	-	36	36
Total revenues	<u>8,423,300</u>	<u>5,331,350</u>	<u>6,210,054</u>	<u>878,704</u>
<b>EXPENDITURES</b>				
Tax District Administration	245,700	245,700	130,865	114,835
Transit Administration				
GoTriangle	502,300	502,300	355,131	147,169
DCHC MPO	56,750	56,750	54,594	2,156
Bus Operations				
Chapel Hill Transit	2,198,700	2,297,911	2,297,911	-
Orange County Public Transit	743,800	732,370	422,982	309,388
GoTriangle	990,000	990,000	992,924	(2,924)
Allocation to Orange Operating Fund Balance	733,800	838,319	-	838,319
Total expenditures	<u>5,471,050</u>	<u>5,663,350</u>	<u>4,254,407</u>	<u>1,408,943</u>
Revenues over expenditures	<u>2,952,250</u>	<u>(332,000)</u>	<u>1,955,647</u>	<u>2,287,647</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers from other funds	332,000	332,000	-	(332,000)
Transfers to other funds	(3,284,250)	-	-	-
Total other financing sources (uses)	<u>(2,952,250)</u>	<u>332,000</u>	<u>-</u>	<u>(332,000)</u>
Excess (deficiency) of revenues over expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>1,955,647</u>	<u>\$ 1,955,647</u>
Fund balance, beginning			<u>3,491,965</u>	
Fund balance, ending			<u>\$ 5,447,612</u>	

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Orange Special District Fund**  
**Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<b>Budget Amounts</b>		<b>Actual Amount</b>	<b>Variance with Final Budget Positive (Negative)</b>
	<b>Original</b>	<b>Final</b>		
<b>REVENUES</b>				
Vehicle registration tax	\$ 332,000	\$ 332,000	\$ 350,958	\$ 18,958
Total revenues	<u>332,000</u>	<u>332,000</u>	<u>350,958</u>	<u>18,958</u>
<b>EXPENDITURES</b>				
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Revenues over expenditures	<u>332,000</u>	<u>332,000</u>	<u>350,958</u>	<u>18,958</u>
<b>OTHER FINANCING USES</b>				
Transfers to other funds	-	-	-	-
Total other financing uses	<u>(332,000)</u>	<u>(332,000)</u>	<u>-</u>	<u>332,000</u>
Excess (deficiency) of revenues over expenditures and other uses	<u>\$ -</u>	<u>\$ -</u>	350,958	<u>\$ 350,958</u>
Fund balance, beginning			<u>1,890,384</u>	
Fund balance, ending			<u>\$ 2,241,342</u>	

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Wake Operating**  
**Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
<b>REVENUES</b>				
Restricted intergovernmental:				
Federal grant revenue	\$ -	\$ -	\$ 204,858	\$ 204,858
Special sales tax revenue	29,786,770	10,340,693	14,271,790	3,931,097
Vehicle rental tax	3,524,800	3,524,800	3,119,546	(405,254)
Vehicle registration tax	7,088,000	7,088,000	6,803,069	(284,931)
Farebox	161,480	161,480	-	(161,480)
Investment income	-	-	204,196	204,196
Miscellaneous revenue	246,000	246,000	169,746	(76,254)
Total revenues	<u>40,807,050</u>	<u>21,360,973</u>	<u>24,773,205</u>	<u>3,412,232</u>
<b>EXPENDITURES</b>				
Tax District Administration (GoTriangle)	489,110	489,110	356,137	132,973
Transit Plan Administration				
GoTriangle	1,848,138	1,957,457	1,300,112	657,345
Capital Area Metropolitan Planning Organization	409,999	409,999	362,123	47,876
City of Raleigh	1,102,625	1,102,625	880,330	222,295
Town of Cary	556,714	624,214	379,822	244,392
Community Funding Area				
Town of Wake Forest	337,888	357,154	357,154	-
Town of Apex	115,000	115,000	11,149	103,851
Town of Morrisville	-	33,000	-	33,000
Reserve	282,626	230,360	-	230,360
Bus Operations				
GoTriangle	3,225,480	3,907,073	2,307,427	1,599,646
City of Raleigh	11,970,871	12,588,666	8,792,463	3,796,203
Town of Cary	1,983,341	1,983,341	1,401,278	582,063
Wake County	374,495	472,621	374,496	98,125
Town of Wendell	4,413	4,413	3,000	1,413
Town of Zebulon	5,940	5,940	-	5,940
Reserve	117,000	117,000	-	117,000
Total expenditures	<u>22,823,640</u>	<u>24,397,973</u>	<u>16,525,491</u>	<u>7,872,482</u>
Revenues over expenditures	<u>17,983,410</u>	<u>(3,037,000)</u>	<u>8,247,714</u>	<u>11,284,714</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Transfers from other funds	3,037,000	3,037,000	2,914,392	(122,608)
Transfers to other funds	(21,020,410)	-	-	-
Total other financing sources (uses)	<u>(17,983,410)</u>	<u>3,037,000</u>	<u>2,914,392</u>	<u>(122,608)</u>
Excess (deficiency) of revenues over expenditures	<u>\$ -</u>	<u>\$ -</u>	11,162,106	<u>\$ 11,162,106</u>
Fund balance, beginning			<u>53,979,223</u>	
Fund balance, ending			<u>\$ 65,141,329</u>	

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Wake Special Tax District**  
**Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<b>Budget Amounts</b>		<b>Actual Amount</b>	<b>Variance with Final Budget Positive (Negative)</b>
	<b>Original</b>	<b>Final</b>		
<b>REVENUES</b>				
Vehicle registration tax	\$ 3,037,000	\$ 3,037,000	\$ 2,914,392	\$ (122,608)
Total revenues	<u>3,037,000</u>	<u>3,037,000</u>	<u>2,914,392</u>	<u>(122,608)</u>
<b>EXPENDITURES</b>				
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Revenues over expenditures	<u>3,037,000</u>	<u>3,037,000</u>	<u>2,914,392</u>	<u>(122,608)</u>
<b>OTHER FINANCING USES</b>				
Transfers to Wake Operating Fund	<u>(3,037,000)</u>	<u>(3,037,000)</u>	<u>(2,914,392)</u>	<u>122,608</u>
Total other financing uses	<u>(3,037,000)</u>	<u>(3,037,000)</u>	<u>(2,914,392)</u>	<u>122,608</u>
Excess (deficiency) of revenues over expenditures and other uses	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Fund balance, beginning			<u>-</u>	
Fund balance, ending			<u>\$ -</u>	

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Statement of Net Position**  
**Proprietary Funds**  
June 30, 2021

	<b>Proprietary Funds</b>		
	<b>Ridesharing Fund</b>	<b>Regional Bus Service Fund</b>	<b>Total</b>
<b>ASSETS</b>			
Current assets:			
Investments	\$ -	\$ 1,643,175	\$ 1,643,175
Inventories	-	1,204,001	1,204,001
Intergovernmental receivables	369,045	1,243,718	1,612,763
Other receivables	198,203	138,742	336,945
Total current assets	<u>567,248</u>	<u>4,229,636</u>	<u>4,796,884</u>
Non-current assets:			
Capital assets:			
Land	-	748,068	748,068
Other capital assets, net of depreciation	-	19,937,550	19,937,550
Total non-current assets	<u>-</u>	<u>20,685,618</u>	<u>20,685,618</u>
Total Assets	<u>567,248</u>	<u>24,915,254</u>	<u>25,482,502</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>			
Other post-employment benefit deferrals	<u>74,337</u>	<u>797,110</u>	<u>871,447</u>
<b>LIABILITIES</b>			
Current Liabilities:			
Accounts payable and accrued liabilities	19,455	234,098	253,553
Due to other funds	34,420	25,978,055	26,012,475
Accrued wages and benefits	31,780	291,637	323,417
Compensated absences	83,621	616,807	700,428
Total current liabilities	<u>169,276</u>	<u>27,120,597</u>	<u>27,289,873</u>
Non-current liabilities:			
Compensated absences	30,993	416,552	447,545
Other post-employment benefits	287,407	3,321,359	3,608,766
Total non-current liabilities	<u>318,400</u>	<u>3,737,911</u>	<u>4,056,311</u>
Total liabilities	<u>487,676</u>	<u>30,858,508</u>	<u>31,346,184</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>			
Other post-employment benefit deferrals	<u>27,456</u>	<u>347,744</u>	<u>375,200</u>
<b>NET POSITION</b>			
Net investment in capital assets	-	20,685,618	20,685,618
Unrestricted	126,453	(26,179,506)	(26,053,053)
Total net position	<u>\$ 126,453</u>	<u>\$ (5,493,888)</u>	<u>\$ (5,367,435)</u>

The accompanying notes are an integral part of the financial statements.



RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Statement of Revenue, Expenses And Changes in Net Position**  
**Proprietary Funds**  
For the Fiscal Year Ended June 30, 2021

	<b>Proprietary Funds</b>		
	<b>Ridesharing Fund</b>	<b>Regional Bus Service Fund</b>	<b>Total</b>
<b>OPERATING REVENUES</b>			
Bus fares	\$ -	\$ -	\$ -
Consignment	-	10,408	10,408
Transit services	-	6,156,895	6,156,895
Paratransit services	-	388,281	388,281
On behalf of payments	-	1,834,799	1,834,799
Other revenues	851,210	283,369	1,134,579
Intergovernmental revenues:			
Federal grant revenues	34,844	4,377,501	4,412,345
State grant revenues	4,356	46,438	50,794
Local grant revenues	531,472	55	531,527
Total operating revenues	<u>1,421,882</u>	<u>13,097,746</u>	<u>14,519,628</u>
<b>OPERATING EXPENSES</b>			
Bus Supervision	-	2,029,079	2,029,079
Bus Operations	-	11,758,981	11,758,981
Bus Maintenance	-	5,115,207	5,115,207
Vanpool	-	255,179	255,179
Paratransit Services	-	2,711,741	2,711,741
Unemployment claims	-	11,683	11,683
Regional Services	166,582	-	166,582
Sustainable Travel	673,683	-	673,683
Regional Call Center	921,348	-	921,348
Development planning	120,809	-	120,809
Depreciation, Bus	-	2,883,766	2,883,766
Total operating expenses	<u>1,882,422</u>	<u>24,765,636</u>	<u>26,648,058</u>
Operating loss	<u>(460,540)</u>	<u>(11,667,890)</u>	<u>(12,128,430)</u>
<b>NON-OPERATING REVENUES</b>			
Loss on asset sales	-	(13,776)	(13,776)
Investment earnings (loss)	-	(193,039)	(193,039)
Loss before contributions and transfers	<u>(460,540)</u>	<u>(11,874,705)</u>	<u>(12,335,245)</u>
Capital contributions	-	27,682	27,682
Transfers in	589,900	11,840,860	12,430,760
Transfers out	-	-	-
Change in net position	<u>129,360</u>	<u>(6,163)</u>	<u>123,197</u>
Total net position - beginning	<u>(2,907)</u>	<u>(5,487,725)</u>	<u>(5,490,632)</u>
Total net position - ending	<u>\$ 126,453</u>	<u>\$ (5,493,888)</u>	<u>\$ (5,367,435)</u>

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Statement of Cash Flows**  
**Proprietary Funds**  
For the Fiscal Year Ended June 30, 2021

	<b>Proprietary Funds</b>		
	<u>Ridesharing Fund</u>	<u>Regional Bus Service Fund</u>	<u>Total</u>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
Receipts from customers	\$ 792,827	\$ 1,398,659	\$ 2,191,486
Payments to suppliers	(911,630)	(11,301,565)	(12,213,195)
Payments to employees	(961,281)	(6,821,645)	(7,782,926)
Other receipts	719,401	8,960,556	9,679,957
Net cash used in operating activities	<u>(360,683)</u>	<u>(7,763,995)</u>	<u>(8,124,678)</u>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>			
Increase (decrease) in due to General Fund	(229,217)	856,544	627,327
Transfers from General Fund	589,900	11,840,860	12,430,760
Net cash provided by noncapital financing activities	<u>360,683</u>	<u>12,697,404</u>	<u>13,058,087</u>
<b>CASH FLOWS FROM CAPITAL AND FINANCING ACTIVITIES</b>			
Capital contributions	-	27,682	27,682
Purchase of capital assets	-	(4,993,960)	(4,993,960)
Net cash used in capital and financing activities	<u>-</u>	<u>(4,966,278)</u>	<u>(4,966,278)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
Investment income	-	44,350	44,350
Proceeds from sale/maturity of investments	-	766,722	766,722
Purchase of investments	-	(778,203)	(778,203)
Net cash provided by investing activities	<u>-</u>	<u>32,869</u>	<u>32,869</u>
Net change in cash and cash equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Balances beginning	<u>-</u>	<u>-</u>	<u>-</u>
Balances ending	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

The accompanying notes are an integral part of the financial statements.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Statement of Cash Flows (Continued)**  
**Proprietary Funds**  
For the Fiscal Year Ended June 30, 2021

	<b>Proprietary Funds</b>		
	<b>Ridesharing Fund</b>	<b>Regional Bus Service Fund</b>	<b>Total</b>
Reconciliation of operating loss to net cash used in operating activities:			
Operating loss	\$ (460,540)	\$ (11,667,890)	\$ (12,128,430)
Adjustments to reconcile operating loss to net cash used in operating activities:			
Depreciation	-	2,883,766	2,883,766
Deferred outflows of other post employment benefits	(74,337)	(797,110)	(871,447)
Other post employment benefits increases	103,854	1,127,139	1,230,993
Changes in assets and liabilities:			
Receivables from governmental agencies	(59,968)	(245,464)	(305,432)
Inventories	-	60,759	60,759
Other receivables	196,847	937,012	1,133,859
Accrued payroll	(4,592)	(17,616)	(22,208)
Accrued compensated absences	24,927	33,623	58,550
Accounts payable & other liabilities	(86,874)	(78,214)	(165,088)
Total adjustments	<u>99,857</u>	<u>3,903,895</u>	<u>4,003,752</u>
Net cash used in operating activities	<u>\$ (360,683)</u>	<u>\$ (7,763,995)</u>	<u>\$ (8,124,678)</u>

The accompanying notes are an integral part of the financial statements.

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# NOTES TO THE BASIC FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2021

## 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Research Triangle Regional Public Transportation Authority (the "Authority") conform to generally accepted accounting principles as applicable to governments. The following is a summary of the more significant accounting policies:

### A. Reporting Entity

The 1989 Session of the North Carolina General Assembly amended Chapter 160A of the General Statutes (G.S.) by adding Article 26 enabling the creation of regional public transportation authorities. The Boards of Commissioners in Durham, Orange, and Wake counties each held a public hearing, published articles of incorporation, and passed resolutions creating the Research Triangle Regional Public Transportation Authority. The unit of local government was chartered by the Secretary of State on December 1, 1989. The Authority was created to plan, finance, organize, and operate a public transportation system for the Research Triangle area. The Authority's operations began on July 1, 1990.

The Authority is governed by a thirteen member Board of Trustees, appointed as follows:

<u>Governing Body</u>	<u>Appointments</u>
Town of Cary	1
Town of Chapel Hill	1
City of Durham	1
Durham County and City of Durham	1
Durham County	1
Orange County	1
City of Raleigh	2
Wake County	2
NC Secretary of Transportation	3

The Authority has nine component units, the Triangle Tax District –Durham Operating, the Durham Special Tax District, the Triangle Tax District – Orange Operating, the Orange Special Tax District, the Triangle Tax District - Wake Operating, and the Wake Special Tax District. Additionally, each tax district has a capital fund, which would be the Triangle Tax District – Durham Capital Fund, the Triangle Tax District – Orange Capital Fund, and the Triangle Tax District – Wake Capital Fund.

Based upon current Government Accounting Standards Board (GASB) pronouncements the funds meet the criteria for blended component unit presentation. The component units' governing bodies are substantively the same as the governing body of the primary government, and the management of the primary government has operational responsibility for the component units.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

#### B. Basis of Presentation

*Government-Wide Financial Statements:* The Statement of Net Position and the Statement of Activities display information about the primary government. These statements include financial activities of the overall government. Eliminations have been made to minimize the double counting of internal activities, leaving only the amounts needed for interfund support. These statements distinguish between the *governmental and business-type activities* of the Authority. Governmental activities are financed through taxes, intergovernmental revenues, and other non-exchange transactions. Business-type activities are financed in whole or in part by fees charged to external parties.

The statement of activities presents a comparison between direct expenses and program revenues for the different business-type activities of the Authority and for the Authority's governmental activities. Direct expenses are those that are specifically associated with a program or function and therefore are clearly identifiable to a particular function. Program revenues include (a) fees and charges paid by the recipients of goods or services offered by the programs and (b) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented as general revenues.

*Fund Financial Statements:* The fund financial statements provide information about the Authority's funds. Separate statements for each fund category – *governmental and proprietary* are presented. The emphasis of fund financial statements is on major governmental and enterprise funds, each displayed in a separate column. All remaining governmental and enterprise funds are aggregated and reported as non-major funds.

The Authority reports the following major governmental funds:

- General Fund – The General Fund is the general operating fund of the Authority. It is used to account for all financial resources except those required to be accounted for in another fund. The primary revenue sources are vehicle registration taxes, state grants and various other revenues. The primary expenditures are for finance, human resources, general counsel, and communication and public affairs.
- Triangle Tax District – Durham Operating – The Triangle Tax District – Durham Operating receives a special sales tax collected in Durham County, as well as vehicle rental and registration taxes. Proceeds may only be used for Durham County Transportation purposes.
- Durham Special Tax District – This fund receives a vehicle registration tax *separate* from the one described above. The tax is levied within Durham County and may only be used for transportation needs in Durham County.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

- Triangle Tax District – Orange Operating – The Triangle Tax District – Orange Operating receives a special sales tax collected in Orange County, as well as vehicle rental and registration taxes. Proceeds may only be used for Orange County Transportation purposes.
- Orange Special Tax District – This fund receives a vehicle registration tax *separate* from the one described above. The tax is levied within Orange County and may only be used for transportation needs in Orange County.
- Triangle Tax District – Wake Operating – The Triangle Tax District – Wake Operating receives a special sales tax collected in Wake County, as well as vehicle rental and registration taxes. Proceeds may only be used for Wake County Transportation purposes.
- Wake Special Tax District – This fund collects a *separate* vehicle registration tax levied in Wake County. The proceeds are transferred to the Wake Operating Fund during the year, per an Interlocal agreement. The resources may only be used to fund transportation operational needs in Wake County.
- Triangle Tax District – Durham Capital – This fund is established to track the transportation capital projects in Durham County. Funding comes from the special sales tax collected in Durham County.
- Triangle Tax District – Orange Capital – This fund is established to track the transportation capital projects in Orange County. Funding comes from the special sales tax collected in Orange County.
- Triangle Tax District – Wake Capital – This fund is established to track the transportation capital projects in Wake County. Funding comes from the special sales tax collected in Wake County. *A multi-year compilation of capital spending may be found in the Statistical Section*

The governing boards of the partner counties have requested that the respective funds be presented as Major Funds. The Authority has agreed to do this and presents the tax district funds in a uniform manner.

The Authority reports the following non-major governmental fund:

- Advanced Technology Fund – The Advanced Technology Fund is a special revenue fund used to account for the purchase of information technology equipment.
- Major Capital Projects Fund – The Major Capital Projects Fund includes the Major Transit Investment Fund and the Regional Rail Capital Project Fund. This fund accounts for the management of the real estate acquired in earlier rail capital projects. These funds are not

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

limited to use in any specific County. The Fund was named prior to the introduction of major and non-major funds as part of the reporting model.

The Authority reports the following major enterprise funds:

- Ridesharing Fund – The Ridesharing Fund is used to account for operations of Commuter Resources, Regional Call Center, and Regional Transportation Demand Services (TDM) services. Financing is provided by intergovernmental revenues, sponsorships, employer fees, and General Fund revenues.
- Regional Bus Service Fund – The Regional Bus Service Fund is used to account for the provision of regional commuter bus service and paratransit services. Financing is provided by paratransit fares, bus fares, consignments, subsidies, intergovernmental revenues, and General Fund revenues. The Regional Bus Capital Project Fund has been consolidated into the Regional Bus Service Fund for financial reporting purposes.

#### C. Measurement Focus and Basis of Accounting

In accordance with North Carolina General Statutes, all funds of the Authority are maintained during the year using the modified accrual basis of accounting.

*Government-Wide and Proprietary Fund Financial Statements:* The government-wide and proprietary fund financial statements are reported using the economic resources measurement focus. The government-wide and proprietary fund financial statements are reported using the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Non-exchange transactions, in which the Authority gives (or receives) value without directly receiving (or giving) equal value in exchange, include grants and donations. Revenue, from grants and donations, is recognized in the fiscal year in which all eligibility requirements have been satisfied.

Amounts reported as program revenues include 1) charges to customers or applicants for goods, services, or privileges provided, 2) operating grants and contributions, and 3) capital grants and contributions, including special assessments. Internally dedicated resources are reported as general revenues rather than as program revenues.

Proprietary funds distinguish operating from non-operating revenues and expenses. Proprietary fund operating revenues, such as charges for services, result from exchange transactions associated with the principal activity of the fund. Exchange transactions are those in which each party receives and gives up essentially equal values. Non-operating revenues, such as subsidies and investment earnings, result from non-exchange transactions or ancillary activities.



## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Operating expenses include professional and other service costs, personnel, utilities, and maintenance and depreciation on capital assets. All expenses not meeting this definition are reported as non-operating expenses.

*Governmental Fund Financial Statements:* Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available.

Expenditures are recorded when the related fund liability is incurred, except for compensated absences, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in governmental funds. Prepaid items are recorded on the purchases method.

The Authority considers all revenues available if they are collected within 90 days after year-end. Revenues collected soon after 90 days may be recognized as revenue if the amounts are to be used to pay liabilities of the current period.

Intergovernmental revenues and sales and services are accrued when earned in the fiscal year. Grant revenues that are unearned at year-end are recorded as unearned revenues. Under the terms of grant agreements, the Authority funds certain programs by a combination of specific cost reimbursement grants, categorical block grants, and general revenues. Thus, when program expenses are incurred, there are both restricted and unrestricted assets available to finance the program. It is the Authority's policy to first apply cost-reimbursement grant resources to such programs, followed by categorical block grants, and then by general revenues.

#### D. Budgetary Control

The Authority's budgets are adopted as required by the North Carolina General Statutes. The Board of Trustees adopts an annual budget ordinance for the General, Special Revenue, Capital and Enterprise Funds. All annual appropriations lapse at the fiscal year-end. All Budget Ordinances are prepared on the modified accrual basis of accounting. The Appropriations Ordinance is adopted at the departmental level for the General Fund, the Enterprise Funds and the Special Revenue Funds, and at the functional level for the Capital Projects Funds. Expenditures may not legally exceed these levels. The general manager is authorized to transfer appropriations within a fund up to \$10,000; however, any revisions that alter total expenditures of any fund or exceed \$10,000 must be approved by the Board of Trustees. The Authority does not use encumbrance accounting.

A budget calendar is included in the North Carolina General Statutes that prescribes the last day on which certain steps of the budget procedure are to be performed. The following schedule lists the tasks to be performed and the date by which each is required to be completed.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

- April 30 - Each department head shall transmit to the budget officer the budget request and revenue estimates for their department for the budget year. Budgets recommended by the Wake County Transit Planning Advisory Committee for the Triangle Tax District – Wake Operating, the Wake Special Tax District, and the Triangle Tax District – Wake Capital funds, are also transmitted to the Authority by this date.
- June 1 - The budget and the budget message shall be submitted to the governing board. The public hearing on the budget should be scheduled at this time.
- July 1 - The budget ordinance shall be adopted by the governing board or an interim budget that covers this time period shall be adopted by the governing board until an annual ordinance can be adopted.

#### E. Deposits and Investments

The deposits of the Authority are made in board-designated official depositories and are secured as required by State law [G.S. 159-31]. The Authority may designate as an official depository any bank or savings and loan institution whose principal office is located in North Carolina. The Authority may also establish time deposit accounts such as NOW and Super NOW accounts, money market accounts, and certificates of deposit.

The Authority's written investment policy states that the Authority shall remain 100% invested at all times with the exception of monies held for operations. State law [G.S. 159-30(c)] authorizes the Authority to invest in obligations of the United States or obligations fully guaranteed both as to principal and interest by the United States, obligations of the State of North Carolina, bonds and notes of any North Carolina local government or public authority, obligations of certain non-guaranteed federal agencies, certain high-quality uses of commercial paper and bankers' acceptances, and the North Carolina Capital Management Trust (NCCMT). The Authority's investments are reported at fair value. The NCCMT Government Portfolio, a SEC registered (2a-7) money market mutual fund, is measured at fair value. Because the NCCMT Government Portfolio has a weighted average maturity of less than 90 days, it is presented as an investment with a maturity of less than 6 months.

In accordance with State law, the Authority has invested in securities that are callable, and that provide for periodic interest rate adjustments. These investments are reported at fair value as determined by broker information.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

#### F. Cash and Cash Equivalents

The Authority's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

#### G. Receivables

Receivables include amounts due from transportation services provided, rental income due, and certain governmental non-exchange transactions. Note 4, page 65 contains additional detail on the balance of Due from Other Agencies and Governments.

#### H. Inventory and Prepaid Items

Inventory is valued at cost using the weighted-average method. The inventory in the Regional Bus Fund consists of expendable supplies. Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements using the purchases method and expensed as the items are used.

#### I. Capital Assets

Capital assets are defined by the government as assets with an initial individual cost of more than a certain cost and an estimated useful life in excess of two years. Minimum capitalization costs are \$5,000 for all capital assets; including land, buildings, improvements, furniture and equipment, vehicles and software. Purchased or constructed capital assets are reported at cost or estimated historical cost. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized.

The Authority evaluates capital assets for other-than-temporary impairment when events or changes in circumstances affect a capital asset. The Authority employs a systematic methodology that considers available evidence in evaluating potential impairment of its capital assets. In the event that the cost of a capital asset is determined to be impaired, the Authority evaluates, among other factors, the magnitude and duration of the decline in fair value, evidence of physical damage, enactment or approval of laws or regulations or other changes in environmental factors, technological development or evidence of obsolescence, a change in the manner or expected duration of use of a capital asset, or construction stoppage. Once a decline in fair value is determined to be other-than-temporary, an impairment charge is recorded and a new cost basis in the capital asset is established.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital assets are depreciated using the straight-line method over the following estimated useful lives:

<u>Asset Class</u>	<u>Estimated Useful Lives</u>
Buildings	10-30
Improvements	2-20
Vehicles	5-12
Furniture and equipment	3-10
Computer equipment and software	3-7

#### J. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *Deferred Outflows of Resources*, represents a consumption of net position that applies to a future period and so will not be recognized as an expense or expenditure until then. The Authority's deferred outflows represent changes in assumptions and differences in expected and actual experiences in the valuation of Other Post-Employment Benefits (OPEB). In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *Deferred Inflows of Resources*, represents an acquisition of net position that applies to a future period and so will not be recognized as revenue until then. The Authority's OPEB deferrals meet the criterion for this category.

#### K. Long-Term Liabilities

In the government-wide financial statements, other long-term obligations are reported as liabilities in the applicable governmental or business-type activities on the statement of net position.

#### L. Compensated Absences

The vacation policy of the Authority advances vacation hours for the calendar year. Terminating employees will be paid for accrued vacation hours. Any advanced hours taken will be deducted from the final paycheck. Employees are encouraged to take a minimum of 10 days (two weeks) of vacation each calendar year. Employees may accrue unlimited sick leave hours. Upon termination, employees will be paid, per a pre-set schedule, for a portion of their accumulated sick leave provided they have no record of sick leave abuse for at least six months prior to the date of their voluntary resignation. If the employee prefers, sick leave can be applied as a service credit toward retirement, providing it enables one to reach a milestone.

For the Authority's governmental and proprietary funds, an expense and a liability for compensated absences and the salary-related payments are recorded as the leave is earned. The

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Authority has assumed a first-in, first-out method of using accumulated compensated time. The portion of this time that is estimated to be used in the next fiscal year has been designated as a current liability in the government-wide financial statements. The fund used to liquidate this liability is the fund to which an employee's salary is normally charged.

#### M. Net Position/Fund Balances

##### **Net Position**

Net position in government-wide and proprietary fund financial statements are classified as net investment in capital assets, restricted, and unrestricted. Restricted net position represents constraints on resources that are either externally imposed by creditors, grantors, contributors, or laws/regulations of other governments, or imposed by law through state statute.

##### **Fund Balances**

In the governmental fund financial statements, fund balance is composed of five classifications designed to disclose the hierarchy of constraints placed on how fund balance can be spent.

The governmental fund-types classify fund balances as follows:

**Nonspendable Fund Balance** – This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.

Prepaid items – portion of fund balance that is not available for appropriation because it represents the year-end fund balance of ending prepaid items, which are not expendable, available resources.

**Restricted Fund Balance** – This classification includes amounts that are restricted to specific purposes externally imposed by creditors or by law.

Restricted for Stabilization by State Statute – portion of fund balance which is not available for appropriation under State law [G.S. 159-8(a)]. North Carolina G.S. 159-8 prohibits public authorities from budgeting or spending a portion of their fund balance. This is one of several statutes enacted by the North Carolina State Legislature in the 1930's that were designed to improve and maintain the fiscal health of local government units and public authorities. Restricted by State Statute (RSS) is calculated at the end of each fiscal year for all annually budgeted funds. The calculation in G.S. 159-8(a) provides a formula for determining what portion of fund balance is available for appropriation. The amount of fund balance not available for appropriation is what is known as "restricted by State statute." *Appropriated fund balance in any fund shall not exceed the sum of cash and investments minus the sum of liabilities, encumbrances, and deferred revenues arising from cash receipts, as those figures*

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

*stand at the close of the fiscal year next preceding the budget.* Per GASB guidance, RSS is considered a resource upon which a restriction is “imposed by law through constitutional provisions or enabling legislation.” RSS is reduced by inventories and prepaids as they are classified as nonspendable. Outstanding encumbrances (if any) are included with RSS. RSS is included as a component of Restricted Net Position and Restricted fund balance on the face of the balance sheet.

Restricted by Enabling Legislation – portion of fund balance that is comprised of funds to be used for the specific purpose of mass transportation, not assigned to specific transit projects.

Restricted by Interlocal Agreement – portion of fund balance restricted for future transit service activities in Wake County, per the Transit Governance Interlocal Agreement.

Restricted for Community Funding Area Program. This is a portion of fund balance for the continuation of the area program as approved by the Capital Area Municipal Planning Organization and the Authority governing board.

Unassigned Fund Balance - The portion of fund balance that has not been restricted, committed, or assigned to specific purposes or other funds. Only the General Fund may show an unassigned positive balance. Excess resources in other governmental funds should be classified as Restricted by Enabling Legislation, above.

The Authority has a revenue spending policy that provides for programs with multiple revenue sources. The Chief Finance Officer will use resources in the following hierarchy: federal funds, state funds, and funds generated by governmental and proprietary operations.

For purposes of fund balance classification, expenditures are to be spent from restricted funds balance first, followed in order by committed fund balance, assigned fund balance and lastly unassigned fund balance. The Chief Finance Officer has the authority to deviate from this policy if it is in the best interest of the Authority.

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**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

The following schedule provides management and citizens with information on the portion of General Fund balance that is available for appropriation.

Total fund balance	<u>\$ 40,472,980</u>
Less:	
Prepaid expenses	140,030
Restricted for Stabilization by State Statute	<u>26,314,599</u>
Available for appropriation	<u><u>\$ 14,018,351</u></u>

**N. Revenues and Interfund Transactions**

**Grant Revenue**

The Authority recognizes revenues (net of estimated uncollectible amount, if any), when all applicable eligibility requirements, including time requirements, are met. Resources transmitted to the Authority before meeting the eligibility requirements (other than time requirements) are recorded and reported as unearned revenues.

**Vehicle Registration Tax**

The North Carolina Department of Motor Vehicles transmits vehicle registration tax revenue to the Authority on a quarterly basis. The Authority recognizes and records vehicle registration tax revenue monthly in the General Fund and tax district funds.

**Vehicle Rental Tax**

The Authority recognizes and records vehicle rental tax revenue upon receipt in the Major Capital Projects Fund and periodically transfers a portion to the appropriate Triangle Tax District county operating accounts. Revenue recognition varies according to the tax collection schedule for each vendor. Collection schedules are determined by sales volume. Large rental agencies make two payments per month; small rental agencies may remit their payments on a quarterly basis. The Authority accrues for vehicle rental tax revenue at year end.

**Investment Income**

The Authority recognizes investment income from cash and investments as revenues in the individual funds based on the fund's monthly investment in cash and investments. All investment earnings are recorded monthly in each individual fund.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

#### **Inter-fund Transactions**

Interfund transactions are services provided, reimbursements or transfers. Services that are deemed to be reasonably equivalent in value are treated as revenues and expenditures/expenses. Reimbursements occur when one fund incurs the cost, charges the appropriate benefiting fund, and reduces its related cost as a reimbursement, if material. All other interfund transactions are presented as transfers. Transfers within governmental activities and business-type activities are eliminated upon consolidation.

#### **Special Tax Revenues**

The Triangle Tax Districts for Durham, Orange and Wake Counties receive vehicle registration tax from the North Carolina Department of Motor Vehicles on a quarterly basis (\$7 per vehicle). The Special Tax Districts for Durham, Orange and Wake also receive proceeds of a vehicle registration tax (\$3 per vehicle) from the NC Department of Motor Vehicles on a quarterly basis. The Tax Districts also receive a one-half cent sales tax (Article 43 of N.C. General Statute 105) from Durham, Orange, and Wake Counties. Durham, Orange, and Wake Counties share in the vehicle rental taxes received by the Major Capital Project Fund.

#### O. 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 reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

#### P. Consolidation of Funds

Some funds are budgeted and maintained separately through the year and are combined for reporting purposes. The management fund for GoDurham is budgeted with the General Fund. It is maintained as a separate fund for clearer accounting through the year. It is consolidated with the General Fund for annual reporting. Additionally, the Major Transit Investment Fund is combined with the Major Transit Investment Fund Capital Project Fund for reporting purposes. It is reported as a capital project fund.

### 2. DEPOSITS

All of the Authority's deposits are either insured or collateralized by using one of two methods. Under the Dedicated Method, all deposits exceeding the federal depository insurance coverage are collateralized with securities held by the Authority's agent in the Authority's name. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer. Since the State Treasurer



**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**2. DEPOSITS (Continued)**

is acting in a fiduciary capacity for the Authority, these deposits are considered to be held by the Authority’s agent in the Authority’s name. The amount of the pledged collateral is based on an approved averaging method for non-interest-bearing deposits and the actual current balance for interest-bearing deposits. Depositories using the Pooling Method report to the State Treasurer the adequacy of their pooled collateral covering uninsured deposits. The State Treasurer does not confirm this information with the Authority or the escrow agent. Because of the inability to measure the exact amount of collateral pledged for the Authority under the Pooling Method, the potential exists for under collateralization, and this risk may increase in periods of high cash flows. However, the State Treasurer enforces strict standards of financial stability for each depository that collateralizes public deposits under the Pooling Method. The Authority has no formal policy regarding custodial credit risk for deposits, but relies on the State Treasurer to enforce standards of minimum capitalization for all pooling method financial institutions and to monitor them for compliance. The Authority complies with the provisions of G.S. 159-31 when designating official depositories and verifying that deposits are properly secured. The Authority has no formal policy regarding custodial credit risk for deposits.

At June 30, 2021, the amount of the deposits on the Authority’s books was \$75,809,560 and the bank balances were \$79,289,028. Of the bank balance, \$750,000 was covered by federal depository insurance, and \$78,539,028 in deposits was covered by collateral held under the Pooling Method.

**3. INVESTMENTS**

As of June 30, 2021, the Authority had the following investments and maturities:

<b>Investment Type</b>	<b>Fair Value</b>	<b>Less than 1 year</b>	<b>1-5 years</b>	<b>5-10 years</b>	<b>10+ years</b>
Mortgage Backed Securities	\$ 70,829,725	\$ -	\$ 6,635,392	\$ 30,757,283	\$ 33,437,050
SBA Participation Securities	137,452,459	8,118	8,916,256	49,788,187	78,739,898
NC Local Gov't & State Bonds	1,012,469	-	215,870	796,599	-
NCCMT Government Portfolio	181,977,059	181,977,059	-	-	-
<b>Total</b>	<b>\$ 391,271,712</b>	<b>\$ 181,985,177</b>	<b>\$ 15,767,518</b>	<b>\$ 81,342,069</b>	<b>\$ 112,176,948</b>

Because the NC Capital Management Trust – Government Portfolio has a weighted average maturity of less than 6 months, it is presented as an investment with a maturity of less than 1 year.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**3. INVESTMENTS (Continued)**

**Fair Value Measurements Using:**

	Fair Value	Quoted Prices, in Active Markets for Identical Assets, Level 1	Significant Other Observable Inputs, Level 2	Significant Unobservable Inputs, Level 3
Mortgage Backed Securities	\$ 70,829,725	\$ -	\$ 70,829,725	\$ -
SBA Participation Securities	137,452,459	54,573,731	82,878,728	-
NC Local Gov't & State Bonds	1,012,469	-	1,012,469	-
NCCMT Government Portfolio	181,977,059	181,977,059	-	-
<b>Total</b>	<b>\$ 391,271,712</b>	<b>\$ 236,550,790</b>	<b>\$ 154,720,922</b>	<b>\$ -</b>

All investments are measured using the market approach: using prices and other relevant information generated by market transactions involving identical or comparable assets or a group of assets.

Level of fair value hierarchy

**Level 1** – Debt securities valued using directly observable, quoted prices (unadjusted) in active markets for identical assets. **Level 2** – Debt securities valued using a matrix pricing technique. Matrix pricing is used to value securities based on the securities’ relationship to benchmark quoted prices.

Interest Rate Risk

As a means of limiting its exposure to fair value losses arising from rising interest rates, the Authority’s investment policy indicates:

- Short-Term Portfolio: No less than \$500,000 of the total investment portfolio shall mature within seven days. No less than 25% shall mature in 90 days.
- Intermediate Term Portfolio: The average maturity shall not exceed five years.
- Long-Term Portfolio: The average maturities of the portfolio shall not exceed twenty years. Any exceptions must be approved by the Chief Financial Officer. Reasons for exceptions may include anticipated higher market yields.

Credit Risk

As a means of limiting its exposure to risk, the Authority will invest no more than 50% in any obligation that does not bear the full faith and credit of the United States of America. The Authority limits investments to the provisions of G.S. 159-30 and restricts the purchase of securities to the highest possible ratings whenever particular types of securities are rated. State law limits investment in commercial paper to the top rating issued by nationally recognized statistical rating organizations (“NRSROs”). The Authority’s investments in US Agencies and US Treasuries are rated AAA by Standard and Poor’s. The Authority’s investments in NC State and local government bonds are also rated AAA

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 3. INVESTMENTS (Continued)

by Standard and Poor's. As of June 30, 2021, the Authority's investments in the NCCMT Government Portfolio carried a credit rating of AAAM by Standard and Poor's.

The NC Administrative Code states that all deposits shall be fully protected through deposit insurance and eligible collateral securities. The Chief Finance Officer of the Authority shall be responsible for obtaining custody and providing safekeeping of securities and deposit certificates according to G.S. 159-30(d). Further, the Finance and Accounting Systems Manager shall ensure proper diversification of the investment portfolio in order to minimize risks brought on by economic and market changes. Diversification is managed by limiting investments by type and institution and by class of securities. Maturity schedules are monitored by the Chief Financial Officer.

#### Custodial Credit Risk

For an investment, custodial risk is the risk that in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority's formal policy indicates the Authority shall utilize a third party custodial agent for book entry transactions, all of which shall be a trust department authorized to do trust work in North Carolina and who has an account with the Federal Reserve.

#### Concentration of Credit Risk

The Authority will invest no more than 50% in a single institution. The Authority has certain investments that exceed 5% of the Authority's total investment portfolio. They are Small Business Administration Participation certificates (35.1%) and Mortgage Backed Securities (18.1%). The remainder of the Authority's investments are in the NC Capital Management Trust –Government Portfolio, other governmental agencies, and local government bonds.

### 4. DUE FROM OTHER AGENCIES AND GOVERNMENTS

The following summarizes amounts due from other agencies and governments by source as of June 30, 2021:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
<u>\$ 3,388,572</u>	<u>\$ 45,610,558</u>	<u>\$ 278,214</u>	<u>\$ 49,277,344</u>

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**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**5. CAPITAL ASSETS (Continued)**

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

	<u>Beginning</u> <u>Balances</u>	<u>Increases</u>	<u>Decreases</u>	<u>Transfers</u> <u>In (Out)</u>	<u>Ending</u> <u>Balances</u>
<u>Governmental activities:</u>					
<b>Capital assets not being depreciated:</b>					
Land	\$ 43,531,820	\$ -	\$ -	\$ -	\$ 43,531,820
Construction in progress	15,028,224	1,278,565	1,852,551	-	14,454,238
Total capital assets not being depreciated:	<u>58,560,044</u>	<u>1,278,565</u>	<u>1,852,551</u>		<u>57,986,058</u>
<b>Capital assets being depreciated:</b>					
Buildings	6,248,871	-	-		6,248,871
Equipment and vehicles	8,917,597	5,558	2,113,521	-	6,809,634
Leasehold improvements	4,058,879	109,551	36,943	(109,551)	4,021,936
Total capital assets being depreciated	<u>19,225,347</u>	<u>115,109</u>	<u>2,150,464</u>	<u>(109,551)</u>	<u>17,080,441</u>
<b>Less accumulated depreciation for:</b>					
Buildings	2,367,407	208,287	-	-	2,575,694
Equipment and vehicles	7,856,991	452,376	2,113,521	-	6,195,846
Leasehold improvements	2,114,993	165,754	36,944	(456)	2,243,347
Total accumulated depreciation	<u>12,339,391</u>	<u>\$ 826,417</u>	<u>\$ 2,150,465</u>	<u>\$ (456)</u>	<u>11,014,887</u>
Total capital assets being depreciated, net	<u>6,885,956</u>				<u>6,065,554</u>
<b>Governmental activities capital assets, net</b>	<u>\$ 65,446,000</u>				<u>\$ 64,051,612</u>

Depreciation expense was charged to functions/programs of the primary government as follows:

Administration	\$ 12,785
Capital Development	59,667
Board	5,454
Finance	<u>748,511</u>
Total Depreciation expense	<u>\$ 826,417</u>

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**5. CAPITAL ASSETS (Continued)**

<u>Business-type activities:</u>	<u>Beginning Balances</u>	<u>Increases</u>	<u>Decreases</u>	<u>Transfers In (Out)</u>	<u>Ending Balances</u>
<i>Regional Bus Service Fund</i>					
<b>Capital assets not being depreciated:</b>					
Land	\$ 748,068	\$ -	\$ -	\$ -	\$ 748,068
<b>Capital assets being depreciated:</b>					
Furniture, fixtures, and equipment	4,826,318	1,085,029	1,467,402	-	4,443,945
Vehicles	31,738,198	3,775,536	465,479	-	35,048,255
Leasehold improvements	1,660,252	23,840	4,000	109,551	1,789,643
Buildings	9,881,900	-	-	-	9,881,900
Total capital assets being depreciated	48,106,668	4,884,405	1,936,881	109,551	51,163,743
<b>Less accumulated depreciation for:</b>					
Furniture, fixtures, and equipment	2,699,904	524,428	1,467,402	-	1,756,930
Vehicles	22,191,143	1,810,156	476,869	-	23,524,430
Leasehold improvements	525,109	161,212	4,000	456	682,777
Buildings	4,874,543	387,513	-	-	5,262,056
Total accumulated depreciation	30,290,699	\$ 2,883,309	\$ 1,948,271	\$ 456	31,226,193
Total capital assets being depreciated, net	17,815,969				19,937,550
Reg. Bus Service fund capital assets, net	18,564,037				20,685,618
<b>Business-type activities capital assets, net</b>	<u>\$ 18,564,037</u>				<u>\$ 20,685,618</u>

Construction in Progress and Other Adjustments

In April of 2019, Research Triangle Regional Public Transportation Authority was not able to reach agreements with certain parties necessary to advance the Durham Orange Light Rail Project.

Following this, the Authority’s Board of Trustees, as well as the Boards of Commissioners for Durham County and Orange County voted to discontinue design efforts on the project. As part of the wrap up process, subterranean soil samples, surveys, maps etc. were deemed to have potential value as starting points for future work in the same areas. The records will not replace current underground testing, but are expected to reduce the amount of testing needed. GoTriangle Finance staff and Capital Development staff meet annually to determine what, if any, impairment there has been to the usefulness of these assets. The impairment charge has been increased from the prior year. \$1,743,000 is shown as a Special Item on the Statement of Activities.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 6. POST EMPLOYMENT OBLIGATIONS

#### Other Post Employment Benefits

*Plan Description.* The Authority administers a single employer defined benefit Healthcare Benefits Plan (the "HCB Plan"). This HCB Plan provides post employment healthcare benefits to retirees of the Authority, provided they have at least thirty years of creditable service with the Authority. The Board of Trustees may amend the HCB Plan by majority vote. A separate report was not issued for the HCB Plan.

The Authority offers full-time employees who resign at the age of retirement specified by Social Security the opportunity to continue in the group medical plan. The schedule below addresses the qualifying conditions for which retirees may receive medical benefit coverage.

- Employees who retire with more than three (3) years but less than 10 years of service may continue group health coverage at the Authority's rate, but the employee must pay the full cost of the premium.
- Employees who have more than 10 years of service but less than 20 must pay 75% of the monthly premium. The Authority will pay the remaining 25%.
- Employees who have 20 years of service but less than 30 years will pay 50% of the monthly premium. The Authority will pay the remaining 50%.
- Employees with more than 30 years of service can expect to receive 100% paid coverage.

Membership of the HCB Plan consisted of the following at June 30, 2019, the date of the latest actuarial valuation:

Inactive employees or beneficiaries currently receiving benefits	1
Inactive members entitled to but not yet receiving benefits	0
Active employees	<u>246</u>
Total	<u>247</u>

There are no assets accumulated in an irrevocable trust for the HCB plan. There are no authoritative requirements to pay OPEB as benefits are due.

#### **Total Other Post-Employment Benefits (OPEB) Liability**

The Authority's total OPEB liability of \$5,146,106 was measured as of June 30, 2020 and was determined by an actuarial valuation as of that date.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

6. POST EMPLOYMENT OBLIGATIONS (Continued)

*Actuarial assumptions and other inputs.* The total OPEB liability in the June 30, 2019 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.50%
Real wage growth	1.00%
Wage inflation	3.50%
Salary increases, including wage inflation	
General Employees	3.50% - 7.75%
Municipal Bond Index Rate (discount rate)	
Prior Measurement Date	3.50%
Measurement Date	2.21%
Healthcare cost trends	
Pre-Medicare and prescription drug	7.00% for 2019 decreasing to an ultimate rate of 4.50% by 2026.
Medicare medical and prescription drug	5.00% for 2019 decreasing to an ultimate rate of 4.50% by 2021.

The Authority selected a Municipal Bond Index Rate equal to the Bond Buyer 20-year General Obligation Bond Index published at the last Thursday of June by The Bond Buyer, and the Municipal Bond Index Rate as of the measurement date as the discount rate used to measure the Total OPEB Liability.

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**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**6. POST EMPLOYMENT OBLIGATIONS (Continued)**

**Changes in the Total OPEB Liability**

Total OPEB Liability as of June 30, 2019	\$3,353,229
<i>Changes for the year:</i>	
Service Cost at the end of the year	313,498
Interest on Total OPEB Liability and Cash Flows	128,324
Change in benefit terms	-0-
Difference between expected and actual experience	454
Changes of assumptions or other inputs	1,351,222
Net benefit payments	(621)
Other	<u>-0-</u>
<b>Net Changes</b>	<b><u>\$ 1,792,877</u></b>
<b>Total OPEB Liability as of June 30, 2020</b>	<b><u>\$ 5,146,106</u></b>

Mortality rates were based on the RP-2014 mortality tables, with adjustments for Local Government Employees' Retirement System (LGERS) experience and generational mortality improvements using Scale MP-2015.

The demographic actuarial assumptions for retirement, disability incidence, withdrawal, and salary increases used in the June 30, 2019 valuation were based on the results of an actuarial experience study for the period of January 1, 2010 – December 31, 2014, adopted by the LGERS Board.

The remaining actuarial assumptions (e.g. initial per capita costs, health care cost trends, rate of plan participation, rates of plan election, etc.) used in the June 30, 2019 valuation were based on a review of recent plan experience done concurrently with the June 30, 2019 valuation.

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**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**6. POST EMPLOYMENT OBLIGATIONS (Continued)**

*Sensitivity of the total OPEB liability to changes in the discount rate.* The following presents the total OPEB liability of the Authority, as well as what the Authority’s total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current discount rate.

	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase</u>
	(1.21%)	(2.21%)	(3.21%)
Total OPEB Liability	\$6,585,071	\$5,146,106	\$4,058,551

*Sensitivity of the total OPEB liability to changes in the healthcare cost trend rate.* The following presents the total OPEB liability of the Authority, as well as what the Authority’s total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates.

	<u>1% Decrease</u>	<u>Current Rate</u>	<u>1% Increase</u>
Total OPEB Liability	\$3,819,055	\$5,146,106	\$7,025,326

**OPEB Expense and Deferred Inflows of Resources Related to OPEB**

For the year ended June 30, 2021, the Authority recognized OPEB expense of \$490,669. At June 30, 2021, the Authority reported deferred outflows and inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>
Differences between expected and actual experience	\$ 409
Changes of assumptions or other inputs	<u>1,218,228</u>
Total	<u>\$ 1,218,637</u>

	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 24,178
Changes of assumptions or other inputs	<u>500,503</u>
Total	<u>\$ 524,681</u>

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

6. POST EMPLOYMENT OBLIGATIONS (Continued)

Amounts reported as Deferred Outflows of Resources and Deferred Inflows of Resources related to OPEB benefits will be recognized in OPEB expense as follows:

**Measurement Period**

Ending June 30:

2022	\$ 42,689
2023	42,689
2024	42,689
2025	42,689
2026	45,490
Thereafter	<u>477,710</u>
Total	<u>\$ 693,956</u>

*Funding Policy.* The Board of Trustees established the contribution requirements of plan members, and they may be amended by the Board. Per an Authority resolution, the Authority is required to contribute the projected pay-as-you-go financing requirements, with an additional amount to prefund benefits as determined annually by the Board.

*Summary of Significant Accounting Policies.* Post-employment expenditures are made from the General Fund, which is maintained on the modified accrual basis of accounting. No funds are set aside to pay benefits and administration costs. These expenditures are paid when due.

Retirement Plan

The Authority sponsors a defined contribution retirement plan covering all of its full-time employees as of June 30, 2021. Contributions and costs are determined as 8% of all full-time employees' salaries.

Employees are 100% vested in these benefits after 3 years of service. Forfeitures from employees who leave before they are 100% vested are used to reduce future contributions. The Authority's total payroll for fiscal year 2021 was \$16,749,060, of which \$16,565,475 relates to employees covered under the plan. The Authority's contributions to the plan for the year ended June 30, 2021, including forfeitures, totaled \$1,332,516 (8% of covered payroll). Total forfeitures for the year were \$92,605.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**6. POST EMPLOYMENT OBLIGATIONS (Continued)**

The assets of the plan are invested in various mutual funds, guaranteed interest contracts, and U.S. Treasury Bonds. The establishment of the plan was authorized by the Authority’s Board of Trustees and may only be amended by the Authority’s Board of Trustees.

Deferred Compensation Plan

The Authority offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, available to all employees, permits them to defer a portion of their salary until future years. The deferred compensation payout is not available to employees until termination, retirement, death, or unforeseeable emergency.

Deferred Outflows & Inflows of Resources.

The Authority has several deferred outflows and inflows of resources. Deferred outflows and inflows of resources, as appearing on the Statement of Net Position, are comprised of the following.

	Deferred Outflows	Deferred Inflows
Differences between expected and actual experience	\$ 409	\$ 24,178
Changes of assumptions or other inputs	<u>1,218,228</u>	<u>500,403</u>
Total	<u>\$ 1,218,637</u>	<u>\$ 524,681</u>

**7. CHANGES IN LONG – TERM LIABILITIES**

Long term debt activity for the fiscal year ended June 30, 2021 is as follows:

	July 1, 2020	Increases	Decreases	June 30, 2021	Long Term Portion	Current Portion of Balance
<u>Governmental activities:</u>						
Compensated Absences	\$ 785,944	\$ 410,124	\$ 297,627	\$ 898,441	\$ 340,094	\$ 558,347
OPEB	1,027,087	510,253	-	1,537,340	1,537,340	-
Total Governmental activity long-term liabilities	<u>\$ 1,813,031</u>	<u>\$ 920,377</u>	<u>\$ 297,627</u>	<u>\$ 2,435,781</u>	<u>\$ 1,877,434</u>	<u>\$ 558,347</u>
<u>Business-type activities</u>						
Compensated Absences	\$ 1,089,423	\$ 569,528	\$ 510,978	\$ 1,147,973	\$ 447,545	\$ 700,428
OPEB	2,326,142	1,282,624	-	3,608,766	3,608,766	-
Total Business-type activity long-term liabilities	<u>\$ 3,415,565</u>	<u>\$ 1,852,152</u>	<u>\$ 510,978</u>	<u>\$ 4,756,739</u>	<u>\$ 4,056,311</u>	<u>\$ 700,428</u>

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**7. CHANGES IN LONG – TERM LIABILITIES (Continued)**

The General Fund liquidates compensated absence and OPEB obligations for governmental activities. The Rideshare Fund and the Regional Bus Fund liquidate compensated absence and OPEB obligations for business-type activities.

**8. INTERFUND BALANCES AND ACTIVITY**

The following summarizes amounts due from and to other funds as of June 30, 2021 Interfund balances result from the time lag between the dates that transactions are recorded in the accounting system and payments between funds are made.

<u>Receivable Fund</u>	<u>Payable Proprietary Fund</u>	<u>Amount</u>
General Fund	Enterprise - Rideshare	\$ 34,420
Durham Operating Fund	Enterprise - Regional Bus	5,173,171
Orange Operating Fund	Enterprise - Regional Bus	492,765
Advanced Technology Fund	Enterprise - Regional Bus	4,501
General Fund	Enterprise - Regional Bus	<u>20,307,618</u>
Total Due from and Due to Proprietary Funds		<u>26,012,475</u>
<u>Receivable Fund</u>	<u>Payable Governmental Fund</u>	
General Fund	Wake Operating	135,832
General Fund	Major Capital Projects	<u>15,772</u>
Total Due from and Due to Governmental Funds		<u>151,604</u>
<b>Totals</b>		<u><u>\$ 26,164,079</u></u>

The Authority uses the General Fund checking account to pay most obligations. Funds paid on behalf of other funds are tracked by automatic due to- due from accounts. The amounts due to the General Fund from the Proprietary Funds are the amounts paid on their behalf, not yet reimbursed. The amounts owed by the Triangle Tax District – Wake Operating are obligations paid by the General Fund, not yet reimbursed.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**8. INTERFUND BALANCES AND ACTIVITY (Continued)**

Transfers

Transfers are used to move unrestricted revenues to finance various programs that the Authority must account for in other funds in accordance with budgetary authorizations, including amounts provided matching funds for various grant programs.

	<u>Transfers From:</u>		
	<u>General Fund</u>	<u>Wake Special District</u>	<u>Total</u>
<u>Transfers To:</u>			
Regional Bus Fund	\$ 11,840,860	\$ -	\$ 11,840,860
Ridesharing Fund	589,900	-	589,900
Wake Operating	-	2,914,392	2,914,392
Advanced Technology Fund	133,245	-	133,245
Total	<u>\$ 12,564,005</u>	<u>\$ 2,914,392</u>	<u>\$ 15,478,397</u>

The purpose of the transferred monies is as follows:

The Authority’s General Fund transferred monies during fiscal year 2021 to fund operational shortfalls in the Regional Bus Fund and its consolidated Regional Bus Capital Project Fund, the Rideshare Fund, and the Advanced Technology Fund.

The Triangle Tax District - Wake Special District Fund receives the \$3 Vehicle Registration Tax. By Wake County Inter-Local Agreement, the Wake Special District Fund transfers the proceeds at year end to the Triangle Tax District - Wake Operating Fund. The Triangle Tax District - Durham Special District Fund and the Triangle Tax District - Orange Special District Fund are not subject to any mandatory transfer requirement.

**9. 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 reduces its risk of loss by carrying commercial insurance coverage. There have been no significant reductions in insurance coverage in the prior year, and settled claims have not exceeded coverage in any of the past three fiscal years. All of the insurance companies from whom the Authority has purchased insurance have A.M. Best ratings of A- or better. In accordance with G.S. 159-29, the Authority’s employees that have access to \$100 or more at any given time of the Authority’s funds are performance bonded through a commercial surety bond. The finance officer is bonded for \$100,000.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

9. **RISK MANAGEMENT (continued)**

The insurance companies used by the Authority are:

- Berkley National Insurance Company
- RLI Insurance Company
- Hartford Fire Insurance Company
- General Star Indemnity Company
- RSUI Indemnity Company
- National Union Fire Insurance Company of Pittsburg
- Homeland Insurance Co. of New York
- ICO
- Lloyd's
- Carolina Casualty Insurance Company

Not including health insurance, the Authority has the following types and limits of coverage:

• Public Officials Professional Liability	\$ 5,000,000
• Commercial General Liability	10,000,000
• Public Employee Bond	50,000
• Real and personal property	
Buildings	22,488,946
Contents	1,468,219
Business income	4,819,146
• Flood Insurance	1,000,000
• Business Auto Liability	10,000,000
• Employee Dishonesty	50,000
• Excess liability	10,000,000
• Workers' compensation	Statutory limits
• Employee benefits liability	1,000,000
• Catastrophic (Auto)	10,000,000
• Inland Marine	4,170,538

Insurance coverage for health claims in excess of \$100,000 is also carried. No settlements have exceeded insurance coverage in the past four fiscal years.

The Authority has a limited risk management program for unemployment claims. Premiums were paid at the rate of 3% of each employee's salary into the fund by all other funds until June 2001. Management has determined that an adequate fund balance existed and premium payments could be suspended. It is anticipated that investment earnings on this fund will be sufficient to pay future unemployment claims.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**9. RISK MANAGEMENT (continued)**

Flood Insurance

The Authority is not located inside a flood zone according to FEMA flood maps. However, in consultation with the Authority’s insurance brokers, \$1,000,000 of flood insurance is in place.

**10. COMMITMENTS AND CONTINGENCIES**

Operating Leases

The total minimum future rent commitments under the parking lease and other leases are as follows:

Year ending <u>June 30,</u>	<u>Amount</u>
2022	\$78,289
2023	72,469
2024	43,597
2025	39,237
2026	7,681
Thereafter	<u>13,725</u>
Total	<u>\$ 254,998</u>

Significant leases included above are:

- The Authority rents a parking lot for operations of the Regional Bus Transfer Center. Annual rent is \$36,709 and is scheduled to end in Fiscal Year 2026.
- The Authority also has leased other office equipment, such as the postage machine. Various land parcels and easements are included above. These leases are typically to provide space for park and ride facilities.

The Authority leases easements and parking and building spaces to various tenants. As of fiscal year end, three (3) tenants remained generating monthly rental income of \$7,250 per month, or approximately \$87,000 annually.

Pending or Threatened Lawsuits

At year end, the Authority’s General Counsel department was not aware of any pending, threatened or unasserted claims that could have a material impact upon the Authority’s financial statements.

Federal and State Assisted Programs

The Authority has received proceeds from several federal and state grants. Periodic audits of these grants are required and certain costs may be questioned as not being appropriate expenditures under the grant agreements. Such audits could result in the refund of grant monies to the grantor agencies.

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 10. COMMITMENTS AND CONTINGENCIES (continued)

Management believes that any required refunds will be immaterial. No provision has been made in the accompanying financial statements for the refund of grant money.

#### Considerations related to COVID-19 for 2021 Year-End

During Fiscal Year 2020, the World Health Organization declared the spread of the Coronavirus Disease (COVID-19) a worldwide pandemic. The COVID-19 pandemic has had significant effects on global markets, supply chains, businesses, and communities. Specific to the Authority, COVID-19 is expected to impact various parts of the Fiscal Year 2022 operations and financial results. The Authority has continued the fare free policy through June 30, 2022. Management believes the Authority is taking appropriate actions to mitigate the negative impact. However, the full impact of COVID-19 is unknown and cannot be reasonably estimated as events associated with the pandemic continue to develop.

#### Reimbursement due to Authority

In FY 2021, the Authority incurred \$342,795 bus operation expenses on behalf of the Wake Tax District. The expenses were submitted to Capital Area Metropolitan Planning Organization (CAMPO) for reimbursement approval subsequent to year end. While reimbursement was initially rejected, the Authority's legal counsel and CFO maintain that CAMPO's calculation is incorrect and will continue to pursue collection.

### 11. STEWARDSHIP COMPLIANCE AND ACCOUNTABILITY

#### Wake Transit Plan

The Transit Governance Interlocal Agreement requires certain restrictions be imposed on resources for future use in Wake County. These are shown as Restricted – Interlocal Agreement. \$470,808 is restricted in the Triangle Tax District – Wake Operating Fund to fund expenditures budgeted for the Community Area Funding Program. \$78,818,681 in the Triangle Tax District – Wake Capital Fund includes this year's contribution to the stated goal of restricting 5% of the total estimated Wake County Capital Improvement Plan.

The Transit Governance Interlocal Agreement requires the greater of a minimum of 90 days unrestricted cash or 25% of the subsequent year's adopted sales tax budget be kept in the Triangle Tax District – Wake Operating Fund. The minimum amount as of year end is \$4,074,779. Actual unrestricted cash in the Wake Operating Fund is \$35,304,014 as of June 30, 2021.

#### GoTransit Partners

To facilitate fund raising for the Durham-Orange Light Rail Project, the Authority organized a separate 501(c)(3) corporation, GoTransit Partners, to assist with fund raising for the project. Potential donors cited governing bylaws, which required them to make significant contributions, like what the Authority was soliciting, to a non-profit corporation. GoTransit Partners began fundraising and solicitation in FY19. Less than \$1,700 was received. There has been no fund raising since develop-



**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**11. STEWARDSHIP COMPLIANCE AND ACCOUNTABILITY (Continued)**

ment stopped on the Light Rail Project. Prior service charges were returned by the bank. The current bank balance at June 30, 2021 is \$1,646.

Expenditures Exceeding Appropriations

<u>Tax District Fund</u>	<u>Final Budget</u>	<u>Actual Expenditures</u>	<u>Variance</u>
<b>TTD-Orange Operating Fund</b>			
Bus Operations			
GoTriangle	\$ 990,000	\$ 992,924	\$ (2,924)
<b>TTD-Durham Capital Fund</b>			
Capital Planning			
Durham, Chapel Hill, Carrboro Municipal Planning Organ.	-	521,667	(521,667)
Commuter Rail Project	-	1,008,195	(1,008,195)
DOLRT Wind-Down	-	411,379	(411,379)
<b>TTD-Orange Capital Fund</b>			
Transit Infrastructure			
Town of Carrboro	-	25,761	(25,761)
GoTriangle	-	138,865	(138,865)
Orange County Public Transit	-	15,000	(15,000)
Bus Rapid Transit			
Chapel Hill Transit - NS- BRT	500,000	519,061	(19,061)
Capital - Planning			
Orange County Public Transit	-	131,706	(131,706)
DOLRT Wind-Down	-	93,636	(93,636)
<b>TTD-Wake Capital Fund</b>			
Capital Planning			
City of Raleigh	75,000	175,978	(100,978)
Community Funding Area			
Town of Rolesville	-	11,517	(11,517)
Commuter Rail			
GoTriangle	1,100,000	3,118,048	(2,018,048)
Bus Infrastructure			
GoTriangle	114,800	1,542,259	(1,427,459)
Town of Cary	-	830,505	(830,505)
Town of Holly Springs	-	16,273	(16,273)
Bus Acquisition			
GoTriangle	-	1,677,494	(1,677,494)

The Authority adopts the budget ordinance for the tax district funds in its designated role by the County Transit Plan governing boards. The majority of the spending for all three (3) County transit plans are attributable to the partner cities and counties in the tax districts. Each transit partner is

## RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

### 11. STEWARDSHIP COMPLIANCE AND ACCOUNTABILITY (Continued)

responsible for proper expenditure budgeting. The Authority, through the tax district funds reimburses the spending but has limited input into the progress and is wholly reliant on the timing of partner project implementation. The individual advisory councils meet monthly to review and report quarterly financial status that incorporate the multi-year capital revenue and expenditure plans. The Authority does include the prior year adopted funding (carryforward) revenue and expenditures on behalf of the transit plans in the adopted financial planning. Since the ordinances that are presented are specifically for the current fiscal year, the carryforward amounts are not incorporated into the ordinance. Much of the project spending identified above was for projects that funding was previously adopted in past ordinances. The Authority does use fund balance as a funding source when amendments are adopted during the year. Authority staff will work closer with the respective advisory councils to adopt more frequent budget amendments.

#### Special item

As discussed in Note 5. Capital Assets, the Construction in Progress balance includes certain records from prior rail projects that did not reach the construction stage. These are the subterranean maps showing utility lines, soil samples, and similar records. Capital Development staff and Finance staff are of the opinion that these records can be a “jump start” for future projects in the area. New surveying would be done, but less than if the current records and samples were not available. As time passes, staff members will review the viability of these records and record an impairment of the asset value as appropriate. For the Fiscal Year Ended June 30, 2021, an impairment of \$1,743,000 has been recorded. Staff members will continue to review circumstances for changes that might impact the carrying value of these records.

#### Deficit position

The Regional Bus Service Fund has a deficit net position of \$5,493,888. The Fund receives financial support from the General Fund and records an amount due to the General Fund. The current liability balance is \$25,978,055. Authority staff will review interfund transactions, looking for opportunities to lower the liability and reduce the net position.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**

**Schedule 1**

**Required Supplementary Information  
Schedule of Changes in the Total OPEB Liability and Related Ratios  
June 30, 2021**

<b>Total OPEB Liability</b>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Service cost at end of year	\$ 313,498	\$ 287,956	\$ 308,045	\$ 353,555
Differences between expected and actual experience	454	(29,706)	(268)	(254)
Changes of assumptions or other inputs	1,351,222	(129,268)	(249,791)	(417,596)
Benefit payments				-
Other	6,974	-	-	-
Net change in total OPEB liability	<u>\$ 1,792,877</u>	<u>\$ 249,711</u>	<u>\$ 162,680</u>	<u>\$ 23,516</u>
Total OPEB liability - beginning	<u>\$ 3,353,229</u>	<u>\$ 3,103,518</u>	<u>\$ 2,940,838</u>	<u>\$ 2,917,322</u>
Total OPEB liability - ending	<u>\$ 5,146,106</u>	<u>\$ 3,353,229</u>	<u>\$ 3,103,518</u>	<u>\$ 2,940,838</u>
Covered payroll	\$ 15,430,910	\$ 15,430,910	\$ 13,415,896	\$ 13,415,896
Total OPEB liability as a percentage of covered payroll	33.35%	21.73%	23.13%	21.92%

Notes to Schedule

Changes of assumptions:

Changes of assumptions and other inputs reflect the effects of changes in the discount rate of each period. The following are the discount rates used in each period.

<u>Fiscal Year</u>	<u>Discount Rate</u>
2018	3.56%
2019	3.89%
2020	3.50%
2021	2.21%

There are no assets accumulated in an irrevocable trust to pay the related benefits.

Ultimately, 10 years of information will be presented. Additional information will be displayed as it becomes available.

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**INDIVIDUAL FUND  
STATEMENTS AND  
SCHEDULES**



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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Combining Balance Sheet**  
**Non-major Governmental Funds**  
For The Fiscal Year Ended June 30, 2021

	<u>Special Revenue Fund</u>	<u>Capital Project Fund</u>	
	<u>Advanced Technology Fund</u>	<u>Major Capital Projects Fund</u>	<u>Total Non-major Governmental Funds</u>
<b>ASSETS</b>			
Cash and cash equivalents	\$ -	\$ 7,798,745	\$ 7,798,745
Taxes receivable, net:			
Governmental agencies	-	297	297
Rental tax	-	347,481	347,481
Accrued interest	-	101,117	101,117
Due from other funds	4,501	-	4,501
Investments	-	33,091,049	33,091,049
Total assets	<u>\$ 4,501</u>	<u>\$ 41,338,689</u>	<u>\$ 41,343,190</u>
<b>LIABILITIES AND FUND BALANCE</b>			
<b>Liabilities:</b>			
Accounts payable and accrued liabilities	\$ 4,501	\$ 1,624,145	\$ 1,628,646
Due to other funds	-	15,772	15,772
Total liabilities	<u>4,501</u>	<u>1,639,917</u>	<u>1,644,418</u>
<b>Fund Balances:</b>			
Restricted - Stabilization by State Statute	4,501	448,895	453,396
Restricted - Enabling Legislation	-	39,249,877	39,249,877
Restricted - Interlocal Agreement	-	-	-
Unassigned	(4,501)	-	(4,501)
Total fund balances	<u>-</u>	<u>39,698,772</u>	<u>39,698,772</u>
Total liabilities and fund balances	<u>\$ 4,501</u>	<u>\$ 41,338,689</u>	<u>\$ 41,343,190</u>



RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Combining Statement of Revenues, Expenditures And Changes in Fund Balances**  
**Non-major Governmental Funds**  
For The Fiscal Year Ended June 30, 2021

	<u>Special Revenue Fund</u>	<u>Capital Project Fund</u>	
	<u>Advanced Technology Fund</u>	<u>Major Capital Projects Fund</u>	<u>Total Non-major Governmental Funds</u>
<b>REVENUES</b>			
Rental Income	\$ -	\$ 95,329	\$ 95,329
Vehicle rental tax	-	4,587,567	4,587,567
Investment income (loss)	-	(3,201,273)	(3,201,273)
Total revenues	<u>-</u>	<u>1,481,623</u>	<u>1,481,623</u>
<b>EXPENDITURES</b>			
General Counsel:			
Real estate management	-	504,017	504,017
Capital outlay	<u>133,245</u>	<u>-</u>	<u>133,245</u>
Total expenditures	<u>133,245</u>	<u>504,017</u>	<u>1,788,140</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(133,245)</u>	<u>977,606</u>	<u>(306,517)</u>
<b>Other Financing Sources</b>			
Transfers from other funds	<u>133,245</u>	<u>-</u>	<u>133,245</u>
Total other financing sources	<u>133,245</u>	<u>-</u>	<u>133,245</u>
Net change in fund balances	-	977,606	977,606
Fund balances - beginning	-	38,721,166	38,721,166
Fund balances - ending	<u>\$ -</u>	<u>\$ 39,698,772</u>	<u>\$ 39,698,772</u>

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Advanced Technology Fund**  
**Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For the Fiscal Year Ended June 30, 2021

	<u>Annual Budget</u>	<u>Current Year</u>	<u>Variance Positive (Negative)</u>
<b>REVENUES:</b>			
Restricted intergovernmental revenues:			
State grant revenues	\$ 49,818	\$ -	\$ (49,818)
Reimbursement form others	<u>1,648,925</u>	<u>-</u>	<u>(1,648,925)</u>
Total revenues	<u>1,698,743</u>	<u>-</u>	<u>(1,698,743)</u>
<b>EXPENDITURES:</b>			
Capital outlay:			
Equipment	<u>3,054,800</u>	<u>133,245</u>	<u>2,921,555</u>
Revenues over (under) expenditures	<u>(1,356,057)</u>	<u>(133,245)</u>	<u>1,222,812</u>
<b>OTHER FINANCING SOURCES:</b>			
Transfers from other funds	<u>1,356,057</u>	<u>133,245</u>	<u>(1,222,812)</u>
<b>Change in fund balance</b>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Fund Balance, beginning		<u>-</u>	
Fund Balance, ending		<u>\$ -</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Major Capital Projects Fund**  
**Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
<b>REVENUES</b>			
Vehicle rental tax	\$ 5,183,600	\$ 4,587,567	\$ (596,033)
Other revenue	-	95,329	95,329
Investment income	671,419	(3,201,273)	(3,872,692)
Total revenues	<u>5,855,019</u>	<u>1,481,623</u>	<u>(4,373,396)</u>
<b>EXPENDITURES</b>			
Other capital expenditures	<u>1,206,740</u>	<u>504,017</u>	<u>702,723</u>
Total expenditures	<u>1,206,740</u>	<u>504,017</u>	<u>702,723</u>
Revenues over expenditures	<u>4,648,279</u>	<u>977,606</u>	<u>(3,670,673)</u>
<b>OTHER FINANCING SOURCES (USES)</b>			
Transfers to other funds	<u>(4,704,376)</u>	-	<u>4,704,376</u>
Total other financing sources (uses)	<u>(4,704,376)</u>	-	<u>4,704,376</u>
Fund balance appropriated	<u>56,097</u>	-	<u>(56,097)</u>
Excess (deficiency) of revenues over expenditures and other uses	<u>\$ -</u>	<u>977,606</u>	<u>977,606</u>
Fund balance, beginning		<u>38,721,166</u>	
Fund balance, ending		<u>\$ 39,698,772</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Durham Capital**  
**Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
<b>REVENUES</b>			
Special sales tax revenue	\$ 21,736,701	\$ 7,901,548	\$ (13,835,153)
Investment income	-	823,080	823,080
Total revenues	<u>21,736,701</u>	<u>8,724,628</u>	<u>(13,012,073)</u>
<b>EXPENDITURES</b>			
Vehicle Purchase			
City of Durham / GoDurham	3,222,000	340,745	2,881,255
GoTriangle	1,445,000	1,068,088	376,912
Transit Infrastructure			
City of Durham / GoDurham	8,869,990	588,664	8,281,326
GoTriangle	5,918,760	3,592,852	2,325,908
Capital - Planning			
GoTriangle	1,537,500	369,958	1,167,542
Durham County	75,000	-	75,000
DCHC-MPO	-	521,667	(521,667)
Commuter Rail Project	-	1,008,195	(1,008,195)
DOLRT Wind-Down	-	411,379	(411,379)
Allocation to Durham Capital Fund	668,451	-	668,451
Total expenditures	<u>21,736,701</u>	<u>7,901,548</u>	<u>13,835,153</u>
Excess of revenues over expenditures	<u>\$ -</u>	823,080	<u>\$ 823,080</u>
Fund balance, beginning		-	
Fund balance, ending		<u>\$ 823,080</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Orange Capital**  
**Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
<b>REVENUES</b>			
Special sales tax revenue	\$ -	\$ 3,754,451	\$ 3,754,451
Investment income	-	3,532	3,532
Total revenues	<u>-</u>	<u>3,757,983</u>	<u>3,757,983</u>
<b>EXPENDITURES</b>			
Vehicle Purchase			
GoTriangle	903,000	688,032	214,968
Transit Infrastructure			
Town of Carrboro	-	25,761	(25,761)
GoTriangle	-	138,865	(138,865)
Orange County Public Transit	-	15,000	(15,000)
Bus Rapid Transit			
Chapel Hill Transit - NS- BRT	500,000	519,061	(19,061)
Capital - Planning			
GoTriangle	68,750	13,232	55,518
Orange County Public Transit	-	131,706	(131,706)
DOLRT Wind-Down	-	93,636	(93,636)
Allocation to Orange Capital Fund	1,620,200	-	1,620,200
Total expenditures	<u>3,091,950</u>	<u>1,625,293</u>	<u>1,466,657</u>
Revenues over expenditures	<u>(3,091,950)</u>	<u>2,132,690</u>	<u>(1,466,657)</u>
<b>OTHER FINANCING SOURCES</b>			
Transfers from other funds	3,091,950	-	(3,091,950)
Total other financing sources	<u>3,091,950</u>	<u>-</u>	<u>(3,091,950)</u>
Excess of revenues over expenditures	<u>\$ -</u>	<u>2,132,690</u>	<u>\$ 2,132,690</u>
Fund balance, beginning		<u>-</u>	
Fund balance, ending		<u>\$ 2,132,690</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Wake Capital**  
**Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual**  
For The Fiscal Year Ended June 30, 2021

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
<b>REVENUES</b>			
Special sales tax revenue	\$ 28,745,886	\$ 89,775,279	\$ 61,029,393
Investment income	-	751,450	751,450
Total revenues	<u>28,745,886</u>	<u>90,526,729</u>	<u>61,780,843</u>
<b>EXPENDITURES</b>			
Capital Planning			
GoTriangle	558,333	42,463	515,870
Capital Area Metro Planning Organization	400,000	144,911	255,089
City of Raleigh	75,000	175,978	(100,978)
Wake County	30,000	30,000	-
Community Funding Area			
Town of Apex	207,000		207,000
Town of Morrisville	248,000	45,193	202,807
Town of Rolesville	-	11,517	(11,517)
Commuter Rail			
GoTriangle	1,100,000	3,118,048	(2,018,048)
Bus Rapid Transit			
City of Raleigh	28,720,000	6,299,316	22,420,684
Bus Infrastructure			
GoTriangle	114,800	1,542,259	(1,427,459)
Town of Cary	-	830,505	(830,505)
Town of Holly Springs	-	16,273	(16,273)
City of Raleigh	1,491,263	1,220,196	271,067
Bus Acquisition			
GoTriangle	-	1,677,494	(1,677,494)
City of Raleigh	5,619,413	3,181,077	2,438,336
Allocation to Wake Capital Fund	19,855,446	-	19,855,446
Total expenditures	<u>58,419,255</u>	<u>18,335,230</u>	<u>40,084,025</u>
Revenues over expenditures	<u>(29,673,369)</u>	<u>72,191,499</u>	<u>21,696,818</u>
<b>OTHER FINANCING SOURCES</b>			
Fund balance appropriated	28,573,369	-	(28,573,369)
Allocation from FY20 Commuter Rail Reserve	1,100,000	-	(1,100,000)
Total other financing sources	<u>29,673,369</u>	<u>-</u>	<u>(29,673,369)</u>
Excess of revenues over expenditures	<u>\$ -</u>	<u>72,191,499</u>	<u>\$ 72,191,499</u>
Fund balance, beginning		<u>219,500,773</u>	
Fund balance, ending		<u>\$ 291,692,272</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Schedule of Revenues and Expenditures**  
**Proprietary Fund - Ridesharing**  
**Budget and Actual (Non-GAAP)**  
For the Fiscal Year Ended June 30, 2021

	<u>Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
<b>REVENUES</b>			
Intergovernmental revenues:			
NC Department of Transportation	\$ 20,000	4,356	\$ (15,644)
Federal Transit Administration	80,000	34,844	(45,156)
Durham County	858,524	531,472	(327,052)
Other governmental revenues	815,810	792,827	(22,983)
Sponsorships and miscellaneous revenue	70,000	58,383	(11,617)
Total revenues	<u>1,844,334</u>	<u>1,421,882</u>	<u>(422,452)</u>
<b>EXPENDITURES</b>			
Regional services	342,153	163,925	178,228
Sustainable travel	867,994	661,303	206,691
Regional call center	1,013,797	908,868	104,929
Development planning	476,319	118,809	357,510
Total expenditures	<u>2,700,263</u>	<u>1,852,905</u>	<u>847,358</u>
Revenue under expenditures	<u>(855,929)</u>	<u>(431,023)</u>	<u>424,906</u>
Other financing sources:			
Transfers from general fund	<u>855,929</u>	589,900	<u>(266,029)</u>
Revenues and other financing sources over expenditures	<u>\$ -</u>	158,877	<u>\$ 158,877</u>
Reconciling items:			
Other post employment benefits		<u>(29,517)</u>	
Change in net position		<u>\$ 129,360</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Schedule of Revenues and Expenditures**  
**Proprietary Fund - Regional Bus Service Fund**  
**Budget and Actual (Non-GAAP)**  
For the Fiscal Year Ended June 30, 2021

	<u>Budget</u>	<u>Actual</u>	<u>Variance Positive (Negative)</u>
<b>REVENUES</b>			
Rider fares			
Bus fares	\$ 580,000	\$ -	\$ (580,000)
Consignment	865,000	10,408	(854,592)
Paratransit services	654,993	388,281	(266,712)
Transit service revenue	5,661,896	6,156,895	494,999
Other revenues	117,602	283,369	165,767
Intergovernmental revenues:			
Federal Transit Administration	1,600,000	2,274,828	674,828
Total revenues	<u>9,479,491</u>	<u>9,113,781</u>	<u>(365,710)</u>
<b>EXPENDITURES</b>			
Supervision	2,154,094	2,039,640	114,454
Operations	11,307,067	10,303,246	1,003,821
Maintenance	5,712,938	5,414,467	298,471
Vanpool	511,797	255,712	256,085
Paratransit services	3,090,375	2,500,687	589,688
Unemployment claims	77,602	11,683	65,919
Total expenditures	<u>22,853,873</u>	<u>20,525,435</u>	<u>2,328,438</u>
Revenue under expenditures	<u>(13,374,382)</u>	<u>(11,411,654)</u>	<u>1,962,728</u>
Other financing sources:			
Transfers from other fund(s)	13,374,382	9,866,795	(3,507,587)
Investment interest	-	(193,039)	(193,039)
Total other financing sources	<u>13,374,382</u>	<u>9,673,756</u>	<u>(3,700,626)</u>
Revenues and other financing sources over expenditures	<u>\$ -</u>	<u>(1,737,898)</u>	<u>\$ (1,737,898)</u>
Reconciliation from budgetary basis (modified accrual) to full accrual:			
Reconciling items:			
Depreciation		(2,883,766)	
Loss on capital assets disposals		(13,776)	
Capital outlay		4,885,882	
From Bus Capital Project:			
Federal and state grants		2,176,793	
Other revenue		1,834,854	
Transfer from other funds		1,974,065	
Spending recorded in bus cap project		(5,912,288)	
Other post employment benefits		(330,029)	
Change in net position		<u>\$ (6,163)</u>	



RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual (Non-GAAP)**  
**Regional Bus Capital Project Fund**  
From Inception and For the Fiscal Year Ended June 30, 2021

	<u>Budget</u>	<u>Current Year</u>	<u>Variance Positive (Negative)</u>
<b>REVENUES:</b>			
Restricted intergovernmental revenues:			
State grant revenues	\$ -	46,438	\$ 46,438
Federal grant revenues	2,879,289	2,130,355	(748,934)
Other revenue	9,632,897	1,834,854	(7,798,043)
Total revenues	<u>12,512,186</u>	<u>4,011,647</u>	<u>(8,500,539)</u>
<b>EXPENDITURES:</b>			
Capital outlay:			
Buildings & Transit Amenities	<u>14,711,372</u>	<u>5,912,288</u>	<u>8,799,084</u>
Revenues over (under) expenditures	<u>(2,199,186)</u>	<u>(1,900,641)</u>	<u>298,545</u>
<b>OTHER FINANCING SOURCES (USES):</b>			
Transfers from other funds	<u>2,199,186</u>	<u>1,974,065</u>	<u>(225,121)</u>
<b>Change in fund balance</b>	<u>\$ -</u>	<u>\$ 73,424</u>	<u>\$ 73,424</u>

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# STATISTICAL SECTION



**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
YEAR ENDED JUNE 30, 2021**

This page explains the purpose of each schedule in the Statistical Section. This is intended to make the Statistical Section easier to understand.

**Net Position by Component Last Ten Fiscal Years, Table 1 (p.98-99)**

This table helps the reader gauge the Authority's financial progress.

**Change in Net Position, Table 2 (p.100-102)**

This schedule is a summary of the changes in net position for the last ten fiscal years. Information can be obtained from the Statement of Activities in the financial statements for each of the fiscal years.

**Fund Balances, Governmental Fund, Table 3 (p.102-103)**

This table gives a comparative view of the governmental fund balances over the past ten fiscal years.

**Changes in Fund Balances, Governmental Fund, Table 4 (p.104-105)**

This table shows the various factors which caused the changes in fund balances for the last ten years.

**Changes in Governmental Fund Expenditures by Function, Table 5 (p.106-107)**

This schedule is a summary of the governmental fund expenditures by function for the last ten fiscal years. Information can be obtained from the Statement of Revenues, Expenditures and Changes in Fund Balances Governmental Funds sheet in the financial statements for each of the fiscal years.

**Governmental Fund Revenues by Source, Table 6 (p.108-109)**

This schedule is a summary of the governmental fund revenues by source for the last ten fiscal years. Information can be obtained from the Statement of Revenues, Expenditures and Changes in Fund Balances Governmental Funds sheet in the financial statements for each of the fiscal years.

**Ratios of Outstanding Debt by Type Last Ten Fiscal Years, Table 7 (p.110)**

This table shows the ratio of primary government indebtedness per capita.

**Employee Position Authorization by Department, Table 8 (p.111)**

This table compares positions authorized by department for comparative purposes.

**Operating Indicators by Function/Program, Table 9 (p.112-113)**

This schedule shows various operating indicators of the district by function. It includes service information including initiatives to increase ridership.

## STATISTICAL SECTION TABLE OF CONTENTS (continued)

### **Capital Assets by Function/Program, Table 10 (p.114-115)**

This schedule is a summary of the rolling stock capital assets for the last ten fiscal years.

### **Insurance in Force- July 1, 2021- June 30, 2022, Table 11 (p.117)**

This table shows the Authority's insurance by type of coverage and amount.

### **Demographics and Economic Statistics for Durham County, Table 12-Durham, (p.118)**

This schedule shows U.S. Census data for the past 10 years. This is the latest information available.

### **Principal Employers for Durham County, Table 13-Durham (p.119)**

This schedule ranks top employers in Durham County comparatively for 2019 and 2010. Both Durham County tables provided by the Durham County Finance Department. This is the latest information currently available.

### **Demographics and Economic Statistics for Orange County, Table 12-Orange (p.120)**

This schedule shows the latest available U.S. Census data for the past 10 years. This is the latest information currently available.

### **Principal Taxpayers for Orange County, Table 13-Orange (p.121)**

This schedule ranks top taxpayers in Orange County comparatively for 2019 and 2010. Both Orange County tables provided by the Orange County Finance Department. This is the latest information currently available.

### **Demographics and Economic Statistics for Wake County, Table 12-Wake (p.122)**

This schedule shows U.S. Census data for the past 10 years.

### **Principal Taxpayers for Wake County, Table 13-Wake (p.123)**

This schedule ranks top taxpayers in Orange County comparatively for 2020 and 2011. Both Wake County tables provided by the Wake County Finance Department.

### **Principal Auto Rental Agencies, Table 14 (p.124)**

This schedule ranks top auto rental agencies by rental taxes generated for 2020 and 2014. 2014 is the earliest year with available information.

### **Compilation of Wake County Capital Projects, Table 15 (p.125)**

The Triangle Tax District –Wake Capital Fund is annually budgeted. This schedule provides a compilation of capital projects undertaken by Wake County Transit Partners since Fiscal Year 2018.

### **Analysis, Wake County Operating Fund against Benchmarks, Table 16 (p.126)**

The Triangle Tax District –Wake Operating Fund has certain financial benchmarks that it is expected to meet. This provides the reader an analysis of how well the fund is meeting those expectations.

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
Net Position by Component  
Last Ten Fiscal Years

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<b>Governmental Activities</b>				
Invested in capital assets	\$ 129,369,729	\$ 128,918,272	\$ 138,677,090	\$ 139,651,572
Restricted	65,986,106	79,168,752	108,138,826	138,340,712
Unrestricted	<u>(687,606)</u>	<u>(4,031,859)</u>	<u>(10,866,442)</u>	<u>(18,175,568)</u>
Total governmental activities net position	<u>194,668,229</u>	<u>204,055,165</u>	<u>235,949,474</u>	<u>259,816,716</u>
<b>Business-Type Activities</b>				
Invested in capital assets	21,179,942	19,584,746	17,637,793	17,983,482
Unrestricted	<u>(10,748,802)</u>	<u>(12,387,471)</u>	<u>(12,757,822)</u>	<u>(13,739,176)</u>
Total business-type activities net position	<u>10,431,140</u>	<u>7,197,275</u>	<u>4,879,971</u>	<u>4,244,306</u>
<b>Primary Government</b>				
Invested in capital assets	150,549,671	148,503,018	156,314,883	157,635,054
Restricted	65,986,106	79,168,752	108,138,826	138,340,712
Unrestricted	<u>(11,436,408)</u>	<u>(16,419,330)</u>	<u>(23,624,264)</u>	<u>(31,914,744)</u>
Total primary government net position	<u>\$ 205,099,369</u>	<u>\$ 211,252,440</u>	<u>\$ 240,829,445</u>	<u>\$ 264,061,022</u>

Notes:

This table was prepared using the accrual basis of accounting



Table 1

<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
\$ 96,128,688	\$ 102,252,715	\$ 157,716,647	\$ 65,628,903	\$ 65,446,000	\$ 64,051,612
158,458,155	217,882,446	291,393,524	318,412,758	406,217,942	517,983,413
<u>(12,848,313)</u>	<u>(20,794,546)</u>	<u>(28,356,084)</u>	<u>10,775,089</u>	<u>13,016,877</u>	<u>11,760,920</u>
<u>241,738,530</u>	<u>299,340,615</u>	<u>420,754,087</u>	<u>394,816,750</u>	<u>484,680,819</u>	<u>593,795,945</u>
15,870,236	14,148,121	16,752,677	15,057,257	18,564,037	20,685,618
<u>(13,579,941)</u>	<u>(13,477,608)</u>	<u>(16,238,710)</u>	<u>(20,782,140)</u>	<u>(24,054,669)</u>	<u>(26,053,053)</u>
<u>2,290,295</u>	<u>670,513</u>	<u>513,967</u>	<u>(5,724,883)</u>	<u>(5,490,632)</u>	<u>(5,367,435)</u>
111,998,924	116,400,836	174,469,324	80,686,160	84,010,037	84,737,230
158,458,155	217,882,446	291,393,524	318,412,758	406,217,942	517,983,413
<u>(26,428,254)</u>	<u>(34,272,154)</u>	<u>(44,594,794)</u>	<u>(10,007,051)</u>	<u>(11,037,792)</u>	<u>(14,292,133)</u>
<u>\$ 244,028,825</u>	<u>\$ 300,011,128</u>	<u>\$ 421,268,054</u>	<u>\$ 389,091,867</u>	<u>\$ 479,190,187</u>	<u>\$ 588,428,510</u>

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**  
**CHANGE IN NET POSITION**  
**Last Ten Fiscal Years**

	2012	2013	2014	2015
<b>Expenses</b>				
Governmental activities:				
Administration	\$ 238,928	\$ 224,474	\$ 230,773	\$ 445,968
Capital Development	367,052	80,869	206,471	4,378,573
Communications and Public Affairs	586,431	882,207	1,058,663	2,128,808
Finance	2,187,530	3,320,881	4,633,963	2,742,430
General Counsel	360,723	291,030	428,521	1,307,863
Human Resources	423,936	418,166	428,364	487,517
EEO/DBE	120,676	114,567	116,539	130,349
GoDurham	345,619	484,200	669,303	695,624
Board	95,254	95,339	84,522	84,306
FORTIFY	-	-	662,597	2,010,101
Transit services	-	-	-	-
Nondepartmental	-	-	-	-
Regional Services	-	-	-	-
Executive Office	-	-	-	-
Special items	-	-	-	9,513,160
<b>Total governmental activities expense</b>	<b>4,726,149</b>	<b>5,911,733</b>	<b>8,519,716</b>	<b>23,924,699</b>
Business-type activities:				
Regional bus service	16,563,748	17,196,139	18,084,542	19,629,795
Ridesharing	2,300,277	1,836,275	1,935,617	1,991,903
<b>Total business-type activities expense</b>	<b>18,864,025</b>	<b>19,032,414</b>	<b>20,020,159</b>	<b>21,621,698</b>
<b>TOTAL PRIMARY GOVERNMENT EXPENSES</b>	<b>23,590,174</b>	<b>24,944,147</b>	<b>28,539,875</b>	<b>45,546,397</b>
<b>Program Revenues</b>				
Governmental activities:				
Charges for service	-	-	-	-
Operating grants and contributions:				
Capital development	1,248,868	554,148	980,983	3,446,914
Capital grants and contributions:				
Regional rail capital project	548,939	927,651	1,071,944	751,906
Technology capital project	575,381	86,452	66,474	203,994
<b>Total governmental activities revenue</b>	<b>8,297,610</b>	<b>2,499,159</b>	<b>2,200,986</b>	<b>5,191,620</b>
Business-type activities:				
Regional bus service	-	-	-	-
Charges for services	2,552,723	2,682,390	2,714,489	2,790,366
Grant revenue	10,700,782	4,601,231	3,720,512	4,079,320
Ridesharing	-	-	-	-
Charges for services	-	-	1,000	-
Grant revenue	1,201,353	641,835	569,369	670,787
<b>Total business-type activities revenues</b>	<b>8,530,436</b>	<b>6,994,548</b>	<b>6,923,785</b>	<b>6,751,667</b>
<b>TOTAL PRIMARY GOVERNMENT REVENUES</b>	<b>16,828,046</b>	<b>9,493,707</b>	<b>9,124,771</b>	<b>11,943,287</b>
Net revenue (Expense)				
Governmental activities	3,571,461	(3,412,574)	(6,318,730)	(18,733,079)
Business-type activities	(10,333,589)	(12,037,866)	(13,096,374)	(14,870,031)
<b>TOTAL PRIMARY GOVERNMENT NET EXPENSE</b>	<b>(6,762,128)</b>	<b>(15,450,440)</b>	<b>(19,415,104)</b>	<b>(33,603,110)</b>
General revenues and other changes in net position				
Governmental activities:				
Vehicle registration taxes	5,526,485	5,607,530	5,737,329	10,662,625
Special tax revenue	-	4,700,299	28,516,774	30,561,753
Vehicle rental taxes	8,682,107	9,016,305	9,586,666	9,924,456
Miscellaneous revenues	1,485,056	2,959,061	3,232,682	2,625,210
Unrestricted investment earnings	1,602,445	300,381	333,698	422,560
Transfers	(12,693,131)	(9,102,995)	(9,194,110)	(11,596,283)
<b>Total governmental activities</b>	<b>4,602,962</b>	<b>13,480,581</b>	<b>38,213,039</b>	<b>42,600,321</b>
Business-type activity:				
Miscellaneous	1,203,920	1,389,271	1,572,129	2,577,715
Unrestricted investment earnings	67,278	11,686	12,831	63,014
Transfers	12,693,131	9,102,995	9,194,110	11,596,283
<b>Total business-type activities</b>	<b>13,964,329</b>	<b>10,503,952</b>	<b>10,779,070</b>	<b>14,237,012</b>
<b>TOTAL PRIMARY GOVERNMENT GENERAL REVENUES AND OTHER CHANGES IN NET POSITION</b>	<b>18,567,291</b>	<b>23,984,533</b>	<b>48,992,109</b>	<b>56,837,333</b>
Change in net position				
Governmental activities	8,174,423	10,068,007	31,894,309	23,867,242
Business-type activity	3,630,740	(1,533,914)	(2,317,304)	(633,019)
Prior period adjustments/restatements	-	-	-	-
<b>TOTAL PRIMARY GOVERNMENT CHANGE IN NET POSITION</b>	<b>\$ 11,805,163</b>	<b>\$ 8,534,093</b>	<b>\$ 29,577,005</b>	<b>\$ 23,234,223</b>

TABLE 2

2016	2017	2018	2019	2020	2021
\$ 395,813	\$ 240,533	\$ 738,842	\$ 302,630	\$ 465,215	\$ 504,977
3,135,490	2,215,088	4,580,967	3,918,149	417,191	429,840
792,256	1,572,138	2,408,427	1,083,796	860,176	884,002
3,593,377	3,537,718	2,806,896	2,634,018	2,817,699	3,085,490
206,367	757,937	971,652	1,782,291	7,524,707	1,473,670
603,459	595,683	687,057	676,820	546,051	738,138
141,040	113,956	141,254	144,575	120,457	141,647
934,349	795,369	881,430	1,011,581	1,054,106	1,052,601
95,629	133,670	146,958	103,946	123,919	116,718
2,578,066	2,195,690	-	-	-	-
5,710,000	5,530,960	17,584,859	25,376,819	53,404,609	55,818,860
-	614,678	-	462,124	-	-
-	89,572	188,583	663,938	-	-
-	-	-	552,067	841,365	688,709
49,796,737	-	-	146,801,453	880,322	1,743,000
67,982,583	18,392,992	31,136,925	185,514,207	69,055,817	66,677,652
19,582,301	19,809,386	23,889,251	24,755,050	23,236,978	24,765,636
2,049,457	2,181,925	2,365,159	2,024,007	2,211,787	1,882,422
21,631,758	21,991,311	26,254,410	26,779,057	25,448,765	26,648,058
89,614,341	40,384,302	31,136,924	212,293,264	94,504,581	93,325,710
-	1,066,222	1,165,852	896,576	112,795	95,329
2,529,679	2,475,198	4,943,910	89,070	87,397	8,584,787
1,023,625	723,751	-	-	-	-
135,004	99,000	149,994	87,427	-	176,873
4,179,034	5,415,825	6,259,756	1,073,073	200,192	8,856,989
2,479,761	4,953,704	3,288,406	2,652,653	1,826,029	6,555,584
3,415,833	3,981,607	6,923,338	1,332,613	2,781,273	4,451,676
-	-	-	-	-	-
660,395	426,261	665,539	750,433	465,151	570,672
6,065,263	8,309,918	10,877,283	4,735,699	5,072,453	11,577,932
10,244,297	13,725,743	17,137,039	5,808,772	5,272,645	20,434,921
(63,803,549)	(12,977,167)	(24,125,058)	(184,441,134)	(68,855,625)	(57,820,663)
(15,566,495)	(13,681,393)	(16,129,238)	(22,043,358)	(20,376,312)	(15,070,126)
(79,370,044)	(26,658,560)	(40,254,296)	(206,484,492)	(89,231,937)	(72,890,789)
9,413,400	9,671,756	18,516,428	19,015,982	18,560,212	20,049,483
31,536,121	54,179,262	122,793,936	129,911,500	130,876,707	146,646,580
10,665,172	11,378,047	11,671,976	12,524,361	11,144,224	9,175,135
3,327,995	2,155,082	886,790	1,426,098	3,235,331	3,755,750
1,427,905	859,364	1,908,742	5,205,925	5,462,717	(170,401)
(10,645,230)	(10,905,887)	(10,453,969)	(9,580,069)	(10,559,497)	(12,430,760)
45,725,363	67,337,624	145,323,903	158,503,797	158,719,694	167,025,787
2,942,154	1,427,356	6,142,719	6,222,461	10,000,760	2,955,602
25,100	(105,885)	14,156	1,978	50,314	(193,039)
10,645,230	10,905,887	10,453,969	9,580,069	10,559,497	12,430,760
13,612,484	12,227,358	16,610,844	15,804,508	20,610,571	15,193,323
59,337,847	79,564,982	161,934,747	174,308,305	179,330,265	182,219,110
(18,078,186)	54,360,457	121,198,845	(25,937,337)	89,864,069	109,115,126
(1,954,011)	(1,454,035)	481,606	(6,238,850)	234,259	123,197
-	3,075,881	(423,525)	-	-	-
\$ (20,032,197)	\$ 55,982,303	\$ 121,256,926	\$ (32,176,187)	\$ 90,098,328	\$ 109,238,323

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
 FUND BALANCES, GOVERNMENTAL FUNDS  
 Last Ten Fiscal Years

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
General Fund				
Nonspendable	\$ 1,541,560	\$ 1,578,729	\$ 1,672,481	\$ 1,549,072
Restricted	19,954,423	18,626,014	21,650,712	25,972,080
Unassigned	(1,092,077)	(4,880,300)	(11,658,559)	(18,482,290)
Total General Fund	<u>\$ 20,403,906</u>	<u>\$ 15,324,443</u>	<u>\$ 11,664,634</u>	<u>\$ 9,038,862</u>
All other governmental funds				
Restricted - reserve by state statute	\$ 13,904,766	\$ 19,329,379	\$ 26,634,089	\$ 41,094,919
Restricted - enabling legislation	31,630,153	41,098,509	59,854,025	71,273,713
Restricted - interlocal agreement	-	-	-	-
Committed - community funding area program	-	-	-	-
Unassigned	-	-	(32,624)	(356,728)
Total all other governmental funds	<u>\$ 45,534,919</u>	<u>\$ 60,427,888</u>	<u>\$ 86,455,490</u>	<u>\$ 112,011,904</u>

**Table 3**

2016	2017	2018	2019	2020	2021
\$ 1,800,234	\$ 1,671,179	\$ 2,035,951	\$ 47,620	\$ 1,223,469	\$ 140,030
18,681,070	20,324,751	25,304,010	28,421,731	28,513,232	26,314,599
(13,663,617)	(20,842,811)	(27,031,415)	13,326,009	14,458,841	14,018,351
<u>\$ 6,817,687</u>	<u>\$ 1,153,119</u>	<u>\$ 308,546</u>	<u>\$ 41,795,360</u>	<u>\$ 44,195,542</u>	<u>\$ 40,472,980</u>
\$ -	\$ 69,922,702	\$ 84,791,735	\$ 48,400,542	\$ 39,300,157	\$ 54,511,077
139,777,085	127,634,993	159,952,779	201,501,984	278,852,605	354,264,277
-	-	21,345,000	40,088,501	59,551,948	82,893,460
-	-	-	24,821	144,111	470,808
(45,885)	(606,700)	(1,562,759)	(733,638)	(808,313)	(739,291)
<u>\$ 139,731,200</u>	<u>\$ 196,950,995</u>	<u>\$ 264,526,755</u>	<u>\$ 289,282,210</u>	<u>\$ 377,040,508</u>	<u>\$ 491,400,331</u>

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
CHANGES IN FUND BALANCES, GOVERNMENTAL FUNDS  
Last Ten Fiscal Years

REVENUES	2012	2013	2014	2015
Restricted intergovernmental revenues:				
NC Department of Transportation	\$ 1,081,999	\$ 273,562	\$ 297,032	\$ 748,813
Federal Transit Administration	7,215,611	1,962,812	1,585,087	4,304,010
Other revenue	488,633	2,290,074	2,495,399	1,770,486
Vehicle registration tax	5,526,485	5,607,530	5,737,329	10,662,625
Special tax revenue	-	4,700,299	28,516,774	30,561,753
Indirect cost credits	996,423	931,772	1,056,150	993,524
Vehicle rental tax	8,682,107	9,016,305	9,586,666	9,924,456
Farebox	-	-	-	-
Investment income	1,602,445	300,381	333,698	422,560
Total revenues	<u>25,593,703</u>	<u>25,082,735</u>	<u>49,608,135</u>	<u>59,388,227</u>
<b>EXPENDITURES</b>				
Current:				
Governing board	95,254	95,339	84,522	79,376
Executive office	-	-	-	-
Regional services	-	-	-	-
Human resources	417,090	414,168	420,839	481,672
Administration	227,160	212,179	207,070	431,683
Capital development	325,567	148,599	119,210	882,981
Commuter rail development	-	-	-	-
EEO/DBE	116,490	113,083	103,090	125,894
DATA/GoDurham	311,070	876,172	958,996	691,853
Finance	1,633,541	1,836,632	2,782,260	2,064,382
General counsel	344,592	285,655	454,961	1,314,534
Communications and public affairs	561,363	485,016	657,384	2,219,011
FORTIFY	-	-	662,597	2,010,101
Transit services	-	-	1,236,447	3,325,255
Capital outlay	8,441,265	4,292,866	10,358,856	17,112,045
Total expenditures	<u>12,473,392</u>	<u>8,759,709</u>	<u>18,046,232</u>	<u>30,738,787</u>
Excess of revenues over expenditures	<u>13,120,311</u>	<u>16,323,026</u>	<u>31,561,903</u>	<u>28,649,440</u>
<b>OTHER FINANCING SOURCES (USES)</b>				
Sale of land	-	3,274,548	-	3,076,624
Transfers from other funds	7,025,418	503,942	3,484,105	1,370,688
Transfers to other funds	(19,718,549)	(9,606,939)	(12,678,215)	(10,166,110)
Total other financing sources (uses)	<u>(12,693,131)</u>	<u>(5,828,449)</u>	<u>(9,194,110)</u>	<u>(5,718,798)</u>
Net change in fund balance	427,180	10,494,577	22,367,793	22,930,642
Fund balances-beginning	65,511,645	65,257,754	75,752,331	98,120,124
Prior period adjustment	-	-	-	-
Fund balances-ending	<u>\$ 65,938,825</u>	<u>\$ 75,752,331</u>	<u>\$ 98,120,124</u>	<u>\$ 121,050,766</u>

Note:

The 2018 Fund Balance-beginning is shown in italics to disclose it is lower by \$566,283. Beginning in FY18, the Regional Bus Capital Project Fund is shown as a proprietary capital project fund rather than a governmental fund.

Table 4

<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
\$ 605,838	\$ 607,457	\$ 189,492	\$ 181,995	\$ -	\$ -
3,292,902	3,496,814	2,752,624	87,428	-	8,835,845
2,904,313	2,173,533	3,830,146	806,054	1,914,824	2,247,538
9,413,400	9,671,756	18,516,428	19,015,982	18,560,212	20,049,483
31,536,121	54,179,262	122,793,936	129,911,500	130,876,707	146,646,580
1,072,250	1,098,951	1,126,395	1,408,673	1,520,695	1,529,356
10,665,172	11,378,047	11,671,976	12,524,361	11,144,224	9,175,135
-	-	-	15,022	-	-
1,427,905	859,364	1,908,742	5,205,925	5,462,717	(170,403)
<u>60,917,901</u>	<u>83,465,184</u>	<u>162,789,739</u>	<u>169,156,940</u>	<u>169,479,379</u>	<u>188,313,534</u>
76,289	127,035	105,915	100,086	118,423	113,092
-	-	-	552,067	841,003	698,763
-	89,572	-	663,161	-	-
532,354	595,683	647,858	676,028	545,810	748,192
455,097	224,981	482,692	293,507	452,262	499,503
2,138,408	2,738,464	6,009,825	3,872,649	357,573	375,657
-	-	-	-	-	88,775
124,459	113,956	133,195	144,402	120,397	143,475
820,649	795,369	881,430	1,011,581	1,053,653	1,067,224
2,137,074	2,406,551	2,602,435	2,117,649	2,070,791	2,369,880
482,388	757,937	865,899	1,780,203	7,521,418	1,493,776
2,513,220	1,707,372	1,829,418	1,082,529	859,784	895,883
2,226,520	2,204,191	-	-	-	-
5,710,000	5,530,960	16,754,925	28,711,722	53,676,933	55,467,172
7,558,101	8,833,421	56,095,168	52,329,020	1,143,358	1,284,123
<u>24,774,559</u>	<u>26,125,492</u>	<u>86,408,760</u>	<u>93,334,604</u>	<u>68,761,405</u>	<u>65,245,515</u>
<u>36,143,342</u>	<u>57,339,692</u>	<u>76,380,979</u>	<u>75,822,336</u>	<u>100,717,974</u>	<u>123,068,019</u>
-	1,879,804	-	-	-	-
3,626,565	1,681,905	5,796,009	215,720,384	77,307,418	3,047,637
(14,271,795)	(12,587,792)	(16,249,978)	(225,300,453)	(87,866,915)	(15,478,397)
<u>(10,645,230)</u>	<u>(9,026,083)</u>	<u>(10,453,969)</u>	<u>(9,580,069)</u>	<u>(10,559,497)</u>	<u>(12,430,760)</u>
25,498,112	48,313,609	65,927,010	66,242,269	90,158,478	110,637,261
121,050,766	146,548,878	197,537,832	264,835,301	331,077,570	421,236,050
-	3,241,628	1,370,459	-	-	-
<u>\$ 146,548,878</u>	<u>\$ 198,104,115</u>	<u>\$ 264,835,301</u>	<u>\$ 331,077,570</u>	<u>\$ 421,236,050</u>	<u>\$ 531,873,311</u>

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
GOVERNMENTAL FUND EXPENDITURES BY FUNCTION  
Last Ten Fiscal Years**

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Governing board	\$ 95,254	\$ 95,339	\$ 84,522	\$ 79,376
Executive office	-	-	-	-
Regional Services	-	-	-	-
Human resources	417,090	414,168	420,839	481,672
Administration	227,160	212,179	207,070	431,683
Capital development	325,567	148,599	119,210	882,981
Commuter rail development	-	-	-	-
Equal employ. opport./disadv. bus. enter.	116,490	113,083	103,090	125,894
DATA/GoDurham	311,070	876,172	958,996	691,853
Finance	1,633,541	1,836,632	2,782,260	2,064,382
General counsel	344,592	285,655	454,961	1,314,534
Communications and public affairs	561,363	485,016	657,384	2,219,011
 FORTIFY	 -	 -	 662,597	 2,010,101
Transit services	-	-	1,236,447	3,325,255
Capital outlay and debt payments	8,441,265	4,292,866	10,358,856	17,112,045
 Totals	 <u>\$ 12,473,392</u>	 <u>\$ 8,759,709</u>	 <u>\$ 18,046,232</u>	 <u>\$ 30,738,787</u>



**Table 5**

<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
\$ 76,289	\$ 127,035	\$ 105,915	\$ 100,086	\$ 118,423	\$ 113,092
-	-	-	552,067	841,003	698,763
-	89,572	-	663,161	-	-
532,354	595,683	647,858	676,028	545,810	748,192
453,265	224,981	482,692	293,507	452,262	499,503
2,141,315	2,738,465	6,009,825	3,872,649	357,573	375,657
-	-	-	-	-	88,775
124,459	113,956	133,195	144,402	120,397	143,475
820,649	795,369	881,430	1,011,581	1,053,653	1,067,224
2,137,074	2,406,551	2,602,435	2,117,649	2,070,791	2,369,880
479,762	757,937	865,899	1,780,203	7,521,418	1,493,776
2,514,771	1,707,372	1,829,418	1,082,529	859,784	895,883
2,226,520	2,204,191	-	-	-	-
5,710,000	5,530,960	16,754,925	28,711,722	53,676,933	55,467,172
7,558,101	8,833,421	56,095,168	52,329,020	1,143,358	1,284,123
<u>\$ 24,774,559</u>	<u>\$ 26,125,493</u>	<u>\$ 86,408,760</u>	<u>\$ 93,334,604</u>	<u>\$ 68,761,405</u>	<u>\$ 65,245,515</u>

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
GOVERNMENTAL FUND REVENUES BY SOURCE  
Last Ten Fiscal Years**

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Vehicle registration taxes	\$ 5,526,485	\$ 5,607,530	\$ 5,737,329	\$ 10,662,625
Vehicle rental taxes	8,682,107	9,016,305	9,586,666	9,924,456
Special revenue taxes	-	4,700,299	28,516,774	30,561,753
Intergovernmental revenues:				
Federal Transit Administration	7,215,611	1,962,812	1,585,087	4,304,010
NC Department of Transportation	1,081,999	273,562	297,032	748,813
Indirect cost credits	996,423	931,772	1,056,150	993,524
Farebox	-	-	-	-
Investment income	1,602,445	300,381	333,698	422,560
Other	488,633	2,290,074	2,495,399	1,770,486
	<u>488,633</u>	<u>2,290,074</u>	<u>2,495,399</u>	<u>1,770,486</u>
Totals	<u>\$ 25,593,703</u>	<u>\$ 25,082,735</u>	<u>\$ 49,608,135</u>	<u>\$ 59,388,227</u>

**Table 6**

<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
\$ 9,413,400	\$ 9,671,756	\$ 18,516,428	\$ 19,015,982	\$ 18,560,212	\$ 20,049,483
10,665,172	11,378,047	11,671,976	12,524,361	11,144,224	9,175,135
31,536,121	54,179,262	122,793,936	129,911,500	130,876,707	146,646,580
3,292,902	3,496,814	2,752,624	87,428	-	8,835,845
605,838	607,457	189,492	181,995	-	-
1,072,250	1,098,951	1,126,395	1,408,673	1,520,695	1,529,356
-	-	-	15,022	-	-
1,427,905	859,364	1,908,742	5,205,925	5,462,717	(170,403)
2,904,313	2,173,533	3,830,146	806,054	1,914,824	2,247,538
<u>\$ 60,917,901</u>	<u>\$ 83,465,184</u>	<u>\$ 162,789,739</u>	<u>\$ 169,156,940</u>	<u>\$ 169,479,379</u>	<u>\$ 188,313,534</u>

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**  
**RATIOS OF OUTSTANDING DEBT BY TYPE**  
**Last Ten Fiscal Years**

**Table 7**

Fiscal Year	Governmental Activities			Business-Type Activities				Total Primary Government	Per Capita
	General Obligation Bonds	COPS & Installment Financing	Capital Leases	General Obligation Bonds	Revenue Bonds	Capital Leases	State Revolving Loan		
2021	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2020	-	-	-	-	-	-	-	-	-
2019	-	-	-	-	-	-	-	-	-
2018	-	-	-	-	-	-	-	-	-
2017	-	-	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-	-	-
2015	-	-	-	-	-	-	-	-	-
2014	-	-	-	-	-	-	-	-	-
2013	-	-	-	-	-	-	-	-	-
2012	-	-	-	-	-	-	-	-	-

Note:  
The table is included for full and complete disclosure.  
See Management's Discussion and Analysis and the Letter of Transmittal for progress information on projects which are expected to require debt issuance.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
 EMPLOYEE POSITION AUTHORIZATION BY DEPARTMENT  
 Last Ten Fiscal Years

**Table 8**

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Executive Office/COO	-	-	-	-	-	-	-	-	3	4
General counsel/Real Estate	2	2	3	4	3	6	6	3	7	8
Communications and public affairs	8	9	10	11	11	15	20	17	11	13
Finance	10	16	13	14	13	14	15	15	15	19
Human resources	4	3	4	4	4	4	5	5	4	5
Administration	2	2	2	2	2	2	3	3	5	5
EEO/DBE	1	1	1	1	1	1	1	1	1	1
Capital development	8	9	13	13	20	27	26	34	12	13
Regional bus	126	152	167	177	174	173	168	178	166	180
Ridesharing	22	25	23	34	33	22	18	21	21	22
Totals	<u>183</u>	<u>219</u>	<u>236</u>	<u>260</u>	<u>261</u>	<u>264</u>	<u>262</u>	<u>277</u>	<u>245</u>	<u>270</u>

**This table indicates the number of the Authority's authorized positions by department at the end of the fiscal year.**

**Source: Budget and Financial Reporting Supervisor**

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
 OPERATING INDICATORS BY FUNCTION/PROGRAM  
 Last Ten Fiscal Years

	<u>2012</u>	<u>2013</u>	<u>2014</u>
Services consumed:			
Fare paid boardings	<u>1,578,598</u>	<u>1,769,200</u>	<u>1,822,853</u>
Services supplied:			
Regular route revenue miles	2,205,018	2,242,560	2,383,071
Paratransit miles	█	█	█
Deadhead, training and maintenance miles	<u>520,888</u>	<u>680,659</u>	<u>719,696</u>
Total miles driven	<u>2,725,906</u>	<u>2,923,219</u>	<u>3,102,767</u>
Regular route revenue hours	107,738	109,576	115,369
Paratransit miles	█	█	█
Deadhead, training and maintenance hours	<u>21,793</u>	<u>21,860</u>	<u>22,912</u>
Total bus hours	<u>129,531</u>	<u>131,436</u>	<u>138,281</u>

Note; Grey highlights indicate that the selected information is not available for that particular year.

\* This is the number of passengers boarding during the year. No fees were collected from late March 2020 through June 2021. This is a response to the COVID-19 pandemic. The fare free policy allows riders to enter & exit buses through the rear doors, promoting social distancing.

**Table 9**

2015	2016	2017	2018	2019	2020	2021
<u>1,843,735</u>	<u>1,784,408</u>	<u>1,662,758</u>	<u>1,636,072</u>	<u>1,654,836</u>	<u>1,346,709</u>	<u>1,167,033</u> *
2,630,942	2,819,804	2,831,146	2,809,815	2,822,999	2,418,443	2,634,259
805,479	868,384	505,190	599,410	593,229	406,543	315,509
<u>3,436,421</u>	<u>3,688,188</u>	<u>3,641,727</u>	<u>3,904,627</u>	<u>4,242,250</u>	<u>3,615,206</u>	<u>3,713,358</u>
128,510	137,348	140,448	143,057	143,627	123,173	132,770
25,791	27,811	23,686	27,816	27,554	18,167	13,082
<u>154,301</u>	<u>165,159</u>	<u>28,131</u>	<u>31,232</u>	<u>26,461</u>	<u>25,161</u>	<u>23,925</u>
		<u>192,265</u>	<u>202,105</u>	<u>197,642</u>	<u>166,501</u>	<u>169,777</u>

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
 CAPITAL ASSETS BY FUNCTION/PROGRAM  
 Last Ten Fiscal Years

<u>FUNCTION/PROGRAM</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Business-type activities:			
39 - Passenger buses	-	-	-
38 - Passenger buses	-	-	-
37 - Passenger buses	-	-	-
36 - Passenger buses	36	36	36
30 - Passenger buses	23	23	23
16 - Passenger buses	5	5	5
16 - Passenger handicap accessible vans	-	-	-
15 - Passenger vans	28	12	3
14 - Passenger handicap accessible vans	-	-	-
12 - Passenger handicap accessible van	40	47	47
12 - Passenger vans	-	-	-
10 - Passenger handicap accessible van	7	14	16
8 - Passenger handicap accessible vans	6	2	2
8 - Passenger vans	-	-	-
7 - Passenger vans	16	14	14
7 - Passenger handicap accessible van	-	-	-
Service truck	4	4	4
Supervisor vehicles	2	3	2
	<u>167</u>	<u>160</u>	<u>152</u>
Total Vehicles	<u>167</u>	<u>160</u>	<u>152</u>

Source: Information provided by Authority Bus Operations.



**Table 10**

<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
-	-	-	3	-	-	-
-	-	-	-	3	3	13
-	6	6	-	-	-	-
42	36	36	36	46	51	45
30	20	20	20	20	20	20
5	5	5	5	4	-	-
-	6	6	6	10	6	11
2	2	2	-	-	-	-
-	-	-	5	6	9	8
58	55	55	3	-	2	-
-	-	-	54	46	16	13
15	7	12	6	9	7	-
-	1	1	-	-	1	7
-	2	2	2	-	-	1
16	14	14	14	14	8	6
-	3	3	-	-	-	3
4	4	4	4	4	4	4
2	4	4	6	7	7	8
<u>174</u>	<u>165</u>	<u>170</u>	<u>164</u>	<u>169</u>	<u>134</u>	<u>139</u>

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**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
INSURANCE IN FORCE  
JULY 1, 2021 - JUNE 30, 2022**

**Table 11**

		Limits
<u>Real and Personal Property</u>		
Real Property	\$	20,386,170
Personal Property		2,628,219
Inland Marine/EDP		8,505,038
Business Income		4,819,146
 <u>Commercial General Liability</u>		
General Liability Each Occurrence/General Aggregate		5,000,000
 <u>Automobile Liability</u>		
Each Occurrence		5,000,000
Owned & Nonowned Auto Physical Damage		
Comprehensive - \$10,000 Deductible for Buses/\$1,000 All Others		
Collision - \$10,000 Deductible for Buses/\$1,000 All Others		
Uninsured Motorist Liability		85,000
 Excess Liability (over General Liability and Auto Liability)		
Each Occurrence		5,000,000
Aggregate		5,000,000
 <u>Excess Liability (over General Liability and Auto Liability &amp; Employer's Liability)</u>		
Each Occurrence		10,000,000
Aggregate		10,000,000
 <u>Workers' Compensation</u>		
		Statutory
 <u>Employer's Liability</u>		
Bodily Injury by Each Accident		1,000,000
Bodily Injury by Disease/Each Employee		1,000,000
Bodily Injury by Disease/Aggregate Limit		1,000,000
 <u>Public Officials</u>		
		5,000,000
 <u>Employee Dishonesty</u>		
		50,000

**DURHAM COUNTY, NORTH CAROLINA**

Table 12-Durham

**Demographic and Economic Statistics  
Fiscal Years 2009 - 2018**

<b>Year</b>	<b>Population Estimates<sup>1</sup></b>	<b>Personal Income<sup>2</sup> (thousands of dollars)</b>	<b>Per Capita Personal Income<sup>3</sup></b>	<b>School Enrollment<sup>4</sup></b>	<b>Unemployment Rate<sup>5</sup></b>
2009	265,670	\$ 10,435,368	\$ 39,383	32,854	8.0%
2010	267,849	10,190,008	38,795	32,551	7.8%
2011	271,238	10,567,605	38,654	32,566	8.4%
2012	275,960	11,454,941	40,963	32,671	8.2%
2013	277,588	11,921,155	41,376	32,484	7.6%
2014	284,437	12,611,613	42,830	33,296	5.3%
2015	290,874	13,394,612	44,507	33,626	5.4%
2016	293,647	14,064,619	45,931	33,144	4.7%
2017	301,243	*	*	32,907	3.8%
2018	308,941	*	*	32,629	3.8%

\* Information not yet available

(1) The 2009-2018 estimates are from the Durham City/County Planning Department.

(2) All personal income data is estimates for the calendar year ended in each fiscal year are provided by Bureau of Analysis.

(3) All per capita income data is for the calendar year ended in each fiscal year.

2009-2016 is actual per capita income provided by Bureau of Economic Analysis, last update November 16, 2017.

(4) Durham County Public Schools, 2009-2018 Final Average Daily Membership.

(5) North Carolina Department of Commerce.

Information provided by the Durham County Finance Department

FY 2021 information not available at time of submission

## DURHAM COUNTY, NORTH CAROLINA

### Principal Employers

Table 13-Durham

<u>Employer</u>	<u>2018</u>			<u>2009</u>		
	<u>Employees</u>	<u>Rank</u>	<u>Percentage of Total County Employment</u>	<u>Employees</u>	<u>Rank</u>	<u>Percentage of Total County Employment</u>
Duke University & Health System	27,142	1	13.47%	20,185	1	14.44%
Duke University						
Duke University	10,000	2	4.96%			
International Business Machines (IBM)	7,000	3	3.47%	11,530	2	8.25%
Durham Public Schools	4,600	4	2.28%	5,489	3	3.93%
Blue Cross Blue Shield of North Carolina	4,000	5	1.98%	2,437	6	1.74%
Fidelity Investments	3,700	6	1.84%			
IQVI (formerly Quintiles Transnational Corp.)	3,000	7	1.49%			
Cree, Inc.	2,600	8(tie)	1.29%			
GlaxoSmithKline	2,600	8(tie)	1.29%	5,000	4	3.58%
Durham City Government	2,466	9	1.22%	2,336	7	1.67%
Research Triangle Institute(RTI)	2,276	10	1.13%	2,200	9	1.57%
Veterans Affairs (VA) Medical Center				2,162	10	1.55%
NORTEL Networks				2,600	5	1.86%
Lenovo Group, Ltd.				2,300	8	1.65%
	<u>69,384</u>		<u>34.42%</u>	<u>56,239</u>		<u>40.25%</u>

Source: Durham Chamber of Commerce and Bureau of Labor Statistics

Information provided by the Durham County Finance Department

FY 2021 information not available at time of submission

ORANGE COUNTY, NORTH CAROLINA

Table 12-Orange

Demographic and Economic Statistics  
 Fiscal Year 2008 - 2017  
 (Unaudited)

Year	Population (1)	Personal Income (2) (Thousands of Dollars)	Per Capita Personal Income (2)	Median Age	Public Schools Enrollment (3)	Unemployment Rate (4)	Number of Building Permits Performed (5)
2008	127,344	\$ 5,450,187	35,229	32.15	18,530	3.2%	1,965
2009	131,123	5,976,341	35,084	33.20	18,898	6.3%	1,573
2010	132,386	6,186,351	47,063	33.00	18,696	6.6%	1,215
2011	133,801	6,268,886	47,925	33.10	18,990	6.5%	1,962
2012	138,550	6,608,945	46,713	33.00	19,549	6.5%	1,640
2013	138,330	7,131,776	48,683	33.49	19,757	6.2%	1,769
2014	139,694	7,345,876	51,702	33.49	20,051	5.7%	1,791
2015	141,596	7,557,466	52,339	34.57	20,202	4.8%	1,852
2016	141,704	7,822,229	52,989	35.05	20,040	4.4%	3,026
2017	<b>143,264</b> *		<b>55,338</b>	<b>35.05</b>	<b>19,959</b>	<b>0.46%</b>	

\*Information not yet available.

Notes:

- (1) N.C. State Data Center. Estimates are as of beginning of fiscal year.
- (2) Bureau of Economic Analysis, U.S. Department of Commerce. Figures are for the prior calendar year.
- (3) Orange County Finance and Administrative Services budget student numbers
- (4) N.C. Employment Security Commission, Annual Average for prior calendar year.
- (5) Total number of building permits issued Orange County Inspections Department. Includes inspections by municipalities.

Information provided by the Orange County Finance Department

FY 2021 not available at time of submission

**ORANGE COUNTY, NORTH CAROLINA**

**Table 13-Orange**

**Principal Employers  
(Unaudited)**

Employer	2017			2008		
	Employees	Rank	Percentage of Total County Employment	Employees	Rank	Percentage of Total County Employment
UNC-Health Care	13,175	1	18.24%	7,644	2	11.29%
UNC Chapel Hill	12,411	2	17.18%	17,243	1	25.46%
Chapel Hill-Carrboro City Schools	2,043	3	2.82%	2,311	3	3.41%
Orange County Schools	1,311	4	1.82%	1,031	5	1.53%
Orange County Government	1,115	5	1.54%	970	6	1.43%
Town of Chapel Hill	903	6	1.25%	884	7	1.31%
General Electric	521	7	0.72%	501	10	0.74%
UNC Physicians Network LLC	475	8	0.65%			
Sports Endeavors INC DBA Eurosport	416	9	0.57%			
Aramark Services	379	10	0.52%			
Blue Cross Blue Shield				1,596	4	2.36%
HRR Prime LLC				662	8	0.98%
Harris Teeter, Inc				543	9	0.80%

Source: Orange County Economic Development Commission, Employment Security Commission

Information provided by the Orange County Finance Department

FY 2021 not available at time of submission

**Demographic and Economic Statistics  
Last Ten Years**

<b>Year</b>	<b>Population Estimates<sup>1</sup></b>	<b>Personal Income<sup>2</sup> (thousands of dollars)</b>	<b>Per Capita Personal Income<sup>3</sup></b>	<b>School Enrollment<sup>4</sup></b>	<b>Unemployment Rate<sup>5</sup></b>
2012	929,070	46,320,314	48,626	146,687	7.1%
2013	952,143	47,064,181	48,285	149,508	6.0%
2014	974,289	50,257,552	50,835	153,039	4.9%
2015	998,691	53,028,913	53,625	155,000	4.7%
2016	1,024,198	56,592,270	54,549	156,644	4.2%
2017	1,046,791	60,216,950	56,162	158,374	3.6%
2018	1,072,203	64,461,643	59,014	160,429	3.6%
2019	1,092,305	69,222,569	62,264	160,471	3.9%
2020	1,111,761	*	*	161,907	7.1%
2021	1,129,410	*	*	157,673	4.1%

\* Information not yet available

(1) U.S. Census Bureau, previous calendar year

(2) Bureau of Economic Analysis Regional, Economic Information System - Bureau of Economic Analysis March 2020.

(3) Bureau of Economic Analysis Regional Economic Account - computed using Census Bureau midyear population estimates available as of March 2020.

(4) North Carolina Department of Public Instruction. 2020-2021 Wake County Public Schools District Facts.

(5) Employment Security Commission of North Carolina; 2020-2021 - North Carolina Department of Commerce-Labor & Economic Analytics Division.

Provided by the Wake County Finance Department



**WAKE COUNTY, NORTH CAROLINA**

TABLE 13-WAKE

**Principal Employers  
Current Year and Nine Years Ago**

<b>Employer</b>	<b>2021*</b>			<b>2012*</b>		
	<b>Employees<sup>1</sup></b>	<b>Rank</b>	<b>Percentage of Total County Employment<sup>2</sup></b>	<b>Employees</b>	<b>Rank</b>	<b>Percentage of Total County Employment</b>
State of North Carolina	24,083	1	4.15%	24,739	1	5.86%
Wake County Public School System	17,000	2	2.93%	17,572	2	4.16%
Wal-Mart	16,200	3	2.79%			
WakeMed Health & Hospitals	9,773	4	1.68%	7,607	5	1.80%
North Carolina State University	9,019	5	1.55%	7,730	4	1.83%
Food Lion	8,600	6	1.48%			
Target	8,000	7	1.38%			
UNC Rex Healthcare	6,900	8	1.19%	4,800	7	1.14%
SAS Institute, Inc.	5,567	9	0.96%	4,742	8	1.12%
Harris Teeter	5,346	10	0.92%			
IBM Corporation				10,500	3	2.49%
GlaxoSmithKline, Inc				4,900	6	1.16%
Wake County Government				4,272	9	1.01%
Cisco Systems				3,800	10	0.90%
	<u>110,488</u>		<u>19.03%</u>	<u>90,662</u>		<u>21.47%</u>

(1) **Source:** Wake County Economic Development / Greater Raleigh Chamber of Commerce

(2) **Source:** North Carolina Department of Commerce

\*Data unavailable for current year. Data from previous year has been used and restated to include only Wake County based employers. FY17-FY20: Top 10 Employers included the Triangle Regional Area

Provided by the Wake County Finance Department

**RESEARCH TRIANGLE REGIONAL PUBLIC  
TRANSPORTATION AUTHORITY**

**For Wake, Durham and Orange Counties  
Principal Auto Rental Agencies  
For the Current Fiscal Year and Earliest Available Fiscal Year**

Table 14

Vendors	2021			2014		
	Vehicle Rental Tax	Rank	Percentage of Total Sales	Vehicle Rental Tax	Rank	Percentage of Total Sales
Enterprise Rent a Car	\$ 5,016,454	1	56.58%	\$ 4,548,059	1	47.44%
Hertz Corporation	1,169,414	2	13.19%	1,826,887	2	19.06%
Avis Rent a Car System	853,568	3	9.63%	1,056,760	3	11.02%
Budget Rent a Car	719,995	4	8.12%	739,793	4	7.72%
DTG Operations, Inc.	518,507	5	5.85%	548,735	5	5.72%
U-Haul	442,888	6	5.00%	216,800	7	2.26%
University Ford Isuzu	31,151	7	0.35%	23,913	9	0.25%
Payless Car Rental, Inc.	23,090	8	0.26%	-	-	0.00%
Capital Ford	19,139	9	0.22%	-	-	0.00%
Toyota Scion of Apex	14,997	10	0.17%	-	-	0.00%
Van Products	12,641	11	0.14%	-	-	0.00%
Herc Rentals	11,130	12	0.13%	-	-	0.00%
Advantage Rent A Car	-	-	-	11,591	12	0.12%
Fred Anderson Toyota	-	-	-	12,045	11	0.13%
Triangle Rent A Car	-	-	-	272,433	6	2.84%
Simply Wheelz, LLC	-	-	-	91,672	8	0.96%
ZipCar, Inc	-	-	-	13,338	10	0.14%
Other	32,485	N/A	0.36%	224,640	N/A	2.34%
<b>Total</b>	<b>\$ 8,865,459</b>		<b>100.00%</b>	<b>\$ 9,586,666</b>		<b>100.00%</b>

Notes: The 1997 session of the General Assembly enacted legislation permitting a regional public transportation authority to levy a 5% tax on motor vehicle rental receipts in its multi-county service area. Following a public hearing, a tax levy of 5% on motor vehicle rental receipts was approved by the Special Tax Board, the Boards of County Commissioners of Wake, Durham, and Orange counties; and the Triangle Transit Board of Trustees. Triangle Transit began collection of the tax on January 1, 1998.

Information by agency for nine years ago not available.

This table is prepared based on actual cash receipts.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Wake Capital**  
**Schedule of Cumulative Capital Project Effort**  
From Inception to the Fiscal Year Ended June 30, 2021

	Cumulative Amounts of All Projects	Prior Years	Actual Amount FY21	Total	Variance From Cumulative Amount Positive (Negative)
<b>REVENUES</b>					
Special Sales Tax	\$ 28,745,886	\$ 82,114,524	\$ 89,775,279	\$ 171,889,803	\$ (143,143,917)
Investment Income	-	-	751,450	751,450	(751,450)
Total revenues	<u>28,745,886</u>	<u>82,114,524</u>	<u>90,526,729</u>	<u>172,641,253</u>	<u>(143,895,367)</u>
<b>EXPENDITURES</b>					
Capital Planning					
GoTriangle	3,655,999	1,390,380	42,463	1,432,843	2,223,156
City of Raleigh	425,000	178,548	175,978	354,526	70,474
CAMPO	740,000	113,273	144,911	258,184	481,816
Wake County	30,000	-	30,000	30,000	-
Community Funding Area					
Town of Garner	50,000	47,782	-	47,782	2,218
Town of Apex	207,000	-	-	-	207,000
Town of Morrisville	248,000	-	45,193	45,193	202,807
Town of Fuquay-Varina	13,750	9,000	-	9,000	4,750
Town of Rolesville	16,500	-	11,517	11,517	4,983
Commuter Rail					
GoTriangle	7,100,000	2,134	3,118,048	3,120,182	3,979,818
Reserve	38,260,371	-	-	-	38,260,371
Bus Rapid Transit					
City of Raleigh	54,035,545	4,048,202	6,299,316	10,347,518	43,688,027
Bus Infrastructure					
GoTriangle	15,713,624	2,587,998	1,542,259	4,130,257	11,583,367
City of Raleigh	14,364,382	2,532,290	1,220,196	3,752,486	10,611,896
Town of Cary	7,553,110	944,678	830,505	1,775,183	5,777,927
Town of Holly Springs	55,000	-	16,273	16,273	38,727
Bus Acquisition					
GoTriangle	9,000,000	2,493,983	1,677,494	4,171,477	4,828,523
City of Raleigh	32,006,386	17,167,857	3,181,077	20,348,934	11,657,452
Reserve	-	-	-	-	-
Allocation to Wake Capital Fund	152,554,243	-	-	-	152,554,243
Total expenditures	<u>336,028,910</u>	<u>31,516,125</u>	<u>18,335,230</u>	<u>49,851,355</u>	<u>286,177,555</u>
Revenues over expenditures	<u>(307,283,024)</u>	<u>50,598,399</u>	<u>72,191,499</u>	<u>122,789,898</u>	<u>(430,072,922)</u>
<b>OTHER FINANCING SOURCES (USES)</b>					
Transfers from other funds	307,283,024	168,902,374	-	168,902,374	138,380,650
Total other financing sources	<u>307,283,024</u>	<u>168,902,374</u>	<u>-</u>	<u>168,902,374</u>	<u>138,380,650</u>
Excess of revenues over expenditures	<u>-</u>	<u>\$ 219,500,773</u>	<u>\$ 72,191,499</u>	<u>\$ 291,692,272</u>	<u>\$ (291,692,272)</u>

**Note:**

This informational schedule compiles the totals of all capital projects authorized by the Wake Transit Plan governing board, the Transit Planning Advisory Committee.

Both open and closed projects are included, giving the reader the full breadth of the capital projects funded by the public money.

An annual capital budget is adopted by the Research Triangle Regional Public Transportation Authority and is presented in the individual statement and schedule section following the notes.

Funding is provided from the Article 43 Local Option Sales Tax and investment income.

This schedule is to give the reader an overview of the various projects by general class and by transit partner.

No multi-year project ordinance is adopted at this time by the Authority.

This schedule includes all adopted project ordinance amounts since inception. Project adjustments adopted by the Wake Transit Governing Boards have been included in the Cumulative Amounts of All Projects.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
**Triangle Tax District - Wake Funds**  
**Fund Balance Against Inter-local Agreement Benchmarks**  
 June 30, 2021

	TTD - Wake Operating	TTD - Wake Capital
Fund Balances:		
Restricted - Stabilization by State Statute	\$ 32,392,401	\$ -
Restricted - Enabling Legislation	28,203,341	212,873,591
Restricted - Interlocal Agreement	4,074,779	78,818,681
Restricted - Community Funding Area Program	470,808	-
Total fund balances	<u>\$ 65,141,329</u>	<u>\$ 291,692,272</u>
Article 43, Local Option Sales Tax budgeted in FY 2022	\$ 14,379,425	\$ 83,620,577
At 25%	3,594,856	20,905,144
Excess / (Deficit) Coverage	<u>\$ 61,546,473</u>	<u>\$ 270,787,128</u>
FY 2021 Operating Expenditures	\$ 16,525,491	NA
90 Days Operating Cash Requirement	4,074,779	NA
Excess / (Deficit) Coverage	<u>\$ 61,066,550</u>	<u>NA</u>

# COMPLIANCE SECTION



**Report of Independent Auditor on Internal Control over Financial Reporting and  
on Compliance and Other Matters Based on an Audit of Financial Statements  
Performed in Accordance with *Government Auditing Standards***

To the Board of Trustees  
Research Triangle Regional Public Transportation Authority  
Research Triangle Park, North Carolina

We have audited, 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, the financial statements of the governmental activities, the business-type activities, the component units, each major fund, and the aggregate remaining fund information of the Research Triangle Regional Public Transportation Authority (the "Authority"), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated October 29, 2021.

### **Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing our opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency* in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency or combination of deficiencies in internal control that are less than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statement. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Raleigh, North Carolina  
October 29, 2021



**Report of Independent Auditor on Compliance with Requirements Applicable to each Major Federal Program and on Internal Control over Compliance in Accordance with OMB Uniform Guidance and the State Single Audit Implementation Act**

To the Board of Trustees  
Research Triangle Regional Public Transportation Authority  
Research Triangle Park, North Carolina

**Report on Compliance for Each Major Federal Program**

We have audited the Research Triangle Regional Public Transportation Authority's (the "Authority"), compliance with the types of compliance requirements described in *OMB Compliance Supplement* and the *Audit Manual for Governmental Auditors in North Carolina*, issued by the Local Government Commission, that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

**Management's Responsibility**

Management is responsible for compliance with federal and State statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

**Auditor's Responsibility**

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"), and the State Single Audit Implementation Act. Those standards, OMB Uniform Guidance, and the State Single Audit Implementation Act require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures, as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the Authority's compliance.

**Opinion on Each Major Federal Program**

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021.

## Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on a major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.



Raleigh, North Carolina  
October 29, 2021

**Report of Independent Auditor on Compliance with Requirements Applicable to each Major State Program and on Internal Control over Compliance in Accordance with OMB Uniform Guidance and the State Single Audit Implementation Act**

Board of Trustees  
Research Triangle Regional Public Transportation Authority  
Research Triangle Park, North Carolina

**Report on Compliance for Each Major State Program**

We have audited the Research Triangle Regional Public Transportation Authority's (the "Authority"), compliance with the types of compliance requirements described in the *Audit Manual for Governmental Auditors in North Carolina*, issued by the Local Government Commission, that could have a direct and material effect on each of its major state programs for the year ended June 30, 2021. The Authority's major state programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

**Management's Responsibility**

Management is responsible for compliance with state statutes, regulations, and the terms and conditions of its state awards applicable to its state programs.

**Auditor's Responsibility**

Our responsibility is to express an opinion on compliance for each of the Authority's major state programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; applicable sections of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"), as described in the *Audit Manual for Governmental Auditors in North Carolina*, and the State Single Audit Implementation Act. Those standards, the Uniform Guidance, and the State Single Audit Implementation Act require we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above could have a direct and material effect on a major state program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our opinion on compliance for each major state program. However, our audit does not provide a legal determination of the Authority's compliance.

**Opinion on Each Major State Program**

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major state programs for the year ended June 30, 2021.

## Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on a major state program to determine the auditing procedures are appropriate in the circumstances for the purpose of expressing our opinion on compliance for each major state program and to test and report on internal control over compliance in accordance with the Uniform Guidance but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a state program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a state program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance with a type of compliance requirement of a state program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.



Raleigh, North Carolina  
October 29, 2021

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**

FISCAL YEAR ENDED JUNE 30, 2021

**Section I – Summary of Auditor’s Results**

**Financial Statements**

Type of Auditor’s report issued on whether the financial statements audited were prepared in accordance with U.S. GAAP:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? \_\_\_\_\_ yes      X   no
- Significant deficiency(ies) identified that are not considered to be material weaknesses? \_\_\_\_\_ yes      X   none reported
- Noncompliance material to financial statements noted? \_\_\_\_\_ yes      X   no

**Federal Awards**

Internal control over major federal programs:

- Material weakness(es) identified? \_\_\_\_\_ yes      X   no
- Significant deficiency(ies) identified that are not considered to be material weaknesses? \_\_\_\_\_ yes      X   none reported
- Noncompliance material to federal awards? \_\_\_\_\_ yes      X   no

Type of auditor’s report issued on compliance for major federal programs: *Unmodified*

Any audit findings disclosed that are required to be reported in accordance with *Title 2 U.S. Code of Federal Regulations 200.515(d)(2)* of the Uniform Guidance?

\_\_\_\_\_ yes      X   no

Identification of major federal programs:

**Assistance Listing #**

20.500, 20.507, 20.525, 20.526

**Name of Federal Program or Cluster**

Federal Transit Cluster

Dollar threshold used to distinguish between Type A and Type B Programs:

\$750,000

Auditee qualified as low-risk auditee?

\_\_\_\_\_ yes      X   no

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)**

FISCAL YEAR ENDED JUNE 30, 2021

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**Section I – Summary of Auditor’s Results (continued)**

**State Awards**

Internal control over major state programs:

- Material weakness(es) identified? \_\_\_\_\_ yes  X  no
- Significant deficiency(ies) identified that are not considered to be material weaknesses? \_\_\_\_\_ yes  X  none reported

Noncompliance material to state awards? \_\_\_\_\_ yes  X  no

Type of auditor’s report issued on compliance for major state programs: *Unmodified*

Any audit findings disclosed that are required to be reported in accordance with the State Single Audit Implementation Act? \_\_\_\_\_ yes  X  no

Identification of major state programs:

**Names of State Program or Cluster**

Rideshare

**Section II – Findings Related to the Audit of the Basic  
Financial Statements of the Authority**

**Financial Statement Findings**

None noted.

**Section III – Findings Related to the Audit of the Federal  
Programs of the Authority**

**Federal Award Findings and Questioned Costs**

None noted.

**Section IV – Findings Related to the Audit of the State  
Programs of the Authority**

**State Award Findings and Questioned Costs**

None noted.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY**  
**SCHEDULE OF PRIOR YEAR AUDIT FINDINGS**

*FISCAL YEAR ENDED JUNE 30, 2021*

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**Schedule of Prior Year Audit Findings**

None

Research Triangle Regional Public Transportation Authority  
Schedule of Expenditures of Federal and State Awards  
For the Fiscal Year Ended  
June 30, 2021

Grantor/Pass-through Grantor/Program Title	Assistance Listing Number	State/ Pass-through Grantor's Number	Grant Number	Current Year Expenditures			
				Total	Federal (Direct & Pass-through) Expenditures	State Expenditures	Local Expenditures
<b>Federal Grants:</b>							
<u>Direct Programs:</u>							
<u>U.S. Department of Transportation</u>							
<u>Federal Transit Cluster</u>							
Federal Transit-Formula Grants (Urbanized Area Formula Program)	20.507		NC-2020-053	\$ 5,759,548	\$ 4,607,638	-	\$ 1,151,910
			NC-2020-049	7,872,802	7,872,802	-	-
		36231.5.12.3					
		47244.1.1					
Federal Transit-Formula Grants (Urbanized Area Formula Program)	20.507	36231.5.12.4	NC-2017-064	61,118	48,894	-	12,224
Federal Transit-Formula Grants (Urbanized Area Formula Program)	20.507		NC-2016-027	37,624	30,099	-	7,525
Emergency Relief	20.527		NC-2021-010	36,000	28,800	-	7,200
BUILD	20.933		NC-2020-037	709,561	373,939	-	335,622
Total Federal Cluster				14,476,653	12,962,172	-	1,514,481
<u>Passed through the City of Raleigh:</u>							
Section 5310 Seniors & Persons with Disabilities	20.507		NC-2019-045	240,789	204,671	-	36,118
<u>Passed through the Town of Burlington</u>							
Section 104(f) PL Metropolitan Planning Funds	20.507		0601201	69	55	-	14
<u>Passed through the North Carolina Department of Transportation:</u>							
<u>Highway Planning and Construction Cluster</u>							
CMAQ (FHWA) -Implementation Program	20.205	50061.3.4	20-CQ-118	49,000	34,844	4,356	9,800
Total Highway Planning and Construction Cluster				49,000	34,844	4,356	9,800
<b>Total Federal assistance:</b>				<b>14,766,511</b>	<b>13,201,742</b>	<b>4,356</b>	<b>1,560,413</b>
<b>State Grants:</b>							
<u>Direct Programs:</u>							
<u>North Carolina Department of Transportation</u>							
Ride Share Program	DOT-11	36225.3.16.1	21-RS-118	54,800		43,840	10,960
Urban State Match	DOT-19	36231.5.13.3	20-UM-118	46,438		46,438	
<u>Passed through the Triangle J Council of Governments:</u>							
Transit Development Program	DOT-11		TDMGOTRI21	702,135	-	531,472	170,663
<b>Total State assistance:</b>				<b>803,373</b>	<b>-</b>	<b>621,750</b>	<b>181,623</b>
<b>Total Assistance:</b>				<b>\$ 15,569,884</b>	<b>\$ 13,201,742</b>	<b>\$ 626,106</b>	<b>\$ 1,742,036</b>

Notes to the Schedule of Expenditures of Federal and State Awards

**Note 1 -- Basis of Presentation**

The accompanying schedule of expenditures of federal and State awards (SEFSA) includes the federal and State grant activity of the Research Triangle Regional Public Transportation Authority under the programs of the federal government and the State of North Carolina for the fiscal year ended June 30, 2021. The information in this SEFSA is presented in accordance with the requirements of Title 2 US Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and the State Single Audit Implementation Act. Because the Schedule presents only a selected portion of the operations of the Research Triangle Regional Public Transportation Authority, it is not intended to and does not present the financial position, changes in net position or cash flows of the Research Triangle Regional Public Transportation Authority.

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

Expenditures reported in the SEFSA are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Research Triangle Regional Public Transportation Authority has elected not to use the 10 percent de minimus indirect cost rate as allowed under Uniform Guidance.



To the Board of Trustees  
Research Triangle Regional Public Transportation Authority  
Research Triangle Park, North Carolina

We have audited the financial statements of the Research Triangle Regional Public Transportation Authority (the "Authority"), which comprise the respective financial position of the governmental activities, the business-type activities, the blended component units, each major fund, and the aggregate remaining fund information as of and for the year ended June 30, 2021. Professional standards require we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards*, the Uniform Guidance, and the State Single Audit Implementation Act, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated May 3, 2021. Professional standards also require we communicate to you the following information related to our audit.

## **SIGNIFICANT AUDIT FINDINGS**

### **Qualitative Aspects of Accounting Practices**

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in the notes to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2021. We noted no transactions entered into by the Authority during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the Authority's financial statements were:

Management's estimate of the depreciation expense is based on an analysis of estimated useful lives of capital assets. We evaluated the key factors and assumptions used to develop the useful lives in determining that it is reasonable in relation to the financial statements for the year ended June 30, 2021, taken as a whole. While the procedures used by management and the amount recorded for depreciation expense seems reasonable at this time, there will usually be differences between actual useful lives and the estimates used and these differences may be material.

Management's estimate of other postemployment benefits is based on an analysis performed by an actuary. We evaluated the methods used to determine these estimates at year-end and determined the methodology used was reasonable in relation to the basic financial statements of the Authority for the year ended June 30, 2021, taken as a whole. While the procedures used by management and the amount recorded for retirement plan benefits seem reasonable at this time, there will usually be differences between actual benefits and these differences may be material.

Management's estimate of accrued compensated absences is based on vacation and sick hours accrued during employment and the approved pay rate of those employees as of the end of the year. Terminated employees are paid on accrued vacation hours and a portion of their accumulated sick leave. The Authority has assumed a first-in, first-out method of using accumulated compensated time. The portion of this time that is estimated to be used in the next fiscal year is designated as a current liability in the government-wide financial statements. We evaluated the methods used to determine these estimates at year-end and determined the methodology used was reasonable in relation to the basic financial statements of the Authority for the year ended June 30, 2021, taken as a whole. While the procedures used by management and the amount recorded for accrued compensated absences seems reasonable at this time, there will usually be differences between actual amounts paid out and these differences may be material.

Construction in progress is based on actual costs incurred related to three projects: Durham/Orange Light Rail Transit project, Durham/Wake Commuter Rail Transit project, and the Wake Light Rail Transit project. Management's estimate of impairment of construction in progress as of June 30, 2021 is based on an analysis performed by management, taking into account the viability of expenditures as future assets going forward. We evaluated the methods used to determine these estimates at year-end and determined the methodology used was reasonable in relation to the basic financial statements of the Authority for the year ended June 30, 2021, taken as a whole. While the procedures used by management and the impairment amount seem reasonable at this time, there will usually be differences between estimated impairment amounts and actual impairment.

The fair value of investments is based on pricing models maximizing the use of observable inputs for similar securities. This includes basing values on yields currently available on comparable securities of users with similar credit ratings. We evaluated the methods used to determine this estimate at year-end and determined the methodology used was reasonable in relation to the basic financial statements of the Authority for the year ended June 30, 2021, taken as a whole. While the procedures used by management and the amount recorded for investments seem reasonable at this time, there will usually be differences between actual fair value and the estimates used, and these differences may be material.

The financial statement disclosures are neutral, consistent, and clear.

#### **Difficulties Encountered in Performing the Audit**

We encountered no significant difficulties in dealing with management in performing and completing our audit.

#### **Corrected and Uncorrected Misstatements**

Professional standards require us to accumulate misstatements identified during the audit, other than those that are clearly trivial, and to communicate accumulated misstatements to management.

No misstatements were noted.

#### **Disagreements with Management**

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

#### **Management Representations**

We have requested certain representations from management that are included in the management representation letter dated October 29, 2021.

#### **Management Consultations with Other Independent Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to Authority's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

#### **Other Audit Findings or Issues**

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Authority's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

**Other Matters**

We applied certain limited procedures to Management's Discussion and Analysis and the required supplementary information, which is required supplementary information ("RSI") that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding 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 did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the individual fund statements and schedules, and the schedule of expenditures of federal and state awards, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the introductory and statistical sections, which accompany the financial statements but are not RSI. Such information has 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 it.

**Restriction on Use**

This information is intended solely for the information and use of the Board of Trustees, federal and state award agencies, pass-through entities, and management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties.



Raleigh, North Carolina  
October 29, 2021