

ANNUAL COMPREHENSIVE FINANCIAL REPORT



For the Years Ended
March 31, 2022 and 2021

Rochester Genesee Regional Transportation Authority

Rochester, New York

**(A Discretely Presented Component Unit of the State of New
York)**

Annual Comprehensive Financial Report

**For the Years Ended March 31, 2022 and
2021**

**Donald Jeffries
Chairman
Board of Commissioners**

**Bill Carpenter
Chief Executive Officer**

**Prepared By:
Accounting Department**

**Scott M. Adair, CPA
Chief Financial Officer**

**Miranda Heyward, CPA
Director of Accounting Services**

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October 31, 2022

Commissioners

Monroe County

Donald Jeffries
Chairman

Terrence Rice
Judith Ahlfeld Seil

City of Rochester

William J. Ansbrow
Jerdine Johnson
Secretary
William P. McDonald

Genesee County

Pending

Livingston County

Susanne Carlock

Ontario County

Brian H. Young
Vice Chairman

Orleans County

James Bensley

Seneca County

Edward W. White

Wayne County

Michael P. Jankowski

Wyoming County

Richard Kosmerl
Treasurer

ATU Local 282

Jacques Chapman

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

We are pleased to submit to you the Annual Comprehensive Financial Report of the Rochester-Genesee Regional Transportation Authority (the "Authority") for the fiscal year ended March 31, 2022 and 2021.

This report has been compiled and prepared by the Authority's Management, which assumes full responsibility for the completeness and accuracy of the financial data contained herein. The information presented in this report fairly portrays the Authority's financial position and results of operations for the fiscal year ended March 31, 2022 and 2021. The Authority's Management is also responsible for establishing and maintaining effective internal control over financial reporting. The Authority's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements are free of any material statements.

The Annual Comprehensive Financial Report is presented in three sections: Introductory, Financial and Statistical. The Introductory Section consists of this letter of transmittal, which provides an overview of the Authority's reporting entity, economic environment, financial performance and other operational and financial information. The Financial Section includes the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), the basic financial statements and notes thereto, required supplementary information other than MD&A for the fiscal year ended March 31, 2022 and 2021. The Statistical Section sets forth financial trends, revenue capacity, demographic and economic information, and operating information.

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

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

Authority Structure and Reporting Entity

The Authority is a public benefit corporation and a component unit of the State of New York. Created in 1969 by an act of the State Legislature, the Authority is charged with the continuance, further development and improvement of public transportation, and other related services within the Genesee/Finger Lakes region of the state.

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

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

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

A Board of Commissioners (Board) with a maximum of fifteen members establishes policy and sets direction for the management of the Authority. The Commissioners are representative of the various member counties of the Authority, as well as the Amalgamated Transit Union Local 282, and are appointed by the Governor of New York State and confirmed by the New York State Senate. Board membership is apportioned among the member counties based on population.

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

Economic Profile

Department of Labor employment level statistics within the service area of the Authority indicate that the jobless rate decreased from 4.9% to 3.6% over the past year. The total civilian work force over the same period increased from 567,184 to 574,542. The

combined total of retail, service, and government employment has increased from 75.7% to 75.8% of the total work force composition. Combined manufacturing and construction employment increased from 15.7% to 15.8%, while all other types (finance, insurance, etc.) decreased from 8.6% to 8.4%.

The total population of the Authority's service area has decreased by 0.1% over the past ten years to just under 1.2 million. The population of the City of Rochester has increased overall by 4.5% since 2011, while the population of Monroe County outside of the City has decreased by 0.2% over the same period.

As of	Monroe		Genesee	Livingston	Ontario	Orleans	Seneca	Wayne	Wyoming	Total
December 31 st	Rochester	Suburbs								
2011	201,532	545,413	60,082	64,892	108,569	43,051	35,349	93,284	41,959	1,194,131
2021	210,606	544,554	57,853	61,578	112,508	40,191	33,688	90,923	40,491	1,192,392
% Change	4.5%	-0.2%	-3.7%	-5.1%	3.6%	-6.6%	-4.7%	-2.5%	-3.5%	-0.1%

Financial Profile

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

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

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

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

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

Operational Accomplishments During Fiscal 2022 and Impact of COVID-19

The Authority's operational accomplishments during fiscal 2022 include, among others:

- Launching of Reimagine RTS, a new fixed-route network in Monroe County that will offer faster, more direct service with greater frequency and an on-demand system that will further improve our customers' experience,
- Awarded the Community Transportation Association of America 2021 Urban Transportation System of the Year Award, and
- Continued our progress of our Zero-Emission Fleet at RTS Monroe toward a Zero-Emission Fleet by 2035 New York State goal.

In March 2020, the first case of novel coronavirus (COVID-19) was reported in the State of New York and shortly thereafter, Monroe County, the largest county in the Authority's service area, reported its first COVID-19 case. Subsequently, the World Health Organization declared the outbreak of COVID-19 a pandemic and following that, New York Governor Cuomo issued a statewide shut down of non-essential businesses. The Authority, following guidance of Local, State and Federal officials, took several steps to ensure customer and employee safety and accordingly, instituted free fares and rear door entry throughout our service area, implemented enhanced vehicle and facility cleaning procedures and directed all non-essential employees to work from home. In July 2020, fare collection and front door entry resumed and non-essential employees began returning to work, while the enhanced cleaning procedures continued. Throughout the course of fiscal 2022, the impact of these measures and the community response to COVID-19 was both operational and financial due to reductions in ridership and multiple revenue streams, as well as State operating assistance.

The Authority's reliance on State funding is noted throughout these financial statements, as well as in our operating budget and future budgetary projections. To support ongoing service and provide near-term financial stability, the following legislation was passed:

- The Coronavirus Aid, Relief, and Economic Security (CARES) Act, passed by Congress and signed by the President on March 27, 2020, made available to the Authority approximately \$45 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal year 2021.
- The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), passed by Congress and signed by the President on December 27, 2020, made available to the Authority approximately \$23.5 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal year 2021.
- The American Rescue Plan Act of 2021, passed by Congress and signed by the President on March 11, 2021, made available to the Authority approximately \$45.5 million in Federal funding, all of which is reflected as Federal operating assistance in fiscal year 2022.

While the uncertainties caused by the pandemic are considered temporary and the funding noted above is adequate to allow the Authority to support ongoing service and provide near-term financial stability, the longer-term financial impact on our essential service, public transportation, is still not reasonably predictable at this time as ridership across the industry has still not recovered to pre-pandemic levels.


Other Information

Independent Audit The goal of the independent audit was to provide a reasonable assurance that the financial statements of the Authority for the fiscal years ended March 31, 2022 and 2021, were free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the Authority's financial statements for the fiscal years ended March 31, 2022 and 2021, are fairly presented in conformity with Generally Accepted Accounting Principles (GAAP). The independent auditor's report is presented as part of the financial section of this report.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Authority's MD&A can be found on page 3 of this document, immediately following the report of the independent auditors.

Awards We proudly note that for the sixteenth consecutive year, the Government Finance Officers Association (GFOA) has awarded the Authority with a Certificate of Achievement for Excellence in Financial Reporting for its Annual Comprehensive Financial Report inclusive of fiscal year ended March 31, 2021. The Certificate of Achievement is valid for a period of one year. We believe that the current Annual Comprehensive Financial Report continues to meet the requirements for the Certificate of Achievement and will submit it to the GFOA review panel for determination of eligibility for another certificate.

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



Bill Carpenter
Chief Executive Officer



Scott M. Adair
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Rochester Genesee Regional Transportation Authority
New York**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

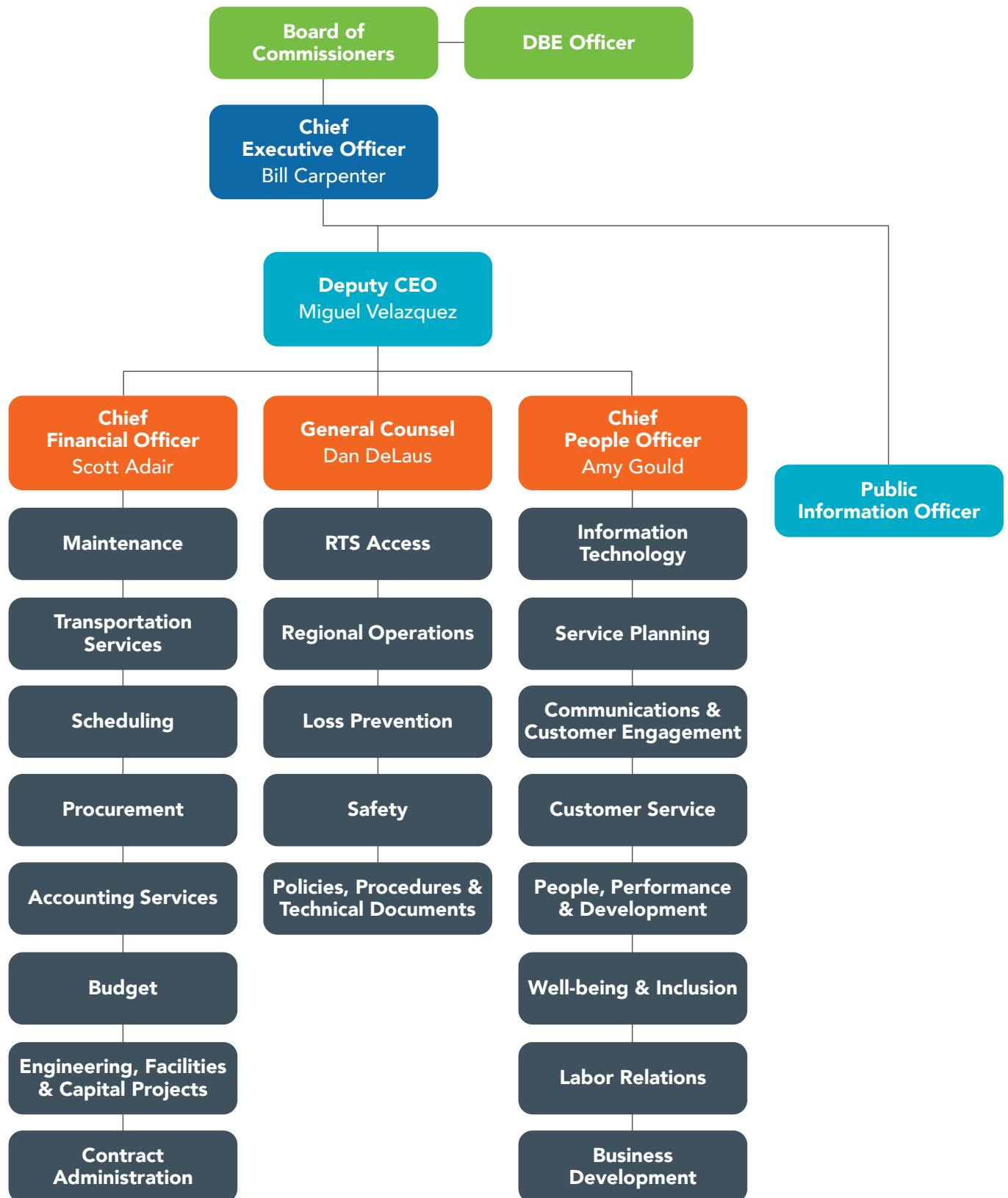
March 31, 2021

Christopher P. Morill

Executive Director/CEO

RGRTA ORGANIZATIONAL CHART

AS OF MARCH 31, 2022



RGRTA BOARD OF COMMISSIONERS

AS OF MARCH 31, 2022



Donald E. Jeffries
Chair



Brian Young
Vice Chairman



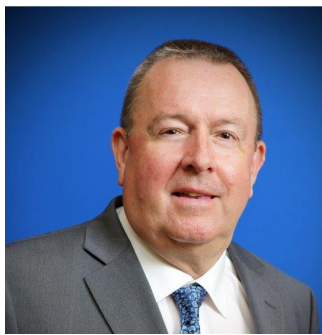
Richard D. Kosmerl
Treasurer



Jerdine Johnson
Secretary



William Ansbrow



James Bensley



Heather Bird



Susanne Carlock



Jacques Chapman



Michael P. Jankowski



William McDonald



Terrence Rice



Judith Seil



Edward W. White

RGRTA LEADERSHIP TEAM

AS OF MARCH 31, 2022

Chief Executive Officer	Bill Carpenter
Deputy Chief Executive Officer	Miguel Velázquez
Chief Financial Officer	Scott Adair
Chief People Officer	Amy Gould
General Counsel	Dan DeLaus
Executive VP of Diversity, Equity & Inclusion	Tracy Archie
Public Information Officer	Tom Brede
VP of Zero-Emission Strategies	Rusty Korth
VP of Transportation Services	Christopher Dobson
Director of Accounting Services	Miranda Heyward
Director of Budget	Sharon Muir-Eddy
Director of Business Development	Bonnie Maguire
Director of Communications & Customer Experience	Laura Kenyon
Director of Engineering & Facilities Management	Dave Belaskas
Interim Director of Maintenance	Matt Shaw
Director of Information Technology	Christian Mahood
Director of Paratransit Services	Jamie Mott
Director of People, Performance & Development	Krystle Hall
Director of Regional Operations	Kenneth Boasi
Director of Scheduling	Lea Goodness
Director of Service Delivery	Jay Corey
Director of Service Planning	Julie Boasi
Director of Engagement & Well-Being	Renee Elwood
Labor Relations Director	Janet Snyder
Executive Director of GTC	James Stack

RGRTA MEMBER COUNTIES



FINANCIAL SECTION

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INDEPENDENT AUDITOR'S REPORT

June 23, 2022

To the Commissioners of
Rochester-Genesee Regional Transportation Authority:

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the business-type activities and aggregate remaining fund information of Rochester-Genesee Regional Transportation Authority (the "Authority," a New York State public benefit corporation, a discretely presented component unit of the State of New York) as of and for the years ended March 31, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements, referred to above present fairly, in all material respects, the respective financial position of the business-type activities and aggregate remaining fund information of the Authority as of March 31, 2022 and 2021, and the respective changes in its financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management 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.

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

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(Continued)

INDEPENDENT AUDITOR'S REPORT

(Continued)

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

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

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

Required Supplementary Information

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

INDEPENDENT AUDITOR'S REPORT

(Continued)

Supplementary Information

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

The Statements of Fiduciary Net Position Pension and Other Employee Benefit Trust Funds and Statements of Changes in Net Position and Other Employee Benefit Trust Funds (the combining fiduciary component unit financial statements) are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining blended component unit and pension and other employee benefit trust fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 23, 2022, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Bonadio & Co., LLP

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

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED) AS OF AND FOR THE YEARS ENDED MARCH 31, 2022 AND 2021

This Management's Discussion and Analysis (MD&A) of the Rochester-Genesee Regional Transportation Authority (the Authority) financial statements provides an overview of the Authority's financial activity for the years ended March 31, 2022 and 2021. Please read this MD&A in conjunction with the Authority's basic financial statements and footnotes, which follow this section.

The Authority's basic financial statements consist of a statement of net position; a statement of revenue, expenses, and changes in net position; a statement of cash flows; statement of fiduciary net position pension and other employee benefit trust funds; statements of change in net position and other employee benefit and notes to the financial statements. The statements of net position provide a snapshot of the Authority's financial condition at March 31, 2022 and 2021. The statements of revenues, expenses, and changes in net position report the results of the Authority's operations and activities for the years ended March 31, 2022 and 2021. Finally, the statements of cash flows report the Authority's sources and uses of cash from operations, noncapital financing, capital and related financing, and investing activities for the years ended March 31, 2022 and 2021.

FINANCIAL HIGHLIGHTS

- As more fully described below, the Authority experienced an increase in net position of approximately \$30.2 million in fiscal 2022, compared with an increase of \$41.9 million in fiscal 2021. The increase in net position for fiscal 2022 was primarily due to continued federal operating assistance, approximately \$45.5 million, intended to assist the Authority in mitigating the financial and operational impacts of the COVID-19 pandemic. The increase in net position for fiscal 2021 was primarily due to \$68.5 million in federal operating assistance for the same purpose as noted previously.
- The Authority's single most significant asset classification is capital assets. The Authority reported capital assets, net of depreciation, totaling approximately \$140.1 million, \$150.6 million, and \$140.3 million for fiscal years 2022, 2021, and 2020, respectively. The fluctuations in capital assets during these periods is the result of ongoing depreciation offset by additions attributable to infrastructure improvement projects at several of our operations. Fiscal 2022 additions were lower than previous years primarily due to supply chain issues specifically related to acquisition of revenue vehicles. In fiscal 2021, RTS Monroe completed the Advanced Environmental Service Building (\$10.9 million) and the addition of 10 electric buses (\$9.0 million).
- The Authority experienced increases in its unrestricted net position during both fiscal 2022 and 2021. The Authority's unrestricted net position was \$(19.8) million, \$(60.5) million, and \$(92.1) million for fiscal years 2022, 2021 and 2020, respectively. These fluctuations are mainly the result of the factors noted above and discussed in more detail later in this MD&A.

FINANCIAL ANALYSIS OF THE AUTHORITY AS A WHOLE

Condensed Schedule of Net Position (in millions)

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

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Assets:			
Current and other	\$ 157.0	\$ 115.3	\$ 72.3
Capital, net of accumulated depreciation	<u>140.1</u>	<u>150.6</u>	<u>140.3</u>
Total assets	<u>297.1</u>	<u>265.9</u>	<u>212.6</u>
Deferred outflows	<u>34.6</u>	<u>29.4</u>	<u>35.3</u>
Total assets and deferred outflows of resources	<u>\$ 331.7</u>	<u>\$ 295.3</u>	<u>\$ 247.9</u>
Liabilities:			
Current	\$ 28.9	\$ 24.4	\$ 25.4
Long-term	<u>127.1</u>	<u>157.4</u>	<u>165.1</u>
Total liabilities	<u>156.0</u>	<u>181.8</u>	<u>190.5</u>
Deferred inflows	<u>55.4</u>	<u>23.4</u>	<u>9.2</u>
Net Position:			
Net investment in capital assets	140.1	150.6	140.9
Unrestricted	<u>(19.8)</u>	<u>(60.5)</u>	<u>(92.1)</u>
Total net position	<u>\$ 120.3</u>	<u>\$ 90.1</u>	<u>\$ 48.2</u>
Total liabilities, deferred inflows of resources and net position	<u>\$ 331.7</u>	<u>\$ 295.3</u>	<u>\$ 247.9</u>

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

Total assets at March 31, 2022 were \$297.1 million, an increase of \$31.2 million from \$265.9 million at March 31, 2021. Total assets at March 31, 2021 were \$265.9 million, an increase of \$53.3 million from \$212.6 million from the prior year. The increases in total assets for fiscal 2022 and fiscal 2021 were largely the result of federal operating assistance intended to assist the Authority in mitigating the financial and operational impacts of the COVID-19 pandemic. Fiscal 2021 was also impacted by the completion of the Advanced Environmental Service Building and adding 10 electric buses, both at RTS Monroe.

Broken down by category:

- Current and other assets totaled \$157.0 million in fiscal 2022, increasing by \$41.7 million from fiscal 2021. Fiscal 2021 ended with total current and other assets of \$115.3 million, an increase of \$43.0 million from \$72.3 million in fiscal 2020. The increases in fiscal 2022 and fiscal 2021 were driven mainly by the impact of federal operating assistance intended to assist the Authority in mitigating the financial and operational impacts of the COVID-19 pandemic.
- Capital assets, net of accumulated depreciation, finished fiscal 2022 at \$140.1 million, a decrease of \$10.5 million from \$150.6 million for fiscal 2021, an increase of \$10.3 million from \$140.3 million for fiscal 2020. The decrease in capital assets in fiscal 2022 was primarily driven by depreciation and supply chain issues impacting revenue vehicle delivery. The increase from fiscal 2020 to fiscal 2021 was mainly the result of completing the Advanced Environmental Service Building and 10 electric buses being added to our fleet of revenue vehicles, both at RTS Monroe, offset by ongoing depreciation.

Total liabilities, both current and long-term, were \$156.0 million, \$181.8 million and \$190.5 million as of March 31, 2022, 2021 and 2020, respectively. When broken down between current and long-term:

- Current liabilities totaled \$28.9 million in fiscal 2022, up by \$4.5 million from \$24.4 million for fiscal 2021, primarily driven by increases to our workers' compensation reserve (approximately \$2.8 million) and accrued salaries and benefits (approximately \$1.7 million). The fiscal 2021 balance of \$24.4 million was down \$1.0 million from fiscal 2020 as a result of decreases to accounts payable driven by timing partially offset by an increase in the reserve for litigated and unlitigated claims driven by changes in certain reserve estimates.
- Long-term liabilities decreased by \$30.3 million for fiscal 2022, decreased by \$7.7 million for fiscal 2021 and increased \$42.0 million in fiscal 2020. The decrease in fiscal 2022 is driven by a reduction in the Authority's other post-employment benefits liability. The liability was reduced by approximately \$28.1 million due to changes in assumptions including the discount rate and mortality tables. The decrease from fiscal 2020 to fiscal 2021 was mainly driven by a decrease in the Authority's net pension liability due mainly to the impact of favorable investment returns on pension plan assets during fiscal 2021.

The overall net position of the Authority increased by \$30.2 million for fiscal 2022, increased by \$41.9 million for fiscal 2021 and decreased by \$16.5 million for fiscal 2020 when compared with the same prior year periods. These fluctuations were mainly impacted by the factors noted above.

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

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

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Operating revenue:			
Customer fares	\$ 5.0	\$ 3.5	\$ 8.9
Special fares	9.5	1.0	16.3
Other	2.1	1.4	2.0
Total operating revenue	<u>16.6</u>	<u>5.9</u>	<u>27.2</u>
Operating expenses:			
Salaries and benefits	81.3	82.0	89.2
Non-personnel	22.7	23.4	23.7
Total operating expenses	<u>104.0</u>	<u>105.4</u>	<u>112.9</u>
Depreciation	<u>17.3</u>	<u>17.5</u>	<u>17.1</u>
Loss from operations	<u>(104.6)</u>	<u>(117.0)</u>	<u>(102.8)</u>
Nonoperating income (expenses):			
External operating assistance	111.4	120.3	60.7
Investment income, net	(0.4)	0.2	1.4
Mortgage recording tax	17.7	14.3	11.4
Other	-	-	-
Total nonoperating income	<u>128.7</u>	<u>134.8</u>	<u>73.5</u>
Change in net position before capital contributions	<u>24.1</u>	<u>17.8</u>	<u>(29.3)</u>
Capital contributions	<u>6.1</u>	<u>24.0</u>	<u>12.9</u>
Change in net position	<u>30.2</u>	<u>41.8</u>	<u>(16.4)</u>
Net position, beginning of year	90.1	48.3	64.7
Net position, end of year	<u>\$ 120.3</u>	<u>\$ 90.1</u>	<u>\$ 48.3</u>

The Authority's operating revenue totaled \$16.6 million, \$5.9 million and \$27.2 million for fiscal 2022, 2021 and 2020, respectively, increasing by \$10.7 million, decreasing by \$21.3 million, and \$0.2 million, respectively, from the same prior year periods. The Authority has two direct sources of operating revenue:

- Customer fare revenue increased by \$1.5 million for fiscal 2022 following a decrease of \$5.4 million in fiscal 2021. The COVID-19 Pandemic has had a significant impact on customer fare revenue over these past two fiscal years. Ridership decreased by 47.8% during fiscal 2021 compared to fiscal 2020. It has rebounded a bit in fiscal 2022 but still off from what pre-pandemic levels were. Customer fare revenue consists of cash fares paid on the bus and fare media sales to individual customers and various local agencies that distribute bus passes to their clients.
- Special fare revenue increased by \$8.5 million in fiscal 2022 following a decrease of \$15.3 million in fiscal 2021 compared with a \$0.4 million increase in fiscal 2020, compared with the same prior year periods. The increase in 2022 was due primarily to increased service levels for contracts impacted by the COVID-19 pandemic with businesses and organizations throughout our service area. The decrease in fiscal 2021 was due exclusively to the impact of the COVID-19 pandemic on contracts the Authority maintains with businesses and organizations throughout its service area. The increase in fiscal 2020 was due mainly to fluctuations in the mix of service provided to the Authority's two largest customers at that time.

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

- Other revenue in fiscal 2022 totaled \$2.1 million an increase of \$0.7 million when compared to the \$1.4 million in fiscal 2021. Fiscal 2021 decreased by approximately \$0.6 million when compared with \$2.0 million for fiscal 2020. Other revenue consists of reimbursements and recoveries in the areas of warranty and liability claims, among others, and fluctuates based on the variable nature of these items from year-to-year.

The Authority also has non-operating income (expense), the major components of which are operating assistance subsidies, investment earnings, mortgage recording tax and other items such as gains and losses from various financial transactions.

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

Federal operating assistance is broken into three major categories for the Authority, which are commonly known as Section 5307, Section 5311, and grants for the Genesee Transportation Council. The Section 5307 aid is awarded to public transportation providers across the country based upon congressional appropriations and is allocated using a complex formula combining elements of population, revenue miles, customers, and other factors. Historically, the Authority allocates approximately one-third of the annual Section 5307 funding to offset preventive maintenance costs within the operating budget. The federal operating assistance of \$60.6 million received in fiscal 2022 decreased by \$17.2 million. In fiscal 2021, \$77.8 million federal operating assistance was received an increase of \$67.0 million compared with \$10.8 million received during fiscal 2020. The increases in fiscal 2022 and fiscal 2021 of federal operating assistance is intended to assist the Authority in mitigating the financial impact to operations caused by the COVID-19 pandemic in these fiscal years and beyond.

Prior to the increases noted above in federal operating assistance the largest single source of external operating assistance was provided by the State of New York in the form of Statewide Mass Transit Operating Assistance (STOA). STOA, which comprises the majority of the Authority's State aid, is provided to the Authority based on a variety of funding formulas and through New York State taxes, primarily the Petroleum Business Tax. The Authority received \$46.9 million in STOA during fiscal 2022, \$39.2 million in STOA during fiscal 2021, and \$45.1 million in STOA for fiscal 2020. The STOA increase received in fiscal 2022 is a result of better than anticipated economic conditions in the State allowing for a restoration of STOA prior to pre-pandemic levels. The STOA decrease in fiscal 2021 was due primarily to the financial uncertainty faced by the State at the start of the pandemic.

Each county that the Authority provides service in is required to fund operations based on New York State Transportation Law Section 18B, which requires that each member county of the Authority annually provide a fixed annual operating subsidy for public transportation services provided within their respective jurisdictions. The combined total of these annual subsidies was \$4.0 million for fiscal 2022, \$3.8 million for fiscal 2021 and \$3.9 million for fiscal 2020.

Regarding the remaining components of non-operating income (expense) when compared with the same prior year periods, the most significant being mortgage recording tax revenue which is derived from the recording of mortgages in each of the counties in which the Authority provides service. For fiscal 2022 and fiscal 2021, mortgage recording tax revenue increased by \$4.3 million and \$2.9 million, respectively, because of favorable conditions in the local real estate market with home sale values increasing while interest rates remained low.

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

The last component of Authority revenue is labeled capital contribution. Capital contributions are received from the Federal Government, New York State and a local match in support of capital projects undertaken. The standard allocation is 80% Federal, 10% New York State, and 10% from the Authority (local), though this allocation may vary from time to time. The capital contribution for fiscal 2022 decreased by \$21.0 million, compared with a \$12.3 million increase in fiscal 2021. These changes highlight the level of capital activities during the fiscal year and the impact in fiscal 2022 of supply chain issues noted with vehicle deliveries compared to other fiscal years.

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

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Capital contribution for:			
Building and structures	\$ 2.4	\$ 13.3	\$ 3.0
Vehicles	3.9	11.3	9.3
Other equipment	0.2	0.2	0.9
Computer equipment	0.3	3.0	2.3
Total capital contribution	<u>\$ 6.8</u>	<u>\$ 27.8</u>	<u>\$ 15.5</u>

Operating expenses

The Authority's operating expenses (excluding depreciation) for fiscal 2022 were \$104.0 million, down \$1.4 million when compared to fiscal 2021 at \$105.4 million, and down \$7.5 million when compared with \$112.9 million for fiscal 2020. As described in more detail below, operating expenses were impacted by fluctuations in a number of areas during fiscal 2022, fiscal 2021 and fiscal 2020 when compared with the prior year periods.

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

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Salaries and benefits:			
Wages	\$ 55.2	\$ 51.4	\$ 51.4
Benefits:			
FICA and Medicare	4.1	3.8	3.8
Health, dental and vision	17.2	23.0	23.6
Pension	(1.2)	0.2	7.4
Workers' compensation	5.1	2.8	2.2
Other	0.9	0.8	0.8
Total benefits	<u>26.1</u>	<u>30.6</u>	<u>37.8</u>
Total salaries and benefits	<u>\$ 81.3</u>	<u>\$ 82.0</u>	<u>\$ 89.2</u>

The Authority's overall salaries and benefits for fiscal 2022 remained relatively constant with fiscal 2021 due primarily to reductions in other post-employment benefits (health insurance) and pension costs. The changes in these specific areas more than offset an overall increase of \$3.8 million in the salaries line primarily due to increased hiring associated with the launch of new and increased service at RTS Monroe. In fiscal 2021 the Authority's employee benefits costs decreased by \$7.2 million in fiscal 2021, due largely to a decrease in pension expense primarily impacted by favorable market returns for the Authority's pension plans, partially offset by an increase in workers' compensation expense driven by the claims paid during the fiscal year.

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

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

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Non-personnel:			
Materials and supplies	\$ 9.4	\$ 9.1	\$ 10.1
Services	9.7	8.5	8.6
Utilities	1.3	1.0	0.9
Litigated and unlitigated claims	1.8	3.5	1.7
Miscellaneous	0.5	1.3	2.3
Total non-personnel	\$ 22.7	\$ 23.4	\$ 23.6

The Authority's non-personnel expenses include a variety of categories, such as materials and supplies which includes fuel and lubricants, bus parts and shop supplies; contracted services; utilities; casualty and liability insurance cost; and miscellaneous items. The Authority's non-personnel expense for fiscal 2022 decreased by \$0.7 million from fiscal 2021, primarily driven by a reduction in litigated and unlitigated claims and an offsetting increase in the services area. Supply chain issues were the primary cause of the increased costs associated with the services area. In fiscal 2021 an overall decrease of \$0.2 million from fiscal 2020, was impacted by two primary factors a decrease in fuel consumption (materials and supplies) and adjustments to claims reserves in litigated and unlitigated claims.

CAPITAL ASSETS

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

	<u>2022</u>	<u>2021</u>	<u>2020</u>
Capital assets, net:			
Land and improvements	\$ 8.9	\$ 9.1	\$ 9.3
Construction in process	2.8	5.2	10.1
Building and structures	74.0	73.6	63.7
Revenue vehicles	39.5	46.4	44.2
Non-revenue vehicles	0.4	0.4	0.5
Maintenance	6.2	6.0	3.4
Other equipment	3.3	4.3	5.3
Leasehold improvements	0.9	0.9	1.0
Computer equipment	4.1	4.7	2.8
Total capital assets, net	\$ 140.1	\$ 150.6	\$ 140.3

More detail regarding the Authority's capital asset activity can be found in Note 4, Capital Assets, to these financial statements.

FACTORS IMPACTING THE AUTHORITY'S FUTURE

As a component of its comprehensive plan, the Authority develops a multi-year budget projection to alert the Authority's Board of Commissioners, customers, and the community at large of the future challenges and opportunities that may impact the Authority's ability to meet its mission and vision. The current version of the multi-year budget projection contemplates the traditionally inherent structural imbalance that public transportation faces with the fiscal challenges of both our federal and state governments along with expense growth required to maintain service levels equal to today. The Authority's Comprehensive Plan includes future budgetary projections as well as the overall strategic plan and can be reviewed by visiting the Authority's website at www.myrts.com/About-Us or by contacting the Authority's Financial Management as noted below.

In March 2020, the first case of novel coronavirus (COVID-19) was reported in the State of New York and shortly thereafter, Monroe County, the largest county in the Authority's service area, reported its first COVID-19 case. Subsequently, the World Health Organization declared the outbreak of COVID-19 a pandemic and following that, New York Governor Cuomo issued a statewide shut down of non-essential businesses. The Authority, following guidance of Local, State and Federal officials, took several steps to ensure customer and employee safety and accordingly, instituted free fares and rear door entry throughout our service area, implemented enhanced vehicle and facility cleaning procedures and directed all non-essential employees to work from home. In July 2020, fare collection and front door entry resumed and non-essential employees began returning to work, while the enhanced cleaning procedures continued. Throughout the course of fiscal 2022 and 2021, the impact of these measures and the community response to COVID-19 was both operational and financial due to reductions in ridership and multiple revenue streams, as well as State operating assistance.

The Authority's reliance on State funding is noted throughout these financial statements, as well as in our operating budget and future budgetary projections. To support ongoing service and provide near-term financial stability, the following legislation was passed:

- The Coronavirus Aid, Relief, and Economic Security (CARES) Act, passed by Congress and signed by the President on March 27, 2020, made available to the Authority approximately \$45 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal year 2021.
- The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), passed by Congress and signed by the President on December 27, 2020, made available to the Authority approximately \$23.5 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal year 2021.
- The American Rescue Plan Act of 2021, passed by Congress and signed by the President on March 11, 2021, made available to the Authority approximately \$45.5 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal year 2022.

While the uncertainties caused by the pandemic are considered temporary and the funding noted above is adequate to allow the Authority to support ongoing service and provide near-term financial stability, the longer-term financial impact on our essential service, public transportation, is still not reasonably predictable at this time as ridership across the industry has still not recovered to pre-pandemic levels.

CONTACTING THE AUTHORITY'S FINANCIAL MANAGEMENT

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

Basic Financial Statements

For the years ended March 31, 2022 and 2021

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

STATEMENTS OF NET POSITION
MARCH 31, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
CURRENT ASSETS:		
Cash and equivalents	\$ 42,648,265	\$ 31,534,858
Current portion of investments	17,274,167	15,920,318
Receivables:		
Trade, net	9,179,952	5,281,276
Mortgage tax	2,276,242	1,272,504
Capital grants	5,333,074	8,885,823
Operating assistance, net	62,602,518	32,649,024
Interest	89,263	92,171
Materials and supplies inventory, net	516,417	485,246
Prepaid expenses and other current assets	<u>1,047,943</u>	<u>1,330,725</u>
Total current assets	<u>140,967,841</u>	<u>97,451,945</u>
NONCURRENT ASSETS:		
Capital assets, net	140,073,781	150,610,565
Investments, net of current portion	13,474,871	13,697,368
Net pension asset	<u>2,629,986</u>	<u>4,130,118</u>
Total noncurrent assets	<u>156,178,638</u>	<u>168,438,051</u>
TOTAL ASSETS	<u>297,146,479</u>	<u>265,889,996</u>
DEFERRED OUTFLOWS OF RESOURCES:		
Deferred outflows related to other postemployment benefits	27,103,403	20,418,490
Deferred outflows related to pensions	<u>7,481,292</u>	<u>8,914,108</u>
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>34,584,695</u>	<u>29,332,598</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 331,731,174</u>	<u>\$ 295,222,594</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
CURRENT LIABILITIES:		
Accounts payable	\$ 6,802,481	\$ 6,386,595
Accrued wages, vacation, pension and payroll taxes	7,690,404	5,983,478
Current portion of soil remediation liability	274,315	284,655
Reserve for litigated and unlitigated claims	3,603,346	4,011,432
Workers' compensation reserve	<u>10,519,999</u>	<u>7,730,000</u>
Total current liabilities	<u>28,890,545</u>	<u>24,396,160</u>
LONG-TERM LIABILITIES:		
Net pension liability	7,580	2,291,188
Total other postemployment benefits	126,440,431	154,464,314
Soil remediation liability, net of current portion	<u>689,423</u>	<u>639,162</u>
Total long-term liabilities	<u>127,137,434</u>	<u>157,394,664</u>
TOTAL LIABILITIES	<u>156,027,979</u>	<u>181,790,824</u>
DEFERRED INFLOWS OF RESOURCES:		
Deferred revenue	-	5,004
Deferred inflows related to other postemployment benefits	41,307,894	3,551,184
Deferred inflows related to pensions	<u>14,096,790</u>	<u>19,756,718</u>
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>55,404,684</u>	<u>23,312,906</u>
NET POSITION:		
Investment in capital assets	140,073,781	150,610,565
Unrestricted	<u>(19,775,270)</u>	<u>(60,491,701)</u>
Total net position	<u>120,298,511</u>	<u>90,118,864</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u>\$ 331,731,174</u>	<u>\$ 295,222,594</u>

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

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

STATEMENTS OF REVENUE, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED MARCH 31, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
OPERATING REVENUE:		
Customer fares	\$ 4,960,768	\$ 3,452,908
Special transit fares	9,537,169	1,028,265
Reimbursement and recovery	1,134,025	594,581
Other	<u>965,511</u>	<u>820,305</u>
Total operating revenue	<u>16,597,473</u>	<u>5,896,059</u>
OPERATING EXPENSES AND DEPRECIATION:		
Operating expenses -		
Salaries and wages	55,217,236	51,356,558
Employee benefits	26,063,790	30,641,986
Materials and supplies	9,405,281	9,108,800
Services	9,661,754	8,530,072
Utilities	1,253,451	1,004,474
Litigated and unlitigated claims	1,786,391	3,473,793
Other	<u>545,169</u>	<u>1,263,015</u>
Total operating expenses	<u>103,933,072</u>	<u>105,378,698</u>
Depreciation -		
Locally funded	2,204,781	2,172,897
Grant funded	<u>15,066,084</u>	<u>15,350,558</u>
Total depreciation	<u>17,270,865</u>	<u>17,523,455</u>
Total operating expenses and depreciation	<u>121,203,937</u>	<u>122,902,153</u>
LOSS FROM OPERATIONS	<u>(104,606,464)</u>	<u>(117,006,094)</u>
NONOPERATING INCOME (EXPENSE):		
External operating assistance subsidies -		
Federal	60,556,922	77,806,328
State	46,857,598	38,707,419
Local governments	4,031,219	3,787,389
Investment income, net (loss)	(454,941)	242,848
Mortgage recording tax	17,719,641	14,327,046
Subrecipient grant revenue	-	107,920
Subrecipient grant expense	-	(107,920)
Change in soil remediation liability	(55,187)	1,840
Gain on disposal of capital assets, net	<u>59,454</u>	<u>11,255</u>
Total nonoperating income	<u>128,714,706</u>	<u>134,884,125</u>
CHANGE IN NET POSITION BEFORE CAPITAL CONTRIBUTIONS	<u>24,108,242</u>	<u>17,878,031</u>
CAPITAL CONTRIBUTIONS:		
Federal	4,049,209	11,671,615
State	2,032,899	12,311,480
Local	<u>(10,703)</u>	<u>10,701</u>
Total capital contributions	<u>6,071,405</u>	<u>23,993,796</u>
CHANGE IN NET POSITION	<u>30,179,647</u>	<u>41,871,827</u>
NET POSITION - beginning of year	<u>\$ 90,118,864</u>	<u>\$ 48,247,037</u>
NET POSITION - end of year	<u>\$ 120,298,511</u>	<u>\$ 90,118,864</u>

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

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

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED MARCH 31, 2022 AND 2021

	<u>2022</u>	<u>2021</u>
CASH FLOW FROM OPERATING ACTIVITIES:		
Receipts from customers	\$ 10,594,257	\$ 6,964,189
Other operating receipts	2,099,536	1,414,886
Payments to vendors and suppliers for goods and services	(16,022,381)	(22,651,533)
Payments to employees for services	(81,536,774)	(73,657,992)
Receipts/(Payments) for insurance and risk management	595,522	(1,845,409)
Other operating payments	<u>(545,169)</u>	<u>(1,263,015)</u>
Net cash flow used in operating activities	<u>(84,815,009)</u>	<u>(91,038,874)</u>
CASH FLOW FROM NONCAPITAL AND RELATED FINANCING ACTIVITIES:		
Mortgage tax receipts	16,715,903	14,447,343
Operating assistance receipts	<u>81,492,245</u>	<u>96,201,673</u>
Net cash flow provided by noncapital and related financing activities	<u>98,208,148</u>	<u>110,649,016</u>
CASH FLOW FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital contributions	9,239,154	21,932,856
Purchases of capital assets	(10,015,511)	(24,546,763)
Payments for soil remediation	(15,266)	(547)
Proceeds from sales of capital assets	<u>59,454</u>	<u>11,255</u>
Net cash flow used in capital and related financing activities	<u>(732,169)</u>	<u>(2,603,199)</u>
CASH FLOW FROM INVESTING ACTIVITIES:		
Interest earnings	11,629	26,223
Proceeds from (Liquidation of) short-term investments	<u>(1,559,192)</u>	<u>1,614,446</u>
Net cash flow provided by (used in) investing activities	<u>(1,547,563)</u>	<u>1,640,669</u>
CHANGE IN CASH AND EQUIVALENTS	11,113,407	18,647,612
CASH AND EQUIVALENTS - beginning of year	<u>31,534,858</u>	<u>12,887,246</u>
CASH AND EQUIVALENTS - end of year	<u>\$ 42,648,265</u>	<u>\$ 31,534,858</u>

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

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

STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED MARCH 31, 2022 AND 2021
(Continued)

	<u>2022</u>	<u>2021</u>
RECONCILIATION OF LOSS FROM OPERATIONS TO NET CASH FLOW FROM OPERATING ACTIVITIES:		
Loss from operations	\$ (104,606,464)	\$ (117,006,094)
Adjustments to reconcile loss from operations to net cash from operating activities:		
from operating activities:		
Depreciation - locally funded	2,204,781	2,172,897
Depreciation - grant funded	15,066,084	15,350,558
Changes in:		
Trade receivable	(3,898,676)	2,510,169
Materials and supplies inventory	(31,171)	31,612
Prepaid expenses and other current assets	282,782	(458,893)
Accounts payable	4,046,494	(3,580,906)
Accrued wages, vacation, pension and payroll taxes	1,706,926	(8,212)
Reserve for litigated and unlitigated claims	(408,086)	1,268,384
Workers' compensation reserve	2,789,999	360,000
Net pension liability	(5,010,588)	(2,925,477)
Total other postemployment benefits	3,047,914	11,274,211
Deferred revenue	(5,004)	(27,153)
Net cash flow from operating activities	<u>\$ (84,815,009)</u>	<u>\$ (91,038,904)</u>
NON-CASH INVESTING ACTIVITIES:		
Change in fair value of investments	\$ (463,661)	\$ 233,011
Capital contribution	\$ 385,000	\$ 2,311,144

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

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

Statements of Fiduciary Net Position Pension and Other Employee Benefit Trust Funds
March 31, 2022 and 2021

	Fiduciary Activities	
	2022	2021
ASSETS		
Cash	\$ 4,652,914	\$ 2,259,523
Investments	<u>105,284,824</u>	<u>105,966,953</u>
Total assets	<u>109,937,738</u>	<u>108,226,476</u>
NET POSITION		
Restricted for pensions	<u>109,937,738</u>	<u>108,226,476</u>
Total net position	<u>109,937,738</u>	<u>108,226,476</u>
Total liabilities and net position	<u>\$ 109,937,738</u>	<u>\$ 108,226,476</u>

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

Statements of Changes in Net Position Pension and Other Employee Benefit Trust Funds
March 31, 2022 and 2021

	<u>2022</u>	<u>2021</u>
ADDITIONS		
Contributions:		
Employer contributions	\$ 2,490,032	\$ 2,209,654
Member contributions	<u>1,829,592</u>	<u>1,619,926</u>
Total contributions	<u>4,319,624</u>	<u>3,829,580</u>
Investment income	<u>4,104,490</u>	<u>28,188,445</u>
Total additions	<u>8,424,114</u>	<u>32,018,025</u>
DEDUCTIONS		
Benefit payments, withdrawals and refunds	6,665,726	6,573,218
Administrative expenses	<u>47,126</u>	<u>49,213</u>
Total deductions	<u>6,712,852</u>	<u>6,622,431</u>
Net increase/(decrease) in fiduciary net position	1,711,262	25,395,594
Net position restricted for pensions - beginning of year	<u>108,226,476</u>	<u>82,830,882</u>
Net position restricted for pensions - end of year	<u><u>\$ 109,937,738</u></u>	<u><u>\$ 108,226,476</u></u>

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

NOTES TO THE FINANCIAL STATEMENTS MARCH 31, 2022 AND 2021

1. BASIS OF PRESENTATION

The Organization

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

Financial Statements

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

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

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

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

In addition, the Authority's financial statements include fiduciary fund component units that are used to account for resources held in a trustee capacity for the benefit of parties outside of the Authority. Fiduciary funds are not reported in the Authority's consolidated financial statements because the resources of those funds are not available to support the Authority's own programs.

1. BASIS OF PRESENTATION (continued)

The Authority's fiduciary funds are collectively reported as Pension Trust Funds and include the following as detailed in the Combining Schedules of the Supplementary Information:

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

Detail information about the pension plans' fiduciary net positions are available in separately issued financial reports and can be obtained by contacting management of the Authority at Rochester-Genesee Regional Transportation Authority, 1372 East Main Street, Rochester, New York 14609.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Measurement Focus and Basis of Accounting

The Authority's financial statements have been prepared in conformity with accounting principles generally accepted in the United States as set forth by the Governmental Accounting Standards Board (GASB). The Authority operates as a proprietary fund and utilizes the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recorded when the liability is incurred or an economic asset is used. Fund equity is classified as net position (deficit).

The Statements of Fiduciary Net Position present financial information about the assets, liabilities and the fiduciary net position held in trust of the fiduciary funds of the Authority. The Statement of Changes in Fiduciary Net Position presents fiduciary activities of the fiduciary funds as additions and deductions to the net fiduciary net position.

Recently Adopted and Issued Accounting Pronouncements

The following GASB statements were issued recently, but not effective for the fiscal year ended March 31, 2022. We will be evaluating the potential impact of adopting these Statements in future years:

- GASB statement No. 87, *Leases*, effective for reporting periods beginning after June 15, 2021.
- GASB statement No. 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*.
- GASB statement No. 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period*, effective for reporting periods beginning after December 15, 2020.
- GASB statement No. 90, *Majority Equity Interests – An Amendment of GASB Statements No. 14 and No. 61*.
- GASB statement No. 91, *Conduit Debt Obligations*, effective for reporting periods beginning after December 15, 2021.
- GASB statement No. 92, *Omnibus 2020*, effective for reporting periods beginning after June 15, 2021.
- GASB statement No. 93, *Replacement of Interbank Offered Rates*, effective for reporting periods beginning after June 15, 2021.
- GASB statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, effective for reporting periods beginning after June 15, 2022.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Recently Adopted and Issued Accounting Pronouncements (continued)

- GASB statement No. 96, Subscription-Based Information Technology Arrangements, effective for reporting periods beginning after June 15, 2022.
- GASB statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans-an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32*, effective for reporting periods beginning after June 15, 2021.

The effective dates noted above reflect the revised guidance prescribed in GASB statement No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*, issued in May 2020 and effective upon issuance.

Classification of Net Position

GASB requires the classification of net position into three components - net investment in capital assets, restricted, and unrestricted. The Authority's proprietary fund does not have restricted net position as of March 31, 2022 or 2021. Fiduciary Fund net position is restricted for pension benefits.

The classifications the Authority has are defined as follows:

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

Estimates

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

Reclassifications

Certain reclassifications have been made to the 2021 financial statements to conform to the current year presentation.

Cash and Equivalents

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

Trade Receivables

Trade receivables consist primarily of amounts due from customers for services provided and for advertising. Management records an allowance for doubtful accounts based on past collection experience and an analysis of outstanding amounts. When appropriate collection efforts are exhausted, the account is written off. Management has established an allowance for doubtful accounts for the years ended March 31, 2022 and 2021 in the amount of \$1,281,848 and \$1,038,577, respectively.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Mortgage Recording Tax

The Authority receives a portion of mortgage recording tax equal to \$0.25 for every \$100 of borrowings in the form of new mortgages and the refinancing of existing mortgages from the counties in which the component units conduct operations, not including mortgages of tax-exempt organizations. The amounts earned during the year have been recorded as mortgage recording tax in the accompanying statements of revenue, expenses and changes in net position. Any amounts due but not yet collected have been recorded as mortgage tax receivable in the accompanying statements of net position. As management considers the mortgage tax receivable to be fully collectible, no allowance for doubtful accounts has been established.

Operating Assistance and Capital Grants

The Authority and the component units receive operating and capital assistance subsidies and grants from the U.S. Department of Transportation under operating and capital assistance grant contracts. The Organizations also receive operating and capital assistance from the New York State Department of Transportation and local counties based on legislated awards. The amounts received or contractually receivable under such grants have been recorded as external operating assistance subsidies in the accompanying statements of revenue, expenses and changes in net position. These amounts are obtained on an annual basis. Continued operations depend upon receipt of such subsidies in future years. Management historically has considered operating and capital assistance receivables to be fully collectible and historically has not established an allowance for doubtful accounts. However, for the fiscal years ended March 31, 2022 and 2021, an allowance for doubtful accounts was established in the amount of \$7,731,700 and \$8,992,737, respectively, for appropriated operating assistance that the Authority has not yet received as a result of the COVID-19 pandemic for which the likelihood of receipt is uncertain.

Materials and Supplies Inventory

Materials and supplies inventory consists primarily of replacement parts for buses and is recorded at the lower of cost determined on a first in, first out basis or market. An allowance for obsolete inventory is maintained based on a review of inventory on hand. Management has recorded an allowance for obsolete inventory of \$113,069 for each of the years ended March 31, 2022 and 2021.

Prepaid Expenses and Other Current Assets

Prepaid expenses represent amounts paid for insurance as well as workers' compensation premiums that extend beyond the current reporting period and therefore will not be recognized as an expense until a future period.

Capital Assets

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

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

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

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

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Investments

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

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

Authority Subsidies

Annually, RGRТА subsidizes the operations of the Organizations, except for GTCS, based on each respective Organizations' operating results. In order to determine the annual subsidy, certain operating and non-operating revenues and external operating subsidies are reduced by certain operating and non-operating expenses and locally funded depreciation. If the result is a deficit, that amount will be recorded as operating subsidy at the respective Organization. Operating surpluses are reflected as negative subsidies, or re-allocations back to the Authority. No cash is ever transferred to, or from, the Organizations related to these subsidies. Therefore, each year the value of the receivable/payable recorded at year-end is recorded as a write-off of inter-entity accounts on the accompanying statements of revenue, expenses and changes in net position.

Revenues

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

Expenses

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

Capital Contributions

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

Income Taxes

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

3. CASH AND INVESTMENTS

Cash and Equivalents

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

	2022		2021	
	Carrying Amount	Bank Balance	Carrying Amount	Bank Balance
Bank demand deposits	\$ 1,363,500	\$ 2,267,402	\$ 1,919,480	\$ 2,377,491
Money market funds	<u>41,284,765</u>	<u>41,284,765</u>	<u>29,615,378</u>	<u>29,615,378</u>
	<u>\$ 42,648,265</u>	<u>\$ 43,552,167</u>	<u>\$ 31,534,858</u>	<u>\$ 31,992,869</u>

Collateral

As of March 31, 2022 and 2021, the reported amount of the Authority's collateral balance was \$53,231,790 and \$39,795,344, respectively, and the bank balances that required collateral coverage were \$52,152,025 and \$38,997,713, respectively, which included \$8,599,858 and \$7,004,844, respectively, of money market funds held for investment.

As of March 31, 2022 and 2021, coverage of \$723,849 and \$615,572, respectively, was covered by federal depository insurance and \$52,507,941 and \$39,179,771, respectively, was covered by collateral held by pledging bank or a third-party custodian in the Authority's name. The Authority's investments in government securities are secured by a guarantee from the United States Treasury Department, and its investments in certificates of deposit are fully covered by federal depository insurance, as the amounts invested at any one financial institution do not exceed the federal depository insurance limits.

Investments

The Authority's investments are made in compliance with New York Public Authorities Law Sections 2856, 2890, 2925, 122-gg(4) and 1299-II, and Office of the State Comptroller Investment Guidelines for Public Authorities and State Agencies at 2 NYCRR Part 201.

In accordance with this law and its own Investment Policy, the following is a list of investments the Authority is permitted to invest in:

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

3. CASH AND INVESTMENTS (Continued)

The Authority categorizes its fair value investments within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is broken down into three levels based on the reliability of inputs as follows:

Level 1: Valuations based on quoted prices in active markets for identical assets or liabilities that the Authority has the ability to access. Valuation adjustments are not applied to Level 1 instruments. Since valuations are based on quoted prices that are readily and regularly available in an active market, valuation of these products does not entail a significant degree of judgment.

Level 2: Valuations based on quoted prices in markets that are not active or for which all significant inputs are observable, directly or indirectly.

Level 3: Valuations based on inputs that are unobservable and significant to the overall fair value measurement.

The availability of observable inputs can vary and is affected by a wide variety of factors. To the extent that valuation is based on models or inputs that are less observable or unobservable in the market, the determination of fair value requires more judgment. Accordingly, the degree of judgment exercised in determining fair value is greatest for instruments categorized in Level 3. In certain cases, the inputs used to measure fair value may fall into different levels of the fair value hierarchy. For the fiscal years ended March 31, 2022 and 2021, to the extent it has had such investments in its portfolio, the Authority has classified its certificates of deposit and obligations of the United States Government as Level 1 and its money market funds as Level 2 for purposes of fair value determination.

As of March 31, 2022, the Authority's investments consisted of the following:

		Investment Maturities (in Years)		
	<u>Fair Value</u>	<u>Less Than 1</u>	<u>1-5</u>	<u>5-10 Years</u>
Money Market Funds	\$ 11,447,750	\$ 11,447,750	\$ -	\$ -
Certificates of Deposit	9,659,083	3,492,470	6,166,613	-
United States Treasury Notes	<u>9,642,206</u>	<u>753,046</u>	<u>8,889,160</u>	<u>-</u>
	<u>\$ 30,749,039</u>	<u>\$ 15,693,266</u>	<u>\$ 15,055,773</u>	<u>\$ -</u>

As of March 31, 2021, the Authority's investments consisted of the following:

		Investment Maturities (in Years)		
	<u>Fair Value</u>	<u>Less Than 1</u>	<u>1-5</u>	<u>5-10 Years</u>
Money Market Funds	\$ 11,191,612	\$ 11,191,612	\$ -	\$ -
Certificates of Deposit	11,154,943	2,761,531	8,393,413	-
United States Treasury Notes	<u>7,271,131</u>	<u>1,120,485</u>	<u>6,150,646</u>	<u>-</u>
	<u>\$ 29,617,686</u>	<u>\$ 15,073,628</u>	<u>\$ 14,544,059</u>	<u>\$ -</u>

Accrued interest on investments of \$89,263 and \$92,171 is included in interest receivable on the statement of net position as of March 31, 2022 and 2021, respectively.

3. CASH AND INVESTMENTS (Continued)

Changes in Fair Value

The net increase/(decrease) in the fair value of investments during 2022 and 2021 was \$(463,661) and \$233,011, respectively. This amount takes into account all changes in fair value (including purchases and sales) that occurred during the year. The unrealized net gain (loss) on investments held at March 31, 2022 and 2021 was \$(824,171) and \$(217,385), respectively.

Custodial Credit Risk

Custodial credit risk for cash deposits, cash equivalents, money market funds or investments is the risk that, in the event of failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority manages custodial credit risk for cash deposits, cash equivalents and money market funds as described above under “Collateral” and for investments based on the criteria listed above under “Investments” and requires that all investments or collateral securities are registered in the Authority’s name and held in the custody of the bank or bank’s trust department.

Credit Risk

Credit risk for cash deposits, cash equivalents, money market funds or investments is the risk that in the event of a financial institution failure, the Authority’s deposits may not be returned. The Authority’s investment policy requires that deposits, money market funds and certificates of deposit which exceed the amount insured by the FDIC be collateralized by obligations of the United States, or obligations of Federal Agency’s, the principal and interest of which are guaranteed by the United States or obligations of New York State. As of March 31, 2022 and 2021, the Authority’s investments in United States Treasury Notes were all rated AAA by a nationally recognized rating organization and its investments in certificates of deposit did not exceed the amount insured by the FDIC at any one institution.

Interest Rate Risk

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

Concentration of Credit Risk

The Investment Policy places no limit on the amount the Authority may invest in any one issuer. As of March 31, 2022 and 2021, all of the Authority’s cash equivalents were held with M&T Bank and its subsidiaries. As of March 31, 2022 and 2021, the Authority’s investments were 37.2% and 37.8%, respectively, invested in money market funds, 31.4% and 37.7%, respectively, invested in certificates of deposit, and 31.4% and 24.5%, respectively, invested in United States Treasury Notes.

Designations

The Authority’s cash equivalents (consisting of money market funds and U.S. Treasury notes with a maturity of one month), government securities and certificates of deposit amounts are designated by the Board of Commissioners for working capital, self-insurance, other postemployment benefits and para transit.

3. CASH AND INVESTMENTS (Continued)

The Authority's cash equivalents, government securities and certificates of deposit were designated as of March 31, 2022:

	<u>Cash Equivalents</u>	<u>Government Securities and Certificates of Deposit</u>	<u>Total</u>
Working capital	\$ 41,284,765	\$ 10,757,327	\$ 52,042,092
Self-insurance reserve fund	1,376,791	2,629,866	4,006,657
Para transit reserve fund	1,038,035	2,231,213	3,269,248
Other postemployment benefits reserve fund	<u>4,688,191</u>	<u>6,530,775</u>	<u>11,218,966</u>
Total	<u>\$ 48,387,782</u>	<u>\$ 22,149,181</u>	<u>\$ 70,536,963</u>

The Authority's cash equivalents, government securities and certificates of deposit were designated as of March 31, 2021:

	<u>Cash Equivalents</u>	<u>Government Securities and Certificates of Deposit</u>	<u>Total</u>
Working capital	\$ 29,615,378	\$ 10,996,878	\$ 40,612,256
Self-insurance reserve fund	1,376,478	2,681,982	4,058,460
Para transit reserve fund	1,037,799	2,275,395	3,313,194
Other postemployment benefits reserve fund	<u>4,687,127</u>	<u>6,658,587</u>	<u>11,345,714</u>
Total	<u>\$ 36,716,782</u>	<u>\$ 22,612,842</u>	<u>\$ 59,329,624</u>

4. CAPITAL ASSETS

Capital assets consisted of the following as of March 31, 2022:

	April 1, 2021	Additions	Impairments and Retirements	Transfers	March 31, 2022
Capital assets not being depreciated:					
Land	\$ 5,224,517	\$ -	\$ -	\$ -	\$ 5,224,517
Construction-in-process	<u>5,176,961</u>	<u>6,769,903</u>	<u>(35,824)</u>	<u>(9,129,130)</u>	<u>2,781,910</u>
Total capital assets not being depreciated	<u>10,401,478</u>	<u>6,769,903</u>	<u>(35,824)</u>	<u>(9,129,130)</u>	<u>8,006,427</u>
Capital assets being depreciated:					
Land improvements	8,531,090	-	-	111,033	8,642,123
Buildings and structures	111,171,189	-	-	3,931,480	115,102,669
Revenue vehicles	127,650,422	-	(9,251,797)	2,870,573	121,269,198
Non-revenue vehicles	2,249,543	-	(148,153)	155,405	2,256,795
Maintenance equipment	11,960,910	-	(59,742)	934,344	12,835,512
Other equipment	32,766,344	-	-	58,426	32,824,770
Computer equipment	19,462,235	-	-	1,067,869	20,530,104
Leasehold improvements	<u>2,021,835</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,021,835</u>
Total capital assets being depreciated	<u>315,813,568</u>	<u>-</u>	<u>(9,459,692)</u>	<u>9,129,130</u>	<u>315,483,006</u>
Accumulated depreciation of capital assets:					
Land improvements	(4,682,433)	(296,114)	-	-	(4,978,547)
Buildings and structures	(37,609,401)	(3,491,102)	-	-	(41,100,503)
Revenue vehicles	(81,261,876)	(9,718,807)	9,251,797	-	(81,728,886)
Non-revenue vehicles	(1,905,934)	(122,460)	148,153	-	(1,880,241)
Maintenance equipment	(5,924,558)	(760,647)	59,742	-	(6,625,463)
Other equipment	(28,326,762)	(1,226,536)	-	-	(29,553,298)
Computer equipment	(14,806,775)	(1,600,274)	-	-	(16,407,049)
Leasehold improvements	<u>(1,086,742)</u>	<u>(54,923)</u>	<u>-</u>	<u>-</u>	<u>(1,141,665)</u>
Total accumulated depreciation	<u>(175,604,481)</u>	<u>(17,270,863)</u>	<u>9,459,692</u>	<u>-</u>	<u>(183,415,652)</u>
Total capital assets being depreciated, net	<u>140,209,087</u>	<u>(17,270,863)</u>	<u>-</u>	<u>9,129,130</u>	<u>132,067,354</u>
Total capital assets	<u>\$ 150,610,565</u>	<u>\$ (10,500,960)</u>	<u>\$ (35,824)</u>	<u>\$ -</u>	<u>\$ 140,073,781</u>

4. CAPITAL ASSETS

Capital assets consisted of the following as of March 31, 2021:

	April 1, 2020	Additions	Impairments and Retirements	Transfers	March 31, 2021
Capital assets not being depreciated:					
Land	\$ 5,156,106	\$ -	\$ -	\$ 68,411	\$ 5,224,517
Construction-in-process	10,087,230	27,820,743	(9,271)	(32,721,741)	5,176,961
Total capital assets not being depreciated	15,243,336	27,820,743	(9,271)	(32,653,330)	10,401,478
Capital assets being depreciated:					
Land improvements	8,531,090	-	-	-	8,531,090
Buildings and structures	98,437,922	-	-	12,733,267	111,171,189
Revenue vehicles	120,044,759	-	(5,599,258)	13,204,921	127,650,422
Non-revenue vehicles	2,378,383	-	(128,840)	-	2,249,543
Maintenance equipment	8,784,701	-	-	3,176,209	11,960,910
Other equipment	32,460,844	-	-	305,500	32,766,344
Computer equipment	16,228,802	-	-	3,233,433	19,462,235
Leasehold improvements	2,021,835	-	-	-	2,021,835
Total capital assets being depreciated	288,888,336	-	(5,728,098)	32,653,330	315,813,568
Accumulated depreciation of capital assets:					
Land improvements	(4,386,319)	(296,114)	-	-	(4,682,433)
Buildings and structures	(34,699,781)	(2,909,620)	-	-	(37,609,401)
Revenue vehicles	(75,800,519)	(11,043,495)	5,582,138	-	(81,261,876)
Non-revenue vehicles	(1,897,027)	(137,747)	128,840	-	(1,905,934)
Maintenance equipment	(5,411,781)	(512,777)	-	-	(5,924,558)
Other equipment	(27,126,171)	(1,200,591)	-	-	(28,326,762)
Computer equipment	(13,438,617)	(1,368,158)	-	-	(14,806,775)
Leasehold improvements	(1,031,789)	(54,953)	-	-	(1,086,742)
Total accumulated depreciation	(163,792,004)	(17,523,455)	5,710,978	-	(175,604,481)
Total capital assets being depreciated, net	125,096,332	(17,523,455)	(17,120)	32,653,330	140,209,087
Total capital assets	\$ 140,339,668	\$ 10,297,288	\$ (26,391)	\$ -	\$ 150,610,565

5. PENSION PLANS

New York State and Local Employees' Retirement System

All of the employees of the RGRTA and GTCS participate in the New York State and Local Employees' Retirement System (the System or NYSLERS), which includes 16 active and inactive members at March 31, 2022. The System is a cost-sharing multiple-employer retirement system. Obligations of employers and employees to contribute and benefits to employees are governed by the New York State Retirement and Social Security Law (NYSRSSL). As set forth in the NYSRSSL, the Comptroller of the State of New York (Comptroller) serves as sole trustee and administrative head of the System. The Comptroller shall adopt and may amend rules and regulations for the administration and transactions of the business of the System and for the custody and control of its funds. The System issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained by writing to the New York State and Local Employees' Retirement System, Governor Alfred E. Smith Office Building, Albany, New York, 12244.

The total payroll for the Authority's employees covered by the System for the years ended March 31, 2022 and 2021 was approximately \$1,443,000 and \$1,557,000, respectively. The GTCS payroll for employees covered by the System for the years ended March 31, 2022 and 2021 was approximately \$612,000 and \$621,000, respectively.

The Authority's proportionate share of the System's net pension liability at March 31 consisted of:

	<u>2022</u>	<u>2021</u>
RGRTA	0.0050064%	0.0057877%
GTCS	0.0026060%	0.0026331%

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

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

5. PENSION PLANS (Continued)

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

Tier 3 and Tier 4 members are required to contribute 3% of their wages to the plan for 10 years. Tier 5 members are required to contribute 3% of their salary for the length of their employment. Beginning April 1, 2013, the contribution rate for the Tier 6 members varies based on each member's annual compensation varying between 3% and 6%. The plan cannot be diminished or impaired. Benefits can be reduced for future membership only by an act of the New York Legislature. Under the authority of the NYSRSSL, the Comptroller shall certify annually the rates expressed as a percentage of payroll of members, which shall be used in computing the contributions required to be made by employers to the pension accumulation fund. The Authority and GTCS contributions for fiscal years 2022, 2021 and 2020 were equal to the required contributions for the year and were as follows:

	<u>2022</u>	<u>2021</u>	<u>2020</u>
RGRTA	\$ 281,136	\$ 241,301	\$ 259,968
GTCS	<u>99,628</u>	<u>81,126</u>	<u>76,172</u>
	<u>\$ 380,764</u>	<u>\$ 322,427</u>	<u>\$ 336,140</u>

NYSLERS is included in the State's financial report as a pension trust fund. That report, including information with regard to the benefits provided, may be found at www.osc.state.ny.us/retire/publications/index.php or obtained by writing to the New York State and Local Retirement System, 110 State Street, Albany, New York, 12244.

Single Employer Pension Plans

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

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

These plans provide retirement benefits for 1,407 active and inactive plan participants as of March 31, 2022 and 1,346 as of March 31, 2021. Stand-alone financial reports are not issued for any of the above-noted plans.

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

In addition to providing pension benefits, the RTS Non-Union Plan provides certain postretirement health care and life insurance benefits. In accordance with the RTS Non-Union Plan document, the RTS Non-Union Plan is not required to contribute a portion of the cost if the plan is not funded greater than 120%. During 2022 and 2021, the RTS Non-Union Plan was not funded greater than 120%; therefore, the Plan did not fund this expense.

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

5. PENSION PLANS (Continued)

Summary of Benefits Provided, Contributions and Funding Policy - All Plans

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

	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Lift Line and Regional Entities Non-Union Plan	NYSLERS
Plan type	Single Employer Defined Benefit Plan	Single Employer Defined Benefit Plan	Single Employer Defined Benefit Plan	Single Employer Defined Benefit Plan	Cost Sharing, Multi-Employer Defined Benefit Plan
Plan valuation date:	11/1/2021 and 11/1/2020	4/1/2021 and 4/1/2020	4/1/2021 and 4/1/2020	5/1/2021 and 5/1/2020	4/1/2020 and 4/1/2019
Plan measurement date:	3/31/2022 and 3/31/2021	3/31/2022 and 3/31/2021	3/31/2022 and 3/31/2021	3/31/2022 and 3/31/2021	3/31/2021 and 3/31/2020
Contribution rates:					
Employer	1.5%(a)	(b)	3.0%	(b)	See above
Plan members	1.5%(a)	(e)	3.0%	3.0%	See above
Normal retirement age	65	62	65	65	See above
Benefits provided	Monthly benefit equal to 1.65% of the average of the five highest years' W-2 earnings (subject to a minimum of \$300 per month and a maximum ranging from \$56 to \$73 per month depending upon date of retirement and years of service) multiplied by years of credited service. (d)	Monthly benefit calculated based on average compensation, as defined by plan, for three highest consecutive years multiplied by years of credited service times 1.75%. (d)	Monthly benefit calculated based on the employee's yearly compensation multiplied by years of credited service times 1.75% for each year of service in excess of 10 years and 1.85% for each year in excess of 20 years.	Monthly benefit calculated based on the employee's yearly compensation multiplied by years of credited service times 1.45%.	See above
Actuarial cost method	Entry Age Cost Method	Entry Age Cost Method	Entry Age Cost Method	Entry Age Cost Method	Aggregate Cost Method
Amortization method (c)	Level Dollar Method	Level Dollar Method	Level Dollar Method	Level Dollar Method	Level Dollar Method
Amortization period	Closed - 10-15 years	Closed - 15-20 years	Closed - 20 years	Closed - 10-15 years	Closed - 5 years
Asset valuation method	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	Rolling forward prior year's actuarial value with contributions, disbursements, and expected return on investments at the valuation interest rate, and adding 20% of the difference between the reported market value and the expected actuarial value.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed rate of return.
Actuarial assumptions:					
Inflation	2.75%	2.75%	2.75%	2.75%	2.70%
Projected salary increases	9.75% per year for first eight years of service and 2.75% per year thereafter, including inflation	3.25% per year (3.5% prior), including inflation	4.25% per year, including inflation	4.25% per year, including inflation	4.4% per year, including inflation
Investment rate of return	7.40%, net of pension plan investment expense (expenses not paid from plan assets), including inflation	6.75% (Prior: 7.10%), net of pension plan investment expense, including inflation	7.25%, net of pension plan investment expense (expenses not paid from plan assets), including inflation	6.75%, net of pension plan investment expense, including inflation	5.9% (Prior: 6.8%) compounded annually, net of investment expenses, including inflation
Mortality	Mortality rates were based on the RP-2014 (Prior: RP-2000) Blue Collar Mortality Tables for Males or Females. RP-2014 (Prior: RP-2000) Disabled was applied for disabled lives. Mortality rates are adjusted for generational improvements using Scale SSA (2018)	Mortality rates were based on the RP-2014 (Prior: RP-2000) Combined Healthy Mortality Tables, for Males or Females. RP-2014 (Prior: RP-2000) Disabled was applied for disabled lives. Mortality rates are adjusted for generational improvements by using Scale SSA (2018).	Mortality rates were based on the RP-2014 Blue Collar Mortality Tables for Males or Females. RP-2014 Disabled was applied for disabled lives. Mortality rates are adjusted for generational improvements using Scale SSA (2018)	Mortality rates were based on the RP-2014 Combined Healthy Mortality Tables, for Males or Females. RP-2014 Disabled was applied for disabled lives. Mortality rates are adjusted for generational improvements using Scale SSA (2018).	Gender/Collar specific tables based on FY 2011-2015 experience
Number of active and inactive members as of current year valuation date	929	278	77	123	16
Number of active and inactive members as of prior year valuation date	868	270	75	117	16

- (a) If additional contributions are required to fund the benefits of the plan, plan members are required to contribute up to 0.5% of their salaries to fund the additional contribution. If further additional contributions are required, they are split equally between plan members and RTS.
- (b) RTS' policy is generally to contribute annually an amount equal to the net employer normal cost.
- (c) The amortization method used for all plans incorporates equal payments of principal and interest.
- (d) The percentage used is increased, as defined in the plan, for employees with more than 20 years of credited service with the employer.
- (e) Effective for the RTS Non-Union Plan after March 31, 2015, all new hires are required to contribute 3% of their annual wages.

5. PENSION PLANS (Continued)

Expected Rate of Return on Investments - All Plans

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

The long-term expected rate of return on pension plan investments for each of the Authority's pension plans and the NYSLERS plans, along with the target asset allocation of each of the funds and the weighted-average real and total expected rates of return (except for NYSLERS, for which only the weighted average real rates were provided) for the fiscal year ended March 31, 2022 are summarized in the following tables:

RTS Union Plan			RTS Non-Union Plan		
<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>	<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>
Equity Class	60.00	6.50	Equity Class	60.00	5.95
Fixed Income	34.00	1.75	Fixed Income	33.00	1.50
Alternatives	4.00	8.25	Alternatives	3.00	8.00
Cash Equivalents	2.00	-	Cash Equivalents	4.00	-
	<u>100.00</u>	<u>4.83</u>		<u>100.00</u>	<u>4.31</u>
Plus inflation		<u>2.75</u>	Plus inflation		<u>2.75</u>
Total return without adjustment		7.58	Total return without adjustment		7.06
Risk adjustment		<u>(0.18)</u>	Risk adjustment		<u>(0.31)</u>
Total expected return		<u>7.40</u>	Total expected return		<u>6.75</u>

Lift Line Union Plan			Lift Line and Regional Entities Non-Union Plan		
<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>	<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>
Equity Class	55.00	6.50	Equity Class	60.00	5.95
Fixed Income	39.00	1.75	Fixed Income	35.00	1.50
Alternatives	3.00	8.25	Alternatives	3.00	8.00
Cash Equivalents	3.00	-	Cash Equivalents	2.00	-
	<u>100.00</u>	<u>4.51</u>		<u>100.00</u>	<u>4.32</u>
Plus inflation		<u>2.75</u>	Plus inflation		<u>2.75</u>
Total return without adjustment		7.26	Total return without adjustment		7.07
Risk adjustment		<u>(0.01)</u>	Risk adjustment		<u>(0.32)</u>
Total expected return		<u>7.25</u>	Total expected return		<u>6.75</u>

NYSLERS		
<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>
Equity Class	57.00	5.65
Fixed Income	23.00	0.63
Alternatives	19.00	4.70
Cash Equivalents	1.00	0.00
	<u>100.00</u>	<u>2.50</u>

5. PENSION PLANS (Continued)

Expected Rate of Return on Investments - All Plans

The long-term expected rate of return on pension plan investments for each of the Authority's pension plans and the NYSLERS plans, along with the target asset allocation of each of the funds and the weighted-average real and total expected rates of return (except for NYSLERS, for which only the weighted average real rates were provided) for the fiscal year ended March 31, 2021 are summarized in the following tables:

RTS Union Plan			RTS Non-Union Plan		
<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>	<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>
Equity Class	72.00	6.45	Equity Class	58.00	6.05
Fixed Income	18.00	1.95	Fixed Income	35.00	1.65
Alternatives	4.00	8.55	Alternatives	3.00	8.35
Cash Equivalents	6.00	0.10	Cash Equivalents	4.00	0.10
	<u>100.00</u>	5.34		<u>100.00</u>	4.43
Plus inflation		<u>2.75</u>	Plus inflation		<u>2.75</u>
Total return without adjustment		8.09	Total return without adjustment		7.18
Risk adjustment		<u>(0.69)</u>	Risk adjustment		<u>(0.43)</u>
Total expected return		<u>7.40</u>	Total expected return		<u>6.75</u>

Lift Line Union Plan			Lift Line and Regional Entities Non-Union Plan		
<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>	<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>
Equity Class	58.00	6.45	Equity Class	60.00	6.05
Fixed Income	33.00	1.95	Fixed Income	35.00	1.65
Alternatives	3.00	8.55	Alternatives	3.00	8.35
Cash Equivalents	6.00	0.10	Cash Equivalents	2.00	0.10
	<u>100.00</u>	4.65		<u>100.00</u>	4.46
Plus inflation		<u>2.75</u>	Plus inflation		<u>2.75</u>
Total return without adjustment		7.40	Total return without adjustment		7.21
Risk adjustment		<u>(0.15)</u>	Risk adjustment		<u>(0.46)</u>
Total expected return		<u>7.25</u>	Total expected return		<u>6.75</u>

NYSLERS		
<u>Asset Class</u>	<u>Target Allocation in %</u>	<u>Long-Term Expected Real Rate of Return in %</u>
Equity Class	60.00	5.65
Fixed Income	21.00	0.63
Alternatives	18.00	4.70
Cash Equivalents	1.00	0.00
	<u>100.00</u>	2.50

5. PENSION PLANS (Continued)

Net Pension Liability - Single Employer Pension Plans

The Authority's net pension liabilities for each of the pension plans reported at March 31, 2022 and 2021 were measured as of the Authority's fiscal year end. The total pension liabilities used to calculate those net pension liabilities were determined by actuarial valuations as of each pension plan's valuation date, and rolled forward to the Authority's fiscal year end.

Changes in the Net Pension Liability and Related Ratios - Single Employer Pension Plans

Changes in the Authority's pension plans for the year ended March 31, 2022, based upon the measurement dates noted above, are as follows:

	<u>RTS Union Plan</u>	<u>RTS Non- Union Plan</u>	<u>Lift Line Union Plan</u>	<u>Lift Line and Regional Entities Non- Union Plan</u>
<i>Total pension liability</i>				
Service cost	\$ 1,082,766	\$ 1,160,500	\$ 190,899	\$ 179,669
Interest	4,980,611	1,853,623	363,515	250,877
Changes of benefit terms	-	-	-	-
Differences between expected and actual experience	(163,071)	98,000	(107,928)	(74,133)
Changes of assumptions	-	-	-	-
Benefit payments, including refunds of member contributions	<u>(4,844,992)</u>	<u>(1,478,939)</u>	<u>(191,394)</u>	<u>(150,401)</u>
Net change in total pension liability	1,055,314	1,633,184	255,092	206,012
Total pension liability - beginning	<u>\$ 68,602,052</u>	<u>\$ 27,027,976</u>	<u>\$ 4,917,126</u>	<u>\$ 3,610,997</u>
Total pension liability - ending (a)	<u>\$ 69,657,366</u>	<u>\$ 28,661,160</u>	<u>\$ 5,172,218</u>	<u>\$ 3,817,009</u>
<i>Plan fiduciary net position</i>				
Contributions - employer	\$ 977,365	\$ 1,219,344	\$ 124,023	\$ 169,300
Contributions - member	1,498,079	99,134	132,333	100,046
Net investment income	2,642,040	1,084,934	199,157	178,359
Benefit payments, including refunds of member contributions	(4,844,992)	(1,478,939)	(191,394)	(150,401)
Administrative expense	<u>(7,138)</u>	<u>(15,869)</u>	<u>(35)</u>	<u>(24,084)</u>
Net change in plan fiduciary net position	\$ 265,354	\$ 908,604	\$ 264,084	\$ 273,220
Plan fiduciary net position - beginning	<u>71,815,138</u>	<u>26,966,184</u>	<u>5,795,118</u>	<u>3,650,037</u>
Plan fiduciary net position - ending (b)	<u>\$ 72,080,492</u>	<u>\$ 27,874,788</u>	<u>\$ 6,059,202</u>	<u>\$ 3,923,257</u>
Net pension (asset) liability - beginning	<u>\$ (3,213,086)</u>	<u>\$ 61,792</u>	<u>\$ (877,992)</u>	<u>\$ (39,040)</u>
Net pension (asset) liability - ending (a)-(b)	<u>\$ (2,423,126)</u>	<u>\$ 786,372</u>	<u>\$ (886,984)</u>	<u>\$ (106,248)</u>
Plan fiduciary net position as a percentage of the total pension liability	103.5%	97.3%	117.1%	102.8%
Covered-employee payroll	\$ 29,046,614	\$ 9,016,375	\$ 2,764,071	\$ 2,735,443
Net pension (asset) liability as a percentage of covered employee payroll	<u>-8.3%</u>	<u>8.7%</u>	<u>-32.1%</u>	<u>-3.9%</u>

5. PENSION PLANS (Continued)

Net Pension Liability - Single Employer Pension Plans

The Authority's net pension liabilities for each of the pension plans reported at March 31, 2021 and 2020 were measured as of the Authority's fiscal year end. The total pension liabilities used to calculate those net pension liabilities were determined by actuarial valuations as of each pension plan's valuation date, and rolled forward to the Authority's fiscal year end.

Changes in the Net Pension Liability and Related Ratios - Single Employer Pension Plans

Changes in the Authority's pension plans for the year ended March 31, 2021, based upon the measurement dates noted above, are as follows:

	<u>RTS Union Plan</u>	<u>RTS Non- Union Plan</u>	<u>Lift Line Union Plan</u>	<u>Lift Line and Regional Entities Non- Union Plan</u>
Total pension liability				
Service cost	\$ 1,051,229	\$ 944,242	\$ 183,117	\$ 171,932
Interest	4,723,081	1,850,289	331,647	231,999
Changes of benefit terms	-	-	-	-
Differences between expected and actual experience	(259,811)	(623,057)	98,363	(102,276)
Changes of assumptions	2,646,482	612,443	-	265,731
Benefit payments, including refunds of member contributions	<u>(4,584,413)</u>	<u>(1,714,803)</u>	<u>(171,660)</u>	<u>(102,342)</u>
Net change in total pension liability	3,576,568	1,069,114	441,467	465,044
Total pension liability - beginning	<u>\$ 65,025,484</u>	<u>\$ 25,958,862</u>	<u>\$ 4,475,659</u>	<u>\$ 3,145,953</u>
Total pension liability - ending (a)	<u>\$ 68,602,052</u>	<u>\$ 27,027,976</u>	<u>\$ 4,917,126</u>	<u>\$ 3,610,997</u>
Plan fiduciary net position				
Contributions - employer	\$ 794,759	\$ 1,169,460	\$ 93,995	\$ 151,440
Contributions - member	1,354,967	74,577	94,161	96,222
Net investment income	19,786,022	6,193,450	1,387,470	821,503
Benefit payments, including refunds of member contributions	(4,584,413)	(1,714,803)	(171,660)	(102,342)
Administrative expense	<u>(27,097)</u>	<u>(10,829)</u>	<u>(60)</u>	<u>(11,227)</u>
Net change in plan fiduciary net position	\$ 17,324,238	\$ 5,711,855	\$ 1,403,906	\$ 955,596
Plan fiduciary net position - beginning	<u>54,490,900</u>	<u>21,254,329</u>	<u>4,391,212</u>	<u>2,694,441</u>
Plan fiduciary net position - ending (b)	<u>\$ 71,815,138</u>	<u>\$ 26,966,184</u>	<u>\$ 5,795,118</u>	<u>\$ 3,650,037</u>
Net pension (asset) liability - beginning	<u>\$ 10,534,584</u>	<u>\$ 4,704,533</u>	<u>\$ 84,447</u>	<u>\$ 451,512</u>
Net pension (asset) liability - ending (a)-(b)	<u>\$ (3,213,086)</u>	<u>\$ 61,792</u>	<u>\$ (877,992)</u>	<u>\$ (39,040)</u>
Plan fiduciary net position as a percentage of the total pension liability	104.7%	99.8%	117.9%	101.1%
Covered-employee payroll	\$ 29,930,108	\$ 7,795,682	\$ 3,168,538	\$ 2,632,970
Net pension (asset) liability as a percentage of covered employee payroll	<u>-10.7%</u>	<u>0.8%</u>	<u>-27.7%</u>	<u>-1.5%</u>

5. PENSION PLANS (Continued)

Discount Rate - Single Employer Pension Plans

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

Plan	Discount Rate %	
	March 31, 2022	March 31, 2021
RTS Union	7.40	7.40
RTS Non-Union	6.75	6.75
Lift Line Union	7.25	7.25
Lift Line and Regional Entities Non-Union	6.75	6.75

Sensitivity of the Net Pension Liability to Changes in the Discount Rate - Single Employer Pension Plans

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

RTS Union Plan

	March 31, 2022			March 31, 2021		
	1% Decrease	Current Discount Rate	1% Increase	1% Decrease	Current Discount Rate	1% Increase
Discount rate	6.40%	7.40%	8.40%	6.40%	7.40%	8.40%
Net pension (asset) liability	\$ 4,081,330	\$ (2,423,126)	\$ (8,230,201)	\$ 3,264,873	\$ (3,213,086)	\$ (8,962,719)

RTS Non-Union Plan

	March 31, 2022			March 31, 2021		
	1% Decrease	Current Discount Rate	1% Increase	1% Decrease	Current Discount Rate	1% Increase
Discount rate	5.75%	6.75%	7.75%	5.75%	6.75%	7.75%
Net pension (asset) liability	\$ 3,896,294	\$ 786,372	\$ (1,899,975)	\$ 3,024,242	\$ 61,792	\$ (2,485,658)

Lift Line Union Plan

	March 31, 2022			March 31, 2021		
	1% Decrease	Current Discount Rate	1% Increase	1% Decrease	Current Discount Rate	1% Increase
Discount rate	6.25%	7.25%	8.25%	6.25%	7.25%	8.25%
Net pension (asset) liability	\$ (257,126)	\$ (886,984)	\$ (1,450,357)	\$ (278,092)	\$ (877,992)	\$ (1,399,380)

Lift Line and Regional Entities Non-Union Plan

	March 31, 2022			March 31, 2021		
	1% Decrease	Current Discount Rate	1% Increase	1% Decrease	Current Discount Rate	1% Increase
Discount rate	5.75%	6.75%	7.75%	5.75%	6.75%	7.75%
Net pension (asset) liability	\$ 373,925	\$ (106,248)	\$ (534,368)	\$ 414,517	\$ (39,040)	\$ (443,037)

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

5. PENSION PLANS (Continued)

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

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

RGRTA

	March 31, 2022			March 31, 2021		
	Current Discount			Current Discount		
	1% Decrease	Rate	1% Increase	1% Decrease	Rate	1% Increase
Discount rate	4.90%	5.90%	6.90%	5.80%	6.80%	7.80%
Net pension (asset) liability	\$ 1,383,663	\$ 4,985	\$ (1,266,479)	\$ 2,812,784	\$ 1,532,617	\$ 353,577

GTCS

	March 31, 2022			March 31, 2021		
	Current Discount			Current Discount		
	1% Decrease	Rate	1% Increase	1% Decrease	Rate	1% Increase
Discount rate	4.90%	5.90%	6.90%	5.80%	6.80%	7.80%
Net pension (asset) liability	\$ 720,243	\$ 2,595	\$ (659,245)	\$ 1,278,787	\$ 696,779	\$ 160,748

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

For the years ended March 31, 2022 and 2021, the Authority recognized pension expense related to each pension plan as follows:

Pension Plan	2022	2021
RTS Union	\$ (2,811,775)	\$ (1,645,697)
RTS Non-Union	593,139	515,620
Lift Line Union	(79,918)	(29,443)
Lift Line Non-Union	(2,753)	12,631
RGRTA - NYSLERS	127,542	544,585
GTCS - NYSLERS	33,971	208,928
	<u>\$ (2,139,794)</u>	<u>\$ (393,376)</u>

5. PENSION PLANS (Continued)

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

As of March 31, 2022, the Authority reported deferred outflow and deferred inflow of resources for each pension plan as follows:

	RTS Union Plan		RTS Non-Union Plan		Lift Line Union Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,076,671	\$ (496,506)	\$ 536,062	\$ (1,102,882)	\$ 445,065	\$ (232,518)
Net difference between projected and actual earnings on plan investments	-	(6,211,920)	-	(1,945,265)	-	(410,818)
Changes in actuarial assumptions	2,656,412	(565,303)	367,465	-	267,349	(295,906)
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-
Employer contributions to the plan subsequent to the measurement date of the net pension liability	-	-	-	-	-	-
Total	<u>\$ 3,733,083</u>	<u>\$ (7,273,729)</u>	<u>\$ 903,527</u>	<u>\$ (3,048,147)</u>	<u>\$ 712,414</u>	<u>\$ (939,242)</u>
	Lift Line and Regional Entities Non-Union Plan		RGRTA - NYSLERS		GTC - NYSLERS	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 7,214	\$ (150,216)	\$ 60,881	\$ -	\$ 31,691	\$ -
Net difference between projected and actual earnings on plan investments	-	(284,200)	-	(1,432,006)	-	(745,407)
Changes in actuarial assumptions	177,153	(56,145)	916,594	(17,287)	477,118	(8,999)
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	67,595	(83,703)	13,258	(57,709)
Employer contributions to the plan subsequent to the measurement date of the net pension liability	-	-	281,136	-	99,628	-
Total	<u>\$ 184,367</u>	<u>\$ (490,561)</u>	<u>\$ 1,326,206</u>	<u>\$ (1,532,996)</u>	<u>\$ 621,695</u>	<u>\$ (812,115)</u>

5. PENSION PLANS (Continued)

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

As of March 31, 2021, the Authority reported deferred outflow and deferred inflow of resources for each pension plan as follows:

	RTS Union Plan		RTS Non-Union Plan		Lift Line Union Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,465,667	\$ (590,743)	\$ 717,604	\$ (1,470,509)	\$ 527,582	\$ (161,721)
Net difference between projected and actual earnings on plan investments	-	(11,258,920)	-	(3,232,454)	-	(780,860)
Changes in actuarial assumptions	3,394,855	(1,130,605)	489,954	-	348,309	(355,087)
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-
Employer contributions to the plan subsequent to the measurement date of the net pension liability	-	-	-	-	-	-
Total	<u>\$ 4,860,522</u>	<u>\$ (12,980,268)</u>	<u>\$ 1,207,558</u>	<u>\$ (4,702,963)</u>	<u>\$ 875,891</u>	<u>\$ (1,297,668)</u>
	Lift Line and Regional Entities Non-Union Plan		RGRTA - NYSLERS		GTC - NYSLERS	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 24,538	\$ (110,778)	\$ 90,201	\$ -	\$ 41,008	\$ -
Net difference between projected and actual earnings on plan investments	-	(462,025)	30,860	(26,647)	14,030	(12,115)
Changes in actuarial assumptions	221,442	(84,216)	785,694	-	357,203	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	64,283	(18,441)	18,451	(61,597)
Employer contributions to the plan subsequent to the measurement date of the net pension liability	-	-	241,301	-	81,126	-
Total	<u>\$ 245,980</u>	<u>\$ (657,019)</u>	<u>\$ 1,212,339</u>	<u>\$ (45,088)</u>	<u>\$ 511,818</u>	<u>\$ (73,712)</u>

5. PENSION PLANS (Continued)

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

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

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

Year Ending March 31	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Lift Line and Regional Entities Non- Union Plan	RGRTA - NYSLERS	GTC - NYSLERS	Total
2023	\$ (1,728,692)	\$ (546,857)	\$ (70,872)	\$ (109,254)	\$ (35,804)	\$ (27,433)	\$ (2,518,912)
2024	(986,170)	(702,383)	(78,735)	(111,608)	(84,950)	(49,019)	(2,012,865)
2025	(1,685,835)	(1,051,859)	(140,730)	(97,076)	(286,398)	(149,376)	(3,411,274)
2026	887,227	156,479	73,699	26,592	-	-	1,143,997
2027	(27,176)	-	(21,577)	(14,848)	-	-	(63,601)
Thereafter	-	-	11,387	-	-	-	11,387
	<u>\$ (3,540,646)</u>	<u>\$ (2,144,620)</u>	<u>\$ (226,828)</u>	<u>\$ (306,194)</u>	<u>\$ (407,152)</u>	<u>\$ (225,828)</u>	<u>\$ (6,851,268)</u>

Summary of Net Pension Liabilities, Deferred Outflows and Deferred Inflows

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

	2022			2021		
Plan	Net Pension Liability (Asset)	Deferred Outflows of Resources	Deferred Inflows of Resources	Net Pension Liability (Asset)	Deferred Outflows of Resources	Deferred Inflows of Resources
RTS Union	\$ (2,423,126)	\$ 3,733,083	\$ (7,273,729)	\$ (3,213,086)	\$ 4,860,522	\$ (12,980,268)
RTS Non-Union	786,372	903,527	(3,048,147)	61,792	1,207,558	(4,702,963)
Lift Line Union	(886,984)	712,414	(939,242)	(877,992)	875,891	(1,297,668)
Lift Line and Regional Entities Non-Union Plan	(106,248)	184,367	(490,561)	(39,040)	245,980	(657,019)
RGRTA - NYSLERS	4,985	1,326,206	(1,532,996)	1,532,617	1,212,339	(45,088)
GTC - NYSLERS	2,595	621,695	(812,115)	696,779	511,818	(73,712)
Total	<u>\$ (2,622,406)</u>	<u>\$ 7,481,292</u>	<u>\$ (14,096,790)</u>	<u>\$ (1,838,930)</u>	<u>\$ 8,914,108</u>	<u>\$ (19,756,718)</u>

6. TOTAL OTHER POSTEMPLOYMENT BENEFITS

Plan Description and Benefits Provided

The Authority provides certain postemployment insurance benefits to retired RTS union employees and non-union employees of RTS and RGRTA hired on or before August 4, 2016. These benefits are provided and can be amended based upon collective bargaining agreements as well as established practices which together constitute a substantive plan (the Plan). The Authority combines the two plans and administers as a single employer defined benefit other postemployment benefit (OPEB) Plan.

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

Funding Policy

Currently, the Plan is funded by the Authority on a pay-as-you-go basis. As of the date of these financial statements, New York State has not yet adopted legislation that would enable government entities to establish a GASB qualifying trust for the purpose of funding OPEB benefits. Pending such legislation, the Authority established an OPEB reserve fund in 2007. As a result, there are no assets accumulated in a trust that meets the criteria of GASB 75, paragraph 4.

Employees Covered by Benefit Terms

At April 1, 2021, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	299
Inactive employees entitled to but not yet receiving benefits	-
Active employees	<u>394</u>
Total participants	<u>693</u>

Total OPEB Liability

The Authority's total OPEB liability of \$126,440,431 and \$154,464,314 was measured as of March 31, 2022 and 2021, respectively, and was determined by an actuarial valuation as of April 1, 2021 and April 1, 2019.

Actuarial Assumptions and Other Inputs

The total OPEB liability in the April 1, 2021 actuarial valuation was determined using the following actuarial assumptions and other inputs applied to all periods included in the measurement, unless otherwise specified:

Reporting Dates	March 31, 2022 and 2021
Measurement Dates	March 31, 2022 and 2021
Actuarial Valuation Date	April 1, 2021
Discount Rate	2.67% for 2022 and 2.27% for 2021
Rate of Compensation Increase	3.00% for 2022 and 2.00% for 2021
Inflation Rate	4.24% for 2022 and 2.90% for 2021
Actuarial Cost Method	Entry Age Normal
Amortization Method	Straight Line
Amortization Period	5.28 years for 2022 and 5.45 years for 2021

6. TOTAL OTHER POSTEMPLOYMENT BENEFITS (Continued)

Actuarial Assumptions and Other Inputs (Continued)

The discount rates were based on the index provided by *Bond Buyer 20-Bond General Obligation Index* based on the 20-year AA municipal bond rates as of March 31, 2022.

Mortality rates were based on the Pub:2010 General Employees Headcount Weighted Mortality fully generational using Scale MP-2021 and Pub-2010 General Retirees Headcount Weighted Mortality fully generational using Scale MP-2021.

The actuarial assumptions used in the March 31, 2022 valuation were based on the types of benefits provided under the terms of the substantive plan at the time of the valuation and on the pattern of cost sharing between the employer and plan members.

Changes in the Total OPEB Liability

Changes in the total OPEB liability were as follows for the fiscal years ended March 31:

	<u>2022</u>	<u>2021</u>
Balance – April 1	\$ 154,464,314	\$ 148,049,462
Changes for the year:		
Service cost	5,197,778	6,688,921
Interest	3,206,189	3,319,931
Assumption changes	(47,884,850)	-
Difference between actual and expected experience	15,548,013	-
Change in actuarial cost method	-	-
Benefit payments	<u>(4,091,013)</u>	<u>(3,594,000)</u>
Balance – March 31	<u>\$ 126,440,431</u>	<u>\$ 154,464,314</u>

Changes in assumptions reflect a change in the discount rate from 2.27% as of April 1, 2019 to 2.67% as of April 1, 2021.

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

The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using a discount rate that is 1% higher (3.67% in 2022 and 3.27% in 2021) or 1% lower (1.67% in 2022 and 1.27% in 2021) than the current discount rate (2.67% in 2022 and 2.27% in 2021).

	<u>1% Decrease</u>	<u>Current</u>	<u>1% Increase</u>
March 31, 2022	\$ 145,273,583	\$ 126,440,431	\$ 111,066,879
March 31, 2021	\$ 183,034,826	\$ 154,464,314	\$ 131,684,777

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

The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1% higher (8.0% in 2022 and 7.1% in 2021) or 1% lower (6.0% in 2022 and 5.1% in 2021) than the current healthcare cost trend rate (7.00% in 2022 and 6.10% in 2021).

	<u>1% Decrease</u>	<u>Current</u>	<u>1% Increase</u>
March 31, 2022	\$ 108,235,223	\$ 126,440,431	\$ 149,346,948
March 31, 2021	\$ 127,692,667	\$ 154,464,314	\$ 188,879,545

6. TOTAL OTHER POSTEMPLOYMENT BENEFITS (Continued)

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

The Authority recognized OPEB expense of \$7,138,925 and \$14,868,211 for the fiscal years ended March 31, 2022 and 2021, respectively.

During the fiscal year ended March 31, 2022, the Authority recognized the following deferred inflows and outflows of resources:

	<u>Attributable to</u>				
	<u>Actual vs Expected Experience</u>	<u>Assumption Changes</u>	<u>Plan Changes</u>	<u>Expected Return on Investments</u>	<u>Total</u>
Deferred Outflow	\$ 12,603,314	\$ 14,500,089	\$ -	\$ -	\$ 27,103,403
Deferred Inflow	(2,378,148)	(38,929,744)	-	-	(41,307,894)

During the fiscal year ended March 31, 2021, the Authority recognized the following deferred inflows and outflows of resources:

	<u>Attributable to</u>				
	<u>Actual vs Expected Experience</u>	<u>Assumption Changes</u>	<u>Plan Changes</u>	<u>Expected Return on Investments</u>	<u>Total</u>
Deferred Outflow	\$ -	\$ 20,418,490	\$ -	\$ -	\$ 20,418,490
Deferred Inflow	(3,348,821)	(202,363)	-	-	(3,551,184)

Amounts reported as deferred outflows and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows during the fiscal years ending March 31:

	<u>Amortization of</u>			
	<u>Actual vs Expected Experience</u>	<u>Assumption Changes</u>	<u>Plan Changes</u>	<u>Expected Return on Investments</u>
March 31, 2023	\$ (970,673)	\$ 9,069,100	\$ -	\$ -
March 31, 2024	(970,673)	9,069,100	-	-
March 31, 2025	(436,802)	9,069,100	-	-
March 31, 2026	-	9,069,100	-	-
March 31, 2027	-	2,653,344	-	-
Thereafter	-	-	-	-

7. SELF-INSURANCE

The Authority maintains aggregate automobile liability insurance coverage of \$15,000,000, including the first \$1,500,000 per incident for which the Authority is self-insured. The Authority is also self-insured for workers' compensation, health insurance, environmental claims, and certain forms of property damage. The Authority has set aside assets for claim settlement and servicing and with regard to health insurance, carries stop-loss insurance that limits the Authority's exposure to \$200,000 per individual claimant. All component units of the Authority are covered by these assets.

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

The information below summarizes the workers' compensation activity for the years ended March 31:

	<u>2022</u>	<u>2021</u>
Balance – April 1	\$ 7,730,000	\$ 7,370,000
Current year claims and changes in estimates	3,370,610	979,289
Claims Payments	<u>(580,611)</u>	<u>(619,289)</u>
Balance – March 31	<u>\$ 10,519,999</u>	<u>\$ 7,730,000</u>

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

	<u>2022</u>	<u>2021</u>
Balance – April 1	\$ 4,011,432	\$ 2,743,048
Current year claims and changes in estimates	504,447	803,277
Claims (Payments)/Recoupments	<u>(912,533)</u>	<u>465,107</u>
Balance – March 31	<u>\$ 3,603,346</u>	<u>\$ 4,011,432</u>

The information below summarizes the reserve for health insurance activity for the years ended March 31:

	<u>2022</u>	<u>2021</u>
Balance – April 1	\$ 762,574	\$ 1,467,575
Current year claims and changes in estimates	9,854,331	7,832,834
Claims Recoupments	<u>(9,401,330)</u>	<u>(8,537,835)</u>
Balance – March 31	<u>\$ 1,215,575</u>	<u>\$ 762,574</u>

7. SELF-INSURANCE (continued)

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

	<u>2022</u>	<u>2021</u>
Balance – April 1	\$ 4,058,460	\$ 4,026,542
Uses of self-insurance investments	-	-
Earnings on self-insurance investments, net	<u>(51,803)</u>	<u>31,918</u>
Balance – March 31	<u>\$ 4,006,657</u>	<u>\$ 4,058,460</u>

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

8. CAPITAL RESERVE FUND

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

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

	<u>2022</u>	<u>2021</u>
Balance – April 1	\$ -	\$ -
Additional funding from unrestricted net position	-	-
Temporary funding from working capital	1,032,625	4,608,987
Investment earnings	-	-
Local share of capital purchases	<u>(1,032,625)</u>	<u>(4,608,987)</u>
Balance – March 31	<u>\$ -</u>	<u>\$ -</u>

9. COMMITMENTS

Fuel Swap

The Authority entered into contracts with Cargill to reduce the risk of price volatility for diesel fuel supply for the periods shown below. The Authority has treated each of these contracts as a normal purchase contract and accordingly, has determined that they are not subject to the requirements of GASB statement No. 53, *Accounting and Reporting for Derivative Instruments*.

The swap contracts for the years ended March 31, 2022 and 2021 covered approximately 66% of the Authority's fuel purchases establishing a cap on fuel cost per gallon for that portion of its fuel needs. The balance of the Authority's fuel supply needs were purchased via the spot market to take advantage of market prices that fall below the fixed price swap amount per gallon.

9. COMMITMENTS (continued)

Terms

The terms of the Authority's fuel swap contracts were as follows:

<u>Notional Amount</u>	<u>Counter-Party Credit Rating *</u>	<u>Effective Date</u>	<u>Maturity Date</u>	<u>Terms</u>
113,400 Gallons of Diesel Fuel per Month	A	4/1/2021	3/31/2022	Pay \$1.970 per gallon of diesel fuel, receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.
113,400 Gallons of Diesel Fuel per Month	A	4/1/2020	3/31/2021	Pay \$2.039 per gallon of diesel fuel, receive floating price NY Harbor Ultra Low Sulfur Diesel Fuel price back.

* As noted by Standard and Poor's.

During fiscal 2022, the Authority received \$590,530 in net cash payments from Cargill. During fiscal 2021, the Authority made \$1,016,424 in net cash payments to Cargill.

Credit Risk

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

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

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

10. CONTINGENCIES

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

11. SOIL REMEDIATION LIABILITY

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

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

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

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

	<u>2022</u>	<u>2021</u>
Soil remediation liability – April 1	\$ 923,817	\$ 926,204
Expected additional future outlays, increasing liability estimates	55,187	-
Payments for soil remediation and changes in estimate	<u>(15,266)</u>	<u>(2,387)</u>
Soil remediation liability – March 31	963,738	923,817
Less: Current portion	<u>(274,315)</u>	<u>(284,655)</u>
Long-term soil remediation liability	<u>\$ 689,423</u>	<u>\$ 639,162</u>

The Authority has estimated it will expend \$274,314 during the year ending March 31, 2023 and has recorded this amount as a current liability.

12. IMPACT OF NOVEL CORONAVIRUS (COVID-19) PANDEMIC

In March 2020, the first case of novel coronavirus (COVID-19) was reported in the State of New York and shortly thereafter, Monroe County, the largest county in the Authority's service area, reported its first COVID-19 case. Subsequently, the World Health Organization declared the outbreak of COVID-19 a pandemic and following that, New York Governor Cuomo issued a statewide shut down of non-essential businesses. The Authority, following guidance of Local, State and Federal officials, took several steps to ensure customer and employee safety and accordingly, instituted free fares and rear door entry throughout our service area, implemented enhanced vehicle and facility cleaning procedures and directed all non-essential employees to work from home. In July 2020, fare collection and front door entry resumed and non-essential employees began returning to work, while the enhanced cleaning procedures continued. Throughout the course of fiscal 2021, the impact of these measures and the community response to COVID-19 was both operational and financial due to reductions in ridership and multiple revenue streams, as well as State operating assistance.

The Authority's reliance on State funding is noted throughout these financial statements, as well as in our operating budget and future budgetary projections. To support ongoing service and provide near-term financial stability, the following legislation was passed:

- The Coronavirus Aid, Relief, and Economic Security (CARES) Act, passed by Congress and signed by the President on March 27, 2020, made available to the Authority approximately \$45 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal 2021.
- The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), passed by Congress and signed by the President on December 27, 2020, made available to the Authority approximately \$23.5 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal 2021.
- The American Rescue Plan Act of 2021, passed by Congress and signed by the President on March 11, 2021, made available to the Authority approximately \$45.5 million in Federal funding, all of which is reflected as Federal operating assistance in these financial statements in fiscal 2022.

While the uncertainties caused by the pandemic are considered temporary and the funding noted above is adequate to allow the Authority to support ongoing service and provide near-term financial stability, the longer-term financial impact on our essential service, public transportation, is still not reasonably predictable at this time as ridership across the industry has still not recovered to pre-pandemic levels.

13. CONDENSED FINANCIAL INFORMATION

The financial statements of the Authority include the accounts of RGRTA, and its ten (10) blended component units for which the Authority is financially accountable, as more completely described in Note 1, "Basis of Presentation".

Condensed financial information for each of these entities is as follows:

Condensed statement of net position (in millions)
As of March 31, 2022

	RGRTA	RTS	Access
Assets:			
Current	\$ 123.9	\$ 15.0	\$ 1.1
Capital	-	127.3	2.8
Other	<u>74.1</u>	<u>1.6</u>	<u>1.0</u>
Total assets	198.0	143.9	4.9
Deferred outflows of resources	<u>1.8</u>	<u>31.3</u>	<u>0.9</u>
Total assets and deferred outflows of resources	<u>199.8</u>	<u>175.2</u>	<u>5.8</u>
Liabilities:			
Current	1.1	23.1	2.2
Long-term	<u>1.3</u>	<u>125.9</u>	<u>-</u>
Total liabilities	<u>2.4</u>	<u>149.0</u>	<u>2.2</u>
Deferred inflows of resources	<u>2.7</u>	<u>50.4</u>	<u>1.4</u>
Total liabilities and deferred inflows of resources	<u>5.1</u>	<u>199.4</u>	<u>3.6</u>
Net Position:			
Net investment in capital assets	-	127.3	2.8
Unrestricted	<u>194.7</u>	<u>(151.5)</u>	<u>(0.6)</u>
Total net position	<u>\$ 194.7</u>	<u>\$ (24.2)</u>	<u>\$ 2.2</u>

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of net position (in millions)
As of March 31, 2022

	Genesee	Livingston	Ontario
Assets:			
Current	\$ -	\$ 0.1	\$ 0.2
Capital	0.2	2.3	1.4
Other	-	-	-
Total assets	<u><u>0.2</u></u>	<u><u>2.4</u></u>	<u><u>1.6</u></u>
Liabilities:			
Current	0.5	0.3	0.4
Long-term	-	-	-
Total liabilities	<u><u>0.5</u></u>	<u><u>0.3</u></u>	<u><u>0.5</u></u>
Net Position:			
Net investment in capital assets	0.2	2.3	1.4
Unrestricted	(0.5)	(0.3)	(0.3)
Total net position	<u><u>\$ (0.3)</u></u>	<u><u>\$ 2.1</u></u>	<u><u>\$ 1.1</u></u>
	Orleans	Seneca	Wayne
Assets:			
Current	\$ -	\$ -	\$ 0.1
Capital	3.3	0.7	1.2
Other	-	-	-
Total assets	<u><u>3.3</u></u>	<u><u>0.7</u></u>	<u><u>1.3</u></u>
Liabilities:			
Current	0.1	0.1	0.4
Long-term	-	-	-
Total liabilities	<u><u>0.1</u></u>	<u><u>0.1</u></u>	<u><u>0.4</u></u>
Net Position:			
Net investment in capital assets	3.3	0.7	1.2
Unrestricted	(0.1)	(0.1)	(0.3)
Total net position	<u><u>\$ 3.2</u></u>	<u><u>\$ 0.6</u></u>	<u><u>\$ 0.9</u></u>

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of net position (in millions)
As of March 31, 2022

	Wyoming	GTCS
Assets:		
Current	\$ -	\$ 0.6
Capital	0.9	-
Other	-	-
Total assets	<u>0.9</u>	<u>0.6</u>
Deferred outflows of resources	-	0.6
Total assets and deferred outflows of resources	<u><u>0.9</u></u>	<u><u>1.2</u></u>
Liabilities:		
Current	0.3	0.3
Long-term	-	-
Total liabilities	<u>0.3</u>	<u>0.3</u>
Deferred inflows of resources	-	0.8
Total liabilities and deferred inflows of resources	<u>0.3</u>	<u>1.1</u>
Net Position:		
Net investment in capital assets	0.9	-
Unrestricted	(0.3)	0.1
Total net position	<u><u>\$ 0.6</u></u>	<u><u>\$ 0.1</u></u>

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

Condensed statement of revenues, expenses and changes in net position (in millions)
For the year ended March 31, 2022

	RGRTA	RTS	Access
Operating revenues	\$ 1.8	\$ 16.9	\$ 0.4
Operating expenses	2.7	83.3	8.8
Depreciation	<u>-</u>	<u>15.3</u>	<u>0.8</u>
Operating income (loss)	<u>(0.9)</u>	<u>(81.7)</u>	<u>(9.2)</u>
Non-operating revenues (expenses)	39.6	68.5	8.9
Capital contributions	<u>-</u>	<u>3.3</u>	<u>0.8</u>
Change in net position	38.7	(9.9)	0.5
Beginning net position	156.0	(14.3)	1.7
Ending net position	<u>\$ 194.7</u>	<u>\$ (24.2)</u>	<u>\$ 2.2</u>

	Genesee	Livingston	Ontario
Operating revenues	\$ 0.2	\$ 0.6	\$ 0.3
Operating expenses	1.1	1.9	2.5
Depreciation	<u>0.1</u>	<u>0.2</u>	<u>0.5</u>
Operating income (loss)	<u>(1.0)</u>	<u>(1.5)</u>	<u>(2.7)</u>
Nonoperating revenues (expenses)	0.8	1.5	1.9
Capital contributions	<u>-</u>	<u>0.2</u>	<u>1.1</u>
Change in net position	(0.2)	0.2	0.3
Beginning net position	(0.1)	1.9	0.8
Ending net position	<u>\$ (0.3)</u>	<u>\$ 2.1</u>	<u>\$ 1.1</u>

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

Condensed statement of revenues, expenses and changes in net position (in millions)
For the year ended March 31, 2022

	Orleans	Seneca	Wayne
Operating revenues	\$ -	\$ -	\$ 0.7
Operating expenses	0.8	0.9	2.6
Depreciation	<u>0.1</u>	<u>-</u>	<u>0.3</u>
Operating income (loss)	<u>(0.9)</u>	<u>(0.9)</u>	<u>(2.2)</u>
Nonoperating revenues			
(expenses)	0.8	0.8	2.2
Capital contributions	<u>-</u>	<u>0.6</u>	<u>0.4</u>
Change in net position	(0.1)	0.5	0.4
Beginning net position	<u>3.3</u>	<u>0.1</u>	<u>0.5</u>
Ending net position	<u>\$ 3.2</u>	<u>\$ 0.6</u>	<u>\$ 0.9</u>

	Wyoming	GTCS
Operating revenues	\$ 0.1	\$ -
Operating expenses	1.6	2.0
Depreciation	<u>-</u>	<u>-</u>
Operating income (loss)	<u>(1.5)</u>	<u>(2.0)</u>
Nonoperating revenues		
(expenses)	1.5	2.3
Capital contributions	<u>0.3</u>	<u>-</u>
Change in net position	0.3	0.3
Beginning net position	<u>0.3</u>	<u>(0.2)</u>
Ending net position	<u>\$ 0.6</u>	<u>\$ 0.1</u>

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of cash flows (in millions)
For the year ended March 31, 2022

	RGR TA	RTS	Access
Cash provided by (used for):			
Operating activities	\$ 0.1	\$ (64.6)	\$ (8.8)
Noncapital financing activities	9.1	68.5	8.9
Capital and related financing activities	3.6	(4.1)	(0.1)
Investing activities	<u>(1.5)</u>	<u>-</u>	<u>-</u>
Net change	11.2	(0.1)	-
Beginning cash and equivalents	<u>31.4</u>	<u>0.1</u>	<u>-</u>
Ending cash and equivalents	\$ <u>42.6</u>	\$ <u>-</u>	\$ <u>-</u>
	Genesee	Livingston	Ontario
Cash provided by (used for):			
Operating activities	\$ (0.8)	\$ (1.5)	\$ (1.9)
Noncapital financing activities	0.8	1.5	1.9
Capital and related financing activities	-	-	-
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	-	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	\$ <u>-</u>	\$ <u>-</u>	\$ <u>-</u>
	Orleans	Seneca	Wayne
Cash provided by (used for):			
Operating activities	\$ (0.8)	\$ (0.7)	\$ (2.2)
Noncapital financing activities	0.8	0.8	2.2
Capital and related financing activities	-	(0.1)	-
Investing activities	<u>-</u>	<u>-</u>	<u>-</u>
Net change	-	-	-
Beginning cash and equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Ending cash and equivalents	\$ <u>-</u>	\$ <u>-</u>	\$ <u>-</u>

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of cash flows (in millions) For the year ended March 31, 2022

	Wyoming	GTCS
Cash provided by (used for):		
Operating activities	\$ (1.4)	\$ (2.2)
Noncapital financing activities	1.4	2.3
Capital and related financing activities	-	-
Investing activities	-	-
Net change	-	0.1
Beginning cash and equivalents	-	-
Ending cash and equivalents	\$ -	\$ 0.1

Condensed statement of net position (in millions) As of March 31, 2021

	RGRTA	RTS	Access
Assets:			
Current	\$ 93.1	\$ 8.9	\$ 0.8
Capital	-	142.5	3.7
Other	73.6	-	-
Total assets	166.7	151.4	4.5
Deferred outflows of resources	1.5	26.2	1.1
Total assets and deferred outflows of resources	168.2	177.6	5.6
Liabilities:			
Current	8.5	17.7	2.0
Long-term	3.6	153.1	-
Total liabilities	12.1	170.8	2.0
Deferred inflows of resources	0.1	21.2	2.0
Total liabilities and deferred inflows of resources	12.2	192.0	4.0
Net Position:			
Net investment in capital assets	-	139.3	2.8
Unrestricted	156.0	(153.6)	(1.1)
Total net position	\$ 168.2	\$ (14.3)	\$ 1.7

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of net position (in millions)
As of March 31, 2021

	Genesee	Livingston	Ontario
Assets:			
Current	\$ -	\$ -	\$ 0.1
Capital	0.3	2.1	1.0
Other	-	-	-
Total assets	<u><u>0.3</u></u>	<u><u>2.1</u></u>	<u><u>1.1</u></u>
Liabilities:			
Current	0.4	0.2	0.3
Long-term	-	-	-
Total liabilities	<u><u>0.4</u></u>	<u><u>0.2</u></u>	<u><u>0.3</u></u>
Net Position:			
Net investment in capital assets	0.3	2.1	1.0
Unrestricted	(0.4)	(0.2)	(0.2)
Total net position	<u><u>\$ (0.1)</u></u>	<u><u>\$ 1.9</u></u>	<u><u>\$ 0.8</u></u>

	Orleans	Seneca	Wayne
Assets:			
Current	\$ -	\$ -	\$ 0.1
Capital	3.4	0.2	0.9
Other	-	-	-
Total assets	<u><u>3.4</u></u>	<u><u>0.2</u></u>	<u><u>1.0</u></u>
Liabilities:			
Current	0.1	0.1	0.4
Long-term	-	-	-
Total liabilities	<u><u>0.1</u></u>	<u><u>0.1</u></u>	<u><u>0.4</u></u>
Net Position:			
Net investment in capital assets	3.4	0.2	0.9
Unrestricted	(0.1)	(0.1)	(0.3)
Total net position	<u><u>\$ 3.3</u></u>	<u><u>\$ 0.1</u></u>	<u><u>\$ 0.6</u></u>

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of net position (in millions) As of March 31, 2021

	Wyoming	GTCS
Assets:		
Current	\$ -	\$ 7.1
Capital	0.6	-
Other	-	-
Total assets	<u>0.6</u>	<u>7.1</u>
Deferred outflows of resources	<u>-</u>	<u>0.5</u>
Total assets and deferred outflows of resources	<u><u>0.6</u></u>	<u><u>7.6</u></u>
Liabilities:		
Current	0.2	7.1
Long-term	-	0.7
Total liabilities	<u>0.2</u>	<u>7.8</u>
Deferred inflows of resources	<u>-</u>	<u>0.1</u>
Total liabilities and deferred inflows of resources	0.2	7.9
Net Position:		
Net investment in capital assets	0.6	-
Unrestricted	(0.2)	(0.3)
Total net position	<u><u>\$ 0.4</u></u>	<u><u>\$ (0.3)</u></u>

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of revenues, expenses and changes in net position (in millions) For the year ended March 31, 2021

	RGRTA	RTS	Access
Operating revenues	\$ 1.8	\$ 7.0	\$ 0.2
Operating expenses	3.1	85.4	7.8
Depreciation	<u>-</u>	<u>14.6</u>	<u>0.9</u>
Operating income (loss)	<u>(1.3)</u>	<u>(93.0)</u>	<u>(8.5)</u>
Non-operating revenues (expenses)	43.2	72.1	7.8
Capital contributions	<u>-</u>	<u>26.8</u>	<u>1.0</u>
Change in net position	41.9	5.9	0.3
Beginning net position	114.1	(20.2)	1.4
Ending net position	<u>\$ 156.0</u>	<u>\$ (14.3)</u>	<u>\$ 1.7</u>

	Genesee	Livingston	Ontario
Operating revenues	\$ 0.2	\$ 0.3	\$ 0.2
Operating expenses	1.1	1.6	2.4
Depreciation	<u>0.1</u>	<u>0.3</u>	<u>0.6</u>
Operating income (loss)	<u>(1.0)</u>	<u>(1.6)</u>	<u>(2.8)</u>
Nonoperating revenues (expenses)	0.8	1.3	2.4
Capital contributions	<u>-</u>	<u>-</u>	<u>-</u>
Change in net position	(0.2)	(0.3)	(0.4)
Beginning net position	0.1	2.2	1.2
Ending net position	<u>\$ (0.1)</u>	<u>\$ 1.9</u>	<u>\$ 0.8</u>

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

Condensed statement of revenues, expenses and changes in net position (in millions)
For the year ended March 31, 2021

	Orleans	Seneca	Wayne
Operating revenues	\$ -	\$ -	\$ 0.2
Operating expenses	0.8	0.9	2.3
Depreciation	<u>0.2</u>	<u>0.1</u>	<u>0.5</u>
Operating income (loss)	<u>(1.0)</u>	<u>(1.0)</u>	<u>(2.6)</u>
Nonoperating revenues			
(expenses)	0.8	0.9	1.7
Capital contributions	<u>-</u>	<u>-</u>	<u>-</u>
Change in net position	(0.2)	(0.1)	(0.9)
Beginning net position	<u>3.5</u>	<u>0.2</u>	<u>1.5</u>
Ending net position	<u>\$ 3.3</u>	<u>\$ 0.1</u>	<u>\$ 0.5</u>

	Wyoming	GTCS
Operating revenues	\$ -	\$ 0.1
Operating expenses	1.3	2.6
Depreciation	<u>0.1</u>	<u>-</u>
Operating income (loss)	<u>(1.4)</u>	<u>(2.5)</u>
Nonoperating revenues		
(expenses)	1.3	2.4
Capital contributions	<u>-</u>	<u>-</u>
Change in net position	(0.1)	(0.1)
Beginning net position	<u>0.4</u>	<u>(0.1)</u>
Ending net position	<u>\$ 0.3</u>	<u>\$ (0.2)</u>

13. CONDENSED FINANCIAL INFORMATION (Continued)

Condensed statement of cash flows (in millions)
For the year ended March 31, 2021

	RGRTA	RTS	Access
Cash provided by (used for):			
Operating activities	\$ (2.3)	\$ (69.2)	\$ (7.8)
Noncapital financing activities	19.1	72.1	7.8
Capital and related financing activities	0.3	(2.8)	-
Investing activities	1.6	-	-
Net change	18.7	0.1	-
Beginning cash and equivalents	12.7	-	-
Ending cash and equivalents	\$ 31.4	\$ 0.1	\$ -
	Genesee	Livingston	Ontario
Cash provided by (used for):			
Operating activities	\$ (0.9)	\$ (1.3)	\$ (2.4)
Noncapital financing activities	0.9	1.3	2.4
Capital and related financing activities	-	-	-
Investing activities	-	-	-
Net change	-	-	-
Beginning cash and equivalents	-	-	-
Ending cash and equivalents	\$ -	\$ -	\$ -
	Orleans	Seneca	Wayne
Cash provided by (used for):			
Operating activities	\$ (0.8)	\$ (0.9)	\$ (1.7)
Noncapital financing activities	0.8	0.9	1.7
Capital and related financing activities	-	-	-
Investing activities	-	-	-
Net change	-	-	-
Beginning cash and equivalents	-	-	-
Ending cash and equivalents	\$ -	\$ -	\$ -

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

Condensed statement of cash flows (in millions)
For the year ended March 31, 2021

	Wyoming	GTCS
Cash provided by (used for):		
Operating activities	\$ (1.3)	\$ (2.5)
Noncapital financing activities	1.3	2.5
Capital and related financing activities	-	-
Investing activities	-	-
Net change	-	-
Beginning cash and equivalents	-	-
Ending cash and equivalents	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>

Required Supplementary Information

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

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

SCHEDULE OF CHANGES IN THE AUTHORITY'S TOTAL OPEB LIABILITY AND RELATED RATIOS FOR THE YEAR ENDED MARCH 31,

	Last 10 Fiscal Years (Dollar amounts displayed in thousands)									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
OPEB Liability - Beginning of Year	\$ 154,464	\$ 148,049	\$ 114,878	\$ 108,347	\$ 102,674					
Changes for the Year										
Service Cost	5,198	6,689	6,540	4,940	4,791					
Interest	3,206	3,320	3,180	4,165	3,915					
Assumption Changes	(47,885)	-	32,255	-	(556)					
Difference Between Actual and Expected Experience	15,548	-	(5,290)	-	-					
Change in Actuarial Cost Method	-	-	-	-	-					
Benefit Payments	(4,091)	(3,594)	(3,514)	(2,574)	(2,477)					
OPEB Liability - End of Year	\$ 126,440	\$ 154,464	\$ 148,049	\$ 114,878	\$ 108,347					
Covered Payroll	\$ 29,478	\$ 28,907	\$ 28,340	\$ 29,472	\$ 28,894					
Total OPEB Liability as % of Covered Payroll	428.9%	534.3%	522.4%	389.8%	375.0%					

Notes to schedule:

Changes in assumptions.

Changes in assumptions and other inputs reflect the effects of changes in the discount rate each period.

The following reflects the discount rate used each period:

Discount Rate	2.67%	2.27%	2.27%	3.89%	3.86%					
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Plan assets.

No assets are accumulated in a trust that meets all of the criteria of GASB No. 75, paragraph 4, to pay benefits.

Information for the periods prior to implementation of GASB 75 is unavailable and will be completed for each year going forward as they become available.

Information for the periods prior to implementation of GASB 75 is unavailable and will be completed for each year going forward as they become available.

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

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY FOR THE YEAR ENDED MARCH 31,

Last 10 Fiscal Years (Dollar amounts displayed in thousands)										
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
<u>NYSLERS - RGRTA:</u>										
Proportion of the net pension liability	0.0050064%	0.0057877%	0.0060155%	0.0062336%	0.0058151%	0.0051048%	0.0050097%	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.		
Proportionate share of the net pension liability	\$ 5	\$ 1,533	\$ 426	\$ 201	\$ 546	\$ 819	\$ 169			
Covered payroll	\$ 1,557	\$ 1,511	\$ 1,460	\$ 1,662	\$ 1,583	\$ 1,583	\$ 1,502			
Proportionate share of the net pension liability as a percentage of its covered payroll	0.0%	101.5%	29.2%	12.1%	34.5%	51.7%	11.3%			
Plan fiduciary net position as a percentage of total pension liability	100.0%	86.4%	96.3%	98.2%	94.7%	90.7%	97.9%			
<u>NYSLERS - GTC:</u>										
Proportion of the net pension liability	0.0026060%	0.0026313%	0.0024003%	0.0021866%	0.0025293%	0.0026778%	0.0027777%	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.		
Proportionate share of the net pension liability	\$ 3	\$ 697	\$ 170	\$ 71	\$ 238	\$ 430	\$ 94			
Covered payroll	\$ 621	\$ 566	\$ 539	\$ 538	\$ 484	\$ 417	\$ 460			
Proportionate share of the net pension liability as a percentage of its covered payroll	0.0%	123.1%	31.5%	13.2%	49.2%	103.1%	20.4%			
Plan fiduciary net position as a percentage of total pension liability	100.0%	86.4%	96.3%	98.2%	94.7%	90.7%	97.9%			

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

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

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

	Last 10 Fiscal Years (Dollar amounts displayed in thousands)									
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
<u>RTS Union:</u>										
Actuarially Determined Contribution	\$ 977	\$ 966	\$ 607	\$ 592	\$ 527	\$ 467	\$ 399	\$ 1,398	\$ 1,573	\$ 1,112
Actual Employer Contribution *	977	795	643	596	527	467	557	1,398	1,573	1,112
Contribution Deficiency (Excess)	\$ -	\$ 171	\$ (36)	\$ (4)	\$ -	\$ -	\$ (158)	\$ -	\$ -	\$ -
Covered Payroll	\$ 29,047	\$ 29,930	\$ 28,624	\$ 26,260	\$ 25,531	\$ 26,871	\$ 22,786	\$ 23,800	\$ 22,300	\$ 22,400
Contributions as a % of Covered Payroll	3.4%	2.7%	2.2%	2.3%	2.1%	1.7%	2.4%	5.9%	7.1%	5.0%
<u>RTS Non-Union:</u>										
Actuarially Determined Contribution	\$ 1,219	\$ 1,169	\$ 1,028	\$ 1,070	\$ 936	\$ 830	\$ 508	\$ 391	\$ 240	\$ 286
Actual Employer Contribution	1,219	1,169	1,028	1,070	936	1,338	-	-	-	-
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (508)	\$ 508	\$ 391	\$ 240	\$ 286
Covered Payroll	\$ 9,016	\$ 7,796	\$ 7,847	\$ 7,532	\$ 7,149	\$ 6,100	\$ 6,159	\$ 5,100	\$ 4,200	\$ 4,100
Contributions as a % of Covered Payroll	13.5%	15.0%	13.1%	14.2%	13.1%	21.9%	- %	- %	- %	- %
<u>Lift Line Union:</u>										
Actuarially Determined Contribution	\$ 124	\$ 93	\$ 88	\$ 82	\$ 52	\$ 58	\$ -	\$ -	\$ 73	\$ 73
Actual Employer Contribution *	124	94	98	113	95	82	72	69	73	73
Contribution Deficiency (Excess)	\$ -	\$ (1)	\$ (10)	\$ (31)	\$ (43)	\$ (24)	\$ (72)	\$ (69)	\$ -	\$ -
Covered Payroll	\$ 2,764	\$ 3,169	\$ 2,933	\$ 2,747	\$ 2,480	\$ 2,295	\$ 2,296	\$ 2,402	\$ 2,373	\$ 2,312
Contributions as a % of Covered Payroll	4.5%	3.0%	3.3%	4.1%	3.8%	3.6%	3.1%	2.9%	3.1%	3.2%
<u>Lift Line and Regional Entities Non-Union:</u>										
Actuarially Determined Contribution	\$ 169	\$ 151	\$ 149	\$ 152	\$ 135	\$ 141	\$ 128	\$ 141	\$ 154	\$ 130
Actual Employer Contribution	169	151	149	152	135	141	128	141	154	130
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$ 2,735	\$ 2,633	\$ 2,487	\$ 2,513	\$ 2,287	\$ 2,218	\$ 2,080	\$ 2,333	\$ 2,411	\$ 2,546
Contributions as a % of Covered Payroll	6.2%	5.7%	6.0%	6.0%	5.9%	6.4%	6.2%	6.0%	6.4%	5.1%
<u>NYSLERS - RGRTA:</u>										
Actuarially Determined Contribution	\$ 281	\$ 241	\$ 260	\$ 254	\$ 270	\$ 236	\$ 232	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.		
Actual Employer Contribution	281	241	260	254	270	236	232			
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Covered Payroll	\$ 1,443	\$ 1,557	\$ 1,459	\$ 1,662	\$ 1,621	\$ 1,583	\$ 1,502			
Contributions as a % of Covered Payroll	19.5%	15.5%	17.8%	15.3%	16.7%	14.9%	15.4%			
<u>NYSLERS - GTC:</u>										
Actuarially Determined Contribution	\$ 99	\$ 81	\$ 76	\$ 66	\$ 63	\$ 73	\$ 85	Information for the periods prior to implementation of GASB 68 is unavailable and will be completed for each year going forward as they become available.		
Actual Employer Contribution	99	81	76	66	63	73	85			
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Covered Payroll	\$ 612	\$ 621	\$ 539	\$ 538	\$ 484	\$ 417	\$ 460			
Contributions as a % of Covered Payroll	16.2%	13.0%	14.1%	12.3%	13.0%	17.5%	18.5%			

* Contributions determined as a % of actual payroll

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

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF NET PENSION LIABILITY FOR ALL EMPLOYER-SPONSORED PENSION PLANS FOR THE YEAR ENDED MARCH 31,

The schedule of changes in the Authority's net pension liability and related ratios for each of its defined benefit plans is as follows:

Note: This is a 10-year schedule. However, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future years until 10 years of information is available.

RTS Union Plan

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total pension liability							
Service cost	\$ 1,082,766	\$ 1,051,229	\$ 1,020,611	\$ 990,884	\$ 956,673	\$ 1,066,837	\$ 1,021,882
Interest	4,980,611	4,723,081	4,243,807	4,166,239	4,105,938	3,984,932	3,125,565
Changes of benefit terms	-	-	2,809,230	-	-	3,081,935	-
Differences between expected and actual experience	(163,071)	(259,811)	1,792,101	(3,462)	632,182	(1,303,753)	2,142,245
Changes of assumptions	-	2,646,482	1,784,179	-	-	(3,957,115)	3,402,091
Benefit payments, including refunds of member contributions	<u>(4,844,992)</u>	<u>(4,584,413)</u>	<u>(4,298,162)</u>	<u>(3,879,301)</u>	<u>(4,454,427)</u>	<u>(3,821,701)</u>	<u>(3,577,926)</u>
Net change in total pension liability	1,055,314	3,576,568	7,351,766	1,274,360	1,240,366	(948,865)	6,113,857
Total pension liability - beginning	<u>\$ 68,602,052</u>	<u>\$ 65,025,484</u>	<u>\$ 57,673,718</u>	<u>\$ 56,399,358</u>	<u>\$ 55,158,992</u>	<u>\$ 56,107,857</u>	<u>\$ 49,994,000</u>
Total pension liability - ending (a)	<u>\$ 69,657,366</u>	<u>\$ 68,602,052</u>	<u>\$ 65,025,484</u>	<u>\$ 57,673,718</u>	<u>\$ 56,399,358</u>	<u>\$ 55,158,992</u>	<u>\$ 56,107,857</u>
Plan fiduciary net position							
Contributions - employer	\$ 977,365	\$ 794,759	\$ 643,198	\$ 596,113	\$ 527,320	\$ 466,780	\$ 556,703
Contributions - member	1,498,079	1,354,967	1,079,313	1,087,048	982,116	936,866	892,360
Net investment income	2,642,040	19,786,022	1,002,960	3,956,776	5,906,020	5,663,063	(1,071,060)
Benefit payments, including refunds of member contributions	(4,844,992)	(4,584,413)	(4,298,162)	(3,879,301)	(4,454,427)	(3,821,701)	(3,577,926)
Administrative expense	<u>(7,138)</u>	<u>(27,097)</u>	<u>(43,696)</u>	<u>(13,105)</u>	<u>(23,876)</u>	<u>(33,011)</u>	<u>(7,720)</u>
Net change in plan fiduciary net position	\$ 265,354	\$ 17,324,238	\$ (1,616,387)	\$ 1,747,531	\$ 2,937,153	\$ 3,211,997	\$ (3,207,643)
Plan fiduciary net position - beginning	<u>71,815,138</u>	<u>54,490,900</u>	<u>56,107,287</u>	<u>54,359,756</u>	<u>51,422,603</u>	<u>48,210,606</u>	<u>51,418,249</u>
Plan fiduciary net position - ending (b)	<u>\$ 72,080,492</u>	<u>\$ 71,815,138</u>	<u>\$ 54,490,900</u>	<u>\$ 56,107,287</u>	<u>\$ 54,359,756</u>	<u>\$ 51,422,603</u>	<u>\$ 48,210,606</u>
Net pension (asset) liability - beginning	<u>\$ (3,213,086)</u>	<u>\$ 10,534,584</u>	<u>\$ 1,566,431</u>	<u>\$ 2,039,602</u>	<u>\$ 3,736,389</u>	<u>\$ 7,897,251</u>	<u>\$ (1,424,249)</u>
Net pension (asset) liability - ending (a)-(b)	<u>\$ (2,423,126)</u>	<u>\$ (3,213,086)</u>	<u>\$ 10,534,584</u>	<u>\$ 1,566,431</u>	<u>\$ 2,039,602</u>	<u>\$ 3,736,389</u>	<u>\$ 7,897,251</u>
Plan fiduciary net position as a percentage of the total pension liability	103.5%	104.7%	83.8%	97.3%	96.4%	93.2%	85.9%
Covered-employee payroll	\$ 29,046,614	\$ 29,930,108	\$ 28,624,341	\$ 26,260,485	\$ 25,530,660	\$ 26,870,781	\$ 22,786,022
Net pension (asset) liability as a percentage of covered employee payroll	<u>-8.3%</u>	<u>-10.7%</u>	<u>36.8%</u>	<u>6.0%</u>	<u>8.0%</u>	<u>13.9%</u>	<u>34.7%</u>

RTS Non-Union Plan

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total pension liability							
Service cost	\$ 1,160,500	\$ 944,242	\$ 711,054	\$ 687,009	\$ 752,373	\$ 744,512	\$ 672,017
Interest	1,853,623	1,850,289	1,863,463	1,779,416	1,625,024	1,529,381	1,479,921
Changes of benefit terms	-	-	-	-	-	-	-
Differences between expected and actual experience	98,000	(623,057)	(1,458,095)	1,186,348	373,299	(223,423)	(250,146)
Changes of assumptions	-	612,443	-	-	-	(144,017)	-
Benefit payments, including refunds of member contributions	<u>(1,478,939)</u>	<u>(1,714,803)</u>	<u>(1,361,569)</u>	<u>(1,253,698)</u>	<u>(1,391,644)</u>	<u>(1,227,102)</u>	<u>(1,113,261)</u>
Net change in total pension liability	1,633,184	1,069,114	(245,147)	2,399,075	1,359,052	679,351	788,531
Total pension liability - beginning	<u>\$ 27,027,976</u>	<u>\$ 25,958,862</u>	<u>\$ 26,204,009</u>	<u>\$ 23,804,934</u>	<u>\$ 22,445,882</u>	<u>\$ 21,766,531</u>	<u>\$ 20,978,000</u>
Total pension liability - ending (a)	<u>\$ 28,661,160</u>	<u>\$ 27,027,976</u>	<u>\$ 25,958,862</u>	<u>\$ 26,204,009</u>	<u>\$ 23,804,934</u>	<u>\$ 22,445,882</u>	<u>\$ 21,766,531</u>
Plan fiduciary net position							
Contributions - employer	\$ 1,219,344	\$ 1,169,460	\$ 1,028,018	\$ 1,070,335	\$ 936,304	\$ 1,338,418	\$ -
Contributions - member	99,134	74,577	62,131	47,690	36,793	28,288	-
Net investment income	1,084,934	6,193,450	676,050	920,799	1,425,790	1,451,903	(210,267)
Benefit payments, including refunds of member contributions	(1,478,939)	(1,714,803)	(1,361,569)	(1,253,698)	(1,391,644)	(1,227,102)	(1,113,261)
Administrative expense	<u>(15,869)</u>	<u>(10,829)</u>	<u>(15,684)</u>	<u>(13,738)</u>	<u>(194,979)</u>	<u>(200,894)</u>	<u>(187,263)</u>
Net change in plan fiduciary net position	\$ 908,604	\$ 5,711,855	\$ 388,946	\$ 771,388	\$ 812,264	\$ 1,390,613	\$ (1,510,791)
Plan fiduciary net position - beginning	<u>26,966,184</u>	<u>21,254,329</u>	<u>20,865,383</u>	<u>20,093,995</u>	<u>19,281,731</u>	<u>17,891,118</u>	<u>19,401,909</u>
Plan fiduciary net position - ending (b)	<u>\$ 27,874,788</u>	<u>\$ 26,966,184</u>	<u>\$ 21,254,329</u>	<u>\$ 20,865,383</u>	<u>\$ 20,093,995</u>	<u>\$ 19,281,731</u>	<u>\$ 17,891,118</u>
Net pension (asset) liability - beginning	<u>\$ 61,792</u>	<u>\$ 4,704,533</u>	<u>\$ 5,338,626</u>	<u>\$ 3,710,939</u>	<u>\$ 3,164,151</u>	<u>\$ 3,875,413</u>	<u>\$ 1,576,091</u>
Net pension (asset) liability - ending (a)-(b)	<u>\$ 786,372</u>	<u>\$ 61,792</u>	<u>\$ 4,704,533</u>	<u>\$ 5,338,626</u>	<u>\$ 3,710,939</u>	<u>\$ 3,164,151</u>	<u>\$ 3,875,413</u>
Plan fiduciary net position as a percentage of the total pension liability	97.3%	99.8%	81.9%	79.6%	84.4%	85.9%	82.2%
Covered-employee payroll	\$ 9,016,375	\$ 7,795,682	\$ 7,847,466	\$ 7,532,266	\$ 7,148,977	\$ 6,100,203	\$ 6,158,963
Net pension (asset) liability as a percentage of covered employee payroll	<u>8.7%</u>	<u>0.8%</u>	<u>59.9%</u>	<u>70.9%</u>	<u>51.9%</u>	<u>51.9%</u>	<u>62.9%</u>

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

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF NET PENSION LIABILITY FOR ALL EMPLOYER-SPONSORED PENSION PLANS FOR THE YEAR ENDED MARCH 31,

The schedule of changes in the Authority's net pension liability and related ratios for each of its defined benefit plans is as follows:

Note: This is a 10-year schedule. However, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future years until 10 years of information is available.

Lift Line Union Plan

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total pension liability							
Service cost	\$ 190,899	\$ 183,117	\$ 175,652	\$ 168,491	\$ 127,406	\$ 123,370	\$ 156,418
Interest	363,515	331,647	291,724	267,518	115,867	206,749	229,720
Changes of benefit terms	-	-	-	-	89,036	-	-
Differences between expected and actual experience	(107,928)	98,363	(8,538)	594,681	(232,120)	(14,501)	80,976
Changes of assumptions	-	-	368,997	-	-	(650,992)	254,216
Benefit payments, including refunds of member contributions	(191,394)	(171,660)	(130,006)	(111,188)	(154,442)	(99,850)	(99,190)
Net change in total pension liability	255,092	441,467	697,829	919,502	(54,253)	(435,224)	622,140
Total pension liability - beginning	<u>\$ 4,917,126</u>	<u>\$ 4,475,659</u>	<u>\$ 3,777,830</u>	<u>\$ 2,858,328</u>	<u>\$ 2,912,581</u>	<u>\$ 3,347,805</u>	<u>\$ 2,725,665</u>
Total pension liability - ending (a)	<u>\$ 5,172,218</u>	<u>\$ 4,917,126</u>	<u>\$ 4,475,659</u>	<u>\$ 3,777,830</u>	<u>\$ 2,858,328</u>	<u>\$ 2,912,581</u>	<u>\$ 3,347,805</u>
Plan fiduciary net position							
Contributions - employer	\$ 124,023	\$ 93,995	\$ 98,477	\$ 113,092	\$ 95,578	\$ 82,112	\$ 72,316
Contributions - member	132,333	94,161	99,390	112,804	88,185	82,013	72,754
Net investment income	199,157	1,387,470	175,868	244,769	322,496	322,902	(67,563)
Benefit payments, including refunds of member contributions	(191,394)	(171,660)	(130,006)	(111,188)	(154,442)	(99,850)	(99,190)
Administrative expense	(35)	(60)	(291)	(322)	(1,685)	(132)	-
Net change in plan fiduciary net position	\$ 264,084	\$ 1,403,906	\$ 243,438	\$ 359,155	\$ 350,132	\$ 387,045	\$ (21,683)
Plan fiduciary net position - beginning	<u>5,795,118</u>	<u>4,391,212</u>	<u>4,147,774</u>	<u>3,788,619</u>	<u>3,438,487</u>	<u>3,051,442</u>	<u>3,073,125</u>
Plan fiduciary net position - ending (b)	<u>\$ 6,059,202</u>	<u>\$ 5,795,118</u>	<u>\$ 4,391,212</u>	<u>\$ 4,147,774</u>	<u>\$ 3,788,619</u>	<u>\$ 3,438,487</u>	<u>\$ 3,051,442</u>
Net pension (asset) liability - beginning	<u>\$ (877,992)</u>	<u>\$ 84,447</u>	<u>\$ (369,944)</u>	<u>\$ (930,291)</u>	<u>\$ (525,906)</u>	<u>\$ 296,363</u>	<u>\$ (347,460)</u>
Net pension (asset) liability - ending (a)-(b)	<u>\$ (886,984)</u>	<u>\$ (877,992)</u>	<u>\$ 84,447</u>	<u>\$ (369,944)</u>	<u>\$ (930,291)</u>	<u>\$ (525,906)</u>	<u>\$ 296,363</u>
Plan fiduciary net position as a percentage of the total pension liability	117.1%	117.9%	98.1%	109.8%	132.5%	118.1%	91.1%
Covered-employee payroll	\$ 2,764,071	\$ 3,168,538	\$ 2,933,280	\$ 2,746,811	\$ 2,480,465	\$ 2,295,132	\$ 2,296,011
Net pension (asset) liability as a percentage of covered employee payroll	<u>-32.1%</u>	<u>-27.7%</u>	<u>2.9%</u>	<u>-13.5%</u>	<u>-37.5%</u>	<u>-22.9%</u>	<u>12.9%</u>

Lift Line and Regional Entities Non-Union Plan

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Total pension liability							
Service cost	\$ 179,669	\$ 171,932	\$ 164,528	\$ 157,443	\$ 158,474	\$ 154,554	\$ 168,168
Interest	250,877	231,999	214,160	196,917	181,270	164,495	154,530
Changes of benefit terms	-	-	-	-	-	-	-
Differences between expected and actual experience	(74,133)	(102,276)	(19,967)	(8,713)	19,244	(13,667)	104,432
Changes of assumptions	-	265,731	-	-	-	(138,536)	-
Benefit payments, including refunds of member contributions	(150,401)	(102,342)	(126,969)	(109,844)	(109,453)	(102,539)	(218,848)
Net change in total pension liability	206,012	465,044	231,752	235,803	249,535	64,307	208,282
Total pension liability - beginning	<u>\$ 3,610,997</u>	<u>\$ 3,145,953</u>	<u>\$ 2,914,201</u>	<u>\$ 2,678,398</u>	<u>\$ 2,428,863</u>	<u>\$ 2,364,556</u>	<u>\$ 2,156,274</u>
Total pension liability - ending (a)	<u>\$ 3,817,009</u>	<u>\$ 3,610,997</u>	<u>\$ 3,145,953</u>	<u>\$ 2,914,201</u>	<u>\$ 2,678,398</u>	<u>\$ 2,428,863</u>	<u>\$ 2,364,556</u>
Plan fiduciary net position							
Contributions - employer	\$ 169,300	\$ 151,440	\$ 149,276	\$ 151,799	\$ 135,093	\$ 141,035	\$ 128,410
Contributions - member	100,046	96,222	87,598	80,775	82,329	60,526	68,046
Net investment income	178,359	821,503	109,344	156,620	189,434	179,352	105,631
Benefit payments, including refunds of member contributions	(150,401)	(102,342)	(126,969)	(109,844)	(109,453)	(102,539)	(218,848)
Administrative expense	(24,084)	(11,227)	(32,608)	(29,910)	(30,745)	(29,922)	(68,819)
Net change in plan fiduciary net position	\$ 273,220	\$ 955,596	\$ 186,641	\$ 249,440	\$ 266,658	\$ 248,452	\$ 14,420
Plan fiduciary net position - beginning	<u>3,650,037</u>	<u>2,694,441</u>	<u>2,507,800</u>	<u>2,258,360</u>	<u>1,991,702</u>	<u>1,743,250</u>	<u>1,728,830</u>
Plan fiduciary net position - ending (b)	<u>\$ 3,923,257</u>	<u>\$ 3,650,037</u>	<u>\$ 2,694,441</u>	<u>\$ 2,507,800</u>	<u>\$ 2,258,360</u>	<u>\$ 1,991,702</u>	<u>\$ 1,743,250</u>
Net pension (asset) liability - beginning	<u>\$ (39,040)</u>	<u>\$ 451,512</u>	<u>\$ 406,401</u>	<u>\$ 420,038</u>	<u>\$ 437,161</u>	<u>\$ 621,306</u>	<u>\$ 427,444</u>
Net pension (asset) liability - ending (a)-(b)	<u>\$ (106,248)</u>	<u>\$ (39,040)</u>	<u>\$ 451,512</u>	<u>\$ 406,401</u>	<u>\$ 420,038</u>	<u>\$ 437,161</u>	<u>\$ 621,306</u>
Plan fiduciary net position as a percentage of the total pension liability	102.8%	101.1%	85.6%	86.1%	84.3%	82.0%	73.7%
Covered-employee payroll	\$ 2,735,443	\$ 2,632,970	\$ 2,486,700	\$ 2,513,228	\$ 2,287,198	\$ 2,218,472	\$ 2,080,240
Net pension (asset) liability as a percentage of covered employee payroll	<u>-3.9%</u>	<u>-1.5%</u>	<u>18.2%</u>	<u>16.2%</u>	<u>18.4%</u>	<u>19.7%</u>	<u>29.9%</u>

Supplementary Information

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

Supplementary Information - Combining Schedule of Net Position
March 31, 2022

	<u>RGRTA</u>	<u>RTS</u>	<u>Access</u>	<u>Genesee</u>	<u>Livingston</u>	<u>Ontario</u>	<u>Orleans</u>	<u>Seneca</u>	<u>Wayne</u>	<u>Wyoming</u>	<u>GTCS</u>	<u>Eliminations</u>	<u>Total</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES													
CURRENT ASSETS:													
Cash and equivalents	\$ 42,551,521	\$ 8,813	\$ 2,006	\$ 494	\$ 1,703	\$ 7,508	\$ 1,449	\$ 758	\$ 2,077	\$ 2,430	\$ 69,506	\$ -	\$ 42,648,265
Current portion of investments	17,274,167	-	-	-	-	-	-	-	-	-	-	-	17,274,167
Receivables:													
Trade, net	5,062,742	3,273,454	(279)	16,800	61,029	21,824	2,572	1,669	135,254	29,081	575,806	-	9,179,952
Mortgage tax	2,276,242	-	-	-	-	-	-	-	-	-	-	-	2,276,242
Capital grants	5,333,074	-	-	-	-	-	-	-	-	-	-	-	5,333,074
Operating assistance, net	51,260,321	10,447,482	894,715	-	-	-	-	-	-	-	-	-	62,602,518
Interest	89,263	-	-	-	-	-	-	-	-	-	-	-	89,263
Materials and supplies inventory, net	-	256,717	151,173	-	-	108,527	-	-	-	-	-	-	516,417
Prepaid expenses and other current assets	-	991,672	8,672	1,819	4,253	29,876	1,643	1,213	6,067	2,728	-	-	1,047,943
Inter-entire receivable	-	429	-	-	-	-	-	-	-	-	-	(429)	-
Total current assets	123,847,330	14,978,567	1,056,287	19,113	66,985	167,735	5,664	3,640	143,398	34,239	645,312	(429)	140,967,841
NONCURRENT ASSETS:													
Capital assets, net	-	127,340,285	2,782,638	228,234	2,292,402	1,443,584	3,254,773	696,040	1,184,101	851,724	-	-	140,073,781
Investments, net of current portion	13,474,871	-	-	-	-	-	-	-	-	-	-	-	13,474,871
Net pension asset	-	1,636,754	993,232	-	-	-	-	-	-	-	-	-	2,629,986
Investments in consolidated component unit entities	60,638,441	-	-	-	-	-	-	-	-	-	-	(60,638,441)	-
Total noncurrent assets	74,113,312	128,977,039	3,775,870	228,234	2,292,402	1,443,584	3,254,773	696,040	1,184,101	851,724	-	(60,638,441)	156,178,638
TOTAL ASSETS	197,960,642	143,955,606	4,832,157	247,347	2,359,387	1,611,319	3,260,437	699,680	1,327,499	885,963	645,312	(60,638,870)	297,146,479
DEFERRED OUTFLOWS OF RESOURCES:													
Deferred outflows related to other postemployment benefits	480,622	26,622,781	-	-	-	-	-	-	-	-	-	-	27,103,403
Deferred outflows related to pensions	1,326,206	4,636,610	896,781	-	-	-	-	-	-	-	621,695	-	7,481,292
TOTAL DEFERRED OUTFLOWS OF RESOURCES	1,806,828	31,259,391	896,781	-	-	-	-	-	-	-	621,695	-	34,584,695
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$ 199,767,470	\$ 175,214,997	\$ 5,728,938	\$ 247,347	\$ 2,359,387	\$ 1,611,319	\$ 3,260,437	\$ 699,680	\$ 1,327,499	\$ 885,963	\$ 1,267,007	\$ (60,638,870)	\$ 331,731,174
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION													
CURRENT LIABILITIES:													
Accounts payable	\$ 661,895	\$ 5,294,747	\$ 156,921	\$ 90,580	\$ 57,282	\$ 124,182	\$ 47,941	\$ 18,148	\$ 137,983	\$ 55,929	\$ 156,873	\$ -	\$ 6,802,481
Accrued wages, vacation, pension and payroll taxes	387,140	5,481,343	578,363	82,005	216,673	219,962	82,768	76,716	294,178	156,538	114,716	-	7,690,402
Current portion of soil remediation liability	-	274,315	-	-	-	-	-	-	-	-	-	-	274,315
Reserve for litigated and unlitigated claims	-	3,121,157	408,483	28,835	15,000	15,000	-	7,071	500	7,300	-	-	3,603,346
Workers' compensation reserve	6,746	8,886,511	1,024,816	346,360	51,770	62,174	9,637	-	25,056	70,309	36,620	-	10,519,999
Inter-entire payable	-	-	-	-	-	-	-	429	-	-	-	(429)	-
Total current liabilities	1,055,781	23,058,073	2,168,583	547,780	340,725	421,318	140,346	102,364	457,717	290,076	308,209	(429)	28,890,543
LONG-TERM LIABILITIES:													
Net pension liability	4,986	-	-	-	-	-	-	-	-	-	2,594	-	7,580
Other postemployment benefits	1,250,009	125,190,424	-	-	-	-	-	-	-	-	-	-	126,440,433
Soil remediation liability, net of current portion	-	689,423	-	-	-	-	-	-	-	-	-	-	689,423
Total long-term liabilities	1,254,995	125,879,847	-	-	-	-	-	-	-	-	2,594	-	127,137,436
TOTAL LIABILITIES	2,310,776	148,937,920	2,168,583	547,780	340,725	421,318	140,346	102,364	457,717	290,076	310,803	(429)	156,027,979
DEFERRED INFLOWS OF RESOURCES:													
Deferred revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Deferred inflows related to other postemployment benefits	1,194,456	40,113,438	-	-	-	-	-	-	-	-	-	-	41,307,894
Deferred inflows related to pensions	1,532,997	10,321,876	1,429,802	-	-	-	-	-	-	-	812,115	-	14,096,790
TOTAL DEFERRED INFLOWS OF RESOURCES	2,727,453	50,435,314	1,429,802	-	-	-	-	-	-	-	812,115	-	55,404,684
NET POSITION:													
Net investment in capital assets	-	127,340,285	2,782,638	228,234	2,292,402	1,443,584	3,254,773	696,040	1,184,101	851,724	-	-	140,073,781
Unrestricted	194,729,241	(151,498,522)	(652,085)	(528,667)	(273,740)	(253,583)	(134,682)	(98,724)	(314,319)	(255,837)	144,089	(60,638,441)	(19,775,270)
Total net position	194,729,241	(24,158,237)	2,130,553	(300,433)	2,018,662	1,190,001	3,120,091	597,316	869,782	595,887	144,089	(60,638,441)	120,298,511
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	\$ 199,767,470	\$ 175,214,997	\$ 5,728,938	\$ 247,347	\$ 2,359,387	\$ 1,611,319	\$ 3,260,437	\$ 699,680	\$ 1,327,499	\$ 885,963	\$ 1,267,007	\$ (60,638,870)	\$ 331,731,174

See accompanying Independent Auditor's Report

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

Supplementary Information - Combining Schedule of Revenue, Expenses and Changes in Net Position
For the Year Ended March 31, 2022

	<u>RGRTA</u>	<u>RTS</u>	<u>Access</u>	<u>Genesee</u>	<u>Livingston</u>	<u>Ontario</u>	<u>Orleans</u>	<u>Seneca</u>	<u>Wayne</u>	<u>Wyoming</u>	<u>GTCS</u>	<u>Eliminations</u>	<u>Total</u>
OPERATING REVENUE:													
Customer fares	\$ -	\$ 4,391,895	\$ 312,205	\$ 16,403	\$ 26,375	\$ 109,344	\$ 23,332	\$ 35,556	\$ 25,684	\$ 19,974	\$ -	\$ -	\$ 4,960,768
Special transit fares	-	8,069,873	-	152,636	524,229	69,746	1,836	1,028	595,812	122,009	-	-	9,537,169
Reimbursement and recovery	573	1,088,708	8,359	95	273	323	69	134	35,178	231	82	-	1,134,025
Other	1,813,430	3,303,119	1,717	34,998	38,909	109,580	216	-	1,869	-	22,500	(4,360,829)	965,509
Total operating revenue	1,814,003	16,853,595	322,281	204,132	589,786	288,993	25,453	36,718	658,543	142,214	22,582	(4,360,829)	16,597,471
OPERATING EXPENSES AND DEPRECIATION:													
Operating expenses -													
Salaries and wages	1,459,555	42,887,800	5,045,388	471,858	806,329	1,244,069	325,059	392,440	1,253,014	712,555	619,169	-	55,217,236
Employee benefits	538,065	21,449,825	1,688,366	271,922	465,740	341,083	99,852	113,545	609,859	294,347	191,186	-	26,063,790
Inter-entity cost allocations	466,325	1,466,943	632,344	236,706	238,995	233,970	271,704	274,216	236,706	274,835	28,085	(4,360,829)	-
Materials and supplies	-	7,266,842	985,871	66,070	155,633	372,971	69,873	78,389	259,073	150,536	23	-	9,405,281
Services	24,396	7,849,585	96,802	46,056	206,143	83,893	39,219	2,984	155,703	123,061	1,033,912	-	9,661,754
Utilities	-	1,116,296	58,411	2,846	13,947	29,558	21,192	3,999	2,450	1,384	3,368	-	1,253,451
Litigated and unlitigated claims	4,112	1,249,668	257,507	23,880	59,148	38,136	22,384	17,071	71,251	43,234	-	-	1,786,391
Other	188,443	7,955	36,768	32,370	33,307	110,784	17,269	23,438	33,879	35,254	25,702	-	545,169
Total operating expenses	2,680,896	83,294,914	8,801,457	1,151,708	1,979,242	2,454,464	866,552	906,082	2,621,935	1,635,206	1,901,445	(4,360,829)	103,933,072
Depreciation -													
Locally funded	-	2,001,610	76,326	11,708	15,729	51,211	12,664	4,086	31,117	330	-	-	2,204,781
Grant funded	-	13,246,231	736,508	105,373	141,560	424,133	113,972	36,774	258,565	2,968	-	-	15,066,084
Total depreciation	-	15,247,841	812,834	117,081	157,289	475,344	126,636	40,860	289,682	3,298	-	-	17,270,865
Total operating expenses and depreciation	2,680,896	98,542,755	9,614,291	1,268,789	2,136,531	2,929,808	993,188	946,942	2,911,617	1,638,504	1,901,445	(4,360,829)	121,203,937
LOSS FROM OPERATIONS	<u>(866,893)</u>	<u>(81,689,160)</u>	<u>(9,292,010)</u>	<u>(1,064,657)</u>	<u>(1,546,745)</u>	<u>(2,640,815)</u>	<u>(967,735)</u>	<u>(910,224)</u>	<u>(2,253,074)</u>	<u>(1,496,290)</u>	<u>(1,878,863)</u>	<u>-</u>	<u>(104,606,466)</u>
NONOPERATING INCOME (EXPENSE):													
External operating assistance subsidies -													
Federal	159,982	50,718,328	6,604,509	125,500	145,000	377,000	85,000	80,000	207,358	130,000	1,924,245	-	60,556,922
State	-	44,453,090	1,990,082	57,448	38,969	194,890	30,173	29,407	42,237	21,302	-	-	46,857,598
Local governments	-	3,634,156	-	54,825	36,268	189,065	31,040	25,800	39,506	20,559	-	-	4,031,219
Investment income, net	(454,941)	-	-	-	-	-	-	-	-	-	-	-	(454,941)
Mortgage recording tax	17,719,641	-	-	-	-	-	-	-	-	-	-	-	17,719,641
Subrecipient grant revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Subrecipient grant expense	-	-	-	-	-	-	-	-	-	-	-	-	-
Change in soil remediation liability	-	(55,187)	-	-	-	-	-	-	-	-	-	-	(55,187)
Gain (Loss) on disposal of capital assets, net	-	54,130	3,104	-	611	-	-	-	-	1,609	-	-	59,454
Authority subsidies	20,790,388	(28,956,822)	333,805	721,511	1,184,337	1,455,729	707,549	738,243	1,705,409	1,319,853	-	-	2
Write-off of inter-entity accounts	1,374,165	(1,338,049)	(37,455)	(122,312)	83,863	(337,297)	(32,119)	(116,753)	183,230	(47,078)	389,806	-	1
Total nonoperating income	39,589,235	68,509,646	8,894,045	836,972	1,489,048	1,879,387	821,643	756,697	2,177,740	1,446,245	2,314,051	-	128,714,709
CHANGE IN NET POSITION BEFORE CAPITAL CONTRIBUTIONS	<u>38,722,342</u>	<u>(13,179,514)</u>	<u>(397,965)</u>	<u>(227,685)</u>	<u>(57,697)</u>	<u>(761,428)</u>	<u>(146,092)</u>	<u>(153,527)</u>	<u>(75,334)</u>	<u>(50,045)</u>	<u>435,188</u>	<u>-</u>	<u>24,108,243</u>
CAPITAL CONTRIBUTIONS:													
Federal	-	1,305,905	588,704	-	177,102	924,311	-	504,572	316,468	232,147	-	-	4,049,209
State	-	1,689,986	73,588	-	22,138	115,539	-	63,072	39,558	29,018	-	-	2,032,899
Local	-	291,716	130,546	-	22,137	115,538	-	63,071	39,558	29,018	-	(702,287)	(10,703)
Total capital contributions	-	3,287,607	792,838	-	221,377	1,155,388	-	630,715	395,584	290,183	-	(702,287)	6,071,405
CHANGE IN NET POSITION	<u>38,722,342</u>	<u>(9,891,907)</u>	<u>394,873</u>	<u>(227,685)</u>	<u>163,680</u>	<u>393,960</u>	<u>(146,092)</u>	<u>477,188</u>	<u>320,250</u>	<u>240,138</u>	<u>435,188</u>	<u>(702,287)</u>	<u>30,179,648</u>
NET POSITION - beginning of year	<u>156,006,899</u>	<u>(14,266,330)</u>	<u>1,735,680</u>	<u>(72,748)</u>	<u>1,854,982</u>	<u>796,041</u>	<u>3,266,183</u>	<u>120,128</u>	<u>549,532</u>	<u>355,749</u>	<u>(291,099)</u>	<u>(59,936,154)</u>	<u>90,118,863</u>
NET POSITION - end of year	<u>\$ 194,729,241</u>	<u>\$ (24,158,237)</u>	<u>\$ 2,130,553</u>	<u>\$ (300,433)</u>	<u>\$ 2,018,662</u>	<u>\$ 1,190,001</u>	<u>\$ 3,120,091</u>	<u>\$ 597,316</u>	<u>\$ 869,782</u>	<u>\$ 595,887</u>	<u>\$ 144,089</u>	<u>\$ (60,638,441)</u>	<u>\$ 120,298,511</u>

See accompanying Independent Auditor's Report

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

Supplementary Information - Combining Statements of Fiduciary Net Position Pension and Other Employee Benefit Trust Funds
March 31, 2022

	Fiduciary Activities				
	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Life Line and Regional Entities Non-Union Plan	Total
ASSETS					
Cash	\$ 1,871,823	\$ 2,425,619	\$ 179,691	\$ 175,781	\$ 4,652,914
Investments	<u>70,208,669</u>	<u>25,449,169</u>	<u>5,879,511</u>	<u>3,747,475</u>	<u>105,284,824</u>
Total assets	<u>\$ 72,080,492</u>	<u>\$ 27,874,788</u>	<u>\$ 6,059,202</u>	<u>\$ 3,923,256</u>	<u>\$ 109,937,738</u>
NET POSITION					
Restricted for pensions	<u>72,080,492</u>	<u>27,874,788</u>	<u>6,059,202</u>	<u>3,923,256</u>	<u>109,937,738</u>
Total net position	<u>72,080,492</u>	<u>27,874,788</u>	<u>6,059,202</u>	<u>3,923,256</u>	<u>109,937,738</u>
Total net position	<u>\$ 72,080,492</u>	<u>\$ 27,874,788</u>	<u>\$ 6,059,202</u>	<u>\$ 3,923,256</u>	<u>\$ 109,937,738</u>

See accompanying Independent Auditor's Report.

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

Supplementary Information - Combining Statements of Changes in Fiduciary Net Position Pension and Other Employee Benefit Trust Funds
For the Year Ended March 31, 2022

	Fiduciary Activities				Total
	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Life Line and Regional Entities Non-Union Plan	
ADDITIONS					
Contributions:					
Employer contributions	\$ 977,365	\$ 1,219,344	\$ 124,023	\$ 169,300	\$ 2,490,032
Member contributions	1,498,079	99,134	132,333	100,046	1,829,592
Total contributions	<u>2,475,444</u>	<u>1,318,478</u>	<u>256,356</u>	<u>269,346</u>	<u>4,319,624</u>
Investment income	<u>2,642,040</u>	<u>1,084,934</u>	<u>199,157</u>	<u>178,359</u>	<u>4,104,490</u>
Total additions	<u>5,117,484</u>	<u>2,403,412</u>	<u>455,513</u>	<u>447,705</u>	<u>8,424,114</u>
DEDUCTIONS					
Benefit payments, withdrawals and refunds	4,844,992	1,478,939	191,394	150,401	6,665,726
Administrative expenses	<u>7,138</u>	<u>15,869</u>	<u>35</u>	<u>24,084</u>	<u>47,126</u>
Total deductions	<u>4,852,130</u>	<u>1,494,808</u>	<u>191,429</u>	<u>174,485</u>	<u>6,712,852</u>
Net increase/(decrease) in fiduciary net position	<u>265,354</u>	<u>908,604</u>	<u>264,084</u>	<u>273,220</u>	<u>1,711,262</u>
NET POSITION					
Restricted for Benefits:					
Beginning of year, as restated (see Note 2)	<u>71,815,138</u>	<u>26,966,184</u>	<u>5,795,118</u>	<u>3,650,036</u>	<u>108,226,476</u>
End of year	<u>\$ 72,080,492</u>	<u>\$ 27,874,788</u>	<u>\$ 6,059,202</u>	<u>\$ 3,923,256</u>	<u>\$ 109,937,738</u>

See accompanying Independent Auditor's Report

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

Supplementary Information - Combining Statements of Fiduciary Net Position Pension and Other Employee Benefit Trust Funds
March 31, 2021

	Fiduciary Activities				Total
	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Life Line and Regional Entities Non-Union Plan	
ASSETS					
Cash	\$ 1,381,671	\$ 624,307	\$ 193,731	\$ 59,814	\$ 2,259,523
Investments	<u>70,433,467</u>	<u>26,341,877</u>	<u>5,601,387</u>	<u>3,590,222</u>	<u>105,966,953</u>
Total assets	<u>\$ 71,815,138</u>	<u>\$ 26,966,184</u>	<u>\$ 5,795,118</u>	<u>\$ 3,650,036</u>	<u>\$ 108,226,476</u>
NET POSITION					
Restricted for pensions	<u>71,815,138</u>	<u>26,966,184</u>	<u>5,795,118</u>	<u>3,650,036</u>	<u>108,226,476</u>
Total net position	<u>71,815,138</u>	<u>26,966,184</u>	<u>5,795,118</u>	<u>3,650,036</u>	<u>108,226,476</u>
Total net position	<u>\$ 71,815,138</u>	<u>\$ 26,966,184</u>	<u>\$ 5,795,118</u>	<u>\$ 3,650,036</u>	<u>\$ 108,226,476</u>

See accompanying Independent Auditor's Report

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

Supplementary Information - Combining Statements of Changes in Fiduciary Net Position Pension and Other Employee Benefit Trust Funds
For the Year Ended March 31, 2021

	Fiduciary Activities				Total
	RTS Union Plan	RTS Non-Union Plan	Lift Line Union Plan	Life Line and Regional Entities Non-Union Plan	
ADDITIONS					
Contributions:					
Employer contributions	\$ 794,759	\$ 1,169,460	\$ 93,995	\$ 151,440	\$ 2,209,654
Member contributions	1,354,967	74,577	94,161	96,221	1,619,926
Total contributions	2,149,726	1,244,037	188,156	247,661	3,829,580
Investment income	19,786,022	6,193,450	1,387,470	821,503	28,188,445
Total additions	21,935,748	7,437,487	1,575,626	1,069,164	32,018,025
DEDUCTIONS					
Benefit payments, withdrawals and refunds	4,584,413	1,714,803	171,660	102,342	6,573,218
Administrative expenses	27,097	10,829	60	11,227	49,213
Total deductions	4,611,510	1,725,632	171,720	113,569	6,622,431
Net increase/(decrease) in fiduciary net position	17,324,238	5,711,855	1,403,906	955,595	25,395,594
NET POSITION					
Restricted for Benefits:					
Beginning of year	54,490,900	21,254,329	4,391,212	2,694,441	82,830,882
End of year	\$ 71,815,138	\$ 26,966,184	\$ 5,795,118	\$ 3,650,036	\$ 108,226,476

See accompanying Independent Auditor's Report

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STATISTICAL SECTION

Financial Trends78

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

Revenue Capacity86

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

Demographic and Economic Information.....90

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

Operating Information93

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

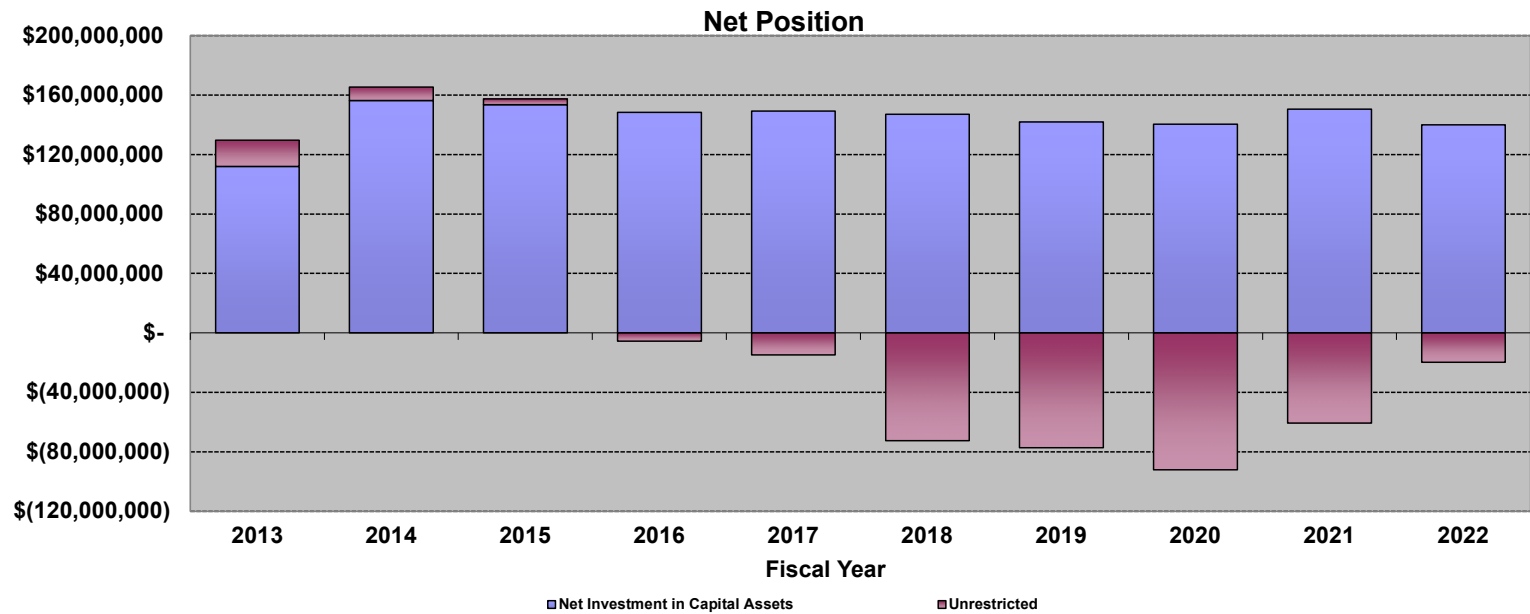


Rochester Genesee Regional Transportation Authority

Net Position For Fiscal Years 2013 to 2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Net Investment in Capital Assets	\$ 111,987,737	\$ 156,316,448	\$ 153,610,244	\$ 148,329,422	\$ 149,151,755	\$ 147,013,053	\$ 141,913,705	\$ 140,339,668	\$ 150,610,565	\$ 140,073,781
Unrestricted	\$ 17,720,196	\$ 9,088,209	\$ 3,769,859	\$ (5,529,011)	\$ (14,713,166)	\$ (72,386,701)	\$ (77,197,320)	\$ (92,092,631)	\$ (60,491,701)	\$ (19,775,270)
Total Net Position	\$ 129,707,933	\$ 165,404,657	\$ 157,380,103	\$ 142,800,411	\$ 134,438,589	\$ 74,626,352	\$ 64,716,385	\$ 48,247,037	\$ 90,118,864	\$ 120,298,511

Source: RGRTA's Audited Financial Statements



Rochester Genesee Regional Transportation Authority

Changes in Net Position For Fiscal Years 2013 to 2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Operating Revenue and Public Support										
Customer fares	\$ 11,245,293	\$ 11,630,129	\$ 12,033,161	\$ 11,555,970	\$ 10,914,837	\$ 10,519,695	\$ 9,710,612	\$ 8,903,757	\$ 3,452,908	\$ 4,960,768
Special transit fares	15,827,185	16,027,774	16,503,741	16,394,790	15,983,237	15,484,593	15,939,879	16,288,982	1,028,265	9,537,169
Reimbursement and recovery	1,116,899	1,408,810	991,196	837,648	950,537	796,423	853,894	815,597	594,581	1,134,025
Other	1,266,748	1,368,339	531,835	617,142	639,451	702,405	884,773	1,154,820	820,305	965,511
Total Operating Revenue and Public Support	29,456,125	30,435,052	30,059,933	29,405,550	28,488,062	27,503,116	27,389,158	27,163,156	5,896,059	16,597,473
Operating Expenses										
Salaries and wages	41,588,402	44,134,818	46,467,142	46,866,470	47,448,495	47,614,289	49,193,289	51,355,190	51,356,558	55,217,236
Employee benefits ^{3,4}	21,140,171	20,801,837	23,387,563	28,025,148	31,502,468	29,467,666	28,999,069	37,894,119	30,641,986	26,063,790
Materials and supplies	11,986,413	11,818,869	11,688,602	10,824,392	10,106,524	9,911,244	10,557,716	10,099,486	9,108,800	9,405,281
Outside services	5,783,379	5,164,946	6,521,557	7,081,803	6,702,256	7,868,374	7,665,518	8,697,004	8,530,072	9,661,754
Utilities	810,883	902,817	838,340	794,835	882,272	879,967	1,027,786	938,184	1,004,474	1,253,451
Casualty and liability insurance claims	1,202,691	1,671,269	3,174,146	5,416,319	680,058	2,139,862	1,646,455	1,689,886	3,473,793	1,786,391
Other	1,369,494	1,868,830	1,666,103	1,790,694	1,446,725	1,700,059	1,789,843	2,254,100	1,263,015	545,169
Total Operating Expenses	83,881,403	86,363,386	93,743,453	100,799,661	98,768,798	99,581,461	100,879,676	112,927,969	105,378,698	103,933,072
Depreciation										
Locally funded	1,087,951	1,371,523	1,603,884	1,758,168	1,786,589	1,868,834	1,912,368	1,788,405	2,172,897	2,204,781
Grant funded	9,964,813	12,681,481	15,053,946	15,603,787	15,949,689	15,728,329	16,358,399	15,315,479	15,350,558	15,066,084
Total Depreciation	11,052,764	14,053,004	16,657,830	17,361,955	17,736,278	17,597,163	18,270,767	17,103,884	17,523,455	17,270,865
Total Operating Expenses and Depreciation	94,934,167	100,416,390	110,401,283	118,161,616	116,505,076	117,178,624	119,150,443	130,031,853	122,902,153	121,203,937
Loss from Operations	(65,478,042)	(69,981,338)	(80,341,350)	(88,756,066)	(88,017,014)	(89,675,508)	(91,761,285)	(102,868,697)	(117,006,094)	(104,606,464)
Non-Operating Income (Expense)										
Federal operating assistance	7,689,592	9,370,351	11,643,318	9,563,470	8,828,817	12,207,452	12,068,864	10,756,994	77,806,328	60,556,922
State operating assistance	33,303,235	33,405,263	36,020,796	38,439,835	40,389,282	41,503,526	42,385,363	46,079,616	38,707,419	46,857,598
Local government operating assistance	3,726,000	3,726,000	3,844,585	3,965,495	3,909,500	3,909,500	3,909,499	3,909,499	3,787,389	4,031,219
Investment income, net	330,034	175,394	646,203	272,155	118,992	205,742	759,376	1,349,942	242,848	(454,941)
Mortgage recording tax	8,110,462	7,193,267	7,702,424	9,040,093	9,757,856	9,542,637	10,661,957	11,391,114	14,327,046	17,719,641
Subrecipient grant revenue	81,022	110,434	83,652	632,632	-	-	184,118	235,583	107,920	-
Subrecipient grant expense	(81,022)	(110,434)	(83,652)	(632,632)	-	-	(184,118)	(235,583)	(107,920)	-
Loss on impairment of capital assets ¹	(431,225)	-	-	-	-	-	-	-	-	-
(Loss) gain on change in soil remediation liability ²	(37,978)	(815,317)	9,625	20,071	140,278	302,476	(900)	733	1,840	(55,187)
Gain (loss) on disposal of capital assets, net	46,626	96,944	57,082	55,505	(60,201)	39,951	20,667	13,033	11,255	59,454
Total Non-Operating Income	52,736,746	53,151,902	59,924,033	61,356,624	63,084,524	67,711,284	69,804,826	73,500,931	134,884,125	128,714,706
Change in Net Position before Capital Contributions	(12,741,296)	(16,829,436)	(20,417,317)	(27,399,442)	(24,932,490)	(21,964,224)	(21,956,459)	(29,367,766)	17,878,031	24,108,242
Capital Contributions										
Federal	28,708,099	45,060,946	10,428,164	9,434,521	11,757,969	9,463,838	4,813,268	5,066,996	11,671,615	4,049,209
State	3,673,209	7,465,214	1,294,296	3,589,628	4,812,699	4,443,699	7,233,224	7,831,422	12,311,480	2,032,899
Local	-	-	-	-	-	-	-	-	10,701	(10,703)
Total Capital Contributions	32,381,308	52,526,160	11,722,460	13,024,149	16,570,668	13,907,537	12,046,492	12,898,418	23,993,796	6,071,405
Special Item - Transfer of Ontario County Public Transportation Operations	-	-	670,303	-	-	-	-	-	-	-
Change in Net Position, including Special Item	\$ 19,640,012	\$ 35,696,724	\$ (8,024,554)	\$ (14,375,293)	\$ (8,361,822)	\$ (8,056,687)	\$ (9,909,967)	\$ (16,469,348)	\$ 41,871,827	\$ 30,179,647

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

³ In 2016, the Authority implemented GASB 68, "Accounting and Financial Reporting for Pensions"

⁴ In 2019, the Authority implemented GASB 75, "Accounting and Reporting for Postemployment Benefits other than Pension"

Source: RGRTA's Audited Financial Statements

Rochester Genesee Regional Transportation Authority

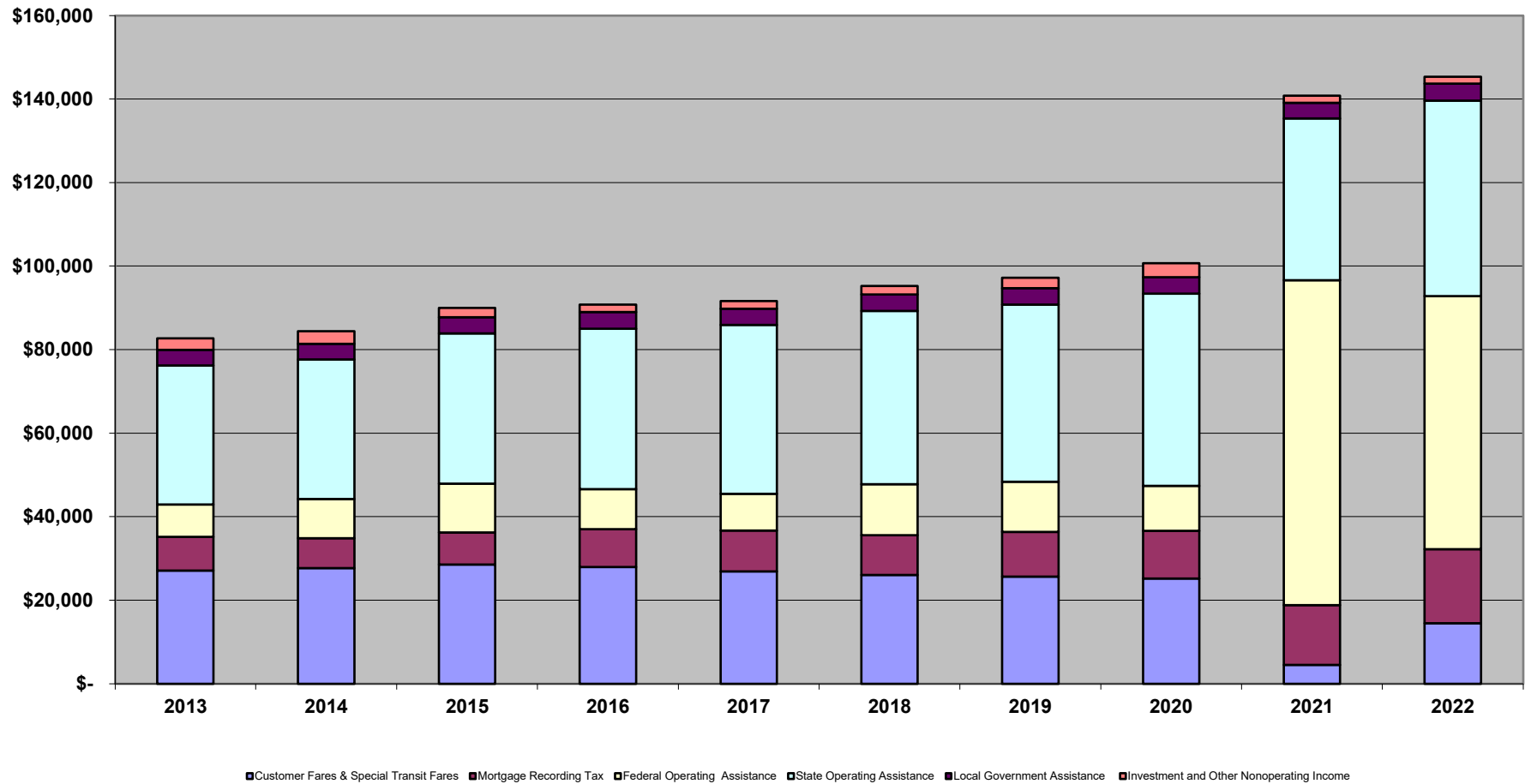
Revenue and Operating Assistance by Source

For Fiscal Years 2013 to 2022 (000's)

Fiscal Year	Customer Fares & Special Transit Fares	Federal Operating Assistance	State Operating Assistance	Local Government Assistance	Mortgage Recording Tax	Investment and Other Nonoperating Income	Total
2013	\$ 27,072	\$ 7,690	\$ 33,303	\$ 3,726	\$ 8,110	\$ 2,760	\$ 82,662
2014	\$ 27,658	\$ 9,370	\$ 33,405	\$ 3,726	\$ 7,193	\$ 3,049	\$ 84,402
2015	\$ 28,537	\$ 11,643	\$ 36,021	\$ 3,845	\$ 7,702	\$ 2,236	\$ 89,984
2016	\$ 27,951	\$ 9,563	\$ 38,440	\$ 3,965	\$ 9,040	\$ 1,803	\$ 90,762
2017	\$ 26,898	\$ 8,829	\$ 40,389	\$ 3,910	\$ 9,758	\$ 1,849	\$ 91,633
2018	\$ 26,004	\$ 12,207	\$ 41,504	\$ 3,909	\$ 9,543	\$ 2,047	\$ 95,214
2019	\$ 25,650	\$ 12,069	\$ 42,385	\$ 3,909	\$ 10,662	\$ 2,518	\$ 97,194
2020	\$ 25,193	\$ 10,757	\$ 46,080	\$ 3,909	\$ 11,391	\$ 3,334	\$ 100,664
2021	\$ 4,481	\$ 77,806	\$ 38,707	\$ 3,787	\$ 14,327	\$ 1,671	\$ 140,780
2022	\$ 14,498	\$ 60,557	\$ 46,858	\$ 4,031	\$ 17,720	\$ 1,649	\$ 145,313

Source: RGRTA's Annual Audited Financial Statements

**Rochester Genesee Regional Transportation Authority
Revenue and Operating Assistance by Source
For Fiscal Years 2013 to 2022 (000's)
(continued)**



Rochester Genesee Regional Transportation Authority

Revenues and Operating Assistance - Comparison To Industry Trend For Fiscal Years 2013 to 2022

Transportation Industry

Fiscal Year	Operating Revenues			Operating Assistance			Total Revenues
	Fares	Other	Total	State & Local	Federal	Total	
2013	32.5%	10.2%	42.7%	48.4%	8.9%	57.3%	100.0%
2014	32.0%	10.8%	42.8%	48.6%	8.6%	57.2%	100.0%
2015	32.5%	11.6%	44.1%	47.6%	8.3%	55.9%	100.0%
2016	31.3%	11.8%	43.1%	48.9%	8.0%	56.9%	100.0%
2017	31.4%	11.8%	43.2%	48.3%	8.5%	56.8%	100.0%
2018	30.7%	11.5%	42.2%	49.2%	8.6%	57.8%	100.0%
2019	29.5%	12.7%	42.2%	49.9%	7.9%	57.8%	100.0%
2020	*	*	*	*	*	*	*
2021	*	*	*	*	*	*	*
2022	*	*	*	*	*	*	*

Rochester Genesee Regional Transportation Authority

Year	Operating Revenues			Operating Assistance			Total Revenues
	Fares ²	Other ¹	Total	State & Local	Federal	Total	
2013	33.9%	12.4%	46.3%	44.0%	9.8%	53.7%	100.0%
2014	32.8%	13.2%	45.9%	44.8%	9.3%	54.1%	100.0%
2015	31.7%	11.0%	42.8%	44.3%	12.9%	57.2%	100.0%
2016	30.8%	11.9%	42.7%	46.7%	10.5%	57.3%	100.0%
2017	29.4%	12.7%	42.0%	48.3%	9.6%	58.0%	100.0%
2018	27.3%	12.2%	39.5%	47.7%	12.8%	60.5%	100.0%
2019	26.4%	13.6%	40.0%	47.6%	12.4%	60.0%	100.0%
2020	25.0%	14.6%	39.7%	49.7%	10.7%	60.3%	100.0%
2021	3.2%	11.4%	14.5%	30.2%	55.3%	85.5%	100.0%
2022	10.0%	13.3%	23.3%	35.0%	41.7%	76.7%	100.0%

* Not Available

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

² Fares include customer fares and special transit fares

Source:

The American Public Transportation Association, APTA 2021 Transportation Fact Book, Appendix A Historical Tables, Table 87
RGRTA's Audited Financial Statements

Rochester Genesee Regional Transportation Authority

Expense by Object Class

For Fiscal Years 2013 to 2022 (000's)

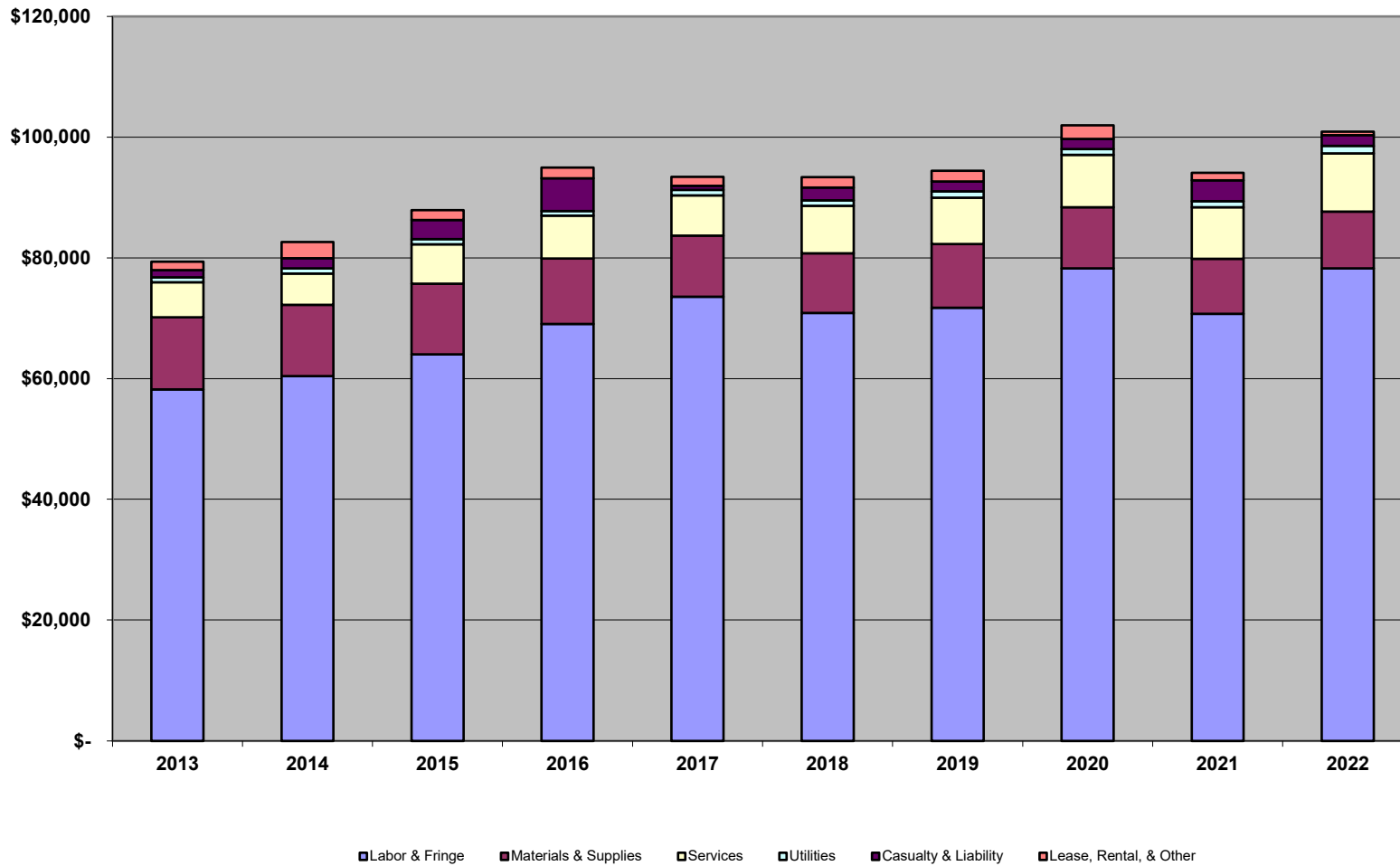
Fiscal Year	Labor & Fringe ¹	Materials & Supplies	Services	Utilities	Casualty & Liability	Lease, Rental & Other	Total ²
2013	\$ 58,181	\$ 11,986	\$ 5,783	\$ 811	\$ 1,203	\$ 1,407	\$ 79,371
2014	\$ 60,389	\$ 11,819	\$ 5,165	\$ 903	\$ 1,671	\$ 2,684	\$ 82,631
2015	\$ 64,031	\$ 11,689	\$ 6,522	\$ 838	\$ 3,174	\$ 1,666	\$ 87,919
2016	\$ 69,068	\$ 10,824	\$ 7,082	\$ 795	\$ 5,416	\$ 1,791	\$ 94,976
2017	\$ 73,555	\$ 10,107	\$ 6,702	\$ 882	\$ 680	\$ 1,507	\$ 93,433
2018	\$ 70,854	\$ 9,911	\$ 7,868	\$ 880	\$ 2,140	\$ 1,700	\$ 93,353
2019	\$ 71,749	\$ 10,558	\$ 7,666	\$ 1,028	\$ 1,646	\$ 1,790	\$ 94,437
2020	\$ 78,272	\$ 10,099	\$ 8,697	\$ 938	\$ 1,690	\$ 2,254	\$ 101,951
2021	\$ 70,724	\$ 9,109	\$ 8,530	\$ 1,004	\$ 3,474	\$ 1,263	\$ 94,104
2022	\$ 78,233	\$ 9,405	\$ 9,662	\$ 1,253	\$ 1,786	\$ 545	\$ 100,884

¹ Excludes net unfunded OPEB expense

² Excludes depreciation

Source: RGRTA's Audited Financial Statements

Rochester Genesee Regional Transportation Authority
Expense by Object Class
For Fiscal Years 2013 to 2022 (000's)
(continued)



Rochester Genesee Regional Transportation Authority

Operating Expenses - Comparison to Industry Trend Percentage Allocation by Object of Expense For Fiscal Years 2013 to 2022

Transportation Industry

Fiscal Year	Labor & Fringe	Materials & Supplies	Services	Utilities	Casualty & Liability	Other	Purchased Transportation	Total Operating Expenses
2013	65.0%	11.4%	6.6%	3.3%	2.6%	-2.2%	13.3%	100.0%
2014	64.0%	11.7%	6.9%	3.2%	2.2%	-1.9%	13.8%	100.0%
2015	60.7%	11.2%	7.1%	3.1%	2.4%	1.8%	13.7%	100.0%
2016	61.0%	11.0%	6.9%	3.2%	2.5%	1.7%	13.6%	100.0%
2017	61.5%	9.8%	7.3%	3.0%	2.4%	1.7%	14.2%	100.0%
2018	62.8%	8.9%	7.6%	2.7%	2.7%	1.6%	13.7%	100.0%
2019	60.9%	8.8%	8.5%	2.7%	2.7%	1.4%	15.0%	100.0%
2020	*	*	*	*	*	*	*	*
2021	*	*	*	*	*	*	*	*
2022	*	*	*	*	*	*	*	*

Rochester Genesee Regional Transportation Authority

Fiscal Year	Labor & Fringe ⁴	Materials & Supplies	Services	Utilities	Casualty & Liability	Other	Purchased Transportation	Total Operating Expenses ³
2013	73.3%	15.1%	7.3%	1.0%	1.5%	1.8%	N/A	100.0%
2014	73.1%	14.3%	6.3%	1.1%	2.0%	3.2%	N/A	100.0%
2015	72.8%	13.3%	7.4%	1.0%	3.6%	1.9%	N/A	100.0%
2016	72.7%	11.4%	7.5%	0.8%	5.7%	1.9%	N/A	100.0%
2017	78.6%	10.9%	7.2%	0.9%	0.7%	1.6%	N/A	100.0%
2018	75.9%	10.6%	8.4%	0.9%	2.3%	1.8%	N/A	100.0%
2019	76.0%	11.2%	8.1%	1.1%	1.7%	1.9%	N/A	100.0%
2020	76.8%	9.9%	8.5%	0.9%	1.7%	2.2%	N/A	100.0%
2021	75.2%	9.7%	9.1%	1.1%	3.7%	1.3%	N/A	100.0%
2022	77.5%	9.3%	9.6%	1.2%	1.8%	0.6%	N/A	100.0%

* Not Available

³ Excludes depreciation

⁴ Excludes net unfunded OPEB expense

Source:

The American Public Transportation Association, APTA 2021 Transportation Fact Book, Appendix A Historical Tables, Table 70
RGRTA's Annual Audited Financial Statements

Rochester Genesee Regional Transportation Authority

Largest Own Source Revenue For Fiscal Years 2013 to 2022

Regional Transit Service

Fiscal Year	Customer Fares	Special Transit Fares	Total	Customer Ridership	Average Fare
2013	\$ 10,629,827	\$ 13,167,862	\$ 23,797,689	17,257,099	\$ 1.38
2014	\$ 10,984,529	\$ 13,240,031	\$ 24,224,560	17,194,927	\$ 1.41
2015	\$ 11,202,925	\$ 13,142,142	\$ 24,345,067	17,107,040	\$ 1.42
2016	\$ 10,664,199	\$ 13,065,352	\$ 23,729,551	16,561,701	\$ 1.43
2017	\$ 10,052,437	\$ 12,754,402	\$ 22,806,839	15,774,702	\$ 1.45
2018	\$ 9,670,300	\$ 12,212,641	\$ 21,882,941	14,873,569	\$ 1.47
2019	\$ 8,913,780	\$ 12,711,999	\$ 21,625,779	14,472,203	\$ 1.49
2020	\$ 8,154,269	\$ 13,272,968	\$ 21,427,237	14,049,307	\$ 1.53
2021	\$ 3,129,795	\$ 376,778	\$ 3,506,573	7,337,039	\$ 0.48
2022	\$ 4,391,895	\$ 8,069,873	\$ 12,461,768	7,544,441	\$ 1.65

RTS Access (Paratransit)

Fiscal Year	Customer Fares	Special Transit Fares	Total	Customer Ridership	Average Fare
2013	\$ 312,022	\$ -	\$ 312,022	169,354	\$ 1.84
2014	\$ 343,571	\$ -	\$ 343,571	178,949	\$ 1.92
2015	\$ 345,368	\$ -	\$ 345,368	185,473	\$ 1.86
2016	\$ 352,249	\$ -	\$ 352,249	192,820	\$ 1.83
2017	\$ 371,202	\$ -	\$ 371,202	198,640	\$ 1.87
2018	\$ 410,490	\$ -	\$ 410,490	214,900	\$ 1.91
2019	\$ 397,576	\$ -	\$ 397,576	222,658	\$ 1.79
2020	\$ 384,121	\$ -	\$ 384,121	237,460	\$ 1.62
2021	\$ 164,634	\$ -	\$ 164,634	121,505	\$ 1.35
2022	\$ 312,205	\$ -	\$ 312,205	160,270	\$ 1.95

Regional Subsidiaries

Fiscal Year	Customer Fares	Special Transit Fares	Total	Customer Ridership	Average Fare
2013	\$ 303,444	\$ 2,659,323	\$ 2,962,767	656,436	\$ 4.51
2014	\$ 302,029	\$ 2,787,743	\$ 3,089,772	694,946	\$ 4.45
2015	\$ 484,868	\$ 3,361,599	\$ 3,846,467	900,410	\$ 4.27
2016	\$ 539,522	\$ 3,329,438	\$ 3,868,960	968,517	\$ 3.99
2017	\$ 491,198	\$ 3,228,835	\$ 3,720,033	898,804	\$ 4.14
2018	\$ 438,905	\$ 3,271,952	\$ 3,710,857	864,654	\$ 4.29
2019	\$ 399,256	\$ 3,227,880	\$ 3,627,136	826,415	\$ 4.39
2020	\$ 365,367	\$ 3,016,014	\$ 3,381,381	777,446	\$ 4.35
2021	\$ 158,479	\$ 651,487	\$ 809,966	230,981	\$ 3.51
2022	\$ 256,668	\$ 1,467,296	\$ 1,723,964	394,543	\$ 4.37

Consolidated

Fiscal Year	Customer Fares	Special Transit Fares	Total	Customer Ridership	Average Fare
2013	\$ 11,245,293	\$ 15,827,185	\$ 27,072,478	18,082,889	\$ 1.50
2014	\$ 11,630,129	\$ 16,027,774	\$ 27,657,903	18,068,822	\$ 1.53
2015	\$ 12,033,161	\$ 16,503,741	\$ 28,536,902	18,192,923	\$ 1.57
2016	\$ 11,555,970	\$ 16,394,790	\$ 27,950,760	17,723,038	\$ 1.58
2017	\$ 10,914,837	\$ 15,983,237	\$ 26,898,074	16,872,146	\$ 1.59
2018	\$ 10,519,695	\$ 15,484,593	\$ 26,004,288	15,953,123	\$ 1.63
2019	\$ 9,710,612	\$ 15,939,879	\$ 25,650,491	15,521,276	\$ 1.65
2020	\$ 8,903,757	\$ 16,288,982	\$ 25,192,739	15,064,213	\$ 1.67
2021	\$ 3,452,908	\$ 1,028,265	\$ 4,481,173	7,689,525	\$ 0.58
2022	\$ 4,960,768	\$ 9,537,169	\$ 14,497,937	8,099,254	\$ 1.79

Source: RGRTA's Annual Audited Financial Statements

Rochester Genesee Regional Transportation Authority

Fare Structure

For Fiscal Years 2013 to 2022

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Regional Transit Service Inc.										
Cash:										
Base Fare	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
Passes:										
31 Day Unlimited Ride	56.00	56.00	56.00	56.00	56.00	56.00	56.00	56.00	56.00	56.00
31 Day Child/Senior/Disabled	28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00	28.00	-
Stored Value	-	-	-	-	-	-	-	-	5.00	5.00
Stored Value	12.00	12.00	12.00	12.00	10.00	10.00	10.00	10.00	10.00	10.00
Stored Value	-	-	-	-	-	-	-	-	20.00	20.00
One Day Unlimited	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
One Day Unlimited Child/Senior/Disabled	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	-
Five Day Unlimited	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
Five Day Unlimited Child/Senior/Disabled	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	-
One Ride	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Two Ride	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	-
Two Plus Two	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
RTS Access										
Cash:										
One-Way Trip 1 mile or less from origin	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
One-Way Trip Over 1 mile - 3 miles	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75
One-Way Trip Over 3 miles - 20 miles	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
One-Way Trip Over 20 miles	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Same-Day Service	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Supplemental Service	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Passes:										
\$12 Value	12.00	12.00	12.00	12.00	-	-	-	-	-	-
\$18 Value	18.00	18.00	18.00	18.00	18.00	18.00	18.00	18.00	18.00	-
\$20 Value	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
RTS Genesee										
Cash:										
Base Route Fare*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Route Deviation	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride:										
Countywide Runner	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
City of Batavia	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Passes:										
\$1 Value	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
\$10 Value	9.00	9.00	9.00	9.00	-	-	-	-	-	-
\$11 Value	-	-	-	-	10.00	10.00	10.00	10.00	10.00	10.00
\$20 Value	17.00	17.00	17.00	17.00	-	-	-	-	-	-
\$23 Value	-	-	-	-	20.00	20.00	20.00	20.00	20.00	20.00

* Half Fare for Senior and Disabled Persons

Rochester Genesee Regional Transportation Authority

Fare Structure For Fiscal Years 2013 to 2022 (Continued)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
RTS Livingston										
Cash:										
Base Route Fare*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Route Deviation/Dial-A-Ride	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Geneseo/Marketplace/Eastview Shuttle	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50
Passes:										
\$1 Value	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
\$10 Value	9.00	9.00	9.00	9.00	-	-	-	-	-	-
\$11 Value	-	-	-	-	10.00	10.00	10.00	10.00	10.00	10.00
\$20 Value	17.00	17.00	17.00	17.00	-	-	-	-	-	-
\$23 Value	-	-	-	-	20.00	20.00	20.00	20.00	20.00	20.00
RTS Ontario**										
Cash:										
Base Route Fare*	N/A	N/A	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Route Deviation	N/A	N/A	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride within Zone 1 or 2	N/A	N/A	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Dial-A-Ride between Zone 1 or 2	N/A	N/A	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
Geneva/Phelps to Rochester	N/A	N/A	-	15.00	15.00	15.00	15.00	15.00	15.00	15.00
Clifton Springs/Hopewell/Canandaigua to Rochester	N/A	N/A	-	12.50	12.50	12.50	12.50	12.50	12.50	12.50
Shortsville/Manchester/Farmington/Victor to Rochester	N/A	N/A	-	10.00	10.00	10.00	10.00	10.00	10.00	10.00
Passes:										
\$1 Value	N/A	N/A	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
\$10 Value	N/A	N/A	9.00	9.00	-	-	-	-	-	-
\$11 Value	N/A	N/A	-	-	10.00	10.00	10.00	10.00	10.00	10.00
\$20 Value	N/A	N/A	17.00	17.00	-	-	-	-	-	-
\$23 Value	N/A	N/A	-	-	20.00	20.00	20.00	20.00	20.00	20.00
Unlimited Ride	N/A	N/A	-	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Dial-A-Ride Options:										
\$5	N/A	N/A	-	5.00	5.00	5.00	5.00	5.00	5.00	5.00
\$25	N/A	N/A	-	25.00	25.00	25.00	25.00	25.00	25.00	25.00
\$50	N/A	N/A	-	50.00	50.00	50.00	50.00	50.00	50.00	50.00
\$100	N/A	N/A	-	100.00	100.00	100.00	100.00	100.00	100.00	100.00

* Half Fare for Senior and Disabled Persons

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

Rochester Genesee Regional Transportation Authority

**Fare Structure
For Fiscal Years 2013 to 2022
(Continued)**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
RTS Orleans										
Cash:										
Base Route Fare*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Route Deviation	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Passes:										
\$1 Value	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
\$10 Value	9.00	9.00	9.00	9.00	-	-	-	-	-	-
\$11 Value	-	-	-	-	10.00	10.00	10.00	10.00	10.00	10.00
\$20 Value	17.00	17.00	17.00	17.00	-	-	-	-	-	-
\$23 Value	-	-	-	-	20.00	20.00	20.00	20.00	20.00	20.00
RTS Seneca										
Cash:										
Base Route Fare*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Route Deviation	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride (Seniors)	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Dial-A-Ride (Adult)	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Passes:										
\$1 Value	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
\$10 Value	9.00	9.00	9.00	9.00	-	-	-	-	-	-
\$11 Value	-	-	-	-	10.00	10.00	10.00	10.00	10.00	10.00
\$20 Value	17.00	17.00	17.00	17.00	-	-	-	-	-	-
\$23 Value	-	-	-	-	20.00	20.00	20.00	20.00	20.00	20.00
RTS Wayne										
Cash:										
Base Route Fare*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Route Deviation	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride (Seniors)	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Dial-A-Ride (Adult)	-	-	-	-	-	-	-	-	3.00	3.00
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	-	-	-	-	-	-
\$11 Value	-	-	-	-	10.00	10.00	10.00	10.00	10.00	10.00
\$20 Value	17.00	17.00	17.00	17.00	-	-	-	-	-	-
\$23 Value	-	-	-	-	20.00	20.00	20.00	20.00	20.00	20.00
RTS Wyoming										
Cash:										
Base Route Fare*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Route Deviation	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Dial-A-Ride	3.00	3.00	3.00	3.00	-	-	-	-	-	-
Passes:										
\$10 Value	9.00	9.00	9.00	9.00	-	-	-	-	-	-
\$11 Value	-	-	-	-	10.00	10.00	10.00	10.00	10.00	10.00
\$20 Value	17.00	17.00	17.00	17.00	-	-	-	-	-	-
\$23 Value	-	-	-	-	20.00	20.00	20.00	20.00	20.00	20.00

* Half Fare for Senior and Disabled Persons

Rochester Genesee Regional Transportation Authority

Demographic and Economic Information ⁵ RGRTA Service Area Population and Income For Fiscal Years 2013 to 2022

RGRTA Service Area ¹

Fiscal Year	Population ³	Total Personal Income (in thousands) ²	Per Capita Income ²	Median Household Income ³
2013	1,194,516	\$ 53,562,866	\$ 44,841	\$ 51,517
2014	1,193,419	\$ 51,725,485	\$ 43,342	\$ 51,769
2015	1,191,689	\$ 54,121,515	\$ 45,416	\$ 51,450
2016	1,188,006	\$ 54,279,800	\$ 45,690	\$ 52,631
2017	1,185,940	\$ 57,309,698	\$ 48,324	\$ 54,331
2018	1,178,137	\$ 59,250,352	\$ 50,292	\$ 57,058
2019	1,175,886	\$ 61,663,594	\$ 52,440	\$ 58,715
2020	1,198,094	\$ 65,352,158	\$ 54,547	\$ 59,542
2021	1,192,392	*	*	*
2022	*	*	*	*

City of Rochester ³

Fiscal Year	Population ³	Total Personal Income (in thousands) ⁴	Per Capita Income ³	Median Household Income ³
2013	210,358	\$ 3,964,617	\$ 18,847	\$ 30,875
2014	209,983	\$ 4,027,474	\$ 19,180	\$ 30,784
2015	209,802	\$ 4,019,387	\$ 19,158	\$ 30,960
2016	208,880	\$ 4,142,090	\$ 19,830	\$ 31,684
2017	208,046	\$ 4,380,409	\$ 21,055	\$ 32,347
2018	206,284	\$ 4,577,442	\$ 22,190	\$ 33,399
2019	205,695	\$ 4,781,586	\$ 23,246	\$ 35,590
2020	211,328	\$ 5,265,448	\$ 24,916	\$ 37,395
2021	210,606	*	*	*
2022	*	*	*	*

* Data not available

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

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

⁵ Data is reported by calendar year

Source:

² Bureau of Economic Analysis

³ US Census Bureau-Quick Facts

Rochester Genesee Regional Transportation Authority
Demographic and Economic Information (continued)^{1,5}
Employment Annual Average and Employment by Industry
For Fiscal Years 2013 to 2022

Employment Annual Average²

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022*</u>
Total Civilian Labor Force	590,265	577,218	589,740	575,525	576,525	574,229	572,650	565,575	567,184	574,542
Total Employed	548,455	543,608	560,417	548,342	544,652	549,968	546,855	519,410	539,425	554,071
Total Unemployed	41,810	33,610	29,323	27,183	31,873	24,261	25,795	46,165	27,759	20,471
Unemployment Rate	7.1%	5.8%	5.0%	4.7%	5.5%	4.2%	4.5%	8.2%	4.9%	3.6%

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

Employment by Industry³
(Amounts in 000's)

NAICS (North American Industry Classification System)

		Wholesale																	
		<u>Manufacturing</u>		<u>Construction</u>		<u>Retail Trade</u>		<u>Service</u>		<u>Government</u>		<u>Finance Insurance</u>		<u>Information</u>		<u>Other ⁴</u>		<u>Total</u>	
<u>Year</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	
2012	59.9	12.4%	16.1	3.3%	68.8	14.3%	221.9	46.0%	77.5	16.1%	14.1	2.9%	8.0	1.7%	16.0	3.3%	482.3	100.0%	
2013	58.3	12.1%	16.5	3.4%	67.0	13.9%	224.7	46.7%	77.1	16.0%	13.8	2.9%	7.9	1.6%	16.3	3.4%	481.7	100.0%	
2014	64.4	12.0%	19.6	3.6%	77.4	14.4%	247.8	46.1%	85.4	15.9%	14.9	2.8%	8.8	1.6%	19.2	3.6%	537.4	100.0%	
2015	64.9	12.0%	19.8	3.7%	77.7	14.4%	248.5	46.1%	85.3	15.8%	15.0	2.8%	8.9	1.7%	19.4	3.6%	539.6	100.0%	
2016	63.9	11.7%	20.3	3.7%	78.0	14.3%	256.0	46.8%	85.1	15.6%	14.9	2.7%	8.6	1.6%	20.4	3.7%	547.2	100.0%	
2017	62.3	11.4%	20.9	3.8%	77.6	14.2%	259.8	47.4%	84.9	15.5%	14.6	2.7%	8.1	1.5%	20.0	3.7%	548.2	100.0%	
2018	62.2	11.2%	21.8	3.9%	77.6	14.0%	262.7	47.5%	85.7	15.5%	15.1	2.7%	8.0	1.4%	20.1	3.6%	553.2	100.0%	
2019	62.6	11.3%	22.5	4.1%	75.7	13.7%	263.3	47.5%	86.0	15.5%	15.3	2.8%	7.7	1.4%	20.9	3.8%	554.0	100.0%	
2020	59.0	11.5%	21.7	4.2%	72.6	14.2%	233.3	45.4%	82.8	16.1%	14.9	2.9%	6.3	1.2%	22.5	4.4%	513.2	100.0%	
2021	59.0	11.5%	21.9	4.3%	71.7	14.0%	237.2	46.3%	79.4	15.5%	14.8	2.9%	6.2	1.2%	21.8	4.3%	512.2	100.0%	
2022	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	

** Data Not Available

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

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

⁵ Data is reported by calendar year

Source:

² N.Y.S Department of Labor Website

³ N.Y.S Department of Labor Website

Rochester Genesee Regional Transportation Authority

Demographic and Economic Information (continued)

Top Ten Employers

Top Ten Private Sector Employers 2022

Rank	Name of Company	Number of Local ¹ Employees ²	% of Total ³	Corporation Headquarters	Nature of Local Operations	Type of Organization
1	University of Rochester	32,211	6.3%	Rochester, NY	Higher education, research and health care	Non-profit
2	Rochester Regional Health System	17,565	3.5%	Rochester, NY	Integrated Health Care Services	Non-Profit
3	Wegmans Food Markets Inc.	13,178	2.6%	Rochester, NY	Supermarkets	Private
4	Paychex Inc	4,796	0.9%	Rochester, NY	Third party administrator	Public
5	Rochester Institute of Technology	3,976	0.8%	Rochester, NY	Higher education	Non-Profit
6	L3Harris Technologies Inc.	3,958	0.8%	Melbourne, FL	Develops advanced technologies for governments and commercial customers worldwide	Public
7	Heritage Christian Services Inc.	2,221	0.4%	Rochester, NY	Services for Children, older adults and people with disabilities.	Non-Profit
8	Lifetime Healthcare Cos. Inc.	2,098	0.4%	Norwalk, CT	Health insurance, health care delivery, home health care, hospice care	Non-Profit
9	Tops Market LLC	1,988	0.4%	Williamsville, NY	Full-service grocery retailer	Private
10	Lifetime Assistance Inc.	1,723	0.3%	Rochester, NY	Service and support for people with dev disabilities & their families	Non-Profit

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

² Employee numbers are accurate as of May 7, 2021, unless otherwise noted

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

Source: Rochester Business Journal, Book of Lists 2022 Edition.

New York State Department of Labor Local Area Unemployment Statistics Program

Top Ten Private Sector Employers 2012

Rank	Name of Company	Number of Local ¹ Employees ²	% of Total ⁴	Corporation Headquarters	Nature of Local Operations	Type of Organization
1	University of Rochester	19,987	3.9%	Rochester, NY	Higher education, research and health care	Non-profit, private
2	Wegmans Food Markets Inc.	14,240	2.8%	Rochester, NY	Supermarkets	Private, family owned
3	Rochester General Health System ³	7,136	1.4%	Rochester, NY	Health care	Non-profit, private
4	Eastman Kodak Co.	7,100	1.4%	Rochester, NY	Imaging materials and equipment; research and development	Public
5	Xerox Corp.	6,672	1.3%	Rochester, NY	Document management and services	Public
6	Unity Health System	5,302	1.0%	Rochester, NY	Unity Hospital's Joint Replacement Center, Family Birth Place, Spine Center, Diabetes Center, Stroke Center, brain injury physical rehabilitation and chemical dependency	Non-Profit
7	Lifetime Healthcare Cos. Inc.	3,646	0.7%	Rochester, NY	Health insurance, health care services, home care, hospice	Non-Profit
8	Paychex Inc.	3,577	0.7%	Rochester, NY	Payroll, benefits and human resource services	Public
9	Rochester Institute of Technology	3,268	0.6%	Rochester, NY	Higher education	Non-profit, private
10	YMCA of Greater Rochester	2,757	0.5%	Chicago, Ill.	YMCA provides health and wellness, child care and after-school care, youth sports, day and overnight camping; teen, senior, and aquatic activities	Non-Profit

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

² Employee numbers are accurate as of April 1, 2011, unless otherwise noted.

³ Includes per diem employees

⁴ % of total area employment as defined in footnote ¹ & ² above

Source: Rochester Business Journal, Book of Lists 2012 Edition.

Rochester Genesee Regional Transportation Authority**Operating Statistics
For Fiscal Years 2013 to 2022**

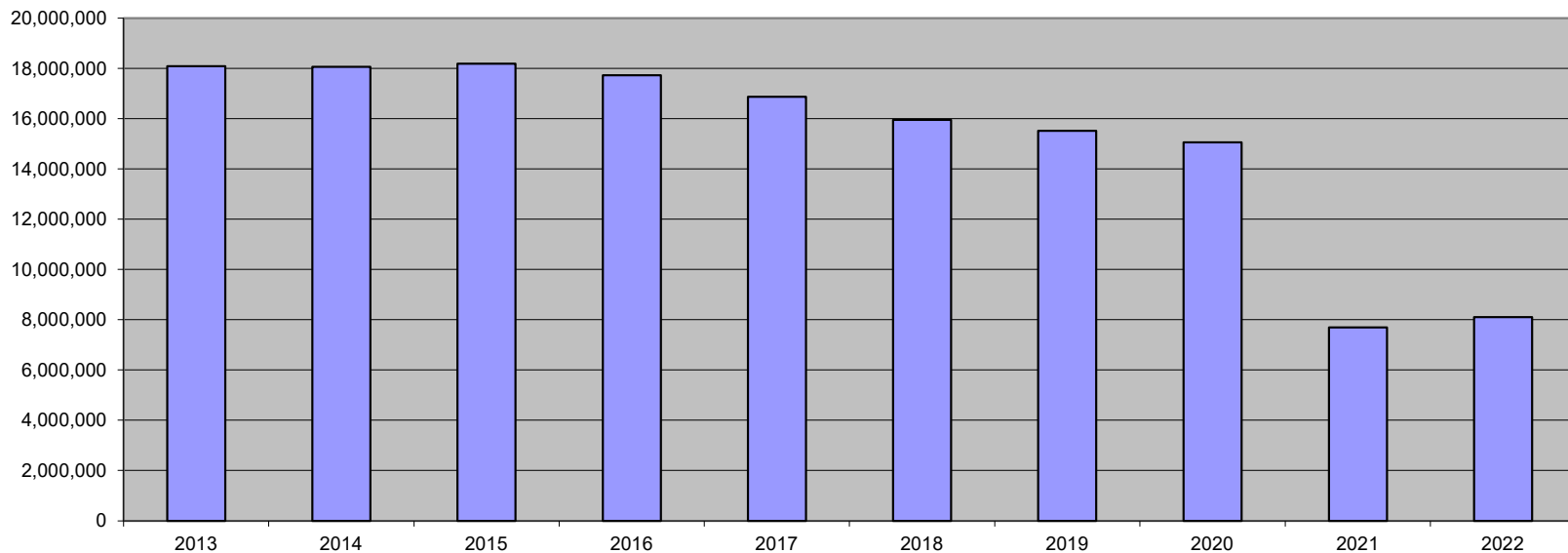
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Customers	18,082,889	18,068,822	18,192,923	17,723,038	16,872,146	15,953,123	15,521,276	15,064,213	7,689,525	8,099,254
Vehicle Hours	724,906	729,295	798,140	803,596	793,967	796,398	791,949	786,222	643,493	678,006
Vehicle Miles	10,306,235	10,489,138	11,317,648	11,078,015	10,976,899	11,167,295	11,046,909	10,961,441	8,293,773	10,227,806
Total Active Fleet	401	413	446	431	421	418	402	405	391	381
Number of Employees (FTE)	704	715	773	765	774	776	781	760	714	765

Source: RGRTA's Annual NYSDOT 17A Report

Rochester Genesee Regional Transportation Authority

Annual Ridership For Fiscal Years 2013 to 2022

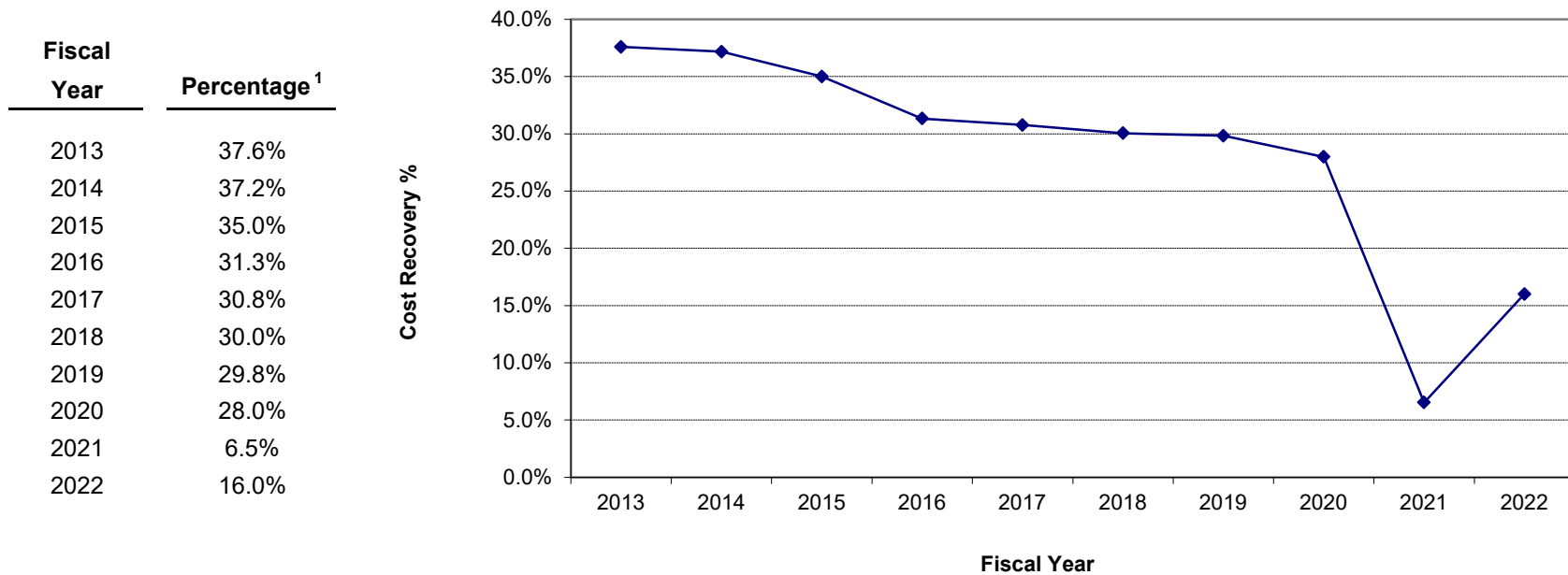
Company	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
RTS Monroe	17,257,099	17,194,927	17,107,040	16,561,701	15,774,702	14,873,569	14,472,203	14,049,307	7,337,039	7,544,441
RTS Access	169,354	178,949	185,473	192,820	198,640	214,900	222,658	237,460	121,505	160,270
RTS Genesee	59,953	58,844	62,758	59,754	66,297	64,495	53,227	42,137	15,193	24,362
RTS Livingston	231,232	202,288	205,064	186,667	168,285	156,342	155,435	144,254	28,189	63,693
RTS Ontario	N/A	N/A	206,445	290,397	265,162	261,345	251,367	225,051	72,196	120,662
RTS Orleans	35,279	38,964	41,590	40,368	42,201	41,036	33,541	43,532	22,660	25,860
RTS Seneca	85,876	89,753	83,323	74,128	70,648	64,282	57,863	60,581	20,004	30,978
RTS Wayne	162,169	226,835	236,048	252,915	233,603	232,188	229,360	214,809	47,639	77,841
RTS Wyoming	81,927	78,262	65,182	64,288	52,608	44,966	45,622	47,082	25,100	51,147
Total	18,082,889	18,068,822	18,192,923	17,723,038	16,872,146	15,953,123	15,521,276	15,064,213	7,689,525	8,099,254



Source: RGRTA Operating Statistics

Rochester Genesee Regional Transportation Authority

Cost Recovery Percentage For Fiscal Years 2013 to 2022



¹ Represents customer fares and special transit fares plus investment and other non-operating income (excluding mortgage tax revenue) divided by operating expenses before depreciation, excluding unfunded other post employment benefit expense.

Source: RGRTA's Annual Audited Financial Statements

Rochester Genesee Regional Transportation Authority

**Capital Assets
For Fiscal Years 2013 to 2022**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Land improvements	\$ 3,235,852	\$ 3,235,853	\$ 3,751,869	\$ 6,970,315	\$ 8,186,395	\$ 8,531,090	\$ 8,531,090	\$ 8,531,090	\$ 8,531,090	\$ 8,642,123
Building and structures	32,583,352	35,089,491	80,662,449	82,755,907	85,871,097	92,626,996	97,305,211	98,437,922	111,171,189	115,102,669
Revenue vehicles	105,412,473	128,629,953	122,454,649	112,965,487	117,991,560	117,827,405	119,027,959	120,044,759	127,650,422	121,269,198
Non-revenue vehicles	1,469,863	1,566,802	1,747,296	1,801,026	1,884,786	1,857,020	2,323,457	2,378,383	2,249,543	2,256,795
Maintenance equipment	4,550,348	4,962,862	6,430,761	7,501,941	7,765,464	8,253,406	8,558,339	8,784,701	11,960,910	12,835,512
Other equipment	24,074,582	25,000,925	26,082,733	27,132,128	27,295,307	27,646,770	30,732,217	32,460,844	32,766,344	32,824,770
Computer equipment	6,832,694	7,510,721	11,219,589	11,552,937	12,729,393	14,682,019	15,503,818	16,228,802	19,462,235	20,530,104
Leasehold improvements	2,274,978	2,274,978	2,140,333	2,021,835	2,021,835	2,021,835	2,021,835	2,021,835	2,021,835	2,021,835
Total capital assets being depreciated	<u>180,434,142</u>	<u>208,271,585</u>	<u>254,489,679</u>	<u>252,701,576</u>	<u>263,745,837</u>	<u>273,446,541</u>	<u>284,003,926</u>	<u>288,888,336</u>	<u>315,813,568</u>	<u>315,483,006</u>
Accumulated depreciation	(94,898,042)	(101,129,089)	(111,035,199)	(117,907,470)	(127,093,719)	(138,189,602)	(150,467,596)	(163,792,004)	(175,604,481)	(183,415,652)
Total Capital Assets being depreciated, net	<u>85,536,100</u>	<u>107,142,496</u>	<u>143,454,480</u>	<u>134,794,106</u>	<u>136,652,118</u>	<u>135,256,939</u>	<u>133,536,330</u>	<u>125,096,332</u>	<u>140,209,087</u>	<u>132,067,354</u>
Land	4,176,369	4,176,369	4,176,369	5,131,568	5,131,568	5,206,568	5,156,106	5,156,106	5,224,517	5,224,517
Construction-in-progress	22,408,214	45,086,213	6,023,710	8,403,748	7,368,069	6,549,546	3,221,269	10,087,230	5,176,961	2,781,910
Total Invested in Capital Assets	<u>\$ 112,120,683</u>	<u>\$ 156,405,078</u>	<u>\$ 153,654,559</u>	<u>\$ 148,329,422</u>	<u>\$ 149,151,755</u>	<u>\$ 147,013,053</u>	<u>\$ 141,913,705</u>	<u>\$ 140,339,668</u>	<u>\$ 150,610,565</u>	<u>\$ 140,073,781</u>

Source: RGRTA's Annual Audited Financial Statements

