

**GREATER HARTFORD TRANSIT DISTRICT**  
**HARTFORD, CONNECTICUT**  
**COMPREHENSIVE ANNUAL FINANCIAL REPORT**  
**FOR THE YEAR ENDED JUNE 30, 2016**



*Greater  
Hartford  
Transit District*

One Union Place • Hartford, CT 06103 • (860) 247-5329

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**GREATER HARTFORD TRANSIT DISTRICT**  
**HARTFORD, CONNECTICUT**  
**COMPREHENSIVE ANNUAL FINANCIAL REPORT**  
**FOR THE YEAR ENDED JUNE 30, 2016**

Prepared by:  
Accounting Department

**GREATER HARTFORD TRANSIT DISTRICT  
COMPREHENSIVE ANNUAL FINANCIAL REPORT  
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JUNE 30, 2016**

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## **INTRODUCTORY SECTION**



November 4, 2016

Members of the Board of Directors  
Greater Hartford Transit District  
Hartford, Connecticut

The State of Connecticut statutes require that the Greater Hartford Transit District (the District) publish within six months of the close of each fiscal year a complete set of audited financial statements. This report is published to fulfill that requirement for the fiscal year ended June 30, 2016.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Blum, Shapiro & Company, P.C., Certified Public Accountants, have issued an unmodified (clean) opinion on the District's financial statements for the year ended June 30, 2016. The independent auditor's report is located at the front of the financial section of this report. Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview and analysis of the basic financial statements. MD&A complements this letter of transmittal and should be read in conjunction with it.

### **Profile of the District**

The District is a regional governmental unit formed under the provisions of Chapter 103a of the Connecticut General Statutes. There are currently sixteen member towns: Bloomfield, East Hartford, East Windsor, Enfield, Farmington, Granby, Hartford, Manchester, Newington, Rocky Hill, Simsbury, South Windsor, Vernon, West Hartford, Wethersfield and Windsor. Each member town appoints one to four Directors according to population, who collectively form the Board of Directors, which is the policy-making body of the District. The day-to-day affairs of the District are managed by the Executive Director and her staff.

The District has broad powers to acquire, operate, finance, plan, develop, maintain and otherwise provide all forms of land transportation and related services including the development or renewal of transportation centers and parking facilities. It has the power to issue revenue and general obligation bonds. The agency also serves a pass-through function for federal, state and private grants for the purpose of acquiring transportation equipment or providing transportation services. The District adopts an annual budget which serves as a foundation for the District's financial planning and control.

The agency owns and operates Hartford Union Station, provides ADA Paratransit service to the Greater Hartford and Greater New Britain regions, and has oversight responsibilities for the CT Drug & Alcohol and the Statewide Insurance Consortium programs.

### **Economic Impact**

The economic condition of the District is dependent on various factors, and we continuously seek funding opportunities through federal grants and state financing to support projects and programs benefitting those in our urbanized zoning area. Other aspects affecting the District's general economic condition include; providing employment opportunities through projects that the District oversees, contracting with a variety of vendors, supporting new transit-related projects for municipalities through grant opportunities, increasing the attractiveness of the area for tourists and visitors by continuously improving amenities at Hartford Union Station. The other critical areas which contribute to economic impact include; providing the disabled and elderly community mobility to jobs, shopping, and recreation through the ADA Paratransit service, and enhancing the effectiveness of transit service programs through the efficiencies generated by transportation coordination.

### **Long-Term Financial and Capital Planning Approach**

The District's long term financial and capital planning approach is characterized by a wide range of projections incorporating operational and financial analysis and evaluation. Structuring this District's balanced capital plan required staff to coordinate information, analyze alternatives, and build consensus. Our success this past year was based on creating an environment that encompassed a wide variety of projects, impacts, priorities, and funding requirements that were taken into account as part of the planning process. Staff oversight included looking at the qualitative aspects of this approach; legal requirements, environmental impacts, green initiatives, public safety, and alternative operating impacts. Short-term and long-term planning processes were managed under a unified planning framework. This included; monitoring contracts and external agreements in a timely fashion, meeting required reporting deadlines to the District's funding sources, centralizing financial, project, and historical data, tracking projects with multiple funding sources, and establishing and enforcing best practices.

### **Major Initiatives**

**Master Plan-Union Station:** The Greater Hartford Transit District (GHTD) engaged a consultant to conduct various tasks related to evaluating the current and future use for the Hartford Union Station. This study is intended to develop a comprehensive master plan for future uses for both the short and long term.

**ADA Paratransit Operation:** Consolidation of both the Greater Hartford and the Greater New Britain ADA Paratransit service areas was completed. Final negotiations were also completed with First Transit to continue to operate the ADA Paratransit service.

**Paratransit Maintenance and Operations Facility:** Currently the Greater Hartford Transit District operates its ADA paratransit service out of a leased facility in the City of Hartford. While that facility is adequate, it does not allow for efficient maintenance and operation of the paratransit fleet. To improve the operation, the District acquired land on Roberts Street in East Hartford for the construction of a modern operations facility. The new facility includes separate operations and maintenance areas. Construction on the site has begun and the expected completion date and opening is expected to be July 2016 if there are no extensive and unforeseen delays.

**Development of a Transit Center at Union Station:** In an effort to more fully integrate Union Station with local CTTransit bus service and to improve amenities for transit users, the District constructed a local bus Transit Center on the northeast side of the station. Located on Union Place, the Center is a new downtown terminus for various CTTransit routes. Service to the Transit Center began in December 2015.

**The Intermodal Triangle Project:** The District is assisting the City of Hartford in the implementation of the Intermodal Triangle Project. With construction almost complete, this project will strengthen the region's economic and employment core by improving downtown intermodal connections and increase transit access through the downtown area.

**Sigourney Street Station Bus Livability Improvements:** Working with the City of Hartford, the District is overseeing the development of the Sigourney Street Station - Connectivity Improvements Project. This project will construct a series of improvements in the vicinity of the Sigourney Street Station of the New Britain-Hartford Bus Rapid Transit Project (CTfastrak) to enhance access to the station for residents and employees in the station area. These street and sidewalk updates will improve ridership potential and improve the livability and sustainability of the communities around this station.

**New Britain:** The District is serving as the administrator of a Federal Transit Administration Bus Livability grant made to the City of New Britain. The grant funded project will improve the Main street overpass of Route 72, transforming a desolate highway bridge into a walkable and bikeable link between two sections of the downtown.

**Regional Shelter Program:** In a partnership with the Capitol Region Council of Governments and CTTransit, Hartford Division, the District has been overseeing the installation of bus shelters in the City of Hartford and the Towns of Bloomfield, East Hartford, Newington, South Windsor, Wethersfield and Windsor Locks. Funding is provided through federal transit enhancement funds with the CTDOT and the participating towns providing the local match.

**Increase in Accessible Taxi Availability:** New Freedom funds have enabled various taxi companies to add accessible cabs to their fleets, and the District has been a federal recipient of these funds to oversee procurement of several accessible vehicles for those companies.

**Leasehold Status:** Additional rental income will be generated through the opening of a new café in the Great Hall and an opening is currently set for the early fall. Two additional leaseholds were renegotiated with current tenants.

**Federal Funding:** 5307 Formula Funding provided to the District totaled \$20,450,000. (\$20ml) was designated for the construction of the new ADA Paratransit facility.

**Program Funding:** The ADA Paratransit operation received (\$16ml), Statewide Drug & Alcohol Consortium (\$340,000), Statewide Insurance Consortium (\$3.4ml), New Freedom Grant (\$52,000), Municipal (Non-ADA) Dial-A-Ride Grant (\$346,000).

**Vehicles:** The District is committed to exploring cleaner fuel systems to reduce its carbon footprint. Making use of federal and state grants, we will be examining the feasibility of propane powered vehicles and other alternative fuel vehicles if available. The District also replaced thirty-five (35) ADA paratransit vehicles that had met their useful life.


### **Awards and Acknowledgements**

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting for the Comprehensive Annual Financial Report (CAFR) to the District for its Fiscal Year End 2015. In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized CAFR that satisfied both accounting principles generally accepted in the United States of America and applicable legal requirements.



I would like to thank all members of the District's staff who have assisted and contributed to the preparation of this report, as well as the members of the District Board for their interest and continued support in the ongoing efforts of the agency.

Respectfully Submitted,

A handwritten signature in black ink, reading "Vicki L. Shotland". The signature is written in a cursive style with a large, stylized 'V' and 'S'.

Vicki L. Shotland  
Executive Director



Government Finance Officers Association

**Certificate of  
Achievement  
for Excellence  
in Financial  
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Presented to

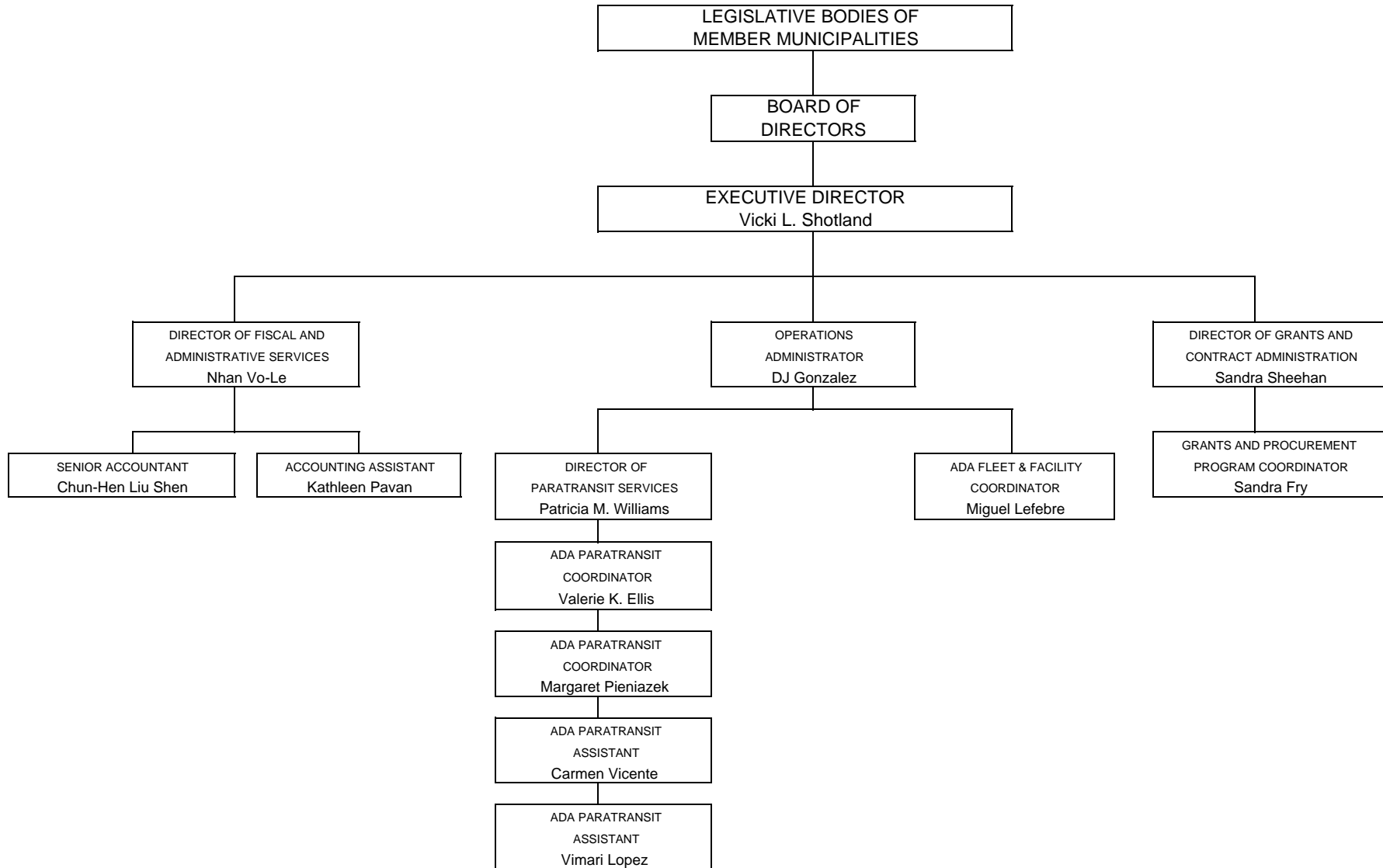
**Greater Hartford Transit District  
Connecticut**

For its Comprehensive Annual  
Financial Report  
for the Fiscal Year Ended

**June 30, 2015**

Executive Director/CEO

**GREATER HARTFORD TRANSIT DISTRICT  
ORGANIZATION CHART  
AS OF JUNE 30, 2016**



**GREATER HARTFORD TRANSIT DISTRICT  
BOARD OF DIRECTORS  
2016**

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<b>Member Town</b>		<b>Representation/Director</b>	<b>Primary Occupation</b>	<b>Committee Assignment</b>
Bloomfield	1	Joan Gamble	Artist/Community Volunteer	Nominating
East Hartford	2	Peter J. Bonzani Marilyn Pet	Operating Engineer Attorney	Parking Lot
East Windsor	1	Gilbert Hayes	Community Volunteer	Transportation
Enfield	2	Stephen F. Mitchell Kevin Mooney	Engineer Financial Services	
Farmington	1	Kathleen Eagen	Town Manager	
Granby	1	Mark W. Lockwood	Businessman	
Hartford	2	Jennifer Cassidy Frank Lord	Community Volunteer Community Volunteer	Personnel
Manchester	2	James R. McCavanagh Paul McNamara	Real Estate Businessman	Nominating
Newington	2	John M. Kelly William G. Hall	Attorney Community Volunteer	Personnel, Nominating
Rocky Hill	1	Kenneth D. Goldberg	Consultant	
Simsbury	1	Ferguson R. Jansen	Business Executive	Personnel
South Windsor	2	Gary S. Pitcock Bruce Snow	Businessman Businessman	
Vernon	1	Mary A. Oliver	Financial Services	Audit
West Hartford	2	Richard F. Messenger A. David Giordano	Community Volunteer Businessman	Personnel Audit, Personnel
Wethersfield	2	Brendan T. Flynn Peter Gardow	Attorney Engineer	Audit
Windsor	2	Ricardo Quintero David Raney	Community Volunteer Educator	

**Executive Director**

Vicki L. Shotland

**Officers**

June 30, 2016

Chairman	Stephen F. Mitchell
Vice Chairman	Frank Lord
Secretary	James R. McCavanagh
Assistant Secretary	Peter J. Bonzani
Treasurer	Brendan T. Flynn
Assistant Treasurer	Mary A. Oliver

## **FINANCIAL SECTION**



Accounting | Tax | Business Consulting

## **Independent Auditors' Report**

To the Board of Directors  
Greater Hartford Transit District  
Hartford, Connecticut

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities, the business-type activities and each major fund of the Greater Hartford Transit District as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise the Greater Hartford Transit District'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.

### ***Auditors' Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of 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 auditors' 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 auditors consider internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

## ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities and each major fund of the Greater Hartford Transit District as of June 30, 2016 and the respective changes in financial position and, where applicable, cash flows thereof, and the respective budgetary comparison for the General Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## ***Other Matters***

### ***Required Supplementary Information***

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

### ***Other Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Greater Hartford Transit District's basic financial statements. The introductory section, combining special revenue fund schedule and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining special revenue fund schedule is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. 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 special revenue fund schedule is fairly stated in all material respects in relation to the basic financial statements as a whole.

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

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

In accordance with *Government Auditing Standards*, we have also issued our report dated November 4, 2016 on our consideration of the Greater Hartford Transit District'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 the Greater Hartford Transit District's internal control over financial reporting and compliance.

*Blum, Shapiro & Company, P.C.*

West Hartford, Connecticut  
November 4, 2016



**GREATER HARTFORD TRANSIT DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2016**

The management of the Greater Hartford Transit District (the District) offers readers this narrative overview and analysis of the District's financial activities for the fiscal year ended June 30, 2016. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal.

**FINANCIAL HIGHLIGHTS**

- As of June 30, 2016, the District's assets exceeded its liabilities by \$15,047,950 and \$8,187,394 for the governmental activities and the business-type activities; respectively.
- At the end of fiscal year 2016, the District's total net position increased by \$6,009,925; governmental activities increased by \$6,011,473 and business-type activities decreased by \$1,548.
- At the close of the fiscal year 2016, the District's governmental funds, which includes General and Special Revenue Funds, reported combined ending fund balances of \$829,148, an increase of \$44,677 in comparison to fiscal year 2015. The \$829,148 represents unassigned fund balance for the General Fund.

**Overview of the Financial Statements**

This discussion and analysis are intended to serve as an introduction to the District's basic financial statements. The District's basic financial statements comprise three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

**Government-Wide Financial Statements**

The government-wide financial statements are designed to provide readers with a broad overview of the District's finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of the District's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.

The statement of activities presents information showing how the District's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

Both of the government-wide financial statements distinguish functions of the District that are principally supported by intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the District include purchased transportation, transportation projects and general administration. The business-type activities of the District include a transportation center and a public parking lot.

The government-wide financial statements can be found on pages 11-12 of this report.

## **Fund Financial Statements**

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The District, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the District can be divided into two categories: governmental funds and proprietary funds.

### **Governmental Funds**

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The District maintains two individual funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures and changes in fund balances for the General Fund and the Special Revenue Fund, both of which are considered to be major funds.

The District adopts an annual appropriated budget for its General Fund and Special Revenue Fund. A budgetary comparison statement has been provided for the General Fund and Special Revenue Fund to demonstrate compliance with this budget.

The basic governmental fund financial statements can be found on pages 13-17 of this report.

**Proprietary Funds** - The District maintains three enterprise-type funds. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The District uses enterprise funds to account for its transportation center, public and private, and for its parking lot.

Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. The proprietary fund financial statements provide separate information for the three enterprise funds which are considered to be major funds of the District.

The basic proprietary fund financial statements can be found on pages 18-20 of this report.

### **Notes to the Financial Statements**

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 21-34 of this report.

### **Other Information**

Supplemental, combining and individual fund statements and schedules can be found on pages 35-36 of this report.

## **Government-Wide Financial Analysis**

As noted earlier, net position may serve over time as a useful indicator of a government's financial position and an important determinant of its ability to finance services in the future. In the case of the District, assets exceeded liabilities by \$23,235,344 as of June 30, 2016.

By far, the largest portion of the District's assets is its investment in capital assets (e.g., buildings, transportation vehicles and equipment). It is presented in the statement of net position less any related debt used to acquire those assets to provide services to citizens; consequently, these assets are not available for future spending. Although the District's investment in its capital assets, net of accumulated depreciation, is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

### **NET POSITION JUNE 30, 2016 AND 2015**

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total</b>	
	<b>2016</b>	<b>2015</b>	<b>2016</b>	<b>2015</b>	<b>2016</b>	<b>2015</b>
Current and other assets	\$ 10,273,938	\$ 12,723,231	\$ 583,994	\$ 173,540	\$ 10,857,932	\$ 12,896,771
Capital assets, net of accumulated depreciation	15,264,885	9,272,928	7,892,145	8,391,100	23,157,030	17,664,028
Total assets	<u>25,538,823</u>	<u>21,996,159</u>	<u>8,476,139</u>	<u>8,564,640</u>	<u>34,014,962</u>	<u>30,560,799</u>
Current liabilities	9,444,790	11,938,760	135,033	199,874	9,579,823	12,138,634
Long-term liabilities outstanding	1,046,083	1,020,922	153,712	175,824	1,199,795	1,196,746
Total liabilities	<u>10,490,873</u>	<u>12,959,682</u>	<u>288,745</u>	<u>375,698</u>	<u>10,779,618</u>	<u>13,335,380</u>
Net position						
Net investment in capital assets	15,264,885	9,272,928	7,892,145	8,391,100	23,157,030	17,664,028
Unrestricted	<u>(216,935)</u>	<u>(236,451)</u>	<u>295,249</u>	<u>(202,158)</u>	<u>78,314</u>	<u>(438,609)</u>
Total Net Position	<u>\$ 15,047,950</u>	<u>\$ 9,036,477</u>	<u>\$ 8,187,394</u>	<u>\$ 8,188,942</u>	<u>\$ 23,235,344</u>	<u>\$ 17,225,419</u>

**CHANGES IN NET POSITION**  
**JUNE 30, 2016 AND 2015**

	Governmental Activities		Business-Type Activities		Total	
	2016	2015	2016	2015	2016	2015
Revenues:						
Program revenues:						
Charges for services	\$ 499,358	\$ 465,122	\$ 1,512,059	\$ 1,714,774	\$ 2,011,417	\$ 2,179,896
Operating grants and contributions	19,638,316	18,680,640			19,638,316	18,680,640
Capital grants and contributions	17,748,508	14,698,618	388,172	423,550	18,136,680	15,122,168
General revenues:						
Member Town contribution	77,329	77,329			77,329	77,329
Miscellaneous	303	927			303	927
Unrestricted investment earnings	8,258	7,230			8,258	7,230
Special item:						
Mortgage release					-	-
Transfer of funds to grant programs					-	-
Total revenues	<u>37,972,072</u>	<u>33,929,866</u>	<u>1,900,231</u>	<u>2,138,324</u>	<u>39,872,303</u>	<u>36,068,190</u>
Expenses:						
Purchased transportation	18,193,141	16,912,580			18,193,141	16,912,580
Transit projects	10,355,460	13,065,547			10,355,460	13,065,547
Insurance consortium	3,411,998	3,526,919			3,411,998	3,526,919
Transportation center			1,712,061	2,064,206	1,712,061	2,064,206
Parking lot			189,718	197,245	189,718	197,245
Total expenses	<u>31,960,599</u>	<u>33,505,046</u>	<u>1,901,779</u>	<u>2,261,451</u>	<u>33,862,378</u>	<u>35,766,497</u>
Change in net position	6,011,473	424,820	(1,548)	(123,127)	6,009,925	301,693
Net position at beginning of year	<u>9,036,477</u>	<u>8,611,657</u>	<u>8,188,942</u>	<u>8,312,069</u>	<u>17,225,419</u>	<u>16,923,726</u>
Net Position at End of Year	<u>\$ 15,047,950</u>	<u>\$ 9,036,477</u>	<u>\$ 8,187,394</u>	<u>\$ 8,188,942</u>	<u>\$ 23,235,344</u>	<u>\$ 17,225,419</u>

The District's net position increased by \$6,009,925 during the fiscal year with net position of governmental activities increasing by \$6,011,473 and business-type activities decreasing by \$1,548. The increase in the net position of governmental activities is due primarily to grant-funded transit projects. The net position of business-type activities remained consistent with prior year.

**Governmental Activities**

Approximately 98.4% of the revenues were derived from operating and capital grants and contributions, followed by 1.3% from charges for services. Key elements are as follows:

- Operating grants and contributions increased by \$957,676. This increase is due to ADA Paratransit service in the Greater New Britain area (effective January 1, 2015) and higher ADA passenger trips provided during fiscal year 2016.
- Capital grants and contributions increased by \$3,049,890. This increase is primarily a result of grant received during fiscal year 2016 for costs related to the construction of the new ADA Paratransit Maintenance and Operations Facility.

## **Business-Type Activities**

Business-type activities decreased the District's net position by \$1,548.

Key elements are as follows:

- Public Transportation Center Fund net position increased by \$74,955. This increase is a result of lower administrative, legal, and other post-employment benefit (OPEB) costs. The decrease in OPEB is due to a reduction in post-employment benefit effective during fiscal year 2016. Administrative and legal costs are lower comparing to fiscal year 2015 due to less activities related to new lease negotiations.
- Private Transportation Center Fund net position decreased by \$309,005. This decrease is due to the impact of higher administrative and legal costs; partially offset by a combination of increased rental income and decreased OPEB expense. Fiscal year 2016 administrative and legal costs are higher comparing to fiscal year 2015 due to new lease negotiations related to the Private Transportation Center. During fiscal year 2016, post-employment benefit has been reduced which results a decrease in OPEB expense.
- The Parking Lot Fund has an increase in net position of \$232,502. This increase is a result of federal and state funding for capital improvements plus excess of operating revenues over expenses.

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

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

### **Governmental Funds**

The focus of the District's governmental funds is to provide information on near-term inflows, outflows and balances of spendable resources. Such information is useful in assessing the District's financing requirements. In particular, unassigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

As of the end of June 30, 2016, the District's governmental funds (General Fund and Special Revenue Funds) reported combined ending fund balances of \$829,148, an increase of \$44,677 in comparison with the prior year.

The General Fund is the chief operating fund of the District. At the end of the fiscal year 2016, the General Fund total fund balance was \$829,148, which is entirely unassigned.

The Special Revenue Fund has a fund balance of zero at the end of the year, showing no change from the prior year.

### **Proprietary Funds**

The District's proprietary funds provide the same type of information found in the government-wide financial statements, but in more detail.

Overall proprietary fund net position totaled \$8,187,394 at the end of the fiscal year:

- Public Transportation Center Fund - Total net position was \$6,680,425. Of which, \$2,233,301 was reported as unrestricted net position or 33.4% of the total net position.
- Private Transportation Center Fund - Total net position and unrestricted net position deficiency were (\$709,123) and (\$3,818,474); respectively.

- Parking Lot Fund - Total net position was \$2,216,092. Of which, \$1,880,422 was reported as unrestricted net position or 84.8% of the total net position.

The total decrease in net position for all funds was \$1,548. Other factors concerning the finances of these three funds have already been addressed in the discussion of the District's business-type activities.

### **General Fund Budgetary Highlights**

Budget revenues and transfers decreased by \$65,279 or 43.2% between the original budget and the final amended budget. This was primarily due to the accounting for disposed vehicle revenue which is recorded as unearned revenue rather than General Fund revenue and will be used to purchase transit assets

### **Capital Asset and Debt Administration**

**Capital Assets** - The District's net investment in capital assets for its governmental and business-type activities as of June 30, 2016 amounted to \$15,264,885 and \$7,892,145; respectively. This investment in capital assets included buildings, transportation vehicles, equipment and the parking lot. The District's net investment in capital assets increased by \$5,493,002 for fiscal year 2016.

Major capital asset events during the current fiscal year included the following:

1. Construction Administration Services Bushnell Park North.
2. Construction of Bushnell Park North (Ford/Jewell/Gold Streets) from the Union Station Gate to Hoadley Gate at Bushnell Park.
3. Construction Administration Services Asylum, Pearl, and State House Square.
4. Construction of pedestrian and complete streets improvements along the Hartford Triangle Transit Corridor which encompasses Asylum Street, Pearl Street, High Street, Church Street, Main Street, American Row, and Central Row.
5. Union Station pedestrian neighborhood enhancements including: installation of curbing, sidewalk, sidewalk ramps, pedestrian lighting along Asylum Street from Cogswell to High Street including improvements along Spruce Street and Allyn Street.
6. Completion of New Transit Center for city buses, including seating, canopy and relocation of GHTD office space to accommodate transit center.
7. Construction Administration Services for Union Place.
8. Completion of new sidewalks, stairways, sidewalk ramps, curbing, raised traffic table, pedestrian lighting, planters and trees at Union Place.
9. Design activities associated for the Sigourney Street Station streetscape improvements.
10. Construction Administration and Inspection for the Sigourney Street Station streetscape improvements.
11. Construction of the Sigourney Street Station including installation of curbing, sidewalk, sidewalk ramps, pedestrian lighting and landscaping features.
12. Transit enhancements including installation of 5 passenger waiting shelters and ancillary equipment in Windsor Locks and South Windsor.
13. Completion of design activities for the new ADA Paratransit Maintenance and Operations Facility.
14. Preparation of Construction documents for the new ADA Paratransit Maintenance and Operations Facility.
15. Delivery and acceptance of thirty five gasoline powered vehicles for ADA Service.
16. Computer system upgrade for GHTD Offices and ADA Facility.
17. Mobile Data Terminals and Geographic Positioning System including a mapping upgrade for the Scheduling and Dispatching software for paratransit operations.

**CAPITAL ASSETS, Net of Depreciation  
JUNE 30, 2016 AND 2015**

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total</b>	
	<b>2016</b>	<b>2015</b>	<b>2016</b>	<b>2015</b>	<b>2016</b>	<b>2015</b>
Construction in progress	\$ 7,801,278	\$ 2,468,665	\$ 751,495	\$ 606,794	\$ 8,552,773	\$ 3,075,459
Land	1,403,148	1,403,148	300,000	300,000	1,703,148	1,703,148
Buildings and improvements	3,090,835	2,604,676	6,504,973	7,100,549	9,595,808	9,705,225
Parking lot			225,706	250,584	225,706	250,584
Equipment	2,969,624	2,796,439	109,971	133,173	3,079,595	2,929,612
Total	<u>\$ 15,264,885</u>	<u>\$ 9,272,928</u>	<u>\$ 7,892,145</u>	<u>\$ 8,391,100</u>	<u>\$ 23,157,030</u>	<u>\$ 17,664,028</u>

Additional information on the District's capital assets can be found in Note 3 on pages 27-28 of this report.

**Long-Term Debt**

The District's debt consists of other postemployment benefits (OPEB) liabilities. Beginning in 2009 the District recognized a liability for OPEB as required by applicable accounting standards.

**OUTSTANDING DEBT  
JUNE 30, 2016 AND 2015**

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total</b>	
	<b>2016</b>	<b>2015</b>	<b>2016</b>	<b>2015</b>	<b>2016</b>	<b>2015</b>
OPEB	\$ 1,046,083	\$ 1,020,922	\$ 153,712	\$ 175,824	\$ 1,199,795	\$ 1,196,746
Total	<u>\$ 1,046,083</u>	<u>\$ 1,020,922</u>	<u>\$ 153,712</u>	<u>\$ 175,824</u>	<u>\$ 1,199,795</u>	<u>\$ 1,196,746</u>

As of June 30, 2016, the District's governmental and business-type activities reported \$1,046,083 and \$153,712 in OPEB liabilities; respectively, an increase of \$3,049 from fiscal year 2015.

**Economic Factors**

Inflationary trends in the region compare favorably to national indices. This factor was considered in preparing the District's budget for the 2015-2016 fiscal year.

During fiscal year 2016, the unassigned fund balance in the General Fund increased to \$829,148.

**Requests for Information**

This financial report is designed to provide a general overview of the District's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to: Greater Hartford Transit District, Attention: Director of Fiscal and Administrative Services, One Union Place, Hartford, CT 06103.

**GREATER HARTFORD TRANSIT DISTRICT**  
**STATEMENT OF NET POSITION**  
**JUNE 30, 2016**

	<b>Governmental Activities</b>	<b>Business-Type Activities</b>	<b>Total</b>
<b>Assets:</b>			
Cash and cash equivalents	\$ 4,536,239	\$	\$ 4,536,239
Receivables:			
Federal grants	2,764,008	119,341	2,883,349
State grants	2,348,071	10,338	2,358,409
Local agencies	1,008,084		1,008,084
Other		40,900	40,900
Internal balances	(413,415)	413,415	-
Other assets	30,951		30,951
Capital assets, nondepreciable	9,204,426	1,051,495	10,255,921
Capital assets, net of accumulated depreciation	6,060,459	6,840,650	12,901,109
Total assets	<u>25,538,823</u>	<u>8,476,139</u>	<u>34,014,962</u>
<b>Liabilities:</b>			
Accounts payable	9,063,724	135,033	9,198,757
Unearned revenue	381,066		381,066
Noncurrent liabilities:			
Due in more than one year	<u>1,046,083</u>	<u>153,712</u>	<u>1,199,795</u>
Total liabilities	<u>10,490,873</u>	<u>288,745</u>	<u>10,779,618</u>
<b>Net Position:</b>			
Net investment in capital assets	15,264,885	7,892,145	23,157,030
Unrestricted	<u>(216,935)</u>	<u>295,249</u>	<u>78,314</u>
Total Net Position	<u>\$ 15,047,950</u>	<u>\$ 8,187,394</u>	<u>\$ 23,235,344</u>

The accompanying notes are an integral part of the financial statements



**GREATER HARTFORD TRANSIT DISTRICT**  
**STATEMENT OF ACTIVITIES**  
**FOR THE YEAR ENDED JUNE 30, 2016**

Function/Program Activities	Expenses	Program Revenues			Net Revenue (Expense) and Changes in Net Position		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-Type Activities	Total
Governmental activities:							
Purchased transportation	\$ 18,193,141	\$ 499,358	\$ 15,892,416	\$	\$ (1,801,367)	\$	\$ (1,801,367)
Insurance consortium	3,411,998		3,411,977		(21)		(21)
Transit projects	10,355,460		333,923	17,748,508	7,726,971		7,726,971
Total governmental activities	<u>31,960,599</u>	<u>499,358</u>	<u>19,638,316</u>	<u>17,748,508</u>	<u>5,925,583</u>	<u>-</u>	<u>5,925,583</u>
Business-type activities:							
Transportation center	1,712,061	1,116,583		361,428		(234,050)	(234,050)
Parking lot	189,718	395,476		26,744		232,502	232,502
Total business-type activities	<u>1,901,779</u>	<u>1,512,059</u>	<u>-</u>	<u>388,172</u>	<u>-</u>	<u>(1,548)</u>	<u>(1,548)</u>
Total	<u>\$ 33,862,378</u>	<u>\$ 2,011,417</u>	<u>\$ 19,638,316</u>	<u>\$ 18,136,680</u>	<u>5,925,583</u>	<u>(1,548)</u>	<u>5,924,035</u>
General revenues:							
Member town contributions					77,329		77,329
Unrestricted investment earnings					8,258		8,258
Miscellaneous income					303		303
Total general revenues					<u>85,890</u>	<u>-</u>	<u>85,890</u>
Change in Net Position					6,011,473	(1,548)	6,009,925
Net Position at Beginning of Year					<u>9,036,477</u>	<u>8,188,942</u>	<u>17,225,419</u>
Net Position at End of Year					<u>\$ 15,047,950</u>	<u>\$ 8,187,394</u>	<u>\$ 23,235,344</u>

The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT  
BALANCE SHEET - GOVERNMENTAL FUNDS  
JUNE 30, 2016**

	<u>General</u>	<u>Special Revenue</u>	<u>Total Governmental Funds</u>
<b>ASSETS</b>			
Cash and cash equivalents	\$ 4,536,239	\$	\$ 4,536,239
Federal grants receivable		2,764,008	2,764,008
State grants receivable		2,348,071	2,348,071
Due from other funds	3,752,870	3,191,040	6,943,910
Receivable from local agencies		1,008,084	1,008,084
Prepays		30,951	30,951
	<u>                    </u>	<u>                    </u>	<u>                    </u>
Total Assets	\$ <u>8,289,109</u>	\$ <u>9,342,154</u>	\$ <u>17,631,263</u>
<b>LIABILITIES AND FUND BALANCES</b>			
Liabilities:			
Accounts payable	\$ 106,370	\$ 8,957,354	\$ 9,063,724
Due to other funds	7,353,591	3,734	7,357,325
Unearned revenue		381,066	381,066
Total liabilities	<u>7,459,961</u>	<u>9,342,154</u>	<u>16,802,115</u>
Fund Balances:			
Unassigned	<u>829,148</u>	<u>                    </u>	<u>829,148</u>
Total Liabilities and Fund Balances	\$ <u>8,289,109</u>	\$ <u>9,342,154</u>	\$ <u>17,631,263</u>

The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT  
RECONCILIATION OF THE BALANCE SHEET - GOVERNMENTAL FUNDS  
TO THE STATEMENT OF NET POSITION  
JUNE 30, 2016**

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Amounts reported for governmental activities in the statement of net position (page 11) are different because of the following:

Fund balances - total governmental funds (page 13)	\$	829,148
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Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.

Governmental capital assets	\$	32,647,224	
Less accumulated depreciation		<u>(17,382,339)</u>	
			15,264,885

Liability for other postemployment benefits is not due and payable in the current year and, therefore, is not reported in the funds.		<u>(1,046,083)</u>
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Net Position of Governmental Activities (page 11)	\$	<u><u>15,047,950</u></u>
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The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT  
STATEMENT OF REVENUES, EXPENDITURES AND  
CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS  
FOR THE YEAR ENDED JUNE 30, 2016**

	<u>General</u>	<u>Special Revenue</u>	<u>Total Governmental Funds</u>
Revenues:			
Federal grants	\$	\$ 12,302,336	\$ 12,302,336
State grants		21,061,937	21,061,937
Contributions from member towns	77,329		77,329
Local share		3,862,848	3,862,848
Private local share		109,397	109,397
Interest income	8,258		8,258
Cash fares/Charter fees		499,358	499,358
Other revenue	303	50,306	50,609
Total revenues	<u>85,890</u>	<u>37,886,182</u>	<u>37,972,072</u>
Expenditures:			
Current:			
Project administration	28,871	1,755,876	1,784,747
Professional services	8,340	584,591	592,931
Purchased transportation		15,006,862	15,006,862
Insurance and claims		3,118,670	3,118,670
Capital outlay - tangible transit property		17,419,485	17,419,485
Capital outlay - other property	4,700		4,700
Total expenditures	<u>41,911</u>	<u>37,885,484</u>	<u>37,927,395</u>
Excess (Deficiency) of Revenues over Expenditures	<u>43,979</u>	<u>698</u>	<u>44,677</u>
Other Financing Sources (Uses):			
Transfers in	748	50	798
Transfers out	(50)	(748)	(798)
Total other financing sources (uses)	<u>698</u>	<u>(698)</u>	<u>-</u>
Net Change in Fund Balances	44,677	-	44,677
Fund Balances at Beginning of Year	<u>784,471</u>	<u>-</u>	<u>784,471</u>
Fund Balances at End of Year	<u>\$ 829,148</u>	<u>\$ -</u>	<u>\$ 829,148</u>

The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT  
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES  
AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS  
TO THE STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2016**

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Amounts reported for governmental activities in the statement of activities (page 12) are different due to the following:

Net change in fund balances - total governmental funds (page 15)	\$	44,677
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Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is depreciated over their estimated useful lives.

Capital outlay	7,804,177
Depreciation expense	(1,812,220)

Governmental funds report other postemployment benefit costs when paid.

In the statement of activities other postemployment benefits costs are recognized when earned by employees.

(25,161)
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Change in Net Position of Governmental Activities (page 12)	\$	<u>6,011,473</u>
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The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT  
STATEMENT OF REVENUES, EXPENDITURES AND  
CHANGES IN FUND BALANCES - BUDGET AND ACTUAL (GAAP BASIS) -  
GENERAL AND SPECIAL REVENUE FUNDS  
FOR THE YEAR ENDED JUNE 30, 2016**

	General Fund				Special Revenue Fund			
	Budgeted Amounts		Actual	Variance with Final Budget - Positive (Negative)	Budgeted Amounts		Actual	Variance with Final Budget - Positive (Negative)
	Original	Final			Original	Final		
Revenues:								
Federal grants	\$	\$	\$	\$ -	\$ 19,904,811	\$ 12,302,336	\$ 12,302,336	\$ -
State grants				-	25,608,506	21,061,937	21,061,937	-
Contributions from member towns	77,329	77,329	77,329	-				-
Local/private share				-	2,044,750	3,972,245	3,972,245	-
Interest income	7,840	8,258	8,258	-				-
Fares				-	467,496	499,358	499,358	-
Sales/Misc other receipts	66,000	303	303	-		50,306	50,306	-
Total revenues	<u>151,169</u>	<u>85,890</u>	<u>85,890</u>	<u>-</u>	<u>48,025,563</u>	<u>37,886,182</u>	<u>37,886,182</u>	<u>-</u>
Expenditures:								
Current:								
Project administration	35,000	28,871	28,871	-	1,846,258	1,755,876	1,755,876	-
Professional services	10,000	8,340	8,340	-	853,604	584,591	584,591	-
FTA/State/GHTD transportation projects		-	-	-	45,325,701	18,125,532	18,125,532	-
Capital outlay		4,700	4,700	-		17,419,485	17,419,485	-
Total expenditures	<u>45,000</u>	<u>41,911</u>	<u>41,911</u>	<u>-</u>	<u>48,025,563</u>	<u>37,885,484</u>	<u>37,885,484</u>	<u>-</u>
Excess (Deficiency) of Revenues over Expenditures	<u>106,169</u>	<u>43,979</u>	<u>43,979</u>	<u>-</u>	<u>-</u>	<u>698</u>	<u>698</u>	<u>-</u>
Other Financing Sources (Uses):								
Transfers in		748	748	-		50	50	-
Transfers out		(50)	(50)	-		(748)	(748)	-
Total other financing sources (uses)	<u>-</u>	<u>698</u>	<u>698</u>	<u>-</u>	<u>-</u>	<u>(698)</u>	<u>(698)</u>	<u>-</u>
Net Change in Fund Balances	<u>\$ 106,169</u>	<u>\$ 44,677</u>	<u>44,677</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Fund Balance - Beginning of Year			<u>784,471</u>				<u>-</u>	
Fund Balance - End of Year			<u>\$ 829,148</u>				<u>\$ -</u>	

The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT**  
**PROPRIETARY FUNDS**  
**STATEMENT OF NET POSITION**  
**JUNE 30, 2016**

	<b>Business-Type Activities - Enterprise Funds</b>			
	<b>Transportation Center</b>		<b>Parking</b>	<b>Total</b>
	<b>Public</b>	<b>Private</b>	<b>Lot</b>	
Assets:				
Current assets:				
Federal grants receivable	\$ 105,688	\$ 11,293	\$ 2,360	\$ 119,341
State grants receivable	2,337	6,857	1,144	10,338
Due from other funds	2,275,088		1,887,463	4,162,551
Other assets	18,387	22,513		40,900
Total current assets	2,401,500	40,663	1,890,967	4,333,130
Noncurrent assets:				
Capital assets, net of accumulated depreciation	4,447,124	3,109,351	335,670	7,892,145
Total assets	6,848,624	3,150,014	2,226,637	12,225,275
Liabilities:				
Current liabilities:				
Accounts payable	33,526	90,962	10,545	135,033
Due to other funds		3,749,136		3,749,136
Total current liabilities	33,526	3,840,098	10,545	3,884,169
Noncurrent liabilities:				
Other postemployment benefits	134,673	19,039		153,712
Total liabilities	168,199	3,859,137	10,545	4,037,881
Net Position:				
Net investment in capital assets	4,447,124	3,109,351	335,670	7,892,145
Unrestricted	2,233,301	(3,818,474)	1,880,422	295,249
Total Net Position	\$ 6,680,425	\$ (709,123)	\$ 2,216,092	\$ 8,187,394

The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT**  
**PROPRIETARY FUNDS**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**FOR THE YEAR ENDED JUNE 30, 2016**

	<b>Business-Type Activities - Enterprise Funds</b>			
	<b>Transportation Center</b>		<b>Parking</b>	<b>Total</b>
	<b>Public</b>	<b>Private</b>	<b>Lot</b>	
Operating Revenues:				
Rental income	\$ 466,045	\$ 635,056	\$	\$ 1,101,101
Parking fees	600		395,476	396,076
Other	14,275	607		14,882
Total operating revenues	<u>480,920</u>	<u>635,663</u>	<u>395,476</u>	<u>1,512,059</u>
Operating Expenses:				
Professional services	83,824	357,968	81,085	522,877
Overhead	201,745	415,028	55,263	672,036
Capital outlay	20,482	20,587	5,290	46,359
Depreciation	359,793	252,634	48,080	660,507
Total operating expenses	<u>665,844</u>	<u>1,046,217</u>	<u>189,718</u>	<u>1,901,779</u>
Operating Income (Loss)	<u>(184,924)</u>	<u>(410,554)</u>	<u>205,758</u>	<u>(389,720)</u>
Capital Contributions:				
Federal	197,317	81,800	21,395	300,512
State	62,562	19,749	5,349	87,660
Total capital contributions	<u>259,879</u>	<u>101,549</u>	<u>26,744</u>	<u>388,172</u>
Change in Net Position	74,955	(309,005)	232,502	(1,548)
Net Position at Beginning of Year	<u>6,605,470</u>	<u>(400,118)</u>	<u>1,983,590</u>	<u>8,188,942</u>
Net Position at End of Year	<u>\$ 6,680,425</u>	<u>\$ (709,123)</u>	<u>\$ 2,216,092</u>	<u>\$ 8,187,394</u>

The accompanying notes are an integral part of the financial statements



**GREATER HARTFORD TRANSIT DISTRICT**  
**PROPRIETARY FUNDS**  
**STATEMENT OF CASH FLOWS**  
**FOR THE YEAR ENDED JUNE 30, 2016**

	<b>Business-Type Activities - Enterprise Funds</b>			
	<b>Transportation Center</b>		<b>Parking</b>	<b>Total</b>
	<b>Public</b>	<b>Private</b>	<b>Lot</b>	
Cash Flows from Operating Activities:				
Receipts from customers and users	\$ 481,159	\$ 651,922	\$ 395,476	\$ 1,528,557
Payments for interfund services provided		55,031		55,031
Payments for interfund services used	(153,834)		(271,181)	(425,015)
Payments to suppliers	(332,084)	(752,134)	(132,391)	(1,216,609)
Payments to employees	(53,952)	(41,058)	(16,606)	(111,616)
Net cash used in operating activities	<u>(58,711)</u>	<u>(86,239)</u>	<u>(24,702)</u>	<u>(169,652)</u>
Cash Flows from Capital and Related Financing Activities:				
Receipts from federal and state grants	196,216	110,286	24,702	331,204
Purchase of capital assets	<u>(137,505)</u>	<u>(24,047)</u>		<u>(161,552)</u>
Net cash provided by capital and related financing activities	<u>58,711</u>	<u>86,239</u>	<u>24,702</u>	<u>169,652</u>
Net Increase (Decrease) in Cash and Cash Equivalents	-	-	-	-
Cash and Cash Equivalents at Beginning of Year	-	-	-	-
Cash and Cash Equivalents at End of Year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Reconciliation of Operating Income (Loss) to Net Cash Used In Operating Activities:				
Operating income (loss)	\$ <u>(184,924)</u>	\$ <u>(410,554)</u>	\$ <u>205,758</u>	\$ <u>(389,720)</u>
Adjustments to reconcile operating income (loss) to net cash used in operating activities:				
Depreciation	359,793	252,634	48,080	660,507
Change in assets and liabilities:				
(Increase) decrease in amounts due from other funds	(153,834)		(271,181)	(425,015)
(Increase) decrease in other assets	239	16,259		16,498
Increase (decrease) in accounts payable	(69,668)	12,186	(7,359)	(64,841)
Increase (decrease) in amounts due to other funds		55,031		55,031
Increase (decrease) in other postemployment benefits liability	<u>(10,317)</u>	<u>(11,795)</u>		<u>(22,112)</u>
Total adjustments	<u>126,213</u>	<u>324,315</u>	<u>(230,460)</u>	<u>220,068</u>
Net Cash Used in Operating Activities	<u>\$ (58,711)</u>	<u>\$ (86,239)</u>	<u>\$ (24,702)</u>	<u>\$ (169,652)</u>

The accompanying notes are an integral part of the financial statements

## **1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

### **Reporting Entity**

The Greater Hartford Transit District (the District) is a regional governmental unit formed under the provisions of Chapter 103a of the Connecticut General Statutes. The District currently serves sixteen member towns: Bloomfield, East Hartford, East Windsor, Enfield, Farmington, Granby, Hartford, Manchester, Newington, Rocky Hill, Simsbury, South Windsor, Vernon, West Hartford, Wethersfield and Windsor. Each member town appoints one to four Directors, according to population, who collectively form the Board of Directors, which is the policy-making body of the District. The day-to-day affairs of the District are managed by the Executive Director and her staff.

The District has broad powers to acquire, operate, finance, plan, develop, maintain and otherwise provide all forms of land transportation and related services including the development or renewal of transportation centers and parking facilities. It also has the power to issue revenue and general obligation bonds, although it has no power to levy taxes.

The District also serves as a pass-through entity for federal, state and private grants for the purpose of acquiring transportation equipment and providing transportation services.

Accounting principles generally accepted in the United States of America require that the reporting entity include the primary government, all organizations for which the primary government is financially accountable and other organizations which by the nature and significance of their relationship with the primary government would cause the financial statements to be incomplete or misleading if excluded. Blended component units, although legally separate entities, are, in substance, part of the government's operations; therefore, data from these units are combined with data of the primary government. Based on these criteria, there are no component units requiring inclusion in these financial statements.

### **Basis of Presentation**

The accounting policies of the District conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the District's accounting policies are described below:

### **Government-Wide and Fund Financial Statements**

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the activities of the District. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by member town contributions and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Certain indirect costs are included in the program expense reported for individual functions and activities. Program revenues include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Other items not properly included among program revenues are reported instead as general revenues.

**GREATER HARTFORD TRANSIT DISTRICT**  
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Separate financial statements are provided for governmental funds and proprietary funds. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements.

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

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

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available as net current assets. Nongrant revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the District considers revenues to be available if they are collected within 60 days of the end of the current fiscal year. Federal and state grant revenues are considered to be available when eligible expenses have been incurred under the grants. All sources of revenue except interest become measurable when the District has rendered a service. Interest revenue is measurable when its rate becomes known.

Federal and state grants, member town contributions, local share, fares and interest associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenues of the current fiscal period.

Expenditures are generally recognized when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

The District reports the following major governmental funds:

The *General Fund* is the District's primary operating fund. It accounts for all financial resources of the District, except those required to be accounted for in another fund.

The *Special Revenue Fund* is used to account for the proceeds of federal and state grants that are legally restricted to expenditures for specified purposes. The major source of revenue for this fund is governmental grants.

The District reports the following major proprietary funds:

The *Transportation Center - Public and Private* funds are used to account for operation and maintenance of the public and private portions, respectively, of the Union Station facility.

The *Parking Lot* is used to account for operation and maintenance of the parking lot adjacent to Union Station.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule are charges between the enterprise funds and various other functions of the government. Elimination of these charges would distort the direct costs and program revenues reported for the various functions concerned.

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

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the proprietary funds are charges to customers for services. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources first, then unrestricted resources as they are needed. Unrestricted resources are used in the following order: committed, assigned then unassigned.

**Cash Equivalents**

For purposes of reporting cash flows, all savings, checking and money market accounts with an original maturity of less than 90 days are considered to be cash equivalents.

**Capital Assets**

Capital assets, which include property, plant and equipment, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Capital assets are defined by the District as assets with an initial individual cost of more than \$5,000 and an estimated useful life of more than two years. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair market value at the date of donation.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend its useful life are not capitalized.

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

Equipment	7 years
Parking lot	20 years
Buildings and improvements	30 years
Passenger vans	4 years
Buses	12 years
Office equipment	5 years
Radios	5 years
ADA/DAR computer system	5 years
Company vehicles	5 years
Land and Union Station Transportation Center	40 years
Renovations of Union Station Transportation Center	40 years

### **Accumulated Unpaid Vacation, Sick Pay and Other Employee Benefit Amounts**

Accumulated unpaid vacation, sick pay and other employee benefit amounts are accrued when incurred in the government-wide and proprietary fund financial statements (using the accrual basis of accounting). Such amounts are accrued in governmental funds (using the modified accrual basis of accounting) only if they have matured, for example, as a result of employee resignations and retirements.

Employees retiring after attaining the age of 62 with 10 years of service prior to retirement shall be eligible for payment at current pay rate up to ten days of accrued sick leave not taken. Accrued sick leave liability for eligible employees is recognized in the District's government-wide and proprietary fund financial statements. The District does not have a carryover vacation policy. Therefore, no liability for vacation has been recognized in the District's financial statements.

### **Long-Term Obligations**

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

### **Fund Equity**

Equity in the government-wide financial statements and proprietary funds is defined as "net position" and is classified in the following categories:

#### **Net Investment in Capital Assets**

This component of net position consists of capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, notes or other borrowings that are attributable to the acquisition, construction or improvement of those assets.

#### **Unrestricted**

This component consists of net position that does not meet the definition of "Net investment in capital assets."

Equity in the governmental fund financial statements is defined as "fund balance" and is classified in the following categories:

#### **Nonspendable Fund Balance**

This represents amounts that cannot be spent due to form (e.g., inventories and prepaid amounts). There is currently no nonspendable fund balance for the District.

#### **Restricted Fund Balance**

This represents amounts constrained for a specific purpose by external parties, such as grantors, contributors or laws and regulations of their governments. There is currently no restricted fund balance for the District.

#### **Committed Fund Balance**

This represents amounts constrained for a specific purpose by a government using its highest level of decision-making authority (the District's Board of Directors). The Board of Directors may commit resources by resolution prior to the end of the fiscal year. Once adopted, the limitation imposed by the resolution remains in place until a similar action is taken to remove or revise the limitation. There is currently no committed fund balance for the District.

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**Assigned Fund Balance**

For all governmental funds other than the General Fund, this represents any remaining positive amounts not classified as nonspendable, restricted or committed. For the General Fund, this includes amounts constrained for the intent to be used for a specific purpose by the Board of Directors. There is currently no assigned fund balance for the District.

**Unassigned Fund Balance**

This represents fund balance in the General Fund in excess of nonspendable, restricted, committed and assigned fund balance. If another governmental fund has a fund balance deficit, it is reported as a negative amount in unassigned fund balance. There is \$829,148 of unassigned fund balance at June 30, 2016.

**Accounting Estimates**

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

**2. STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY**

**Budgetary Information**

During the last quarter of the fiscal year, the ensuing year's proposed operating budget, including proposed expenditures and the means of financing them, is compiled and prepared by the Executive Director. A public hearing is held on the budget. The proposed operating budget is then published in line item format in one or more local newspapers servicing the District and is submitted to the Board of Directors for acceptance and adoption.

The Executive Director has the authority to transfer budgeted amounts between published line items (object class: project administration, professional services, FTA/State/GHTD transportation projects and contingency); however, any revisions that alter the total expenditures plus transfers of a fund must have the prior approval of the District Board and are subject to public hearing.

A budget is adopted for the General and Special Revenue Funds on a basis consistent with accounting principles generally accepted in the United States of America. Appropriations are classified by object classes. Due to the nature and size of the organization, no breakdown by function or activity is made. The budget for the Special Revenue Fund is adopted on a generic basis for the fund as a whole rather than for the individual projects. Encumbrance accounting is not employed by the District because it is not considered necessary to assure effective budgetary control or to facilitate effective cash planning and control. Appropriations for all expenditures lapse at year-end.

A budget is adopted for the Enterprise Funds on the accrual basis, except for debt principal and capital improvements, which are budgeted for on a cash basis.

**GREATER HARTFORD TRANSIT DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
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**3. DETAILED NOTES ON ALL FUNDS**

**Deposits and Investments**

The following is a summary of cash and cash equivalents at June 30, 2016:

Deposits:	
Demand accounts	\$ 2,022,878
Money market accounts	<u>2,412,108</u>
Total deposits	4,434,986
 Petty cash	 912
Cash equivalent:	
State Short-Term Investment Fund (STIF)	<u>100,341</u>
 Total Cash and Cash Equivalents	 \$ <u>4,536,239</u>

No cash or cash equivalents have maturity periods as all are available for immediate withdrawal.

**Interest Rate Risk**

The District is not subject to interest rate risk as all cash and cash equivalents maintain their dollar unit value and are not subject to declines in value.

**Credit Risk**

State statutes authorize the District to invest in obligations of the U.S. Treasury and U.S. agencies, bankers' acceptances, repurchase agreements, commercial paper rated A-1 by the Standard and Poor's or P-1 by Moody's Investor Service, the State Treasurer's investment pool, and certain other pooled investments, including the MBIA Class Plus Investment. The District does not have a policy relating to the credit risk of investments. As of June 30, 2016, the District's cash equivalent amounted to \$100,341 held in STIF, which was rated AAAM by Standard and Poor's.

**Concentration of Credit Risk**

The District's investment policy does not limit the investment in any one investment vehicle.

**Custodial Credit Risk**

In the case of deposits, this represents the risk that, in the event of a bank failure, the District's deposits may not be returned to it. The District does not have a deposit policy for custodial credit risk. As of June 30, 2016, \$4,585,440 of the District's bank balance was exposed to custodial credit risk as follows: \$500,000 was insured, \$209,812 was uninsured, with collateral held by the pledging bank's trust department, not in the District's name, and \$3,875,628 was uninsured and uncollateralized.

Custodial credit risk of an investment is the risk that, in the event of the failure of the counterparty (the institution that pledges collateral or repurchase agreement securities to the District or that sells investments to or buys them for the District), the District will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The District does not have a policy for custodial credit risk for investments. At June 30, 2016, the District had no uninsured and unregistered securities held by the counterparty or by its trust department or agent that were not in the District's name.

**GREATER HARTFORD TRANSIT DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
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**Receivables**

Receivables consist of grants receivable from the federal government and State of Connecticut, and amounts due from local agencies for services provided. Based on historical experience, management believes these receivables are fully collectible and, therefore, has not provided for an allowance for uncollectible amounts.

**Capital Assets**

Capital asset activity for the year ended June 30, 2016 was as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>
Governmental Activities:				
Capital assets not being depreciated:				
Construction in progress	\$ 2,468,665	\$ 5,332,613	\$	\$ 7,801,278
Land	1,403,148			1,403,148
Total capital assets not being depreciated	<u>3,871,813</u>	<u>5,332,613</u>	<u>-</u>	<u>9,204,426</u>
Capital assets being depreciated:				
Buildings and improvements	12,057,687			12,057,687
Equipment	9,536,549	2,471,564	623,002	11,385,111
Total capital assets being depreciated	<u>21,594,236</u>	<u>2,471,564</u>	<u>623,002</u>	<u>23,442,798</u>
Less accumulated depreciation for:				
Buildings and improvements	8,701,562	265,290		8,966,852
Equipment	7,491,559	1,546,930	623,002	8,415,487
Total accumulated depreciation	<u>16,193,121</u>	<u>1,812,220</u>	<u>623,002</u>	<u>17,382,339</u>
Total capital assets being depreciated, net	<u>5,401,115</u>	<u>659,344</u>	<u>-</u>	<u>6,060,459</u>
Governmental Activities Capital Assets, Net	<u>\$ 9,272,928</u>	<u>\$ 5,991,957</u>	<u>\$ -</u>	<u>\$ 15,264,885</u>



**GREATER HARTFORD TRANSIT DISTRICT**  
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	<u>Beginning Balance</u>	<u>Increases / Transfers</u>	<u>Decreases</u>	<u>Ending Balance</u>
Business-Type Activities:				
Capital assets not being depreciated:				
Construction in progress	\$ 606,794	\$ 144,701	\$	\$ 751,495
Land	300,000			300,000
Total capital assets not being depreciated	<u>906,794</u>	<u>144,701</u>	<u>-</u>	<u>1,051,495</u>
Capital assets being depreciated:				
Buildings and improvements	15,676,164	16,851		15,693,015
Parking lot	1,118,921			1,118,921
Equipment	201,873			201,873
Total capital assets being depreciated	<u>16,996,958</u>	<u>16,851</u>	<u>-</u>	<u>17,013,809</u>
Less accumulated depreciation for:				
Buildings and improvements	8,575,615	612,427		9,188,042
Parking lot	868,337	24,878		893,215
Equipment	68,700	23,202		91,902
Total accumulated depreciation	<u>9,512,652</u>	<u>660,507</u>	<u>-</u>	<u>10,173,159</u>
Total capital assets being depreciated, net	<u>7,484,306</u>	<u>(643,656)</u>	<u>-</u>	<u>6,840,650</u>
Business-Type Capital Assets, Net	<u>\$ 8,391,100</u>	<u>\$ (498,955)</u>	<u>\$ -</u>	<u>\$ 7,892,145</u>

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

Governmental activities:	
Purchased transportation	\$ 1,736,831
Transit projects	9,901
General administration	<u>65,488</u>
Total Depreciation Expense - Governmental Activities	<u>\$ 1,812,220</u>
Business-type activities:	
Transportation Center	\$ 612,427
Parking Lot	<u>48,080</u>
Total Depreciation Expense - Business-Type Activities	<u>\$ 660,507</u>

**GREATER HARTFORD TRANSIT DISTRICT**  
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**Individual Fund Interfund Receivables, Payables and Transfers**

The composition of interfund balances as of June 30, 2016 is as follows:

<u>Receivable Fund</u>	<u>Payable Fund</u>	<u>Amount</u>
General Fund	Transportation Center - Private	\$ 3,749,136
Special Revenue Fund	General Fund	3,191,040
Transportation Center - Public	General Fund	2,275,088
General Fund	Special Revenue Fund	3,734
Parking Lot	General Fund	<u>1,887,463</u>
Total		\$ <u>11,106,461</u>

Interfund receivable/payable balances are the result of pooled cash and investments, which are reported in the General Fund.

Interfund transfers were as follows:

	<u>Transfers In</u>		
	<u>General Fund</u>	<u>Special Revenue Fund</u>	<u>Total</u>
Transfers out:			
General Fund	\$ 748	\$ 50	\$ 798
Special Revenue Fund			
Total	\$ <u>748</u>	\$ <u>50</u>	\$ <u>798</u>

Transfers are used primarily to fund special revenue program deficits.

**Long-Term Debt**

**Changes in Long-Term Liabilities**

Long-term liability activity for the year ended June 30, 2016 was as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
Government activities:					
Other postemployment benefits	\$ <u>1,020,922</u>	\$ <u>25,161</u>	\$ <u>-</u>	\$ <u>1,046,083</u>	\$ <u>-</u>
Business-type activities:					
Other postemployment benefits	\$ <u>175,824</u>	\$ <u>-</u>	\$ <u>22,112</u>	\$ <u>153,712</u>	\$ <u>-</u>

For the governmental activities, other postemployment benefits obligations are generally liquidated by the General Fund.

**GREATER HARTFORD TRANSIT DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
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**Lease Commitments**

On December 21, 1981, the District entered into a lease agreement with the State of Connecticut for approximately 1.4 acres of land adjacent to the Union Station Transportation Center for use as a parking lot. The term of the lease commenced on January 1, 1982 and runs for 40 years. A single payment of \$300 was made at the execution of the lease, and no additional payments are due as long as the land remains under the control of the District.

**4. OTHER INFORMATION**

**Risk Management**

The District is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; error and omissions; injuries to employees and the public; and natural disasters. These risks are covered by commercial insurance purchased from independent third parties. Settled claims from these risks did not exceed commercial insurance coverage during the years ended June 30, 2016, 2015 and 2014.

In addition, as the owner of public transportation vehicles operated in both the public and private sectors, as well as the operator of an intermodal transportation center, the District is exposed to various risks of loss related to these activities. The District requires all public and private agencies operating the vehicles to purchase appropriate commercial insurance coverage through third-party carriers and to include the District as a loss payee.

**Leases**

The District's largest tenant is Amtrak, whose annual lease payment is based on actual space costs incurred with respect to the leased property.

Minimum future rental income to be received by the District from its operating leases in effect at June 30, 2016 is \$11,948,162 assuming future rental income for Amtrak is equal to the current year amount. Scheduled rental income under the terms of the lease agreements for the next five years and thereafter is as follows:

<u>Year Ending June 30</u>	
2017	\$ 1,023,594
2018	982,877
2019	831,662
2020	659,931
2021	615,604
Thereafter	7,384,494

Many of the leases in effect at June 30, 2016 contain an option to renew upon expiration.

**GREATER HARTFORD TRANSIT DISTRICT**  
**NOTES TO FINANCIAL STATEMENTS**  
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The following is a summary of property leased to others as of June 30, 2016:

Cost:	
Buildings and improvements	\$ 16,811,936
Less accumulated depreciation	<u>10,081,257</u>
Net Book Value	\$ <u>6,730,679</u>

Depreciation expense related to property leased to others totaled \$634,859 for the year ended June 30, 2016.

**Contingent Liabilities**

The District receives grants from state and federal governments for capital projects and operating assistance. These grants are subject to audit by grantors, which could result in the disallowance of costs and resulting liabilities to grantors. The District is not aware of any such liabilities.

**Employee Retirement Plan**

The District has established the Greater Hartford Transit District Simplified Employee Pension Plan as a qualified, defined contribution retirement plan that covers substantially all employees exceeding 21 years of age. All funds contributed to the plan are deposited to individual accounts in the name of each eligible employee within a qualified financial institution. The financial institutions are responsible for the administration of the accounts. The Board of Directors authorized the establishment of the plan and can make amendments to the plan and determine contribution requirements. The District administers the plan. Required and actual contributions made by the District to the plan were \$168,847 for the year ended June 30, 2016. There were no employee contributions made during the year.

**Other Postemployment Benefits - Retiree Health Plan**

**Plan Description**

The Retiree Health Plan (RHP) is a single-employer defined benefit healthcare plan administered by the District. The current RHP provides medical and dental benefits to eligible retirees. During the fiscal year, the retirement benefits were modified to cover 50% of medical costs for 18 months following retirement from the former policy of 100% of medical cost for the employee's lifetime. Employees of the District are eligible to participate in the plan if they are at least 62 years old and have more than 10 years of service. Benefit provisions are established by the Executive Director.

The District has opted not to create a trust fund and to remain on a pay-as-you-go basis; therefore, there is no fund statement presented for the RHP on the financial statements. The District recognizes the annual insurance premiums and claims costs as expenditures or expenses, as appropriate. The other postemployment benefits liability has been liquidated primary by the special revenue fund in prior years.

**GREATER HARTFORD TRANSIT DISTRICT**  
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At June 30, 2016, plan membership consisted of the following:

	<b>Retiree Health Plan</b>
Retired members	2
Active plan members	9
Total Participants	<u>11</u>

**Funding Policy**

The contribution requirements of plan members and the District are determined by the Executive Director. Retired plan members and beneficiaries currently receiving benefits do not contribute towards the cost of health insurance premiums.

**Annual OPEB Cost and Net OPEB Obligations**

The District's annual other postemployment benefit (OPEB) cost is calculated based on the annual required contribution (ARC), an amount determined using the Alternative Measurement Method permitted by GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years.

The following table shows the components of the District's annual OPEB cost for the year, the amount actually contributed to the plan, and changes in the District's net OPEB obligation:

	<b>Retiree Health Plan</b>
Annual required contribution	\$ 23,442
Interest on net OPEB obligation	41,887
Adjustment to annual required contribution	<u>(39,892)</u>
Annual OPEB cost	25,437
Contributions made	<u>(22,388)</u>
Change in net OPEB obligation	3,049
Net OPEB obligation at beginning of year	<u>1,196,746</u>
Net OPEB Obligation at End of Year	<u>\$ 1,199,795</u>

The net OPEB obligation is reported as \$1,046,083 and \$153,712 between governmental and business-type activities, respectively.

**GREATER HARTFORD TRANSIT DISTRICT**  
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**Three-Year Trend Information**

The District's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation (asset) for the fiscal years ended June 30, 2016, 2015 and 2014, is presented below.

<b>Fiscal Year Ended</b>	<b>Annual OPEB Cost (AOC)</b>	<b>Actual Contribution</b>	<b>Percentage of AOC Contributed</b>	<b>Net OPEB Obligation</b>
June 30, 2016	\$ 25,437	\$ 22,388	88.00%	\$ 1,199,795
June 30, 2015	221,854	22,863	10.30	1,196,746
June 30, 2014	222,545	22,909	10.29	997,755

The schedule of funding progress, presented below, presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

<b>Valuation Date</b>	<b>Actuarial Value of Assets (A)</b>	<b>Actuarial Accrued Liability (AAL) (B)</b>	<b>Unfunded AAL (UAAL) (B-A)</b>	<b>Funded Ratio (A/B)</b>	<b>Covered Payroll (C)</b>	<b>UAAL as a % of Covered Payroll [(B-A)/C]</b>
June 30, 2016	\$ -	\$ 475,036	\$ 475,036	0%	\$ 1,055,318	45%
June 30, 2013	-	1,450,059	1,450,059	0	819,984	177
June 30, 2012	-	1,272,916	1,272,916	0	756,785	168
June 30, 2011	-	1,140,718	1,140,718	0	746,662	153

The following is a schedule of employer contributions to the plan.

<b>Fiscal Year Ended</b>	<b>Annual Required Contribution</b>	<b>Annual Percentage Contributed</b>
June 30, 2016	\$ 23,442	95.50%
June 30, 2015	225,307	10.10
June 30, 2014	225,307	10.17

**Actuarial Valuations**

Actuarial valuations of an ongoing plan involve 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 accrual results are compared with past expectations and new estimates are made about the future.

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**JUNE 30, 2016**

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Projections for benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing 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 June 30, 2016 actuarial valuation, the entry age actuarial cost method was used. The annual healthcare cost trend rate is 4% initially, increasing to 4.5% in Year 2 and thereafter. The general inflation assumption is 3.5%. Projected salary increases are 3.5%. The discount rate baseline is 3.5%. The UAAL is being amortized as a level percentage of projected payroll on a closed basis. The remaining amortization period at July 1, 2016 was 30 years.

## **SUPPLEMENTAL COMBINING SCHEDULE**



## **SPECIAL REVENUE FUND**

**ADA Program** - to account for paratransit operations in participating communities under the Americans with Disabilities Act. The program is supported by the State of Connecticut, cash fares from riders and advertising income.

**Drug and Alcohol Testing Consortium** - to account for the administration of a Statewide Drug and Alcohol Testing Program in accordance with FTA regulatory requirements, covering nearly 37 locations and 2,259 employees. The program is supported 100% by the State of Connecticut.

**Municipal DAR Grants** - to account for municipal operating assistance provided by the State of Connecticut to the District, which administers the program and passes through the funds to local towns and agencies.

**Buses, Equipment and Property** - to account for the purchase of handicapped-accessible buses, administrative equipment and an operations center property used to support the ADA Paratransit Program. The program is funded 80% by FTA and 20% local match is funded by the State of Connecticut.

**USTC, Sigourney Street and New Britain Livability** - to account for improved pedestrian connections to Union Station that will create safe, convenient and attractive routes to the station from surrounding residential, shopping and employment districts. The program is funded 80% by FTA and 20% by the State of Connecticut.

**Transportation Improvements Generating Economic Recovery (TIGER)** - to account for improvements to downtown intermodal connections, including pedestrian, bike, taxi, bus, rail and air connections, through creation of intermodal hubs, transit-priority streets and Complete Green Streets.

**Transit Enhancement Funding of Municipal Bus Shelters** - to account for the procurement of bus shelters being installed in numerous municipalities within the Region. Single municipality shelter projects are funded 80% by the FTA and 20% local match is provided by the municipality. With regard to the Regional Bus Shelter Program, 80% is funded by FTA, 10% by benefitting municipalities and 10% by the State of Connecticut.

**Statewide Transit District Insurance Consortium** - to account for the administration of a Statewide Transit District Insurance Program providing Primary and Excess Automobile Liability, Collision/Physical Damage and Property Liability Insurance coverage. The program is supported 100% by the State of Connecticut.

**Intermodal Centers** - to account for Intermodal Center projects in the towns of Vernon, Enfield and Mansfield.

**New Freedom Grant** - to account for operation of a taxi voucher/debit card program for people with disabilities.

**Federal Highway Program - STP Urban Grants** - to account for federal surface transportation projects to enhance transportation alternatives and efficiencies on public roadways.

**GREATER HARTFORD TRANSIT DISTRICT  
SPECIAL REVENUE FUND  
COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES BY PROJECT  
FOR THE YEAR ENDED JUNE 30, 2016**

	<b>ADA Program</b>	<b>Drug and Alcohol Testing Consortium</b>	<b>Municipal DAR Grants</b>	<b>Buses, Equipment and Property</b>	<b>USTC, Sigourney Street and New Britain Livability</b>	<b>Transportation Improvements Generating Economic Recovery</b>
Revenues:						
Federal grants	\$	\$	\$	\$ 6,204,939	\$ 1,108,238	\$ 2,432,330
State grants	15,338,283	277,273	359,590	1,097,542	272,088	258,464
Local share				453,691	43,435	2,761,237
Private contributions	109,397					
Cash fares	499,358					
Miscellaneous	50,306					
Total revenues	<u>15,997,344</u>	<u>277,273</u>	<u>359,590</u>	<u>7,756,172</u>	<u>1,423,761</u>	<u>5,452,031</u>
Expenditures:						
Current:						
Project administration	1,165,267	96,863	14,259	147,004	66,406	128,199
Professional services	179,273	180,421		390		
Purchased transportation	14,626,683		345,339			
Insurance and claims						
Capital outlay - tangible transit property	25,692			7,608,462	1,357,356	5,323,839
Total expenditures	<u>15,996,915</u>	<u>277,284</u>	<u>359,598</u>	<u>7,755,856</u>	<u>1,423,762</u>	<u>5,452,038</u>
Excess (Deficiency) of Revenues over Expenditures	<u>429</u>	<u>(11)</u>	<u>(8)</u>	<u>316</u>	<u>(1)</u>	<u>(7)</u>
Other Financing Sources (Uses):						
Transfers in		11	8		1	7
Transfers out	(429)			(316)		
Total other financing sources (uses)	<u>(429)</u>	<u>11</u>	<u>8</u>	<u>(316)</u>	<u>1</u>	<u>7</u>
Net Changes in Fund Balances	-	-	-	-	-	-
Fund Balance at Beginning of Year	-	-	-	-	-	-
Fund Balance at End of Year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

(Continued on next page)

**GREATER HARTFORD TRANSIT DISTRICT  
SPECIAL REVENUE FUND  
COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES BY PROJECT (CONTINUED)  
FOR THE YEAR ENDED JUNE 30, 2016**

	<b>Transit Enhancement Funding of Municipal Bus Shelters</b>	<b>Statewide Transit District Insurance Consortium</b>	<b>Intermodal Centers</b>	<b>New Freedom Grant</b>	<b>Federal Highway Program- STP Urban Grants</b>	<b>Total</b>
Revenues:						
Federal grants	\$ 206,375	\$	\$ 1,255	\$ 2,192	\$ 2,347,007	\$ 12,302,336
State grants	27,973	3,411,977		18,747		21,061,937
Local share			314	17,420	586,751	3,862,848
Private contributions						109,397
Cash fares						499,358
Miscellaneous						50,306
Total revenues	<u>234,348</u>	<u>3,411,977</u>	<u>1,569</u>	<u>38,359</u>	<u>2,933,758</u>	<u>37,886,182</u>
Expenditures:						
Current:						
Project administration	20,720	68,821	1,568	3,520	43,249	1,755,876
Professional services		224,507				584,591
Purchased transportation				34,840		15,006,862
Insurance and claims		3,118,670				3,118,670
Capital outlay - tangible transit property	<u>213,629</u>				<u>2,890,507</u>	<u>17,419,485</u>
Total expenditures	<u>234,349</u>	<u>3,411,998</u>	<u>1,568</u>	<u>38,360</u>	<u>2,933,756</u>	<u>37,885,484</u>
Excess (Deficiency) of Revenues over Expenditures	<u>(1)</u>	<u>(21)</u>	<u>1</u>	<u>(1)</u>	<u>2</u>	<u>698</u>
Other Financing Sources (Uses):						
Transfers in	1	21		1		50
Transfers out			(1)		(2)	(748)
Total other financing sources (uses)	<u>1</u>	<u>21</u>	<u>(1)</u>	<u>1</u>	<u>(2)</u>	<u>(698)</u>
Net Changes in Fund Balances	-	-	-	-	-	-
Fund Balance at Beginning of Year	-	-	-	-	-	-
Fund Balance at End of Year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

## STATISTICAL SECTION

This part of the Greater Hartford Transit District's comprehensive annual report presents detailed information as a context for understanding what the information in the financial statements, note disclosures and required supplementary information says about the District's overall financial health.

<b>Contents</b>	<b>Page</b>
Financial Trends	37-43
These schedules contain trend information to help the reader understand how the District's financial performance and well-being have changed over time.	
Revenue Capacity	44-45
These schedules contain information to help the reader assess the District's most significant revenue source, federal and state grants.	
Debt Capacity	46-47
These schedules present information to help the reader assess the affordability of the District's current levels of outstanding debt and the District's ability to issue additional debt in the future.	
Demographic and Economic Information	48-49
These schedules offer demographic and economic indicators to help the reader understand the environment within which the District's financial activities take place.	
Operating Information	50-52
These schedules contain service and infrastructure data to help the reader understand how the information in the District's financial report relates to the services the District provides and the activities it performs.	

**GREATER HARTFORD TRANSIT DISTRICT**  
**NET POSITION BY COMPONENT**  
**LAST TEN YEARS**  
**(Accrual Basis of Accounting)**

	YEAR ENDED JUNE 30									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Governmental Activities:										
Net investment in capital assets	\$ 8,545,966	\$ 8,345,537	\$ 7,742,369	\$ 9,683,448	\$ 9,351,334	\$ 7,704,596	\$ 8,243,306	\$ 8,725,687	\$ 9,272,928	\$ 15,264,885
Restricted for insurance program	225,000	275,000	300,000	300,000						
Unrestricted	274,237	414,093	429,003	595,155	922,831	902,827	65,198	(114,030)	(236,451)	(216,935)
Total Governmental Activities Net Position	<u>\$ 9,045,203</u>	<u>\$ 9,034,630</u>	<u>\$ 8,471,372</u>	<u>\$ 10,578,603</u>	<u>\$ 10,274,165</u>	<u>\$ 8,607,423</u>	<u>\$ 8,308,504</u>	<u>\$ 8,611,657</u>	<u>\$ 9,036,477</u>	<u>\$ 15,047,950</u>
Business-Type Activities:										
Net investment in capital assets	\$ 1,923,129	\$ 1,722,345	\$ 1,854,080	\$ 3,482,159	\$ 3,722,321	\$ 4,821,451	\$ 5,332,683	\$ 8,846,685	\$ 8,391,100	\$ 7,892,145
Unrestricted	(594,539)	(591,921)	(605,763)	(624,945)	(648,612)	(708,450)	(620,748)	(534,616)	(202,158)	295,249
Total Business-Type Activities Net Position	<u>\$ 1,328,590</u>	<u>\$ 1,130,424</u>	<u>\$ 1,248,317</u>	<u>\$ 2,857,214</u>	<u>\$ 3,073,709</u>	<u>\$ 4,113,001</u>	<u>\$ 4,711,935</u>	<u>\$ 8,312,069</u>	<u>\$ 8,188,942</u>	<u>\$ 8,187,394</u>
Primary Government:										
Net investment in capital assets	\$ 10,469,095	\$ 10,067,882	\$ 9,596,449	\$ 13,165,607	\$ 13,073,655	\$ 12,526,047	\$ 13,575,989	\$ 17,572,372	\$ 17,664,028	\$ 23,157,030
Unrestricted	(95,302)	97,172	123,240	270,210	274,219	194,377	(555,550)	(648,646)	(438,609)	78,314
Total Primary Government Net Position	<u>\$ 10,373,793</u>	<u>\$ 10,165,054</u>	<u>\$ 9,719,689</u>	<u>\$ 13,435,817</u>	<u>\$ 13,347,874</u>	<u>\$ 12,720,424</u>	<u>\$ 13,020,439</u>	<u>\$ 16,923,726</u>	<u>\$ 17,225,419</u>	<u>\$ 23,235,344</u>

**GREATER HARTFORD TRANSIT DISTRICT**  
**CHANGES IN NET POSITION - ENTITY WIDE**  
**LAST TEN YEARS**  
**(Accrual Basis of Accounting)**

	YEAR ENDED JUNE 30									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Expenses:										
Governmental activities:										
Purchased transportation	\$ 9,806,370	\$ 12,064,971	\$ 12,464,740	\$ 11,893,465	\$ 13,444,762	\$ 13,530,050	\$ 14,530,669	\$ 15,436,325	\$ 16,912,580	\$ 18,193,141
Insurance consortium	2,749,322	2,673,884	2,385,905	3,005,480	2,104,265	3,655,151	3,087,661	3,645,454	3,526,919	3,411,998
Transit projects	4,851,475	251,488	576,686	1,038,069	1,182,816	1,191,670	5,645,779	3,805,580	13,065,547	10,355,460
Total governmental activities expenses	<u>17,407,167</u>	<u>14,990,343</u>	<u>15,427,331</u>	<u>15,937,014</u>	<u>16,731,843</u>	<u>18,376,871</u>	<u>23,264,109</u>	<u>22,887,359</u>	<u>33,505,046</u>	<u>31,960,599</u>
Business-type activities:										
Transportation center	1,512,352	1,530,393	1,852,761	1,947,046	1,932,478	2,073,357	2,019,125	2,011,788	2,064,206	1,712,061
Parking lot	234,333	252,644	247,201	242,580	273,598	254,241	286,688	221,888	197,245	189,718
Total business-type activities expenses	<u>1,746,685</u>	<u>1,783,037</u>	<u>2,099,962</u>	<u>2,189,626</u>	<u>2,206,076</u>	<u>2,327,598</u>	<u>2,305,813</u>	<u>2,233,676</u>	<u>2,261,451</u>	<u>1,901,779</u>
Total Primary Government Expenses	<u>\$ 19,153,852</u>	<u>\$ 16,773,380</u>	<u>\$ 17,527,293</u>	<u>\$ 18,126,640</u>	<u>\$ 18,937,919</u>	<u>\$ 20,704,469</u>	<u>\$ 25,569,922</u>	<u>\$ 25,121,035</u>	<u>\$ 35,766,497</u>	<u>\$ 33,862,378</u>
Program Revenues:										
Governmental activities:										
Charges for services	\$ 360,895	\$ 350,652	\$ 749,523	\$ 393,749	\$ 394,132	\$ 393,991	\$ 400,622	\$ 421,872	\$ 465,122	\$ 499,358
Operating grants and contributions	11,173,766	11,832,993	12,693,669	13,522,068	13,995,879	15,523,441	19,180,272	18,612,389	18,680,640	19,638,316
Capital grants and contributions	5,243,616	2,156,057	1,196,488	3,999,310	1,916,034	592,330	3,970,403	4,075,489	14,698,618	17,748,508
Total governmental activities program revenues	<u>16,778,277</u>	<u>14,339,702</u>	<u>14,639,680</u>	<u>17,915,127</u>	<u>16,306,045</u>	<u>16,509,762</u>	<u>23,551,297</u>	<u>23,109,750</u>	<u>33,844,380</u>	<u>37,886,182</u>
Business-type activities:										
Transportation center	953,728	1,049,667	1,426,890	3,345,748	1,539,275	2,972,787	2,339,479	2,020,399	1,666,166	1,478,011
Parking lot	529,265	537,004	790,965	448,668	883,296	394,103	565,268	513,411	472,158	422,220
Total business-type activities program revenues	<u>1,482,993</u>	<u>1,586,671</u>	<u>2,217,855</u>	<u>3,794,416</u>	<u>2,422,571</u>	<u>3,366,890</u>	<u>2,904,747</u>	<u>2,533,810</u>	<u>2,138,324</u>	<u>1,900,231</u>
Total Government Program Revenues	<u>\$ 18,261,270</u>	<u>\$ 15,926,373</u>	<u>\$ 16,857,535</u>	<u>\$ 21,709,543</u>	<u>\$ 18,728,616</u>	<u>\$ 19,876,652</u>	<u>\$ 26,456,044</u>	<u>\$ 25,643,560</u>	<u>\$ 35,982,704</u>	<u>\$ 39,786,413</u>
Net (Expenses) Revenue:										
Governmental activities	\$ (628,890)	\$ (650,641)	\$ (787,651)	\$ 1,978,113	\$ (425,798)	\$ (1,867,109)	\$ 287,188	\$ 222,391	\$ 339,334	\$ 5,925,583
Business-type activities	<u>(263,692)</u>	<u>(196,366)</u>	<u>117,893</u>	<u>1,604,790</u>	<u>216,495</u>	<u>1,039,292</u>	<u>598,934</u>	<u>300,134</u>	<u>(123,127)</u>	<u>(1,548)</u>
Total Government Net (Expenses) Revenue	<u>\$ (892,582)</u>	<u>\$ (847,007)</u>	<u>\$ (669,758)</u>	<u>\$ 3,582,903</u>	<u>\$ (209,303)</u>	<u>\$ (827,817)</u>	<u>\$ 886,122</u>	<u>\$ 522,525</u>	<u>\$ 216,207</u>	<u>\$ 5,924,035</u>

(Continued on next page)

**GREATER HARTFORD TRANSIT DISTRICT**  
**CHANGES IN NET POSITION - ENTITY WIDE (CONTINUED)**  
**LAST TEN YEARS**  
**(Accrual Basis of Accounting)**

	YEAR ENDED JUNE 30									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
General Revenues and Other										
Changes in Net Position:										
Governmental activities:										
Member town contributions	\$ 40,111	\$ 40,111	\$ 57,299	\$ 74,493	\$ 74,493	\$ 74,493	\$ 77,329	\$ 77,329	\$ 77,329	\$ 77,329
Miscellaneous	39,858	138,985	127,764	42,132	40,332	121,997	279		927	303
Unrestricted investment earnings	42,671	61,495	39,330	12,493	6,535	3,877	4,664	3,433	7,230	8,258
Transfers		1,800					(668,379)			
Total governmental activities	<u>122,640</u>	<u>242,391</u>	<u>224,393</u>	<u>129,118</u>	<u>121,360</u>	<u>200,367</u>	<u>(586,107)</u>	<u>80,762</u>	<u>85,486</u>	<u>85,890</u>
Business-type activities:										
Mortgage release								3,300,000		
Miscellaneous				4,107						
Total business-type activities	<u>-</u>	<u>-</u>	<u>-</u>	<u>4,107</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,300,000</u>	<u>-</u>	<u>-</u>
Total Government	<u>\$ 122,640</u>	<u>\$ 242,391</u>	<u>\$ 224,393</u>	<u>\$ 133,225</u>	<u>\$ 121,360</u>	<u>\$ 200,367</u>	<u>\$ (586,107)</u>	<u>\$ 3,380,762</u>	<u>\$ 85,486</u>	<u>\$ 85,890</u>
Change in Net Position:										
Governmental activities	\$ (506,250)	\$ (408,250)	\$ (563,258)	\$ 2,107,231	\$ (304,438)	\$ (1,666,742)	\$ (298,919)	\$ 303,153	\$ 424,820	\$ 6,011,473
Business-type activities	<u>(263,692)</u>	<u>(196,366)</u>	<u>117,893</u>	<u>1,608,897</u>	<u>216,495</u>	<u>1,039,292</u>	<u>598,934</u>	<u>3,600,134</u>	<u>(123,127)</u>	<u>(1,548)</u>
Total Government	<u>\$ (769,942)</u>	<u>\$ (604,616)</u>	<u>\$ (445,365)</u>	<u>\$ 3,716,128</u>	<u>\$ (87,943)</u>	<u>\$ (627,450)</u>	<u>\$ 300,015</u>	<u>\$ 3,903,287</u>	<u>\$ 301,693</u>	<u>\$ 6,009,925</u>

**GREATER HARTFORD TRANSIT DISTRICT**  
**CHANGES IN NET POSITION - PURCHASED TRANSPORTATION PROGRAM**  
**LAST TEN YEARS**  
**(Accrual Basis of Accounting)**

	YEAR ENDED JUNE 30									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Purchased Transportation Expenses:										
Governmental activities:										
Purchased transportation	\$ 9,428,385	\$ 11,560,157	\$ 12,464,740	\$ 11,893,465	\$ 13,444,762	\$ 13,530,050	\$ 14,530,669	\$ 15,436,325	\$ 16,912,580	\$ 18,193,141
Total primary government expenses	9,428,385	11,560,157	12,464,740	11,893,465	13,444,762	13,530,050	14,530,669	15,436,325	16,912,580	18,193,141
Purchased Transportation Program Revenues:										
Governmental activities:										
Charges for services	368,432	412,954	749,523	393,749	394,132	393,991	400,622	421,872	465,122	499,358
Operating grants and contributions	8,095,657	9,167,715	9,858,164	10,216,297	11,081,058	11,197,408	12,094,602	12,866,097	14,782,464	15,892,416
Total government program revenues	8,464,089	9,580,669	10,607,687	10,610,046	11,475,190	11,591,399	12,495,224	13,287,969	15,247,586	16,391,774
Net Revenues (Expenses)/Change in Net Position:										
Governmental activities	\$ (964,296)	\$ (1,979,488)	\$ (1,857,053)	\$ (1,283,419)	\$ (1,969,572)	\$ (1,938,651)	\$ (2,035,445)	\$ (2,148,356)	\$ (1,664,994)	\$ (1,801,367)



**GREATER HARTFORD TRANSIT DISTRICT  
GOVERNMENTAL ACTIVITIES REVENUE BY SOURCE  
LAST TEN FISCAL YEARS**

<b>Fiscal Year Ended June 30</b>	<b>Federal and State Grants</b>	<b>Contributions from Member Towns</b>	<b>Local and Private Share of Federal Grants</b>	<b>Interest Income</b>	<b>Charter Bus Income</b>	<b>Cash Fares and Miscellaneous</b>	<b>Total</b>
2016	\$ 33,364,273	\$ 77,329	\$ 3,972,245	\$ 8,258	\$	\$ 549,967	\$ 37,972,072
2015	28,170,601	77,329	5,149,957	7,230		524,749	33,929,866
2014	21,687,420	77,329	965,458	3,433		456,872	23,190,512
2013	21,694,782	77,329	1,346,602	4,664		510,192	23,633,569
2012	15,912,928	74,493	181,963	3,877	109,066	427,801	16,710,128
2011	15,233,680	74,493	682,337	6,535	3,000	651,821	16,651,866
2010	16,709,251	74,493	814,842	12,493	6,787	546,829	18,164,695
2009	13,013,913	57,299	841,266	39,330	391,615	520,650	14,864,073
2008	12,959,618	40,111	1,030,882	61,495	62,302	425,885	14,580,293
2007	14,511,086	40,111	1,821,681	42,671	7,537	477,831	16,900,917

**GREATER HARTFORD TRANSIT DISTRICT**  
**FUND BALANCES OF GOVERNMENTAL FUNDS**  
**LAST TEN FISCAL YEARS**  
**(Modified Accrual Basis of Accounting)**

	YEAR ENDED JUNE 30									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
General fund:										
Unreserved (1)	\$ 499,237	\$ 689,093	\$ 852,289	\$ 1,115,776	\$	\$	\$	\$	\$	\$
Unassigned (1)					1,290,812	1,382,627	717,649	737,338	784,471	829,148
Total General Fund	<u>\$ 499,237</u>	<u>\$ 689,093</u>	<u>\$ 852,289</u>	<u>\$ 1,115,776</u>	<u>\$ 1,290,812</u>	<u>\$ 1,382,627</u>	<u>\$ 717,649</u>	<u>\$ 737,338</u>	<u>\$ 784,471</u>	<u>\$ 829,148</u>
Special revenue fund:										
Unreserved/unassigned	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

(1) Fund terminology changed beginning in fiscal 2011 due to a change in accounting standards.

**GREATER HARTFORD TRANSIT DISTRICT**  
**REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - GOVERNMENTAL FUNDS**  
**LAST TEN YEARS**  
**(Modified Accrual Basis of Accounting)**

	YEAR ENDED JUNE 30									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Revenues:										
Federal grants	\$ 4,276,240	\$ 1,466,853	\$ 1,084,688	\$ 3,223,884	\$ 1,952,295	\$ 670,844	\$ 5,917,704	\$ 4,326,732	\$ 8,875,580	\$ 12,302,336
State grants	10,234,846	11,492,765	11,929,225	13,485,367	13,281,385	15,242,084	15,777,078	17,360,688	19,295,021	21,061,937
Contributions from member towns	40,111	40,111	57,299	74,493	74,493	74,493	77,329	77,329	77,329	77,329
Local/private share	1,821,681	1,030,882	841,266	814,842	682,337	181,963	1,346,602	965,458	5,149,957	3,972,245
Interest income	42,671	61,495	39,330	12,493	6,535	3,877	4,664	3,433	7,230	8,258
Fares	326,242	335,727	355,299	384,148	389,676	388,620	395,032	421,872	465,122	499,358
Incidental charter	7,537	62,302	391,615	6,787	3,000	112,066				
Vehicle sales and miscellaneous	151,589	90,158	165,351	162,681	262,145	36,181	115,160	35,000	59,627	50,609
Total revenues	<u>16,900,917</u>	<u>14,580,293</u>	<u>14,864,073</u>	<u>18,164,695</u>	<u>16,651,866</u>	<u>16,710,128</u>	<u>23,633,569</u>	<u>23,190,512</u>	<u>33,929,866</u>	<u>37,972,072</u>
Expenditures:										
Current:										
Project administration	1,131,126	1,279,238	1,182,875	1,092,359	1,400,699	1,252,163	1,335,454	1,451,950	1,645,279	1,784,747
Professional services	216,623	257,518	225,843	286,867	254,850	392,258	445,987	484,617	525,346	592,931
Insurance and claims	2,656,650	8,806,695	2,285,217	2,928,006	2,013,633	3,363,566	2,821,890	3,382,433	3,216,196	3,118,670
Purchased transportation	7,617,652	2,557,602	9,964,137	9,819,224	10,571,097	10,729,271	11,594,442	12,374,835	14,126,130	15,006,862
Charter bus maintenance										
Capital outlay	5,201,439	1,491,184	1,042,805	3,774,752	2,236,551	881,055	7,432,395	5,476,988	14,369,782	17,424,185
Total expenditures	<u>16,823,490</u>	<u>14,392,237</u>	<u>14,700,877</u>	<u>17,901,208</u>	<u>16,476,830</u>	<u>16,618,313</u>	<u>23,630,168</u>	<u>23,170,823</u>	<u>33,882,733</u>	<u>37,927,395</u>
Excess of Revenues over Expenditures	<u>77,427</u>	<u>188,056</u>	<u>163,196</u>	<u>263,487</u>	<u>175,036</u>	<u>91,815</u>	<u>3,401</u>	<u>19,689</u>	<u>47,133</u>	<u>44,677</u>
Other Financing Sources (Uses):										
Transfers in	87,615	52,851	40,298	56,705	43,490	1,904	650	1,498	279	798
Transfers out	(87,615)	(51,051)	(40,298)	(56,705)	(43,490)	(1,904)	(650)	(1,498)	(279)	(798)
Transfer to grant programs							(668,379)			
Total other financing sources (uses)	<u>-</u>	<u>1,800</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(668,379)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net Change in Fund Balances	<u>77,427</u>	<u>189,856</u>	<u>163,196</u>	<u>263,487</u>	<u>175,036</u>	<u>91,815</u>	<u>(664,978)</u>	<u>19,689</u>	<u>47,133</u>	<u>44,677</u>
Fund Balance at Beginning of Year	<u>421,810</u>	<u>499,237</u>	<u>689,093</u>	<u>852,289</u>	<u>1,115,776</u>	<u>1,290,812</u>	<u>1,382,627</u>	<u>717,649</u>	<u>737,338</u>	<u>784,471</u>
Fund Balance at End of Year	<u>\$ 499,237</u>	<u>\$ 689,093</u>	<u>\$ 852,289</u>	<u>\$ 1,115,776</u>	<u>\$ 1,290,812</u>	<u>\$ 1,382,627</u>	<u>\$ 717,649</u>	<u>\$ 737,338</u>	<u>\$ 784,471</u>	<u>\$ 829,148</u>
Debit Service as a Percentage to Noncapital Expenditures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**GREATER HARTFORD TRANSIT DISTRICT  
GOVERNMENTAL FUNDS REVENUE BY SOURCE  
LAST TEN FISCAL YEARS**

<b>Fiscal Year Ended June 30</b>	<b>Federal and State Grants</b>	<b>Contributions from Member Towns</b>	<b>Local and Private Share of Federal Grants</b>	<b>Interest Income</b>	<b>Charter Bus/Rental Income</b>	<b>Cash Fares and Miscellaneous</b>	<b>Total</b>
2016	\$ 33,364,273	\$ 77,329	\$ 3,972,245	\$ 8,258	\$	\$ 549,967	\$ 37,972,072
2015	28,170,601	77,329	5,149,957	7,230		524,749	33,929,866
2014	21,687,420	77,329	965,458	3,433		456,872	23,190,512
2013	21,694,782	77,329	1,346,602	4,664	115,160	395,032	23,633,569
2012	15,912,928	74,493	181,963	3,877	3,000	533,867	16,710,128
2011	15,233,680	74,493	682,337	6,535	3,000	651,821	16,651,866
2010	16,709,251	74,493	814,842	12,493	6,787	546,829	18,164,695
2009	13,013,913	57,299	841,266	39,330	391,615	520,650	14,864,073
2008	12,959,618	40,111	1,030,882	61,495	62,302	425,885	14,580,293
2007	14,511,086	40,111	1,821,681	42,671	7,537	477,831	16,900,917

**GREATER HARTFORD TRANSIT DISTRICT  
PRINCIPAL REVENUE PAYORS  
CURRENT YEAR AND NINE YEARS AGO**

	YEAR ENDED JUNE 30					
	2016			2007		
	Total Revenue	Rank	Percentage of Total Governmental Revenue	Total Revenue	Rank	Percentage of Total Governmental Revenue
Connecticut Department of Transportation	\$ 21,149,597	1	62.3%	\$ 10,234,846	1	60.6%
Federal Transit Administration	<u>12,602,848</u>	2	<u>37.1%</u>	<u>4,276,240</u>	2	<u>25.3%</u>
	<u>\$ 33,752,445</u>		<u>99.5%</u>	<u>\$ 14,511,086</u>		<u>85.9%</u>

Source: Statement of Revenues, Expenditures and Changes in Fund Balances

**GREATER HARTFORD TRANSIT DISTRICT  
 PLEDGED-REVENUE COVERAGE  
 PARKING LOT BONDS  
 LAST TEN YEARS**

<u>Fiscal Year</u>	<u>Gross Revenue (2)</u>	<u>Direct Operating Expenses (1)</u>	<u>Net Revenue Available for Debt Service</u>	<u>Debt Service Requirements</u>			<u>Coverage</u>
				<u>Principal</u>	<u>Interest</u>	<u>Total</u>	
2016	\$ 395,476	\$ 189,718	\$ 205,758	\$	\$	\$ -	N/A
2015	442,870	197,245	245,625			-	N/A
2014	401,065	220,899	180,166	33,373	989	34,361	5.24
2013	385,388	283,252	102,136	37,608	3,436	41,044	2.49
2012	356,463	249,070	107,393	35,873	5,171	41,044	2.62
2011	333,693	265,886	67,807	33,333	7,712	41,045	1.65
2010	282,681	232,827	49,854	31,292	9,753	41,045	1.21
2009	274,457	235,507	38,950	29,350	11,694	41,044	0.95
2008	292,820	239,155	53,665	27,555	13,489	41,044	1.31
2007	269,360	219,153	50,207	25,896	15,180	41,076	1.22

(1) Direct operating expenses represent operating expenses excluding interest for Parking Lot operations.

(2) Gross revenue represents fees from Parking Lot operations.

**GREATER HARTFORD TRANSIT DISTRICT  
NET GENERAL BONDED DEBT PER CAPITA  
LAST TEN YEARS**

<b>Fiscal Year</b>	<b>Business-Type Activities</b>		<b>Per Capita</b>
	<b>Revenue Bonds</b>	<b>Mortgage</b>	
2007	\$ 224,968	\$ 3,300,000	\$ 6.03
2008	197,413	3,300,000	5.98
2009	168,063	3,300,000	5.93
2010	136,771	3,300,000	5.87
2011	103,438	3,300,000	5.72
2012	70,981	3,300,000	5.72
2013	33,373	3,300,000	5.60
2014			0.00
2015			0.00
2016			0.00

See Demographic Statistics for source of population data.

**GREATER HARTFORD TRANSIT DISTRICT  
DEMOGRAPHIC STATISTICS  
LAST TEN FISCAL YEARS**

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<b>Fiscal Year Ended June 30</b>	<b>Total Population of Member Towns (1)</b>	<b>Average Per Capita Income of Member Towns (2)</b>	<b>Unemployment Rate (3)</b>
2007	584,529	34,169	4.60%
2008	584,894	35,133	5.00%
2009	584,833	34,897	7.00%
2010	585,267	36,624	9.10%
2011	594,842	N/A	8.46%
2012	589,460	N/A	8.01%
2013	594,842	N/A	8.18%
2014	589,460	N/A	8.01%
2015	807,705	N/A	5.60%
2016	802,167	N/A	5.69%

Sources:

- (1) Capitol Region Council of Governments - According to 2010 U.S. Census
- (2) Connecticut Economic Resource Center (CERC)
- (3) Bureau of Labor Statistics - Greater Hartford Region
- N/A - Information not available



**GREATER HARTFORD TRANSIT DISTRICT  
PRINCIPAL EMPLOYERS  
CURRENT YEAR AND NINE YEARS AGO**

<b>Employer</b>	<b>2016</b>			<b>2007</b>		
	<b>Number of Employees</b>	<b>Rank</b>	<b>Percentage of Total Greater Hartford Employment</b>	<b>Number of Employees</b>	<b>Rank</b>	<b>Percentage of Total Greater Hartford Employment</b>
State of Connecticut	86,600	1	14.87%	53,129	1	9.46%
United Technologies Corporation	14,750	2	2.53%	19,600	2	3.49%
Hartford Health Care Hospital	12,830	3	2.20%	5,619	6	1.00%
The Hartford Financial Services Group	11,009	4	1.89%	11,700	3	2.08%
Aetna Inc.	10,494	5	1.80%	7,552	4	1.34%
University of Connecticut	9,997	6	1.72%	4,000	N/A	N/A
EverSource Energy (formerly Northeast Utilities)	5,617	7	0.96%	4,423	9	0.79%
Saint Francis Hospital and Medical Center	5,352	8	0.92%	2,898	N/A	N/A
The Travelers Cos. Inc	5,088	9	0.87%	6,175	5	1.10%
John Dempsey Hospital (UCONN Medical Center)	5,000	10	0.86%	4,400	10	0.78%
Bank of America		N/A		5,100	7	0.91%
CIGNA Corporation		N/A		4,557	8	0.81%
<b>Total</b>	<b>166,737</b>		<b>28.64%</b>	<b>129,153</b>		<b>21.77%</b>

N/A - Not applicable

Source: MetroHartford Alliance

**GREATER HARTFORD TRANSIT DISTRICT**  
**FULL-TIME EQUIVALENT GOVERNMENT EMPLOYEES BY FUNCTION/PROGRAM**  
**LAST TEN YEARS**

	YEAR ENDED JUNE 30									
	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
General government:										
Management services	3	3	3	3	3	3	3	3	3	2
Finance	3	3	2	2	2	2	2	2	2	2
Building	-	-	-	-	-	-	-	1	1	1
Transportation projects	5	6	5	5	5	5	4	3	3	3
Total	11	12	10	10	10	10	9	9	9	8

Notes: A full-time employee is scheduled to work 2,080 hours per year (including vacation and sick leave). Full-time equivalent employment is calculated by dividing total labor hours by 2,080.

Source: GHTD Human Resources Department

**GREATER HARTFORD TRANSIT DISTRICT  
OPERATING INDICATORS BY FUNCTION/PROGRAM  
LAST TEN YEARS**

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	YEAR ENDED JUNE 30									
	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Number of Passenger Trips:										
Dial-A-Ride Service	-	-	-	-	-	15,352	88,132	155,720	315,746	337,053
Commuter Service	-	-	-	-	-	-	184,616	456,194	483,607	469,878
ADA	524,684	512,378	443,759	347,626	298,463	300,944	282,750	265,478	277,504	240,030

Source: GHTD ADA Department

**GREATER HARTFORD TRANSIT DISTRICT**  
**CAPITAL ASSET STATISTICS BY FUNCTION/PROGRAM**  
**LAST TEN YEARS**

	YEAR ENDED JUNE 30									
	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Number of transportation vehicles:										
Commuter Bus Service	-	-	-	-	-	-	10	27	33	33
Dial-A-Ride	-	-	-	1	1	1	1	15	44	68
ADA	144	119	120	117	119	115	123	113	106	98

Source: GHTD ADA Department

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