



ROCHESTER
GENESEE REGIONAL
TRANSPORTATION
AUTHORITY

A COMPONENT UNIT OF THE STATE OF NEW YORK



COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the year ended March 31, 2016

Rochester Genesee Regional Transportation Authority

Rochester, New York

(A Component Unit of the State of New York)

Comprehensive Annual Financial Report

**For the Years Ended March 31, 2016 and
2015**

James H. Redmond
Chairman
Board of Commissioners

Bill Carpenter
Chief Executive Officer

Prepared By:
Accounting Department

Scott M. Adair, CPA
Chief Financial Officer

Michael T. Burns, CPA
Director of Accounting



ROCHESTER GENESEE REGIONAL
TRANSPORTATION AUTHORITY

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September 30, 2016

Customers of Rochester-Genesee Regional Transportation Authority,
Members of the Board of Commissioners, and
Employees of Rochester-Genesee Regional Transportation Authority

Commissioners

Monroe County

William Faber
Don Jeffries
Kelli O'Connor

City of Rochester

Thomas R. Argust
Barbara J. Jones
Karen C. Pryor

Genesee County

Paul J. Battaglia
Vice Chairman

Livingston County

Milo I. Turner

Ontario County

Geoffrey Astles
Chairman

Orleans County

Henry Smith, Jr.

Seneca County

Edward W. White
Secretary

Wayne County

Michael P. Jankowski
Treasurer

Wyoming County

Rich Kosmerl

ATU Local 282

Tracie Green

We are pleased to submit to you the Comprehensive Annual Financial Report (CAFR) of the Rochester-Genesee Regional Transportation Authority (the "Authority") for the fiscal year ended March 31, 2016.

This report has been compiled and prepared by the Authority's Management, which assumes full responsibility for the completeness and accuracy of the financial data contained herein. The information presented in this report fairly portrays the Authority's financial position and results of operations for the fiscal year ended March 31, 2016. The Authority's Management is also responsible for establishing and maintaining effective internal control over financial reporting. The Authority's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements are free of any material statements.

The CAFR is presented in three sections: Introductory, Financial and Statistical. The Introductory Section consists of this letter of transmittal, which provides an overview of the Authority's reporting entity, economic environment, financial performance and other pertinent financial information. The Financial Section includes the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), the basic financial statements and notes thereto, required supplementary information other than MD&A for the fiscal year ended March 31, 2016. The Statistical Section sets forth financial trends, revenue capacity, demographic and economic information, and operating information.

The basic financial statements of the Authority are audited each year by an independent Certified Public Accounting firm. Bonadio & Co., LLP has completed the independent audit using auditing standards generally accepted in the United States of America. The audited financial statements are included in the Financial Section of this report in their entirety and without edit.

The Authority is also required by federal and state regulations to undergo an audit of federally and state funded programs that it administers. The standards governing the Single Audit engagement require the independent auditor to report on the audited government's internal controls and compliance with laws, regulations, contracts and grants applicable to each major federal and state program. The reports related specifically to the Single Audit are issued under separate cover.

Authority Structure and Reporting Entity

The Authority is a public benefit corporation and a component unit of the State of New York. Created in 1969 by an act of the State Legislature, the Authority is

charged with the continuance, further development and improvement of public transportation, and other related services within the Genesee/Finger Lakes region of the state.

In 1969, Monroe County was the sole member of the Authority. Since that time, membership in the Authority has grown to eight counties with a total land area of approximately 4,300 square miles and population of approximately 1.2 million. Current member counties include Monroe, Genesee, Livingston, Ontario, Orleans, Seneca, Wayne and Wyoming. The Authority has separate legal standing from each of the member counties.

The Authority includes the accounts of Rochester-Genesee Regional Transportation Authority, and its ten blended component units. The Authority's ten blended component units and their respective functions are below:

1. Regional Transit Service, Inc. (RTS) – Fixed route operations serving the urbanized areas of the City of Rochester and surrounding areas in Monroe County. RTS is by far the largest business unit representing approximately 80% of all operating expenses.
2. RTS Access – Paratransit services which complement RTS fixed route services, in accordance with the Americans with Disabilities Act.
3. RTS Genesee – Fixed and flexible route operations for Genesee County.
4. RTS Livingston – Fixed and flexible route operations for Livingston County.
5. RTS Ontario – Fixed and flexible route operations for Ontario County.
6. RTS Orleans – Fixed and flexible route operations for Orleans County.
7. RTS Seneca – Fixed and flexible route operations for Seneca County.
8. RTS Wayne – Fixed and flexible route operations for Wayne County.
9. RTS Wyoming – Fixed and flexible route operations for Wyoming County.
10. Genesee Transportation Council Staff, Inc. (GTCS) – Administrative host agency for Genesee Transportation Council.

A Board of Commissioners (Board) with a maximum of fifteen members establishes policy and sets direction for the management of the Authority. The Commissioners are representative of the various member counties of the Authority and are appointed by the Governor of New York State and confirmed by the New York State Senate. Board membership is apportioned among the member counties based on population.

Current Board membership is as follows: Monroe County, three (3); City of Rochester, three (3); one (1) member each from Genesee, Livingston, Ontario,

Orleans, Seneca, Wayne and Wyoming counties; and one (1) member from the Amalgamated Transit Union Local 282.

Responsibility for the administration of the Authority rests with the Chief Executive Officer, subject to the policies and oversight of the Board of Commissioners. An organizational chart follows in this introductory section.

Economic Profile

Department of Labor employment level statistics within the service area of the Authority indicate that the jobless rate has improved .2% over the past year. The total civilian work force over the same period decreased from 589,740 to 577,406. The combined total of retail, service, and government employment has decreased slightly from 76.4% to 76.3% of the total work force composition. Combined manufacturing and construction employment has increased slightly from 15.6% to 15.7%, while all other types (finance, insurance, etc.) represent 8.1%.

The total population of the Authority's service area has increased by .7% over the past ten years, to slightly less than 1.2 million. The population of the City of Rochester has increased overall by .8% since 2006, while the population of Monroe County outside of the City has grown 1.8% over the same period.

As of	Monroe		Genesee	Livingston	Ontario	Orleans	Seneca	Wayne	Wyoming	Total
December 31 st	Rochester	Suburbs								
2006	208,205	530,124	59,919	65,357	104,644	43,420	35,223	93,595	42,673	1,183,160
2015	209,802	539,798	58,937	64,717	109,561	41,582	34,833	91,446	41,013	1,191,689
% Change	0.8%	1.8%	-1.6%	-1.0%	4.7%	-4.2%	-1.1%	-2.3%	-3.9%	0.7%

Financial Profile

Each fiscal year the Authority's Board of Commissioners adopts a Comprehensive Plan (the "Plan") that encompasses a strategic plan, operational initiatives, and a financial plan. The strategic plan identifies the strategies which support the Authority's vision and mission. The operational initiatives identify the tactics to be undertaken to achieve the strategic plan. The financial plan includes the fiscal year operating budget and capital investment plan necessary to accomplish the operational initiatives, along with a multi-year operating budget projection covering the next three fiscal years.

The Authority's fiscal year operating budget identifies the total planned operating expenditures along with revenues for the fiscal year to support the current operational initiatives and the overall strategic plan.

The Authority's annual Six Year Capital Improvement Plan (CIP) identifies all proposed capital investments needed to support and enhance the Authority's infrastructure including replacement of revenue vehicles and other equipment; improvements to facilities; and investments in technology.

The Multi-Year Budget Forecast is a component of the sound fiscal management practices of the Authority. Using historical data, trends, known and estimated operating revenue and expense factors for all subsidiary companies, the Multi-Year Budget Forecast projects future annual net income or deficits, for three subsequent budget periods. Twice annually, the forecast is updated with the latest information to ensure that the forecast retains its relevancy. The Multi-Year Forecast enables management and the Board of Commissioners to proactively address future challenges.

The Authority uses a comprehensive performance measurement system to measure success in the achievement of clearly established metrics. This system, known as TOPS (Transit Organization Performance Scorecard), provides a comprehensive report on achievement versus goal for the critical metrics that are tied to the Authority's strategic goals. The TOPS score is reported to the Board and community on a quarterly basis to provide complete transparency of the Authority's performance. TOPS has proven to be a highly effective management tool.

Operational Accomplishments During Fiscal 2016

In November 2015, the Authority marked the one-year anniversary of the opening of the RTS Transit Center. The Transit Center has become an important communication vehicle for the Authority, as it allows for real-time access to customers to communicate potential changes and gather feedback on those changes, as well as our successes and areas for improvement.

Additional accomplishments by the Authority during fiscal 2016 include, among others:

- Improving the service we provide our customers at one of our most popular destinations by installing new high tech transit stations around the University of Rochester Medical Center and College Town;
- Expanding our property as part of our Main Street Campus Improvement Project to facilitate the necessary improvements of our facility; and,
- Introducing limited-stop service to our system in response to our customers' requests.

Other Information

Independent Audit The goal of the independent audit was to provide a reasonable assurance that the financial statements of the Authority for the fiscal year ended March 31, 2016, were free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the Authority's financial statements for the fiscal year ended March 31, 2016, are fairly presented in conformity with Generally Accepted Accounting Principles (GAAP). The independent auditor's report is presented as part of the financial section of this report.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Authority's MD&A can be found on page 4 of this document, immediately following the report of the independent auditors.

Awards We proudly note that for the tenth consecutive year, the Government Finance Officers Association (GFOA) has awarded the Authority with a Certificate of Achievement for Excellence in Financial Reporting for its CAFR inclusive of fiscal year ended March 31, 2015. The Certificate of Achievement is valid for a period of one year. We believe that the current CAFR continues to meet the requirements for the Certificate of Achievement and will submit it to the GFOA review panel for determination of eligibility for another certificate.

Acknowledgements The publication of this report is a reflection of the level of excellence and professionalism of the Authority's management and staff. This report significantly improves the accountability of the Authority to other governmental entities that provide financial assistance to the Authority and, of course, to the taxpayers who ultimately support all levels of public service. We would like to express our appreciation to the staff of the Accounting Department who contributed to the preparation of this report.



Bill Carpenter
Chief Executive Officer



Scott M. Adair
Chief Financial Officer



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

**Rochester Genesee Regional
Transportation Authority
New York**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

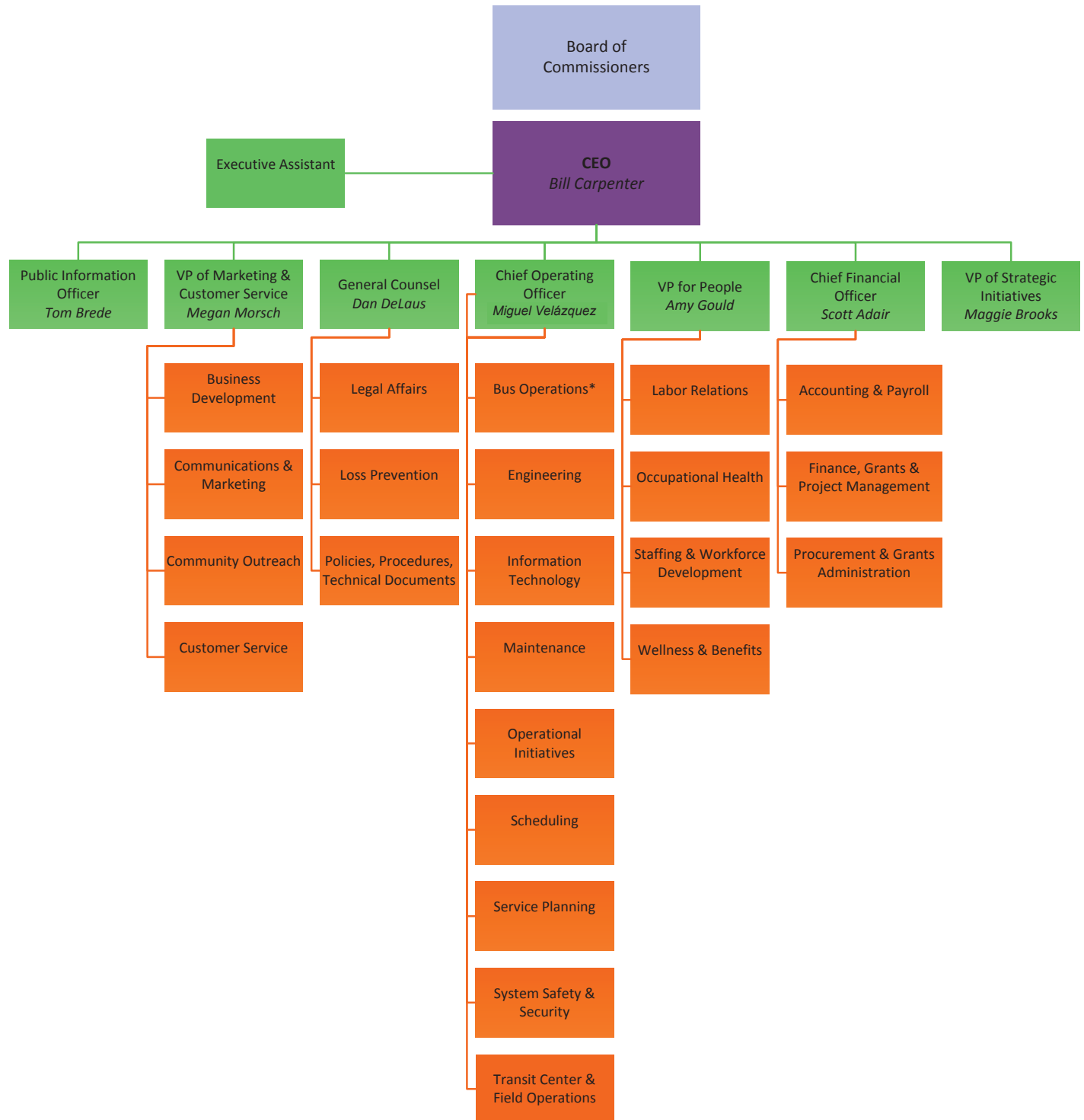
March 31, 2015

A handwritten signature in black ink, reading "Jeffrey R. Egan". The signature is written in a cursive, flowing style.

Executive Director/CEO

RGRTA ORGANIZATIONAL CHART

AS OF MARCH 31, 2016



RGRTA BOARD OF COMMISSIONERS

AS OF MARCH 31, 2016



Jim Redmond
Chairman



Paul J. Battaglia, CPA
Vice Chairman



Michael P. Jankowski
Treasurer



Edward W. White
Secretary



Thomas R. Argust



Geoffrey Astles



Stephen J. Carl



Robert J. Fischer



Tracie Green



Barbara J. Jones



Karen C. Pryor



Henry Smith, Jr.



Milo Turner

RGRTA LEADERSHIP TEAM

AS OF MARCH 31, 2016

Chief Executive Officer	Bill Carpenter
Chief Operating Officer	Miguel Velázquez
Chief Financial Officer	Scott Adair
General Counsel	Dan DeLaus
Public Information Officer	Tom Brede
VP of Strategic Initiatives	Maggie Brooks
VP of People	Amy Gould
VP of Marketing and Customer Service	Megan Morsch
VP of Finance, Grants & Project Management	Christopher Dobson
VP of Maintenance	Rusty Korth
VP of Procurement	David Cook
VP for Operational Initiatives	Joe Jablonski
Director of Accounting & Payroll	Michael Burns
Director of Analytics	Steve Kubiak
Director of RTS Bus Operations	Michael Capadano
Director of Business Development	Bonnie Maguire
Director of Engineering	Dave Belaskas
Director of Transit Center & Field Operations	Jim Ramos
Director of Information Technology	Christian Mahood
Director of RTS Maintenance	Jay Corey
Director of Regional Operations	Michael DeRaddo
Director of Service Planning	Julie Tolar
Director of Scheduling	Kenneth Boasi
Director of Staffing & Workforce Development	Krystle Hall
Director of Labor Relations	Janet Snyder
Director of Service Efficiency	Charles Switzer

RGRTA MEMBER COUNTIES



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INDEPENDENT AUDITOR'S REPORT

June 23, 2016

To the Commissioners of
Rochester-Genesee Regional Transportation Authority:

Report on the Financial Statements

We have audited the accompanying financial statements of the Rochester-Genesee Regional Transportation Authority (the "Authority," a New York State public benefit corporation, which is a component unit of the State of New York) as of and for the years ended March 31, 2016 and 2015, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

171 Sully's Trail, Suite 201
Pittsford, New York 14534
p (585) 381-1000
f (585) 381-3131

www.bonadio.com

(Continued)

INDEPENDENT AUDITOR'S REPORT

(Continued)

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of March 31, 2016 and 2015, and the respective changes in its financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of a Matter

As described in Note 2 to the financial statements, the Authority adopted new accounting guidance, GASB Statement No. 68, *Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement No. 27 and GASB Statement No. 71, Pension Transitions for Contributions Made Subsequent to the Transition Date – an Amendment of GASB Statement No. 68*. Our opinion is not modified with respect to this matter.

Report on Required Supplementary Information

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

Report on Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The combining blended component unit financial statements are presented for purposes of additional analysis and are not a required part of the basic financial statements.

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

(Continued)

INDEPENDENT AUDITOR'S REPORT

(Continued)

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 23, 2016, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Authority's internal control over financial reporting and compliance.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY

(A Component Unit of the State of New York)

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

AS OF AND FOR THE YEARS ENDED MARCH 31, 2016 AND 2015

This Management's Discussion and Analysis (MD&A) of the Rochester-Genesee Regional Transportation Authority (the Authority) financial statements provides an overview of the Authority's financial activity for the years ended March 31, 2016 and 2015. Please read this MD&A in conjunction with the Authority's basic financial statements and footnotes, which follow this section.

The Authority's basic financial statements consist of a statement of net position; a statement of revenue, expenses, and changes in net position; a statement of cash flows; and notes to the financial statements. The statement of net position provides a snapshot of the Authority's financial condition at March 31, 2016 and 2015. The statement of revenues, expenses, and changes in net position report the results of the Authority's operations and activities for years ended March 31, 2016 and 2015. Finally, the statement of cash flows reports the Authority's sources and uses of cash from operations, non-capital financing, capital and related financing, and investing activities for the years ended March 31, 2016 and 2015.

FINANCIAL HIGHLIGHTS

- The Authority experienced a decrease in net position of approximately \$14.6 million in fiscal 2016, compared with a decrease of \$8.7 million in fiscal 2015. The decrease in net position for fiscal 2016 compared with fiscal 2015 was impacted by several areas, including our actuarially determined liabilities for other postemployment benefits (OPEB), workers' compensation claims, and pension costs as a result of adopting GASB No. 68, along with healthcare costs for both active employees and retirees and litigation associated with the purchase of land for the Transit Center. The decrease in net position from fiscal 2014 to fiscal 2015 was mainly due to decreased federal and state capital contributions received by the Authority in fiscal 2015 as the construction of the Transit Center was completed and purchases of revenue vehicles decreased from the prior year.
- The Authority's single most significant asset classification is capital assets. The Authority reports capital assets, net of depreciation, totaling approximately \$148.3 million for fiscal 2016, \$153.7 million for fiscal 2015 and \$156.4 million for fiscal 2014. The decline in capital assets in fiscal 2016, as well as the same prior year periods, is the result of ongoing depreciation offset by additions attributable to infrastructure improvement projects at several of our operations.
- The Authority's single most significant liability classification is OPEB. The Authority's net OPEB obligation was \$45.5 million, \$39.7 million and \$33.9 million for fiscal years 2016, 2015 and 2014, respectively. The Authority, in compliance with GASB No. 45, is using the allowed 30 year amortization period for accruing the unfunded actuarial accrued liability.
- The Authority's unrestricted net position has decreased from fiscal 2015 by approximately \$9.3 million and from fiscal 2014 by approximately \$5.4 million. The Authority's unrestricted net position was \$(5.5) million, \$3.8 million and \$9.1 million for fiscal years 2016, 2015 and 2014, respectively. These decreases are mainly the result of the factors noted above and discussed in more detail later in this MD&A.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE

Condensed Schedule of Net Position (in millions)

The condensed schedule of net position below provides a snapshot of the financial condition of the Authority as of March 31;

	2016	2015	2014
Assets:			
Current and other	\$ 68.7	\$ 61.7	\$ 60.4
Capital, net of accumulated depreciation	148.3	153.7	156.4
Total assets	217.0	215.4	216.8
Deferred outflows	11.5	1.2	-
Liabilities:			
Current	25.5	17.4	16.0
Long-term	59.6	41.5	35.3
Total liabilities	85.1	58.9	51.3
Deferred inflows	0.6	0.3	0.1
Net Position:			
Net investment in capital assets	148.3	153.6	156.3
Unrestricted	(5.5)	3.8	9.1
Total net position	\$ 142.8	\$ 157.4	\$ 165.4

Total assets at March 31, 2016 measured \$217.0 million, an increase of \$1.6 million from 2015 mainly as a result of an increase in accounts receivable due to timing. Total assets at March 31, 2015 measured \$215.4 million, a decrease of \$1.4 million from 2014 mainly as a result of a decrease in our capital assets due to ongoing depreciation expense, offset by a small increase in current and other assets.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed Schedule of Net Position (Continued)

Broken down by category:

- Current and other assets totaled \$68.7 million in fiscal 2016, increasing by \$7.0 million from \$61.7 million in fiscal 2015, and increasing by \$1.3 million from \$60.4 million in 2014. Both increases were mainly driven by fluctuations in receivables as a result of timing.
- Capital assets, net of accumulated depreciation, finished fiscal 2016 at \$148.3 million, fiscal 2015 at \$153.7 million and fiscal 2014 at \$156.4 million, showing decreases of \$5.4 million and \$2.7 million compared to fiscal 2015 and fiscal 2014, respectively.

Total liabilities, both current and long-term, were \$85.1 million, \$58.9 million and \$51.0 million as of March 31, 2016, 2015 and 2014, respectively. When broken down between current and long-term:

- Current liabilities totaled \$25.5 million for fiscal 2016, up \$8.1 million from fiscal 2015 mainly as a result of an increase in the Authority's reserve for litigated and unlitigated claims related to the purchase of land associated with the Transit Center, an increase in accounts payable as a result of timing, an accrual for retroactive wage adjustments related to a union contract settlement, and an increase to the actuarially determined reserve for workers' compensation claims. For fiscal 2015, current liabilities totaled \$17.4 million, up \$1.7 million from fiscal 2014 as a result of Authority's increased reserve for litigated and unlitigated claims.
- Long-term liabilities increased by \$18.1 million and \$6.3 million for fiscal 2016 and 2015, respectively, compared with the same prior year periods. The increase from fiscal 2015 was mainly driven by the Authority's \$13.0 million net pension liability at March 31, 2016 as a result of adopting GASB No. 68, while fiscal 2016 and fiscal 2015 were impacted by the increase in both periods to other postemployment benefits highlighted earlier in this MD&A.

The overall net position of the Authority decreased by \$14.6 million and \$8.7 million for fiscal years 2016 and 2015, respectively, when compared with the same prior year periods. These decreases have been mainly driven by the factors noted above.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)

Condensed schedule of revenue, expenses, and change in net position (in millions)

The condensed schedule of revenue, expenses and change in net position below provides a snapshot of the financial activities of the Authority as of March 31:

	<u>2016</u>	<u>2015</u>	<u>2014</u>
Operating revenue:			
Customer fares	\$ 11.6	\$ 12.0	\$ 11.6
Special fares	16.4	16.5	16.0
Other	1.4	1.5	2.8
Total operating revenue	29.4	30.0	30.4
Operating expenses:			
Salaries and benefits	74.9	69.9	64.9
Non-personnel	24.4	23.5	21.5
Total operating expenses	99.2	93.4	86.4
Depreciation	17.4	16.6	14.0
Loss from operations	(87.2)	(80.0)	(70.0)
Nonoperating income (expenses):			
Investment income	0.3	0.6	0.2
Mortgage recording tax	9.0	7.7	7.2
Other	(1.5)	(0.2)	(0.7)
Total nonoperating income	7.8	8.1	6.7
External operating assistance	52.0	51.5	46.5
Capital contributions	13.0	11.7	52.5
Change in net position	(14.4)	(8.7)	35.7
Special Item - Transfer of Ontario County operations	-	0.7	-
Net position, beginning of year	157.4	165.4	129.7
Restatement of beginning net position	(0.2)	-	-
Net position, end of year	\$ 142.8	\$ 157.4	\$ 165.4

The Authority's operating revenue totaled \$29.4 million and \$30.0 million for fiscal 2016 and 2015, respectively, decreasing by \$0.6 and \$0.4 million from the same prior year periods. The Authority has two sources of operating revenue:

- Customer fare revenue decreased by \$0.4 million in fiscal 2016, compared with an increase of \$0.4 million in fiscal 2015. Both the decrease in fiscal 2016 and increase in fiscal 2015 were primarily driven by fluctuations in multi-day pass sales. Customer fare revenue consists of cash fares paid on the bus and prepaid fare media sales to individual customers and various local agencies that distribute bus passes to their clients.
- Special fare revenue decreased by \$0.1 million in fiscal 2016 after experiencing an increase of \$0.5 million in fiscal 2015. Special fare revenue in fiscal 2016 was impacted by the loss of one significant customer, which was offset by revenue growth amongst a number of other customers. The fiscal 2015 increase was primarily driven by the Authority's continued focus on growing this

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed schedule of revenue, expenses, and change in net position (Continued)

revenue source. Continued growth in special fare revenue is something that the Authority is extremely proud of, as it has assisted us to be less reliant on contributions from both the Federal and New York State governments.

- Other revenue decreased by \$0.1 million and \$1.3 million in fiscal 2016 and 2015, respectively. Other revenue consists of reimbursements and recoveries in the areas of warranty and liability claims, among others, and fluctuates based on the variable nature of these items from year-to-year.

The Authority also has non-operating income (expense), the major components of which are investment earnings, mortgage recording tax and other items such as gains and losses from various financial transactions. Specifically for fiscal 2016 and 2015 when compared with the same prior year periods:

- The Authority experienced a decrease of \$0.3 million in non-operating income for fiscal 2016, primarily driven by a reduction in investment income due to a reduction in the account balance compared with the same prior year period. Non-operating income also included a \$1.3 million increase in mortgage recording tax revenue and a \$1.3 million increase in costs associated with our fuel swap.
- The Authority experienced an increase of \$1.4 million in non-operating income for fiscal 2015, primarily driven by \$0.7 million in mortgage recording tax from Ontario County as a result of public transportation operations in that geographic area being transferred to the Authority in August 2014, along with increased income on our investments as a result of favorable market fluctuations.

The Authority receives external operating assistance subsidies from the Federal Government, the State of New York and each of our county service areas.

Federal operating assistance is broken into three major categories for the Authority, which are commonly known as Section 5307, Section 5311, and grants for the Genesee Transportation Council. The Section 5307 aid is awarded to public transportation providers across the country based upon congressional appropriations and is allocated using a complex formula combining elements of population, revenue miles, customers, and other factors. Historically, the Authority allocates approximately one-third of the annual Section 5307 funding to offset preventive maintenance costs within the operating budget. The federal operating assistance received during the fiscal year 2016 decreased by \$2.0 million while fiscal 2015 experienced a \$2.3 million increase in federal operating assistance, both based on a preventive maintenance allocation.

The largest single source of external operating assistance is provided by the State of New York in the form of Statewide Mass Transit Operating Assistance (STOA). STOA, which comprises the majority of the Authority's State aid, is provided to the Authority based on a variety of funding formulas and through New York State taxes, primarily the Petroleum Business Tax. The Authority's fiscal 2016 saw a \$2.9 million increase in STOA from the \$34.7 million received during fiscal 2015, which saw a \$2.3 million increase in STOA from the \$32.7 million received during fiscal 2014.

Each county in the Authority's service area provides external operating assistance based on New York State Transportation Law Section 18B, which requires that each member county of the Authority annually provide a fixed annual operating subsidy for public transportation services provided within their respective jurisdictions. The combined total of these annual subsidies was \$4.0 million, \$3.8 million and \$3.7 million for fiscal 2016, 2015 and 2014, respectively.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed schedule of revenue, expenses, and change in net position (Continued)

The last component of Authority revenue is provided for capital purchases and labeled capital contribution. The capital contribution is received from the Federal Government, New York State and the Authority. The standard share allocation is 80% Federal, 10% New York State, and 10% from the Authority. The capital contribution for fiscal 2016 increased by \$1.3 million from fiscal 2015, mainly as a result of ongoing infrastructure improvements across our RTS, Access and Regional operations. The capital contribution for fiscal 2015 decreased by \$40.8 million from fiscal 2014, largely as a result of the November 2014 completion of the Transit Center.

The following chart shows the use of the capital contributions for the fiscal years ended March 31:

	2016	2015	2014
Capital contribution for:			
Land	\$ 2.1	\$ -	\$ -
Building and structures	6.5	9.3	22.8
Vehicles	3.0	0.1	27.4
Maintenance equipment	0.1	-	0.5
Other equipment	0.2	0.3	0.6
Computer equipment	1.1	2.0	1.2
Total capital contribution	\$ <u>13.0</u>	\$ <u>11.7</u>	\$ <u>52.5</u>

Operating expenses

The Authority's operating expenses (excluding depreciation) for fiscal 2016 were \$99.2 million, an increase of \$5.8 million from \$93.4 million for fiscal 2015. As described in more detail below, operating expenses were impacted by a number of areas during fiscal 2016, including, among others, healthcare costs for active employees and retirees, workers' compensation claims and claims for litigated and unlitigated matters.

The following chart breaks down the Authority's salaries and benefits expense for the fiscal year ended March 31:

	2016	2015	2014
Salaries and benefits:			
Wages	\$ 46.9	\$ 46.5	\$ 44.1
Benefits:			
FICA and Medicare	3.6	3.4	3.3
Health, dental and vision	16.6	15.6	14.0
Pension	4.1	1.8	1.5
Workers' compensation	2.9	1.6	1.4
Other	0.8	1.0	0.6
Total benefits	28.0	23.4	20.8
Total salaries and benefits	\$ <u>74.9</u>	\$ <u>69.9</u>	\$ <u>64.9</u>

The Authority's wages for fiscal 2016 increased by \$0.4 million to \$46.9 million, mainly as a result of a cost of living adjustment for employees. For fiscal 2015, wages increased by \$2.4 million to \$46.5 million, mainly as a result of a cost of living adjustment for employees and the August 2014 addition of public transportation operations in Ontario County.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)
Condensed schedule of revenue, expenses, and change in net position (Continued)

The Authority's employee benefits costs increased in fiscal 2016 by \$4.6 million from \$23.4 million in fiscal 2015, mainly as a result of increased pension expense as a result of adopting GASB No. 68, as well as increases in workers' compensation claims and healthcare costs for both active employees and retirees. Employee benefits costs increased in fiscal 2015 by \$2.6 million compared to \$20.8 million in fiscal 2014. This increase was mainly the result of an increase in the actuarially determined liability for other postemployment benefits and the addition of our public transportation operations in Ontario County.

The following chart breaks down the Authority's non-personnel expenses for the fiscal years ended March 31:

	2016	2015	2014
Non-personnel:			
Materials and supplies	\$ 9.2	\$ 11.3	11.9
Services	7.1	6.5	5.2
Utilities	0.8	0.8	0.9
Litigated and unlitigated claims	5.5	3.2	1.7
Miscellaneous	1.8	1.7	1.8
Total non-personnel	\$ 24.4	\$ 23.5	\$ 21.5

The Authority's non-personnel expenses include a variety of categories, such as materials and supplies which includes fuel and lubricants, bus parts and shop supplies; contracted services; utilities; casualty and liability insurance cost; and miscellaneous items. Non-personnel expense for fiscal 2016 increased by \$0.9 million from fiscal 2015, impacted by several factors, including:

- A decrease of \$2.1 million in materials and supplies, mainly as a result of decreased fuel costs,
- An increase of \$0.6 million in services, mainly as a result of operating costs associated with the first full year of Transit Center operations, and
- An increase of \$2.3 million in litigated and unlitigated claims, mainly as a result of litigation related to the purchase of land associated with the Transit Center.

The Authority's fiscal 2015 non-personnel expense of \$23.5 million increased by \$2.0 million from fiscal 2014, mainly as a result of increases associated with litigated and unlitigated claims, the remainder of one-time expenses associated with a re-branding initiative undertaken by the Authority and the August 2014 addition of public transportation operations in Ontario County, partially offset by decreased fuel costs.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE (Continued)

CAPITAL ASSETS

The Authority's capital assets, net of depreciation, are presented in the chart below for the fiscal years ended March 31:

	2016	2015	2014
Capital assets, net:			
Land and improvements	\$ 8.9	\$ 4.8	\$ 4.3
Construction in process	8.4	6.0	45.1
Building and structures	59.4	60.1	16.2
Revenue vehicles	53.0	61.3	70.7
Non-revenue vehicles	0.3	0.3	0.2
Maintenance	3.7	3.2	2.2
Other	10.1	11.9	13.6
Leasehold improvements	1.2	1.3	1.4
Computer equipment	3.3	4.7	2.7
Total capital assets, net	\$ 148.3	\$ 153.7	\$ 156.4

FACTORS IMPACTING THE AUTHORITY'S FUTURE

The Authority as a component of the comprehensive plan develops a multi-year budget projection to alert the Authority's Board of Commissioners, customers, and the community at large of the future challenges and opportunities that may impact the Authority's ability to meet its mission and vision.

The current version of the multi-year budget projection contemplates continued slow economic recovery impacting both revenue and expense projections over the next four years. The multi-year budget projection includes the inherent structural imbalance that public transportation faces with the fiscal challenges of both our federal and state governments along with expense growth required to maintain service levels equal to today.

However, even with these challenges surrounding public transportation funding and the public's need for transportation, the Authority's current fiscal strength in the form of its available reserve funds allows the Authority to close these gaps through the fiscal year ending March 31, 2019. The Authority's Comprehensive Plan provides greater details on the future budgetary projections as well as the overall strategic plan and can be reviewed by contacting the Authority's Financial Management as noted below.

CONTACTING THE AUTHORITY'S FINANCIAL MANAGEMENT

This MD&A and condensed financial information is designed to provide our customers, taxpayers, citizens of our service area, investors and creditors with a general overview of the Authority's finances and demonstrate the Authority's accountability for the funds it receives. If you have any questions about this report, please contact Scott M. Adair, Chief Financial Officer, Rochester-Genesee Regional Transportation Authority, 1372 East Main Street, Rochester, New York 14609 or sadair@myrts.com.

Basic Financial Statements

For the years ended March 31, 2016 and 2015

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ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF NET POSITION
MARCH 31, 2016 AND 2015

	<u>2016</u>	<u>2015</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
CURRENT ASSETS:		
Cash and equivalents	\$ 16,237,488	\$ 12,503,023
Current portion of investments	12,386,960	13,532,509
Receivables:		
Trade, net	7,886,767	4,659,723
Mortgage tax	615,620	708,810
Capital grants	2,807,833	1,723,462
Operating assistance	14,132,896	12,053,862
Interest	83,730	115,543
Materials and supplies inventory, net	537,725	425,288
Prepaid expenses and other current assets	<u>552,605</u>	<u>181,130</u>
Total current assets	<u>55,241,624</u>	<u>45,903,350</u>
NONCURRENT ASSETS:		
Capital assets, net	148,329,422	153,654,559
Investments, net of current portion	13,412,550	15,791,132
Investments in consolidated component unit entities	<u>-</u>	<u>-</u>
Total noncurrent assets	<u>161,741,972</u>	<u>169,445,691</u>
TOTAL ASSETS	<u>216,983,596</u>	<u>215,349,041</u>
DEFERRED OUTFLOWS OF RESOURCES:		
Deferred outflows related to pensions	10,988,196	-
Accumulated decreases in fair value of fixed price fuel swap	<u>485,554</u>	<u>1,225,362</u>
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>11,473,750</u>	<u>1,225,362</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 228,457,346</u>	<u>\$ 216,574,403</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
CURRENT LIABILITIES:		
Accounts payable	\$ 7,402,775	\$ 5,275,575
Accrued wages, vacation, pension and payroll taxes	6,757,458	4,890,035
Current portion of soil remediation liability	765,981	852,958
Current portion of capital lease obligation	-	44,315
Reserve for litigated and unlitigated claims	7,130,285	3,591,151
Workers' compensation reserve	<u>3,400,071</u>	<u>2,700,000</u>
Total current liabilities	<u>25,456,570</u>	<u>17,354,034</u>
LONG-TERM LIABILITIES:		
Net pension liability	12,953,409	-
Other postemployment benefits	45,522,888	39,698,888
Soil remediation liability, net of current portion	671,255	604,349
Fixed price fuel swap liability	<u>485,554</u>	<u>1,225,362</u>
Total long-term liabilities	<u>59,633,106</u>	<u>41,528,599</u>
TOTAL LIABILITIES	<u>85,089,676</u>	<u>58,882,633</u>
DEFERRED INFLOWS OF RESOURCES:		
Unavailable revenue	333,882	311,667
Deferred inflows related to pensions	<u>233,377</u>	<u>-</u>
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>567,259</u>	<u>311,667</u>
NET POSITION:		
Net investment in capital assets	148,329,422	153,610,244
Unrestricted	<u>(5,529,011)</u>	<u>3,769,859</u>
Total net position	<u>142,800,411</u>	<u>157,380,103</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u>\$ 228,457,346</u>	<u>\$ 216,574,403</u>

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

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF REVENUE, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED MARCH 31, 2016 AND 2015

	<u>2016</u>	<u>2015</u>
OPERATING REVENUE:		
Customer fares	\$ 11,555,970	\$ 12,033,161
Special transit fares	16,394,790	16,503,741
Reimbursement and recovery	837,648	991,196
Other	<u>617,142</u>	<u>531,835</u>
Total operating revenue	<u>29,405,550</u>	<u>30,059,933</u>
OPERATING EXPENSES AND DEPRECIATION:		
Operating expenses -		
Salaries and wages	46,866,470	46,467,142
Employee benefits	28,025,148	23,387,563
Materials and supplies	9,221,458	11,339,551
Services	7,081,803	6,521,557
Utilities	794,835	838,340
Litigated and unlitigated claims	5,416,319	3,174,146
Other	<u>1,790,694</u>	<u>1,666,103</u>
Total operating expenses	<u>99,196,727</u>	<u>93,394,402</u>
Depreciation -		
Locally funded	1,758,168	1,603,884
Grant funded	<u>15,603,787</u>	<u>15,053,946</u>
Total depreciation	<u>17,361,955</u>	<u>16,657,830</u>
Total operating expenses and depreciation	<u>116,558,682</u>	<u>110,052,232</u>
LOSS FROM OPERATIONS	<u>(87,153,132)</u>	<u>(79,992,299)</u>
NONOPERATING INCOME (EXPENSE):		
Investment income, net	272,155	646,203
Mortgage recording tax	9,040,093	7,702,424
Subrecipient grant revenue	632,632	83,652
Subrecipient grant expense	(632,632)	(83,652)
Change in soil remediation liability	20,071	9,625
Realized loss on fuel swap, net	(1,602,934)	(349,051)
Gain on disposal of capital assets, net	<u>55,505</u>	<u>57,082</u>
Total nonoperating income (expense)	<u>7,784,890</u>	<u>8,066,283</u>
EXTERNAL OPERATING ASSISTANCE SUBSIDIES:		
Federal	9,563,470	11,643,318
State	38,439,835	36,020,796
Local governments	<u>3,965,495</u>	<u>3,844,585</u>
Total external operating assistance subsidies	<u>51,968,800</u>	<u>51,508,699</u>
CHANGE IN NET POSITION BEFORE CAPITAL CONTRIBUTIONS	<u>(27,399,442)</u>	<u>(20,417,317)</u>
CAPITAL CONTRIBUTIONS:		
Federal	9,434,521	10,428,164
State	<u>3,589,628</u>	<u>1,294,296</u>
Total capital contributions	<u>13,024,149</u>	<u>11,722,460</u>
CHANGE IN NET POSITION	<u>(14,375,293)</u>	<u>(8,694,857)</u>
SPECIAL ITEM - Transfer of Ontario County public transportation operations	<u>-</u>	<u>670,303</u>
NET POSITION - beginning of year, as previously reported	157,380,103	165,404,657
Prior period adjustment	<u>(204,399)</u>	<u>-</u>
NET POSITION - beginning of year, as restated	157,175,704	165,404,657
NET POSITION - end of year	<u>\$ 142,800,411</u>	<u>\$ 157,380,103</u>

The accompanying notes are an integral part of these statements.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED MARCH 31, 2016 AND 2015

	<u>2016</u>	<u>2015</u>
CASH FLOW FROM OPERATING ACTIVITIES:		
Receipts from customers	\$ 24,745,931	\$ 27,495,883
Other operating receipts	1,454,790	1,523,031
Payments to vendors and suppliers for goods and services	(14,274,031)	(13,056,346)
Payments to employees for services	(71,030,004)	(69,368,828)
Payments for insurance and risk management	(1,177,114)	(1,388,827)
Other operating payments	<u>(1,790,694)</u>	<u>(1,666,103)</u>
Net cash flow from operating activities	<u>(62,071,122)</u>	<u>(56,461,190)</u>
CASH FLOW FROM NONCAPITAL AND RELATED FINANCING ACTIVITIES:		
Mortgage tax receipts	9,133,283	7,393,269
Operating assistance receipts	<u>49,889,766</u>	<u>42,457,430</u>
Net cash flow from noncapital and related financing activities	<u>59,023,049</u>	<u>49,850,699</u>
CASH FLOW FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital contributions	11,939,778	15,437,933
Purchases of capital assets	(7,393,596)	(14,399,031)
Payments of capital lease obligations	(44,315)	(44,315)
Payments for soil remediation	-	(1,129)
Proceeds from sales of capital assets	<u>55,505</u>	<u>57,082</u>
Net cash flow from capital and related financing activities	<u>4,557,372</u>	<u>1,050,540</u>
CASH FLOW FROM INVESTING ACTIVITIES:		
Interest earnings	13,994	13,074
Sales or maturities of investments	4,553,914	1,391,761
Receipts (payments) for fixed price fuel swap	<u>(2,342,742)</u>	<u>967,024</u>
Net cash flow from investing activities	<u>2,225,166</u>	<u>2,371,859</u>
CHANGE IN CASH AND EQUIVALENTS	3,734,465	(3,188,092)
CASH AND EQUIVALENTS - beginning of year	<u>12,503,023</u>	<u>15,691,115</u>
CASH AND EQUIVALENTS - end of year	<u>\$ 16,237,488</u>	<u>\$ 12,503,023</u>

(Continued)

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED MARCH 31, 2016 AND 2015
(Continued)

	<u>2016</u>	<u>2015</u>
RECONCILIATION OF CHANGE IN NET ASSETS TO NET CASH FLOW FROM OPERATING ACTIVITIES:		
Loss from operations	\$ (87,153,132)	\$ (79,992,299)
Adjustments to reconcile change in net assets to net cash flow from operating activities:		
Depreciation - locally funded	1,758,168	1,603,884
Depreciation - grant funded	15,603,787	15,053,946
Changes in:		
Trade receivable	(3,227,044)	(1,009,373)
Materials and supplies inventory	(112,437)	4,729
Prepaid expenses and other current assets	(371,475)	(2,814)
Accounts payable	(2,516,023)	(182,815)
Accrued wages, vacation, pension and payroll taxes	1,867,423	485,877
Reserve for litigated and unlitigated claims	3,539,134	2,105,319
Workers' compensation reserve	700,071	(320,000)
Net pension liability	1,994,191	-
Other postemployment benefits	5,824,000	5,824,000
Unavailable revenue	<u>22,215</u>	<u>(31,644)</u>
Net cash flow from operating activities	\$ <u>(62,071,122)</u>	\$ <u>(56,461,190)</u>
NON-CASH INVESTING ACTIVITIES:		
Change in fair value of investments	\$ (326,075)	\$ (151,202)

The accompanying notes are an integral part of these statements.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY

(A Component Unit of the State of New York)

NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2016 AND 2015

1. BASIS OF PRESENTATION

The Organization

The Rochester-Genesee Regional Transportation Authority (the Authority or RGRTA) was created in 1969 by an act of the New York State Legislature to provide for the continuance, further development and improvement of public transportation and other related services within the Genesee-Finger Lakes Region. The Authority is subject to regulation by the Comptroller and Department of Transportation of the State of New York with respect to the maintenance of its accounting records. The Authority is considered a component unit of New York State because of the significance of its operational and financial relationship with New York State. The Authority's 15-member Board of Commissioners is recommended by the respective local governing body, appointed by the governor of New York State, and confirmed by the New York State Senate. Financial support from New York State includes annual appropriations to help meet operating expenditures.

Financial Statements

The financial statements of the Authority include the accounts of RGRTA, and its ten (10) blended component units for which the Authority is financially accountable and operationally responsible. The Authority's 15-member Board of Commissioners is comprised of individuals from each member county and a representative from the Amalgamated Transit Union, Local 282, AFL-CIO (the ATU). The Board of Commissioners oversees public transportation for its member counties: Monroe, Genesee, Livingston, Ontario, Orleans, Seneca, Wayne and Wyoming Counties. The Authority's Board also serves as the board for Genesee Transportation Council Staff, Inc. (GTCS), an entity which serves as the administrative host agency for the Genesee Transportation Council, which is the metropolitan transportation planning organization for the Genesee-Finger Lakes Region; GTCS is reported herein as a blended component unit. The ten component units are legally separate organizations and are collectively referred to as "the Organizations."

Based on the foregoing criteria, RGRTA and the following component units have been audited and are included in the financial statements:

- Regional Transit Service, Inc., d/b/a RTS (RTS)
- Lift Line, Inc., d/b/a RTS Access (Access)
- Batavia Bus Service, Inc., d/b/a RTS Genesee (Genesee)
- Livingston Area Transportation Service, Inc., d/b/a RTS Livingston (Livingston)
- Ontario County Area Transit System, Inc., d/b/a RTS Ontario (Ontario)
- Orleans Transit Service, Inc., d/b/a RTS Orleans (Orleans)
- Seneca Transit Service, Inc., d/b/a RTS Seneca (Seneca)
- Wayne Area Transportation Service, Inc., d/b/a RTS Wayne (Wayne)
- Wyoming Transit Service, Inc., d/b/a RTS Wyoming (Wyoming)
- Genesee Transportation Council Staff, Inc.

Significant inter-entity accounts and transactions have been eliminated in the accompanying financial statements.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting

The Authority's and the Organizations' financial statements have been prepared in conformity with accounting principles generally accepted in the United States as set forth by the Governmental Accounting Standards Board (GASB).

Recently Adopted Accounting Pronouncements

On April 1, 2015, the Authority adopted GASB statement No. 68, *Accounting and Financial Reporting for Pension – an amendment of GASB Statement No. 27* (GASB No. 68). GASB No. 68 replaces the requirements of GASB statement No. 27, *Accounting for Pension by State and Local Government Employers*, as well as the requirements of GASB Statement No. 50, *Pension Disclosures – an amendment of GASB Statements No. 25 and No. 27*. GASB No. 68 establishes standards of accounting and financial reporting for defined benefit pensions provided to the employees of state and local governmental employers through pension plans that are administered through trusts or equivalent arrangements.

The requirements of GASB No. 68 apply to the financial statements of all state and local governmental employees whose employees are provided with pensions through pension plans that are administered through trusts or equivalent arrangements, and to the financial statements of state and local governmental non-employer contributing entities that have a legal obligation to make contributions directly to such pension plans. GASB No. 68 establishes standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources and expenses. For defined benefit pensions, GASB No. 68 identifies the methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. Note disclosure and required supplementary information are also addressed.

As a result of adopting GASB No. 68, the Authority is reporting net pension liabilities, deferred outflows of resources and deferred inflows of resources for each of its qualified plans and is recognizing pension expense in accordance with the provisions of this statement. The impact of adopting GASB No. 68 is the restatement of fiscal 2015 beginning net position (see "Restatement of Net Position" below). For further information regarding the Authority's pension plans, refer to Note 7, "Pension Plans".

On April 1, 2015, the Authority adopted GASB statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date* (GASB No. 71). The objective of GASB No. 71 is to address an issue regarding application of the transition provisions of GASB No. 68. The issue relates to amounts associated with contributions, if any, made by a state or local government employer or non-employer contributing entity to a defined benefit pension plan after the measurement date of the government's beginning net pension liability. The requirements of GASB No. 71 will eliminate the source of a potential significant understatement of restated beginning net position and expense in the first year of implementation of GASB No. 68 in the financial statements of employers and non-employer contributing entities. The provisions of GASB No. 71 were incorporated with the implementation of GASB No. 68. For further information regarding the Authority's pension plans, refer to Note 7, "Pension Plans".

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Recently Adopted Accounting Pronouncements (Continued)

On April 1, 2014, the Authority adopted GASB statement No. 69, *Government Combinations and Disposals of Government Operations* (GASB No. 69). GASB No. 69 requires the use of carrying values to measure the assets and liabilities in a government merger and requires measurements of assets acquired and liabilities assumed generally to be based on their acquisition values. GASB No. 69 also provides guidance for transfers of operations that do not constitute entire legally separate entities and in which no significant consideration is exchanged. GASB No. 69 provides accounting and financial reporting guidance for disposals of government operations that have been transferred or sold, and requires disclosures to be made about government combinations and disposals of government operations to enable financial statement users to evaluate the nature and financial effects of those transactions. The Authority applied the provisions in GASB No. 69 in connection with the transfer of public transportation operations from Ontario County in August 2014, as further described below under "Transfer of Operations".

Recently Issued Accounting Pronouncements

In February 2015, GASB issued GASB statement No. 72, *Fair Value Measurement and Application* (GASB No. 72). The objective of GASB No. 72 is to address accounting and financial reporting issues related to fair value measurements. The definition of *fair value* is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. GASB No. 72 provides guidance for determining a fair value measurement for financial reporting purposes and also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements. The provisions in GASB No. 72 are effective for financial statements for periods beginning after June 15, 2015. The Authority is currently evaluating the impact of this statement.

In June 2015, GASB issued GASB statement No. 73, *Accounting and Financial Reporting for Pensions and Related Assets that are not within the scope of GASB Statement No. 68 and amendments to certain provisions of Statements 67 and 68* (GASB No. 73). The objective of GASB No. 73 is to improve the usefulness of information about pensions included in the general purpose external financial reports of state and local governments for making decisions and assessing accountability. The provisions in GASB No. 73 are effective for financial statements for periods beginning after June 15, 2016. The Authority is currently evaluating the impact of this statement.

In June 2015, GASB issued GASB statement No. 74, *Financial Reporting for Postemployment Benefits other than Pension Plans* (GASB No. 74). The objective of GASB No. 74 is to improve the usefulness of information about postemployment benefits other than pensions (other postemployment benefits or OPEB) included in the general purpose financial reports of state and local governmental OPEB plans for making decisions and assessing accountability. The provisions in GASB No. 74 are effective for financial statements for periods beginning after June 15, 2016. The Authority is currently evaluating the impact of this statement.

In June 2015, GASB issued GASB statement No. 75, *Accounting and Reporting for Postemployment Benefits other than Pension* (GASB No. 75). The objective of GASB No. 75 is to improve accounting and financial reporting by state and local governments for OPEB. It also improves information provided by state and local governmental employers about financial report for OPEB that is provided by other entities. The provisions in GASB No. 75 are effective for financial statements for periods beginning after June 15, 2017. The Authority is currently evaluating the impact of this statement.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Recently Issued Accounting Pronouncements (Continued)

In June 2015, GASB issued GASB statement No. 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments* (GASB No. 76). The objective of GASB No. 76 is to identify, in the context of the current governmental financial reporting environment, the hierarchy of generally accepted accounting principles (GAAP). The GAAP hierarchy consists of the sources of accounting principles used to prepare financial statements of state and local governmental entities in conformity with GAAP and the framework for selecting those principles. GASB No. 76 reduces the GAAP hierarchy to two categories of authoritative GAAP and addresses the use of authoritative and non-authoritative literature in the event that the accounting treatment for a transaction or other event is not specified within a source of authoritative GAAP. The provisions in GASB No. 76 are effective for financial statements for periods beginning after June 15, 2015. The Authority is currently evaluating the impact of this statement.

In August 2015, GASB issued GASB statement No. 77, *Tax Abatement Disclosures* (GASB No. 77). The objective of GASB No. 77 is to assist users of financial statements prepared by state and local governments, among others, citizens and taxpayers, legislative and oversight bodies, and municipal bond analysts, in assessing (1) whether a government's current-year revenues were sufficient to pay for current-year services (known as interperiod equity), (2) whether a government complied with finance-related legal and contractual obligations, (3) where a government's resources come from and how it uses them, and (4) a government's financial position and economic condition and how they have changed over time. Although many governments offer tax abatements and provide information to the public about them, they do not always provide the information necessary to assess how tax abatements affect their financial position and results of operations, including their ability to raise resources in the future. GASB No. 77 defines a tax abatement as resulting from an agreement between a government and an individual or entity in which the government promises to forgo tax revenues and the individual or entity promises to subsequently take a specific action that contributes to economic development or otherwise benefits the government or its citizens. GASB No. 77 requires disclosure of tax abatement information about (1) a reporting government's own tax abatement agreements and (2) those that are entered into by other governments and that reduce the reporting government's tax revenues. The provisions in GASB No. 77 are effective for financial statements for periods beginning after December 15, 2015. The Authority does not expect GASB No. 77 to have an impact on its financial statements upon adoption.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Recently Issued Accounting Pronouncements (Continued)

In December 2015, GASB issued GASB statement No. 78, *Pensions Provided through Certain Multiple-Employer Defined Benefit Pension Plans* (GASB No. 78). The objective of GASB No. 78 is to address a practice issue regarding the scope and applicability of GASB No. 68. This issue is associated with pensions provided through certain multiple-employer defined benefit pension plans and to state or local governmental employers whose employees are provided with such pensions. Prior to the issuance of GASB No. 78, the requirements of GASB No. 68 applied to the financial statements of all state and local governmental employers whose employees are provided with pensions through pension plans that are administered through trusts that meet the criteria in paragraph 4 of GASB No. 68. GASB No. 78 amends the scope and applicability of GASB No. 68 to exclude pensions provided to employees of state or local governmental employers through a cost-sharing multiple-employer defined benefit pension plan that (1) is not a state or local governmental pension plan, (2) is used to provide defined benefit pensions both to employees of state or local governmental employers and to employees of employers that are not state or local governmental employers, and (3) has no predominant state or local governmental employer (either individually or collectively with other state or local governmental employers that provide pensions through the pension plan). GASB No. 78 establishes requirements for recognition and measurement of pension expense, expenditures, and liabilities; note disclosures; and required supplementary information for pensions that have the characteristics described above. The provisions in GASB No. 78 are effective for financial statements for periods beginning after December 15, 2015. The Authority is currently evaluating the impact of this statement.

In December 2015, GASB issued GASB statement No. 79, *Certain External Investment Pools and Pool Participants* (GASB No. 79). GASB No. 79 addresses accounting and financial reporting for certain external investment pools and pool participants. Specifically, it establishes criteria for an external investment pool to qualify for making the election to measure all of its investments at amortized cost for financial reporting purposes. An external investment pool qualifies for that reporting if it meets all of the applicable criteria established in GASB No. 79. The specific criteria address (1) how the external investment pool transacts with participants; (2) requirements for portfolio maturity, quality, diversification, and liquidity; and (3) calculation and requirements of a shadow price. Significant noncompliance prevents the external investment pool from measuring all of its investments at amortized cost for financial reporting purposes. Professional judgment is required to determine if instances of noncompliance with the criteria established by GASB No. 79 during the reporting period, individually or in the aggregate, were significant. The requirements of GASB No. 79 are effective for reporting periods beginning after June 15, 2015, except for certain provisions on portfolio quality, custodial credit risk, and shadow pricing. Those provisions are effective for reporting periods beginning after December 15, 2015. The Authority is currently evaluating the impact of this statement.

In January 2016, GASB issued GASB statement No. 80, *Blending Requirements for Certain Component Units* (GASB No. 80). The objective of GASB No. 80 is to improve financial reporting by clarifying the financial statement presentation requirements for certain component units. GASB No. 80 amends the blending requirements established in paragraph 53 of GASB statement No. 14, *The Financial Reporting Entity, as amended*. GASB No. 80 amends the blending requirements for the financial statement presentation of component units of all state and local governments. The additional criterion requires blending of a component unit incorporated as a not-for-profit corporation in which the primary government is the sole corporate member. The additional criterion does not apply to component units included in the financial reporting entity pursuant to the provisions of GASB statement No. 39, *Determining Whether Certain Organizations Are Component Units*. The requirements of GASB No. 80 are effective for reporting periods beginning after June 15, 2016. The Authority is currently evaluating the impact of this statement.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Recently Issued Accounting Pronouncements (Continued)

In March 2016, GASB issued GASB statement No. 81, *Irrevocable Split-Interest Agreements* (GASB No. 81). The objective of GASB No. 81 is to improve accounting and financial reporting for irrevocable split-interest agreements by providing recognition and measurement guidance for situations in which a government is a beneficiary of the agreement. Split-interest agreements are a type of giving agreement used by donors to provide resources to two or more beneficiaries, including governments. Split-interest agreements can be created through trusts—or other legally enforceable agreements with characteristics that are equivalent to split-interest agreements—in which a donor transfers resources to an intermediary to hold and administer for the benefit of a government and at least one other beneficiary. Examples of these types of agreements include charitable lead trusts, charitable remainder trusts, and life-interests in real estate. GASB No. 81 requires that a government that receives resources pursuant to an irrevocable split-interest agreement recognize assets, liabilities, and deferred inflows of resources at the inception of the agreement. Furthermore, GASB No. 81 requires that a government recognize assets representing its beneficial interests in irrevocable split-interest agreements that are administered by a third party, if the government controls the present service capacity of the beneficial interests. GASB No. 81 also requires that a government recognize revenue when the resources become applicable to the reporting period. The requirements of GASB No. 81 are effective for financial statements for periods beginning after December 15, 2016, and should be applied retroactively. The Authority does not expect GASB No. 81 to have an impact on its financial statements upon adoption.

In March 2016, GASB issued GASB statement No. 82, *Pension Issues* (GASB No. 82). The objective of GASB No. 82 is to address certain issues that have been raised with respect to GASB No. 67, GASB No. 68 and GASB No. 73. Specifically, GASB No. 82 addresses issues regarding (1) the presentation of payroll-related measures in required supplementary information, (2) the selection of assumptions and the treatment of deviations from the guidance in an Actuarial Standard of Practice for financial reporting purposes, and (3) the classification of payments made by employers to satisfy employee (plan member) contribution requirements. The requirements of GASB No. 82 are effective for reporting periods beginning after June 15, 2016, except for the requirements for the selection of assumptions in a circumstance in which an employer's pension liability is measured as of a date other than the employer's most recent fiscal year-end. In that circumstance, the requirements for the selection of assumptions are effective for that employer in the first reporting period in which the measurement date of the pension liability is on or after June 15, 2017. The Authority is currently evaluating the impact of this statement.

Classification of Net Position

GASB requires the classification of net position into three components - net investment in capital assets; restricted and unrestricted. The Authority does not have restricted net position as of March 31, 2016 or 2015. The classifications the Authority has are defined as follows:

- Net investment in capital assets - This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of invested in capital assets, net of related debt. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.
- Unrestricted - This component of net position consists of net position that do not meet the definition of "net investment in capital assets" or "restricted."

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Estimates

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

Reclassifications

Certain reclassifications have been made to the 2015 financial statements to conform with the current year presentation.

Restatement of Beginning Net Position

As a result of adopting GASB No. 68 and GASB No. 71 on April 1, 2015, the Authority's net position as of March 31, 2015 was restated as follows:

Total net position – March 31, 2015, as previously reported	\$ 157,380,103
Recognition of net pension liability	(583,726)
Reclassification of employer contributions to deferred outflow of resources	<u>379,327</u>
Net change in net position	(204,399)
Total net position – March 31, 2015, as restated	<u>\$ 157,175,704</u>

Transfer of Operations

In May 2014, the Ontario County Board of Supervisors approved the required resolutions to join the Authority. Effective August 1, 2014, Ontario County Area Transit System joined the Authority's other legally separate organizations and provides public transportation to the residents of Ontario County. Ontario is supported in the same manner and fashion as all other regional organizations of the Authority.

On August 1, 2014, Ontario County transferred the assets comprising its public transportation operations to the Authority. As a result of the transfer, the Authority recognized the following assets and net position:

	<u>Carrying Values</u>
Transferred Assets (Net)	
Buildings and structures	\$ 38,200
Revenue vehicles	575,111
Other equipment	17,916
Computer equipment	<u>39,076</u>
Total capital assets	<u>\$ 670,303</u>
Net Position of Transferred Operations	
Net investment in capital assets	<u>\$ 670,303</u>

The net position transferred, \$670,303, was recognized as a special item in the Authority's statement of revenue, expenses and changes in net position for the year ended March 31, 2015.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Cash and Equivalents

Cash and equivalents includes cash on hand, money market accounts, and certificates of deposit with an initial term of three months or less not reserved for a board designated purpose.

Trade Receivables

Trade receivables consist primarily of amounts due from customers for services provided and for advertising. Management records an allowance for doubtful accounts based on past collection experience and an analysis of outstanding amounts. When appropriate collection efforts are exhausted, the account is written off. Management has established an allowance for doubtful accounts for the years ended March 31, 2016 and 2015 in the amount of \$646,734 and \$370,967, respectively. For the year ended March 31, 2016, allowances for doubtful accounts have been recorded in the component units for RTS, Genesee, Livingston, Seneca, Wayne and Wyoming of \$637,406, \$1,921, \$1,573, \$2,374, \$2,192 and \$1,268. For the year ended March 31, 2015, allowances for doubtful accounts have been recorded in the component units for RTS, Genesee, Livingston, Seneca, Wayne and Wyoming of \$367,683, \$247, \$432, \$898, \$851 and \$856.

Mortgage Recording Tax

The Authority receives a portion of mortgage recording tax equal to \$.25 for every \$100 of borrowings in the form of new mortgages and the refinancing of existing mortgages from the counties in which the component units conduct operations, not including mortgages of tax-exempt organizations. The amounts earned during the year have been recorded as mortgage recording tax in the accompanying statements of revenue, expenses and changes in net position. Any amounts due but not yet collected have been recorded as mortgage tax receivable in the accompanying statements of net position. Management considers the mortgage tax receivable to be fully collectible; accordingly, no allowance for doubtful accounts has been established.

Operating Assistance and Capital Grants

The Authority and the Organizations receive operating and capital assistance subsidies and grants from the U.S. Department of Transportation under operating and capital assistance grant contracts. The Organizations also receive operating and capital assistance from the New York State Department of Transportation and local counties based on legislated awards. The amounts received or contractually receivable under such grants have been recorded as external operating assistance subsidies in the accompanying statements of revenue, expenses and changes in net position. These amounts are obtained on an annual basis. Management considers operating and capital assistance receivables to be fully collectible; accordingly, no allowance for doubtful accounts has been established. Continued operations depend upon receipt of such subsidies in future years.

Materials and Supplies Inventory

Materials and supplies inventory consists primarily of replacement parts for buses and is recorded at the lower of cost determined on a first in, first out basis or market. An allowance for obsolete inventory is maintained based on historical experience and a review of inventory on hand. Management has recorded an allowance for obsolete inventory, at RTS only, of \$175,315 and \$10,172 for the years ended March 31, 2016 and 2015, respectively.

Capital Assets

Capital assets are recorded at cost if purchased, or fair value, if donated. The Authority and the Organizations capitalize all expenses for capital assets in excess of \$5,000 and which have useful lives greater than one year.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Capital Assets (Continued)

Depreciation is provided on a straight-line basis over the estimated useful lives as follows:

Land improvements	5 - 10 years
Buildings and structures	2 - 40 years
Revenue vehicles	4 - 12 years
Non-revenue vehicles	2 - 5 years
Maintenance equipment	4 - 10 years
Other equipment	2 - 10 years
Computer equipment	3 - 10 years

Leasehold improvements are amortized over the shorter of the remaining lease term or the asset's estimated useful life.

Investments

Investments in government securities are recorded at their fair value based on quoted market prices and valuations provided by external parties. Unrealized gains or losses on such investments result from differences between the cost and fair value of investments on a specified valuation date. Gains and losses in the fair value are reported in the statements of revenue, expenses and changes in net position. Investment income is recognized on the accrual basis; dividends are recorded on the ex-dividend date.

The Authority has classified certain investments as current assets on the accompanying statement of net position as it is reasonably expected that they could be utilized in the next fiscal year.

Inter-Entity Cost Allocations

RGRTA, RTS, Access and, from time to time, Genesee, Livingston, Ontario and Seneca, allocate costs to the Authority and the Organizations based on estimates of time incurred to reflect the portion of salaries and benefits of RGRTA, RTS and Access employees who perform administrative functions for the RGRTA and the Organizations.

Authority Subsidies

Annually, RGRTA subsidizes the operations of the Organizations, except for GTCS, based on each respective Organizations' operating results. In order to determine the annual subsidy, certain operating and non-operating revenues and external operating subsidies are reduced by certain operating and non-operating expenses and locally funded depreciation. If the result is a deficit, that amount will be recorded as operating subsidy at the respective Organization. Operating surpluses are reflected as negative subsidies, or re-allocations back to the Authority.

No cash is ever transferred to or from the Organizations related to these subsidies. Therefore, each year the value of the receivable/payable recorded at year-end is recorded as a write-off of inter-entity accounts on the accompanying statements of revenue, expense and changes in net position.

Revenues

Amounts reported as operating revenue are from providing services in connection with the Authority's and the Organizations' ongoing transportation operations. The principal operating revenues of the Organizations include customer fares, special transit fares, advertising, and various other recoveries and reimbursements. All revenues not meeting this definition are reported as non-operating revenues.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Expenses

Amounts reported as operating expenses are from providing services in connection with the Authority's and Organizations' ongoing transportation operations. The principal operating expenses of the Authority and the Organizations include salaries, employee benefits, material and supplies, outside services, casualty and insurance claims, utilities and depreciation. All expenses not meeting this definition are reported as non-operating expenses.

Capital Contributions

The United States Government and New York State provide funds for a significant portion of the cost of capital purchases made by the Organizations. When these capital assets are recorded, the governments' portion of the funding is reflected in the accompanying statements of revenue, expenses and changes in net position as federal and state capital contributions.

Income Taxes

The Authority and the Organizations are public benefit corporations and are exempt from federal and state income taxes, as well as state and local property and sales taxes.

3. CASH AND INVESTMENTS

Cash and Equivalents

The Authority's cash and equivalents are comprised of the following as of March 31:

	2016		2015	
	<u>Carrying Amount</u>	<u>Bank Balance</u>	<u>Carrying Amount</u>	<u>Bank Balance</u>
Bank demand deposits	\$ 424,995	\$ 1,895,811	\$ 1,085,576	\$ 2,180,797
Money market funds	<u>13,301,803</u>	<u>13,301,803</u>	<u>7,866,612</u>	<u>7,866,612</u>
	<u>\$ 13,726,798</u>	<u>\$ 15,197,614</u>	<u>\$ 8,952,188</u>	<u>\$ 10,047,409</u>

Collateral

As of March 31, 2016 and 2015, the reported amount of the Authority's collateral balance was \$21,718,656 and \$16,455,097, respectively, and the bank balance was \$21,246,165 and \$16,145,595, respectively, which included \$6,048,551 and \$6,098,160, respectively, of money market funds held for investment. As of March 31, 2016 and 2015, the collateral, \$844,539 and \$714,920, was covered by federal depository insurance and \$20,874,117 and \$15,740,177, respectively, was covered by collateral held by pledging bank or a third-party custodian in the Authority's name. The Authority's investments in government securities are secured by a guarantee from the United States Treasury Department.

Inter-Entity Borrowings

Due to the centralized nature of RGRTA and the Organizations' cash management functions, RGRTA and the Organizations periodically advance funds to one another as cash flow needs arise.

3. CASH AND INVESTMENTS (Continued)

Inter-Entity Borrowings (Continued)

At March 31, 2016, the following represents amounts due to (from) RGRTA, RTS and GTCS:

	<u>RGRTA</u>	<u>RTS</u>	<u>GTCS</u>	<u>Total</u>
RGRTA	\$ -	\$ -	\$ 461,896	\$ 461,896
RTS	-	-	(697,241)	(697,241)
GTCS	<u>(461,896)</u>	<u>697,241</u>	<u>-</u>	<u>235,345</u>
Net due to (from)	<u>\$ (461,896)</u>	<u>\$ 697,241</u>	<u>\$ (235,345)</u>	<u>\$ -</u>

At March 31, 2015, the following represents amounts due to (from) RGRTA, RTS and GTCS:

	<u>RGRTA</u>	<u>RTS</u>	<u>GTCS</u>	<u>Total</u>
RGRTA	\$ -	\$ -	\$ 207,687	\$ 207,687
RTS	-	-	(546,078)	(546,078)
GTCS	<u>(207,687)</u>	<u>546,078</u>	<u>-</u>	<u>338,391</u>
Net due to (from)	<u>\$ (207,687)</u>	<u>\$ 546,078</u>	<u>\$ (338,391)</u>	<u>\$ -</u>

During 2016 and 2015, RGRTA and the Organizations wrote-off current year inter-entity receivable (payable) balances that were not expected to be paid as well as prior year inter-entity receivable (payable) balances which are set forth in the statements of revenue, expenses and changes in net position as write-off of inter-entity accounts.

Investments

The Authority's investments are made in compliance with New York Public Authorities Law Sections 2856, 2890, 2925, 122-gg(4) and 1299-II, and Office of the State Comptroller Investment Guidelines for Public Authorities and State Agencies at 2 NYCRR Part 201. In accordance with this law and its own Investment Policy, the following is a list of investments the Authority is permitted to invest in:

- Certificates of Deposit with commercial banks or trust companies doing business in New York State and which are also Members of the Federal Deposit Insurance Corporation.
- Time Deposit, Demand Deposit, and Deposits in "Money Market" accounts of commercial banks or trust companies authorized to do business in New York State and which are also members of the Federal Deposit Insurance Corporation.
- Obligations of New York State or the United States Government or obligations the principal and interest of which are guaranteed by the New York State or the United States Government and which have a liquid market with a readily determinable value equal at all times to the amount of the investment.
- Repurchase Agreements for no more than 90 days involving the purchase and sale of direct obligations of the United States of America. The purchase price shall be the present market value of the securities and not the face value. Securities purchased through a Repurchase Agreement shall be valued to market at least weekly.

3. CASH AND INVESTMENTS (Continued)

Investments (Continued)

As of March 31, 2016, the Authority's investments in government securities consisted of the following:

	<u>Fair Value</u>	<u>Investment Maturities (in Years)</u>		
		<u>Less Than 1</u>	<u>1-5</u>	<u>Greater than 10</u>
New York State Municipal Securities	\$ 2,280,329	\$ -	\$ 2,280,329	\$ -
United States Treasury Notes	14,957,353	6,524,040	8,433,313	-
Government National Mortgage Association	<u>5,020,386</u>	<u>-</u>	<u>-</u>	<u>5,020,386</u>
	<u>\$ 22,258,068</u>	<u>\$ 6,524,040</u>	<u>\$ 10,713,642</u>	<u>\$ 5,020,386</u>

As of March 31, 2015, the Authority's investments in government securities consisted of the following:

	<u>Fair Value</u>	<u>Investment Maturities (in Years)</u>		
		<u>Less Than 1</u>	<u>1-5</u>	<u>Greater than 10</u>
New York State Municipal Securities	\$ 2,322,795	\$ -	\$ 2,322,795	\$ -
United States Treasury Notes	18,132,203	6,456,687	11,675,516	-
Government National Mortgage Association	<u>6,358,075</u>	<u>-</u>	<u>-</u>	<u>6,358,075</u>
	<u>\$ 26,813,073</u>	<u>\$ 6,456,687</u>	<u>\$ 13,998,311</u>	<u>\$ 6,358,075</u>

Accrued interest on investments of \$83,730 and \$115,543 is included in interest receivable on the statement of net position as of March 31, 2016 and 2015, respectively.

Changes in Fair Value

The net decrease in the fair value of investments during 2016 and 2015 was \$4,555,005 and \$1,750,941, respectively. This amount takes into account all changes in fair value (including purchases and sales) that occurred during the year. The unrealized net loss on investments held at March 31, 2016 and 2015 was \$326,075 and \$151,202, respectively.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that in the event of a financial institution failure, the Authority's deposits may not be returned. The Authority's investment policy requires that deposits which exceed the amount insured by the FDIC be collateralized by obligations of the United States, or obligations of Federal Agency's, the principal and interest of which are guaranteed by the United States or obligations of New York State. As of March 31, 2016 and 2015, the Authority's investments in United States Treasury Notes and Government National Mortgage Association bonds were all rated AAA by a nationally recognized rating organization. As of March 31, 2016 and 2015, the Authority's investments in New York State Municipal Securities were all rated AA by a nationally recognized rating organization.

3. CASH AND INVESTMENTS (Continued)

Interest Rate Risk

Interest rate risk is the risk that the fair value of the Authority's investments will decrease as a result of an increase in interest rates. As a means of limiting its exposure to fair value losses arising from rising interest rates, the Investment Policy states that the Authority is to consider protection of principal, then cash flow requirements, and finally yield requirements. The Authority has the ability to liquidate its investments daily for United States Treasury Notes and New York State Municipal Securities and with up to twenty days notice for its mortgage backed asset securities. In addition, the Authority looks to invest in securities that have a history of making prepayments of interest prior to maturity to ensure a consistent stream of cash flows.

Concentration of Credit Risk

The Investment Policy places no limit on the amount the Authority may invest in any one issuer. As of March 31, 2016 and 2015, all of the Authority's money market funds were held with M&T Bank. As of March 31, 2016 and 2015, the Authority's investments were 67.2% and 67.6%, respectively, invested in United States Treasury Notes, 22.6% and 23.7%, respectively, invested in mortgage backed asset securities and 10.2% and 8.7%, respectively, invested in New York State Municipal Securities.

Designations

The Authority's money market funds and government securities amounts are designated by the Board of Commissioners for working capital, self-insurance, capital expenditures, other postemployment benefits and para transit.

The Authority's money market funds and government securities were designated as of March 31, 2016:

	Money Market <u>Funds</u>	Government <u>Securities</u>	<u>Total</u>
Working capital	\$ 15,808,913	\$ 10,874,070	\$ 26,682,983
Self-insurance reserve fund	1,118,108	2,628,039	3,746,147
Para transit reserve fund	890,232	2,229,665	3,119,897
Other postemployment benefits reserve fund	<u>4,040,210</u>	<u>6,526,294</u>	<u>10,566,504</u>
Total	<u>\$ 21,857,463</u>	<u>\$ 22,258,068</u>	<u>\$ 44,115,531</u>

The Authority's money market funds and government securities were designated as of March 31, 2015:

	Money Market <u>Funds</u>	Government <u>Securities</u>	<u>Total</u>
Working capital	\$ 11,454,204	\$ 13,100,101	\$ 24,554,305
Self-insurance reserve fund	541,016	3,169,630	3,710,646
Para transit reserve fund	428,720	2,688,809	3,117,529
Other postemployment benefits reserve fund	<u>5,128,424</u>	<u>7,854,533</u>	<u>12,982,957</u>
Total	<u>\$ 17,552,364</u>	<u>\$ 26,813,073</u>	<u>\$ 44,365,437</u>

4. CAPITAL ASSETS

Capital assets consisted of the following as of March 31, 2016 and 2015:

	April 1, 2015	Additions	Impairments and Retirements	Transfers	March 31, 2016
Capital assets not being depreciated:					
Land	\$ 4,176,369	\$ -	\$ -	\$ 954,199	\$ 5,130,568
Construction-in-process	<u>6,023,710</u>	<u>12,036,819</u>	<u>-</u>	<u>(9,656,779)</u>	<u>8,403,750</u>
Total capital assets not being depreciated	<u>10,200,079</u>	<u>12,036,819</u>	<u>-</u>	<u>(8,702,580)</u>	<u>13,534,318</u>
Capital assets being depreciated:					
Land improvements	3,751,869	-	-	3,219,446	6,971,315
Buildings and structures	80,662,449	-	-	1,961,037	82,623,486
Revenue vehicles	122,454,649	-	(10,482,343)	993,183	112,965,489
Non-revenue vehicles	1,747,296	-	(21,264)	74,991	1,801,023
Maintenance equipment	6,430,761	-	-	1,010,875	7,441,636
Other equipment	26,082,733	-	-	1,109,700	27,192,433
Computer equipment	11,219,589	-	-	333,348	11,552,937
Leasehold improvements	<u>2,140,333</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,140,333</u>
Total capital assets being depreciated	<u>254,489,679</u>	<u>-</u>	<u>(10,503,607)</u>	<u>8,702,580</u>	<u>252,688,652</u>
Accumulated depreciation of capital assets:					
Land improvements	(3,159,887)	(72,133)	-	-	(3,232,020)
Buildings and structures	(20,567,450)	(2,674,531)	-	-	(23,241,981)
Revenue vehicles	(61,175,565)	(9,235,763)	10,482,343	-	(59,928,985)
Non-revenue vehicles	(1,467,649)	(83,790)	21,264	-	(1,530,175)
Maintenance equipment	(3,258,301)	(471,221)	-	-	(3,729,522)
Other equipment	(14,091,916)	(2,964,609)	-	-	(17,056,525)
Computer equipment	(6,478,388)	(1,793,730)	-	-	(8,272,118)
Leasehold improvements	<u>(836,043)</u>	<u>(66,179)</u>	<u>-</u>	<u>-</u>	<u>(902,222)</u>
Total accumulated depreciation	<u>(111,035,199)</u>	<u>(17,361,956)</u>	<u>10,503,607</u>	<u>-</u>	<u>(117,893,548)</u>
Total capital assets being depreciated, net	<u>143,454,480</u>	<u>(17,361,956)</u>	<u>-</u>	<u>8,702,580</u>	<u>134,795,104</u>
Total capital assets	<u>\$ 153,654,559</u>	<u>\$ (5,325,137)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 148,329,422</u>

4. CAPITAL ASSETS (continued)

Capital assets consisted of the following as of March 31, 2015 and 2014:

	April 1, 2014	Additions *	Impairments and Retirements	Transfers	March 31, 2015
Capital assets not being depreciated:					
Land	\$ 4,176,369	\$ -	\$ -	\$ -	\$ 4,176,369
Construction-in-process	<u>45,086,213</u>	<u>13,217,936</u>	<u>(7,560)</u>	<u>(52,272,879)</u>	<u>6,023,710</u>
Total capital assets not being depreciated	<u>49,262,582</u>	<u>13,217,936</u>	<u>(7,560)</u>	<u>(52,272,879)</u>	<u>10,200,079</u>
Capital assets being depreciated:					
Land improvements	3,235,853	-	-	516,016	3,751,869
Buildings and structures	35,089,491	51,654	-	45,521,304	80,662,449
Revenue vehicles	128,629,953	2,532,953	(8,726,893)	18,636	122,454,649
Non-revenue vehicles	1,566,802	-	(22,374)	202,868	1,747,296
Maintenance equipment	4,962,862	12,663	-	1,455,236	6,430,761
Other equipment	25,000,925	43,832	-	1,037,976	26,082,733
Computer equipment	7,510,721	195,380	(7,355)	3,520,843	11,219,589
Leasehold improvements	<u>2,274,978</u>	<u>-</u>	<u>(134,645)</u>	<u>-</u>	<u>2,140,333</u>
Total capital assets being depreciated	<u>208,271,585</u>	<u>2,836,482</u>	<u>(8,891,267)</u>	<u>52,272,879</u>	<u>254,489,679</u>
Accumulated depreciation of capital assets:					
Land improvements	(3,130,303)	(29,584)	-	-	(3,159,887)
Buildings and structures	(18,887,408)	(1,680,042)	-	-	(20,567,450)
Revenue vehicles	(57,927,255)	(11,975,203)	8,726,893	-	(61,175,565)
Non-revenue vehicles	(1,383,229)	(106,794)	22,374	-	(1,467,649)
Maintenance equipment	(2,826,926)	(431,375)	-	-	(3,258,301)
Other equipment	(11,369,338)	(2,722,578)	-	-	(14,091,916)
Computer equipment	(4,699,225)	(1,786,518)	7,355	-	(6,478,388)
Leasehold improvements	<u>(905,405)</u>	<u>(65,283)</u>	<u>134,645</u>	<u>-</u>	<u>(836,043)</u>
Total accumulated depreciation	<u>(101,129,089)</u>	<u>(18,797,377)</u>	<u>8,891,267</u>	<u>-</u>	<u>(111,035,199)</u>
Total capital assets being depreciated, net	<u>107,142,496</u>	<u>(15,960,895)</u>	<u>-</u>	<u>52,272,879</u>	<u>143,454,480</u>
Total capital assets	<u>\$ 156,405,078</u>	<u>\$ (2,742,959)</u>	<u>\$ (7,560)</u>	<u>\$ -</u>	<u>\$ 153,654,559</u>

* See Note 2, Summary of Significant Accounting Policies - Transfer of Operations, for further discussion regarding the impact to Additions as a result of the August 2014 transfer of public transportation operations in Ontario County to the Authority.

5. INTER-ENTITY COST ALLOCATION

During 2016, RGRTA, RTS, Access, Genesee, Livingston and Ontario allocated certain administrative personnel costs to the Authority's component units. The amounts are reported as other operating revenue and as inter-entity cost allocations of the Authority's component units. These amounts are eliminated for presentation of the statement of revenues, expenses and changes in net position.

	<u>RGRTA</u>	<u>RTS</u>	<u>Access</u>	<u>Genesee</u>	<u>Livingston</u>	<u>Ontario</u>	<u>Total</u>
RGRTA	\$ -	\$ 712,875	\$ -	\$ -	\$ -	\$ -	\$ 712,875
RTS	1,019,243	-	-	-	-	-	1,019,243
Lift Line	83,851	490,213	-	-	-	-	574,064
BBS	56,338	160,477	-	-	-	-	216,815
LATS	65,442	154,964	-	-	-	-	220,406
CATS	33,579	160,859	-	-	-	-	194,438
OTS	42,683	155,778	-	28,846	-	-	227,307
STS	33,579	155,778	6,607	-	-	33,659	229,623
WATS	33,579	155,778	-	-	-	-	189,357
WYTS	60,890	155,778	-	-	31,875	-	248,543
GTC	-	24,236	-	-	-	-	24,236
Total	<u>\$ 1,429,184</u>	<u>\$ 2,326,736</u>	<u>\$ 6,607</u>	<u>\$ 28,846</u>	<u>\$ 31,875</u>	<u>\$ 33,659</u>	<u>\$ 3,856,907</u>

For 2015, RGRTA, RTS, Access, Genesee, Livingston, Ontario and Seneca allocated certain administrative personnel costs to the Authority's component units. The amounts are reported as other operating revenue and as inter-entity cost allocations of the Authority's component units. These amounts are eliminated for presentation of the statement of revenues, expenses and changes in net position.

	<u>RGRTA</u>	<u>RTS</u>	<u>Access</u>	<u>Genesee</u>	<u>Livingston</u>	<u>Ontario</u>	<u>Seneca</u>	<u>Total</u>
RGRTA	\$ -	\$ 661,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 661,030
RTS	695,567	-	-	-	-	-	-	695,567
Lift Line	64,033	443,398	-	-	-	-	-	507,431
BBS	36,244	166,356	19,514	-	-	-	-	222,114
LATS	38,633	156,456	5,803	-	-	-	-	200,892
CATS	-	-	33,353	-	-	-	24,265	57,618
OTS	36,244	157,147	12,331	45,460	-	-	-	251,182
STS	15,495	160,050	7,275	-	-	2,688	-	185,508
WATS	15,495	160,050	-	-	-	-	-	175,545
WYTS	34,518	157,147	-	-	16,102	-	-	207,767
GTC	-	21,134	-	-	-	-	-	21,134
Total	<u>\$ 936,229</u>	<u>\$ 2,082,768</u>	<u>\$ 78,276</u>	<u>\$ 45,460</u>	<u>\$ 16,102</u>	<u>\$ 2,688</u>	<u>\$ 24,265</u>	<u>\$ 3,185,788</u>

6. CAPITAL LEASE OBLIGATION

During 2013, the Authority entered into a four year capital lease for computer storage area network equipment. The capital lease was non-interest bearing with annual lease payments of \$44,315 for a total cost of \$177,261.

The capital lease was paid in full during 2016. As of March 31, 2016 and 2015, the lease outstanding totaled \$0 and \$44,315, respectively. Accumulated amortization of assets under this capital lease was \$177,261 and \$132,945 as of March 31, 2016 and March 31, 2015, respectively.

7. PENSION PLANS

New York State and Local Employees' Retirement System

All of the employees of the RGRTA and GTCS participate in the New York State and Local Employees' Retirement System (the System or NYSLERS). The System is a cost-sharing multiple-employer retirement system. Obligations of employers and employees to contribute and benefits to employees are governed by the New York State Retirement and Social Security Law (NYSRSSL). As set forth in the NYSRSSL, the Comptroller of the State of New York (Comptroller) serves as sole trustee and administrative head of the System. The Comptroller shall adopt and may amend rules and regulations for the administration and transactions of the business of the System and for the custody and control of its funds. The System issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained by writing to the New York State and Local Employees' Retirement System, Governor Alfred E. Smith Office Building, Albany, New York, 12244.

The total payroll for the Authority's employees covered by the System for the years ended March 31, 2016 and 2015 was \$1,501,684 and \$1,330,673, respectively. The GTCS payroll for employees covered by the System for the years ended March 31, 2016 and 2015 was \$459,867 and \$472,328, respectively.

Membership, benefits, and employer and employee obligations to contribute are described in the NYSRSSL using the tier concept. Pension legislation established tier membership by the date a member last joined the Retirement Systems and are as follows:

- Tier 1 - Those persons who last became members before July 1, 1973.
- Tier 2 - Those persons who last became members on or after July 1, 1973, but before July 27, 1976.
- Tier 3 - Generally those persons who are State correction officers who last became members on or after July 27, 1976, and all others who last became members on or after July 27, 1976, but before September 1, 1983.
- Tier 4 - Generally, except for corrections officers, those persons who last became members on or after September 1, 1983, but before January 1, 2010.
- Tier 5 - Those persons who last became members on or after January 1, 2010, but before April 1, 2012.
- Tier 6 - Those persons who last became members on or after April 1, 2012.

7. PENSION PLANS (Continued)

New York State and Local Employees' Retirement System (Continued)

Tier 3 and Tier 4 members are required to contribute 3% of their wages to the plan for 10 years. Tier 5 members are required to contribute 3% of their salary for the length of their employment. Beginning April 1, 2013, the contribution rate for the Tier 6 members will vary based on each member's annual compensation varying between 3% and 6%. The plan cannot be diminished or impaired. Benefits can be reduced for future membership only by an act of the New York Legislature. Under the authority of the NYSRSSL, the Comptroller shall certify annually the rates expressed as a percentage of payroll of members, which shall be used in computing the contributions required to be made by employers to the pension accumulation fund. The Authority and GTCS contributions for fiscal years 2016, 2015 and 2014 were equal to the required contributions for the year and were as follows:

	<u>2016</u>	<u>2015</u>	<u>2014</u>
RGRTA	\$ 231,749	\$ 284,994	\$ 77,403
GTCS	<u>84,859</u>	<u>94,334</u>	<u>109,683</u>
	<u>\$ 316,608</u>	<u>\$ 379,328</u>	<u>\$ 187,086</u>

Effective May 14, 2003, the System's billings require a minimum employer contribution of 4.5% annually of the fund value at April 1 of the previous fiscal year.

Single Employer Pension Plans

The Authority is the sponsor of four single employer defined benefit pension plans, specifically:

- Retirement Plan for Union Employees of Regional Transit Service, Inc. (RTS Union Plan),
- Retirement Plan for General Administrative and Supervisory (Non-Union) Employees of Regional Transit Service, Inc. (RTS Non-Union Plan),
- Retirement Plan for Union Employees of Lift Line, Inc. (Lift Line Union Plan), and
- Retirement Plan for Non-Union Employees of Lift Line, Inc. and Rural Properties (Lift Line and Regional Entities Non-Union Plan).

These plans provide retirement benefits for approximately 1,165 active and inactive plan participants as of March 31, 2016.

Each plan provides retirement, disability and death benefits to plan members and beneficiaries. The Board of Commissioners and the Union, if applicable, have the authority to establish and amend the contribution requirements and benefit provisions of each retirement plan.

In addition to providing pension benefits, the RTS Non-Union Plan provides certain postretirement health care and life insurance benefits. In accordance with the RTS Non-Union Plan document, the RTS Non-Union Plan is not required to contribute a portion of the cost if the plan is not funded greater than 120%. During 2016 and 2015, the RTS Non-Union Plan was not funded greater than 120%; therefore, the Plan did not fund this expense.

Participants of the RTS and Lift Line Union Plans are represented by the ATU, and are eligible for coverage on their dates of hire for full-time employment. The Authority is contractually obligated to make contributions on behalf of both the RTS and Lift Line Union Plans. In certain years, the contractual obligation could exceed the actuarially calculated annual required contribution.

7. PENSION PLANS (Continued)

Summary of Benefits Provided, Contributions and Funding Policy

The methods and assumptions used to calculate the actuarially determined and contractually required contributions, as well as the total pension liabilities as of each plan's actuarial valuation dates and then applied to all periods included in the measurement date, are as follows:

	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Lift Line and Regional Entities Non-Union Plan	NYSLERS
Plan type	Single Employer Defined Benefit Plan	Single Employer Defined Benefit Plan	Single Employer Defined Benefit Plan	Single Employer Defined Benefit Plan	Cost Sharing, Multi-Employer Defined Benefit Plan
Plan valuation date:	11/1/2015	4/1/2015	4/1/2015	5/1/2015	4/1/2014
Plan measurement date:	3/31/2016	3/31/2016	3/31/2016	3/31/2016	3/31/2015
Contribution rates:					
Employer	1.5%(a)	(b)	3.0%	(b)	See above
Plan members	1.5%(a)	(h)	3.0%	3.0%	See above
Normal retirement age	65	62	65	65	See above
Benefits provided	Monthly benefit equal to 1.65% of the average of the five highest years' W-2 earnings (subject to a minimum of \$300 per month and a maximum of \$53 per month) multiplied by years of credited service. (d)	Monthly benefit calculated based on average compensation, as defined by plan, for three highest consecutive years multiplied by years of credited service times 1.75%. (e)	Monthly benefit calculated based on the employee's yearly compensation multiplied by years of credited service times 1.3%. (g)	Monthly benefit calculated based on the employee's yearly compensation multiplied by years of credited service times 1.45%.	See above
Actuarial cost method	Projected Unit Credit	Projected Unit Credit	Unprojected Unit Credit	Unprojected Unit Credit	Aggregate Cost Method
Amortization method (c)	Level Dollar Method	Level Dollar Method	Level Dollar Method	Level Dollar Method	All unfunded actuarial liabilities are evenly (as a percentage of projected pay) amortized over the remaining worker lifetimes of the valuation cohort.
Amortization period	Closed - 10 years	Closed - 10 years	Closed - 10 years	Closed - 10 years	Closed - 5 years
Asset valuation method	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed rate of return.
Actuarial assumptions:					
Inflation	3.00%	3.00%	3.25%	3.25%	2.70%
Projected salary increases	5.0% per year, including inflation	4.0% per year, including inflation	5.0% per year, including inflation	5.0% per year, including inflation	4.9% per year, including inflation
Investment rate of return	7.5%, net of pension plan investment expense (expenses not paid from plan assets), including inflation	7.1%, net of pension plan investment expense, including inflation	7.25%, net of pension plan investment expense (expenses not paid from plan assets), including inflation	7.1%, net of pension plan investment expense, including inflation	7.5%, net of pension plan investment expense, including inflation
Mortality	Mortality rates were based on the RP-2000 Combined Healthy Mortality Tables, for Males or Females. RP-2000 Disabled was applied for disabled lives. Mortality rates are adjusted for future mortality improvement by applying Scale AA on a generational basis.	Mortality rates were based on the RP-2000 Combined Healthy Mortality Tables, for Males or Females. RP-2000 Disabled was applied for disabled lives. Mortality rates are adjusted for future mortality improvement by applying Scale AA on a generational basis.	Mortality rates were based on the RP-2000 Combined Healthy Mortality Tables, for Males or Females. RP-2000 Disabled was applied for disabled lives. Mortality rates are adjusted for future mortality improvement by applying Scale AA on a generational basis.	Mortality rates were based on the RP-2000 Combined Healthy Mortality Tables, for Males or Females. RP-2000 Disabled was applied for disabled lives. Mortality rates are adjusted for future mortality improvement by applying Scale AA on a generational basis.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.
Number of members (Active and Inactive)	770	231	67	97	18

(a) If additional contributions are required to fund the benefits of the plan, plan members are required to contribute up to 0.5% of their salaries to fund the additional contribution. If further additional contributions are required, they are split equally between plan members and RTS.

(b) RTS' policy is generally to contribute annually an amount equal to the net employer normal cost (ARC).

(c) The amortization method used for all plans incorporates equal payments of principal and interest.

(d) Effective for the RTS Union Plan, after January 1, 2014, the monthly benefit maximum will increase to \$55 per month multiplied by the years of credited service.

(e) The percentage used is increased, as defined in the plan, for employees with more than 20 years of credited service with the employer.

(f) The annual required contribution for the RTS Union and Lift Line Union Plans has been adjusted to be based on the same measure of payroll and contractual obligations as the contributions recognized as additions in the statements of revenue, expenses and changes in net position.

(g) Effective for the Lift Line Union Plan, for participants that retire after February 3, 2011 the pension benefit multiplier increased from 1.075% to 1.3% retroactive for compensation earned during each year subsequent to April 1, 1992.

(h) Effective for the RTS Non-Union Plan after March 31, 2015, all new hires will be required to contribute 3% of their annual wages.

7. PENSION PLANS (Continued)

Expected Rate of Return on Investments

The long-term expected rate of return on the Authority's pension plan investments was determined using a building-block method in which best-estimates of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. This is then modified through a Monte-Carlo simulation process, by which a downward risk adjustment is applied to the baseline expected return.

The long-term expected rate of return on pension plan investments for each of the Authority's pension plans and the NYSLERS plans, along with the target asset allocation of each of the funds and the weighted-average real and total expected rates of return (except for NYSLERS, for which only the weighted average real rates were provided) are summarized in the following tables:

RTS Union Plan			RTS Non-Union Plan		
<u>Asset Class</u>	Target Allocation in %	Long-Term Expected Real Rate of Return in %	<u>Asset Class</u>	Target Allocation in %	Long-Term Expected Real Rate of Return in %
Equity Class	67.00	5.75	Equity Class	42.00	5.79
Fixed Income	30.00	2.41	Fixed Income	55.00	2.71
Alternatives	1.00	7.91	Alternatives	1.00	7.91
Cash Equivalents	2.00	0.80	Cash Equivalents	2.00	0.80
	<u>100.00</u>	<u>4.67</u>		<u>100.00</u>	<u>4.02</u>
Plus inflation		<u>3.25</u>	Plus inflation		<u>3.25</u>
Total return without adjustment		7.92	Total return without adjustment		7.27
Risk adjustment		<u>(0.42)</u>	Risk adjustment		<u>(0.17)</u>
Total expected return		<u>7.50</u>	Total expected return		<u>7.10</u>

Lift Line Union Plan			Lift Line and Regional Entities Non-Union Plan		
<u>Asset Class</u>	Target Allocation in %	Long-Term Expected Real Rate of Return in %	<u>Asset Class</u>	Target Allocation in %	Long-Term Expected Real Rate of Return in %
Equity Class	54.00	5.75	Equity Class	54.00	5.75
Fixed Income	44.00	2.41	Fixed Income	43.00	2.41
Alternatives	1.00	7.91	Alternatives	2.00	7.91
Cash Equivalents	1.00	0.80	Cash Equivalents	1.00	0.80
	<u>100.00</u>	<u>4.25</u>		<u>100.00</u>	<u>4.24</u>
Plus inflation		<u>3.25</u>	Plus inflation		<u>3.25</u>
Total return without adjustment		7.50	Total return without adjustment		7.49
Risk adjustment		<u>(0.25)</u>	Risk adjustment		<u>(0.39)</u>
Total expected return		<u>7.25</u>	Total expected return		<u>7.10</u>

NYSLERS		
<u>Asset Class</u>	Target Allocation in %	Long-Term Expected Real Rate of Return in %
Equity Class	61.00	5.75
Fixed Income	20.00	4.00
Alternatives	17.00	7.91
Cash Equivalents	2.00	0.80
	<u>100.00</u>	<u>4.67</u>

PENSION PLANS (Continued)

Net Pension Liability

The Authority's net pension liabilities for each of the pension plans reported at March 31, 2016 were measured as of the Authority's fiscal year end. The total pension liabilities used to calculate those net pension liabilities were determined by actuarial valuations as of each pension plan's valuation date, and rolled forward to the Authority's fiscal year end.

Changes in the Net Pension Liability and Related Ratios

Changes in the Authority's pension plans for the year ended March 31, 2016, based upon the measurement dates noted above, are as follows:

	RTS Union Plan	RTS Non- Union Plan	Lift Line Union Plan	Lift Line and Regional Entities Non- Union Plan
Total pension liability				
Service cost	\$ 1,021,882	\$ 672,017	\$ 156,418	\$ 168,168
Interest	3,125,565	1,479,921	229,720	154,530
Changes of benefit terms	-	-	-	-
Differences between expected and actual experience	2,142,245	(250,146)	80,976	104,432
Changes of assumptions	3,402,091	-	254,216	-
Benefit payments, including refunds of member contributions	(3,577,926)	(1,113,261)	(99,190)	(218,848)
Net change in total pension liability	6,113,857	788,531	622,140	208,282
Total pension liability - beginning	\$ 49,994,000	\$ 20,978,000	\$ 2,725,665	\$ 2,156,274
Total pension liability - ending (a)	<u>\$ 56,107,857</u>	<u>\$ 21,766,531</u>	<u>\$ 3,347,805</u>	<u>\$ 2,364,556</u>
Plan fiduciary net position				
Contributions - employer	\$ 556,703	\$ -	\$ 72,316	\$ 128,410
Contributions - member	892,360	-	72,754	68,046
Net investment income	(1,071,060)	(210,267)	(67,563)	105,631
Benefit payments, including refunds of member contributions	(3,577,926)	(1,113,261)	(99,190)	(218,848)
Administrative expense	(7,720)	(187,263)	-	(68,819)
Other	-	-	-	-
Net change in plan fiduciary net position	\$ (3,207,643)	\$ (1,510,791)	\$ (21,683)	\$ 14,420
Plan fiduciary net position - beginning	51,418,249	19,401,909	3,073,125	1,728,830
Plan fiduciary net position - ending (b)	<u>\$ 48,210,606</u>	<u>\$ 17,891,118</u>	<u>\$ 3,051,442</u>	<u>\$ 1,743,250</u>
Net pension (asset) liability - beginning	\$ (1,424,249)	\$ 1,576,091	\$ (347,460)	\$ 427,444
Net pension liability - ending (a)-(b)	<u>\$ 7,897,251</u>	<u>\$ 3,875,413</u>	<u>\$ 296,363</u>	<u>\$ 621,306</u>
Plan fiduciary net position as a percentage of the total pension liability	85.9%	82.2%	91.1%	73.7%
Covered-employee payroll	\$ 22,786,022	\$ 6,158,963	\$ 2,296,011	\$ 2,080,240
Net pension liability as a percentage of covered employee payroll	<u>34.7%</u>	<u>62.9%</u>	<u>12.9%</u>	<u>29.9%</u>

RGRTA and GTCS Proportion of Net Pension Liability - NYSLERS

The following table presents the RGRTA's and GTCS' proportionate share of the net pension liability of NYSLERS based on the April 1, 2014 valuation, rolled forward to March 31, 2016, and the proportion percentage of the aggregate net pension liability of that plan aggregated to the Authority and GTCS:

	RGRTA	GTCS
Proportion of the net pension liability	\$ 169,239	\$ 93,837
Proportionate share of the net pension liability	0.0050097%	0.0027777%

7. PENSION PLANS (Continued)

Discount Rate

The discount rate used to measure the total pension liability of each pension plan is presented in the following table:

Plan	Discount Rate (%)
RTS Union	7.25
RTS Non-Union	7.10
Lift Line Union	7.25
Lift Line and Regional Entities Non-Union	7.10

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the Authority, calculated using the discount rates for each plan, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

RTS Union Plan

	1% Decrease	Current Discount Rate	1% Increase
Discount rate	6.25%	7.25%	8.25%
Net pension liability	\$ 12,769,467	\$ 7,897,251	\$ 3,659,859

RTS Non-Union Plan

	1% Decrease	Current Discount Rate	1% Increase
Discount rate	6.10%	7.10%	8.10%
Net pension liability	\$ 6,320,331	\$ 3,875,413	\$ 1,797,883

Lift Line Union Plan

	1% Decrease	Current Discount Rate	1% Increase
Discount rate	6.25%	7.25%	8.25%
Net pension (asset) liability	\$ 712,956	\$ 296,363	\$ (61,845)

Lift Line and Regional Entities Non-Union Plan

	1% Decrease	Current Discount Rate	1% Increase
Discount rate	6.10%	7.10%	8.10%
Net pension liability	\$ 911,260	\$ 621,306	\$ 375,168

The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that Authority contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Therefore, the long-term expected rates of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

7. PENSION PLANS (Continued)

Sensitivity of RGRTA and GTCS Proportionate Share of the Net Pension Liability to Changes in the Discount Rate - NYSLERS

The following presents RGRTA's and GTCS' share of the net pension liability for NYSLERS using the current discount rate, as well as the proportionate share of the net pension liability if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

RGRTA

	Current Discount		
	1% Decrease	Rate	1% Increase
Discount rate	6.50%	7.50%	8.50%
Net pension (asset) liability	\$ 1,128,049	\$ 169,239	\$ (640,235)

GTCS

	Current Discount		
	1% Decrease	Rate	1% Increase
Discount rate	6.50%	7.50%	8.50%
Net pension (asset) liability	\$ 625,465	\$ 93,837	\$ (354,989)

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

For the year ended March 31, 2016, the Authority recognized pension expense related to each pension plan as follows:

Pension Plan	2016
RTS Union	\$ 1,180,152
RTS Non-Union	1,265,660
Lift Line Union	167,597
Lift Line Non-Union	217,074
RGRTA - NYSLERS	161,138
GTCS - NYSLERS	76,608
	<u>\$ 3,068,229</u>

7. PENSION PLANS (Continued)

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

As of March 31, 2016, the Authority reported deferred outflow and deferred inflow of resources for each pension plan as follows:

	RTS Union Plan		RTS Non-Union Plan		Lift Line Union Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,785,204	\$ -	\$ -	\$ (200,117)	\$ 71,979	\$ -
Net difference between projected and actual earnings on plan investments	4,077,771	-	1,233,779	-	250,593	-
Changes in actuarial assumptions	2,835,076	-	-	-	225,970	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-
Employer contributions to the plan subsequent to the measurement date of the net pension liability	-	-	-	-	-	-
Total	<u>\$ 8,698,051</u>	<u>\$ -</u>	<u>\$ 1,233,779</u>	<u>\$ (200,117)</u>	<u>\$ 548,542</u>	<u>\$ -</u>
Lift Line and Regional Entities						
	Non-Union Plan		RGRTA - NYSLERS		GTC - NYSLERS	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 89,513	\$ -	\$ 5,418	\$ -	\$ 3,004	\$ -
Net difference between projected and actual earnings on plan investments	15,685	-	29,395	-	16,298	-
Changes in actuarial assumptions	-	-	-	-	-	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	31,903	-	-	(33,260)
Employer contributions to the plan subsequent to the measurement date of the net pension liability	-	-	231,749	-	84,859	-
Total	<u>\$ 105,198</u>	<u>\$ -</u>	<u>\$ 298,465</u>	<u>\$ -</u>	<u>\$ 104,161</u>	<u>\$ (33,260)</u>

The annual differences between the projected and actual earnings on investments are amortized over a five year closed period beginning the year in which the difference occurs.

7. PENSION PLANS (Continued)

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

The annual differences between the projected and actual earnings on investments are amortized over a five year closed period beginning the year in which the difference occurs.

Amounts reported as net deferred outflows (inflows) of resources related to pensions will be recognized in future pension expense as follows:

Year Ending March 31	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Lift Line and Regional Entities Non- Union Plan	RGRTA - NYSLERS	GTC - NYSLERS	Total
2017	\$ 1,943,499	\$ 258,416	\$ 99,891	\$ 18,840	\$ 16,679	\$ (3,490)	\$ 2,333,835
2018	1,943,499	258,416	99,891	18,840	16,679	(3,490)	2,333,835
2019	1,943,499	258,416	99,891	18,840	16,679	(3,490)	2,333,835
2020	1,943,498	258,414	99,892	18,841	-	-	2,320,645
2021	924,056	-	37,243	14,919	-	-	976,218
Thereafter	-	-	111,734	14,918	-	-	126,652
	<u>\$ 8,698,051</u>	<u>\$ 1,033,662</u>	<u>\$ 548,542</u>	<u>\$ 105,198</u>	<u>\$ 50,037</u>	<u>\$ (10,470)</u>	<u>\$ 10,425,020</u>

Summary of Net Pension Liabilities, Deferred Outflows and Deferred Inflows

The components of the net pension liabilities, deferred outflows of resources and deferred inflows of resources are as follows as of March 31, 2016:

Plan	Net Pension Liability	Deferred Outflows of Resources	Deferred Inflows of Resources
RTS Union	\$ 7,897,251	\$ 8,698,051	\$ -
RTS Non-Union	3,875,413	1,233,779	200,117
Lift Line Union	296,363	548,542	-
Lift Line and Regional Entities Non-Union Plan	621,306	105,198	-
RGRTA - NYSLERS	169,239	298,465	-
GTC - NYSLERS	<u>93,837</u>	<u>104,161</u>	<u>33,260</u>
Total	<u>\$ 12,953,409</u>	<u>\$ 10,988,196</u>	<u>\$ 233,377</u>

8. OTHER POSTEMPLOYMENT BENEFITS

Plan Description

The Authority provides certain postemployment insurance benefits to retired RTS union employees and non-union employees of RTS and RGRTA. These benefits are provided based upon collective bargaining agreements as well as established practices which together constitute a substantive plan (the Plan). The Authority combines the two plans and administers as a single employer defined benefit other postemployment benefit (OPEB) Plan.

Employees are eligible to participate if they meet the criteria for normal retirement (age 65 and minimum 10 years of service for union, and age 62 and minimum 10 years of service for non-union), disability retirement (15 years of service for union and non-union) or early retirement (age 55 and minimum 25 years of service for union, age 55 and minimum 15 years of service for non-union). The plan has 580 active participants as of March 31, 2016. The Plan does not issue a stand-alone financial report since there are no assets legally segregated for the sole purpose of paying benefits under the Plan.

Funding Policy

Currently, the Plan is funded by the Authority on a pay-as-you-go basis. As of the date of these financial statements, New York State has not yet adopted legislation that would enable government entities to establish a GASB qualifying trust for the purpose of funding OPEB benefits. Pending such legislation, the Authority established an OPEB reserve fund in 2007.

Annual OPEB Cost and Net OPEB Obligation

In fiscal 2015, the Authority retained an independent actuarial firm to perform a calculation of the expected value of the Plan's OPEB obligation. This valuation report provides the Authority's obligations for fiscal 2015 in accordance with GASB Statement No. 45, *"Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions."* The valuation was performed using census data as of November 1, 2014 and plan provisions as of April 1, 2014. The valuation was performed as of April 1, 2014. While there is not a requirement to fund the obligation, the Board of Commissioners has designated funds to provide funding for a dedicated OPEB trust account when permitted to do so by state legislation.

The Authority's annual OPEB expense is calculated based on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with generally accepted accounting principles. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year plus the amortization of the unfunded actuarial accrued liability (UAAL) over a 30 year period. The following tables set forth the components of the RGRTA and RTS' OPEB expense for 2016 and 2015, the amount actually contributed to the Plan, and the changes in the net OPEB obligation:

8. OTHER POSTEMPLOYMENT BENEFITS (Continued)

Annual OPEB Cost and Net OPEB (Continued)

	<u>RGRTA</u>	<u>RTS</u>	<u>Total</u>
Annual required contribution before interest	\$ 193,000	\$ 8,302,000	\$ 8,495,000
Interest on net OPEB obligation	18,000	1,167,000	1,185,000
Amortization of UAAL	<u>(30,000)</u>	<u>(1,888,000)</u>	<u>(1,918,000)</u>
Annual OPEB cost	181,000	7,581,000	7,762,000
Contributions made	<u>(55,000)</u>	<u>(1,883,000)</u>	<u>(1,938,000)</u>
Increase in Net OPEB Obligation	126,000	5,698,000	5,824,000
Net OPEB Obligation - April 1, 2015	<u>648,779</u>	<u>39,050,109</u>	<u>39,698,888</u>
Net OPEB Obligation - March 31, 2016	<u>\$ 774,779</u>	<u>\$ 44,748,109</u>	<u>\$ 45,522,888</u>

	<u>RGRTA</u>	<u>RTS</u>	<u>Total</u>
Annual required contribution before interest	\$ 193,000	\$ 8,302,000	\$ 8,495,000
Interest on net OPEB obligation	18,000	1,167,000	1,185,000
Amortization of UAAL	<u>(30,000)</u>	<u>(1,888,000)</u>	<u>(1,918,000)</u>
Annual OPEB cost	181,000	7,581,000	7,762,000
Contributions made	<u>(55,000)</u>	<u>(1,883,000)</u>	<u>(1,938,000)</u>
Increase in Net OPEB Obligation	126,000	5,698,000	5,824,000
Net OPEB Obligation - April 1, 2014	<u>522,779</u>	<u>33,352,109</u>	<u>33,874,888</u>
Net OPEB Obligation - March 31, 2015	<u>\$ 648,779</u>	<u>\$ 39,050,109</u>	<u>\$ 39,698,888</u>

Percentage of Annual OPEB Cost

Schedule of OPEB Cost Contributed

<u>Actuarial Valuation Date</u>	<u>Annual OPEB Cost</u>	<u>% of OPEB Cost Contributed</u>	<u>Contribution (ARC)</u>	<u>% of ARC Contributed</u>	<u>Net OPEB Obligation</u>
4/1/09	\$ 5,190,700	55.5%	\$ 5,491,800	52.4%	\$22,352,659
4/1/11	5,190,000	53.3	5,491,800	50.3	24,778,888
4/1/12	6,244,000	27.2	6,725,000	25.2	29,326,888
4/1/13	6,244,000	27.2	6,725,000	25.2	33,874,888
4/1/14	7,762,000	25.0	8,495,000	22.8	39,698,888
4/1/15	7,762,000	25.0	8,495,000	22.8	45,522,888

8. OTHER POSTEMPLOYMENT BENEFITS (Continued)

Funded Status and Funding Progress

The projection of future benefits for an ongoing plan involves estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the Plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the substantive plan as understood by the employer and plan members and include the types of benefits provided at the time of the valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

In the April 1, 2014 actuarial valuation the following methods and assumptions were used:

Actuarial Cost Method	Projected Unit Credit
Rate of Inflation	2.5% per annum, compounded annually
Discount Rate*	3.5%
Medical Care Cost Trend Rate	7.0% pre-Medicare and 5.5% post-Medicare in 2014, decreasing gradually until the ultimate post-Medicare rate of 5.05% in 2047.

Unfunded Actuarial Accrued Liability:

Amortization Period	28 years
Amortization Method	Level Dollar
Amortization Basis	Closed

* As the plan is unfunded, the assumed discount rate considers that the Authority's investment assets are short term in nature, such as money market funds.

9. SELF-INSURANCE

The Authority is self-insured up to \$1,500,000 per incident for automobile liability, and is self-insured for workers' compensation, environmental claims, and certain forms of property damage. In addition, the Authority maintains excess automobile liability insurance coverage of \$15,000,000 with outside insurance carriers. The Authority has set aside assets for claim settlement and servicing. All component units of the Authority are covered by these assets.

Claims liabilities are recorded when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported. Because actual claims liabilities depend on such complex factors as inflation, changes in legal doctrines and damage awards, the process used in computing claims liabilities does not necessarily result in an exact amount. Claims liabilities are re-evaluated periodically to take into consideration recently settled claims, the frequency of claims, and other economic and social factors. Annually, the Authority engages an actuary to perform a study to estimate the potential exposure related to incurred but not reported claims for workers' compensation.

The information below summarizes the workers' compensation activity for the years ended March 31, 2016 and 2015:

	Balance - <u>April 1, 2015</u>	Current Year Claims and Changes in Estimates	Claims Payments	Balance - <u>March 31, 2016</u>
Authority	\$ 126	\$ (126)	\$ -	\$ -
RTS	2,333,846	1,013,725	(502,600)	2,844,971
Access	114,129	234,290	(74,262)	274,157
Genesee	175,099	6,514	(17,411)	164,202
Livingston	8,422	12,128	(5,930)	14,620
Ontario	125	58,236	(16,595)	41,766
Orleans	1,505	2,777	(1,358)	2,924
Seneca	-	926	(926)	-
Wayne	4,636	51,217	(19,920)	35,933
Wyoming	61,860	(34,256)	(6,106)	21,498
GTCS	<u>252</u>	<u>902</u>	<u>(1,154)</u>	<u>-</u>
Total	<u>\$ 2,700,000</u>	<u>\$ 1,346,333</u>	<u>\$ (646,262)</u>	<u>\$ 3,400,071</u>

9. SELF-INSURANCE (Continued)

	Balance - April 1, 2014	Current Year Claims and Changes in Estimates	Claims Payments	Balance - March 31, 2015
Authority	\$ -	\$ 126	\$ -	\$ 126
RTS	2,537,128	257,427	(460,709)	2,333,846
Access	210,530	98,452	(194,853)	114,129
Genesee	197,677	(9,051)	(13,527)	175,099
Livingston	15,687	(5,475)	(1,790)	8,422
Ontario	-	2,674	(2,549)	125
Orleans	3,137	1,260	(2,892)	1,505
Seneca	-	826	(826)	-
Wayne	7,870	637	(3,871)	4,636
Wyoming	47,523	31,852	(17,515)	61,860
GTCS	<u>448</u>	<u>745</u>	<u>(941)</u>	<u>252</u>
Total	<u>\$ 3,020,000</u>	<u>\$ 379,473</u>	<u>\$ (699,473)</u>	<u>\$ 2,700,000</u>

The information below summarizes the reserve for litigated and unlitigated claims activity for the years ended March 31, 2016 and 2015:

	Balance - April 1, 2015	Current Year Claims and Changes in Estimates	Claims (Payments)/ Recoupments	Balance - March 31, 2016
RTS	\$ 2,784,422	\$ 3,925,942	\$ (633,485)	\$ 6,076,879
Access	725,034	548,500	(250,554)	1,022,980
Genesee	48,603	(3,990)	(40,441)	4,172
Livingston	-	-	-	-
Ontario	2,900	15,103	(14,503)	3,500
Wayne	20,692	764	598	22,054
Wyoming	4,500	(3,800)	-	700
GTCS	<u>5,000</u>	<u>(5,000)</u>	<u>-</u>	<u>-</u>
Total	<u>\$ 3,591,151</u>	<u>\$ 4,477,519</u>	<u>\$ (938,385)</u>	<u>\$ 7,130,285</u>

	Balance - April 1, 2014	Current Year Claims and Changes in Estimates	Claims (Payments)/ Recoupments	Balance - March 31, 2015
RTS	\$ 709,331	\$ 2,133,387	\$ (58,296)	\$ 2,784,422
Access	715,149	(25,650)	35,535	725,034
Genesee	-	48,603	-	48,603
Livingston	5,930	(659)	(5,271)	-
Ontario	-	6,457	(3,557)	2,900
Seneca	4,200	62	(4,262)	-
Wayne	46,222	15,178	(40,708)	20,692
Wyoming	-	5,197	(697)	4,500
GTCS	<u>5,000</u>	<u>-</u>	<u>-</u>	<u>5,000</u>
Total	<u>\$ 1,485,832</u>	<u>\$ 2,182,575</u>	<u>\$ (77,256)</u>	<u>\$ 3,591,151</u>

9. SELF-INSURANCE (Continued)

Changes in the investments designated for self-insurance during the years ended March 31, 2016 and 2015 are as follows:

	<u>2016</u>	<u>2015</u>
Balance - beginning of year	\$ 3,710,646	\$ 3,634,153
Uses of self-insurance investments	-	-
Earnings on self-insurance investments, net	<u>25,503</u>	<u>76,493</u>
Balance - end of year	<u>\$ 3,736,149</u>	<u>\$ 3,710,646</u>

The amount of assets segregated for self-insurance has been estimated by the Authority based upon past experience and consideration of current outstanding issues and is not the result of an actuarially-determined methodology.

10. CAPITAL RESERVE FUND

In fiscal 1999, the Board of Commissioners authorized the establishment of a capital reserve fund to accumulate resources for future capital purchases. The capital reserve was funded initially from unrestricted net assets. During fiscal 2000 and 2007, \$1,200,000 and \$1,000,000, respectively, was added to the capital reserve fund from additional Statewide Mass Transit Operating Assistance (STOA) funding. Otherwise, the capital reserve fund has been funded with amounts budgeted for local depreciation, to the extent practicable.

Changes in the investments designated for capital reserve during the years ended March 31, 2016 and 2015 are as follows:

	<u>2016</u>	<u>2015</u>
Balance - beginning of year	\$ -	\$ -
Additional funding from unrestricted net position	-	-
Temporary funding from working capital	1,611,811	1,497,461
Investment earnings	-	-
Local share of capital purchases	<u>(1,611,811)</u>	<u>(1,497,461)</u>
Balance - end of year	<u>\$ -</u>	<u>\$ -</u>

11. COMMITMENTS

Leases

Wyoming leases property for administration and operations under a non-cancelable operating lease agreement expiring April 2016, with annual rent expense of the \$27,581 and \$25,827 for the years ended March 31, 2016 and 2015, respectively.

12. FIXED PRICE FUEL SWAP

Fuel Swap

In May 2012, the Authority entered into two transactions with Cargill, Incorporated (Cargill) pursuant to the September 2011 master agreement to mitigate the volatile risk of diesel fuel costs for budgetary and cost control purposes as discussed below for the period June 1, 2012 through March 31, 2015.

In October 2014, December 2014 and January 2016, respectively, the Authority entered into three transactions with Cargill pursuant to the September 2011 master agreement to mitigate the volatile risk of diesel fuel costs for budgetary and cost control purposes as discussed below for the periods April 1, 2015 through March 31, 2016 and April 1, 2016 through March 31, 2017, respectively.

Hedge Effectiveness

The Authority used the consistent critical terms method to evaluate the hedge effectiveness of the fuel swap contract. This method evaluates effectiveness by qualitative consideration of the critical terms of the hedgeable item (i.e., diesel fuel) and the potential hedging derivative instrument. Under the consistent critical terms method if the critical terms of the hedgeable item and the potential hedging derivative instrument are the same, or similar, the changes in cash flows of the potential hedging derivative instrument will offset substantially the changes in cash flows of the hedgeable item. The Authority considered the fuel swap contract to be effective due to the fact that the changes in cash flow from the price of diesel fuel substantially offset the changes in price of the fuel swap contract.

Objectives

RTS entered into the fuel swap contract to reduce the risk of price volatility for diesel fuel supply. The swap contract for year ended March 31, 2016 and 2015 covered approximately 63% and 48%, respectively, of total fuel establishing a cap on fuel cost per gallon for that portion of fuel needs. The balance of RTS' fuel supply needs were purchased via the spot market to take advantage of market prices that fall below the fixed price swap amount per gallon.

12. FIXED PRICE FUEL SWAP (Continued)

Terms

The terms of the RTS fuel swap contract were as follows:

<u>Notional Amount</u>	<u>Counter-Party Credit Rating *</u>	<u>Effective Date</u>	<u>Maturity Date</u>	<u>Terms</u>
85,000 Gallons of Diesel Fuel per month	A	4/1/2014	3/31/2015	Pay \$2.8275 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.
124,000 Gallons of Diesel Fuel per month	A	4/1/2015	3/31/2016	Pay \$2.5425 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.
31,000 Gallons of Diesel Fuel per month	A	4/1/2016	3/31/2017	Pay \$2.3450 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.
85,000 Gallons of Diesel Fuel per month	A	4/1/2016	3/31/2017	Pay \$1.3625 per gallon of diesel fuel receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.

* As noted by Standard and Poors.

During 2016 and 2015, RTS made \$1,602,930 and 349,097, respectively, in net cash payments to Cargill.

Credit Risk

RTS is exposed to credit risk related to the fuel swap contract when it is in an asset position. In such instances, the total amount of the fuel swap contract asset represents the maximum loss that would have been recognized at the reporting date if Cargill failed to perform. RTS has entered into a collateral support agreement with Cargill to mitigate the risk of non-performance during the period the fuel swap contract is in effect.

The collateral agreement requires that if the performance exposure and, the position market value of the fuel swap contract, were to exceed \$7,500,000, then either party may demand the other party transfer collateral at least equal to the excess exposure. The collateral shall be in the form of U.S. dollars and held in a bank account in the United States.

12. FIXED PRICE FUEL SWAP (Continued)

Basis Risk

RTS is not exposed to basis risk on the fuel swap contract because the expected commodity purchase being hedged will price based on U.S. spot price, at the pricing point that is the same as the pricing point at which the forward contract is expected to settle.

Termination Risk

The fuel swap contract could terminate at any time if certain events occur that result in one party not performing in accordance with the agreement. The fuel swap contract may terminate due to illegality, a credit event upon merger, or an event of default and illegality. If the fuel swap contract is in a liability position at the time of termination, RTS would be liable for a payment equal to the liability.

13. CONTINGENCIES

The Authority and certain of the Organizations are defendants in various personal injury, property damage liability and labor dispute lawsuits. It is not possible at this time to predict the outcome of the legal actions currently in process or pending against the Authority and the Organizations. In the opinion of management, however, the disposition of the lawsuits will not have a material adverse effect on the financial position of the Authority and the Organizations.

14. SOIL REMEDIATION LIABILITY

Pollution remediation obligations, which are estimates and subject to changes resulting from price increases or reductions, technology, or changes in applicable laws or regulations, occur when any one of the following obligating events takes place:

- An imminent threat to public health due to pollution exists,
- The Authority is in violation of a pollution prevention-related permit or license,
- The Authority is named by a regulator as a responsible or potentially responsible party to participate in remediation,
- The Authority is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities, or
- The Authority voluntarily commends or legally obligates itself to commence remediation efforts.

In 2009, RTS identified and estimated costs related to a remediation obligation and accordingly, recorded a non-operating expense and corresponding liability for soil contamination remediation obligations. The soil remediation liability consists of future and present activities associated with the de-contamination of the soil at the RTS operations headquarters. This liability could change over time due to changes in costs of goods and services, changes in remediation technology, or changes in laws and regulations governing the remediation efforts.

14. SOIL REMEDIATION LIABILITY (Continued)

The Authority had the following activity related to soil remediation for the years ended March 31:

	<u>2016</u>	<u>2015</u>
Soil remediation liability - beginning of year	\$ 1,457,307	\$ 1,468,061
Expected additional future outlays, increasing liability Estimates	-	-
Payments for soil remediation and changes in estimate	<u>(20,071)</u>	<u>(10,754)</u>
Soil remediation liability - end of year	1,437,236	1,457,307
Less: Current portion	<u>(765,981)</u>	<u>(852,958)</u>
Long-term soil remediation liability	<u>\$ 671,255</u>	<u>\$ 604,349</u>

RTS has estimated it will expend \$765,981 during the year ending March 31, 2017 and has recorded this amount as a current liability.

15. CONDENSED FINANCIAL INFORMATION

The financial statements of the Authority include the accounts of RGRTA, and its ten (10) blended component units for which the Authority is financially accountable, as more completely described in Note 1, "Basis of Presentation". Condensed financial information for each of these entities as of March 31, 2016 is as follows:

Condensed statement of net position (in millions) As of March 31, 2016

	RGRTA	RTS	Access
Assets:			
Current	\$ 38.1	\$ 16.0	\$ 0.3
Capital	-	138.6	3.9
Other	62.5	10.4	0.6
Total assets	<u>100.6</u>	<u>165.0</u>	<u>4.8</u>
Liabilities:			
Current	3.9	18.4	1.9
Long-term	0.9	57.9	0.9
Total liabilities	<u>4.8</u>	<u>76.3</u>	<u>2.8</u>
Net Position:			
Invested in capital assets	-	138.6	3.9
Unrestricted	95.7	(49.9)	(1.9)
Total net position	<u>\$ 95.7</u>	<u>\$ 88.7</u>	<u>\$ 2.0</u>
	Genesee	Livingston	Ontario
Assets:			
Current	\$ 0.1	\$ 0.1	\$ 0.1
Capital	0.1	2.3	0.8
Other	-	-	-
Total assets	<u>0.2</u>	<u>2.4</u>	<u>0.9</u>
Liabilities:			
Current	0.3	0.2	0.3
Long-term	-	-	-
Total liabilities	<u>0.3</u>	<u>0.2</u>	<u>0.3</u>
Net Position:			
Invested in capital assets	0.1	2.3	0.8
Unrestricted	(0.2)	(0.1)	(0.2)
Total net position	<u>\$ (0.1)</u>	<u>\$ 2.2</u>	<u>\$ 0.6</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of net position (in millions) As of March 31, 2016

	Orleans	Seneca	Wayne
Assets:			
Current	\$ -	\$ -	\$ 0.2
Capital	0.4	0.6	1.0
Other	-	-	-
Total assets	<u><u>0.4</u></u>	<u><u>0.6</u></u>	<u><u>1.2</u></u>
Liabilities:			
Current	0.1	0.1	0.3
Long-term	-	-	-
Total liabilities	<u><u>0.1</u></u>	<u><u>0.1</u></u>	<u><u>0.3</u></u>
Net Position:			
Invested in capital assets	0.4	0.6	1.0
Unrestricted	(0.1)	(0.1)	0.1
Total net position	<u><u>\$ 0.3</u></u>	<u><u>\$ 0.5</u></u>	<u><u>\$ 0.9</u></u>

	Wyoming	GTCS
Assets:		
Current	\$ -	\$ 1.3
Capital	0.6	-
Other	-	0.1
Total assets	<u><u>0.6</u></u>	<u><u>1.4</u></u>
Liabilities:		
Current	0.2	1.2
Long-term	-	0.1
Total liabilities	<u><u>0.2</u></u>	<u><u>1.3</u></u>
Net Position:		
Invested in capital assets	0.6	-
Unrestricted	(0.1)	0.1
Total net position	<u><u>\$ 0.5</u></u>	<u><u>\$ 0.1</u></u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of revenues, expenses and changes in net position (in millions) **For the year ended March 31, 2016**

	RGRTA	RTS	Access
Operating revenues	\$ 1.5	\$ 27.4	\$ 0.4
Operating expenses	3.4	79.5	7.9
Depreciation	<u>-</u>	<u>15.3</u>	<u>0.7</u>
Operating income (loss)	<u>(1.9)</u>	<u>(67.4)</u>	<u>(8.2)</u>
Non-operating revenues (expenses)	7.4	(6.3)	4.1
Capital contributions	-	44.3	1.5
Operating assistance	<u>0.2</u>	<u>11.3</u>	<u>2.0</u>
Change in net position	5.7	(18.1)	(0.6)
Beginning net position	89.9	107.0	2.7
Restatement of beginning net position	<u>0.1</u>	<u>(0.2)</u>	<u>(0.1)</u>
Ending net position	<u>\$ 95.7</u>	<u>\$ 88.7</u>	<u>\$ 2.0</u>

	Genesee	Livingston	Ontario
Operating revenues	\$ 0.3	\$ 0.8	\$ 0.6
Operating expenses	0.9	1.6	3.3
Depreciation	<u>0.1</u>	<u>0.4</u>	<u>0.2</u>
Operating income (loss)	<u>(0.7)</u>	<u>(1.2)</u>	<u>(2.9)</u>
Nonoperating revenues (expenses)	0.5	0.6	(0.0)
Capital contributions	-	-	0.5
Operating assistance	<u>0.2</u>	<u>0.2</u>	<u>2.6</u>
Change in net position	(0.0)	(0.4)	0.2
Beginning net position	<u>(0.1)</u>	<u>2.6</u>	<u>0.4</u>
Ending net position	<u>\$ (0.1)</u>	<u>\$ 2.2</u>	<u>\$ 0.6</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of revenues, expenses and changes in net position (in millions) For the year ended March 31, 2016

	Orleans	Seneca	Wayne
Operating revenues	\$ 0.1	\$ 0.2	\$ 2.0
Operating expenses	0.7	0.9	2.2
Depreciation	<u>-</u>	<u>-</u>	<u>0.4</u>
Operating income (loss)	<u>(0.6)</u>	<u>(0.7)</u>	<u>(0.6)</u>
Nonoperating revenues			
(expenses)	0.4	0.5	(0.3)
Capital contributions	0.3	0.6	-
Operating assistance	<u>0.1</u>	<u>0.1</u>	<u>0.3</u>
Change in net position	0.2	0.5	(0.6)
Beginning net position	<u>0.1</u>	<u>0.0</u>	<u>1.5</u>
Ending net position	<u>\$ 0.3</u>	<u>\$ 0.5</u>	<u>\$ 0.9</u>

	Wyoming	GTCS
Operating revenues	\$ 0.1	\$ -
Operating expenses	1.0	1.8
Depreciation	<u>0.2</u>	<u>-</u>
Operating income (loss)	<u>(1.1)</u>	<u>(1.8)</u>
Nonoperating revenues	0.9	-
(expenses)		
Capital contributions	0.3	-
Operating assistance	<u>0.1</u>	<u>1.8</u>
Change in net position	0.2	-
Beginning net position	<u>0.3</u>	<u>0.1</u>
Ending net position	<u>\$ 0.5</u>	<u>\$ 0.1</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of cash flows (in millions) For the year ended March 31, 2016

	RGRTA	RTS	Access
Cash provided by (used for):			
Operating activities	\$ (6.5)	\$ (38.9)	\$ (7.9)
Noncapital financing activities	6.5	37.8	6.7
Capital and related financing activities	(1.1)	3.6	1.2
Investing activities	<u>4.6</u>	<u>(2.4)</u>	<u>-</u>
Net change	3.5	0.1	-
Beginning cash and equivalents	<u>12.4</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	<u>\$ 15.9</u>	<u>\$ 0.1</u>	<u>\$ -</u>
	Genesee	Livingston	Ontario
Cash provided by (used for):			
Operating activities	\$ (0.7)	\$ (0.7)	\$ (2.6)
Noncapital financing activities	0.7	0.8	2.6
Capital and related financing activities	-	-	-
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	0.1	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	<u>\$ -</u>	<u>\$ 0.1</u>	<u>\$ -</u>
	Orleans	Seneca	Wayne
Cash provided by (used for):			
Operating activities	\$ (0.8)	\$ (1.1)	\$ (0.1)
Noncapital financing activities	0.6	0.6	0.1
Capital and related financing activities	0.2	0.5	-
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	-	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of cash flows (in millions) **For the year ended March 31, 2016**

	Wyoming	GTCS
Cash provided by (used for):		
Operating activities	\$ (1.1)	\$ (1.7)
Noncapital financing activities	0.9	1.7
Capital and related financing activities	0.2	-
Investing activities	-	-
Net change	<u>-</u>	<u>-</u>
Beginning cash and equivalents	-	-
Ending cash and equivalents	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>

Condensed financial information for each of these entities as of March 31, 2015 is as follows:

Condensed statement of net position (in millions) **As of March 31, 2015**

	RGRTA	RTS	Access
Assets:			
Current	\$ 29.2	\$ 14.3	\$ 0.9
Capital	-	144.9	3.2
Other	63.3	1.2	-
Total assets	<u><u>92.5</u></u>	<u><u>160.4</u></u>	<u><u>4.1</u></u>
Liabilities:			
Current	1.9	12.5	1.4
Long-term	0.7	40.9	-
Total liabilities	<u><u>2.6</u></u>	<u><u>53.4</u></u>	<u><u>1.4</u></u>
Net Position:			
Invested in capital assets	-	144.8	3.2
Unrestricted	89.9	(37.8)	(0.5)
Total net position	<u><u>\$ 89.9</u></u>	<u><u>\$ 107.0</u></u>	<u><u>\$ 2.7</u></u>
	Genesee	Livingston	Ontario
Assets:			
Current	\$ -	\$ 0.1	\$ 0.2
Capital	0.2	2.7	0.6
Other	-	-	-
Total assets	<u><u>0.2</u></u>	<u><u>2.8</u></u>	<u><u>0.8</u></u>
Liabilities:			
Current	0.3	0.2	0.3
Long-term	-	-	-
Total liabilities	<u><u>0.3</u></u>	<u><u>0.2</u></u>	<u><u>0.3</u></u>
Net Position:			
Invested in capital assets	0.2	2.7	0.7
Unrestricted	(0.3)	(0.1)	(0.2)
Total net position	<u><u>\$ (0.1)</u></u>	<u><u>\$ 2.6</u></u>	<u><u>\$ 0.5</u></u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of net position (in millions)
As of March 31, 2015

	Orleans	Seneca	Wayne
Assets:			
Current	\$ -	\$ -	\$ 0.3
Capital	0.1	0.1	1.4
Other	-	-	-
Total assets	<u><u>0.1</u></u>	<u><u>0.1</u></u>	<u><u>1.7</u></u>
Liabilities:			
Current	0.1	0.1	0.3
Long-term	-	-	-
Total liabilities	<u><u>0.1</u></u>	<u><u>0.1</u></u>	<u><u>0.3</u></u>
Net Position:			
Invested in capital assets	0.1	0.1	1.4
Unrestricted	(0.1)	(0.1)	0.1
Total net position	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 1.5</u></u>
	Wyoming	GTCS	
Assets:			
Current	\$ -	\$ 1.3	
Capital	0.5	-	
Other	-	-	
Total assets	<u><u>0.5</u></u>	<u><u>1.3</u></u>	
Liabilities:			
Current	0.2	1.2	
Long-term	-	-	
Total liabilities	<u><u>0.2</u></u>	<u><u>1.2</u></u>	
Net Position:			
Invested in capital assets	0.5	-	
Unrestricted	(0.2)	0.1	
Total net position	<u><u>\$ 0.3</u></u>	<u><u>\$ 0.1</u></u>	

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of revenues, expenses and changes in net position (in millions) **For the year ended March 31, 2015**

	RGRTA	RTS	Access
Operating revenues	\$ 1.0	\$ 27.8	\$ 0.5
Operating expenses	3.1	74.5	7.1
Depreciation	<u>-</u>	<u>14.3</u>	<u>0.7</u>
Operating income (loss)	<u>(2.1)</u>	<u>(61.0)</u>	<u>(7.3)</u>
Non-operating revenues (expenses)	(1.6)	2.0	4.8
Capital contributions	-	12.7	0.2
Operating assistance	<u>0.2</u>	<u>44.3</u>	<u>2.5</u>
Change in net position	(3.5)	(2.0)	0.2
Beginning net position	93.4	109.0	2.5
Ending net position	<u>\$ 89.9</u>	<u>\$ 107.0</u>	<u>\$ 2.7</u>

	Genesee	Livingston	Ontario
Operating revenues	\$ 0.3	\$ 0.8	\$ 0.6
Operating expenses	1.0	1.6	2.4
Depreciation	<u>0.2</u>	<u>0.5</u>	<u>0.2</u>
Operating income (loss)	<u>(0.9)</u>	<u>(1.3)</u>	<u>(2.0)</u>
Nonoperating revenues (expenses)	0.4	0.6	0.1
Capital contributions	-	0.2	-
Operating assistance	<u>0.2</u>	<u>0.2</u>	<u>1.6</u>
Change in net position	(0.3)	(0.3)	(0.3)
Beginning net position	0.2	2.9	0.7
Ending net position	<u>\$ (0.1)</u>	<u>\$ 2.6</u>	<u>\$ 0.4</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of revenues, expenses and changes in net position (in millions) For the year ended March 31, 2015

	Orleans	Seneca	Wayne
Operating revenues	\$ 0.1	\$ 0.3	\$ 1.8
Operating expenses	0.7	0.9	2.2
Depreciation	<u>0.1</u>	<u>0.1</u>	<u>0.5</u>
Operating income (loss)	<u>(0.7)</u>	<u>(0.7)</u>	<u>(0.9)</u>
Nonoperating revenues	0.4	0.4	0.2
(expenses)			
Capital contributions	0.1	-	-
Operating assistance	<u>0.1</u>	<u>0.1</u>	<u>0.3</u>
Change in net position	(0.1)	(0.2)	(0.4)
Beginning net position	<u>0.1</u>	<u>0.2</u>	<u>1.9</u>
Ending net position	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1.5</u>

	Wyoming	GTCS
Operating revenues	\$ 0.2	\$ -
Operating expenses	1.2	1.9
Depreciation	<u>0.2</u>	<u>-</u>
Operating income (loss)	<u>(1.2)</u>	<u>(1.9)</u>
Nonoperating revenues		
(expenses)	0.7	-
Capital contributions	-	-
Operating assistance	<u>0.1</u>	<u>1.9</u>
Change in net position	(0.4)	-
Beginning net position	<u>0.7</u>	<u>0.1</u>
Ending net position	<u>\$ 0.3</u>	<u>\$ 0.1</u>

15. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of cash flows (in millions) For the year ended March 31, 2015

	RGRTA	RTS	Access
Cash provided by (used for):			
Operating activities	\$ (4.4)	\$ (37.5)	\$ (6.5)
Noncapital financing activities	(2.9)	38.0	6.6
Capital and related financing activities	3.7	(2.6)	(0.1)
Investing activities	<u>1.4</u>	<u>1.0</u>	<u>-</u>
Net change	(2.2)	(1.1)	-
Beginning cash and equivalents	<u>14.6</u>	<u>1.1</u>	<u>-</u>
Ending cash and equivalents	<u>\$ 12.4</u>	<u>\$ -</u>	<u>\$ -</u>
	Genesee	Livingston	Ontario
Cash provided by (used for):			
Operating activities	\$ (0.7)	\$ (0.9)	\$ (1.7)
Noncapital financing activities	0.7	0.9	1.7
Capital and related financing activities	-	-	-
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	-	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
	Orleans	Seneca	Wayne
Cash provided by (used for):			
Operating activities	\$ (0.6)	\$ (0.5)	\$ (0.5)
Noncapital financing activities	0.6	0.5	0.5
Capital and related financing activities	-	-	-
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	-	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

15. **CONDENSED FINANCIAL INFORMATION (Continued)**

Condensed statement of cash flows (in millions)
For the year ended March 31, 2015

	Wyoming	GTCS
Cash provided by (used for):		
Operating activities	\$ (1.0)	\$ (2.1)
Noncapital financing activities	1.0	2.1
Capital and related financing activities	-	-
Investing activities	-	-
Net change	-	-
Beginning cash and equivalents	-	-
Ending cash and equivalents	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>

**INDEPENDENT AUDITOR'S REPORT 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**

June 23, 2016

To the Commissioners of the
Rochester-Genesee Regional Transportation Authority:

We have audited, in accordance with the 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 Rochester-Genesee Regional Transportation Authority (the Authority), as of and for the year ended March 31, 2016, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated June 23, 2016.

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) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an 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 a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe 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 first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. 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.

171 Sully's Trail, Suite 201
Pittsford, New York 14534
p (585) 381-1000
f (585) 381-3131

www.bonadio.com

(Continued)

**INDEPENDENT AUDITOR'S REPORT 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***

(Continued)

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from 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 determination of financial statement amounts. 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 entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF FUNDING PROGRESS FOR OTHER POSTEMPLOYMENT BENEFITS
FOR THE YEAR ENDED MARCH 31, 2016

<u>Actuarial Valuation Date</u>	<u>Actuarial Valuation of Plan Assets</u>	<u>Actuarial Accrued Liability (AAL)</u>	<u>Unfunded AAL (UAAL)</u>	<u>Funded Ratio</u>	<u>Covered Payroll</u>	<u>UAAL as a % of Covered Payroll</u>
4/1/10	-	\$ 66,844,000	\$ 66,844,000	0.0%	\$ 27,219,356	245.6%
4/1/12	-	\$ 59,578,000	\$ 59,578,000	0.0%	\$ 30,315,164	196.5%
4/1/14	-	\$ 71,365,000	\$ 71,365,000	0.0%	\$ 30,012,693	237.8%

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY

Last 10 Fiscal Years (Dollar amounts displayed in thousands)											
	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	
<u>NYSLERS - RGRTA:</u>											
Proportion of the net pension liability	0.0050097%	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.									
Proportionate share of the net pension liability	169										
Covered-employee payroll	1,502										
Proportionate share of the net pension liability liability as a percentage of its covered payroll	11.3%										
Plan fiduciary net position as a percentage of total pension liability	97.9%										
<u>NYSLERS - GTC:</u>											
Proportion of the net pension liability	0.0027777%	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.									
Proportionate share of the net pension liability	94										
Covered-employee payroll	460										
Proportionate share of the net pension liability liability as a percentage of its covered payroll	20.4%										
Plan fiduciary net position as a percentage of total pension liability	97.9%										

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF CONTRIBUTIONS FOR ALL PENSION PLANS FOR THE YEAR ENDED MARCH 31,

		Last 10 Fiscal Years (Dollar amounts displayed in thousands)									
		2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
<u>RTS Union:</u>											
Actuarially Determined Contribution	\$	399	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.								
Actual Employer Contribution		557									
Contribution Deficiency (Excess)	\$	(158)									
Covered Payroll	\$	22,786									
Contributions as a % of Covered Payroll		2.4%									
<u>RTS Non-Union:</u>											
Actuarially Determined Contribution	\$	508	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.								
Actual Employer Contribution		-									
Contribution Deficiency (Excess)	\$	508									
Covered Payroll	\$	6,159									
Contributions as a % of Covered Payroll		0.0%									
<u>Lift Line Union:</u>											
Actuarially Determined Contribution	\$	-	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.								
Actual Employer Contribution		72									
Contribution Deficiency (Excess)	\$	72									
Covered Payroll	\$	2,296									
Contributions as a % of Covered Payroll		3.1%									
<u>Lift Line and Regional Entities Non-Union:</u>											
Actuarially Determined Contribution	\$	128	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.								
Actual Employer Contribution		128									
Contribution Deficiency (Excess)	\$	-									
Covered Payroll	\$	2,411									
Contributions as a % of Covered Payroll		5.3%									
<u>NYSLERS - RGRTA:</u>											
Actuarially Determined Contribution	\$	232	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.								
Actual Employer Contribution		232									
Contribution Deficiency (Excess)	\$	-									
Covered Payroll	\$	1,502									
Contributions as a % of Covered Payroll		15.4%									
<u>NYSLERS - GTC:</u>											
Actuarially Determined Contribution	\$	85	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.								
Actual Employer Contribution		85									
Contribution Deficiency (Excess)	\$	-									
Covered Payroll	\$	460									
Contributions as a % of Covered Payroll		18.5%									

Combining Financial Information

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ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

COMBINING SCHEDULE OF NET POSITION
MARCH 31, 2016

	<u>RGRTA</u>	<u>RTS</u>	<u>Access</u>	<u>Genesee</u>	<u>Livingston</u>	<u>Ontario</u>	<u>Orleans</u>	<u>Seneca</u>	<u>Wayne</u>	<u>Wyoming</u>	<u>GTCS</u>	<u>Eliminations</u>	<u>Total</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES													
CURRENT ASSETS:													
Cash and equivalents	\$ 15,930,139	\$ 148,438	\$ 2,607	\$ 10,318	\$ 72,839	\$ 24,360	\$ 1,684	\$ 6,502	\$ 25,873	\$ 2,251	\$ 12,477	\$ -	\$ 16,237,488
Current portion of investments	12,386,960	-	-	-	-	-	-	-	-	-	-	-	12,386,960
Receivables:													
Trade, net	4,798,219	1,950,446	10,650	34,810	70,274	33,898	3,040	14,655	175,001	6,275	789,499	-	7,886,767
Mortgage tax	615,620	-	-	-	-	-	-	-	-	-	-	-	615,620
Capital grants	2,807,833	-	-	-	-	-	-	-	-	-	-	-	2,807,833
Operating assistance	1,708,896	12,311,500	112,500	-	-	-	-	-	-	-	-	-	14,132,896
Interest	83,730	-	-	-	-	-	-	-	-	-	-	-	83,730
Materials and supplies inventory, net	-	392,802	85,680	-	-	59,243	-	-	-	-	-	-	537,725
Prepaid expenses and other current assets	11,278	484,492	41,935	-	1,870	11,200	-	-	1,290	540	-	-	552,605
Inter-entirety receivable	-	697,242	-	-	-	-	-	-	-	-	461,896	(1,159,138)	-
Total current assets	<u>38,342,675</u>	<u>15,984,920</u>	<u>253,372</u>	<u>45,128</u>	<u>144,983</u>	<u>128,701</u>	<u>4,724</u>	<u>21,157</u>	<u>202,164</u>	<u>9,066</u>	<u>1,263,872</u>	<u>(1,159,138)</u>	<u>55,241,624</u>
NONCURRENT ASSETS:													
Capital assets, net	-	138,551,640	3,904,393	133,063	2,311,213	811,910	401,240	579,203	1,006,834	629,926	-	-	148,329,422
Investments, net of current portion	13,412,550	-	-	-	-	-	-	-	-	-	-	-	13,412,550
Investments in consolidated component unit entities	48,547,978	-	-	-	-	-	-	-	-	-	-	(48,547,978)	-
Total noncurrent assets	<u>61,960,528</u>	<u>138,551,640</u>	<u>3,904,393</u>	<u>133,063</u>	<u>2,311,213</u>	<u>811,910</u>	<u>401,240</u>	<u>579,203</u>	<u>1,006,834</u>	<u>629,926</u>	<u>-</u>	<u>(48,547,978)</u>	<u>161,741,972</u>
TOTAL ASSETS	<u>100,303,203</u>	<u>154,536,560</u>	<u>4,157,765</u>	<u>178,191</u>	<u>2,456,196</u>	<u>940,611</u>	<u>405,964</u>	<u>600,360</u>	<u>1,208,998</u>	<u>638,992</u>	<u>1,263,872</u>	<u>(49,707,116)</u>	<u>216,983,596</u>
DEFERRED OUTFLOWS OF RESOURCES:													
Deferred outflows related to pensions	298,465	9,931,830	653,740	-	-	-	-	-	-	-	104,161	-	10,988,196
Accumulated decreases in fair value of fixed price fuel swap	-	485,554	-	-	-	-	-	-	-	-	-	-	485,554
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>298,465</u>	<u>10,417,384</u>	<u>653,740</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>104,161</u>	<u>-</u>	<u>11,473,750</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 100,601,668</u>	<u>\$ 164,953,944</u>	<u>\$ 4,811,505</u>	<u>\$ 178,191</u>	<u>\$ 2,456,196</u>	<u>\$ 940,611</u>	<u>\$ 405,964</u>	<u>\$ 600,360</u>	<u>\$ 1,208,998</u>	<u>\$ 638,992</u>	<u>\$ 1,368,033</u>	<u>\$ (49,707,116)</u>	<u>\$ 228,457,346</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION													
CURRENT LIABILITIES:													
Accounts payable	\$ 3,117,631	\$ 3,220,661	\$ 270,401	\$ 88,636	\$ 32,115	\$ 98,609	\$ 39,043	\$ 31,503	\$ 68,146	\$ 42,756	\$ 393,274	\$ -	\$ 7,402,775
Accrued wages, vacation, pension and payroll taxes	361,499	5,113,557	354,777	59,437	156,129	213,200	42,439	68,394	211,869	89,418	86,739	-	6,757,458
Current portion of soil remediation liability	-	765,981	-	-	-	-	-	-	-	-	-	-	765,981
Reserve for litigated and unlitigated claims	-	6,069,096	1,034,263	4,173	-	-	-	-	22,053	700	-	-	7,130,285
Workers' compensation reserve	-	2,844,971	274,157	164,202	14,620	41,766	2,924	-	35,932	21,499	-	-	3,400,071
Inter-entirety payable	461,896	-	-	-	-	-	-	-	-	-	697,241	(1,159,137)	-
Total current liabilities	<u>3,941,026</u>	<u>18,014,266</u>	<u>1,933,598</u>	<u>316,448</u>	<u>202,864</u>	<u>353,575</u>	<u>84,406</u>	<u>99,897</u>	<u>338,000</u>	<u>154,373</u>	<u>1,177,254</u>	<u>(1,159,137)</u>	<u>25,456,570</u>
LONG-TERM LIABILITIES:													
Net pension liability	169,239	11,772,664	917,669	-	-	-	-	-	-	-	93,837	-	12,953,409
Other postemployment benefits	774,779	44,748,109	-	-	-	-	-	-	-	-	-	-	45,522,888
Soil remediation liability, net of current portion	-	671,255	-	-	-	-	-	-	-	-	-	-	671,255
Fixed price fuel swap liability	-	485,554	-	-	-	-	-	-	-	-	-	-	485,554
Total long-term liabilities	<u>944,018</u>	<u>57,677,582</u>	<u>917,669</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>93,837</u>	<u>-</u>	<u>59,633,106</u>
TOTAL LIABILITIES	<u>4,885,044</u>	<u>75,691,848</u>	<u>2,851,267</u>	<u>316,448</u>	<u>202,864</u>	<u>353,575</u>	<u>84,406</u>	<u>99,897</u>	<u>338,000</u>	<u>154,373</u>	<u>1,271,091</u>	<u>(1,159,137)</u>	<u>85,089,676</u>
DEFERRED INFLOWS OF RESOURCES:													
Unavailable revenue	-	333,882	-	-	-	-	-	-	-	-	-	-	333,882
Deferred inflows related to pensions	-	200,117	-	-	-	-	-	-	-	-	33,260	-	233,377
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>-</u>	<u>533,999</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>33,260</u>	<u>-</u>	<u>567,259</u>
NET POSITION:													
Net investment in capital assets	-	138,551,640	3,904,393	133,063	2,311,213	811,910	401,240	579,203	1,006,834	629,926	-	-	148,329,422
Unrestricted	95,716,624	(49,823,543)	(1,944,155)	(271,320)	(57,881)	(224,874)	(79,682)	(78,740)	(135,836)	(145,307)	63,682	(48,547,979)	(5,529,011)
Total net position	<u>95,716,624</u>	<u>88,728,097</u>	<u>1,960,238</u>	<u>(138,257)</u>	<u>2,253,332</u>	<u>587,036</u>	<u>321,558</u>	<u>500,463</u>	<u>870,998</u>	<u>484,619</u>	<u>63,682</u>	<u>(48,547,979)</u>	<u>142,800,411</u>
TOTAL LIABILITIES AND NET POSITION	<u>\$ 100,601,668</u>	<u>\$ 164,953,944</u>	<u>\$ 4,811,505</u>	<u>\$ 178,191</u>	<u>\$ 2,456,196</u>	<u>\$ 940,611</u>	<u>\$ 405,964</u>	<u>\$ 600,360</u>	<u>\$ 1,208,998</u>	<u>\$ 638,992</u>	<u>\$ 1,368,033</u>	<u>\$ (49,707,116)</u>	<u>\$ 228,457,346</u>

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

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY
(A Component Unit of the State of New York)

COMBINING SCHEDULE OF REVENUE, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED MARCH 31, 2016

	<u>RGRTA</u>	<u>RTS</u>	<u>Access</u>	<u>Genesee</u>	<u>Livingston</u>	<u>Ontario</u>	<u>Orleans</u>	<u>Seneca</u>	<u>Wayne</u>	<u>Wyoming</u>	<u>GTCS</u>	<u>Eliminations</u>	<u>Total</u>
OPERATING REVENUE:													
Customer fares	\$ -	\$ 10,664,199	\$ 352,249	\$ 29,556	\$ 23,961	\$ 273,467	\$ 45,655	\$ 57,986	\$ 64,739	\$ 44,158	\$ -	\$ -	\$ 11,555,970
Special transit fares	-	13,065,352	-	224,837	715,719	264,070	5,420	144,311	1,904,673	70,408	-	-	16,394,790
Reimbursement and recovery	370	780,373	21,621	19,612	1,623	13,261	36	296	132	124	-	-	837,648
Other	1,454,360	2,897,022	10,466	28,948	32,093	37,867	25	-	660	-	12,609	(3,856,908)	617,142
Total operating revenue	1,454,730	27,406,946	384,336	303,153	773,396	588,665	51,136	202,593	1,970,204	114,690	12,609	(3,856,908)	29,405,550
OPERATING EXPENSES AND DEPRECIATION:													
Operating expenses -													
Salaries and wages	1,580,769	35,919,586	3,968,168	395,581	680,920	1,635,656	261,532	345,119	1,191,222	417,701	470,216	-	46,866,470
Employee benefits	610,566	23,757,755	1,788,798	185,216	263,124	613,633	55,031	102,775	307,002	120,174	221,074	-	28,025,148
Inter-entity cost allocations	712,875	1,019,243	574,064	216,815	220,406	194,438	227,307	229,624	248,543	24,236	-	(3,856,908)	-
Materials and supplies	-	7,422,414	630,888	47,139	159,952	492,953	47,278	52,351	276,796	88,762	2,937	-	9,221,458
Services	95,343	4,957,848	197,593	59,503	173,713	116,424	37,196	113,933	175,757	82,632	1,071,861	-	7,081,803
Utilities	-	679,279	45,618	2,625	23,873	21,602	5,569	5,866	2,688	4,137	-	-	794,835
Litigated and unlitigated claims	1,194	4,706,418	590,698	2,354	21,005	48,728	3,906	5,258	28,515	8,243	-	-	5,416,319
Other	359,526	996,581	59,765	22,920	23,972	155,534	21,958	19,995	21,818	48,799	59,826	-	1,790,694
Total operating expenses	3,360,273	79,459,124	7,855,592	932,153	1,566,965	3,278,968	659,775	874,921	2,193,145	1,018,432	1,854,287	(3,856,908)	99,196,727
Depreciation -													
Locally funded	-	1,566,746	74,525	13,073	34,264	19,715	-	8,467	28,250	13,128	-	-	1,758,168
Grant funded	-	13,746,663	667,425	62,021	363,608	224,568	-	13,770	376,924	146,378	430	-	15,603,787
Total depreciation	-	15,313,409	741,950	75,094	397,872	244,283	-	22,237	405,174	161,506	430	-	17,361,955
Total operating expenses and depreciation	3,360,273	94,772,533	8,597,542	1,007,247	1,964,837	3,523,251	659,775	897,158	2,598,319	1,179,938	1,854,717	(3,856,908)	116,558,682
LOSS FROM OPERATIONS	(1,905,543)	(67,365,587)	(8,213,206)	(704,094)	(1,191,441)	(2,934,586)	(608,639)	(694,565)	(628,115)	(1,065,248)	(1,842,108)	-	(87,153,132)
NONOPERATING INCOME (EXPENSE):													
Investment income, net	272,151	-	-	-	-	-	4	-	-	-	-	-	272,155
Mortgage recording tax	-	6,095,865	-	278,069	387,365	1,196,694	127,647	200,590	583,446	170,417	-	-	9,040,093
Subrecipient grant revenue	632,632	-	-	-	-	-	-	-	-	-	-	-	632,632
Subrecipient grant expense	(632,632)	-	-	-	-	-	-	-	-	-	-	-	(632,632)
Change in soil remediation liability	-	71	20,000	-	-	-	-	-	-	-	-	-	20,071
Realized loss on fuel swap, net	-	(1,602,934)	-	-	-	-	-	-	-	-	-	-	(1,602,934)
Gain (loss) on disposal of capital assets, net	-	44,834	1,350	-	2,129	1,293	324	-	3,227	2,348	-	-	55,505
Authority subsidies	(8,307,125)	2,931,027	5,326,556	160,608	255,262	(1,055,420)	359,371	365,765	(639,612)	603,568	-	-	-
Write-off of inter-entity accounts	15,453,931	(13,864,894)	(1,208,493)	27,521	(46,633)	(96,825)	(12,194)	(31,363)	(218,415)	(2,635)	-	-	-
Total nonoperating income (expense)	7,418,957	(6,396,031)	4,139,413	466,198	598,123	45,742	475,152	534,992	(271,354)	773,698	-	-	7,784,890
EXTERNAL OPERATING ASSISTANCE SUBSIDIES:													-
Federal	224,120	6,407,125	110,762	94,000	107,000	352,000	61,000	55,000	221,000	96,000	1,835,463	-	9,563,470
State	-	34,329,422	1,903,169	56,227	40,893	1,976,100	30,190	34,419	44,815	24,600	-	-	38,439,835
Local governments	-	3,524,414	-	53,169	35,186	239,351	30,103	25,021	38,313	19,938	-	-	3,965,495
Total external operating assistance subsidies	224,120	44,260,961	2,013,931	203,396	183,079	2,567,451	121,293	114,440	304,128	140,538	1,835,463	-	51,968,800
CHANGE IN NET POSITION BEFORE CAPITAL CONTRIBUTIONS	5,737,534	(29,500,657)	(2,059,862)	(34,500)	(410,239)	(321,393)	(12,194)	(45,133)	(595,341)	(151,012)	(6,645)	-	(27,399,442)
CAPITAL CONTRIBUTIONS:													
Federal	-	6,978,370	1,163,319	4,939	12,677	398,229	211,520	439,955	2,851	222,661	-	-	9,434,521
State	-	3,282,609	145,415	617	1,585	49,779	26,440	54,994	356	27,833	-	-	3,589,628
Authority	-	1,059,137	145,415	617	6,189	49,779	27,116	58,145	356	30,283	-	(1,377,037)	-
Total capital contributions	-	11,320,116	1,454,149	6,173	20,451	497,787	265,076	553,094	3,563	280,777	-	(1,377,037)	13,024,149
CHANGE IN NET POSITION	5,737,534	(18,180,541)	(605,713)	(28,327)	(389,788)	176,394	252,882	507,961	(591,778)	129,765	(6,645)	(1,377,037)	(14,375,293)
NET POSITION - beginning of year	89,920,476	107,060,480	2,645,935	(109,930)	2,843,120	410,642	68,676	(7,498)	1,462,776	354,854	101,514	(47,170,942)	157,380,103
Restatement of beginning net position	58,614	(151,842)	(79,984)	-	-	-	-	-	-	-	(31,187)	-	(204,399)
NET POSITION - end of year	\$ 95,716,624	\$ 88,728,097	\$ 1,960,238	\$ (138,257)	\$ 2,253,332	\$ 587,036	\$ 321,558	\$ 500,463	\$ 870,998	\$ 484,619	\$ 63,682	\$ (48,547,979)	\$ 142,800,411

The accompanying notes are an integral part of these statements.

STATISTICAL SECTION

Financial Trends69

These schedules contain trend information to assist the user in understanding and assessing how RGRTA's financial position has changed over time.

Revenue Capacity77

These schedules contain information to help the reader assess RGRTA's most significant revenue source.

Demographic and Economic Information81

These schedules are intended to assist users in understanding the socioeconomic environment within which a system operates.

Operating Information84

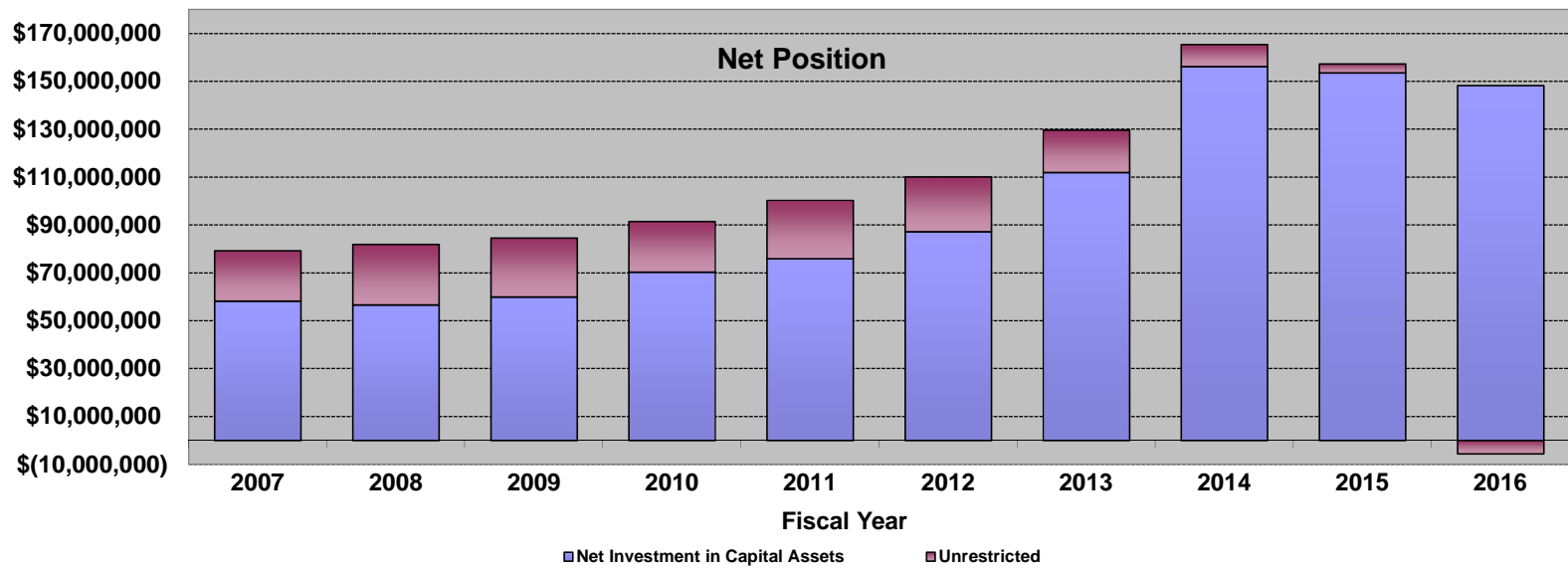
These schedules are intended to provide contextual information about a system's operations and resources to assist in using financial information to understand and assess a system's economic condition.

Rochester Genesee Regional Transportation Authority

Net Position For Fiscal Years 2007 to 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Net Investment in Capital Assets	\$ 58,265,389	\$ 56,663,826	\$ 60,029,188	\$ 70,389,535	\$ 75,924,776	\$ 87,287,462	\$ 111,987,737	\$ 156,316,448	\$ 153,610,244	\$ 148,329,422
Unrestricted	\$ 21,023,003	\$ 25,216,776	\$ 24,592,248	\$ 21,084,359	\$ 24,414,391	\$ 22,780,459	\$ 17,720,196	\$ 9,088,209	\$ 3,769,859	\$ (5,529,011)
Total Net Position	\$ 79,288,392	\$ 81,880,602	\$ 84,621,436	\$ 91,473,894	\$ 100,339,167	\$ 110,067,921	\$ 129,707,933	\$ 165,404,657	\$ 157,380,103	\$ 142,800,411

Source: RGRTA's Audited Financial Statements



Rochester Genesee Regional Transportation Authority

Changes in Net Position (Consolidated) For Fiscal Years 2007 to 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Operating Revenue and Public Support										
Customer fares	\$ 12,285,255	\$ 12,082,869	\$ 12,286,621	\$ 11,763,252	\$ 11,790,058	\$ 11,273,691	\$ 11,245,293	\$ 11,630,129	\$ 12,033,161	\$ 11,555,970
Special transit fares	8,834,690	11,000,072	12,908,809	14,164,520	15,176,855	15,696,102	15,827,185	16,027,774	16,503,741	16,394,790
Advertising ⁵	399,312	352,452	396,514	548,579	580,204	663,718	712,765	-	-	-
Reimbursement and recovery	1,034,146	1,328,187	1,432,286	657,730	880,698	1,360,029	1,116,899	1,408,810	991,196	837,648
Other	354,245	291,684	280,131	285,947	222,167	611,895	553,983	1,368,339	531,835	617,142
Total Operating Revenue and Public Support	22,907,648	25,055,264	27,304,361	27,420,028	28,649,982	29,605,435	29,456,125	30,435,052	30,059,933	29,405,550
Operating Expenses										
Salaries and wages	32,458,034	33,966,432	35,988,937	37,049,759	37,940,744	40,217,885	41,588,402	44,134,818	46,467,142	46,866,470
Employee benefits ⁸	13,536,662	14,681,875	14,603,911	15,718,573	15,408,915	16,772,238	16,592,171	20,801,837	23,387,563	28,025,148
Retroactive wage accrual variance	-	-	-	(1,265,629)	(446,854)	-	-	-	-	-
Other post employment benefits (OPEB) ^{3,6}	-	6,855,222	7,388,763	5,603,780	2,310,894	2,426,229	4,548,000	-	-	-
Materials and supplies	9,948,024	10,268,863	12,330,293	13,158,539	10,650,060	12,035,567	12,018,527	11,864,828	11,339,551	9,221,458
Outside services	3,183,259	4,070,197	4,467,711	4,462,522	4,368,755	4,706,587	5,783,379	5,164,946	6,521,557	7,081,803
Utilities	889,249	907,850	851,179	774,355	832,993	768,912	810,883	902,817	838,340	794,835
Casualty and liability insurance claims	1,317,884	1,376,788	1,328,050	816,214	1,776,339	2,109,775	1,202,691	1,671,269	3,174,146	5,416,319
Lease and rentals ⁷	372,355	307,557	365,735	292,092	322,797	305,019	313,945	-	-	-
Other	1,095,202	1,397,157	1,157,537	1,276,269	1,063,138	1,155,125	1,055,519	1,868,830	1,666,103	1,790,694
Total Operating Expenses	62,800,669	73,831,941	78,482,116	77,886,474	74,227,781	80,497,337	83,913,517	86,409,345	93,394,402	99,196,727
Depreciation										
Locally funded	1,147,925	1,295,823	1,101,418	1,134,842	1,046,622	1,191,198	1,087,951	1,371,523	1,603,884	1,758,168
Grant funded	8,211,174	8,743,117	7,751,860	8,108,763	8,926,455	10,571,017	9,964,813	12,681,481	15,053,946	15,603,787
Total Depreciation	9,359,099	10,038,940	8,853,278	9,243,605	9,973,077	11,762,215	11,052,764	14,053,004	16,657,830	17,361,955
Total Operating Expenses and Depreciation	72,159,768	83,870,881	87,335,394	87,130,079	84,200,858	92,259,552	94,966,281	100,462,349	110,052,232	116,558,682
Income (Loss) from Operations	(49,252,120)	(58,815,617)	(60,031,033)	(59,710,051)	(55,550,876)	(62,654,117)	(65,510,156)	(70,027,297)	(79,992,299)	(87,153,132)
Non-Operating Income (Expense)										
Investment income, net	1,059,927	1,483,599	1,106,096	476,598	223,391	114,470	330,034	175,394	646,203	272,155
Mortgage recording tax	8,854,731	8,915,806	7,165,492	7,059,257	7,300,269	6,807,000	8,110,462	7,193,267	7,702,424	9,040,093
Subrecipient grant revenue	-	-	-	-	-	-	81,022	110,434	83,652	632,632
Subrecipient grant expense	-	-	-	-	-	-	(81,022)	(110,434)	(83,652)	(632,632)
Loss on impairment of capital assets ¹	-	(3,316,001)	-	(10,686,943)	(52,669)	(23,069)	(431,225)	-	-	-
Federal and state grants for soil remediation ²	-	-	1,015,790	-	-	-	-	-	-	-
(Loss) gain on change in soil remediation liability ²	-	-	(1,807,598)	86,490	(333,130)	181,999	(37,978)	(815,317)	9,625	20,071
Contribution expense ⁴	-	-	-	-	-	-	-	-	-	-
Realized gain (loss) of fuel swap, net	(350,638)	95,998	-	(422,156)	144,876	1,204,825	32,114	45,959	(349,051)	(1,602,934)
Gain (loss) on disposal of capital assets, net	42,787	49,501	7,625	12,964	119,521	90,933	46,626	96,944	57,082	55,505
Total Non-Operating Income (Expense)	9,606,807	7,228,903	7,487,405	(3,473,790)	7,402,258	8,376,158	8,050,033	6,696,247	8,066,283	7,784,890
External Operating Assistance Subsidies										
Federal	5,619,534	6,739,391	7,042,203	6,878,774	7,816,026	7,791,764	7,689,592	9,370,351	11,643,318	9,563,470
State	30,154,280	33,384,392	33,510,909	31,551,360	31,127,451	31,245,668	33,303,235	33,405,263	36,020,796	38,439,835
Local governments	3,726,001	3,726,000	3,726,000	3,726,000	3,725,997	3,726,000	3,726,000	3,726,000	3,844,585	3,965,495
Total External Operating Assistance Subsidies	39,499,815	43,849,783	44,279,112	42,156,134	42,669,474	42,763,432	44,718,827	46,501,614	51,508,699	51,968,800
Change in Net Position before Capital Contributions	(145,498)	(7,736,931)	(8,264,516)	(21,027,707)	(5,479,144)	(11,514,527)	(12,741,296)	(16,829,436)	(20,417,317)	(27,399,442)
Capital Contributions										
Federal	6,749,365	8,627,427	9,160,404	24,633,829	12,730,615	19,665,766	28,708,099	45,060,946	10,428,164	9,434,521
State	1,559,754	1,701,714	1,844,946	3,246,336	1,613,802	1,577,515	3,673,209	7,465,214	1,294,296	3,589,628
Total Capital Contributions	8,309,119	10,329,141	11,005,350	27,880,165	14,344,417	21,243,281	32,381,308	52,526,160	11,722,460	13,024,149
Special Item - Transfer of Ontario County Public Transportation Operations	-	-	-	-	-	-	-	-	670,303	-
Change in Net Position, including Special Item	\$ 8,163,621	\$ 2,592,210	\$ 2,740,834	\$ 6,852,458	\$ 8,865,273	\$ 9,728,754	\$ 19,640,012	\$ 35,696,724	\$ (8,024,554)	\$ (14,375,293)

¹ Loss on impairment in 2008 and 2010 represents costs associated with the Renaissance Square Project due to changes and reductions of project scope

² In 2009, the Authority implemented GASB 49, "Accounting and Financial Reporting for Pollution Remediation Obligations"

³ OPEB expenses represent the net annual unfunded OPEB accrual after payment of medical insurance expenses

⁴ Contribution Expense represents the unamortized value of the buses donated to Monroe Transit of Louisiana and the Metropolitan Transit Authority as a result of Hurricane Katrina

⁵ In 2014, Advertising revenue was moved to the "Other" line in Operating Revenue and Public Support

⁶ In 2014, OPEB expense was moved to the "Employee Benefits" line in Operating Expenses

⁷ In 2014, Leases and Rentals was moved to the "Other" line in Operating Expenses

⁸ In 2016, the Authority implemented GASB 68, "Accounting and Financial Reporting for Pension"

Rochester Genesee Regional Transportation Authority

Revenue and Operating Assistance by Source

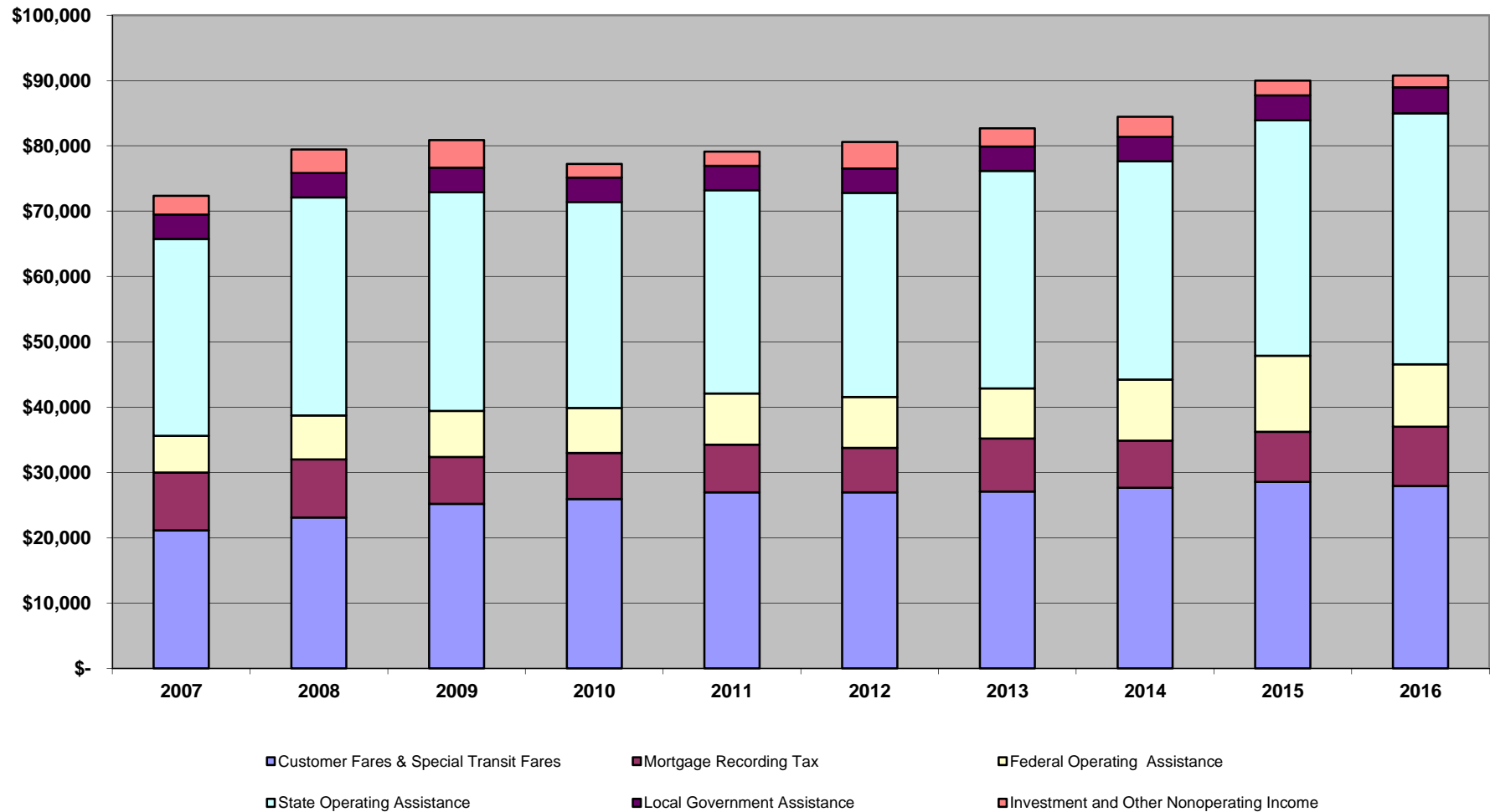
For Fiscal Years 2007 to 2016 (000's)

Fiscal Year	Customer Fares & Special Transit Fares ¹	Federal Operating Assistance	State Operating Assistance	Local Government Assistance	Mortgage Recording Tax	Investment and Other Nonoperating Income	Total
2007	\$ 21,120	\$ 5,620	\$ 30,154	\$ 3,726	\$ 8,855	\$ 2,890	\$ 72,365
2008	\$ 23,083	\$ 6,739	\$ 33,384	\$ 3,726	\$ 8,916	\$ 3,601	\$ 79,450
2009	\$ 25,195	\$ 7,042	\$ 33,511	\$ 3,726	\$ 7,165	\$ 4,238	\$ 80,878
2010	\$ 25,928	\$ 6,879	\$ 31,551	\$ 3,726	\$ 7,059	\$ 2,068	\$ 77,211
2011	\$ 26,967	\$ 7,816	\$ 31,127	\$ 3,726	\$ 7,300	\$ 2,171	\$ 79,108
2012	\$ 26,970	\$ 7,792	\$ 31,246	\$ 3,726	\$ 6,807	\$ 4,046	\$ 80,586
2013	\$ 27,072	\$ 7,690	\$ 33,303	\$ 3,726	\$ 8,110	\$ 2,792	\$ 82,694
2014	\$ 27,658	\$ 9,370	\$ 33,405	\$ 3,726	\$ 7,193	\$ 3,095	\$ 84,448
2015	\$ 28,537	\$ 11,643	\$ 36,021	\$ 3,845	\$ 7,702	\$ 2,236	\$ 89,984
2016	\$ 27,951	\$ 9,563	\$ 38,440	\$ 3,965	\$ 9,040	\$ 1,803	\$ 90,762

¹ Includes Temporary Assistance Needy Families (TANF) Grant

Source: RGRTA's Annual Audited Financial Statements

**Rochester Genesee Regional Transportation Authority
Revenue and Operating Assistance by Source
For Fiscal Years 2007 to 2016 (000's)
(continued)**



Rochester Genesee Regional Transportation Authority

Revenues and Operating Assistance - Comparison To Industry Trend For Fiscal Years 2007 to 2016

Transportation Industry

Fiscal Year	Operating Revenues			Operating Assistance			Total Revenues
	Fares	Other	TOTAL	State & Local	Federal	Total	
2007	31.4%	14.1%	45.5%	47.0%	7.5%	54.5%	100.0%
2008	31.2%	12.9%	44.1%	48.8%	7.0%	55.9%	100.0%
2009	31.5%	12.4%	43.9%	47.8%	8.2%	56.1%	100.0%
2010	32.1%	11.9%	44.0%	46.6%	9.4%	56.0%	100.0%
2011	32.8%	11.2%	44.0%	46.3%	9.8%	56.0%	100.0%
2012	32.5%	11.1%	43.7%	47.5%	8.9%	56.3%	100.0%
2013	32.5%	10.2%	42.7%	48.4%	8.9%	57.3%	100.0%
2014	32.0%	10.8%	42.8%	48.6%	8.6%	57.2%	100.0%
2015	*	*	*	*	*	*	*
2016	*	*	*	*	*	*	*

Rochester Genesee Regional Transportation Authority

YEAR	Operating Revenues			Operating Assistance			Total Revenues
	Fares ²	Other ¹	TOTAL	State & Local	Federal	Total	
2007	29.2%	16.2%	45.4%	46.8%	7.8%	54.6%	100.0%
2008	29.1%	15.8%	44.8%	46.7%	8.5%	55.2%	100.0%
2009	31.2%	14.1%	45.3%	46.0%	8.7%	54.7%	100.0%
2010	33.6%	11.8%	45.4%	45.7%	8.9%	54.6%	100.0%
2011	34.1%	12.0%	46.1%	44.1%	9.9%	53.9%	100.0%
2012	33.5%	13.5%	46.9%	43.4%	9.7%	53.1%	100.0%
2013	32.7%	13.2%	45.9%	44.8%	9.3%	54.1%	100.0%
2014	32.8%	12.2%	44.9%	44.0%	11.1%	55.1%	100.0%
2015	31.7%	11.0%	42.8%	44.3%	12.9%	57.2%	100.0%
2016	30.8%	11.9%	42.7%	46.7%	10.5%	57.3%	100.0%

* Not Available

¹ Other revenue includes advertising, interest income, other non-operating income, and mortgage recording tax

² Fares include customer fares, special transit fares, special fare assistance (TANF Grant)

Source:

The American Public Transportation Association, APTA 2016 Transportation Fact Book, Appendix A Historical Tables, Table 87, page 343
RGRTA's Audited Financial Statements

Rochester Genesee Regional Transportation Authority

Expense by Object Class

For Fiscal Years 2007 to 2016 (000's)

Fiscal Year	Labor & Fringe ¹	Materials & Supplies	Services	Utilities	Casualty & Liability	Lease, Rental & Other ²	Total ³
2007	\$ 45,995	\$ 9,948	\$ 3,183	\$ 889	\$ 1,318	\$ 1,818	\$ 63,151
2008	\$ 48,455	\$ 10,269	\$ 4,070	\$ 908	\$ 1,377	\$ 1,705	\$ 66,783
2009	\$ 50,593	\$ 12,330	\$ 4,468	\$ 851	\$ 1,328	\$ 3,331	\$ 72,901
2010	\$ 51,503	\$ 13,159	\$ 4,463	\$ 774	\$ 816	\$ 1,991	\$ 72,705
2011	\$ 52,903	\$ 10,650	\$ 4,369	\$ 833	\$ 1,776	\$ 1,719	\$ 72,250
2012	\$ 56,990	\$ 12,036	\$ 4,707	\$ 769	\$ 2,110	\$ 1,278	\$ 77,889
2013	\$ 58,181	\$ 12,019	\$ 5,783	\$ 811	\$ 1,203	\$ 1,407	\$ 79,403
2014	\$ 60,389	\$ 11,865	\$ 5,165	\$ 903	\$ 1,671	\$ 2,684	\$ 82,677
2015	\$ 64,031	\$ 11,340	\$ 6,522	\$ 838	\$ 3,174	\$ 2,015	\$ 87,919
2016	\$ 69,068	\$ 9,221	\$ 7,082	\$ 795	\$ 5,416	\$ 3,394	\$ 94,976

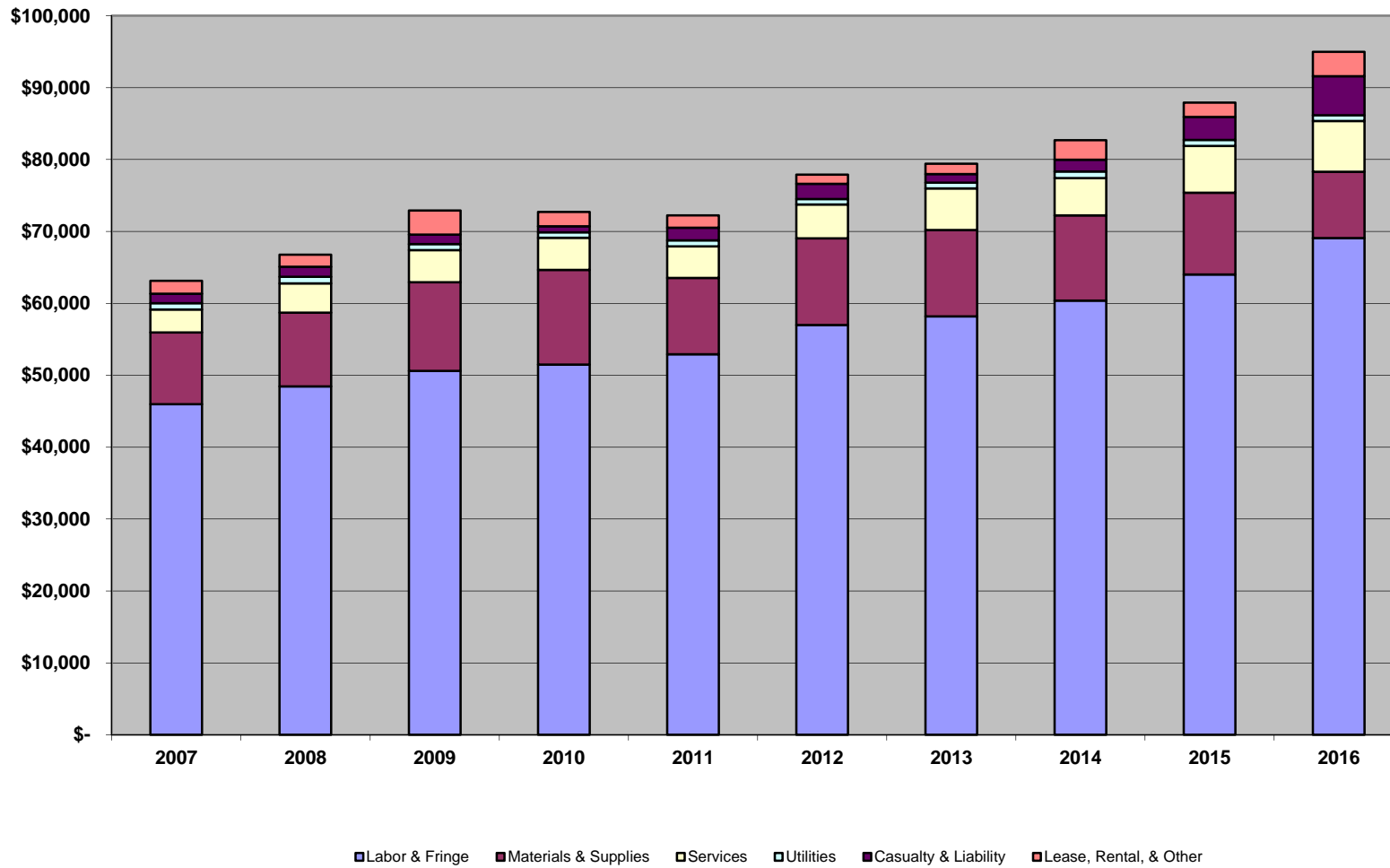
¹ Excludes net unfunded OPEB expense

² Includes Loss on Fuel Swap

³ Excludes depreciation

Source: RGRTA's Audited Financial Statements

Rochester Genesee Regional Transportation Authority
Expense by Object Class
For Fiscal Years 2007 to 2016 (000's)
(continued)



Rochester Genesee Regional Transportation Authority

Operating Expenses - Comparison to Industry Trend Percentage Allocation by Object of Expense For Fiscal Years 2007 to 2016

Transportation Industry

Fiscal Year	Labor & Fringe	Materials & Supplies	Services	Utilities	Casualty & Liability	Other	Purchased Transportation	Total Operating Expenses
2005	66.9%	10.1%	5.8%	3.2%	2.5%	-2.3%	13.8%	100.0%
2006	66.0%	11.2%	5.9%	3.2%	2.4%	-2.2%	13.4%	100.0%
2007	65.8%	11.6%	6.1%	3.4%	2.4%	-2.3%	13.0%	100.0%
2008	64.0%	12.8%	6.3%	3.4%	2.2%	-2.4%	13.7%	100.0%
2009	64.8%	11.3%	6.6%	3.5%	2.3%	-2.5%	14.0%	100.0%
2010	65.2%	10.7%	6.6%	3.4%	2.6%	-2.3%	13.8%	100.0%
2011	65.0%	11.4%	6.6%	3.3%	2.6%	-2.2%	13.3%	100.0%
2012	64.0%	11.7%	6.9%	3.2%	2.2%	-1.9%	13.8%	100.0%
2013	60.7%	11.2%	7.1%	3.1%	2.4%	1.8%	13.7%	100.0%
2014	61.0%	11.0%	6.9%	3.2%	2.5%	1.7%	13.6%	100.0%
2015	*	*	*	*	*	*	*	*
2016	*	*	*	*	*	*	*	*

Rochester Genesee Regional Transportation Authority

Fiscal Year	Labor & Fringe ⁴	Materials & Supplies	Services	Utilities	Casualty & Liability	Other	Purchased Transportation	Total Operating Expenses ³
2005	73.3%	12.0%	6.4%	1.4%	3.0%	4.0%	N/A	100.0%
2006	70.7%	14.7%	5.5%	1.3%	3.0%	4.8%	N/A	100.0%
2007	72.8%	15.8%	5.0%	1.4%	2.1%	2.9%	N/A	100.0%
2008	72.6%	15.4%	6.1%	1.4%	2.1%	2.6%	N/A	100.0%
2009	69.4%	16.9%	6.1%	1.2%	1.8%	4.6%	N/A	100.0%
2010	70.8%	18.1%	6.1%	1.1%	1.1%	2.7%	N/A	100.0%
2011	73.2%	14.7%	6.0%	1.2%	2.5%	2.5%	N/A	100.0%
2012	73.2%	15.5%	6.0%	1.0%	2.7%	1.6%	N/A	100.0%
2013	73.3%	15.1%	7.3%	1.0%	1.5%	1.8%	N/A	100.0%
2014	73.0%	14.4%	6.2%	1.1%	2.0%	3.2%	N/A	100.0%
2015	72.8%	12.9%	7.4%	1.0%	3.6%	2.3%	N/A	100.0%
2016	72.7%	9.7%	7.5%	0.8%	5.7%	3.6%	N/A	100.0%

* Not Available

³ Excludes depreciation

⁴ Excludes net unfunded OPEB expense

Source:

The American Public Transportation Association, APTA 2016 Transportation Fact Book, Appendix A Historical Tables, Table 70
RGRTA's Annual Audited Financial Statements

Rochester Genesee Regional Transportation Authority

Largest Own Source Revenue For Fiscal Years 2007 to 2016

Regional Transit Service

Fiscal Year	Customer Fares ¹	Special Transit Fares	Total	Customer Ridership	Average Fare
2007	\$ 11,520,870	\$ 6,836,823	\$18,357,693	14,050,843	\$ 1.31
2008	\$ 11,448,971	\$ 8,581,772	\$20,030,743	15,063,344	\$ 1.33
2009	\$ 11,603,859	\$ 10,379,489	\$21,983,348	16,737,254	\$ 1.31
2010	\$ 11,117,556	\$ 11,483,104	\$22,600,660	16,825,791	\$ 1.34
2011	\$ 11,162,021	\$ 12,430,653	\$23,592,674	16,900,126	\$ 1.40
2012	\$ 10,663,522	\$ 12,918,908	\$23,582,430	17,570,170	\$ 1.34
2013	\$ 10,629,827	\$ 13,167,862	\$23,797,689	17,257,099	\$ 1.38
2014	\$ 10,984,529	\$ 13,240,031	\$24,224,560	17,194,927	\$ 1.41
2015	\$ 11,202,925	\$ 13,142,142	\$24,345,067	17,107,040	\$ 1.42
2016	\$ 10,664,199	\$ 13,065,352	\$23,729,551	16,561,701	\$ 1.43

RTS Access (Paratransit)

Fiscal Year	Customer Fares	Special Transit Fares	Total	Customer Ridership	Average Fare
2007	\$ 368,622	\$ 15,638	\$ 384,260	178,195	\$ 2.16
2008	\$ 394,567	\$ 16,230	\$ 410,797	179,280	\$ 2.29
2009	\$ 364,818	\$ 8,264	\$ 373,082	181,703	\$ 2.05
2010	\$ 333,149	\$ -	\$ 333,149	179,670	\$ 1.85
2011	\$ 313,666	\$ -	\$ 313,666	168,236	\$ 1.86
2012	\$ 306,239	\$ -	\$ 306,239	167,839	\$ 1.82
2013	\$ 312,022	\$ -	\$ 312,022	169,354	\$ 1.84
2014	\$ 343,571	\$ -	\$ 343,571	178,949	\$ 1.92
2015	\$ 345,368	\$ -	\$ 345,368	185,473	\$ 1.86
2016	\$ 352,249	\$ -	\$ 352,249	192,820	\$ 1.83

Regional Subsidiaries

Fiscal Year	Customer Fares ¹	Special Transit Fares	Total	Customer Ridership	Average Fare
2007	\$ 456,206	\$ 1,982,229	\$ 2,438,435	675,506	\$ 3.61
2008	\$ 239,331	\$ 2,402,070	\$ 2,641,401	715,461	\$ 3.69
2009	\$ 317,944	\$ 2,521,056	\$ 2,839,000	732,269	\$ 3.88
2010	\$ 312,547	\$ 2,681,416	\$ 2,993,963	714,050	\$ 4.19
2011	\$ 314,371	\$ 2,746,202	\$ 3,060,573	703,072	\$ 4.35
2012	\$ 303,930	\$ 2,777,194	\$ 3,081,124	697,563	\$ 4.42
2013	\$ 303,444	\$ 2,659,323	\$ 2,962,767	656,436	\$ 4.51
2014	\$ 302,029	\$ 2,787,743	\$ 3,089,772	694,946	\$ 4.45
2015	\$ 484,868	\$ 3,361,599	\$ 3,846,467	900,410	\$ 4.27
2016	\$ 539,522	\$ 3,329,438	\$ 3,868,960	968,517	\$ 3.99

Consolidated

Fiscal Year	Customer Fares ¹	Special Transit Fares	Total	Customer Ridership	Average Fare
2007	\$ 12,345,698	\$ 8,834,690	\$21,180,388	14,904,544	\$ 1.42
2008	\$ 12,082,869	\$ 11,000,072	\$23,082,941	15,958,085	\$ 1.45
2009	\$ 12,286,621	\$ 12,908,809	\$25,195,430	17,651,226	\$ 1.43
2010	\$ 11,763,252	\$ 14,164,520	\$25,927,772	17,719,511	\$ 1.46
2011	\$ 11,790,058	\$ 15,176,855	\$26,966,913	17,771,434	\$ 1.52
2012	\$ 11,273,691	\$ 15,696,102	\$26,969,793	18,435,572	\$ 1.46
2013	\$ 11,245,293	\$ 15,827,185	\$27,072,478	18,082,889	\$ 1.50
2014	\$ 11,630,129	\$ 16,027,774	\$27,657,903	18,068,822	\$ 1.53
2015	\$ 12,033,161	\$ 16,503,741	\$28,536,902	18,192,923	\$ 1.57
2016	\$ 11,555,970	\$ 16,394,790	\$27,950,760	17,723,038	\$ 1.58

¹ Inclusive of the TANF grant (Temporary Assistance for Needy Families/Welfare to Work)

Source: RGRTA's Annual Audited Financial Statements

Rochester Genesee Regional Transportation Authority

Fare Structure

For Fiscal Years 2007 to 2016

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Regional Transit Service Inc.										
Cash:										
Base Fare	\$ 1.25	\$ 1.25	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
Passes:										
31 Day Unlimited Ride	56.00	56.00	56.00	56.00	56.00	56.00	56.00	56.00	56.00	56.00
31 Day Child/Senior/Disabled	28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00
Stored Value	12.50	12.50	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
One Day Unlimited	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
One Day Unlimited Child/Senior/Disabled	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Five Day Unlimited	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
Five Day Unlimited Child/Senior/Disabled	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
One Ride	1.25	1.25	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Two Ride	2.50	2.50	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Two Plus Two	2.50	2.50	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
RTS Access										
Cash:										
One-Way Trip 1 mile or less from origin	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
One-Way Trip Over 1 mile - 3 miles	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
One-Way Trip Over 3 miles - 20 miles	2.50	2.50	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
One-Way Trip Over 20 miles	5.00	5.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Same-Day Service	10.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Supplemental Service	-	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Passes:										
\$12 Value	-	-	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
\$18 Value	18.00	18.00	18.00	18.00	18.00	18.00	18.00	18.00	18.00	18.00
\$20 Value	25.00	25.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
RTS Genesee										
Cash:										
Base Route Fare	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Between Communities	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Dial-A-Ride:										
Citywide	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
LeRoy	-	-	-	-	-	-	-	-	-	1.00
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
\$20 Value	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00

Rochester Genesee Regional Transportation Authority

Fare Structure

For Fiscal Years 2007 to 2016

(Continued)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
RTS Livingston										
Cash:										
Base Route Fare	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Between Communities	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Geneseo/Marketplace/Eastview Shuttle	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
\$20 Value	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
RTS Ontario*										
Cash:										
Base Route Fare	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.00	1.00
Hub to Hub Only	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.00	2.00
Dial-A-Ride	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.00	3.00
Flex	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5.00	5.00
Dial-A-Ride within Zone 1 or 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5.00	5.00
Dial-A-Ride between Zone 1 or 2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.00	10.00
Geneva Phelps to Rochester	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	15.00
Clifton Springs/Hopewell/Canandaigua to Rochester	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	12.50
Shortsville/Manchester/Farmington/Victor to Rochester	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	10.00
Passes:										
\$10 Value	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9.00	9.00
\$20 Value	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	17.00	17.00
Unlimited Ride	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	30.00
Dial-A-Ride Options:										
\$5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	5.00
\$25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	25.00
\$50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	50.00
\$100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	100.00

* RGRTA commenced public transit operations in Ontario County on August 1, 2014

Rochester Genesee Regional Transportation Authority

**Fare Structure
For Fiscal Years 2007 to 2016
(Continued)**

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
RTS Orleans										
Cash:										
Base Route Fare	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Between Communities	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Rochester Shuttle	6.50	6.50	6.50	6.50	6.50	-	-	-	-	-
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
\$20 Value	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
RTS Seneca										
Cash:										
Base Route Fare	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Between North & South of Route 336	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
\$20 Value	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
RTS Wayne										
Cash:										
Base Route Fare	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Dial-A-Ride (Seniors)	3.00	3.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
\$20 Value	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
RTS Wyoming										
Cash:										
Base Route Fare	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flex Route/Loop Service	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
\$20 Value	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
Commuter - Loop Service	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50
10 Ride Senior/Disabled	6.75	6.75	6.75	6.75	6.75	6.75	6.75	6.75	6.75	6.75

Rochester Genesee Regional Transportation Authority

Demographic and Economic Information ⁵ RGRTA Service Area Population and Income For Fiscal Years 2007 to 2016

RGRTA Service Area ¹

Fiscal Year	Population ²	Total Personal Income (in thousands) ²	Per Capita Income ²	Median Household Income ³
2007	1,184,720	\$ 43,689,871	\$ 36,878	\$ 49,041
2008	1,187,496	\$ 46,209,751	\$ 38,914	\$ 50,796
2009	1,190,092	\$ 45,752,723	\$ 38,445	\$ 48,947
2010	1,191,769	\$ 46,984,264	\$ 39,424	\$ 50,829
2011	1,194,131	\$ 49,692,587	\$ 41,614	\$ 51,697
2012	1,194,202	\$ 51,537,331	\$ 43,156	\$ 52,320
2013	1,194,516	\$ 53,562,866	\$ 44,841	\$ 51,517
2014	1,193,419	\$ 51,725,485	\$ 43,342	\$ 51,769
2015 ³	1,191,689	*	*	*
2016	*	*	*	*

City of Rochester ³

Fiscal Year	Population	Total Personal Income (in thousands) ⁴	Per Capita Income	Median Household Income
2007	207,481	\$ 3,570,126	\$ 17,207	\$ 30,927
2008	207,348	\$ 3,764,196	\$ 18,154	\$ 29,975
2009	207,294	\$ 3,914,954	\$ 18,886	\$ 30,553
2010	210,565	\$ 3,761,744	\$ 17,865	\$ 30,138
2011	210,855	\$ 3,851,688	\$ 18,267	\$ 30,367
2012	210,532	\$ 3,948,949	\$ 18,757	\$ 30,728
2013	210,358	\$ 3,964,617	\$ 18,847	\$ 30,875
2014 ³	209,983	\$ 3,957,550	\$ 18,847	\$ 30,784
2015 ³	209,802	*	*	*
2016	*	*	*	*

* Data not available

¹ RGRTA Service Area: Monroe, Genesee, Livingston, Ontario, Orleans, Seneca, Wayne, and Wyoming Counties

⁴ Total personal income is a calculation of per capita income multiplied by population

⁵ Data is reported by calendar year

Source:

² Bureau of Economic Analysis

³ US Census Bureau

Rochester Genesee Regional Transportation Authority
Demographic and Economic Information (continued)^{1,5}
Employment Annual Average and Employment by Industry
For Fiscal Years 2007 to 2016

Employment Annual Average²

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016*</u>
Total Civilian Labor Force	600,297	605,504	601,333	597,461	592,403	593,779	590,265	577,218	589,740	577,586
Total Employed	572,812	571,644	553,066	548,596	546,677	546,779	548,455	543,608	560,417	550,101
Total Unemployed	27,485	33,860	48,267	48,865	45,726	47,000	41,810	33,610	29,323	27,485
Unemployment Rate	4.6%	5.6%	8.0%	8.2%	7.7%	7.9%	7.1%	5.8%	5.0%	4.8%

*Data is reported based on the months of January-July

Employment by Industry³
(Amounts in 000's)

NAICS (North American Industry Classification System)

Wholesale																		
Manufacturing			Construction		Retail Trade		Service		Government		Finance Insurance		Information		Other ⁴		Total	
Year	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
2007	74.4	15.1%	17.0	3.5%	70.7	14.3%	208.6	42.3%	83.8	17.0%	14.5	2.9%	10.0	2.0%	14.2	2.9%	493.2	100.0%
2008	70.0	15.2%	16.9	3.7%	70.8	15.3%	183.4	39.7%	80.8	17.5%	14.2	3.1%	9.6	2.1%	16.2	3.5%	461.8	100.0%
2009	62.9	13.1%	15.6	3.3%	68.2	14.3%	212.0	44.3%	80.9	16.9%	13.6	2.8%	9.0	1.9%	16.0	3.3%	478.3	100.0%
2010	60.1	12.6%	15.3	3.2%	68.3	14.3%	214.1	44.9%	80.6	16.9%	13.6	2.8%	8.6	1.8%	15.9	3.3%	476.5	100.0%
2011	60.5	12.6%	15.6	3.3%	68.6	14.3%	217.3	45.4%	78.8	16.4%	13.9	2.9%	8.3	1.7%	16.1	3.4%	479.2	100.0%
2012	59.9	12.4%	16.1	3.3%	68.8	14.3%	221.9	46.0%	77.5	16.1%	14.1	2.9%	8.0	1.7%	16.0	3.3%	482.3	100.0%
2013	58.3	12.1%	16.5	3.4%	67.0	13.9%	224.7	46.7%	77.1	16.0%	13.8	2.9%	7.9	1.6%	16.3	3.4%	481.7	100.0%
2014	64.4	12.0%	19.6	3.6%	77.4	14.4%	247.8	46.1%	85.4	15.9%	14.9	2.8%	8.8	1.6%	19.2	3.6%	537.4	100.0%
2015	64.9	12.0%	19.8	3.7%	77.7	14.4%	248.5	46.1%	85.3	15.8%	15.0	2.8%	8.9	1.7%	19.4	3.6%	539.6	100.0%
2016	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**

** Data Not Currently Available

¹ RGRTA Service Area; Monroe, Genesee, Livingston, Ontario, Orleans, Seneca, Wayne, and Wyoming Counties

⁴ Includes Mining, Agriculture/Forestry, Utilities, Transportation/Warehousing, and unclassified

⁵ Data is reported by calendar year

Source:

² U.S. Department of Labor

³ N.Y. Department of Labor

Rochester Genesee Regional Transportation Authority

Demographic and Economic Information (continued)

Top Ten Private Sector Employers

Top Ten Private Sector Employers 2016

Rank	Name of Company	Number of Local ¹ Employees ²	% of Total ³	Corporation Headquarters	Nature of Local Operations	Type of Organization
1	University of Rochester	26,673	5.1%	Rochester, NY	Higher education, research and health care	Non-Profit
2	Rochester Regional Health System	15,540	2.9%	Rochester, NY	Health care	Non-Profit
3	Wegmans Food Markets Inc.	13,839	2.6%	Rochester, NY	Supermarkets	Private
4	Xerox Corp.	6,575	1.2%	Norwalk, Conn.	Worldwide business process and document management services	Public
5	Paychex Inc.	4,129	0.8%	Rochester, NY	Payroll, benefits and human resource services	Public
6	Rochester Institute of Technology	3,918	0.7%	Rochester, NY	Higher education	Non-Profit
7	Lifetime Healthcare Cos. Inc.	3,530	0.7%	Rochester, NY	Health insurance, health care delivery, home health care, benefits administration	Non-Profit
8	Sutherland Global Services	3,080	0.6%	Pittsford, NY	Business process outsourcing	Private
9	Tops Markets LLC	2,895	0.5%	Williamsville, NY	Supermarkets	Private
10	YMCA of Greater Rochester	2,425	0.5%	Rochester, NY	Child Care Services; Health, Recreation, and Wellness Programs	Non-Profit

¹ Local area includes Monroe, Genesee, Livingston, Ontario, Orleans and Wayne Counties

² Employee numbers are accurate as of June 12, 2015, unless otherwise noted

³ % of total area employment as defined in footnote ¹ & ² above

Source: Rochester Business Journal, Book of Lists 2016 Edition
New York State Department of Labor Local Area Unemployment Statistics Program

Top Ten Private Sector Employers 2007

Rank	Name of Company	Number of Local ¹ Employees ²	% of Total ³	Corporation Headquarters	Nature of Local Operations	Type of Organization
1	University of Rochester/Strong Health	16,565	3.1%	Rochester, NY	Higher education, research and health care	Non-Profit
2	Eastman Kodak Co.	16,300	3.1%	Rochester, NY	Manufacture, marketing, research and development of imaging products	Public
3	Wegmans Food Markets Inc.	14,897	2.8%	Rochester, NY	Supermarkets	Private
4	Xerox Corp.	8,325 ³	1.6%	Stamford, Conn.	Design, development, manufacture and sale of document processing products	Public
5	ViaHealth	6,565	1.2%	Rochester, NY	Health care services with specialties in heart and cancer care	Non-Profit
6	Unity Health System	4,716	0.9%	Rochester, NY	Health care, senior housing	Non-Profit
7	Lifetime Healthcare Cos. Inc. ⁴	3,642 ³	0.7%	Rochester, NY	Health insurance, health care delivery, home health care, benefits administration	Non-Profit
8	Rochester Institute of Technology	2,802	0.5%	Rochester, NY	Higher education	Non-Profit
9	Delphi Corp.	2,350 ³	0.4%	Troy, Mich.	Design, development and manufacture of automotive emissions control and fuel systems	Public
10	Tops Markets LLC	2,307	0.4%	Fairfax, Va.	Supermarkets	Public

¹ Local area includes Monroe, Genesee, Livingston, Ontario, Orleans and Wayne Counties.

² Employee Numbers are accurate as of Feb. 1, 2005.

³ % of total area employment as defined in footnote ¹ & ² above

⁴ Formerly Excellus Inc., which includes Excellus Blue Cross Blue Shield, Rochester Region, Sibley Nursing Personnel Services Inc, and Genesee Region Home Care.

Rochester Genesee Regional Transportation Authority

**Operating Statistics
For Fiscal Years 2007 to 2016**

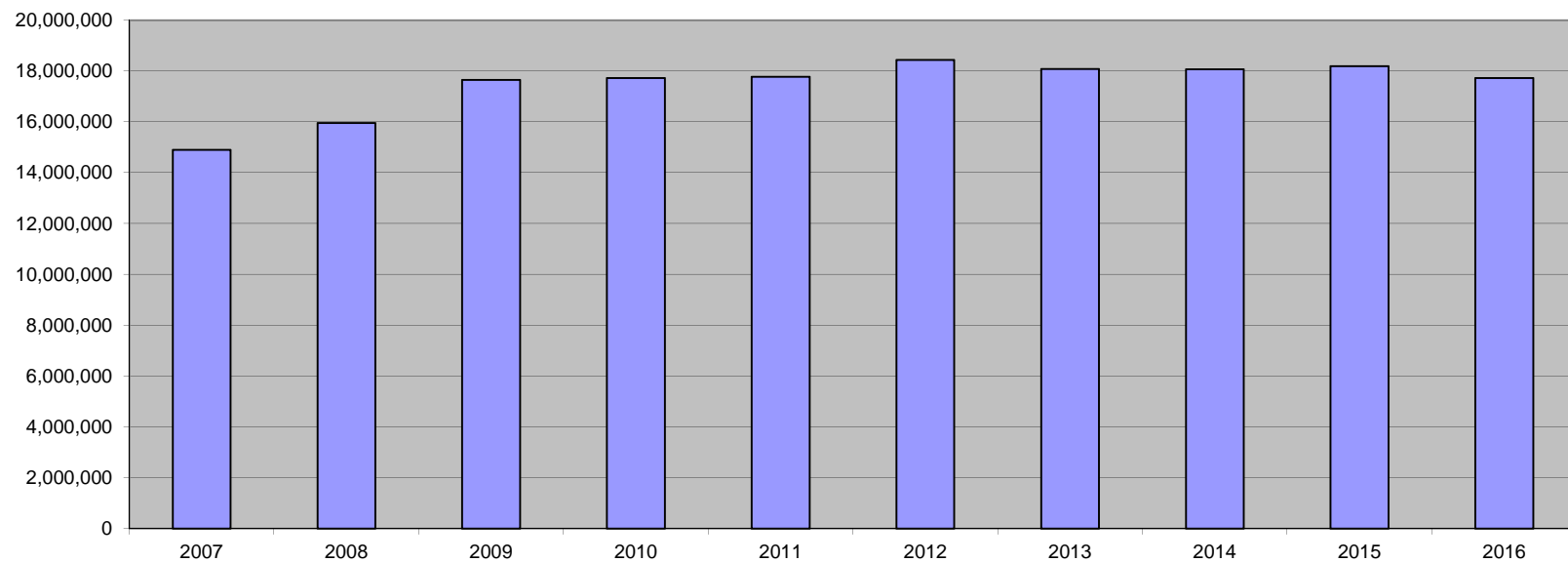
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Customers	14,904,544	15,958,085	17,651,226	17,719,511	17,771,434	18,435,572	18,082,889	18,068,822	18,192,923	17,723,038
Vehicle Hours	739,599	734,491	752,762	740,962	724,144	716,156	724,906	729,295	798,140	803,596
Vehicle Miles	10,763,610	10,762,006	10,984,284	10,722,484	10,446,767	10,201,646	10,306,235	10,489,138	11,317,648	11,078,015
Total Active Fleet	415	411	416	409	414	407	401	413	446	431
Number of Employees (FTE)	658	670	690	681	685	673	704	715	773	765

Source: RGRTA's Annual NYSDOT 17A Report

Rochester Genesee Regional Transportation Authority

Annual Ridership For Fiscal Years 2007 to 2016

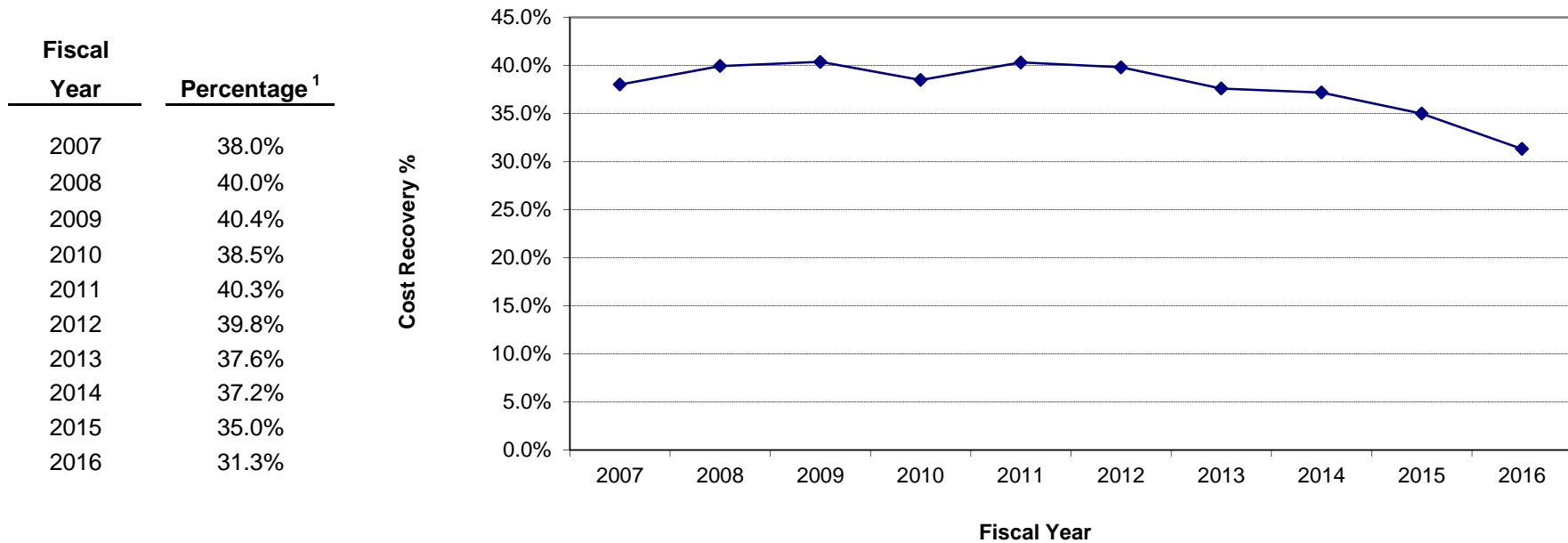
Company	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
RTS Monroe	14,050,843	15,063,344	16,737,254	16,825,791	16,900,126	17,570,170	17,257,099	17,194,927	17,107,040	16,561,701
RTS Access	178,195	179,280	181,703	179,670	168,236	167,839	169,354	178,949	185,473	192,820
RTS Genesee	75,441	74,975	61,436	63,127	63,248	65,877	59,953	58,844	62,758	59,754
RTS Livingston	235,911	251,940	283,870	269,660	245,434	245,962	231,232	202,288	205,064	186,667
RTS Ontario	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	206,445	290,397
RTS Orleans	83,634	87,408	59,414	68,106	76,462	45,705	35,279	38,964	41,590	40,368
RTS Seneca	36,526	46,341	64,440	74,864	79,236	87,939	85,876	89,753	83,323	74,128
RTS Wayne	137,344	151,091	157,024	151,950	145,441	159,724	162,169	226,835	236,048	252,915
RTS Wyoming	106,650	103,706	106,085	86,343	93,251	92,356	81,927	78,262	65,182	64,288
Total	14,904,544	15,958,085	17,651,226	17,719,511	17,771,434	18,435,572	18,082,889	18,068,822	18,192,923	17,723,038



Source: RGRTA Operating Statistics

Rochester Genesee Regional Transportation Authority

Cost Recovery Percentage For Fiscal Years 2007 to 2016



¹ Represents customer fares inclusive of Temporary Assistance for Needy Families grants and special transit fares plus investment and other non-operating income (excluding mortgage tax revenue) divided by operating expenses before depreciation, excluding unfunded other post employment benefits expense. TANF grants are included because proceeds of the grant are used to purchase fare media.

Source: RGRTA's Annual Audited Financial Statements

Rochester Genesee Regional Transportation Authority

**Capital Assets
For Fiscal Years 2007 to 2016**

	<u>2007</u>	<u>2008²</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Land improvements	\$ 2,725,187	\$ 2,785,747	\$ 2,785,747	\$ 2,957,325	\$ 2,957,325	\$ 3,235,852	\$ 3,235,852	\$ 3,235,853	\$ 3,751,869	\$ 6,971,315
Building and structures	22,928,121	21,413,017	21,656,453	21,889,732	21,968,819	22,603,613	32,583,352	35,089,491	80,662,449	82,623,486
Revenue vehicles	77,701,752	80,095,692	81,837,550	90,585,882	93,533,353	96,771,735	105,412,473	128,629,953	122,454,649	112,965,489
Non-revenue vehicles	-	1,215,599	1,211,987	1,574,339	1,559,639	1,496,321	1,469,863	1,566,802	1,747,296	1,801,023
Maintenance equipment	-	2,287,571	3,939,666	3,979,595	4,167,999	4,345,411	4,550,348	4,962,862	6,430,761	7,441,636
Other equipment	14,932,060	9,183,679	9,116,682	9,030,797	20,537,856	22,611,810	24,074,582	25,000,925	26,082,733	27,192,433
Computer equipment	-	2,902,147	3,432,125	4,449,211	5,989,876	6,699,957	6,832,694	7,510,721	11,219,589	11,552,937
Leasehold improvements	862,032	2,559,420	2,597,643	2,738,628	2,738,628	2,268,988	2,274,978	2,274,978	2,140,333	2,140,333
Total capital assets being depreciated	<u>119,149,152</u>	<u>122,442,872</u>	<u>126,577,853</u>	<u>137,205,509</u>	<u>153,453,495</u>	<u>160,033,687</u>	<u>180,434,142</u>	<u>208,271,585</u>	<u>254,489,679</u>	<u>252,688,652</u>
Accumulated depreciation	(75,595,187)	(80,824,712)	(88,337,823)	(84,409,470)	(88,756,712)	(91,857,906)	(94,898,042)	(101,129,089)	(111,035,199)	(117,893,548)
Total Capital Assets being depreciated, net	<u>43,553,965</u>	<u>41,618,160</u>	<u>38,240,030</u>	<u>52,796,039</u>	<u>64,696,783</u>	<u>68,175,781</u>	<u>85,536,100</u>	<u>107,142,496</u>	<u>143,454,480</u>	<u>134,795,104</u>
Land	3,027,398	3,027,398	3,042,491	3,027,398	3,027,398	2,748,877	4,176,369	4,176,369	4,176,369	5,130,568
Construction-in-progress	11,984,026	12,261,308	18,932,731	14,692,549	8,265,056	16,362,804	22,408,214	45,086,213	6,023,710	8,403,750
Total Invested in Capital Assets	<u>\$ 58,565,389</u>	<u>\$ 56,906,866</u>	<u>\$ 60,215,252</u>	<u>\$ 70,515,986</u>	<u>\$ 75,989,237</u>	<u>\$ 87,287,462</u>	<u>\$ 112,120,683</u>	<u>\$ 156,405,078</u>	<u>\$ 153,654,559</u>	<u>\$ 148,329,422</u>

² During fiscal year 2009, other equipment was reclassified as presented in the audited financial statements to be consistent with National Transit Database reporting. Fiscal year 2008 has been restated for comparison purposes.

Source: RGRTA's Annual Audited Financial Statements



ROCHESTER GENESEE REGIONAL
TRANSPORTATION AUTHORITY

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