

**GREATER HARTFORD TRANSIT DISTRICT**  
**HARTFORD, CONNECTICUT**  
**COMPREHENSIVE ANNUAL FINANCIAL REPORT**  
**FOR THE YEAR ENDED JUNE 30, 2020**



*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, 2020**

Prepared by:  
Accounting Department

**GREATER HARTFORD TRANSIT DISTRICT  
COMPREHENSIVE ANNUAL FINANCIAL REPORT  
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JUNE 30, 2020**

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## **INTRODUCTORY SECTION**



*Greater  
Hartford  
Transit District*

December 18, 2020

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, 2020.

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, 2020. 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.

### **Economic Impact**

As the pandemic continues the economic impact on the District could have been much worse, however The U.S. Department of Transportation's Federal Transit Administration (FTA) provided a total of \$25 billion in federal funding allocations to help the nation's public transportation systems respond to the Coronavirus Disease 2019 (COVID-19). The funding is provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The District received \$2 million to offset operating expenses and revenue losses. This current subsidy is projected to keep the agency fully funded through the remainder of this upcoming fiscal year if the pandemic continues. If there is additional funding in the next transportation relief package, then we will request further financial support if necessary and/or needed.

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

Due to the uncertainties of the pandemic the District will need to ensure that our agency continues to operate as efficiently as possible throughout any possible future lockdown or shelter in place measures. Uncertainties remain about the near future, but transportation projects present economic stimulus opportunities by providing jobs for architects, engineers, construction companies, contractors, and suppliers to the transit industry. The District has allocated funds and scheduled capital projects that will assist people who are trying to get back to work and to provide a sustained source of income and employment to those who have lost jobs. The staff at the District is identifying and prioritizing these projects based on local trends in employment, ridership, economic recovery and adapting these projections for our specific planning purposes.

Long-term financial planning of the District is also accomplished by integrating elements of the CT Department of Transportation's Long Range Transportation Plan (the "LRTP") and the State Transportation Improvement Plan (the "STIP"). The LRTP is a federally mandated policy document that outlines strategies and actions for addressing transportation issues and needs in CT. It serves as a framework for preparing future, project-specific transportation plans such as STIP. The STIP is a four-year planning document that lists all projects expected to be funded in those identified four years with FTA participation. The STIP which is multimodal is the vehicle for implementing the goals and objectives identified in regional and State long-range transportation plans which then translates into allocated funding that the District will receive during each fiscal year.

### **Accomplishments**

- The FTA formula funding grant program (5307) totaled \$5.05ml for FY'20. Activities included; replacement of ADA paratransit vehicles, preventative maintenance necessary to keep Union Station in a state of good repair, and the purchase of capital equipment and services to support the operation.
- Received \$2ml in Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding to offset COVID19 losses.
- Awarded \$630,000 for an Integrated Mobility Innovation program that the District and its partner M7 submitted for consideration to the FTA. The selection was based on projects that will advance mobility through creative partnerships and emerging technologies.
- Provided with \$260,000 for 5310 New Freedom funding to buy accessible taxis for M7.
- blumshapiro issued a clean opinion on the FY'19 financial reports, and there were no material weaknesses in the internal control over financial reporting.
- Construction activities for the Brownstone Masonry Repair project was completed.
- Canopy Restoration Project (Spruce Street at Union Station) was completed.
- Substantial completion was issued for the New Britain Beehive Bridge Project where the District was the fiscal agent overseeing the use of the FTA funds.
- Purchased thirty (30) gas powered ADA Paratransit vehicles which replaced those that had met their useful life.

- Union Station Camera upgrade replacement project was completed. Digital cameras replaced old analogue ones which were inefficient.
- The FTA's required Public Transit Agency Safety Plan was completed and submitted.
- A Request for Proposal for A&E Services for Public Restroom Renovations was put out and awarded, and the Invitation for Bid for construction of the Public Restroom Renovation project went out and was awarded.
- A Request for Proposal for A&E Services for Union Station Roof Repairs & Replacement was put out and awarded.
- Progress meetings continued with The Town of Enfield and the FTA to discuss the land acquisition and environmental assessment & clean-up activities for the proposed multimodal site.
- Bus shelter repairs and replacement activities occurred in the Towns of Bloomfield, Wethersfield, Windsor Locks and South Windsor. Three (3) bus shelters were installed in Hartford.
- Began the acquisition process for one additional lot immediately adjacent to the District's ADA Paratransit Operations & Maintenance Facility for future growth at the complex.
- The District has begun the process of adding additional software modules to its Trapeze software system which is necessary to support the ADA Paratransit operation. One module will support electronic and contactless fare collection and the other is for improving customer service reporting.
- Rolled out the District's new Website.
- The engineering and environmental portion of the Fuel Tank Conversion project began at 148 Roberts Street.
- Developed and put out a Request for Proposal for a more diverse fleet which includes smaller vehicles and those with alternative fuel sources.

#### **Future Initiatives**

- Continue to be vigilant in the District's overall approach to COVID19 and the means in which we manage to protect our passengers, tenants, visitors, and staff. Follow all Federal and State guidelines intended for this purpose.
- Select a contractor and begin the process of replacing the roof at Hartford Union Station.
- In order to accommodate the growing number of passengers at Union Station the expansion and updating of the public restrooms will take place and be completed by the end of the fiscal year.
- Placing cameras on all existing vehicles in the fleet. The cameras will capture real time incidents as they occur. Public transit camera systems provide security against litigation and safety for both the passengers and drivers.
- Complete the Trapeze software upgrades to support the ADA Paratransit operation.
- Upgrade the Sage accounting software by adding modules that will benefit the District's finance department.
- Complete the Fuel Tank Conversion process at 148 Roberts Street. The District can no longer purchase diesel chassis as they are not available, thus there is a need to convert the diesel tank to gas.
- Complete the acquisition of 144 Roberts Street for future expansion and growth.
- Apply for additional grant opportunities through the Federal Transit Administration.
- Continue to evaluate the possibility of acquiring electric vehicles for the fleet if available for ADA paratransit.



**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 2019. 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 staff who 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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**Greater Hartford Transit District  
Connecticut**

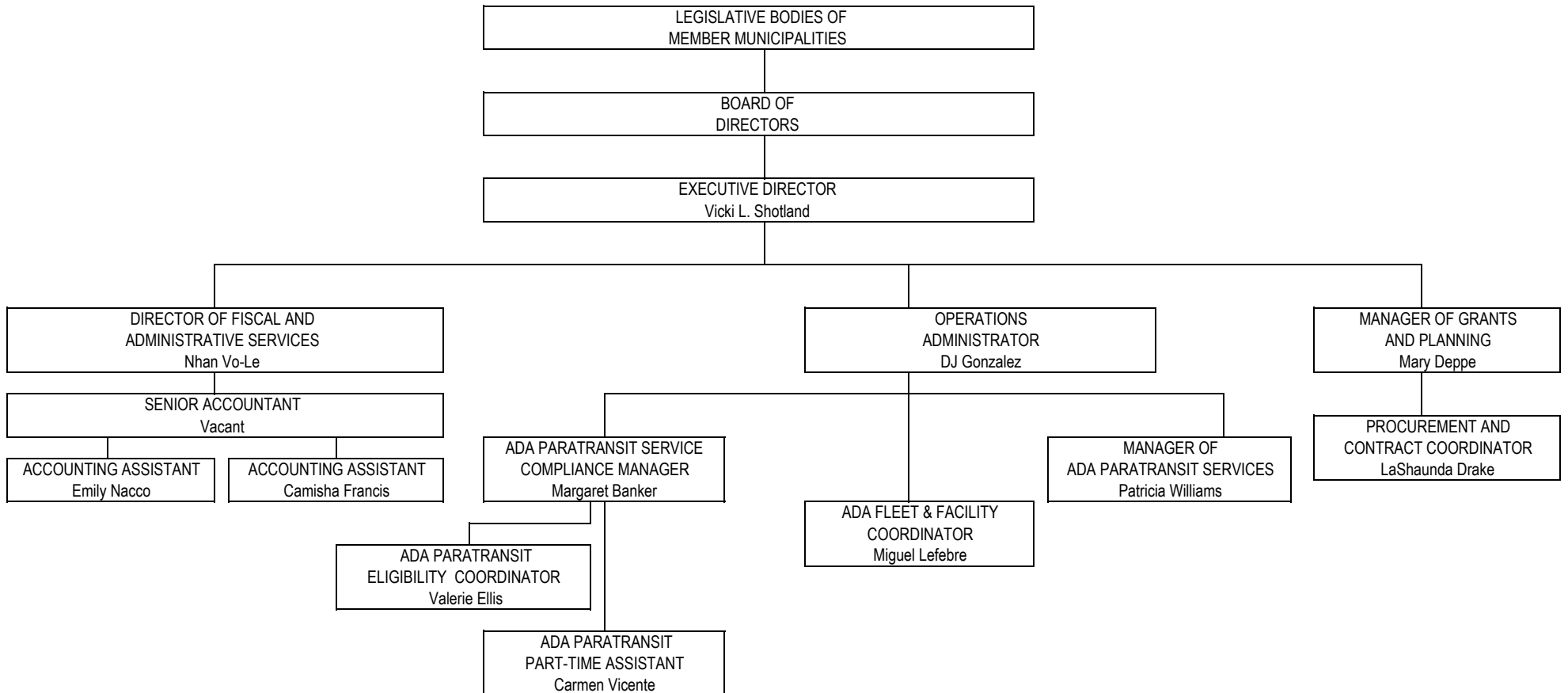
For its Comprehensive Annual  
Financial Report  
For the Fiscal Year Ended

June 30, 2019

*Christopher P. Morill*

Executive Director/CEO

GREATER HARTFORD TRANSIT DISTRICT  
ORGANIZATION CHART  
AS OF JUNE 30, 2020



**GREATER HARTFORD TRANSIT DISTRICT  
BOARD OF DIRECTORS  
2020**

<b>Member Town</b>		<b>Representation/Director</b>	<b>Primary Occupation</b>	<b>Committee Assignment</b>
Bloomfield	1	Joan Gamble	Artist/Community Volunteer	
East Hartford	2	Marilyn Pet Vacant	Attorney	Nominating, Personnel
East Windsor	1	Gilbert Hayes	Community Volunteer	Nominating
Enfield	2	Stephen F. Mitchell Kevin Mooney	Engineer Financial Services	
Farmington	2	Kathleen Eagen Laurel Grow	Town Manager Transit Professional	
Granby	1	Mark W. Lockwood	Attorney	
Hartford	4	Jennifer Cassidy Frank Lord Kevin McKernan Vacant	Community Volunteer Community Volunteer Transportation Engineer	Transportation Personnel Audit
Manchester	2	James R. McCavanagh Paul McNamara	Real Estate Businessman	Nominating
Newington	2	John M. Kelly Michael Camillo	Attorney Town Councilor	
Rocky Hill	1	Kenneth D. Goldberg	Consultant	
Simsbury	1	Ferguson R. Jansen	Business Executive	Personnel
South Windsor	2	Gary S. Pitcock Janice Snyder	Businessman Town Councilor	
Vernon	2	Mary A. Oliver Vacant	Financial Services	Audit
West Hartford	2	John W. Lyons A. David Giordano	Businessman Businessman	Audit, Personnel
Wethersfield	2	Brendan T. Flynn Peter Gardow	Attorney Engineer	
Windsor	2	Ricardo Quintero David Raney	Community Volunteer Educator/Community Volunteer	Personnel

**Executive Director**  
Vicki L. Shotland

**Officers**  
June 30, 2020

Chairman	Stephen F. Mitchell
Vice Chairman	Brendan T. Flynn
Secretary	James R. McCavanagh
Assistant Secretary	David Raney
Treasurer	Kevin McKernan
Assistant Treasurer	Mary A. Oliver



## **FINANCIAL SECTION**

## **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, 2020, 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 from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the 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, 2020 and the respective changes in financial position and, where applicable, cash flows thereof, and the respective budgetary comparison for the General Fund and Special Revenue 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 and the OPEB schedule, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of 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 December 18, 2020 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 solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Greater Hartford Transit District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Greater Hartford Transit District's internal control over financial reporting and compliance.

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

West Hartford, Connecticut  
December 18, 2020



**GREATER HARTFORD TRANSIT DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
JUNE 30, 2020**

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, 2020. 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, 2020, the District's assets exceeded its liabilities by \$27,024,114 and \$11,051,450 for the governmental activities and the business-type activities, respectively.
- At the end of fiscal year 2020, the District's total net position decreased by \$925,195: governmental activities decreased by \$1,481,133 and business-type activities increased by \$555,938.
- At the close of fiscal year 2020, the District's governmental funds, which includes General and Special Revenue Funds, reported combined ending fund balances of \$1,242,712, an increase of \$118,873 in comparison to fiscal year 2019. Of which, \$1,035,362 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 36-37 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 \$38,075,564 as of June 30, 2020.

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, 2020 AND 2019**

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total</b>	
	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>
Current and other assets \$	6,372,355	\$ 8,439,892	\$ 2,013,254	\$ 1,700,309	\$ 8,385,609	\$ 10,140,201
Capital assets, net of accumulated depreciation	26,453,956	27,924,147	9,311,154	9,213,704	35,765,110	37,137,851
Total assets	<u>32,826,311</u>	<u>36,364,039</u>	<u>11,324,408</u>	<u>10,914,013</u>	<u>44,150,719</u>	<u>47,278,052</u>
Current liabilities	5,129,643	7,316,053	178,305	342,796	5,307,948	7,658,849
Long-term liabilities outstanding	672,554	542,739	94,653	75,705	767,207	618,444
Total liabilities	<u>5,802,197</u>	<u>7,858,792</u>	<u>272,958</u>	<u>418,501</u>	<u>6,075,155</u>	<u>8,277,293</u>
Net position						
Net investment in capital assets	26,453,956	27,924,147	9,311,154	9,213,704	35,765,110	37,137,851
Unrestricted	<u>570,158</u>	<u>581,100</u>	<u>1,740,296</u>	<u>1,281,808</u>	<u>2,310,454</u>	<u>1,862,908</u>
Total Net Position	<u>\$ 27,024,114</u>	<u>\$ 28,505,247</u>	<u>\$ 11,051,450</u>	<u>\$ 10,495,512</u>	<u>\$ 38,075,564</u>	<u>\$ 39,000,759</u>

**CHANGES IN NET POSITION**  
**JUNE 30, 2020 AND 2019**

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total</b>	
	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>
Revenues:						
Program revenues:						
Charges for services	\$ 96,315	\$ 143,416	\$ 1,411,713	\$ 1,583,582	\$ 1,508,028	\$ 1,726,998
Operating grants and contributions	20,381,215	21,990,444			20,381,215	21,990,444
Capital grants and contributions	2,647,767	2,585,559	1,015,386	2,216,378	3,663,153	4,801,937
General revenues:						
Member Town contribution	93,215	95,175			93,215	95,175
Miscellaneous	762	871			762	871
Unrestricted investment earnings	90,714	118,868			90,714	118,868
Total revenues	<u>23,309,988</u>	<u>24,934,333</u>	<u>2,427,099</u>	<u>3,799,960</u>	<u>25,737,087</u>	<u>28,734,293</u>
Expenses:						
Purchased transportation	20,399,912	21,322,741			20,399,912	21,322,741
Transit projects	1,677,146	2,978,879			1,677,146	2,978,879
Insurance consortium	2,714,063	3,188,490			2,714,063	3,188,490
Transportation center			1,662,647	1,722,901	1,662,647	1,722,901
Parking lot			208,514	211,462	208,514	211,462
Total expenses	<u>24,791,121</u>	<u>27,490,110</u>	<u>1,871,161</u>	<u>1,934,363</u>	<u>26,662,282</u>	<u>29,424,473</u>
Change in net position	(1,481,133)	(2,555,777)	555,938	1,865,597	(925,195)	(690,180)
Net position at beginning of year	<u>28,505,247</u>	<u>31,061,024</u>	<u>10,495,512</u>	<u>8,629,915</u>	<u>39,000,759</u>	<u>39,690,939</u>
Net Position at End of Year	<u>\$ 27,024,114</u>	<u>\$ 28,505,247</u>	<u>\$ 11,051,450</u>	<u>\$ 10,495,512</u>	<u>\$ 38,075,564</u>	<u>\$ 39,000,759</u>

The District's total net position decreased by \$925,195 during the current fiscal year with net position of governmental activities decreasing by \$1,481,133 and business-type activities increasing by \$555,938. The fluctuations in the District's total net positions are primarily the results of capital grant-funded transit projects, activities impacted by the Coronavirus, and depreciation expenses.

**Governmental Activities**

Approximately 98.8% of the revenues were derived from operating and capital grants and contributions. Key elements are as follows:

- Operating grants and contributions decreased by \$1,609,229 during fiscal year 2020 from fiscal year 2019. The fiscal year 2020 decrease is primarily due to the impact of ridership reduction and lower claim settlements occurring in the ADA Program and the Insurance Consortium, respectively.
- Capital grants and contributions increased by \$62,208 during fiscal year 2020 from the prior fiscal year. This increase is primarily a result of activities associated with fiscal year 2019; new buses that were accepted and accounted during this fiscal year and land acquisition at 144 Roberts Street in East Hartford; which is partially offset by the completion of the New Britain Beehive Bridge project.

## **Business-Type Activities**

During fiscal year 2020, Charges for Services (rental income and parking fees) account for 58.2% of Business-Type total revenues. Capital grants and contributions make up another 41.8%. The following discusses the major change during the current fiscal year:

- Capital grants and contributions decreased by 54.2% or \$1,200,992 from fiscal year 2019. This decrease occurred due to the completion of the Brownstone Masonry Repair Phase II and the Canopy Restoration projects; partially offset by new projects - designs of the Union Station roof renovation and its restroom expansion.

## **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, 2020, the District's governmental funds (General Fund and Special Revenue Funds) reported combined ending fund balances of \$1,242,712 an increase of \$118,873 in comparison with the prior fiscal year. This increase is primarily a result of interest earnings and member towns dues generated by the General Fund; partially offset by a write-off of certain unpaid member town dues.

The General Fund is the chief operating fund of the District. At the end of the fiscal year 2020, the General Fund total fund balance was \$1,242,712. Of which, \$1,035,362 was unassigned.

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

### **Proprietary Funds**

The District's proprietary funds, which include Public and Private Transportation Funds and Parking Lot Fund, provide the same type of information found in the government-wide financial statements. Overall, proprietary fund net position totaled \$11,051,450 at the end of fiscal year 2020:

- Public Transportation Center Fund - Total net position was \$6,779,996. Of which, \$2,995,251 was reported as unrestricted net position or 44.2% of the total net position.
- Private Transportation Center Fund - Total net position and unrestricted net position deficiency were \$1,126,121 and (\$4,160,474), respectively.
- Parking Lot Fund - Total net position was \$3,145,333. Of which, \$2,905,519 was reported as unrestricted net position or 92.4% of the total net position.

The total increase in net position for all three funds was \$555,938. Other factors concerning the finances of these funds are addressed in the discussion of the District's business-type activities.

## **General Fund Budgetary Highlights**

Budget revenues and transfers decreased by \$43,324 or 18.8% between the original budget and the final amended budget. This decrease was primarily due to the impact of the accounting for disposed vehicle revenue, which is recorded on the balance sheet rather than the General Fund revenue and will be used to purchase transit assets, less higher interest earnings.

## **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, 2020 amounted to \$26,453,956 and \$9,311,154, respectively. This investment in capital assets included buildings, transportation vehicles, equipment, and the parking lot. The District's net investment in capital assets decreased by \$1,372,741 for fiscal year 2020. This decrease is due to depreciation expenses and a write-off of various assets; partially offset by building improvements plus vehicle and equipment purchases.

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

- Construction activities for Phase II of the Brownstone Masonry Repair Project at Union Station was completed in October 2019. Construction was monitored by Simpson Gumpertz and Heger. Work included masonry repairs, waterproofing, removing of loose stone and redressing stone surfaces, repointing mortar joints, removing vegetation, resetting coping stones on gables, structurally securing stone, installing flashing, cleaning downleaders, cleaning brownstone, etc.
- The Canopy Restoration Project (Spruce Street at Union Station) included removal of old lead paint, repainting, new signs, replacing downleaders and broken/missing pipes, replacing old lighting with new fixtures. This project was completed and accepted in October 2019.
- The Roberts Street Construction Project was completed and a Certificate of Occupancy was issued in August 2019. The document certifies the building's compliance with applicable building codes for the newly constructed ADA Paratransit Operations and Maintenance Facility.
- A Certificate of Substantial Completion was issued April 2020 for the New Britain Beehive Bridge Project. FTA funds were allocated for specific portions of this multimodal connectivity initiative. Final drawdown for retainage is expected in October 2020 when the warranty period ends.
- Replacement of large sections of a perimeter fencing on the north side of Union Station (under the active rail line) was completed in September 2019.
- The District accepted delivery of thirty (30) gasoline powered body-on-chassis buses for the ADA Paratransit Operation.
- A Union Station Camera Upgrade & Replacement Project was completed in December 2019.
- Architectural and Engineering Services for the Public Restroom Renovation Project and the Union Station Roof Repairs & Replacement Project were both put out to bid.
- Progress meetings with Enfield and the Federal Transportation Administration (FTA) to discuss the town's proposed intermodal transportation center property acquisition and the environmental assessment process continued.

- Transit Enhancements including replacement of bus shelter solar panels, lights and wiring in Bloomfield, Wethersfield, Windsor Locks and South Windsor were completed. There were also four new bus shelters that were procured for Hartford. Three of those shelters were installed at Market and Talcott Streets, Bushnell Park and Asylum Avenue, and Farmington Avenue and Sigourney Street. The final shelter will be installed in early July 2020 on Asylum Avenue at Asylum Place in Hartford.

**CAPITAL ASSETS, Net of Depreciation**  
**JUNE 30, 2020 AND 2019**

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total</b>	
	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>
Construction in progress	\$ 153,910	\$ 264,847	\$ 368,092	\$ 2,008,018	\$ 522,002	\$ 2,272,865
Land	1,403,248	1,403,248	300,000	300,000	1,703,248	1,703,248
Buildings and improvements	20,835,048	21,636,097	8,217,554	6,532,335	29,052,602	28,168,432
Parking lot			130,003	153,496	130,003	153,496
Equipment	4,061,750	4,619,955	295,505	219,855	4,357,255	4,839,810
Total	<u>\$ 26,453,956</u>	<u>\$ 27,924,147</u>	<u>\$ 9,311,154</u>	<u>\$ 9,213,704</u>	<u>\$ 35,765,110</u>	<u>\$ 37,137,851</u>

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

### Long-Term Debt

The District's debt consists of other postemployment benefits (OPEB) liabilities and termination benefits.

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total</b>	
	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>	<b>2020</b>	<b>2019</b>
OPEB	\$ 569,054	\$ 439,239	\$ 94,653	\$ 75,705	\$ 663,707	\$ 514,944
Termination benefit	103,500	103,500			103,500	103,500
Total	<u>\$ 672,554</u>	<u>\$ 542,739</u>	<u>\$ 94,653</u>	<u>\$ 75,705</u>	<u>\$ 767,207</u>	<u>\$ 618,444</u>

As of June 30, 2020, the District's governmental and business-type activities reported \$663,707 and \$103,500 in OPEB liabilities and termination benefits, respectively, an increase of \$148,763 from fiscal year 2019.

### Economic Factors

Inflationary trends in the region compare favorably to national indices. This factor was considered in preparing the District's budget for the 2019-2020 fiscal year.

During fiscal year 2020, the unassigned fund balance in the General Fund increased to \$1,035,362.

### 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, 2020**

	<b>Governmental Activities</b>	<b>Business-Type Activities</b>	<b>Total</b>
<b>Assets:</b>			
Cash and cash equivalents	\$ 6,650,690	\$	\$ 6,650,690
Receivables:			
Federal grants	629,775	211,688	841,463
State grants	460,301	135,017	595,318
Local agencies	1,652		1,652
Other	18,748	146,048	164,796
Internal balances	(1,507,861)	1,507,861	-
Other assets	119,050	12,640	131,690
Capital assets, nondepreciable	1,557,158	668,092	2,225,250
Capital assets, net of accumulated depreciation	24,896,798	8,643,062	33,539,860
Total assets	<u>32,826,311</u>	<u>11,324,408</u>	<u>44,150,719</u>
<b>Liabilities:</b>			
Accounts payable	4,649,582	178,305	4,827,887
Payable to local agencies	27,851		27,851
Unearned revenue	452,210		452,210
Noncurrent liabilities:			
Due within one year	99,000		99,000
Due in more than one year	573,554	94,653	668,207
Total liabilities	<u>5,802,197</u>	<u>272,958</u>	<u>6,075,155</u>
<b>Net Position:</b>			
Net investment in capital assets	26,453,956	9,311,154	35,765,110
Unrestricted	<u>570,158</u>	<u>1,740,296</u>	<u>2,310,454</u>
<b>Total Net Position</b>	<u>\$ 27,024,114</u>	<u>\$ 11,051,450</u>	<u>\$ 38,075,564</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, 2020**

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	\$ 20,399,912	\$ 96,315	\$ 17,667,152	\$	\$ (2,636,445)	\$	\$ (2,636,445)
Insurance consortium	2,714,063		2,714,063		-		-
Transit projects	1,677,146			2,647,767	970,621		970,621
Total governmental activities	<u>24,791,121</u>	<u>96,315</u>	<u>20,381,215</u>	<u>2,647,767</u>	<u>(1,665,824)</u>	<u>-</u>	<u>(1,665,824)</u>
Business-type activities:							
Transportation center	1,662,647	1,133,259		885,336		355,948	355,948
Parking lot	208,514	278,454		130,050		199,990	199,990
Total business-type activities	<u>1,871,161</u>	<u>1,411,713</u>	<u>-</u>	<u>1,015,386</u>	<u>-</u>	<u>555,938</u>	<u>555,938</u>
Total	<u>\$ 26,662,282</u>	<u>\$ 1,508,028</u>	<u>\$ 20,381,215</u>	<u>\$ 3,663,153</u>	<u>(1,665,824)</u>	<u>555,938</u>	<u>(1,109,886)</u>
General revenues:							
Member town contributions					93,215		93,215
Unrestricted investment earnings					90,714		90,714
Miscellaneous income					762		762
Total general revenues					<u>184,691</u>	<u>-</u>	<u>184,691</u>
Change in Net Position					(1,481,133)	555,938	(925,195)
Net Position at Beginning of Year					<u>28,505,247</u>	<u>10,495,512</u>	<u>39,000,759</u>
Net Position at End of Year					<u>\$ 27,024,114</u>	<u>\$ 11,051,450</u>	<u>\$ 38,075,564</u>

The accompanying notes are an integral part of the financial statements

**GREATER HARTFORD TRANSIT DISTRICT  
BALANCE SHEET - GOVERNMENTAL FUNDS  
JUNE 30, 2020**

	<u>General</u>	<u>Special Revenue</u>	<u>Total Governmental Funds</u>
<b>ASSETS</b>			
Cash and cash equivalents	\$ 6,650,690	\$	\$ 6,650,690
Federal grants receivable	2,410	627,365	629,775
State grants receivable		460,301	460,301
Receivable from local agencies		1,652	1,652
Other receivables	6,805	11,943	18,748
Due from other funds	4,228,205	3,949,779	8,177,984
Prepaid expenditures	<u>119,050</u>		<u>119,050</u>
Total Assets	<u>\$ 11,007,160</u>	<u>\$ 5,051,040</u>	<u>\$ 16,058,200</u>
<b>LIABILITIES AND FUND BALANCES</b>			
Liabilities:			
Accounts payable	\$ 78,603	\$ 4,570,979	\$ 4,649,582
Payable to local agencies		27,851	27,851
Due to other funds	9,685,845		9,685,845
Unearned revenue		452,210	452,210
Total liabilities	<u>9,764,448</u>	<u>5,051,040</u>	<u>14,815,488</u>
Fund Balances:			
Nonspendable	119,050		119,050
Assigned for termination benefits (see Note 4)	88,300		88,300
Unassigned	<u>1,035,362</u>		<u>1,035,362</u>
Total fund balances	<u>1,242,712</u>	<u>-</u>	<u>1,242,712</u>
Total Liabilities and Fund Balances	<u>\$ 11,007,160</u>	<u>\$ 5,051,040</u>	<u>\$ 16,058,200</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, 2020**

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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)	\$	1,242,712
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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	\$	47,278,128	
Less accumulated depreciation		<u>(20,824,172)</u>	
			26,453,956

Liability for other postemployment benefits is not due and payable in the current year and, therefore, is not reported in the funds.		<u>(672,554)</u>
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Net Position of Governmental Activities (page 11)	\$	<u><u>27,024,114</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, 2020**

	<u>General</u>	<u>Special Revenue</u>	<u>Total Governmental Funds</u>
Revenues:			
Federal grants	\$ 2,410	\$ 3,311,677	\$ 3,314,087
State grants		19,499,244	19,499,244
Contributions from member towns	93,215		93,215
Local share		116,829	116,829
Private local share		63,211	63,211
Interest income	90,714		90,714
Cash fares/Charter fees		96,315	96,315
Other revenue	762	35,611	36,373
Total revenues	<u>187,101</u>	<u>23,122,887</u>	<u>23,309,988</u>
Expenditures:			
Current:			
Project administration	47,012	1,940,566	1,987,578
Professional services	14,390	771,677	786,067
Purchased transportation	6,826	15,569,671	15,576,497
Insurance and claims		2,409,490	2,409,490
Capital outlay - tangible transit property		2,431,483	2,431,483
Capital outlay - other property			-
Total expenditures	<u>68,228</u>	<u>23,122,887</u>	<u>23,191,115</u>
Net Change in Fund Balances	118,873	-	118,873
Fund Balances at Beginning of Year	<u>1,123,839</u>	<u>-</u>	<u>1,123,839</u>
Fund Balances at End of Year	<u>\$ 1,242,712</u>	<u>\$ -</u>	<u>\$ 1,242,712</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, 2020**

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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)	\$ 118,873
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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	2,176,809
Depreciation expense	(3,382,153)

The statement of activities reports losses arising from the disposal of existing capital assets. Conversely, governmental funds do not report any gain or loss on disposal of capital assets. This amount represents disposal of capital assets

(264,847)

Governmental funds report other postemployment benefit costs when paid. In the statement of activities, other postemployment benefits costs are recognized when earned by employees.

(129,815)

Change in Net Position of Governmental Activities (page 12)

\$ (1,481,133)

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, 2020**

	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	\$	\$ 2,410	\$ 2,410	\$ -	\$ 3,326,719	\$ 3,311,677	\$ 3,311,677	\$ -
State grants				-	23,072,230	19,499,244	19,499,244	-
Contributions from member towns	95,175	93,215	93,215	-				-
Local/private share				-	40,360	180,040	180,040	-
Interest income	82,500	90,714	90,714	-				-
Fares				-	126,475	96,315	96,315	-
Sales/misc. other receipts	52,750	762	762	-		35,611	35,611	-
Total revenues	<u>230,425</u>	<u>187,101</u>	<u>187,101</u>	<u>-</u>	<u>26,565,784</u>	<u>23,122,887</u>	<u>23,122,887</u>	<u>-</u>
Expenditures:								
Current:								
Project administration	42,250	47,012	47,012	-	1,593,715	1,940,566	1,940,566	-
Professional services	10,000	14,390	14,390	-	845,410	771,677	771,677	-
FTA/State/GHTD transportation projects		6,826	6,826	-	24,126,659	17,979,161	17,979,161	-
Capital outlay				-		2,431,483	2,431,483	-
Total expenditures	<u>52,250</u>	<u>68,228</u>	<u>68,228</u>	<u>-</u>	<u>26,565,784</u>	<u>23,122,887</u>	<u>23,122,887</u>	<u>-</u>
Excess (Deficiency) of Revenues over Expenditures	<u>178,175</u>	<u>118,873</u>	<u>118,873</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net Change in Fund Balances	<u>\$ 178,175</u>	<u>\$ 118,873</u>	<u>118,873</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>\$ -</u>
Fund Balance - Beginning of Year			<u>1,123,839</u>				<u>-</u>	
Fund Balance - End of Year			<u>\$ 1,242,712</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, 2020**

	<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	\$ 90,796	\$ 87,366	\$ 33,526	\$ 211,688
State grants receivable	54,739	80,278		135,017
Other receivables	41,725	92,290	12,033	146,048
Due from other funds	2,868,796		2,867,270	5,736,066
Other assets	6,036	6,480	124	12,640
Total current assets	3,062,092	266,414	2,912,953	6,241,459
Noncurrent assets:				
Capital assets, net of accumulated depreciation	3,784,745	5,286,595	239,814	9,311,154
Total assets	6,846,837	5,553,009	3,152,767	15,552,613
Liabilities:				
Current liabilities:				
Accounts payable	14,890	155,981	7,434	178,305
Due to other funds		4,228,205		4,228,205
Total current liabilities	14,890	4,384,186	7,434	4,406,510
Noncurrent liabilities:				
Other postemployment benefits	51,951	42,702		94,653
Total liabilities	66,841	4,426,888	7,434	4,501,163
Net Position:				
Net investment in capital assets	3,784,745	5,286,595	239,814	9,311,154
Unrestricted	2,995,251	(4,160,474)	2,905,519	1,740,296
Total Net Position	\$ 6,779,996	\$ 1,126,121	\$ 3,145,333	\$ 11,051,450

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, 2020**

	<b>Business-Type Activities - Enterprise Funds</b>			
	<b>Transportation Center</b>		<b>Parking</b>	
	<b>Public</b>	<b>Private</b>	<b>Lot</b>	<b>Total</b>
Operating Revenues:				
Rental income	\$ 412,630	\$ 692,424	\$	\$ 1,105,054
Parking fees	600		278,454	279,054
Other	27,605			27,605
Total operating revenues	<u>440,835</u>	<u>692,424</u>	<u>278,454</u>	<u>1,411,713</u>
Operating Expenses:				
Professional services	121,718	349,381	70,587	541,686
Overhead	239,205	447,504	48,276	734,985
Capital outlay	22,546	24,671	7,636	54,853
Depreciation	245,498	198,475	65,338	509,311
Total operating expenses	<u>628,967</u>	<u>1,020,031</u>	<u>191,837</u>	<u>1,840,835</u>
Operating Income (Loss)	<u>(188,132)</u>	<u>(327,607)</u>	<u>86,617</u>	<u>(429,122)</u>
Nonoperating Revenues (Expenses):				
Loss on disposal of capital assets	<u>(6,308)</u>	<u>(7,341)</u>	<u>(16,677)</u>	<u>(30,326)</u>
Income (Loss) Before Capital Contributions	<u>(194,440)</u>	<u>(334,948)</u>	<u>69,940</u>	<u>(459,448)</u>
Capital Contributions:				
Federal	204,707	508,413	125,577	838,697
State	51,616	120,600	4,473	176,689
Total capital contributions	<u>256,323</u>	<u>629,013</u>	<u>130,050</u>	<u>1,015,386</u>
Change in Net Position	61,883	294,065	199,990	555,938
Net Position at Beginning of Year	<u>6,718,113</u>	<u>832,056</u>	<u>2,945,343</u>	<u>10,495,512</u>
Net Position at End of Year	<u>\$ 6,779,996</u>	<u>\$ 1,126,121</u>	<u>\$ 3,145,333</u>	<u>\$ 11,051,450</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, 2020**

	<b>Business-Type Activities - Enterprise Funds</b>			
	<b>Transportation Center</b>		<b>Parking</b>	
	<b>Public</b>	<b>Private</b>	<b>Lot</b>	<b>Total</b>
Cash Flows from Operating Activities:				
Receipts from customers and users	\$ 416,951	\$ 630,561	\$ 278,454	\$ 1,325,966
Payments for interfund services provided		135,358		135,358
Payments for interfund services used	(17,633)		(265,221)	(282,854)
Payments to suppliers	(354,776)	(900,724)	(123,778)	(1,379,278)
Payments to employees	(38,160)	(40,797)	(12,387)	(91,344)
Net cash provided by (used in) operating activities	<u>6,382</u>	<u>(175,602)</u>	<u>(122,932)</u>	<u>(292,152)</u>
Cash Flows from Capital and Related Financing Activities:				
Receipts from federal and state grants	127,931	678,376	122,932	929,239
Purchase of capital assets	(134,313)	(502,774)		(637,087)
Net cash provided by (used in) capital and related financing activities	<u>(6,382)</u>	<u>175,602</u>	<u>122,932</u>	<u>292,152</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 Provided By (Used In) Operating Activities:				
Operating income (loss)	\$ (188,132)	\$ (327,607)	\$ 86,617	\$ (429,122)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation	245,498	198,475	65,338	509,311
Change in assets and liabilities:				
(Increase) decrease in amounts due from other funds	(17,633)		(265,221)	(282,854)
(Increase) decrease in other assets	(16,813)	(62,486)	(3)	(79,302)
Increase (decrease) in accounts payable	(26,525)	(128,303)	(9,663)	(164,491)
Increase (decrease) in amounts due to other funds		135,358		135,358
Increase (decrease) in other postemployment benefits liability	9,987	8,961		18,948
Total adjustments	<u>194,514</u>	<u>152,005</u>	<u>(209,549)</u>	<u>136,970</u>
Net Cash Provided by (Used in) Operating Activities	<u>\$ 6,382</u>	<u>\$ (175,602)</u>	<u>\$ (122,932)</u>	<u>\$ (292,152)</u>
Noncash Investing, Capital and Financing Activities	<u>\$ (128,392)</u>	<u>\$ 49,363</u>	<u>\$ (7,118)</u>	<u>\$ (86,147)</u>

The accompanying notes are an integral part of the financial statements

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

### **A. 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.

### **B. 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.

**C. 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.

**D. Prepaid Items**

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures when consumed rather than when purchased.

**E. 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 acquisition 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.

**GREATER HARTFORD TRANSIT DISTRICT**  
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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

**F. Total Other Postemployment Benefits Other than Pensions (OPEB) Liability**

The total OPEB liability is measured as the portion of the actuarial present value of projected benefits that is attributed to past periods of employee service. The total OPEB liability is measured as of a date (measurement date) no earlier than the end of the employer's prior fiscal year and no later than the end of the current fiscal year, consistently applied from period to period.

**G. 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.

**H. 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.

**I. 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.

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**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 \$119,050 in 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.

**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 \$88,300 of assigned fund balance at June 30, 2020.

**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 \$1,035,862 of unassigned fund balance at June 30, 2020.

**J. 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.

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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.

### **3. DETAILED NOTES ON ALL FUNDS**

#### **A. Deposits and Investments**

The following is a summary of cash and cash equivalents at June 30, 2020:

Deposits:	
Demand accounts	\$ 401,337
Money market accounts	4,778
Total deposits	<u>406,115</u>
 Petty cash	 633
Cash equivalent:	
State Short-Term Investment Fund (STIF)	<u>6,243,942</u>
 Total Cash and Cash Equivalents	 \$ <u><u>6,650,690</u></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 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, 2020, the District's cash equivalent amounted to \$6,243,942 held in STIF, which was rated AAAM by Standard & Poor's.

#### **Concentration of Credit Risk**

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

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**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, 2020, \$419,077 of the District's bank balance was exposed to custodial credit risk as follows: \$254,778 was insured, \$33,912 was uninsured, with collateral held by the pledging bank's trust department, not in the District's name, and \$130,387 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, 2020, 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.

**B. 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.

**C. Capital Assets**

Capital asset activity for the year ended June 30, 2020 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	\$ 264,847	\$ 153,910	\$ 264,847	\$ 153,910
Land	1,403,248			1,403,248
Total capital assets not being depreciated	<u>1,668,095</u>	<u>153,910</u>	<u>264,847</u>	<u>1,557,158</u>
Capital assets being depreciated:				
Buildings and improvements	32,380,499	4,397		32,384,896
Equipment	12,791,629	2,018,502	1,474,057	13,336,074
Total capital assets being depreciated	<u>45,172,128</u>	<u>2,022,899</u>	<u>1,474,057</u>	<u>45,720,970</u>
Less accumulated depreciation for:				
Buildings and improvements	10,744,402	805,446		11,549,848
Equipment	8,171,674	2,576,707	1,474,057	9,274,324
Total accumulated depreciation	<u>18,916,076</u>	<u>3,382,153</u>	<u>1,474,057</u>	<u>20,824,172</u>
Total capital assets being depreciated, net	<u>26,256,052</u>	<u>(1,359,254)</u>	<u>-</u>	<u>24,896,798</u>
Governmental Activities Capital Assets, Net	<u>\$ 27,924,147</u>	<u>\$ (1,205,344)</u>	<u>\$ 264,847</u>	<u>\$ 26,453,956</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	\$ 2,008,018	\$ 368,092	\$ 2,008,018	\$ 368,092
Land	300,000			300,000
Total capital assets not being depreciated	<u>2,308,018</u>	<u>368,092</u>	<u>2,008,018</u>	<u>668,092</u>
Capital assets being depreciated:				
Buildings and improvements	17,268,624	2,131,339	347,916	19,052,047
Parking lot	1,118,921		40,957	1,077,964
Equipment	397,543	145,675	155,358	387,860
Total capital assets being depreciated	<u>18,785,088</u>	<u>2,277,014</u>	<u>544,231</u>	<u>20,517,871</u>
Less accumulated depreciation for:				
Buildings and improvements	10,736,289	432,470	334,266	10,834,493
Parking lot	965,425	23,493	40,957	947,961
Equipment	177,688	53,348	138,681	92,355
Total accumulated depreciation	<u>11,879,402</u>	<u>509,311</u>	<u>513,904</u>	<u>11,874,809</u>
Total capital assets being depreciated, net	<u>6,905,686</u>	<u>1,767,703</u>	<u>30,327</u>	<u>8,643,062</u>
Business-Type Capital Assets, Net	<u>\$ 9,213,704</u>	<u>\$ 2,135,795</u>	<u>\$ 2,038,345</u>	<u>\$ 9,311,154</u>

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

Governmental activities:	
Purchased transportation	\$ 2,575,624
Transit projects	700,920
General administration	<u>105,609</u>
Total Depreciation Expense - Governmental Activities	<u>\$ 3,382,153</u>
Business-type activities:	
Transportation Center	\$ 443,973
Parking Lot	<u>65,338</u>
Total Depreciation Expense - Business-Type Activities	<u>\$ 509,311</u>

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

The composition of interfund balances as of June 30, 2020 is as follows:

<u>Receivable Fund</u>	<u>Payable Fund</u>	<u>Amount</u>
General Fund	Transportation Center - Private	\$ 4,228,205
Special Revenue Fund	General Fund	3,949,779
Transportation Center - Public	General Fund	2,868,796
Parking Lot	General Fund	<u>2,867,270</u>
Total		\$ <u>13,914,050</u>

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

**E. Long-Term Debt**

**Changes in Long-Term Liabilities**

Long-term liability activity for the year ended June 30, 2020 was as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
Governmental activities:					
Other postemployment benefits	\$ 439,239	\$ 129,815	\$ -	\$ 569,054	\$ -
Termination benefit	<u>103,500</u>			<u>103,500</u>	<u>99,000</u>
Total Governmental Activities:	\$ <u>542,739</u>	\$ <u>129,815</u>	\$ <u>-</u>	\$ <u>672,554</u>	\$ <u>99,000</u>
Business-type activities:					
Other postemployment benefits	\$ <u>75,705</u>	\$ <u>18,948</u>	\$ <u>-</u>	\$ <u>94,653</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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**F. 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**

**A. 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, 2020, 2019 and 2018.

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.

**B. 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, 2020 is \$11,847,263 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>	
2021	\$ 1,103,139
2022	1,027,646
2023	1,021,903
2024	1,030,635
2025	1,034,529
Thereafter	9,021,584

Many of the leases in effect at June 30, 2020 contain an option to renew upon expiration.

**GREATER HARTFORD TRANSIT DISTRICT**  
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The following is a summary of property leased to others as of June 30, 2020:

Cost:	
Buildings and improvements	\$ 20,130,011
Less accumulated depreciation	<u>11,782,454</u>
Net Book Value	\$ <u>8,347,557</u>

Depreciation expense related to property leased to others totaled \$455,963 for the year ended June 30, 2020.

**C. 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.

**D. 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 \$184,474 for the year ended June 30, 2020. There were no employee contributions made during the year.

**E. 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 prior 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 primarily by the special revenue fund in prior years.

**GREATER HARTFORD TRANSIT DISTRICT**  
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**Employees Covered by Benefit Terms**

Membership in the plan consisted of the following at June 30, 2020, the date of the last actuarial valuation.

Inactive employees currently receiving benefit payments	2
Active employees	<u>9</u>
Total	<u><u>11</u></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.

**Total OPEB Liability**

The District's total OPEB liability of \$663,707 was measured as of June 30, 2020 and was determined by an actuarial valuation as of that date.

**Actuarial Assumptions and Other Inputs**

The total OPEB liability in the June 30, 2020 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement unless otherwise specified:

Inflation	2.21%
Salary increases	3.50%, average, including inflation
Discount rate	2.21%
Healthcare cost trend rates	7.6% decreasing to 2.5% including medical, pharmacy, dental and vision

The discount rate was based on the municipal bond rate at the time of the valuation. This rate decreased from 3.10 to 2.21 as of June 30, 2020.

Mortality rates were based on RP-2000 Healthy Annuitant Mortality Table for Males or Females projected 18 years.

The actuarial assumptions used in the June 30, 2020 valuation were based on the results of an actuarial experience study from the U.S. Office of Personnel Management.

**GREATER HARTFORD TRANSIT DISTRICT**  
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**Changes in the Total OPEB Liability**

	<b>Total OPEB Liability</b>
Balances as of July 1, 2019	\$ <u>514,944</u>
Changes for the year:	
Service cost	25,225
Interest on total OPEB liability	16,470
Changes of benefit terms	44,833
Difference between expected and actual experience	80,137
Benefit payments	<u>(17,902)</u>
Net changes	<u>148,763</u>
Balances as of June 30, 2020	\$ <u><u>663,707</u></u>

**Sensitivity of the Total OPEB Liability to Changes in the Discount Rate**

The following presents the total OPEB liability of the District, as well as what the District's total OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower (1.21%) or 1 percentage point higher (3.21%) than the current discount rate:

	<b>1% Decrease</b>	<b>Current Discount Rate</b>	<b>1% Increase</b>
Total OPEB liability	\$ 721,238	\$ 663,707	\$ 613,703

**Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates**

The following presents the total OPEB liability of the District, as well as what the District's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1 percentage point lower (6.6% decreasing to 1.5%) or 1 percentage point higher (8.6% decreasing to 3.5%) than the current healthcare cost trend rates:

	<b>1% Decrease</b>	<b>Healthcare Cost Trend Rates</b>	<b>1% Increase</b>
Total OPEB liability	\$ 615,092	\$ 663,707	\$ 718,623

**F. Termination Benefit**


The District entered into an agreement with an employee on November 21, 2016 to establish a termination benefit plan with a monthly benefit of \$1,500 effective January 1, 2017, ending on September 1, 2021. The total amount of the benefit of \$103,500 is reported as a long-term liability in the governmental activities opinion unit. All funds set aside for this plan are recorded as assigned fund balance in the General Fund.

**G. Subsequent Events**

On June 18, 2020, the District entered into a letter of intent to purchase 144 Roberts Street in East Hartford, Connecticut. The potential purchase price of the property is \$120,000. As of the audit report date, the property has not yet been purchased.

**H. Coronavirus**

On January 30, 2020, the World Health Organization declared the coronavirus to be a public health emergency. The District had followed regulatory restrictions that have been imposed by the State of Connecticut. On March 27, 2020, the President of the United States signed into law the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), which provided additional assistance to the District for loss of revenue and other expenditures related to the pandemic during the fiscal year. The District is unable to determine at this time the impact the outbreak might have on future operations.



## **REQUIRED SUPPLEMENTARY INFORMATION**



**GREATER HARTFORD TRANSIT DISTRICT**  
**SCHEDULE OF CHANGES IN TOTAL OPEB LIABILITY AND RELATED RATIOS**  
**LAST THREE FISCAL YEARS\***

	<u>2018</u>	<u>2019</u>	<u>2020</u>
Total OPEB liability:			
Service cost	\$ 5,232	\$ 25,225	\$ 25,225
Interest	17,104	20,846	16,470
Changes of benefit terms	207,587	32,409	44,833
Differences between expected and actual experience	(160,233)	(73,737)	80,137
Benefit payments	<u>(16,980)</u>	<u>(17,545)</u>	<u>(17,902)</u>
Net change in total OPEB liability	52,710	(12,802)	148,763
Total OPEB liability - beginning	<u>475,036</u>	<u>527,746</u>	<u>514,944</u>
Total OPEB Liability - Ending	\$ <u>527,746</u>	\$ <u>514,944</u>	\$ <u>663,707</u>
Covered-employee payroll	\$ 697,811	\$ 709,445	\$ 773,365
Total OPEB liability as a percentage of covered-employee payroll	N/A	N/A	N/A

**Notes to Schedule:**

Valuation date/Measurement date	6/30/2020
Inflation	2.21%
Salary increases	3.50%, average, including inflation
Discount rate	2.21%
Healthcare cost trend rates	7.6% decreasing to 2.5% including medical, pharmacy, dental and vision

\* This schedule is intended to show information for ten years. Additional years' information will be displayed as it becomes available.



## **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.

**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, 2020**

	<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>
Revenues:					
Federal grants	\$ 1,165,107	\$	\$	\$ 1,873,365	\$ 62,773
State grants	15,574,471	371,502	359,590	458,520	218
Local share				32,500	15,476
Private contributions	63,211				
Cash fares	96,315				
Miscellaneous	35,611				
Total revenues	<u>16,934,715</u>	<u>371,502</u>	<u>359,590</u>	<u>2,364,385</u>	<u>78,467</u>
Expenditures:					
Current:					
Project administration	1,525,447	63,186	20,676	199,738	30,467
Professional services	208,223	308,316			
Purchased transportation	15,133,097		338,914		
Insurance and claims					
Capital outlay - tangible transit property	67,948			2,164,647	48,000
Total expenditures	<u>16,934,715</u>	<u>371,502</u>	<u>359,590</u>	<u>2,364,385</u>	<u>78,467</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>

(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, 2020**

	<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	\$ 83,522	\$	\$ 70,191	\$ 49,501	\$ 7,218	\$ 3,311,677
State grants	20,880	2,714,063				19,499,244
Local share			17,548	49,501	1,804	116,829
Private contributions						63,211
Cash fares						96,315
Miscellaneous						35,611
Total revenues	<u>104,402</u>	<u>2,714,063</u>	<u>87,739</u>	<u>99,002</u>	<u>9,022</u>	<u>23,122,887</u>
Expenditures:						
Current:						
Project administration	26,955	49,435	15,640		9,022	1,940,566
Professional services		255,138				771,677
Purchased transportation				97,660		15,569,671
Insurance and claims		2,409,490				2,409,490
Capital outlay - tangible transit property	<u>77,447</u>		<u>72,099</u>	<u>1,342</u>		<u>2,431,483</u>
Total expenditures	<u>104,402</u>	<u>2,714,063</u>	<u>87,739</u>	<u>99,002</u>	<u>9,022</u>	<u>23,122,887</u>
Net Changes in Fund Balances	-	-	-	-	-	-
Fund Balance at Beginning of Year	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Fund Balance at End of Year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>



## **STATISTICAL SECTION**

## 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	38-44
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	45-46
These schedules contain information to help the reader assess the District's most significant revenue source, federal and state grants.	
Debt Capacity	47-48
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	49-50
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	51-53
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 FISCAL YEARS**  
**(Accrual Basis of Accounting)**

	YEAR ENDED JUNE 30									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Governmental Activities:										
Net investment in capital assets	\$ 9,351,334	\$ 7,704,596	\$ 8,243,306	\$ 8,725,687	\$ 9,272,928	\$ 15,264,885	\$ 29,773,817	\$ 30,651,340	\$ 27,924,147	\$ 26,453,956
Unrestricted	<u>922,831</u>	<u>902,827</u>	<u>65,198</u>	<u>(114,030)</u>	<u>(236,451)</u>	<u>(216,935)</u>	<u>(286,026)</u>	<u>409,684</u>	<u>581,100</u>	<u>570,158</u>
Total Governmental Activities Net Position	<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>	<u>\$ 29,487,791</u>	<u>\$ 31,061,024</u>	<u>\$ 28,505,247</u>	<u>\$ 27,024,114</u>
Business-Type Activities:										
Net investment in capital assets	\$ 3,722,321	\$ 4,821,451	\$ 5,332,683	\$ 8,846,685	\$ 8,391,100	\$ 7,892,145	\$ 7,698,032	\$ 7,668,369	\$ 9,213,704	\$ 9,311,154
Unrestricted	<u>(648,612)</u>	<u>(708,450)</u>	<u>(620,748)</u>	<u>(534,616)</u>	<u>(202,158)</u>	<u>295,249</u>	<u>535,505</u>	<u>961,546</u>	<u>1,281,808</u>	<u>1,740,296</u>
Total Business-Type Activities Net Position	<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>	<u>\$ 8,233,537</u>	<u>\$ 8,629,915</u>	<u>\$ 10,495,512</u>	<u>\$ 11,051,450</u>
Primary Government:										
Net investment in capital assets	\$ 13,073,655	\$ 12,526,047	\$ 13,575,989	\$ 17,572,372	\$ 17,664,028	\$ 23,157,030	\$ 37,471,849	\$ 38,319,709	\$ 37,137,851	\$ 35,765,110
Restricted for insurance program										
Unrestricted	<u>274,219</u>	<u>194,377</u>	<u>(555,550)</u>	<u>(648,646)</u>	<u>(438,609)</u>	<u>78,314</u>	<u>249,479</u>	<u>1,371,230</u>	<u>1,862,908</u>	<u>2,310,454</u>
Total Primary Government Net Position	<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>	<u>\$ 37,721,328</u>	<u>\$ 39,690,939</u>	<u>\$ 39,000,759</u>	<u>\$ 38,075,564</u>



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

	YEAR ENDED JUNE 30									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Expenses:										
Governmental activities:										
Purchased transportation	\$ 13,444,762	\$ 13,530,050	\$ 14,530,669	\$ 15,436,325	\$ 16,912,580	\$ 18,193,141	\$ 17,549,848	\$ 19,661,907	\$ 21,322,741	\$ 20,399,912
Insurance consortium	2,104,265	3,655,151	3,087,661	3,645,454	3,526,919	3,411,998	3,135,218	3,865,643	3,188,490	2,714,063
Transit projects	1,182,816	1,191,670	5,645,779	3,805,580	13,065,547	10,355,460	9,622,023	3,354,110	2,978,879	1,677,146
Total governmental activities expenses	<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>	<u>30,307,089</u>	<u>26,881,660</u>	<u>27,490,110</u>	<u>24,791,121</u>
Business-type activities:										
Transportation center	1,932,478	2,073,357	2,019,125	2,011,788	2,064,206	1,712,061	1,768,284	1,653,695	1,722,901	1,662,647
Parking lot	273,598	254,241	286,688	221,888	197,245	189,718	164,864	188,768	211,462	208,514
Total business-type activities expenses	<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>	<u>1,933,148</u>	<u>1,842,463</u>	<u>1,934,363</u>	<u>1,871,161</u>
Total Primary Government Expenses	<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>	<u>\$ 32,240,237</u>	<u>\$ 28,724,123</u>	<u>\$ 29,424,473</u>	<u>\$ 26,662,282</u>
Program Revenues:										
Governmental activities:										
Charges for services	\$ 394,132	\$ 393,991	\$ 400,622	\$ 421,872	\$ 465,122	\$ 499,358	\$ 168,476	\$ 158,942	\$ 143,416	\$ 96,315
Operating grants and contributions	13,995,879	15,523,441	19,180,272	18,612,389	18,680,640	19,638,316	20,186,468	21,030,462	21,990,444	20,381,215
Capital grants and contributions	1,916,034	592,330	3,970,403	4,075,489	14,698,618	17,748,508	24,293,792	6,478,321	2,585,559	2,647,767
Total governmental activities program revenues	<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>	<u>44,648,736</u>	<u>27,667,725</u>	<u>24,719,419</u>	<u>23,125,297</u>
Business-type activities:										
Transportation center	1,539,275	2,972,787	2,339,479	2,020,399	1,666,166	1,478,011	1,620,591	1,804,697	3,234,772	2,018,595
Parking lot	883,296	394,103	565,268	513,411	472,158	422,220	358,700	370,457	565,188	408,504
Total business-type activities program revenues	<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>	<u>1,979,291</u>	<u>2,175,154</u>	<u>3,799,960</u>	<u>2,427,099</u>
Total Government Program Revenues	<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>	<u>\$ 46,628,027</u>	<u>\$ 29,842,879</u>	<u>\$ 28,519,379</u>	<u>\$ 25,552,396</u>
Net (Expenses) Revenue:										
Governmental activities	\$ (425,798)	\$ (1,867,109)	\$ 287,188	\$ 222,391	\$ 339,334	\$ 5,925,583	\$ 14,341,647	\$ 786,075	\$ (2,770,691)	\$ (1,665,824)
Business-type activities	<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>	<u>46,143</u>	<u>332,691</u>	<u>1,865,597</u>	<u>555,938</u>
Total Government Net (Expenses) Revenue	<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>	<u>\$ 14,387,790</u>	<u>\$ 1,118,766</u>	<u>\$ (905,094)</u>	<u>\$ (1,109,886)</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									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
General Revenues and Other										
Changes in Net Position:										
Governmental activities:										
Member town contributions	\$ 74,493	\$ 74,493	\$ 77,329	\$ 77,329	\$ 77,329	\$ 77,329	\$ 84,631	\$ 68,855	\$ 95,175	\$ 93,215
Miscellaneous	40,332	121,997	279		927	303	1,409	9,935	871	762
Unrestricted investment earnings	6,535	3,877	4,664	3,433	7,230	8,258	12,154	38,598	118,868	90,714
Transfers			(668,379)							
Total governmental activities	<u>121,360</u>	<u>200,367</u>	<u>(586,107)</u>	<u>80,762</u>	<u>85,486</u>	<u>85,890</u>	<u>98,194</u>	<u>117,388</u>	<u>214,914</u>	<u>184,691</u>
Business-type activities:										
Mortgage release				3,300,000						
Total business-type activities	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,300,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Government	<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>	<u>\$ 98,194</u>	<u>\$ 117,388</u>	<u>\$ 214,914</u>	<u>\$ 184,691</u>
Change in Net Position:										
Governmental activities	\$ (304,438)	\$ (1,666,742)	\$ (298,919)	\$ 303,153	\$ 424,820	\$ 6,011,473	\$ 14,439,841	\$ 903,463	\$ (2,555,777)	\$ (1,481,133)
Business-type activities	<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>	<u>46,143</u>	<u>332,691</u>	<u>1,865,597</u>	<u>555,938</u>
Total Government	<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>	<u>\$ 14,485,984</u>	<u>\$ 1,236,154</u>	<u>\$ (690,180)</u>	<u>\$ (925,195)</u>

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

	YEAR ENDED JUNE 30									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Purchased Transportation Expenses:										
Governmental activities:										
Purchased transportation	\$ 13,444,762	\$ 13,530,050	\$ 14,530,669	\$ 15,436,325	\$ 16,912,580	\$ 18,193,141	\$ 17,549,848	\$ 19,661,907	\$ 21,322,741	\$ 20,399,912
Total primary government expenses	13,444,762	13,530,050	14,530,669	15,436,325	16,912,580	18,193,141	17,549,848	19,661,907	21,322,741	20,399,912
Purchased Transportation Program Revenues:										
Governmental activities:										
Charges for services	394,132	393,991	400,622	421,872	465,122	499,358	168,476	158,952	143,416	96,315
Operating grants and contributions	11,081,058	11,197,408	12,094,602	12,866,097	14,782,464	15,892,416	16,807,307	16,887,946	18,416,352	17,667,152
Total government program revenues	11,475,190	11,591,399	12,495,224	13,287,969	15,247,586	16,391,774	16,975,783	17,046,898	18,559,768	17,763,467
Net Expenses/Change in Net Position:										
Governmental activities	\$ (1,969,572)	\$ (1,938,651)	\$ (2,035,445)	\$ (2,148,356)	\$ (1,664,994)	\$ (1,801,367)	\$ (574,065)	\$ (2,615,009)	\$ (2,762,973)	\$ (2,636,445)

**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>
2020	\$ 22,813,331	\$ 93,215	\$ 180,040	\$ 90,714	\$	\$ 132,688	\$ 23,309,988
2019	24,099,543	95,175	423,444	118,868		197,303	24,934,333
2018	26,548,244	68,855	909,420	38,598		220,006	27,785,123
2017	41,154,774	84,631	3,281,624	12,154		213,747	44,746,930
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

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

		YEAR ENDED JUNE 30												
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020			
General fund:														
Nonspendable	\$	\$	\$	\$	\$	\$	\$	75,978	\$	77,047	\$	116,472	\$	119,050
Assigned								34,300		52,300		70,300		88,300
Unassigned		1,290,812	1,382,627	717,649	737,338	784,471	829,148	782,646		834,526		937,067		1,035,362
Total General Fund	\$	<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>	<u>892,924</u>	\$	<u>963,873</u>	\$	<u>1,123,839</u>	\$	<u>1,242,712</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>

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

	YEAR ENDED JUNE 30									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Revenues:										
Federal grants	\$ 1,952,295	\$ 670,844	\$ 5,917,704	\$ 4,326,732	\$ 8,875,580	\$ 12,302,336	\$ 17,550,439	\$ 4,640,508	\$ 2,066,394	\$ 3,264,586
State grants	13,281,385	15,242,084	15,777,078	17,360,688	19,295,021	21,061,937	23,604,335	21,907,736	22,033,149	19,548,745
Contributions from member towns	74,493	74,493	77,329	77,329	77,329	77,329	84,631	68,855	95,175	93,215
Local/private share	682,337	181,963	1,346,602	965,458	5,149,957	3,972,245	3,281,624	909,420	423,444	180,040
Interest income	6,535	3,877	4,664	3,433	7,230	8,258	12,154	38,598	118,868	90,714
Fares	389,676	388,620	395,032	421,872	465,122	499,358	168,476	158,952	143,416	96,315
Incidental charter	3,000	112,066								
Vehicle sales and miscellaneous	262,145	36,181	115,160	35,000	59,627	50,609	45,271	61,054	53,887	36,373
Total revenues	<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>	<u>44,746,930</u>	<u>27,785,123</u>	<u>24,934,333</u>	<u>23,309,988</u>
Expenditures:										
Current:										
Project administration	1,400,699	1,252,163	1,335,454	1,451,950	1,645,279	1,784,747	1,801,819	1,785,148	1,810,403	1,987,578
Professional services	254,850	392,258	445,987	484,617	525,346	592,931	580,346	615,377	810,417	786,067
Insurance and claims	2,013,633	3,363,566	2,821,890	3,382,433	3,216,196	3,118,670	2,864,017	3,586,103	2,883,096	2,409,490
Purchased transportation	10,571,097	10,729,271	11,594,442	12,374,835	14,126,130	15,006,862	15,616,068	15,569,357	16,895,581	15,576,497
Charter bus maintenance										
Capital outlay	2,236,551	881,055	7,432,395	5,476,988	14,369,782	17,424,185	23,820,904	6,158,189	2,374,870	2,431,483
Total expenditures	<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>	<u>44,683,154</u>	<u>27,714,174</u>	<u>24,774,367</u>	<u>23,191,115</u>
Excess of Revenues over Expenditures	<u>175,036</u>	<u>91,815</u>	<u>3,401</u>	<u>19,689</u>	<u>47,133</u>	<u>44,677</u>	<u>63,776</u>	<u>70,949</u>	<u>159,966</u>	<u>118,873</u>
Other Financing Sources (Uses):										
Transfers in	43,490	1,904	650	1,498	279	798	1,502	644	355	
Transfers out	(43,490)	(1,904)	(650)	(1,498)	(279)	(798)	(1,502)	(644)	(355)	
Transfer to grant programs			(668,379)							
Total other financing uses	<u>-</u>	<u>-</u>	<u>(668,379)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net Change in Fund Balances	175,036	91,815	(664,978)	19,689	47,133	44,677	63,776	70,949	159,966	118,873
Fund Balance at Beginning of Year	<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>	<u>892,924</u>	<u>963,873</u>	<u>1,123,839</u>
Fund Balance at End of Year	<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>	<u>\$ 892,924</u>	<u>\$ 963,873</u>	<u>\$ 1,123,839</u>	<u>\$ 1,242,712</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>
2020	\$ 22,813,331	\$ 93,215	\$ 180,040	\$ 90,714	\$	\$ 132,688	\$ 23,309,988
2019	24,099,543	95,175	423,444	118,868		197,303	24,934,333
2018	26,548,244	68,855	909,420	38,598		220,006	27,785,123
2017	41,154,774	84,631	3,281,624	12,154		213,747	44,746,930
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

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

	YEAR ENDED JUNE 30					
	2020			2011		
	Total Revenue	Rank	Percentage of Total Governmental Revenue	Total Revenue	Rank	Percentage of Total Governmental Revenue
Connecticut Department of Transportation	\$ 19,725,434	1	84.62%	\$ 13,305,717	1	79.91%
Federal Transit Administration	<u>4,103,283</u>	2	<u>17.60%</u>	<u>2,114,259</u>	2	<u>12.70%</u>
	<u>\$ 23,828,717</u>		<u>102.23%</u>	<u>\$ 15,419,976</u>		<u>92.60%</u>

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



**GREATER HARTFORD TRANSIT DISTRICT  
 PLEDGED-REVENUE COVERAGE  
 PARKING LOT BONDS  
 LAST TEN FISCAL 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>	
2020	\$ 278,454	\$ 191,837	\$ 86,617	\$	\$	\$ -	N/A
2019	413,173	211,462	201,711			-	N/A
2018	339,872	188,768	151,104			-	N/A
2017	344,711	164,864	179,847			-	N/A
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

(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>	
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
2017			0.00
2018			0.00
2019			0.00
2020			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>
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%
2017	802,167	N/A	4.70%
2018	802,167	N/A	4.50%
2019	805,444	N/A	3.63%
2020	801,225	N/A	10.18%

**Sources:**

- (1) Capitol Region Council of Governments; U.S. Census Bureau; List of Municipalities of CT by Population; Connecticut State Department of Public Health
- (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>2020</b>			<b>2011</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	63,900	1	12.14%	72,400	1	13.11%
Hartford Health Care	18,480	2	3.51%	15,285	3	2.77%
United Technologies Corp.	15,256	3	2.90%	26,400	2	4.78%
The Travelers Cos. Inc.	7,400	4	1.41%	7,000	7	1.27%
The Hartford Financial Services Group	6,800	5	1.29%	11,160	4	2.02%
Saint Francis Hospital and Medical Center	5,731	6	1.09%	5,000	9	0.91%
Aetna	5,618	7	1.07%	7,018	6	1.27%
UCONN Health (John Dempsey Hospital)	5,189	8	0.99%	5,500	8	1.00%
Eversource (formerly Northeast Utilities)	5,000	9	0.95%	4,148	10	0.75%
University of Connecticut	4,830	10	0.92%	9,604	5	1.74%
Total	<u>138,867</u>		<u>26.27%</u>	<u>163,515</u>		<u>29.62%</u>

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

	YEAR ENDED JUNE 30									
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
General government:										
Management services	2	2	2	2	3	3	3	3	3	3
Finance	3	4	3	3	3	3	2	2	2	2
Transportation projects	6	6	6	6	5	6	5	5	5	5
Total	<u>11</u>	<u>12</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>12</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>

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 FISCAL YEARS**

	YEAR ENDED JUNE 30									
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Number of Passenger Trips:										
Dial-A-Ride Service	-	-	-	-	-	-	-	-	-	15,352
Commuter Service	-	-	-	-	-	-	-	-	-	-
ADA	413,320	513,438	426,710	503,814	524,684	512,378	443,759	347,626	298,463	300,944

Source: GHTD ADA Department

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

	YEAR ENDED JUNE 30									
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Number of transportation vehicles:										
Commuter Bus Service	-	-	-	-	-	-	-	-	-	-
Dial-A-Ride	-	-	-	-	-	-	-	1	1	1
ADA	165	157	157	157	144	119	120	117	119	115

Source: GHTD ADA Department