

2024



ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED JUNE 30, 2024

**RESEARCH TRIANGLE REGIONAL PUBLIC
TRANSPORTATION AUTHORITY**
NORTH CAROLINA



ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Fiscal Year Ended June 30, 2024

Prepared by the Research Triangle Regional Public
Transportation Authority Finance Department

*Prepared by the Research Triangle Regional Public Transportation Authority
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With special thanks to Shannon Dennison, CPA, *Anderson Smith & Wike PLLC*

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
NORTH CAROLINA

Annual Comprehensive Financial Report
for the Fiscal Year Ended June 30, 2024

BOARD OF TRUSTEES, as of June 30, 2024

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Corey Branch	Valarie Jordan
Michael Fox	Michael Parker
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Matthew Clark	Chief of Staff
Joy Malone	Chief Information Officer
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Gary Tober	Chief Development Officer
Katharine Eggleston	Vice President of Business Transformation
Michelle Jeng	Chief Financial Officer
Vinson Hines, Jr.	Chief of Operations
Byron Smith	General Counsel

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TRANSPORTATION AUTHORITY
FOR THE FISCAL YEAR ENDED JUNE 30, 2024**

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INTRODUCTORY SECTION

July 30, 2025

Board of Trustees
Research Triangle Regional Public Transportation Authority

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the Research Triangle Regional Public Transportation Authority (GoTriangle) for the fiscal year ended June 30, 2024. The basic financial statements and supplemental schedules contained herein have been audited by the independent certified public accounting firm of Mauldin & Jenkins, PLLC and their unmodified opinion is included in the financial section. However, this report is presented by GoTriangle, which is responsible for the accuracy of the data as well as the completeness and fairness of its presentation including all disclosures. We believe the data, as presented, is accurate in all material respects and is presented in a manner designed to set forth fairly the financial position and results of operations of GoTriangle as measured by the financial activity of its various funds. All disclosures necessary to enable the reader to gain the maximum understanding of GoTriangle's financial affairs have been included.

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

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

Profile of GoTriangle

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

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

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

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

About Us

Since the North Carolina General Assembly established our agency as Research Triangle Regional Public Transportation Authority in 1989 to serve Durham, Orange and Wake counties, we have worked to connect the region. We embrace our role as the regional transportation agency by leading the effort for bus and transit infrastructure improvements. Our mission—to improve our region's quality of life by connecting people and places through safe, reliable and easy-to-use travel choices—continues to guide the agency to:

- Improve mobility in the region.
- Assure high-quality customer service.
- Encourage sound growth patterns.

Helping county partners achieve their transit priorities

As the tax district administrator for Durham, Wake and Orange counties, GoTriangle oversees the administration of funds in the county transit plans and works with county partners to implement the region's transit priorities. Large capital projects funded by the county transit plans include building a new state-of-the-art bus transfer facility in downtown Raleigh, developing bus rapid transit corridors and studying the feasibility of a commuter rail service

that would connect West Durham to Garner or Clayton, all designed to create a seamless regional transit network.

In addition to planning, design and construction, GoTriangle provides bus and paratransit services, ride-matching, vanpools, commuter resources, trip planning and an emergency ride home program for the region, including Apex, Cary, Chapel Hill, Durham, Efland, Fuquay-Varina, Hillsborough, Mebane, Raleigh-Durham International Airport, Raleigh, Research Triangle Park, Wendell, Wake Forest and Zebulon. GoTriangle also provides transit information for riders of all providers in the region through the Regional Transit Information Center in Durham, gotriangle.org and real-time bus arrival information.

Governance

GoTriangle is governed by a 13-member Board of Trustees, which by law is authorized to make decisions and enact policy for the agency. The region's principal municipalities and counties appoint 10 voting members to staggered four-year terms. The North Carolina Secretary of Transportation appoints three ex-officio nonvoting members. Each year, voting members elect a chair, vice-chair, secretary and treasurer. Board members stay informed of issues. Members discuss and make recommendations on agenda items to the full board through committees. Those four committees are designated as Planning, Operations, Audit and Finance, and Administration and Governance.

Funding

Primary sources of funding for GoTriangle in FY2024 came from vehicle registration fees, a 5% rental vehicle tax, a half-cent sales tax dedicated for transit in Durham, Orange and Wake counties and federal and state resources. Like other local transit agencies, GoTriangle suspended fares in March 2020 due to the COVID-19 pandemic, seeking to ease financial burdens for the frontline workers and community members who were relying on transit to get to critical jobs or to obtain food or health care. At the direction of the GoTriangle Board of Trustees in February 2024, preparation began to return to fare collection beginning July 1, 2024.

Our Team

GoTriangle is an equal opportunity employer of approximately 285 employees as diverse as the people we serve. Full-time employees enjoy a generous benefits package that includes medical, dental, vision, life insurance and paid leave programs. GoTriangle contributes to employees' retirement through a 401(a) plan and offers tuition assistance, continuing education training and gym & wellness reimbursements.

Operations

In fiscal year 2024, GoTriangle passengers took 1,799,534 trips on bus service and 41,224 trips on ACCESS, our regional paratransit service. GoTriangle operates seven days a week with 76 buses, 11 regional routes, five weekday express routes and a public demand-response system serving Research Triangle Park and surrounding areas. The regional paratransit program has 22 vehicles, and the vanpool service is provided through a contract with Enterprise.

During fiscal year 2024, GoTriangle operated:

- Regional Routes 100, 300, 305, 310, 400, 405, 420, 700, 800, 805 and an RDU Shuttle to the Raleigh-Durham International Airport.
- Express Routes CRX, DRX, ODX, WRX, ZWX.

Tracking Ridership

GoTriangle's ridership in FY2024 was 1,799,534 boardings, up 13.6% from 1,583,586 boardings in FY2023. GoTriangle offers three route types: All-Day, Peak Overlay and Peak-Hour Only.

All-day routes operate continuously, serving Raleigh, Durham, Chapel Hill, Cary and Research Triangle Park seven days a week. They run every 30 minutes on weekdays until 6:30 p.m., then hourly on evenings and weekends. Routes 100, 300, 400, 700 and 800 make up 74% of GoTriangle's ridership.

Peak Overlay routes play a vital role, offering 30-minute service during morning and evening peaks. Peaks are the times during the day when most people tend to commute and traffic congestion and transportation demand are at their highest. The morning peak is from 6 to 9 a.m., and the evening peak is from 3 to 5 p.m. These routes include the 405 (Durham-Chapel Hill), CRX (Chapel Hill-Raleigh Express) and DRX (Durham-Raleigh Express). Together, they contribute 14% to annual ridership.

Peak Hour Only service operates Monday to Friday providing hourly service from 6 to 9 a.m. and from 3 to 7 p.m. Routes provide additional service during the peak to serve additional transit demand. Routes 805, 420, 305, ODX (Efland-Durham), WRX (Wake Forest-Raleigh) and ZWX (Zebulon-Wendell-Raleigh) make up 9% of GoTriangle Ridership.

The average, annual weekday ridership in FY2024 was 5,958 riders, surpassing FY2023's weekday ridership of 5,312. Weekend ridership grew impressively by 29% in FY2024, indicative of post-pandemic recovery. These trends offer insights for GoTriangle to enhance future services. Our fare-free service instituted during the pandemic and continued through FY2024 – likely contributed to the increased weekday ridership.

The RDU shuttle service to the Raleigh-Durham International Airport operates Monday to Saturday, providing 30-minute service until 6:30 p.m., after which, Route 100 offers hourly service. The shuttle produced more than 62,863 passenger trips in FY2024, up from FY2023's

figure of 33,361. However, this is because the RDU shuttle service was restored on Saturday as a part of the overall restoration of 30-minute service on Saturday.

Connecting the region

GoTriangle and its partners are working to connect the region through transit projects that advance equity and opportunity, ease congestion and promote clean air.

Commuter Rail

The Greater Triangle Commuter Rail Feasibility identified significant challenges regarding the implementation of more frequent passenger rail service between Durham and Raleigh. In FY24, GoTriangle continued to support discussions by the MPOs regarding whether or how to move forward with rail-related projects in the corridor studied for commuter rail feasibility.

Raleigh Union Station Bus Facility

The Raleigh Union Station Bus Facility, known as RUS Bus, will be part of a vibrant, integrated joint development in the Warehouse District of downtown Raleigh.

RUS Bus will weave together a street-level bus facility with bike- and pedestrian-friendly spaces. Private development will include multifamily residential, including affordable housing, and retail in one central and vibrant hub. The multimodal facility will provide seamless connections between intercity rail; local, regional and express bus services; proposed commuter rail; and future Bus Rapid Transit.

Construction began on the 1.76-acre site in spring 2022 with remediation and demolition of three former warehouse buildings. A portion of the warehouse facade was preserved to incorporate into the new development. Upcoming construction activities will include site work, utility installation, roadway improvements, building construction and site restoration. Construction of the facility is underway and is planned to be substantially complete by the end of FY2025. The facility is scheduled to open in early FY2026.

RUS Bus began in 2018 after GoTriangle won a \$20 million federal United States Department of Transportation BUILD grant. State and local funds also support the project.

Bus Rapid Transit

A key infrastructure development in Wake County's Transit Plan is developing four Bus Rapid Transit corridors. Typical BRT features include dedicated lanes, frequent service, traffic signal priority, specialized (larger-capacity) vehicles, off-board fare collection, elevated platforms and enhanced stations. Adding BRT to Wake County's existing public transportation network will allow it to better meet transit demands, take more cars off the road and get riders where they need to go faster.

Triangle Mobility Hub

Relocation of the Regional Transit Center will better serve the needs of transit riders and address the onsite and offsite limitations of the current facility. The relocated Regional Transit Center will improve transit speed and reliability, address passenger amenities and operational needs, and provide new multi-modal connections. As a result, the new facility will increase equitable and sustainable access to destinations within Research Triangle Park and across the region as whole. Specifically, the new facility will include additional covered boarding bays with electric bus-charging infrastructure, covered drop-off spaces for paratransit, microtransit and rideshare vehicles, and a signalized bus-only driveway, ensuring comfortable and reliable transfers for riders taking regional trips or making last mile connections.

In June 2024, GoTriangle was awarded a \$25 million federal grant to support the project. In FY2025, GoTriangle plans to complete schematic design of the facility, complete the NEPA environmental clearance process, and work with the Research Triangle Foundation to move the project forward toward construction (anticipated to begin in FY2026).

Bus Operations Maintenance Facility Modernization and Expansion

Nelson Road Bus Operations and Maintenance Facility Modernization and Expansion project at GoTriangle's current bus operations facility in Morrisville will ensure that our agency has the capacity to service and maintain the fleet necessary for future service increases included in the three counties' transit plans. In addition to expanding capacity, the project also will be designed to improve employee quality of life and support the well-being of transit operators, dispatchers, mechanics, service attendants and others who work there. In FY2025, GoTriangle intends to contract with a designer and construction manager at risk to prepare to move the project forward into design and construction.

Awards and Acknowledgements

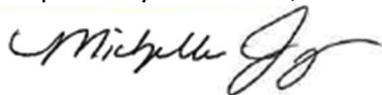
GoTriangle is required by state law to have an independent financial audit. A compliance audit on federal and state financial assistance programs is also required under the revised federal Single Audit Act of 1996 and the State Single Audit Implementation Act. GoTriangle's auditors, Mauldin & Jenkins,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

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the GoTriangle for its Annual Comprehensive Financial Report for the fiscal year ended June 30, 2023. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports.

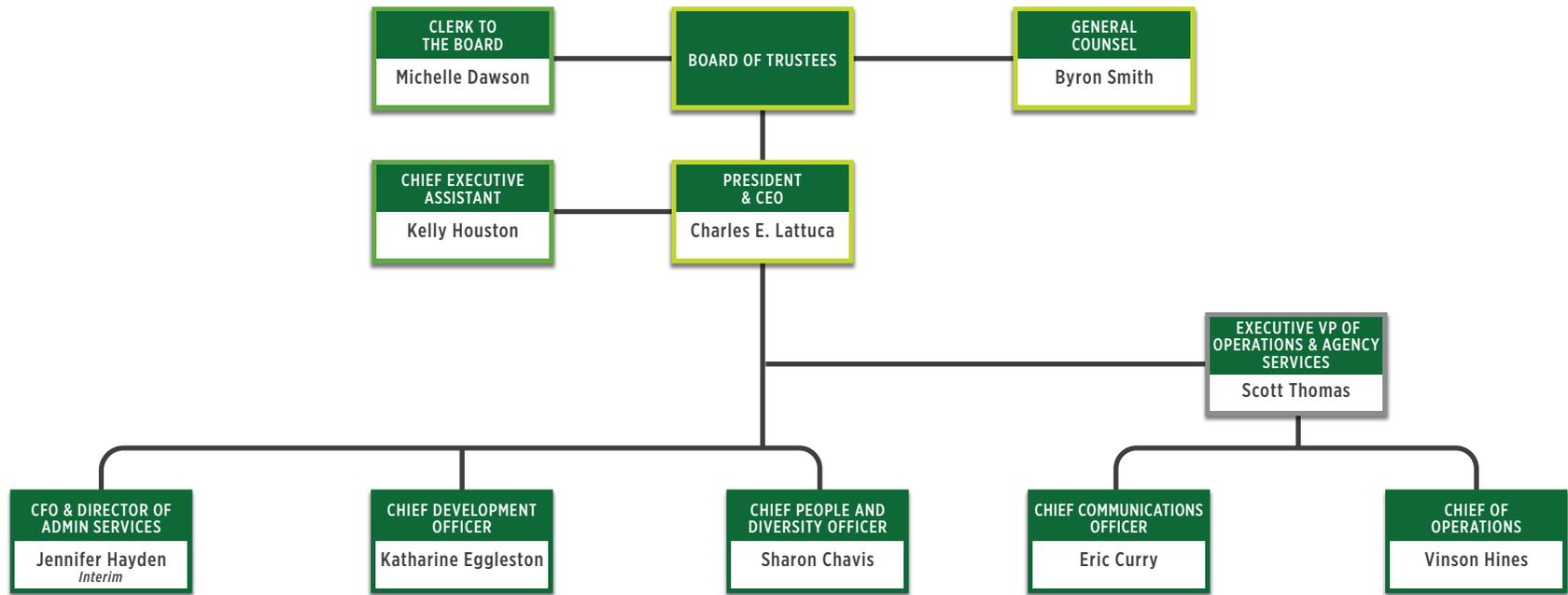
In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized Annual Comprehensive Financial Report (ACFR). This report must satisfy both generally accepted accounting principles (GAAP) and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. GoTriangle has received a Certificate of Achievement for the last 30 consecutive years. We believe our current report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michelle Jeng". The signature is fluid and cursive, with a large initial "M" and "J".

Michelle Jeng, CTP
Chief Financial Officer





Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

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

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morill

Executive Director/CEO

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FINANCIAL SECTION



Independent Auditor's Report

**To the Board of Trustees
Research Triangle Regional Public Transportation Authority
Research Triangle Park, North Carolina
Report on the Audit of the Financial Statements**

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of **Research Triangle Regional Public Transportation Authority** (the "Authority") as of and for the year ended June 30, 2024, 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 accompanying financial statements referred to above present fairly, in all material respects, the financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Authority, as of June 30, 2024, and the respective changes in financial position and, where applicable, cash flows thereof, and the budgetary comparison statements for the General Fund, Triangle Tax District – Durham Operating Fund, Triangle Tax District – Durham Special Tax District Fund, Triangle Tax District – Orange Operating Fund, Triangle Tax District – Orange Special Tax District Fund, Triangle Tax District – Wake Operating Fund, and Triangle Tax District – Wake Special Tax District Fund, for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). 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 the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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.

Auditor's Responsibility 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 opinion. 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 GAAS 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 GAAS 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 the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, 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.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying individual fund schedules and the schedule of expenditures of federal and state awards, as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* and the State of North Carolina Single Audit Implementation Act (collectively, "the supplementary information") are presented for purposes of additional analysis and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The supplementary 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 financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

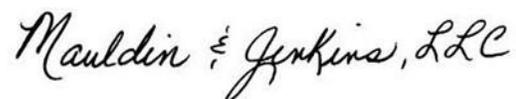
Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory section and statistical section but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated July 30, 2025, 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 Authority's internal control over financial reporting and compliance.



Raleigh, North Carolina
July 30, 2025

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**MANAGEMENT'S
DISCUSSION &
ANALYSIS**

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

Research Triangle Regional Public Transportation Authority (the "Authority") management offers readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended June 30, 2024. The Authority also does business using the trade name **GoTriangle**. This is part of a branding effort with transit partners such as the City of Durham (GoDurham), the City of Raleigh (GoRaleigh) and the Town of Cary (GoCary) to clearly identify the organization and the area of transit services. Users are encouraged to read the information presented here in conjunction with additional information furnished in the Authority's financial statements.

Financial Highlights

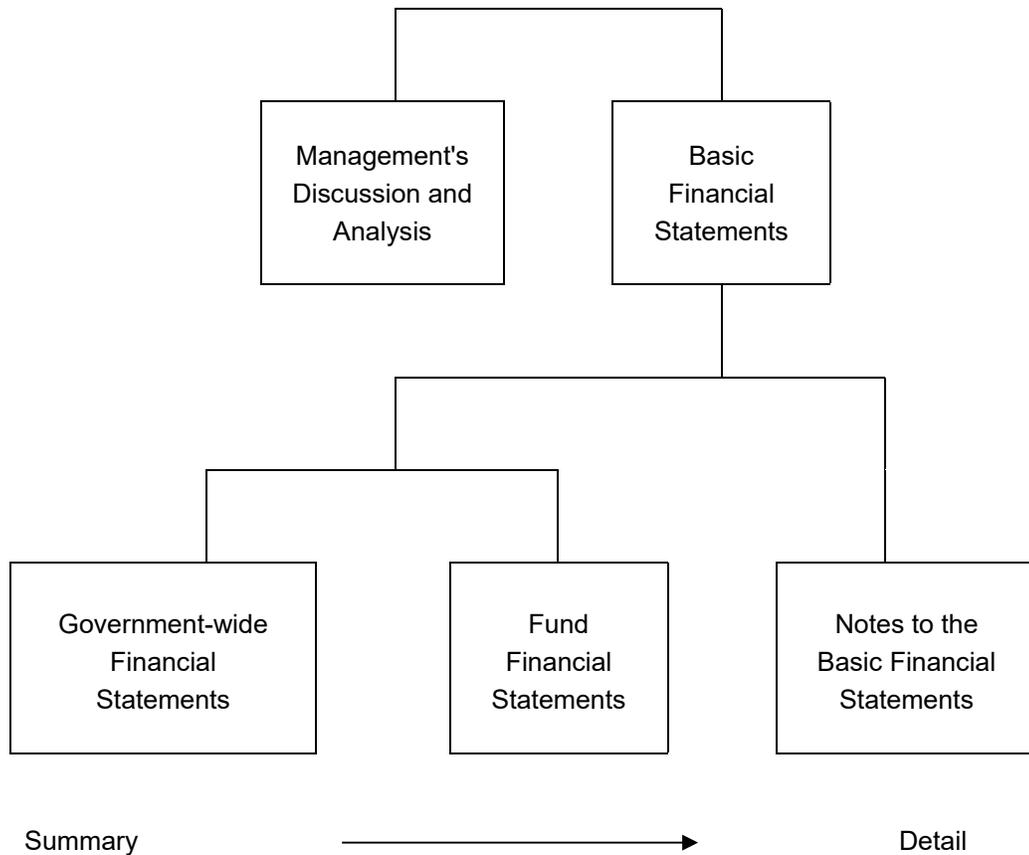
- The assets and deferred outflows of the Authority exceeded its liabilities and deferred inflows at the close of Fiscal Year 2024 by \$1,012,783,695 (*net position*).
- The Authority's total net position increased by \$147,109,383. The Wake Tax District Funds contributed \$101,372,882 of net revenue to the Authority's net position. Planning for a Raleigh Bus Rapid Transit system and a Commuter Rail Line in Johnston, Wake and Durham counties is continuing. Per the original strategic plan, the Wake Transit District is building financial resources to fund the initial construction of major projects and improve the ratings of any debt that may be issued. Additionally, investment income including unrealized gain / (loss) for all funds totaled \$30,530,491, which has significantly contributed to Authority revenues.
- As of the close of the current fiscal year, the Authority's governmental funds reported combined ending fund balances of \$914,571,433, an increase of \$138,376,520 from the prior year less error corrections of (\$976,214).
- Fund balances at year-end for governmental funds fully under the control of the Authority (the General Fund, the Major Capital Projects Fund, and the Technology Capital Project Fund) totaled \$59,543,226, which is a \$1,562,644 increase over Fiscal Year 2023 balances. These funds should be reviewed together for an accurate view of the Authority's financial position.
- The Durham, Orange and Wake County Tax Districts increased their fund balances in Fiscal Year 2024 over Fiscal Year 2023. Specifically, Durham County Tax District's fund balance increased by \$28,046,279, Orange County Tax District's fund balance increased by \$7,394,715, and Wake County Tax District's fund balance increased by \$101,372,882. The primary increase is due to revenue collections outpacing expenditures.
- The Tax Districts are legally separate entities, and the Authority has fiduciary responsibilities and limitations on how the funds may be expended. Activities in the districts are discussed in more detail below.

Overview of the Financial Statements

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

Required Components of Annual Financial Report

Figure 1



Basic Financial Statements

The first two statements (pages 31 through 32) in the basic financial statements are the **Government-Wide Financial Statements**. They provide both short-term and long-term information about the Authority's financial status.

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The next statements (pages 33 through 50) are the **Fund Financial Statements**. These statements focus on the activities of the individual parts of the Authority's government. These statements provide more detail than the government-wide financial statements. There are three parts to the fund financial statements: 1) the governmental fund statements, 2) the budgetary comparison statements, and 3) the proprietary fund statements.

The next section of the basic financial statements is the **notes** (pages 52 to 83). The notes to the financial statements explain in detail some of the data contained in those statements. After the notes, **supplemental information** is provided to show details about the Authority's individual funds. Budgetary information required by the North Carolina General Statutes also can be found in this part of the statements.

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

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

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

Fund Financial Statements – The fund financial statements (see pages 33 through 50) provide a more detailed look at the Authority's most significant activities. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Authority, like all other governmental entities in North Carolina, uses fund accounting to ensure and reflect compliance (or non-compliance) with finance-related legal requirements, such as the General Statutes or the Authority's budget ordinance. All of the funds of the Authority can be divided into two categories: governmental funds and proprietary funds.

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

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

The Authority adopts an annual budget for its General Fund, as required by the General Statutes. The budget is a legally adopted document that incorporates input from the citizens of the counties the Authority serves, the management of the Authority, and the decisions of the Board about which services to provide and how to pay for them. It also authorizes the Authority to obtain funds from identified sources to finance these current-period activities. The budgetary statement provided for the General Fund demonstrates how well the Authority complied with the budget ordinance and whether or not the Authority succeeded in providing the services as planned when the budget was adopted. The budgetary comparison statement uses the budgetary basis of accounting and is presented using the same format, language, and classifications as the legal budget document. The statement shows four columns: 1) the original budget as adopted by the board, 2) the final budget as amended by the board, 3) the actual resources, charges to appropriations, and ending balances in the General Fund, and 4) the difference or variance between the final budget and actual resources and charges. The governmental fund financial statements with budget to actual information are on pages 40 - 46 of this report.

Proprietary Funds - The Authority uses Enterprise Funds to account for its proprietary funds. Enterprise Funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The Authority uses Enterprise Funds to account for its ridesharing and regional bus activities. These are the same as those functions shown in the business-type activities in the Statement of Net Assets and the Statement of Activities. The proprietary fund financial statements are on pages 47– 50 of this report.

Notes to the Financial Statements – The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements are on pages 52 through 83 of this report.

Other Information – In addition to the basic financial statements and accompanying notes, this report includes certain required supplementary information concerning the Authority's progress in funding its obligation to provide other postemployment benefits to its employees. Required supplementary information can be found on page 84 of this report.

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

*Research Triangle Regional Public Transportation Authority's Net Position
Figure 2*

Government-Wide Financial Analysis

	Governmental Activities	Governmental Activities	Business-Type Activities	Business-Type Activities	Total	Total
	2024	2023	2024	2023	2024	2023
Current and other assets	\$ 935,657,722	\$ 786,623,133	\$ 5,175,056	\$ 8,747,388	\$ 940,832,778	\$ 795,370,521
Capital assets	81,096,450	67,258,393	21,257,457	22,910,367	102,353,907	90,168,760
Total assets	1,016,754,172	853,881,526	26,432,513	31,657,755	1,043,186,685	885,539,281
Deferred outflows of resources	324,649	318,989	656,460	819,829	981,109	1,138,818
Total assets and deferred outflows	1,017,078,821	854,200,515	27,088,973	32,477,584	1,044,167,794	886,678,099
Other liabilities	21,679,099	11,012,107	1,539,134	1,785,709	23,218,233	12,797,816
Long term liabilities outstanding	1,624,550	2,146,743	2,984,267	3,642,953	4,608,817	5,789,696
Total liabilities	23,303,649	13,158,850	4,523,401	5,428,662	27,827,050	18,587,512
Deferred inflows of resources	1,177,028	822,828	2,380,021	1,593,447	3,557,049	2,416,275
Total liabilities and deferred inflows	24,480,677	13,981,678	6,903,422	7,022,109	31,384,099	21,003,787
Net position:						
Net Investment in Capital Assets	80,560,399	66,678,767	21,107,806	22,706,400	101,668,205	89,385,167
Restricted - Stabilization by State Statute	4,242,401	87,567,483	-	-	4,242,401	87,567,483
Restricted - Public transportation	690,143,102	473,045,304	-	-	690,143,102	473,045,304
Restricted - Interlocal Agreement	201,203,104	201,203,104	-	-	201,203,104	201,203,104
Restricted - Community Funding Area Program	1,331,247	1,331,247	-	-	1,331,247	1,331,247
Unrestricted (deficit)	15,117,891	10,392,932	(922,255)	2,749,075	14,195,636	13,142,007
Total net position	\$ 992,598,144	\$ 840,218,837	\$ 20,185,551	\$ 25,455,475	\$ 1,012,783,695	\$ 865,674,312

As noted earlier, net position may serve over time as one useful indicator of a government's financial condition. The net position of the Authority exceeds liabilities by \$1,012,783,695 as of June 30, 2024. The Authority's net position increased \$147,109,383 through operations. This compares to an increase of \$167,473,871 for the fiscal year ended June 30, 2023. The Authority's grant expenditures from federal and State operating and capital grants was \$6,672,729.

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

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

- The Authority has long-term investments in certain federal government agencies with adjustable interest rates. Overall, adjusting the investments to market resulted in an unrealized gain of \$9,790,898. The Authority generally holds investments to maturity or when called by the issuer. Realized investment earnings were \$20,475,790.
- The revenue contributed by the Wake County Tax District increased this year compared to the prior year by \$8,079,916. Wake Local Option Sales Tax revenue increased by \$6,712,321. The Interlocal Agreement controlling the funds requires that certain amounts be reserved for future uses. Those amounts are shown as "Restricted – Interlocal Agreement."
- During the fiscal year, records of underground utility lines, soil samples, and other subterranean information related to the former rail projects which had been previously impaired was deemed to be worthless during the year. \$3,292,898 was charged against the Construction in Progress value. It is shown on the Statement of Activities as a Special Item.

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

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

Figure 3

	Governmental Activities		Business-Type Activities		Total	Total
	2024	2023	2024	2023	2024	2023
Revenues:						
Program revenues:						
Charges for services	\$ 1,550,259	\$ 1,411,557	\$ 6,503,847	\$ 5,964,624	\$ 8,054,106	\$ 7,376,181
Operating grants and contributions	-	41,492	3,282,347	3,415,614	3,282,347	3,457,106
Capital grants and contributions	-	-	3,297,034	2,659,011	3,297,034	2,659,011
General revenues:						
Vehicle registration taxes	20,166,120	20,048,569	-	-	20,166,120	20,048,569
Vehicle rental taxes	16,158,765	14,871,008	-	-	16,158,765	14,871,008
Special sales tax revenues	190,991,049	186,208,231	-	-	190,991,049	186,208,231
Miscellaneous revenues	9,435,286	2,709,729	1,393,575	4,160,063	10,828,861	6,869,792
Unrestricted investment earnings	30,530,491	23,765,949	(263,803)	65,281	30,266,688	23,831,230
Total revenues	268,831,970	249,056,535	14,213,000	16,264,593	283,044,970	265,321,128
Expenses:						
Board	138,348	181,721	-	-	138,348	181,721
Executive Office	950,437	852,156	-	-	950,437	852,156
Human Resources	698,926	618,201	-	-	698,926	618,201
Administration	892,184	990,471	-	-	892,184	990,471
Capital Development	668,678	348,668	-	-	668,678	348,668
Commuter Rail Development	6,201	21,442	-	-	6,201	21,442
EEO/DBE	131,652	242,502	-	-	131,652	242,502
GoDurham	-	1,239,956	-	-	-	1,239,956
Finance	4,017,953	3,037,306	-	-	4,017,953	3,037,306
General Counsel	1,391,531	1,399,798	-	-	1,391,531	1,399,798
Communication and Public Affairs	836,828	799,893	-	-	836,828	799,893
Transit Services	94,606,754	59,133,994	-	-	94,606,754	59,133,994
Miscellaneous	185,337	163,497	-	-	185,337	163,497
Regional bus service	-	-	26,145,577	25,503,610	26,145,577	25,503,610
Regional Services	-	-	1,972,283	2,034,042	1,972,283	2,034,042
Total expenses	104,524,829	69,029,605	28,117,860	27,537,652	132,642,689	96,567,257
Increase (Decrease) in net position before transfers & special items	164,307,141	180,026,930	(13,904,860)	(11,273,059)	150,402,281	168,753,871
Transfers	(8,634,936)	(12,896,100)	8,634,936	12,896,100	-	-
Special Item	(3,292,898)	(1,280,000)	-	-	(3,292,898)	(1,280,000)
Increase (Decrease) in net position	152,379,307	165,850,830	(5,269,924)	1,623,041	147,109,383	167,473,871
Net position, beginning, as restated	840,218,837	674,368,007	25,455,475	23,832,434	865,674,312	698,200,441
Net position, ending	\$ 992,598,144	\$ 840,218,837	\$ 20,185,551	\$ 25,455,475	\$ 1,012,783,695	\$ 865,674,312

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

Governmental Activities – Governmental activities increased the Authority's net position by \$152,379,307. Key elements of this significant change are as follows:

- General revenues increased from \$247,603,486 in Fiscal Year 2023 to \$267,281,711 in Fiscal Year 2024, a net increase of \$13,055,955. The Authority receives and administers local option sales tax and vehicle registration taxes on behalf of the Durham, Orange and Wake County Tax District Funds. The proceeds may only be spent to support transportation in the respective counties. In Fiscal Year 2024, \$16,158,765 vehicle rental taxes were collected. From Fiscal Year 2023 to Fiscal Year 2024, the taxes collected increased by \$1,287,757. This positive trend was also reflected in the investment gains reported. The long-term investments market value increased to \$30,530,491. The Authority invests in accordance with General Statute 159-30 and holds the investments until maturity or called by the issuer. Holding to maturity means that the full principal amount will be returned.
- Beginning in FY2024, the City of Durham took back the administrative oversight of its transit system causing a \$1.2 million reduction in expenses.
- During the fiscal year, \$8,634,936 was transferred from governmental funds to proprietary funds. This dropped the overall net increase in the governmental activities and increased the overall performance of the business-type activities.

Business-Type Activities – Business-type activities decreased the Authority's net position by \$5,269,924 to \$20,185,551. Key elements for this decrease are as follows:

- Bus fares and ridership fees are \$0, and transit services including paratransit revenue totaled \$6,503,847, which is an increase of \$539,223 over Fiscal Year 2023.
- Intergovernmental revenues increased by \$504,756.
- The cost of providing bus and transit services increased by \$580,208.
- The Rideshare Fund showed a net operating loss of \$454,440 for Fiscal Year 2024, compared to a loss of \$582,777 in Fiscal Year 2023.
- The Regional Bus Service fund showed a net operating loss of \$16,804,545 for Fiscal Year 2024, compared to a loss of \$13,415,064.
- Funds were received from the General Fund to offset the operating deficit in the Regional Bus Service Fund and the Rideshare Fund.

Financial Analysis of the Authority's Funds

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

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

Governmental Funds – The focus of the Authority’s governmental funds is to provide information on near-term inflows, outflows, and balances of usable resources. Such information is useful in assessing the Authority’s financing requirements. Specifically, unreserved fund balance can be a useful measure of a government’s net resources available for spending at the end of the fiscal year.

The General Fund is the chief operating fund of the Authority. At the end of the current fiscal year, the total fund balance was \$21,847,130, a decrease of \$12,331,645. Revenues declined \$4,286,658. Expenditures decreased by \$269,005. A net transfer out in amount of \$10,692,228 also contributed to the net decrease in the General Fund.

Annually, the Board of Trustees authorizes the renewal of capital funding allocations for the Durham, Wake, and Orange County Transit Plans. In recent fiscal years, the full amounts requested by county partners have not been expended, resulting in a cumulative surplus of carryover funds. Furthermore, GoTriangle received Article 43 revenues in excess of initial projections. Article 43 accounted for \$4.8 million of the overall \$19 million increase in revenue. Together, these circumstances have contributed to a sustained and incremental growth in the fund balance. Investment income also recorded an overall increase of 28.5% contributing to the overall fund balance increase. Key activities at the major fund level included the following:

- Triangle Tax District – Durham Operating revenues decreased by 40.9% and the expenditures increased by 23.3%.
- Triangle Tax District – Durham Special Tax District revenues and expenditures remained constant.
- Triangle Tax District – Orange Operating revenues decreased by 12% and expenditures decreased by 4%.
- Triangle Tax District – Orange Special Tax District revenues and expenditures remained constant year-over-year.
- Triangle Tax District – Wake Operating experienced the largest increase with revenues increasing by 42% and expenditures increasing by only 15%.
- Triangle Tax District – Wake Special Tax District revenues and expenditures remained constant year-over-year.
- Vehicle Rental Tax revenue allocated to the Major Capital Projects Fund increased by over 100%, while related expenditures remained constant with prior levels. This increase is due to an expanded tax base and improvements in collection efficiencies.
- Within the Triangle Tax District – Durham Capital, total revenues and expenditures increased by an estimated 17%.
- Within the Triangle Tax District – Orange Capital, total revenues rose by approximately 12.4%, while total expenditures declined by about 45%.
- Within the Triangle Tax District – Wake Capital, total revenues remained constant, while total expenditures increased over 200%.

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

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

To clarify its mission, vision and values, GoTriangle updated its Strategic Plan with the help of consultant Transpro Consulting LLC. This plan will help shape GoTriangle's direction allowing for improvements in transit operations, enhance system performance and update its business practices over the next 3-5 years. As a result of this update, there were various budget amendments. The most notable budget amendments include an amendment for the receipt of insurance proceeds in the amount of \$702,710, and for a professional services engagement executed with Deloitte in the amount of \$493,756 to conduct a comprehensive assessment of internal controls and operational efficiencies of GoTriangle.

Proprietary Funds – The Authority’s proprietary funds provide the same type of information found in the government-wide financial statements but in more detail. The Ridesharing Fund shows a positive net position of \$606,759 at the end of the current fiscal year, which is \$118,396 more than the net position at the end of the previous fiscal year. Net position for the Regional Bus Service Fund decreased by \$5,388,320 to a net position of \$19,578,792 at the end of the current fiscal year.

Capital Assets

Capital Assets – The Authority’s investment in capital assets for its governmental and business-type activities as of June 30, 2024 totaled \$102,353,907 (net of accumulated depreciation/amortization). This was an increase from the \$90,168,760 reported last year. These assets include buildings, land, equipment, building improvements, vehicles, equipment leases, IT subscriptions, and construction in progress (CIP).

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

- During the write down of Construction in Progress (CIP) value for the Wake Legacy project in 2016 and the Durham-Orange Light Rail Project in 2019, \$8,803,221 in subterranean designs, surveys, core samples, etc. had previously been recorded in the CIP balance. Following review this year, after multiple years of impairments, the remaining balance of \$3,292,898 was written off.
- In an overall summary, the Authority recognizes the right to use assets owned by others, including equipment leases and IT subscriptions of \$680,629 at the end of Fiscal Year 2024. A liability for the amounts payable under the right to use assets is also recorded for \$685,702 at the end of the Fiscal Year. Some lease payments include payments for service-related components not related to the use of the asset. Maintenance charges on copier leases is a common example of this difference. The Authority added one IT subscription during the year. The Authority did not add any additional equipment leases during the year. The right to use leased assets are included in Figure 4.
- The full listing of capital assets was reviewed during the year.

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
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Capital Assets (Continued)

Figure 4

	Governmental	Governmental	Business-Type	Business-Type	Total	Total
	Activities	Activities	Activities	Activities		
	2024	2023	2024	2023	2024	2023
Land	\$ 42,282,010	\$ 43,270,817	\$ 748,068	\$ 748,068	\$ 43,030,078	\$ 44,018,885
Buildings	3,048,316	3,256,603	3,543,379	3,858,392	6,591,695	7,114,995
Building Improvements	1,801,412	1,786,978	2,901,997	2,148,629	4,703,409	3,935,607
Equipment and Vehicles	603,044	934,497	13,914,147	15,955,456	14,517,191	16,889,953
Equipment Leases	138,427	184,062	-	-	138,427	184,062
IT Subscriptions	392,336	401,305	149,866	199,822	542,202	601,127
Construction in Progress	32,830,905	17,424,131	-	-	32,830,905	17,424,131
Total	\$ 81,096,450	\$ 67,258,393	\$ 21,257,457	\$ 22,910,367	\$ 102,353,907	\$ 90,168,760

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

Debt Administration

The long-term obligations shown on the Statement of Net Position represent the long-term liability for the OPEB liability, compensated absences, subscription liabilities and lease liabilities. The OPEB liability had a net decrease of \$232,699, compensated absences had a net decrease of \$258,141, subscription liabilities had a net increase of \$4,780, and lease liabilities had a net decrease of \$48,325 during the year. Additional information can be found in Note 7 of the Notes to the Basic Financial Statements.

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**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
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Budget Highlights for the Fiscal Year Ending June 30, 2025

Governmental Activities – The total revenue budgeted in FY 2025 is \$279.3M. The major sources of revenue for these activities are the ½ cent sales tax, \$222.0M; 5% vehicle rental tax, \$18.5M; \$3, \$5, and \$7 vehicle registration taxes, \$20.8M; investments, \$1.3M and Prior Year Carryover, \$1.2M. Budgeted departmental expenditures in the General Fund are \$35.2M. Capital expenditures are budgeted at \$168.4M in the Durham, Orange and Wake Counties tax district funds.

Business - Type Activities – The total revenue budgeted in FY 2025 is \$29.5M. The major sources of revenue for these activities are transit services and local subsidies, \$11.4M; federal and state grants, \$5.2M; and other revenue, \$1.6M. Budgeted departmental expenditures in the Bus Fund, and the Rideshare Fund are \$27.2M, \$2.3M, respectively. Transfers from the General Fund of \$11.3M are budgeted to offset the difference between revenues and expenditures.

Requests for Information

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

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BASIC FINANCIAL STATEMENTS

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Statement of Net Position
June 30, 2024

	<u>Governmental Activities</u>	<u>Business-Type Activities</u>	<u>Total</u>
ASSETS			
Current assets:			
Cash and cash equivalents	\$ 81,604,748	\$ -	\$ 81,604,748
Receivables	1,090,287	1,462,977	2,553,264
Accrued interest receivable	1,637,889	-	1,637,889
Due from other governments	57,475,174	2,080,825	59,555,999
Internal balances	253,341	(253,341)	-
Investments	793,493,890	747,748	794,241,638
Inventories	-	1,136,847	1,136,847
Prepaid items	102,393	-	102,393
Total current assets	<u>935,657,722</u>	<u>5,175,056</u>	<u>940,832,778</u>
Noncurrent assets:			
Capital assets:			
Land	42,282,010	748,068	43,030,078
Construction in progress	32,830,905	-	32,830,905
Other capital assets, net of depreciation	5,452,772	20,359,523	25,812,295
Right to use assets, net of amortization	530,763	149,866	680,629
Capital assets	<u>81,096,450</u>	<u>21,257,457</u>	<u>102,353,907</u>
Total assets	<u>1,016,754,172</u>	<u>26,432,513</u>	<u>1,043,186,685</u>
DEFERRED OUTFLOWS OF RESOURCES			
Other Post Employment Benefit deferrals	<u>324,649</u>	<u>656,460</u>	<u>981,109</u>
LIABILITIES			
Current liabilities:			
Accounts payable and accrued liabilities	20,701,334	1,070,574	21,771,908
Accrued wages and benefits	384,955	9,181	394,136
Compensated absences	391,139	411,791	802,930
Lease & subscription liabilities	201,671	47,588	249,259
Total current liabilities	<u>21,679,099</u>	<u>1,539,134</u>	<u>23,218,233</u>
Noncurrent liabilities:			
Compensated absences	337,691	956,236	1,293,927
Lease & subscription liabilities	334,380	102,063	436,443
Total OPEB liability	952,479	1,925,968	2,878,447
Total noncurrent liabilities	<u>1,624,550</u>	<u>2,984,267</u>	<u>4,608,817</u>
Total liabilities	<u>23,303,649</u>	<u>4,523,401</u>	<u>27,827,050</u>
DEFERRED INFLOWS OF RESOURCES			
Other Post Employment Benefit deferrals	<u>1,177,028</u>	<u>2,380,021</u>	<u>3,557,049</u>
NET POSITION			
Net investment in capital assets	80,560,399	21,107,806	101,668,205
Restricted for:			
Stabilization by State statute	4,242,401	-	4,242,401
Public transportation	690,143,102	-	690,143,102
Interlocal Agreement	201,203,104	-	201,203,104
Community Funding Area Program	1,331,247	-	1,331,247
Unrestricted (deficit)	15,117,891	(922,255)	14,195,636
Total net position	<u>\$ 992,598,144</u>	<u>\$ 20,185,551</u>	<u>\$ 1,012,783,695</u>

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Statement of Activities
For the Fiscal Year Ended June 30, 2024

Functions/Programs	Program Revenue				Net (Expenses) Revenue and Change in Net Position		
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Primary Government		
Primary Government					Governmental Activities	Business-Type Activities	Total
Governmental activities:							
General government	\$ 104,524,829	\$ 1,550,259	\$ -	\$ -	\$ (102,974,570)	\$ -	\$ (102,974,570)
Total governmental activities	104,524,829	1,550,259	-	-	(102,974,570)	-	(102,974,570)
Business-type activities:							
Regional bus service	26,145,577	6,503,847	2,829,927	3,297,034	-	(13,514,769)	(13,514,769)
Ridesharing	1,972,283	-	452,420	-	-	(1,519,863)	(1,519,863)
Total business-type activities	28,117,860	6,503,847	3,282,347	3,297,034	-	(15,034,632)	(15,034,632)
Total primary government	\$ 132,642,689	\$ 8,054,106	\$ 3,282,347	\$ 3,297,034	(102,974,570)	(15,034,632)	(118,009,202)
General revenues:							
Taxes:							
Vehicle registration taxes					20,166,120	-	20,166,120
Vehicle rental taxes					16,158,765	-	16,158,765
Special tax revenues					190,991,049	-	190,991,049
Miscellaneous revenues					9,435,286	1,393,575	10,828,861
Unrestricted investment earnings/(losses)					30,530,491	(263,803)	30,266,688
Total general revenues excluding transfers					267,281,711	1,129,772	268,411,483
Special Item (note 5):							
Unusual item-write down of records from discontinued projects					(3,292,898)	-	(3,292,898)
Transfers					(8,634,936)	8,634,936	-
Total general revenues, special item and transfer					255,353,877	9,764,708	265,118,585
Change in net position					152,379,307	(5,269,924)	147,109,383
Net position - beginning					841,265,187	25,439,384	866,704,571
Error correction (note 13)					(1,046,350)	16,091	(1,030,259)
Net Position - beginning, as restated					840,218,837	25,455,475	865,674,312
Net position - ending					\$ 992,598,144	\$ 20,185,551	\$ 1,012,783,695

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Balance Sheet
Governmental Funds
June 30, 2024

	Major Funds				
	General Fund	Triangle Tax District - Durham Operating	Durham Special Tax District	Triangle Tax District - Orange Operating	Orange Special Tax District
ASSETS					
Cash and cash equivalents	\$ 4,550,385	\$ 1,669,867	\$ 5,204,783	\$ 3,047,781	\$ 2,489,302
Taxes receivable, net:					
Vehicle registration taxes	1,739,675	438,900	188,097	207,718	89,019
Refundable sales tax	271,130	-	-	-	-
Local option sales tax	-	12,871,641	-	3,086,031	-
Rental tax	-	-	-	-	-
Accrued interest	67,866	187,389	-	-	-
Prepaid items	102,393	-	-	-	-
Due from other funds	1,032,975	-	-	-	-
Other Miscellaneous	1,083,905	-	-	-	-
Investments	13,605,482	71,800,615	-	1,573,338	-
Total assets	<u>22,453,811</u>	<u>86,968,412</u>	<u>5,392,880</u>	<u>7,914,868</u>	<u>2,578,321</u>
LIABILITIES					
Accounts payable and accrued liabilities	168,762	3,061,673	-	800,303	-
Due to other funds	52,964	2,075,282	-	485,213	-
Accrued wages and benefits	384,955	-	-	-	-
Total liabilities	<u>606,681</u>	<u>5,136,955</u>	<u>-</u>	<u>1,285,516</u>	<u>-</u>
FUND BALANCES					
Nonspendable					
Prepaid items	102,393	-	-	-	-
Restricted - Stabilization by State Statute	4,195,551	-	-	-	-
Restricted - Public Transportation	-	78,445,279	5,392,880	5,687,618	2,578,321
Restricted - Interlocal Agreement	-	3,386,178	-	941,734	-
Restricted - Community Funding Area Program	-	-	-	-	-
Assigned - Subsequent Years Expenditures	4,309,595	-	-	-	-
Unassigned	13,239,591	-	-	-	-
Total fund balances	<u>21,847,130</u>	<u>81,831,457</u>	<u>5,392,880</u>	<u>6,629,352</u>	<u>2,578,321</u>
Total liabilities and fund balances	<u>\$ 22,453,811</u>	<u>\$ 86,968,412</u>	<u>\$ 5,392,880</u>	<u>\$ 7,914,868</u>	<u>\$ 2,578,321</u>

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

Major Funds							
Triangle Tax District - Wake Operating	Wake Special Tax District	Major Capital Projects Fund	Triangle Tax District - Durham Capital	Triangle Tax District - Orange Capital	Triangle Tax District - Wake Capital	Non-Major Governmental Fund	Total Governmental Funds
\$ 35,233,722	\$ -	\$ 16,785,138	\$ 5,412,133	\$ -	\$ 7,211,637	\$ -	\$ 81,604,748
1,790,502	767,163	-	-	-	-	-	5,221,074
-	-	-	-	-	-	-	271,130
34,762,155	-	-	-	-	-	-	50,719,827
-	-	1,263,143	-	-	-	-	1,263,143
1,245,603	-	137,031	-	-	-	-	1,637,889
-	-	-	-	-	-	-	102,393
2,094,710	-	-	-	-	-	52,964	3,180,649
-	-	6,382	-	-	-	-	1,090,287
57,435,694	-	19,812,869	80,222,547	14,739,612	534,303,733	-	793,493,890
132,562,386	767,163	38,004,563	85,634,680	14,739,612	541,515,370	52,964	938,585,030
15,855,851	767,163	41,468	-	-	-	6,114	20,701,334
-	-	313,849	-	-	-	-	2,927,308
-	-	-	-	-	-	-	384,955
15,855,851	767,163	355,317	-	-	-	6,114	24,013,597
-	-	-	-	-	-	-	102,393
-	-	-	-	-	-	46,850	4,242,401
106,089,621	-	37,649,246	50,095,659	13,460,634	390,743,844	-	690,143,102
9,285,667	-	-	35,539,021	1,278,978	150,771,526	-	201,203,104
1,331,247	-	-	-	-	-	-	1,331,247
-	-	-	-	-	-	-	4,309,595
-	-	-	-	-	-	-	13,239,591
116,706,535	-	37,649,246	85,634,680	14,739,612	541,515,370	46,850	914,571,433
\$ 132,562,386	\$ 767,163	\$ 38,004,563	\$ 85,634,680	\$ 14,739,612	\$ 541,515,370	\$ 52,964	\$ 938,585,030

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

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Reconciliation of the Balance Sheet to the Statement of Net Position
Governmental Funds
June 30, 2024

Fund Balances - Governmental Funds \$ 914,571,433

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

Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.

Gross capital assets at historical cost	93,969,492	
Accumulated depreciation	(13,403,805)	
Right to use assets	892,556	
Accumulated amortization	<u>(361,793)</u>	
		81,096,450

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

Other post-employment benefits	(952,479)
Compensated absences	(728,830)
Lease and subscription liabilities	(536,051)

Deferred inflows of resources related to OPEB are not reported in the funds (1,177,028)

Deferred outflows of resources related to OPEB are not reported in the funds 324,649

Net position of governmental activities \$ 992,598,144

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Fiscal Year Ended June 30, 2024

	Major Funds				
	General Fund	Triangle Tax District- Durham Operating	Durham Special Tax District	Triangle Tax District Orange Operating	Orange Special Tax District
REVENUES					
Vehicle registration taxes	\$ 6,719,375	\$ 1,706,649	\$ 731,394	\$ 805,000	\$ 345,000
Special tax revenue	-	5,094,396	-	4,582,364	-
Other revenue	1,822,579	-	-	-	-
Indirect cost credits	1,444,314	-	-	-	-
Vehicle rental tax	-	21,057	-	10,284	-
Net gain (loss) on investments	(3,269,776)	1,606,016	-	362,049	-
Total revenues	<u>6,716,492</u>	<u>8,428,118</u>	<u>731,394</u>	<u>5,759,697</u>	<u>345,000</u>
EXPENDITURES					
Current:					
Board	132,288	-	-	-	-
Executive Office	951,707	-	-	-	-
Human Resources	699,914	-	-	-	-
Administration	453,788	-	-	-	-
Capital Development	601,687	-	-	-	-
Commuter Rail Development	6,201	-	-	-	-
EEO/DBE	131,793	-	-	-	-
Finance	3,288,215	-	-	-	-
General Counsel/Real Estate	1,128,484	-	-	-	-
Communication and Public Affairs	837,957	-	-	-	-
Transit Services	-	10,790,248	-	4,895,313	-
Debt Service:					
Principal	99,510	14,368	-	6,173	-
Interest and other charges	24,368	1,659	-	786	-
Capital outlay	37,181	-	-	-	-
Total expenditures	<u>8,393,093</u>	<u>10,806,275</u>	<u>-</u>	<u>4,902,272</u>	<u>-</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(1,676,601)</u>	<u>(2,378,157)</u>	<u>731,394</u>	<u>857,425</u>	<u>345,000</u>
Other Financing Sources (Uses)					
Transfers from other funds	3,000,000	731,394	-	345,000	-
Transfers (to) other funds	(13,692,228)	-	(731,394)	-	(345,000)
IT subscription agreements	37,184	26,020	-	11,153	-
Total other financing sources (uses)	<u>(10,655,044)</u>	<u>757,414</u>	<u>(731,394)</u>	<u>356,153</u>	<u>(345,000)</u>
Net change in fund balances	(12,331,645)	(1,620,743)	-	1,213,578	-
Fund balances/deficit - beginning	34,623,754	84,576,219	5,392,880	5,915,644	2,578,321
Error correction (note 13)	(444,979)	(1,124,019)	-	(499,870)	-
Fund balances - beginning, as restated	34,178,775	83,452,200	5,392,880	5,415,774	2,578,321
Fund balances - ending	<u>\$ 21,847,130</u>	<u>\$ 81,831,457</u>	<u>\$ 5,392,880</u>	<u>\$ 6,629,352</u>	<u>\$ 2,578,321</u>

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

Major Funds							
Triangle Tax District - Wake Operating	Wake Special Tax District	Major Capital Projects Fund	Triangle Tax District - Durham Capital	Triangle Tax District - Orange Capital	Triangle Tax District - Wake Capital	Non-Major Governmental Fund	Total Governmental Funds
\$ 6,902,007	\$ 2,956,695	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,166,120
25,989,113	-	-	37,574,361	6,970,884	110,779,931	-	190,991,049
7,528,368	-	80,092	-	-	-	-	9,431,039
-	-	-	-	-	-	-	1,444,314
66,600	-	16,060,824	-	-	-	-	16,158,765
8,869,613	-	924,695	4,367,740	452,669	17,217,485	-	30,530,491
49,355,701	2,956,695	17,065,611	41,942,101	7,423,553	127,997,416	-	268,721,778
-	-	-	-	-	-	-	132,288
-	-	-	-	-	-	-	951,707
-	-	-	-	-	-	-	699,914
-	-	-	-	-	-	425,131	878,919
-	-	-	-	-	-	-	601,687
-	-	-	-	-	-	-	6,201
-	-	-	-	-	-	-	131,793
-	-	-	-	-	-	-	3,288,215
-	-	265,022	-	-	-	-	1,393,506
-	-	-	-	-	-	-	837,957
25,314,800	-	-	11,978,506	1,076,940	38,411,659	-	92,467,466
22,060	-	-	-	-	-	12,994	155,105
1,507	-	-	-	-	-	2,196	30,516
-	-	-	296,573	165,476	15,224,077	-	15,723,307
25,338,367	-	265,022	12,275,079	1,242,416	53,635,736	440,321	117,298,581
24,017,334	2,956,695	16,800,589	29,667,022	6,181,137	74,361,680	(440,321)	151,423,197
2,956,695	-	-	-	-	-	534,021	7,567,110
-	(2,956,695)	(3,000,000)	-	-	-	-	(20,725,317)
37,173	-	-	-	-	-	-	111,530
2,993,868	(2,956,695)	(3,000,000)	-	-	-	534,021	(13,046,677)
27,011,202	-	13,800,589	29,667,022	6,181,137	74,361,680	93,700	138,376,520
88,604,679	-	23,846,657	55,967,658	8,558,475	467,153,690	(46,850)	777,171,127
1,090,654	-	2,000	-	-	-	-	(976,214)
89,695,333	-	23,848,657	55,967,658	8,558,475	467,153,690	(46,850)	776,194,913
\$ 116,706,535	\$ -	\$ 37,649,246	\$ 85,634,680	\$ 14,739,612	\$ 541,515,370	\$ 46,850	\$ 914,571,433

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
**Reconciliation of the Statement of Revenues, Expenditures, and Changes in Fund
Balances of Governmental Funds to the Statement of Activities**
For the Fiscal Year Ended June 30, 2024

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

Net changes in fund balances - total governmental funds \$ 138,376,520

Governmental funds report capital outlays as expenditures. However, in the Statement of Activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation and amortization expense.

Capital outlay	19,257,771	
Less:		
Special item - write down of records from discontinued projects	(3,292,898)	
Work in process capitalized in business activities (transfer)	(1,187,233)	
Depreciation/amortization	<u>(939,583)</u>	
		13,838,057
New long-term debt issued		(111,530)
Principal payments		155,105

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

Other post-employment benefits		232,699
Deferred inflows		(375,344)
Deferred outflows		5,660
Compensated absences		<u>258,140</u>

Total changes in net position of governmental activities \$ 152,379,307

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
General Fund
Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	<u>Budget Amounts</u>		<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
REVENUES				
Unrestricted intergovernmental revenues				
Indirect cost credits	\$ 1,707,931	\$ 1,707,931	\$ 1,444,314	\$ (263,617)
\$5 Vehicle registration tax	6,911,520	6,911,520	6,719,375	(192,145)
Other revenue	738,205	1,173,205	1,822,579	649,374
Net gain (loss) on investments	440,000	440,000	(3,269,776)	(3,709,776)
Total revenues	<u>9,797,656</u>	<u>10,232,656</u>	<u>6,716,492</u>	<u>(3,516,164)</u>
EXPENDITURES				
Current:				
Board of Trustees	207,987	207,987	132,288	75,699
Executive Office	1,144,292	1,144,292	951,707	192,585
Communications & Public Relations	1,014,677	1,014,677	837,957	176,720
Administration	521,768	561,768	453,788	107,980
Human Resources	891,830	891,830	699,914	191,916
Finance	3,116,512	3,800,268	3,288,215	512,053
Diversity Management	200,362	200,362	131,793	68,569
Legal	945,279	995,279	760,023	235,256
Commuter Rail Development	111,155	111,155	6,201	104,954
Real Estate	451,114	471,114	368,461	102,653
Capital Development	744,745	744,745	601,687	143,058
Unemployment claims	50,000	50,000	-	50,000
Debt service:				
Principal	-	-	99,510	(99,510)
Interest and other charges	-	-	24,368	(24,368)
Capital Outlay	-	-	37,181	(37,181)
Total expenditures	<u>9,399,721</u>	<u>10,193,477</u>	<u>8,393,093</u>	<u>1,800,384</u>
Revenues over (under) expenditures	<u>397,935</u>	<u>39,179</u>	<u>(1,676,601)</u>	<u>(1,715,780)</u>
OTHER FINANCING SOURCES (USES)				
Transfers from other funds	12,755,375	13,053,804	3,000,000	(10,053,804)
Transfers (to) other funds	(17,111,751)	(17,111,751)	(13,692,228)	3,419,523
IT subscription agreements	-	-	37,184	37,184
Total other financing sources (uses)	<u>(4,356,376)</u>	<u>(4,057,947)</u>	<u>(10,655,044)</u>	<u>(6,597,097)</u>
Fund balance appropriated	3,958,441	4,018,768	-	(4,018,768)
Excess (deficiency) of revenues over expenditures and other sources and (uses)	<u>\$ -</u>	<u>\$ -</u>	<u>(12,331,645)</u>	<u>\$ (12,331,645)</u>
Fund balance, beginning			34,623,754	
Error correction (note 13)			(444,979)	
Fund balance, beginning, as restated			<u>34,178,775</u>	
Fund balance, ending			<u>\$ 21,847,130</u>	

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Durham Operating Fund
Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Special sales tax revenue	\$ 11,126,910	\$ 10,136,599	\$ 5,094,396	\$ (5,042,203)
Vehicle rental tax	87,171	87,171	21,057	(66,114)
\$7 Vehicle registration tax	1,763,141	1,763,141	1,706,649	(56,492)
Investment income/Other	-	-	1,606,016	1,606,016
Total revenues	<u>12,977,222</u>	<u>11,986,911</u>	<u>8,428,118</u>	<u>(3,558,793)</u>
EXPENDITURES				
Tax District Administration	490,967	490,967	330,344	160,623
Transit Plan Administration				
DCHC MPO	39,806	39,806	23,344	16,462
Durham County-Access	392,578	392,578	256,505	136,073
City of Durham	143,772	264,201	181,032	83,169
GoTriangle	1,776,200	1,744,305	1,275,393	468,912
Bus Operations				
Durham County Access	280,203	280,203	206,300	73,903
City of Durham	8,025,648	7,042,804	6,244,484	798,320
GoTriangle	2,583,659	2,487,658	2,288,873	198,785
Total expenditures	<u>13,732,833</u>	<u>12,742,522</u>	<u>10,806,275</u>	<u>1,936,247</u>
Revenues over (under) expenditures	<u>(755,611)</u>	<u>(755,611)</u>	<u>(2,378,157)</u>	<u>(1,622,546)</u>
OTHER FINANCING SOURCES (USES)				
Transfers from other funds	755,611	755,611	731,394	(24,217)
IT subscription agreements	-	-	26,020	26,020
Total other financing sources (uses)	<u>755,611</u>	<u>755,611</u>	<u>757,414</u>	<u>1,803</u>
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>\$ -</u>	<u>(1,620,743)</u>	<u>\$ (1,620,743)</u>
Fund balance, beginning			84,576,219	
Error correction (note 13)			<u>(1,124,019)</u>	
Fund balance, beginning, as restated			<u>83,452,200</u>	
Fund balance, ending			<u>\$ 81,831,457</u>	

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Durham Special Tax District Fund
Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
\$3 Vehicle registration tax	\$ 755,611	\$ 755,611	\$ 731,394	\$ (24,217)
EXPENDITURES				
Total expenditures	-	-	-	-
Revenues over (under) expenditures	755,611	755,611	731,394	(24,217)
OTHER FINANCING SOURCES (USES)				
Transfers (to) other funds	(755,611)	(755,611)	(731,394)	24,217
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	\$ -	\$ -	-	\$ -
Fund balance, beginning			5,392,880	
Fund balance, ending			\$ 5,392,880	

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Orange Operating Fund
Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Special sales tax revenue	\$ 4,921,744	\$ 4,224,602	\$ 4,582,364	\$ 357,762
Vehicle rental tax	42,572	42,572	10,284	(32,288)
\$7 Vehicle registration tax	831,178	831,178	805,000	(26,178)
Investment income/Other	-	-	362,049	362,049
Total revenues	<u>5,795,494</u>	<u>5,098,352</u>	<u>5,759,697</u>	<u>661,345</u>
EXPENDITURES				
Tax District Administration	321,253	321,253	197,148	124,105
Transit Plan Administration				
Chapel Hill Transit	-	150,000	-	150,000
DCHC MPO	39,806	39,806	18,324	21,482
GoTriangle	528,339	528,339	354,125	174,214
Orange County Public Transit	61,100	61,100	54,680	6,420
Transit Operations				
Chapel Hill Transit	2,847,385	2,527,168	2,517,754	9,414
GoTriangle	1,154,730	1,128,730	1,061,333	67,397
Orange County Public Transit	1,201,103	700,178	698,908	1,270
Total expenditures	<u>6,153,716</u>	<u>5,456,574</u>	<u>4,902,272</u>	<u>554,302</u>
Revenues over (under) expenditures	<u>(358,222)</u>	<u>(358,222)</u>	<u>857,425</u>	<u>1,215,647</u>
OTHER FINANCING SOURCES (USES)				
Transfers from other funds	358,222	358,222	345,000	(13,222)
IT subscription agreements	-	-	11,153	11,153
Total other financing sources (uses)	<u>358,222</u>	<u>358,222</u>	<u>356,153</u>	<u>(2,069)</u>
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>\$ -</u>	<u>1,213,578</u>	<u>\$ 1,213,578</u>
Fund balance, beginning			5,915,644	
Error correction (note 13)			(499,870)	
Fund balance, beginning, as restated			<u>5,415,774</u>	
Fund balance, ending			<u>\$ 6,629,352</u>	

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Orange Special Tax District Fund
Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
\$3 Vehicle registration tax	\$ 358,222	\$ 358,222	\$ 345,000	\$ (13,222)
EXPENDITURES				
Total expenditures	-	-	-	-
Revenues over (under) expenditures	358,222	358,222	345,000	(13,222)
OTHER FINANCING SOURCES (USES)				
Transfers (to) other funds	(358,222)	(358,222)	(345,000)	13,222
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>\$ -</u>	-	<u>\$ -</u>
Fund balance, beginning			<u>2,578,321</u>	
Fund balance, ending			<u>\$ 2,578,321</u>	

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Wake Operating Fund
Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
Special sales tax revenue	\$ 26,519,260	\$ 26,855,620	\$ 25,989,113	\$ (866,507)
Vehicle rental tax	275,704	275,704	66,600	(209,104)
\$7 Vehicle registration tax	6,850,000	6,850,000	6,902,007	52,007
Investment income	-	-	8,869,613	8,869,613
Miscellaneous revenue	1,088,574	1,088,574	7,528,368	6,439,794
Total revenues	<u>34,733,538</u>	<u>35,069,898</u>	<u>49,355,701</u>	<u>14,285,803</u>
EXPENDITURES				
Tax District Administration (GoTriangle)	635,733	635,733	480,946	154,787
Transit Plan Administration				
GoTriangle	2,745,107	2,745,107	1,492,659	1,252,448
Capital Area Metropolitan Planning Organization	824,909	824,909	624,623	200,286
City of Raleigh	1,885,167	1,960,167	1,214,594	745,573
Town of Cary	884,348	884,348	853,842	30,506
Community Funding Area				
Town of Wake Forest	415,457	415,457	387,452	28,005
Town of Apex	440,607	440,607	323,847	116,760
Town of Morrisville	375,012	375,012	364,693	10,319
Reserve	837,785	837,785	-	837,785
Bus Operations				
GoTriangle	4,052,469	4,052,469	3,171,601	880,868
City of Raleigh	20,742,251	21,003,611	13,141,271	7,862,340
Town of Cary	2,557,187	2,557,187	2,394,710	162,477
Wake County	1,125,361	1,125,361	885,129	240,232
Town of Wendell	4,752	4,752	3,000	1,752
Town of Zebulon	6,397	6,397	-	6,397
Reserve	125,996	125,996	-	125,996
Total expenditures	<u>37,658,538</u>	<u>37,994,898</u>	<u>25,338,367</u>	<u>12,656,531</u>
Revenues over (under) expenditures	<u>(2,925,000)</u>	<u>(2,925,000)</u>	<u>24,017,334</u>	<u>26,942,334</u>
OTHER FINANCING SOURCES (USES)				
Transfers from other funds	2,925,000	2,925,000	2,956,695	31,695
IT subscription agreements	-	-	37,173	37,173
Total other financing sources (uses)	<u>2,925,000</u>	<u>2,925,000</u>	<u>2,993,868</u>	<u>68,868</u>
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>\$ -</u>	<u>27,011,202</u>	<u>\$ 27,011,202</u>
Fund balance, beginning			88,604,679	
Error correction (note 13)			1,090,654	
Fund balance, beginning, as restated			<u>89,695,333</u>	
Fund balance, ending			<u>\$ 116,706,535</u>	

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Wake Special Tax District Fund
Statement of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	Budget Amounts		Actual Amount	Variance with Final Budget Positive (Negative)
	Original	Final		
REVENUES				
\$3 Vehicle registration tax	\$ 2,925,000	\$ 2,925,000	\$ 2,956,695	\$ 31,695
EXPENDITURES				
Total expenditures	-	-	-	-
Revenues over (under) expenditures	2,925,000	2,925,000	2,956,695	31,695
OTHER FINANCING SOURCES (USES)				
Transfers (to) other funds	(2,925,000)	(2,925,000)	(2,956,695)	(31,695)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>\$ -</u>	-	<u>\$ -</u>
Fund balance, beginning			-	
Fund balance, ending			<u>\$ -</u>	

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Statement of Net Position
Proprietary Funds
June 30, 2024

	Proprietary Funds		
	Ridesharing Fund	Regional Bus Service Fund	Total
ASSETS			
Current assets:			
Investments	\$ -	\$ 747,748	\$ 747,748
Inventories	-	1,136,847	1,136,847
Intergovernmental receivables	283,442	1,797,383	2,080,825
Other receivables	1,033,264	429,713	1,462,977
Due from other funds	-	21,386	21,386
Total current assets	1,316,706	4,133,077	5,449,783
Non-current assets:			
Capital assets:			
Land	-	748,068	748,068
Other capital assets, net of depreciation	-	20,359,523	20,359,523
Right to use subscription asset, net of amortization	149,866	-	149,866
Total non-current assets	149,866	21,107,591	21,257,457
Total Assets	1,466,572	25,240,668	26,707,240
DEFERRED OUTFLOWS OF RESOURCES			
Other post-employment benefit deferrals	47,093	609,367	656,460
LIABILITIES			
Current Liabilities:			
Accounts payable and accrued liabilities	33,121	1,037,453	1,070,574
Due to other funds	274,727	-	274,727
Accrued wages and benefits	1,894	7,287	9,181
Compensated absences	41,179	370,612	411,791
Subscription liability	47,588	-	47,588
Total current liabilities	398,509	1,415,352	1,813,861
Non-current liabilities:			
Compensated absences	97,431	858,805	956,236
Total OPEB liability	138,165	1,787,803	1,925,968
Subscription liability	102,063	-	102,063
Total non-current liabilities	337,659	2,646,608	2,984,267
Total liabilities	736,168	4,061,960	4,798,128
DEFERRED INFLOWS OF RESOURCES			
Other post-employment benefit deferrals	170,738	2,209,283	2,380,021
NET POSITION			
Net investment in capital assets	215	21,107,591	21,107,806
Unrestricted	606,544	(1,528,799)	(922,255)
Total net position	\$ 606,759	\$ 19,578,792	\$ 20,185,551

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Statement of Revenue, Expenses And Changes in Net Position
Proprietary Funds
For the Fiscal Year Ended June 30, 2024

	Proprietary Funds		
	Ridesharing Fund	Regional Bus Service Fund	Total
OPERATING REVENUES			
Paratransit services	\$ -	\$ 445,992	\$ 445,992
Transit Services	-	6,057,855	6,057,855
Other revenues	1,065,423	7,288	1,072,711
Intergovernmental revenues:			
State grant revenues	325,831	2,822,727	3,148,558
Local grant revenues	126,589	7,200	133,789
Total operating revenues	<u>1,517,843</u>	<u>9,341,062</u>	<u>10,858,905</u>
OPERATING EXPENSES			
Bus Supervision	-	3,770,141	3,770,141
Bus Operations	-	10,209,973	10,209,973
Bus Maintenance	-	5,709,852	5,709,852
Vanpool	-	234,987	234,987
Paratransit Services	-	3,073,406	3,073,406
Sustainable Travel	524,070	-	524,070
Regional Call Center	1,106,387	-	1,106,387
Development Planning	291,870	-	291,870
Depreciation and Amortization	49,956	3,147,218	3,197,174
Total operating expenses	<u>1,972,283</u>	<u>26,145,577</u>	<u>28,117,860</u>
Operating loss	<u>(454,440)</u>	<u>(16,804,515)</u>	<u>(17,258,955)</u>
NON-OPERATING REVENUES			
Gain (loss) on asset sales	-	(5,496)	(5,496)
Investment earnings (loss)	-	(263,803)	(263,803)
Insurance proceeds	-	326,360	326,360
Total nonoperating revenue	<u>-</u>	<u>57,061</u>	<u>57,061</u>
Loss before transfers and capital contributions	<u>(454,440)</u>	<u>(16,747,454)</u>	<u>(17,201,894)</u>
Capital contributions	-	4,484,267	4,484,267
Transfers to other funds	-	(4,523,271)	(4,523,271)
Transfers from other funds	572,836	11,398,138	11,970,974
Change in net position	<u>118,396</u>	<u>(5,388,320)</u>	<u>(5,269,924)</u>
Total net position - beginning	448,187	24,991,197	25,439,384
Error correction (note 13)	40,176	(24,085)	16,091
Total net position - beginning, as restated	<u>488,363</u>	<u>24,967,112</u>	<u>25,455,475</u>
Total net position - ending	<u>\$ 606,759</u>	<u>\$ 19,578,792</u>	<u>\$ 20,185,551</u>

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Statement of Cash Flows
Proprietary Funds
For the Fiscal Year Ended June 30, 2024

	Proprietary Funds		
	Ridesharing Fund	Regional Bus Service Fund	Total
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from customers	\$ 569,965	\$ 301,427	\$ 871,392
Payments for goods and services	(572,697)	(7,400,936)	(7,973,633)
Payments to employees	(1,462,375)	(15,137,873)	(16,600,248)
Operating grants	738,405	12,592,225	13,330,630
Other receipts	-	6,065,143	6,065,143
Net cash used in operating activities	<u>(726,702)</u>	<u>(3,580,014)</u>	<u>(4,306,716)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES			
Increase (decrease) in due to General Fund	153,866	(7,120,109)	(6,966,243)
Transfers to Major Capital Projects Fund	-	(4,523,271)	(4,523,271)
Transfers from General Fund	572,836	11,398,138	11,970,974
Net cash provided by (used in) noncapital financing activities	<u>726,702</u>	<u>(245,242)</u>	<u>481,460</u>
CASH FLOWS FROM CAPITAL AND FINANCING ACTIVITIES			
Purchase of capital assets	-	(556,979)	(556,979)
Capital contribution	-	3,297,034	3,297,034
Cash received from disposal of capital assets	-	194,450	194,450
Insurance proceeds	-	326,360	326,360
Net cash provided by capital and financing activities	<u>-</u>	<u>3,260,865</u>	<u>3,260,865</u>
CASH FLOWS FROM INVESTING ACTIVITIES			
Investment income	-	(263,803)	(263,803)
Proceeds from sale/maturity of investments	-	1,383,149	1,383,149
Purchase of investments	-	(554,955)	(554,955)
Net cash provided by investing activities	<u>-</u>	<u>564,391</u>	<u>564,391</u>
Net change in cash and cash equivalents	<u>-</u>	<u>-</u>	<u>-</u>
Balances beginning	-	-	-
Balances ending	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Noncash capital activity:

The Regional Bus Service Fund received capital assets of \$1,187,233 from the Major Capital Projects Fund during the year. The receipt is reflected as a capital contribution on the Statement of Revenue, Expenses And Changes in Net Position - Proprietary Funds.

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Statement of Cash Flows (Continued)
Proprietary Funds
For the Fiscal Year Ended June 30, 2024

	Proprietary Funds		
	Ridesharing Fund	Regional Bus Service Fund	Total
Reconciliation of operating loss to cash used in operating activities:			
Operating loss	\$ (454,440)	\$ (16,804,515)	\$ (17,258,955)
Adjustments to reconcile operating loss to net cash used in operating activities:			
Depreciation and amortization	49,956	3,147,218	3,197,174
Changes in assets and liabilities:			
Receivables from governmental agencies	285,985	9,762,298	10,048,283
Inventories	-	302,123	302,123
Other receivables	(495,458)	(144,565)	(640,023)
Accrued payroll	(49,630)	(461,150)	(510,780)
Accrued compensated absences	31,528	191,820	223,348
Accounts payable & other liabilities	(3,733)	468,944	465,211
Deferred outflows	21,864	141,505	163,369
Subscription liability	(54,316)	-	(54,316)
OPEB liability	(85,058)	(943,666)	(1,028,724)
Deferred inflows	26,600	759,974	786,574
Total adjustments	<u>(272,262)</u>	<u>13,224,501</u>	<u>12,952,239</u>
Net cash used in operating activities	<u>\$ (726,702)</u>	<u>\$ (3,580,014)</u>	<u>\$ (4,306,716)</u>

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

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NOTES TO THE BASIC FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2024

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

A. Reporting Entity

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

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

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

The Authority has nine component units. The three operating units are the Triangle Tax District – Durham Operating, the Triangle Tax District – Orange Operating, and the Triangle Tax District – Wake Operating. The three special tax districts are the Durham Special Tax District, the Orange Special Tax District, and the Wake Special Tax District. The three capital fund units are the Triangle Tax District – Durham Capital Fund, the Triangle Tax District – Orange Capital Fund, and the Triangle Tax District – Wake Capital Fund.

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

B. Basis of Presentation

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

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

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

The Authority reports the following major governmental funds:

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

- Triangle Tax District – Orange Operating – The Triangle Tax District – Orange Operating receives a special sales tax collected in Orange County, as well as vehicle rental and registration taxes. Proceeds may only be used for Orange County Transportation purposes.
- Orange Special Tax District – This fund receives a vehicle registration tax *separate* from the one described above. The tax is levied within Orange County and may only be used for transportation needs in Orange County.
- Triangle Tax District – Wake Operating – The Triangle Tax District – Wake Operating receives a special sales tax collected in Wake County, as well as vehicle rental and registration taxes. Proceeds may only be used for Wake County Transportation purposes.
- Wake Special Tax District – This fund collects a *separate* vehicle registration tax levied in Wake County. The proceeds are transferred to the Wake Operating Fund during the year, per an Interlocal Agreement. The resources may only be used to fund transportation operational needs in Wake County.
- Major Capital Projects Fund – The Major Capital Projects Fund includes the Major Transit Investment Fund and the Regional Rail Capital Project Fund. Together, both account for property management of assets obtained for a prior rail project. These funds are not limited to use in any specific County.
- Triangle Tax District – Durham Capital – This fund is established to track the transportation capital projects in Durham County. Funding comes from the special sales tax collected in Durham County.
- Triangle Tax District – Orange Capital – This fund is established to track the transportation capital projects in Orange County. Funding comes from the special sales tax collected in Orange County.
- Triangle Tax District – Wake Capital – This fund is established to track the transportation capital projects in Wake County. Funding comes from the special sales tax collected in Wake County. *A multi-year compilation of capital spending may be found in the Statistical Section.*

The Authority reports the following non-major governmental fund:

- Technology Capital Project Fund – The Technology Capital Project Fund is used to account for the purchase of information technology equipment.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The Authority reports the following major enterprise funds:

- Ridesharing Fund – The Ridesharing Fund is used to account for operations of Commuter Resources, Regional Call Center, Regional Transportation Demand Services (TDM) services, and Development Planning. Financing is provided by intergovernmental revenues, sponsorships, employer fees, and General Fund revenues.
- Regional Bus Service Fund – The Regional Bus Service Fund is used to account for the provision of regional commuter bus service and paratransit services. Financing is provided by paratransit fares, bus fares, consignments, subsidies, intergovernmental revenues, and General Fund revenues. The Regional Bus Capital Project Fund has been consolidated into the Regional Bus Service Fund for financial reporting purposes. During the COVID-19 pandemic, the buses operated fare-free, as a social distancing safety measure. Operations will return to collecting fares on July 1, 2024.

C. Measurement Focus and Basis of Accounting

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

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

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

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

Governmental Fund Financial Statements: Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Expenditures are recorded when the related fund liability is incurred, except for compensated absences, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in governmental funds. Issuance of general long-term debt and acquisitions under leases and IT subscriptions are reported as other financing sources. Prepaid items are recorded on the purchases method.

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

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

D. Budgetary Control

The Authority's budgets are adopted as required by the North Carolina General Statutes. The Board of Trustees adopts an annual budget ordinance for the General, Special Revenue, Capital and Enterprise Funds. All annual appropriations lapse at the fiscal year-end. All Budget Ordinances are prepared on the modified accrual basis of accounting. The Appropriations Ordinance is adopted at the departmental level for the General Fund, the Enterprise Funds and the Special Revenue Funds, and at the functional level for the Capital Projects Funds. Expenditures may not legally exceed these levels. The President and Chief Executive Officer is authorized to transfer appropriations within a fund up to \$100,000; however, any revisions that alter total expenditures of any fund or exceed \$100,000 must be approved by the Board of Trustees.

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

E. Deposits and Investments

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

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

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

F. Cash and Cash Equivalents

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

G. Receivables

Receivables include amounts due from transportation services provided, and certain governmental non-exchange transactions. Note 4, page 67 contains additional detail on the balance of Due from Other Governments and Public Agencies.

H. Inventory and Prepaid Items

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

I. Capital Assets

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

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

The Authority's capital assets also include certain intangible right-to-use assets. These intangible right-to-use assets arise in association with agreements where the Authority reports a lease (as lessee) or agreements where the Authority reports an Information Technology (IT) Subscription in accordance with the requirements of GASB 87 and GASB 96 respectively.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The right-to-use lease assets are initially measured at an amount equal to the initial measurement of the related lease liability plus any lease payments made at or prior to the start of the lease term, and plus any ancillary charges necessary to place the lease asset into service. The right-to-use lease assets are amortized on a straight-line basis over the life of the related lease.

The right-to-use IT subscriptions assets are initially measured at an amount equal to the initial measurement of the subscription liability plus any subscription payments made at the start of the subscription term, if applicable, plus capitalizable initial implementation costs at the start of the subscription term, less any incentives received from the IT subscription vendor at the start of the subscription term. Subscription payments, as well as payments from capitalizable implementation costs made before the start of the subscription term should be reported as a prepayment (asset). Such prepayments should be reduced by any incentives received from the same vendor before the start of the subscription term if a right of offset exists. The net amount of the prepayments and incentives should be reported as an asset or liability, as appropriate, before the start of the subscription term at which time the amount should be included in the initial measurement of the subscription asset. The right-to-use IT subscription assets should be amortized on a straight-line basis over the subscription term.

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

<u>Asset Class</u>	<u>Estimated Useful Lives</u>
Buildings	10-30
Improvements	2-20
Vehicles	5-12
Furniture and equipment	3-10
Computer equipment and software	3-7
Leases	3-25

J. Deferred Outflows/Inflows of Resources

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

K. Long-Term Liabilities

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

L. Compensated Absences

The vacation policy of the Authority advances vacation hours for the calendar year. Terminated employees will be paid for accrued vacation hours, subject to policy maximums. Any advanced hours taken will be deducted from the final paycheck. The amount of vacation employees are allowed to rollover is capped; employees are encouraged to take vacation each calendar year to avoid forfeiting unused vacation hours. Employees may accrue unlimited sick leave hours. Upon termination, employees hired on or before December 31, 2021 will be paid, per a pre-set schedule, for a portion of their accumulated sick leave. Employees hired on or after January 1, 2022 are not paid for unused, accrued sick leave upon termination.

For the Authority's government-wide and proprietary funds, an expense and a liability for compensated absences and the salary-related payments are recorded as the leave is earned. The Authority has assumed a first-in, first-out method of using accumulated compensated time. The portion of this time that is estimated to be used in the next fiscal year has been designated as a current liability in the government-wide financial statements. The fund used to liquidate this liability is the fund to which an employee's salary is normally charged.

M. Net Position/Fund Balances

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

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

The governmental fund-types classify fund balances as follows:

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

Inventories – portion of fund balance that is not an available resource because it represents the year-end balance of ending inventories, which are not spendable resources.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Prepaid Expenditures – portion of fund balance that is not an available resource because it represents payments to vendors that are applicable to future accounting periods.

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

Restricted for Stabilization by State Statute – portion of fund balance that is not available for appropriation under State law [G.S. 159-8(a)]. North Carolina G.S. 159-8 prohibits public authorities from budgeting or spending a portion of their fund balance. This is one of several statutes enacted by the North Carolina State Legislature in the 1930's that were designed to improve and maintain the fiscal health of local government units and public authorities. Restricted by State Statute (RSS) is calculated at the end of each fiscal year for all annually budgeted funds. The calculation in G.S. 159-8(a) provides a formula for determining what portion of fund balance is available for appropriation. The amount of fund balance not available for appropriation is what is known as "restricted by State statute." *Appropriated fund balance in any fund shall not exceed the sum of cash and investments minus the sum of liabilities, encumbrances, and deferred revenues arising from cash receipts, as those figures stand at the close of the fiscal year next preceding the budget.* Per GASB guidance, RSS is considered a resource upon which a restriction is "imposed by law through constitutional provisions or enabling legislation." RSS is reduced by inventories and prepaids as they are classified as nonspendable. Outstanding encumbrances, if any, are included with RSS. RSS is included as a component of Restricted Net Position and Restricted fund balance on the face of the balance sheet. No cash is set aside to fund this restriction.

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

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

Restricted for Community Funding Area Program – Portion of fund balance for the continuation of the area program as approved by the Capital Area Municipal Planning Organization (Wake County) and the Authority governing board.

Committed Fund Balance – portion of fund balance that can only be used for specific purpose imposed by majority vote of the Board of Trustees. Any changes or removal of specific purposes requires majority action by the Board.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assigned Fund Balance – portion of fund balance that has been constrained to reflect the Authority’s intended use of resources. These constraints are assigned by the Board of Trustees.

Subsequent Expenditures – Portion of fund balance that is appropriated in next year’s budget that is not already classified as restricted or committed. The governing body approves the appropriation.

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

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

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

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

Total fund balance	<u>\$ 21,847,130</u>
Less:	
Prepaid expenses	102,393
Restricted for Stabilization by State Statute	4,195,551
Assigned - Subsequent years expenditures	<u>4,309,595</u>
Unassigned fund balance	<u><u>\$ 13,239,591</u></u>

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

N. Revenues and Interfund Transactions

Grant Revenue

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

Vehicle Registration Tax

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

Vehicle Rental Tax

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

Investment Income

The Authority recognizes investment income from cash and investments as revenues in the individual funds based on the fund's monthly investment in cash and investments. All investment earnings are recorded monthly in each individual fund. Long-term investments are marked to fair value each month.

Inter-fund Transactions

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Special Tax Revenues

The Triangle Tax Districts for Durham, Orange and Wake Counties receive vehicle registration tax from the North Carolina Department of Motor Vehicles on a quarterly basis (\$7 per vehicle). The Special Tax Districts for Durham, Orange and Wake also receive proceeds of a vehicle registration tax (\$3 per vehicle) from the NC Department of Motor Vehicles on a quarterly basis. The Tax Districts also receive a one-half cent sales tax (Article 43 of N.C. General Statute 105) levied by Durham, Orange, and Wake Counties respectively. Durham, Orange, and Wake Counties shared in the vehicle rental taxes received by the Major Capital Project Fund. That revenue sharing arrangement will end in July 2025.

O. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

P. Consolidation of Funds

Some funds are budgeted and maintained separately through the year and are combined for reporting purposes. The Major Transit Investment Fund is combined with the Major Transit Investment Fund Capital Project Fund for reporting purposes. It is reported as a capital project fund.

2. DEPOSITS

All of the Authority's deposits are either insured or collateralized by using one of two methods. Under the Dedicated Method, all deposits exceeding the federal depository insurance coverage are collateralized with securities held by the Authority's agent in the Authority's name. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer. Since the State Treasurer is acting in a fiduciary capacity for the Authority, these deposits are considered to be held by the Authority's agent in the Authority's name. The amount of the pledged collateral is based on an approved averaging method for non-interest-bearing deposits and the actual current balance for interest-bearing deposits. Depositories using the Pooling Method report to the State Treasurer the adequacy of their pooled collateral covering uninsured deposits. The State Treasurer does not confirm this information with the Authority or the escrow agent. Because of the inability to measure the exact amount of collateral pledged for the Authority under the Pooling Method, the potential exists for under collateralization, and this risk may increase in periods of high cash flows. However, the State Treasurer enforces strict standards of financial stability for each depository that collateralizes public deposits under the Pooling Method. The

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

3. DEPOSITS (continued)

Authority has no formal policy regarding custodial credit risk for deposits, but relies on the State Treasurer to enforce standards of minimum capitalization for all pooling method financial institutions and to monitor them for compliance. The Authority complies with the provisions of G.S. 159-31 when designating official depositories and verifying that deposits are properly secured. The Authority has no formal policy regarding custodial credit risk for deposits.

At June 30, 2024, the amount of the deposits on the Authority’s books was \$81,604,748 and the bank balances were \$81,975,614. Of the bank balance, \$750,000 was covered by federal depository insurance, and \$81,225,614 in deposits was covered by collateral held under the Pooling Method. The petty cash balance was \$150 at year end.

4. INVESTMENTS

As of June 30, 2024, the Authority had the following investments and maturities:

Investment Type	Valuation Measurement Method	Fair Value	Less than 1 year	1-5 years	5-10 years	10+ years
SBA Participation Securities	Fair Value - Level 2	\$ 95,885,332	\$ 2,797	\$ 2,715,917	\$ 36,413,376	\$ 56,753,242
Mortgage Backed Securities	Fair Value - Level 2	109,183,542	-	-	-	109,183,542
NCCMT Government Portfolio	Fair Value - Level 1	589,172,764	589,172,764	-	-	-
Total		\$ 794,241,638	\$ 589,175,561	\$ 2,715,917	\$ 36,413,376	\$ 165,936,784

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

The NCCMT-Government Portfolio has an AAAM rating from S&P and AAA-mf by Moody’s Investor Service.

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

Level of fair value hierarchy

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

3. INVESTMENTS (Continued)

Interest Rate Risk

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

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

Credit Risk

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

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

Custodial Credit Risk

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

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

3. INVESTMENTS (Continued)

Concentration of Credit Risk

The Authority has certain investments that exceed 5% of the Authority’s total investment portfolio. They are Small Business Administration Participation certificates (12.1%) and Mortgage Backed Securities (13.7%). The remainder of the Authority’s investments are in the NCCMT Government Portfolio, making up 74.2% of the investment portfolio balance.

4. RECEIVABLES

Due From Other Governments and Public Agencies

The following summarizes amounts due from other governments and public agencies by source as of June 30, 2024:

Governmental Activities			
<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
<u>\$ -</u>	<u>\$ 57,475,174</u>	<u>\$ -</u>	<u>\$ 57,475,174</u>

Business-Type Activities			
<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
<u>\$ 1,797,383</u>	<u>\$ -</u>	<u>\$ 283,442</u>	<u>\$ 2,080,825</u>

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

5. CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2024 was as follows:

	<u>Beginning Balances</u>	<u>Increases</u>	<u>Decreases</u>	<u>Transfers</u>	<u>Ending Balances</u>
<u>Governmental activities:</u>					
Capital assets not being depreciated:					
Land	\$ 43,270,817	\$ -	\$ 988,807	\$ -	\$ 42,282,010
Construction in progress	<u>17,424,131</u>	<u>19,886,905</u>	<u>3,292,898</u>	<u>1,187,233</u>	<u>32,830,905</u>
Total capital assets not being depreciated:	<u>60,694,948</u>	<u>19,886,905</u>	<u>4,281,705</u>	<u>1,187,233</u>	<u>75,112,915</u>
Capital assets being depreciated:					
Buildings	6,248,871	-	-	-	6,248,871
Equipment and vehicles	8,014,233	13,362	-	-	8,027,595
Building improvements	<u>4,345,330</u>	<u>234,781</u>	-	-	<u>4,580,111</u>
Total capital assets being depreciated	<u>18,608,434</u>	<u>248,143</u>	-	-	<u>18,856,577</u>
Less accumulated depreciation for:					
Buildings	2,992,268	208,287	-	-	3,200,555
Equipment and vehicles	7,079,736	344,815	-	-	7,424,551
Building improvements	<u>2,558,352</u>	<u>220,347</u>	-	-	<u>2,778,699</u>
Total accumulated depreciation	<u>12,630,356</u>	<u>773,449</u>	-	-	<u>13,403,805</u>
Total capital assets being depreciated, net	<u>5,978,078</u>				<u>5,452,772</u>
Capital assets being amortized:					
Equipment	278,061	-	-	-	278,061
IT subscriptions	<u>502,965</u>	<u>111,530</u>	-	-	<u>614,495</u>
Total capital assets being amortized	<u>781,026</u>	<u>111,530</u>	-	-	<u>892,556</u>
Less accumulated amortization for:					
Equipment	93,999	45,635	-	-	139,634
IT subscriptions	<u>101,660</u>	<u>120,499</u>	-	-	<u>222,159</u>
Total accumulated amortization	<u>195,659</u>	<u>166,134</u>	-	-	<u>361,793</u>
Total capital assets being amortized, net	<u>585,367</u>				<u>530,763</u>
Governmental activities capital assets, net	<u>\$ 67,258,393</u>				<u>\$ 81,096,450</u>

Depreciation/amortization expense was charged to General Government Expenses in Governmental activities.

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

5. CAITAL ASSETS (Continued)

	<u>Beginning Balances</u>	<u>Increases</u>	<u>Decreases</u>	<u>Transfers</u>	<u>Ending Balances</u>
<u>Business-type activities:</u>					
Regional Bus Service Fund:					
Capital assets not being depreciated:					
Land	\$ 748,068	\$ -	\$ -	\$ -	\$ 748,068
Capital assets being depreciated:					
Furniture, fixtures, and equipment	7,303,419	26,780	-	205,314	7,535,513
Vehicles	38,237,267	476,200	470,839	-	38,242,628
Building improvements	3,179,942	53,999	-	981,919	4,215,860
Buildings	9,881,900	-	-	-	9,881,900
Total capital assets being depreciated	<u>58,602,528</u>	<u>556,979</u>	<u>470,839</u>	<u>1,187,233</u>	<u>59,875,901</u>
Less accumulated depreciation for:					
Furniture, fixtures, and equipment	3,255,529	1,037,132	-	-	4,292,661
Vehicles	26,329,701	1,512,525	270,893	-	27,571,333
Building improvements	1,031,313	282,548	-	-	1,313,861
Buildings	6,023,508	315,013	-	-	6,338,521
Total accumulated depreciation	<u>36,640,051</u>	<u>3,147,218</u>	<u>270,893</u>	<u>-</u>	<u>39,516,378</u>
Total capital assets being depreciated, net	<u>21,962,477</u>				<u>20,359,523</u>
Regional Bus Fund capital assets, net	<u>22,710,545</u>				<u>21,107,591</u>
Ridesharing Fund:					
Capital assets being amortized:					
IT subscriptions	249,777	-	-	-	249,777
Less accumulated amortization for:					
IT subscriptions	49,955	49,956	-	-	99,911
Ridesharing Fund capital assets, net	<u>199,822</u>				<u>149,866</u>
Business-type activities capital assets, net	<u>\$ 22,910,367</u>				<u>\$ 21,257,457</u>

Special Item

During the fiscal year ended June 30, 2024, the Authority determined that one of its Governmental capital assets experienced a significant decline in service utility, meeting the criteria for impairment under GASB Statement No. 42. \$8,803,221 in subterranean designs, surveys, core samples, etc. for the Wake Legacy project in 2016 and the Durham-Orange Light Rail Project in 2019 had previously been recorded in the Construction in Progress balance. After multiple years of impairments, the remaining balance of \$3,292,898 was written off during the fiscal year ended June 30, 2024. This is shown on the Statement of Activities as a Special Item.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

5. CAPITAL (Continued)

Construction Commitments

The Authority has entered into a joint development services agreement with RB Infrastructure LLC, a special purpose entity owned and controlled by Hoffman & Associates, to develop and deliver its Raleigh Union Station Bus Facility project (RUS Bus) as a component of a 20+ story mixed-use joint development that also will include apartments, retail spaces, and a parking deck. The board-authorized contract value for the public project as of June 30, 2024 was approximately \$32M, funded by a \$20M federal (USDOT) grant along with state and local tax dollars. The publicly-funded project includes a ground-floor bus facility, streetscape improvements, enhanced connections to the existing Raleigh Union Station intercity (Amtrak) rail station, and infrastructure to support a future Bus Rapid Transit station to be served by GoRaleigh adjacent to the site. Bus operations are expected to start in mid-2025.

6. POST EMPLOYMENT OBLIGATIONS

Other Post Employment Benefits

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

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

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

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

6. POST EMPLOYMENT OBLIGATIONS (Continued)

Membership of the HCB Plan consisted of the following at June 30, 2023, the date of the latest actuarial valuation:

Inactive employees or beneficiaries currently receiving benefits	1
Inactive members entitled to but not yet receiving benefits	0
Active Employees	<u>189</u>
Total	190

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

Total Other Post-Employment Benefits (OPEB) Liability

The Authority’s total OPEB liability of \$2,878,447 was measured as of June 30, 2023 and was determined by an actuarial valuation as of that date.

Actuarial assumptions and other inputs. The total OPEB liability in the June 30, 2023 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.50%
Real wage growth	0.75%
Wage inflation	3.25%
Salary increases, including wage inflation	
General Employees	3.25% - 8.41%
Municipal Bond Index Rate (discount rate)	
Prior Measurement Date	3.54%
Measurement Date	3.65%
Healthcare cost trends	
Pre-Medicare and prescription drug	7.00% for 2023 decreasing to an ultimate rate of 4.50% by 2033.
Medicare medical and prescription drug	5.125% for 2023 decreasing to an ultimate rate of 4.50% by 2026

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

6. POST EMPLOYMENT OBLIGATIONS (Continued)

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

Changes in the Total OPEB Liability

Total OPEB Liability as of June 30, 2022	\$ 4,139,870
<i>Changes for the year:</i>	
Service Cost at the end of the year	274,787
Interest on Total OPEB Liability and Cash Flows	156,166
Change in benefit terms	-0-
Difference between expected and actual experience	(1,658,425)
Changes of assumptions or other inputs	(27,508)
Net benefit payments	(6,443)
Other	<u>-0-</u>
Net Changes	<u>\$ (1,261,423)</u>
Total OPEB Liability as of June 30, 2023	<u>\$ 2,878,447</u>

Mortality rates were based on the Pub-2010 mortality tables, with adjustments for Local Government Employee Retirement System (LGERS) experience and generational mortality improvements using Scale MP-2019.

The demographic actuarial assumptions for retirement, disability incidence, withdrawal, and salary increases used in the June 30, 2023 valuation were based on the results of an actuarial experience study for the period of January 1, 2015 – December 31, 2019, adopted by the LGERS Board.

The remaining actuarial assumptions (e.g. initial per capita costs, health care cost trends, rate of plan participation, rates of plan election, etc.) used in the June 30, 2023 valuation were based on a review of recent plan experience done concurrently with the June 30, 2023 valuation.

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

6. POST EMPLOYMENT OBLIGATIONS (Continued)

	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase</u>
	(2.65%)	(3.65%)	(4.65%)
Total OPEB Liability	\$3,591,278	\$2,878,447	\$2,329,911

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

	<u>1% Decrease</u>	<u>Current Rate</u>	<u>1% Increase</u>
Total OPEB Liability	\$2,251,059	\$2,878,447	\$3,728,868

OPEB Expense and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2024, the Authority recognized OPEB expense of \$71,265. At June 30, 2024, the Authority reported deferred outflows and inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>
Differences between expected and actual experience	\$ 274
Changes of assumptions or other inputs	<u>980,835</u>
Total	<u><u>\$ 981,109</u></u>

	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 2,059,462
Changes of assumptions or other inputs	<u>1,497,587</u>
Total	<u><u>\$ 3,557,049</u></u>

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

6. POST EMPLOYMENT OBLIGATIONS (Continued)

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

Measurement Period

Ending June 30:

2025	\$ (366,303)
2026	(363,502)
2027	(317,887)
2028	(291,600)
2029	(291,600)
Thereafter	<u>(945,048)</u>
Total	<u>\$ (2,575,940)</u>

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

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

Retirement Plan

The Authority sponsors a defined contribution retirement plan covering all of its full-time employees as of June 30, 2024. Contributions and costs are determined as 8% of all full-time employees' salaries.

Employees are 100% vested in these benefits after 3 years of service. Forfeitures from employees who leave before they are 100% vested are used to reduce future contributions. The Authority's total payroll for fiscal year 2024 was \$19,640,328, of which \$18,844,745 relates to employees covered under the plan. The Authority's contributions to the plan for the year ended June 30, 2024, including forfeitures, totaled \$1,410,474 (8% of covered payroll). Total forfeitures for the year were \$68,927.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

6. POST EMPLOYMENT OBLIGATIONS (Continued)

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

Deferred Compensation Plan

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

7. CHANGES IN LONG-TERM LIABILITIES

Long term debt activity for the fiscal year ended June 30, 2024 is as follows:

	July 1, 2023, as restated	Increases	Decreases	June 30, 2024	Long Term Portion	Current Portion
<u>Governmental activities</u>						
Compensated Absences	\$ 986,971	\$ 586,046	\$ 844,187	\$ 728,830	\$ 337,691	\$ 391,139
Subscription liabilities	365,954	111,530	106,780	370,704	225,313	145,391
Lease liabilities	213,672	-	48,325	165,347	109,067	56,280
Total OPEB liability	<u>1,185,178</u>	<u>-</u>	<u>232,699</u>	<u>952,479</u>	<u>952,479</u>	<u>-</u>
Total Government activity long-term liabilities	<u>\$ 2,751,775</u>	<u>\$ 697,576</u>	<u>\$ 1,231,991</u>	<u>\$ 2,217,360</u>	<u>\$ 1,624,550</u>	<u>\$ 592,810</u>
<u>Business-type activities</u>						
Compensated Absences	\$ 1,196,121	\$ 761,029	\$ 589,123	\$ 1,368,027	\$ 956,236	\$ 411,791
Subscription liabilities	203,967	-	54,316	149,651	102,063	47,588
Total OPEB liability	<u>2,954,692</u>	<u>-</u>	<u>1,028,724</u>	<u>1,925,968</u>	<u>1,925,968</u>	<u>-</u>
Total Business-type activity long-term liabilities	<u>\$ 4,354,780</u>	<u>\$ 761,029</u>	<u>\$ 1,672,163</u>	<u>\$ 3,443,646</u>	<u>\$ 2,984,267</u>	<u>\$ 459,379</u>

Leases

The Authority has entered into six (6) agreements to lease certain equipment. The lease agreements qualify as other than short-term leases and, therefore, have been recorded at the present value of the future minimum lease payments.

The agreements were executed between September 2015 and January 2023 with terms of 3 to 25 years, and require payments in accordance with the respective contracts. The lease liabilities were measured using discount rates ranging from 3.3% to 8.3%.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

7. CHANGES IN LONG-TERM LIABILITIES (Continued)

The future minimum lease obligations and the net present value of these minimum lease payments as of June 30 , 2024, were as follows:

<u>Fiscal Year Ending June 30</u>	<u>Governmental Activities</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 56,280	\$ 8,227	\$ 64,507
2026	19,791	6,260	26,051
2027	11,870	5,400	17,270
2028	9,776	4,625	14,401
2029	10,507	3,893	14,400
2030-2034	36,383	9,698	46,081
Thereafter	20,740	2,299	23,039
	<u>\$ 165,347</u>	<u>\$ 40,402</u>	<u>\$ 205,749</u>

Subscription Based Information Technology Agreements

The Authority has entered into eight (8) subscription based technology agreements. The agreements qualify as other than short-term subscription based technology agreements and, therefore, have been recorded at the present value of the future minimum payments.

The agreements were executed between July 2022 and August 2023 with terms of 3 to 5 years, and require payments in accordance with the respective contracts. The subscription based technology agreement liabilities were measured using discount rates ranging from 4.8% to 8.5%.

The future minimum subscription based technology agreement obligations and the net present value of these minimum payments as of June 30 , 2024, were as follows:

<u>Fiscal Year Ending June 30</u>	<u>Governmental Activities</u>			<u>Business-Type Activities</u>		
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 145,391	\$ 27,121	\$ 172,512	\$ 47,588	\$ 7,108	\$ 54,696
2026	142,936	16,237	159,173	49,848	4,848	54,696
2027	82,377	6,320	88,697	52,215	2,480	54,695
	<u>\$ 370,704</u>	<u>\$ 49,678</u>	<u>\$ 420,382</u>	<u>\$ 149,651</u>	<u>\$ 14,436</u>	<u>\$ 164,087</u>

Liquidation

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

8. INTERFUND BALANCES AND ACTIVITY

The following summarizes amounts due from and to other funds as of June 30, 2024. Interfund balances result from the time lag between the dates that transactions are recorded in the accounting system and payments between funds are made.

<u>Receivable Fund</u>	<u>Payable Proprietary Fund</u>	<u>Amount</u>
General Fund	Enterprise - Rideshare	\$ 274,727
Enterprise - Regional Bus	General Fund	(21,386)
Total Due from and Due to Proprietary Funds		<u>253,341</u>
<u>Receivable Fund</u>	<u>Payable</u>	
General Fund	TTD-Durham Operating	2,075,282
General Fund	TTD-Orange Operating	485,213
General Fund	Major Capital Projects Fund	313,849
Advanced Technology Fund	General Fund	52,964
Total Due from and Due to Governmental Funds		<u>2,927,308</u>
Totals		<u><u>\$ 3,180,649</u></u>

The Authority uses the General Fund checking account to pay most obligations. Funds paid on behalf of other funds are tracked by automatic due to- due from accounts. The amounts due to the General Fund from the Proprietary Funds are the amounts paid on their behalf, not yet reimbursed. The amounts owed by the Triangle Tax District funds and Major Capital Projects Fund are obligations paid by the General Fund, not yet reimbursed. The amounts owed by the General Fund to the Advanced Technology Fund are related to year end accruals from regular operations.

Transfers

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

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

8. INTERFUND BALANCES AND ACTIVITY (Continued)

Transfers To:	Transfers From:						Total
	General Fund	Major Capital Projects Fund	Durham Special	Orange Special	Wake Special	Regional Bus Capital Project Fund	
General Fund	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Regional Bus Fund	11,398,138	-	-	-	-	-	11,398,138
Ridesharing Fund	572,836	-	-	-	-	-	572,836
Durham Operating	-	-	731,394	-	-	-	731,394
Orange Operating	-	-	-	345,000	-	-	345,000
Wake Operating	-	-	-	-	2,956,695	-	2,956,695
Governmental Activities	-	-	-	-	-	4,523,271	4,523,271
Bus Capital Project Fund	1,187,233	-	-	-	-	-	1,187,233
Advanced Technology Fund	534,021	-	-	-	-	-	534,021
Total	\$13,692,228	\$ 3,000,000	\$731,394	\$ 345,000	\$ 2,956,695	\$ 4,523,271	\$ 25,248,588

The purpose of the transferred monies is as follows:

The Authority’s Major Capital Projects Fund transferred \$3,000,000 to the General Fund during fiscal year 2024 to fund payroll obligations and the General Fund’s payment on behalf of other funds’ operation expenses.

The Triangle Tax District - Wake Special District Fund receives the \$3 Vehicle Registration Tax. By Wake County Interlocal Agreement, the Wake Special District Fund transfers the proceeds (\$2,956,695 for FY24) at year end to the Triangle Tax District - Wake Operating Fund. The Triangle Tax District - Durham Special District Fund and the Triangle Tax District - Orange Special District Fund are not subject to any mandatory transfer requirement. However, both funds did voluntarily transfer their \$3 Vehicle Registration Tax proceeds to their respective operating funds. \$731,394 was transferred to the Durham Operating Fund, and \$345,000 was transferred to the Orange Operating Fund.

The General Fund makes operational support transfers to certain funds through the year. The General Fund transferred \$11,398,138, \$572,836, and \$534,021 to the Regional Bus Fund, to the Ridesharing Fund, and the Advanced Technology Fund, respectively. The General Fund made capital contributions of \$1,187,233 to the Regional Bus Service fund during the year. The Regional Bus Capital Project Fund transferred construction in progress projects to Governmental Activities in the amount of \$4,523,271 during the year.

The Authority uses one checking account to pay many of the obligations of the other funds. The accounting system tracks this through due to and due from entries. Authority staff periodically reviews these balances for evidence of transactions not expected to be repaid in the coming year. The Authority’s chart of accounts does not have lines for *Amounts paid on behalf of others* and *Amounts paid by others*. Certain transfer entries have been made as a “Clearinghouse for non-cash transactions.” The intent is to bring the inter-fund payables and receivables to approximate the estimated future cash reimbursements to the General Fund.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

9. RISK MANAGEMENT

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority reduces its risk of loss by carrying commercial insurance coverage. There have been no significant reductions in insurance coverage in the prior year, and settled claims have not exceeded coverage in any of the past three fiscal years. All of the insurance companies from whom the Authority has purchased insurance have A.M. Best ratings of A- or better. In accordance with G.S. 159-29, the Authority's employees that have access to \$100 or more at any given time of the Authority's funds are performance bonded through a commercial surety bond. The Chief Financial Officer is bonded for \$1,000,000.

The insurance companies used by the Authority are:

- Hartford Fire
- RLI Insurance
- Argonaut Insurance Company
- Key Risk
- ARC Excess & Surplus
- General Star
- RSUI Indemnity
- Homeland Insurance Co. of NY
- Great American
- Lloyds
- AI Specialty Insurance Co.
- Crum & Forster Specialty Insurance Company
- Miller

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

9. RISK MANAGEMENT (Continued)

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

Public Officials Professional Liability	\$5,000,000
Commercial General Liability	5,000,000
Public Employee Bond	100,000
Real and personal property	
Buildings	24,759,510
Contents	1,578,219
Business income	5,163,616
Flood & Earthquake Insurance	31,501,345
Business Auto Liability	5,000,000
Employee Dishonesty	50,000
Excess liability	5,000,000
Workers' compensation	Statutory limits
Crime	1,000,000
Terrorism and sabotage	20,000,000
Employee benefits liability	5,000,000
Pollution	10,000,000
Cyber liability	3,000,000
Catastrophic (Auto)	5,000,000
Inland Marine	4,170,538

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

The Authority has a limited risk management program for unemployment claims. Management has determined that investment earnings on this fund will be sufficient to pay future unemployment claims.

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

10. COMMITMENTS AND CONTINGENCIES

Pending or Threatened Lawsuits

At year end, the Authority's General Counsel have no evidence of pending and/or threatened litigation which may have a material financial impact upon the Authority's financial statements.

Federal and State Assisted Programs

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

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

Considerations related to COVID-19 for 2024 Year-End

During Fiscal Year 2020, the World Health Organization declared the spread of the Coronavirus Disease (COVID-19) a worldwide pandemic. The COVID-19 pandemic has had significant effects on global markets, supply chains, businesses, and communities. Specific to the Authority, COVID-19 is expected to impact various parts of the Fiscal Year 2024 operations and financial results. The Authority has continued the fare-free policy through June 30, 2024. Fare collection resumed July 1, 2024 with new options for passengers that include digital ticketing and a convenient pass for low-income riders to ride fare-free.

11. SUSSEQUENT EVENT

Subsequent to year end, the Authority terminated a storage lease. The lease was scheduled to expire in 2038 but was terminated early. The lease was still in effect as of June 30, 2024, and therefore is recognized in the financial statements. No adjustments have been made to the financial statements for this termination.

12. STEWARDSHIP COMPLIANCE AND ACCOUNTABILITY

Budget

During the fiscal year ended June 30, 2024, the Authority reported expenditures that violated N.C. General Statute 159-28 due to actual expenditures exceeding budget appropriations. Expenditures in excess of budgeted amounts include the following:

The General Fund's debt service-principal and debt service-interest and other charges were \$99,510 and \$24,368 respectively and neither were budgeted. Both of these line items are related to the leases and IT subscriptions. Additionally, \$37,181 in capital outlay expenditures were not budgeted in the General Fund.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

13. STEWARDSHIP COMPLIANCE AND ACCOUNTABILITY (Continued)

The Technology Capital Project Fund's debt service-principal and debt service-interest and other charges were \$12,994 and \$2,196 respectively and neither were budgeted. Both of these line items are related to the leases and IT subscriptions.

The Ridesharing Fund's debt service-principal and debt service-interest and other charges were \$54,316 and \$11,515 respectively and neither were budgeted. Both of these line items are related to the leases and IT subscriptions.

Actual expenses for the Durham Capital Fund exceeded budget by \$28,505 for the commuter rail project for GoTriangle, \$7,095,524 for vehicle purchases for GoDurham, \$209,847 for capital planning for GoTriangle, and \$16,435 for the light rail for GoTriangle.

Actual expenses for the Orange Capital Fund exceeded budget by \$207,190 and \$533,556 for the transit infrastructure for the Town of Carrboro, and Chapel Hill Transit respectively, \$60,517 and \$68,955 for capital planning for Orange County Public Transit and GoTriangle respectively, and \$3,731 for the light rail for GoTriangle.

Actual expenses for the Wake Capital Fund exceeded budget by \$257,641 for the capital planning for GoTriangle, \$21,214 for the Town of Morrisville community funding area, \$1,462,534 for GoTriangle bus infrastructure, and \$86,317 for the GoTriangle commuter rail.

Late Audit Submission

The Authority did not complete the June 30, 2024 audit within four months and one day from fiscal year end as required by N.C. General Statute 159-34.

Contractual Obligation

The Authority has entered into a joint development services agreement with various entities, including RB Infrastructure LLC, a special purpose entity owned and controlled by Hoffman & Associates, to develop and deliver its Raleigh Union Station Bus Facility project (RUS Bus) as a component of a 20+ story mixed-use joint development that also will include apartments, retail spaces, and a parking deck. The board-authorized contract value for the public project as of June 30, 2024 was approximately \$52M, funded by a \$20M federal (USDOT) grant along with state and local tax dollars. The publicly-funded project includes a ground-floor bus facility, streetscape improvements, enhanced connections to the existing Raleigh Union Station intercity (Amtrak) rail station, and infrastructure to support a future Bus Rapid Transit station to be served by GoRaleigh adjacent to the site. Bus operations are expected to start in mid-2025.

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RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

14. ERROR CORRECTIONS

During the year ended June 30, 2024, the Authority reported certain prior period adjustments as follows:

- An adjustment of \$70,138 was made to the governmental activities to correct compensated absences balances to include FICA taxes.
- An adjustment of \$73,735 and \$11,265 was made to the Regional Bus Fund and Ridesharing Fund to correct compensated absences balances to include FICA taxes, respectively. The cumulative effect of \$85,000 was made to the Business-type activities.
- An adjustment of \$416,980 was made to the General Fund to correct an overstatement in accounts receivable.
- An adjustment of \$27,999 was made in the General Fund, Regional Bus Fund, Governmental Activities, and Business-type activities to correct the reporting of the self-insured unemployment funds to the General Fund and Governmental Activities.
- An adjustment of \$21,653 was made to the Regional Bus Fund and Business-type activities to correct an overstatement in accounts payable.
- An adjustment of \$51,441 was made to the Ridesharing Fund and Business-type activities to correct an overstatement in accounts payable.
- An adjustment of \$1,124,019 was made to the Triangle Tax District - Durham Operating Fund to correct an understatement in accounts payable.
- An adjustment of \$499,870 was made to the Triangle Tax District - Orange Operating Fund to correct an understatement in accounts payable.
- An adjustment of \$1,090,654 was made to the Triangle Tax District - Wake Operating Fund to correct an overstatement in accounts payable.
- An adjustment of \$2,000 was made to the Major Projects Fund to correct an overstatement in accounts payable.

The below table summarizes the changes:

	June 30, 2023 as previously reported	Correction of an error	June 30, 2023 as restated
Net Position: Government-wide Statements			
Governmental Activities	\$ 841,265,187	\$ (1,046,350)	\$ 840,218,837
Business-type Activities	25,439,384	16,091	25,455,475
Total primary government	<u>866,704,571</u>	<u>(1,030,259)</u>	<u>865,674,312</u>
Fund Balance: Governmental Funds			
Major funds	777,217,977	(976,214)	776,241,763
Nonmajor fund	(46,850)	-	(46,850)
Total governmental funds	<u>777,171,127</u>	<u>(976,214)</u>	<u>776,194,913</u>
Fund net position: Enterprise Fund			
Major funds	<u>25,439,384</u>	16,091	<u>25,455,475</u>

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

Schedule 1

**Required Supplementary Information
Schedule of Changes in the Total OPEB Liability and Related Ratios
June 30, 2024**

	2024	2023	2022	2021	2020
Service cost at end of year	\$ 274,787	\$ 414,169	\$ 488,114	\$ 313,498	\$ 287,956
Differences between expected and actual experience	(1,658,425)	(424)	(825,421)	454	(29,706)
Changes of assumptions or other inputs	(27,508)	(1,561,743)	235,599	1,351,222	(129,268)
Other	149,723	118,954	124,516	127,703	120,729
Net change in total OPEB liability	\$ (1,261,423)	\$ (1,029,044)	\$ 22,808	\$ 1,792,877	\$ 249,711
Total OPEB liability - beginning	\$ 4,139,870	\$ 5,168,914	\$ 5,146,106	\$ 3,353,229	\$ 3,103,518
Total OPEB liability - ending	\$ 2,878,447	\$ 4,139,870	\$ 5,168,914	\$ 5,146,106	\$ 3,353,229
Covered-employee payroll	\$ 13,413,496	\$ 13,550,638	\$ 13,550,638	\$ 15,430,910	\$ 15,430,910
Total OPEB liability as a percentage of covered-employee payroll	21.46%	30.55%	38.15%	33.35%	21.73%

	2019	2018
Service cost at end of year	\$ 308,045	\$ 353,555
Changes of benefit terms	(268)	(254)
Differences between expected and actual experience	(249,791)	(417,596)
Changes of assumptions or other inputs	104,694	87,811
Other	\$ 162,680	\$ 23,516
Net change in total OPEB liability	\$ 2,940,838	\$ 2,917,322
Total OPEB liability - beginning	\$ 3,103,518	\$ 2,940,838
Total OPEB liability - ending	\$ 13,415,896	\$ 13,415,896
Covered-employee payroll	23.13%	21.92%
Total OPEB liability as a percentage of covered-employee payroll		

Notes to Schedule

Changes of assumptions:

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

Fiscal Year	Discount Rate
2018	3.56%
2019	3.89%
2020	3.50%
2021	2.21%
2022	2.16%
2023	3.54%
2024	3.65%

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

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

INDIVIDUAL FUND SCHEDULES

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Technology Capital Project Fund
Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
From Inception and for the Fiscal Year Ended June 30, 2024

	<u>Annual Budget</u>	<u>Current Year</u>	<u>Variance with Annual Budget Positive (Negative)</u>
REVENUES			
Restricted intergovernmental revenues			
State grant revenues	\$ 49,320	\$ -	\$ (49,320)
Reimbursement from others	837,703	-	(837,703)
Total revenues	<u>887,023</u>	<u>-</u>	<u>(887,023)</u>
EXPENDITURES			
Capital outlay:			
Equipment	1,524,454	425,131	1,099,323
Debt Service:			
Principal	-	12,994	(12,994)
Interest and other charges	-	2,196	(2,196)
Total expenditures	<u>1,524,454</u>	<u>440,321</u>	<u>1,084,133</u>
Revenues over (under) expenditures	<u>(637,431)</u>	<u>(440,321)</u>	<u>197,110</u>
OTHER FINANCING SOURCES			
Transfers from other funds	<u>637,431</u>	<u>534,021</u>	<u>(103,410)</u>
Change in fund balance	<u>\$ -</u>	<u>93,700</u>	<u>\$ 93,700</u>
Fund deficit, beginning		<u>(46,850)</u>	
Fund balance, ending		<u>\$ 46,850</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Major Capital Projects Fund
Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
REVENUES			
Vehicle rental tax	\$ 13,688,670	\$ 16,060,824	\$ 2,372,154
Rental income	34,600	79,292	44,692
Other revenue	-	800	800
Investment income	819,500	924,695	105,195
Total revenues	<u>14,542,770</u>	<u>17,065,611</u>	<u>2,522,841</u>
EXPENDITURES			
Property management	<u>383,000</u>	<u>265,022</u>	<u>117,978</u>
Revenues over (under) expenditures	<u>14,159,770</u>	<u>16,800,589</u>	<u>2,640,819</u>
OTHER FINANCING SOURCES (USES)			
Transfers (to) other funds	<u>(12,863,315)</u>	<u>(3,000,000)</u>	<u>9,863,315</u>
Fund balance appropriated	<u>(1,296,455)</u>	<u>-</u>	<u>1,296,455</u>
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>13,800,589</u>	<u>13,800,589</u>
Fund balance, beginning		23,846,657	
Error correction (note 13)		<u>2,000</u>	
Fund balance, beginning, as restated		<u>23,848,657</u>	
Fund balance, ending		<u>\$ 37,649,246</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Durham Capital Fund
Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
REVENUES			
Special sales tax revenue	\$ 29,863,401	\$ 37,574,361	\$ 7,710,960
Investment income	-	4,367,740	4,367,740
Total revenues	<u>29,863,401</u>	<u>41,942,101</u>	<u>12,078,700</u>
EXPENDITURES			
Transit Infrastructure			
GoDurham	7,406,946	1,099,098	6,307,848
GoTriangle	4,971,850	3,660,973	1,310,877
Commuter Rail Project			
GoTriangle	-	28,505	(28,505)
Vehicle Purchase			
GoTriangle	369,096	-	369,096
GoDurham	-	7,095,524	(7,095,524)
Capital - Planning			
Durham County ACCESS	110,000	22,183	87,817
DCHC MPO	1,081,600	4,660	1,076,940
GoDurham	120,107	87,854	32,253
GoTriangle	50,000	259,847	(209,847)
Light Rail			
GoTriangle	-	16,435	(16,435)
Allocation to Durham Capital Fund Balance	<u>15,753,802</u>	<u>-</u>	<u>15,753,802</u>
Total expenditures	<u>29,863,401</u>	<u>12,275,079</u>	<u>17,588,322</u>
Revenues over (under) expenditures	<u>-</u>	<u>29,667,022</u>	<u>29,667,022</u>
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>29,667,022</u>	<u>\$ 29,667,022</u>
Fund balance, beginning		<u>55,967,658</u>	
Fund balance, ending		<u>\$ 85,634,680</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Orange Capital Fund
Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
REVENUES			
Special sales tax revenue	\$ 5,275,398	\$ 6,970,884	\$ 1,695,486
Investment income	-	452,669	452,669
Total revenues	<u>5,275,398</u>	<u>7,423,553</u>	<u>2,148,155</u>
EXPENDITURES			
Transit Infrastructure			
GoTriangle	576,000	164,482	411,518
Orange County Public Transportation	200,000	33,353	166,647
Town of Hillsborough	286,000	65,632	220,368
Town of Carrboro	-	207,190	(207,190)
Chapel Hill Transit	-	533,556	(533,556)
Vehicle Acquisition			
GoTriangle	212,160	-	212,160
Orange County Public Transportation	250,000	-	250,000
Bus Rapid Transit			
Chapel Hill Transit - NS- BRT	4,000,000	-	4,000,000
Capital - Planning			
Chapel Hill Transit	150,000	-	150,000
Orange County Public Transit	105,000	165,517	(60,517)
GoTriangle	-	68,955	(68,955)
Light Rail			
GoTriangle	-	3,731	(3,731)
Total expenditures	<u>5,779,160</u>	<u>1,242,416</u>	<u>4,536,744</u>
Revenues over (under) expenditures	<u>(503,762)</u>	<u>6,181,137</u>	<u>6,684,899</u>
Fund balance appropriated	503,762	-	(503,762)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>6,181,137</u>	<u>\$ 6,181,137</u>
Fund balance, beginning		<u>8,558,475</u>	
Fund balance, ending		<u>\$ 14,739,612</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Wake Capital Fund
Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual
For The Fiscal Year Ended June 30, 2024

	<u>Final Budget</u>	<u>Actual Amount</u>	<u>Variance with Final Budget Positive (Negative)</u>
REVENUES			
Special sales tax revenue	\$ 98,144,380	\$ 110,779,931	\$ 12,635,551
Investment income	-	17,217,485	17,217,485
Total revenues	<u>98,144,380</u>	<u>127,997,416</u>	<u>29,853,036</u>
EXPENDITURES			
Capital Planning			
GoTriangle	200,000	457,641	(257,641)
Capital Area Metro Planning Organization	250,000	249,867	133
Wake County	135,000	135,000	-
Community Funding Area			
Town of Apex	429,275	124,932	304,343
Town of Knightdale	232,660	65,532	167,128
Town of Morrisville	-	21,214	(21,214)
Bus Infrastructure			
GoTriangle	13,875,375	15,337,909	(1,462,534)
City of Raleigh	21,169,859	10,410,172	10,759,687
Town of Cary	36,471,404	22,178,410	14,292,994
Reserve	924,864	-	924,864
Commuter Rail			
GoTriangle	-	86,317	(86,317)
Vehicle Acquisition			
City of Raleigh	1,456,096	913,872	542,224
GoTriangle	2,113,500	-	2,113,500
Bus Rapid Transit			
City of Raleigh	65,752,485	3,654,870	62,097,615
Total expenditures	<u>143,010,518</u>	<u>53,635,736</u>	<u>89,374,782</u>
Revenues over (under) expenditures	<u>(44,866,138)</u>	<u>74,361,680</u>	<u>(59,521,746)</u>
Appropriated fund balance	44,866,138	-	(44,866,138)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>74,361,680</u>	<u>\$ 74,361,680</u>
Fund balance, beginning		<u>467,153,690</u>	
Fund balance, ending		<u>\$ 541,515,370</u>	

See additional capital outlay information on Table 15 in the Statistical Section

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Schedule of Revenues and Expenditures
Proprietary Fund - Ridesharing
Budget and Actual (Non-GAAP)
For the Fiscal Year Ended June 30, 2024

	<u>Budget</u>	<u>Actual</u>	<u>Variance Budget Positive (Negative)</u>
REVENUES			
Intergovernmental revenues:			
Local grant revenues	\$ 963,731	\$ 452,420	\$ (511,311)
Reimbursement from others	966,479	964,778	(1,701)
Sponsorships	6,400	100,645	94,245
Total revenues	<u>1,936,610</u>	<u>1,517,843</u>	<u>(418,767)</u>
EXPENDITURES			
Regional services - planning	515,124	321,235	193,889
Sustainable travel services	856,782	518,598	338,184
Regional call center	1,137,540	1,087,659	49,881
Total operating expenditures	<u>2,509,446</u>	<u>1,927,493</u>	<u>581,954</u>
Debt service:			
Debt service - principal	-	54,316	(54,316)
Debt service - interest	-	11,515	(11,515)
Total debt service	<u>-</u>	<u>65,831</u>	<u>(65,831)</u>
Total expenditures	<u>2,509,446</u>	<u>1,993,324</u>	<u>516,123</u>
Revenues over (under) expenditures	<u>(572,836)</u>	<u>(475,481)</u>	<u>97,356</u>
Other Financing Sources (Uses)			
Transfers from other funds	<u>572,836</u>	<u>572,836</u>	<u>-</u>
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>97,355</u>	<u>\$ 97,356</u>
Reconciliation from budgetary basis (modified accrual) to full accrual:			
Reconciling items:			
Change in subscription liability		54,316	
Amortization		(49,955)	
Other post employment benefits		36,594	
Compensated absences		(19,914)	
Total reconciling items		<u>21,041</u>	
Change in net position		<u>\$ 118,396</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Schedule of Revenues and Expenditures
Proprietary Fund - Regional Bus Service Fund
Budget and Actual (Non-GAAP)
For the Fiscal Year Ended June 30, 2024

	<u>Budget</u>	<u>Actual</u>	<u>Variance Budget Positive (Negative)</u>
REVENUES			
Rider fares			
Paratransit services	\$ 466,423	\$ 445,992	\$ (20,431)
Transit services	7,867,494	6,057,855	(1,809,639)
Other revenues	307,710	333,648	25,938
Intergovernmental revenues:			
Federal grant revenues	1,600,000	-	(1,600,000)
State grant revenues	2,800,000	2,822,727	22,727
Total revenues	<u>13,041,627</u>	<u>9,660,222</u>	<u>(3,381,405)</u>
EXPENDITURES			
Supervision	3,982,429	3,733,634	248,795
Operations	12,737,028	6,486,029	6,250,999
Maintenance	6,002,386	5,685,788	316,598
Vanpool	263,097	235,790	27,307
Paratransit services	4,126,100	3,090,002	1,036,098
Total expenditures	<u>27,111,040</u>	<u>19,231,241</u>	<u>7,879,797</u>
Revenues over (under) expenditures	<u>(14,069,413)</u>	<u>(9,571,019)</u>	<u>4,498,392</u>
OTHER FINANCING SOURCES (USES)			
Capital contribution	-	1,187,233	1,187,233
Transfers (to) from other funds	14,069,413	5,042,796	(9,026,617)
Investment interest	-	(263,803)	(263,803)
Total other financing sources (uses)	<u>14,069,413</u>	<u>5,966,226</u>	<u>(8,103,187)</u>
Excess (deficiency) of revenues and other financing sources over expenditures and other financing (uses)	<u>\$ -</u>	<u>(3,604,793)</u>	<u>\$ (3,604,795)</u>
Reconciliation from budgetary basis (modified accrual) to full accrual:			
Reconciling items:			
Depreciation		(3,147,220)	
Loss on capital assets disposals		(5,496)	
Capital outlay		1,549,762	
From Bus Capital Project:			
Federal grant revenue		3,297,034	
Other revenue (amounts paid by others)		7,200	
Transfer from other funds		1,832,071	
Spending recorded in bus capital project fund		(5,167,245)	
Compensated absences		(191,820)	
Other post employment benefits		42,187	
Change in net position		<u>\$ (5,388,320)</u>	

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Schedule of Revenues, Expenditures And Changes in Fund Balances - Budget and Actual (Non-GAAP)
Regional Bus Capital Project Fund
From Inception and For the Fiscal Year Ended June 30, 2024

	<u>Budget</u>	<u>Current Year</u>	<u>Variance Budget Positive (Negative)</u>
REVENUES:			
Restricted intergovernmental revenues:			
Federal grant revenues	\$ 17,289,469	\$ 3,297,034	\$ (13,992,435)
Other revenue	14,827,547	7,200	(14,820,347)
Total revenues	<u>32,117,016</u>	<u>3,304,234</u>	<u>(28,812,782)</u>
EXPENDITURES:			
Capital outlay:			
Buildings & Transit Amenities	33,949,087	5,167,245	28,781,842
Revenues over (under) expenditures	<u>(1,832,071)</u>	<u>(1,863,011)</u>	<u>(30,940)</u>
OTHER FINANCING SOURCES (USES)			
Transfers from other funds	<u>1,832,071</u>	<u>1,832,071</u>	<u>-</u>
Change in fund balance	<u>\$ -</u>	<u>\$ (30,940)</u>	<u>\$ (30,940)</u>

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STATISTICAL SECTION

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
YEAR ENDED JUNE 30, 2024**

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

Net Position by Component Last Ten Fiscal Years, Table 1 (p.97-98)

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

Change in Net Position, Table 2 (p.99-100)

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

Fund Balances, Governmental Fund, Table 3 (p.101-102)

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

Changes in Fund Balances, Governmental Fund, Table 4 (p.103-104)

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

Changes in Governmental Fund Expenditures by Function, Table 5 (p.105-106)

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

Governmental Fund Revenues by Source, Table 6 (p.107-108)

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

Ratios of Outstanding Debt by Type Last Ten Fiscal Years, Table 7 (p.109)

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

Employee Position Authorization by Department, Table 8 (p.110)

This table compares positions authorized by department for comparative purposes.

Operating Indicators by Function/Program, Table 9 (p.111-112)

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

STATISTICAL SECTION TABLE OF CONTENTS (continued)

Capital Assets by Function/Program, Table 10 (p.113-114)

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

Insurance in Force- July 1, 2023- June 30, 2024, Table 11 (p.115)

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

Demographics and Economic Statistics for Durham County, Table 12-Durham, (p.116)

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

Principal Employers for Durham County, Table 13-Durham (p.117)

This schedule ranks top employers in Durham County comparatively for 2024 and 2015. Both Durham County tables provided by the Durham County Finance Department. This is the latest information currently available.

Demographics and Economic Statistics for Orange County, Table 12-Orange (p.118)

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

Principal Employers for Orange County, Table 13-Orange (p.119)

This schedule ranks top employers in Orange County comparatively for 2024 and 2015. Both Orange County tables provided by the Orange County Finance Department. This is the latest information currently available.

Demographics and Economic Statistics for Wake County, Table 12-Wake (p.120)

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

Principal Employers for Wake County, Table 13-Wake (p.121)

This schedule ranks top employers in Wake County comparatively for 2024 and 2015. Both Wake County tables provided by the Wake County Finance Department.

Principal Auto Rental Agencies, Table 14 (p.122)

This schedule ranks top auto rental agencies by rental taxes generated for 2024 and 2015. 2014 is the earliest year with available information.

Compilation of Wake County Capital Projects, Table 15 (p.123)

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

Analysis, Wake County Operating Fund against Benchmarks, Table 16 (p.124)

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

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

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Governmental Activities				
Net Invested in capital assets	\$ 139,651,572	\$ 96,128,688	\$ 102,252,715	\$ 157,716,647
Restricted	138,340,712	158,458,155	217,882,446	291,393,524
Unrestricted	<u>(18,175,568)</u>	<u>(12,848,313)</u>	<u>(20,794,546)</u>	<u>(28,356,084)</u>
Total governmental activities net position	<u>259,816,716</u>	<u>241,738,530</u>	<u>299,340,615</u>	<u>420,754,087</u>
Business-Type Activities				
Net Invested in capital assets	17,983,482	15,870,236	14,148,121	16,752,677
Unrestricted	<u>(13,739,176)</u>	<u>(13,579,941)</u>	<u>(13,477,608)</u>	<u>(16,238,710)</u>
Total business-type activities net position	<u>4,244,306</u>	<u>2,290,295</u>	<u>670,513</u>	<u>513,967</u>
Primary Government				
Net Invested in capital assets	157,635,054	111,998,924	116,400,836	174,469,324
Restricted	138,340,712	158,458,155	217,882,446	291,393,524
Unrestricted	<u>(31,914,744)</u>	<u>(26,428,254)</u>	<u>(34,272,154)</u>	<u>(44,594,794)</u>
Total primary government net position	<u>\$ 264,061,022</u>	<u>\$ 244,028,825</u>	<u>\$ 300,011,128</u>	<u>\$ 421,268,054</u>

Notes:

This table was prepared using the accrual basis of accounting

Table 1

2019	2020	2021	2022	2023	2024
\$ 65,628,903	\$ 65,446,000	\$ 64,051,612	\$ 67,121,817	\$ 66,678,767	\$ 80,560,399
318,412,758	406,217,942	517,983,413	598,670,168	763,147,138	896,919,854
10,775,089	13,016,877	11,760,920	9,622,372	10,392,932	15,117,891
<u>394,816,750</u>	<u>484,680,819</u>	<u>593,795,945</u>	<u>675,414,357</u>	<u>840,218,837</u>	<u>992,598,144</u>
15,057,257	18,564,037	20,685,618	19,534,809	22,706,400	21,107,806
<u>(20,782,140)</u>	<u>(24,054,669)</u>	<u>(26,053,053)</u>	<u>4,281,534</u>	<u>2,749,075</u>	<u>(922,255)</u>
<u>(5,724,883)</u>	<u>(5,490,632)</u>	<u>(5,367,435)</u>	<u>23,816,343</u>	<u>25,439,384</u>	<u>20,185,551</u>
80,686,160	84,010,037	84,737,230	86,656,626	89,385,167	101,668,205
318,412,758	406,217,942	517,983,413	598,670,168	763,147,138	896,919,854
<u>(10,007,051)</u>	<u>(11,037,792)</u>	<u>(14,292,133)</u>	<u>13,903,906</u>	<u>13,142,007</u>	<u>14,195,636</u>
<u>\$ 389,091,867</u>	<u>\$ 479,190,187</u>	<u>\$ 588,428,510</u>	<u>\$ 699,230,700</u>	<u>\$ 865,674,312</u>	<u>\$ 1,012,783,695</u>

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

	2015	2016	2017	2018
Expenses				
Governmental activities:				
Administration	\$ 445,968	\$ 395,813	\$ 240,533	\$ 738,842
Capital Development	4,378,573	3,135,490	2,215,088	4,580,967
Communications and Public Affairs	2,128,808	792,256	1,572,138	2,408,427
Finance	2,742,430	3,593,377	3,537,718	2,806,896
General Counsel	1,307,863	206,367	757,937	971,652
Human Resources	487,517	603,459	595,683	687,057
EEO/DBE	130,349	141,040	113,956	141,254
GoDurham	695,624	934,349	795,369	881,430
Board	84,306	95,629	133,670	146,958
FORTIFY	2,010,101	2,578,066	2,195,690	-
Transit services	-	5,710,000	5,530,960	17,584,859
Nondepartmental	-	-	614,678	-
Regional Services	-	-	89,572	188,583
Commuter Rail	-	-	-	-
Executive Office	-	-	-	-
Total governmental activities expense	<u>14,411,539</u>	<u>18,185,846</u>	<u>18,392,992</u>	<u>31,136,925</u>
Business-type activities:				
Regional bus service	19,629,795	19,582,301	19,809,386	23,889,251
Ridesharing	1,991,903	2,049,457	2,181,925	2,365,159
Total business-type activities expense	<u>21,621,698</u>	<u>21,631,758</u>	<u>21,991,311</u>	<u>26,254,410</u>
TOTAL PRIMARY GOVERNMENT EXPENSES	<u>36,033,237</u>	<u>39,817,604</u>	<u>40,384,303</u>	<u>57,391,335</u>
Program Revenues				
Governmental activities:				
Charges for service	-	-	1,066,222	1,165,852
Operating grants and contributions:				
Capital development	3,446,914	2,529,679	2,475,198	4,943,910
Capital grants and contributions:				
Regional rail capital project	751,906	1,023,625	723,751	-
Technology capital project	203,994	135,004	99,000	149,994
Total governmental activities revenue	<u>5,191,620</u>	<u>4,179,034</u>	<u>5,415,825</u>	<u>6,259,756</u>
Business-type activities:				
Regional bus service				
Charges for services	2,790,366	2,479,761	4,953,704	3,288,406
Grant revenue	4,079,320	3,415,833	3,981,607	6,923,338
Ridesharing				
Charges for services	-	-	-	-
Grant revenue	670,787	660,395	426,261	665,539
Total business-type activities revenues	<u>6,751,667</u>	<u>6,065,263</u>	<u>8,309,918</u>	<u>10,877,283</u>
TOTAL PRIMARY GOVERNMENT REVENUES	<u>11,943,287</u>	<u>10,244,297</u>	<u>13,725,743</u>	<u>17,137,039</u>
Net revenue (Expense)				
Governmental activities	(18,733,079)	(63,803,549)	(12,977,167)	(24,125,058)
Business-type activities	(14,870,031)	(15,566,495)	(13,681,393)	(16,129,238)
TOTAL PRIMARY GOVERNMENT NET EXPENSE	<u>(33,603,110)</u>	<u>(79,370,044)</u>	<u>(26,658,560)</u>	<u>(40,254,296)</u>
General revenues and other changes in net position				
Governmental activities:				
Vehicle registration taxes	10,662,625	9,413,400	9,671,756	18,516,428
Special tax revenue	30,561,753	31,536,121	54,179,262	122,793,936
Vehicle rental taxes	9,924,456	10,665,172	11,378,047	11,671,976
Miscellaneous revenues	2,625,210	3,327,995	2,155,082	886,790
Unrestricted investment earnings	422,560	1,427,905	859,364	1,908,742
Transfers	(11,596,283)	(10,645,230)	(10,905,887)	(10,453,969)
Total governmental activities	<u>42,600,321</u>	<u>45,725,363</u>	<u>67,337,624</u>	<u>145,323,903</u>
Business-type activity:				
Miscellaneous	2,577,715	2,942,154	1,427,356	6,142,719
Unrestricted investment earnings	63,014	25,100	(105,885)	14,156
Transfers	11,596,283	10,645,230	10,905,887	10,453,969
Total business-type activities	<u>14,237,012</u>	<u>13,612,484</u>	<u>12,227,358</u>	<u>16,610,844</u>
TOTAL PRIMARY GOVERNMENT GENERAL REVENUES AND OTHER CHANGES IN NET POSITION	<u>56,837,333</u>	<u>59,337,847</u>	<u>79,564,982</u>	<u>161,934,747</u>
Change in net position				
Governmental activities	33,380,402	31,718,551	51,284,576	121,622,370
Business-type activity	(633,019)	(1,954,011)	(1,454,035)	481,606
Prior period adjustments/error corrections	-	-	3,075,881	(423,525)
Special Items	(9,513,160)	(49,796,737)	-	-
TOTAL PRIMARY GOVERNMENT CHANGE IN NET POSITION	<u>\$ 23,234,223</u>	<u>\$ (20,032,197)</u>	<u>\$ 52,906,422</u>	<u>\$ 121,680,451</u>

Table 2

	2019	2020	2021	2022	2023	2024
\$	302,630	\$ 465,215	\$ 504,977	\$ 416,589	\$ 990,471	\$ 892,184
	3,918,149	417,191	429,840	339,671	348,668	668,678
	1,083,796	860,176	883,088	829,168	799,893	836,828
	2,634,018	2,817,699	3,085,490	3,159,355	3,037,306	4,017,953
	1,782,291	7,524,707	1,472,755	838,703	1,399,798	1,391,531
	676,820	546,051	738,138	651,443	618,201	698,926
	144,575	120,457	141,647	150,568	242,502	131,652
	1,011,581	1,054,106	1,052,601	1,033,597	1,239,956	-
	103,946	123,919	116,718	105,638	181,721	138,348
	-	-	-	-	-	-
	25,376,819	53,404,609	55,820,548	73,722,651	59,133,994	94,606,754
	462,124	-	-	590,930	163,497	185,337
	663,938	-	-	-	-	-
	-	-	-	122,548	21,442	6,201
	552,067	841,365	688,709	718,895	852,156	950,437
	<u>38,712,754</u>	<u>68,175,495</u>	<u>64,934,511</u>	<u>82,679,756</u>	<u>69,029,605</u>	<u>104,524,829</u>
	24,755,050	23,236,978	24,765,636	25,056,724	25,503,610	26,145,577
	2,024,007	2,211,787	1,882,422	1,942,469	2,034,042	1,972,283
	<u>26,779,057</u>	<u>25,448,765</u>	<u>26,648,058</u>	<u>26,999,193</u>	<u>27,537,652</u>	<u>28,117,860</u>
	<u>65,491,811</u>	<u>93,624,260</u>	<u>91,582,569</u>	<u>109,678,949</u>	<u>96,567,257</u>	<u>132,642,689</u>
	896,576	112,795	95,329	1,486,345	1,411,557	1,550,259
	89,070	87,397	8,584,787	4,976,154	41,492	-
	-	-	-	-	-	-
	87,427	-	176,873	-	-	-
	<u>1,073,073</u>	<u>200,192</u>	<u>8,856,989</u>	<u>6,462,499</u>	<u>1,453,049</u>	<u>1,550,259</u>
	2,652,653	1,826,029	6,555,584	4,973,509	5,964,624	6,503,847
	1,332,613	2,781,273	4,451,676	15,820,390	5,578,150	6,126,961
	-	-	-	-	-	-
	750,433	465,151	570,672	519,732	496,475	452,420
	<u>4,735,699</u>	<u>5,072,453</u>	<u>11,577,932</u>	<u>21,313,631</u>	<u>12,039,249</u>	<u>13,083,228</u>
	<u>5,808,772</u>	<u>5,272,645</u>	<u>20,434,921</u>	<u>27,776,130</u>	<u>13,492,298</u>	<u>14,633,487</u>
	(184,441,134)	(68,855,625)	(57,820,522)	(76,217,257)	(67,576,556)	(102,974,570)
	<u>(22,043,358)</u>	<u>(20,376,312)</u>	<u>(15,070,126)</u>	<u>(5,685,562)</u>	<u>(15,498,403)</u>	<u>(15,034,632)</u>
	<u>(206,484,492)</u>	<u>(89,231,937)</u>	<u>(72,890,648)</u>	<u>(81,902,819)</u>	<u>(83,074,959)</u>	<u>(118,009,202)</u>
	19,015,982	18,560,212	20,049,483	19,379,365	20,048,569	20,166,120
	129,911,500	130,876,707	146,646,580	171,319,511	186,208,231	190,991,049
	12,524,361	11,144,224	9,175,135	13,415,999	14,871,008	16,158,765
	1,426,098	3,235,331	3,755,750	1,155,705	2,709,729	9,435,286
	5,205,925	5,462,717	(170,401)	(13,040,903)	23,765,949	30,530,491
	<u>(9,580,069)</u>	<u>(10,559,497)</u>	<u>(12,430,760)</u>	<u>(32,787,008)</u>	<u>(12,896,100)</u>	<u>(8,634,936)</u>
	<u>158,503,797</u>	<u>158,719,694</u>	<u>167,025,787</u>	<u>159,442,669</u>	<u>234,707,386</u>	<u>258,646,775</u>
	6,222,461	10,000,760	2,955,602	2,080,016	4,160,063	1,393,575
	1,978	50,314	(193,039)	2,316	65,281	(263,803)
	<u>9,580,069</u>	<u>10,559,497</u>	<u>12,430,760</u>	<u>32,787,008</u>	<u>12,896,100</u>	<u>8,634,936</u>
	<u>15,804,508</u>	<u>20,610,571</u>	<u>15,193,323</u>	<u>34,869,340</u>	<u>17,121,444</u>	<u>9,764,708</u>
	<u>174,308,305</u>	<u>179,330,265</u>	<u>182,219,110</u>	<u>194,312,009</u>	<u>251,828,830</u>	<u>268,411,483</u>
	120,864,116	90,744,391	110,858,126	83,225,412	167,130,830	155,672,205
	(6,238,850)	234,259	123,197	29,183,778	1,623,041	(5,269,924)
	-	-	-	-	-	(1,030,259)
	<u>(146,801,453)</u>	<u>(880,322)</u>	<u>(1,743,000)</u>	<u>(1,607,000)</u>	<u>(1,280,000)</u>	<u>(3,292,898)</u>
\$	<u>(32,176,187)</u>	<u>\$ 90,098,328</u>	<u>\$ 109,238,323</u>	<u>\$ 110,802,190</u>	<u>\$ 167,473,871</u>	<u>\$ 146,079,124</u>

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

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
General Fund				
Nonspendable	\$ 1,549,072	\$ 1,800,234	\$ 1,671,179	\$ 2,035,951
Restricted	25,972,080	18,681,070	20,324,751	25,304,010
Assigned	-	-	-	-
Unassigned	(18,482,290)	(13,663,617)	(20,842,811)	(27,031,415)
Total General Fund	<u>\$ 9,038,862</u>	<u>\$ 6,817,687</u>	<u>\$ 1,153,119</u>	<u>\$ 308,546</u>
All other governmental funds				
Restricted - reserve by state statute	\$ 41,094,919	\$ -	\$ 69,922,702	\$ 84,791,735
Restricted - public transportation	71,273,713	139,777,085	127,634,993	159,952,779
Restricted - interlocal agreement	-	-	-	21,345,000
Restricted- community funding area program	-	-	-	-
Unassigned	(356,728)	(45,885)	(606,700)	(1,562,759)
Total all other governmental funds	<u>\$ 112,011,904</u>	<u>\$ 139,731,200</u>	<u>\$ 196,950,995</u>	<u>\$ 264,526,755</u>

Table 3

<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
\$ 47,620	\$ 1,223,469	\$ 140,030	\$ 173,301	\$ 73,815	\$ 102,393
28,421,731	28,513,232	26,314,599	21,961,603	20,162,995	4,195,551
-	-	-	-	-	4,309,595
13,326,009	14,458,841	14,018,351	13,342,564	14,386,944	13,239,591
<u>\$ 41,795,360</u>	<u>\$ 44,195,542</u>	<u>\$ 40,472,980</u>	<u>\$ 35,477,468</u>	<u>\$ 34,623,754</u>	<u>\$ 21,847,130</u>
\$ 48,400,542	\$ 39,300,157	\$ 54,511,077	\$ 58,440,696	\$ 67,821,468	\$ 46,850
201,501,984	278,852,605	354,264,277	490,333,573	473,045,304	690,143,102
40,088,501	59,551,948	82,893,460	26,875,000	201,203,104	201,203,104
24,821	144,111	470,808	1,059,296	1,331,247	1,331,247
(733,638)	(808,313)	(739,291)	(1,405,127)	(853,750)	-
<u>\$ 289,282,210</u>	<u>\$ 377,040,508</u>	<u>\$ 491,400,331</u>	<u>\$ 575,303,438</u>	<u>\$ 742,547,373</u>	<u>\$ 892,724,303</u>

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

REVENUES	2015	2016	2017	2018	2019
Restricted intergovernmental revenues:					
NC Department of Transportation	\$ 748,813	\$ 605,838	\$ 607,457	\$ 189,492	\$ 181,995
Federal Transit Administration	4,304,010	3,292,902	3,496,814	2,752,624	87,428
Other revenue	1,770,486	2,904,313	2,173,533	3,830,146	806,054
Vehicle registration tax	10,662,625	9,413,400	9,671,756	18,516,428	19,015,982
Special tax revenue	30,561,753	31,536,121	54,179,262	122,793,936	129,911,500
Indirect cost credits	993,524	1,072,250	1,098,951	1,126,395	1,408,673
Vehicle rental tax	9,924,456	10,665,172	11,378,047	11,671,976	12,524,361
Farebox	-	-	-	-	15,022
Investment income	422,560	1,427,905	859,364	1,908,742	5,205,925
Total revenues	59,388,227	60,917,901	83,465,184	162,789,739	169,156,940
EXPENDITURES					
Current:					
Governing board	79,376	76,289	127,035	105,915	100,086
Executive office	-	-	-	-	552,067
Regional services	-	-	89,572	-	663,161
Human resources	481,672	532,354	595,683	647,858	676,028
Administration	431,683	455,097	224,981	482,692	293,507
Capital development	882,981	2,138,408	2,738,464	6,009,825	3,872,649
Commuter rail development	-	-	-	-	-
EEO/DBE	125,894	124,459	113,956	133,195	144,402
DATA/GoDurham	691,853	820,649	795,369	881,430	1,011,581
Finance	2,064,382	2,137,074	2,406,551	2,602,435	2,117,649
General counsel	1,314,534	482,388	757,937	865,899	1,780,203
Communications and public affairs	2,219,011	2,513,220	1,707,372	1,829,418	1,082,529
FORTIFY	2,010,101	2,226,520	2,204,191	-	-
Transit services	3,325,255	5,710,000	5,530,960	16,754,925	28,711,722
Debt service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Capital outlay	17,112,045	7,558,101	8,833,421	56,095,168	52,329,020
Total expenditures	30,738,787	24,774,559	26,125,492	86,408,760	93,334,604
Excess of revenues over expenditures	28,649,440	36,143,342	57,339,692	76,380,979	75,822,336
OTHER FINANCING SOURCES (USES)					
Sale of land	3,076,624	-	1,879,804	-	-
Transfers from other funds	1,370,688	3,626,565	1,681,905	5,796,009	215,720,384
Transfers to other funds	(10,166,110)	(14,271,795)	(12,587,792)	(16,249,978)	(225,300,453)
Liabilities issued	-	-	-	-	-
Total other financing sources (uses)	(5,718,798)	(10,645,230)	(9,026,083)	(10,453,969)	(9,580,069)
Net change in fund balance	22,930,642	25,498,112	48,313,609	65,927,010	66,242,269
Fund balances-beginning	98,120,124	121,050,766	146,548,878	197,537,832	264,835,301
Prior period adjustments/error correction	-	-	3,241,628	1,370,459	-
Fund balances-ending	\$ 121,050,766	\$ 146,548,878	\$ 198,104,115	\$ 264,835,301	\$ 331,077,570
Debt service as a percentage of					
non-capital expenditures	0.00%	0.00%	0.00%	0.00%	0.00%

Note:

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

Table 4

2020	2021	2022	2023	2024
\$ -	\$ -	\$ -	\$ 11,295	\$ -
-	8,835,845	4,976,154	30,197	-
1,914,824	2,247,538	1,028,236	3,173,674	9,431,039
18,560,212	20,049,483	19,379,365	20,048,569	20,166,120
130,876,707	146,646,580	171,319,511	186,208,231	190,991,049
1,520,695	1,529,356	1,596,201	1,569,034	1,444,314
11,144,224	9,175,135	13,415,999	14,871,008	16,158,765
-	-	-	-	-
5,462,717	(170,403)	(13,040,907)	23,765,949	30,530,491
<u>169,479,379</u>	<u>188,313,534</u>	<u>198,674,559</u>	<u>249,677,957</u>	<u>268,721,778</u>
118,423	113,092	99,292	175,825	132,288
841,003	698,763	718,537	852,726	951,707
-	-	-	-	-
545,810	748,192	651,130	618,628	699,914
452,262	499,503	401,596	977,094	878,919
357,573	375,657	270,740	283,427	601,687
-	88,775	122,503	21,442	6,201
120,397	143,475	150,479	242,644	131,793
1,053,653	1,067,224	1,335,281	1,240,812	-
2,070,791	2,369,880	2,293,472	2,471,879	3,288,215
7,521,418	1,493,776	1,093,162	1,400,748	1,393,506
859,784	895,883	828,721	800,416	837,957
-	-	-	-	-
53,676,933	55,467,172	73,165,331	56,932,100	92,467,466
-	-	-	150,547	155,105
-	-	-	13,047	30,516
1,143,358	1,284,123	5,867,328	4,645,335	15,723,307
<u>68,761,405</u>	<u>65,245,515</u>	<u>86,997,572</u>	<u>70,826,670</u>	<u>117,298,581</u>
<u>100,717,974</u>	<u>123,068,019</u>	<u>111,676,987</u>	<u>178,851,287</u>	<u>151,423,197</u>
-	-	-	-	-
77,307,418	3,047,637	38,918,080	19,741,395	7,567,110
(87,866,915)	(15,478,397)	(71,705,088)	(32,637,495)	(20,725,317)
-	-	17,613	435,034	111,530
<u>(10,559,497)</u>	<u>(12,430,760)</u>	<u>(32,769,395)</u>	<u>(12,461,066)</u>	<u>(13,046,677)</u>
90,158,478	110,637,261	78,907,592	166,390,221	138,376,520
331,077,570	421,236,053	531,873,314	610,780,906	777,171,127
-	-	-	-	(976,214)
<u>\$ 421,236,048</u>	<u>\$ 531,873,314</u>	<u>\$ 610,780,906</u>	<u>\$ 777,171,127</u>	<u>\$ 914,571,433</u>
0.00%	0.00%	0.00%	0.25%	0.18%

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

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Governing board	\$ 79,376	\$ 76,289	\$ 127,035	\$ 105,915
Executive office	-	-	-	-
Regional Services	-	-	89,572	-
Human resources	481,672	532,354	595,683	647,858
Administration	431,683	453,265	224,981	482,692
Capital development	882,981	2,141,315	2,738,465	6,009,825
Commuter rail development	-	-	-	-
Equal employ. opport./disadv. bus. enter.	125,894	124,459	113,956	133,195
DATA/GoDurham	691,853	820,649	795,369	881,430
Finance	2,064,382	2,137,074	2,406,551	2,602,435
General counsel	1,314,534	479,762	757,937	865,899
Communications and public affairs	2,219,011	2,514,771	1,707,372	1,829,418
FORTIFY	2,010,101	2,226,520	2,204,191	-
Transit services	3,325,255	5,710,000	5,530,960	16,754,925
Debt service				
Principal	-	-	-	-
Interest	-	-	-	-
Capital outlay	<u>17,112,045</u>	<u>7,558,101</u>	<u>8,833,421</u>	<u>56,095,168</u>
Totals	<u>\$ 30,738,787</u>	<u>\$ 24,774,559</u>	<u>\$ 26,125,493</u>	<u>\$ 86,408,760</u>

Table 5

2019	2020	2021	2022	2023	2024
\$ 100,086	\$ 118,423	\$ 113,092	\$ 99,292	\$ 175,825	\$ 132,288
552,067	841,003	698,763	718,537	852,726	951,707
663,161	-	-	-	-	-
676,028	545,810	748,192	651,130	618,628	699,914
293,507	452,262	499,503	401,596	977,094	878,919
3,872,649	357,573	375,657	270,740	283,427	601,687
-	-	88,775	122,503	21,442	6,201
144,402	120,397	143,475	150,479	242,644	131,793
1,011,581	1,053,653	1,067,224	1,335,281	1,240,812	-
2,117,649	2,070,791	2,369,880	2,293,472	2,471,879	3,288,215
1,780,203	7,521,418	1,493,776	1,093,162	1,400,748	1,393,506
1,082,529	859,784	895,883	828,721	800,416	837,957
-	-	-	-	-	-
28,711,722	53,676,933	55,467,172	73,165,331	56,932,100	92,467,466
-	-	-	-	150,547	155,105
-	-	-	-	13,047	30,516
52,329,020	1,143,358	1,284,123	5,867,328	4,645,335	15,723,307
<u>\$ 93,334,604</u>	<u>\$ 68,761,405</u>	<u>\$ 65,245,515</u>	<u>\$ 86,997,572</u>	<u>\$ 70,826,670</u>	<u>\$ 117,298,581</u>

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

	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Vehicle registration taxes	\$ 10,662,625	\$ 9,413,400	\$ 9,671,756	\$ 18,516,428	\$ 19,015,982
Vehicle rental taxes	9,924,456	10,665,172	11,378,047	11,671,976	12,524,361
Special revenue taxes	30,561,753	31,536,121	54,179,262	122,793,936	129,911,500
Intergovernmental revenues:					
Federal Transit Administration	4,304,010	3,292,902	3,496,814	2,752,624	87,428
NC Department of Transportation	748,813	605,838	607,457	189,492	181,995
Indirect cost credits	993,524	1,072,250	1,098,951	1,126,395	1,408,673
Farebox	-	-	-	-	15,022
Investment income (loss)	422,560	1,427,905	859,364	1,908,742	5,205,925
Other	1,770,486	2,904,313	2,173,533	3,830,146	806,054
Totals	<u>\$ 59,388,227</u>	<u>\$ 60,917,901</u>	<u>\$ 83,465,184</u>	<u>\$ 162,789,739</u>	<u>\$ 169,156,940</u>

Table 6

2020	2021	2022	2023	2024
\$ 19,015,982	\$ 18,560,212	\$ 19,379,365	\$ 20,048,569	\$ 20,166,120
12,524,361	11,144,224	13,415,999	14,871,008	16,158,765
129,911,500	130,876,707	171,319,511	186,208,231	190,991,049
87,428	-	4,976,154	30,197	-
181,995	-	-	11,295	-
1,408,673	1,520,695	1,596,201	1,569,034	1,444,314
-	-	-	-	-
5,205,925	5,462,717	(13,040,907)	23,765,949	30,530,491
806,054	1,914,824	1,028,238	3,173,674	9,431,039
<u>\$ 169,141,918</u>	<u>\$ 169,479,379</u>	<u>\$ 198,674,561</u>	<u>\$ 249,677,957</u>	<u>\$ 268,721,778</u>

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

Table 7

Fiscal Year	Governmental Activities		Business-Type Activities			Total Primary Government	Per Capita
	COPS & Installment Financing	Leases	Revenue Bonds	Leases	State Revolving Loan		
2024	\$ -	\$ 536,051	\$ -	\$ 149,651	\$ -	\$ 685,702	\$ 0.41
2023	-	579,626	-	203,967	-	783,593	0.48
2022	-	235,401	-	-	-	235,401	0.15
2021	-	-	-	-	-	-	-
2020	-	-	-	-	-	-	-
2019	-	-	-	-	-	-	-
2018	-	-	-	-	-	-	-
2017	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-
2015	-	-	-	-	-	-	-

Note:

"Leases" includes the net value of right to use lease assets per GASB Statement 87 and subscription based IT arrangements per GASB Statement 96.

"Per Capita" is based on the most recent population data for from NC Dept. of Revenue records

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

Table 8

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Executive Office/COO	-	-	-	-	-	3	4	4	4	3
General counsel/Real Estate	4	3	6	6	3	7	8	8	10	12
Communications and public affairs	11	11	15	20	17	11	13	15	14	10
Finance	14	13	14	15	15	15	19	20	22	16
Human resources	4	4	4	5	5	4	5	5	5	6
Administration	2	2	2	3	3	5	5	5	6	5
EEO/DBE	1	1	1	1	1	1	1	2	2	3
Capital development	13	20	27	26	34	12	13	13	15	12
Regional bus	177	174	173	168	178	166	180	186	187	205
Ridesharing	34	33	22	18	21	21	22	22	23	28
Totals	<u>260</u>	<u>261</u>	<u>264</u>	<u>262</u>	<u>277</u>	<u>245</u>	<u>270</u>	<u>280</u>	<u>288</u>	<u>300</u>

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

Source: Budget and Financial Reporting Supervisor

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

	<u>2015</u>	<u>2016</u>	<u>2017</u>
Services consumed:			
Fare paid boardings	<u>1,843,735</u>	<u>1,784,408</u>	<u>1,662,758</u>
Services supplied:			
Regular route revenue miles	2,630,942	2,819,804	2,831,146
Paratransit miles	█	█	505,190
Deadhead, training and maintenance miles	<u>805,479</u>	<u>868,384</u>	<u>305,391</u>
Total miles driven	<u>3,436,421</u>	<u>3,688,188</u>	<u>3,641,727</u>
Regular route revenue hours	128,510	137,348	140,448
Paratransit hours	█	█	23,686
Deadhead, training and maintenance hours	<u>25,791</u>	<u>27,811</u>	<u>28,131</u>
Total bus hours	<u>154,301</u>	<u>165,159</u>	<u>192,265</u>

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

* No fees were collected from late March 2020 through June 2024 in response to the COVID-19 pandemic.

Table 9

<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
<u>1,636,072</u>	<u>1,654,836</u>	<u>1,346,709</u>	<u>1,167,033</u> *	<u>1,464,724</u> *	<u>1,583,586</u> *	<u>1,799,534</u> *
2,809,815	2,822,999	2,418,443	2,634,259	2,265,597	2,026,512	2,332,346
599,410	593,229	406,543	315,509	393,436	437,158	463,304
<u>495,402</u>	<u>826,022</u>	<u>790,220</u>	<u>763,590</u>	<u>693,517</u>	<u>619,945</u>	<u>605,202</u>
<u>3,904,627</u>	<u>4,242,250</u>	<u>3,615,206</u>	<u>3,713,358</u>	<u>3,352,550</u>	<u>3,083,615</u>	<u>3,400,852</u>
143,057	143,627	123,173	132,770	110,236	100,780	114,582
27,816	27,554	18,167	13,082	17,189	19,947	22,713
<u>31,232</u>	<u>26,461</u>	<u>25,161</u>	<u>23,925</u>	<u>22,364</u>	<u>20,534</u>	<u>17,934</u>
<u>202,105</u>	<u>197,642</u>	<u>166,501</u>	<u>169,777</u>	<u>149,789</u>	<u>141,261</u>	<u>155,229</u>

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

<u>FUNCTION/PROGRAM</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Business-type activities:			
38 - Passenger buses	-	-	-
37 - Passenger buses	-	6	6
36 - Passenger buses	42	36	36
30 - Passenger buses	30	20	20
16 - Passenger buses	5	5	5
16 - Passenger handicap accessible vans	-	6	6
15 - Passenger vans	2	2	2
14 - Passenger handicap accessible vans	-	-	-
12 - Passenger handicap accessible van	58	55	55
12 - Passenger vans	-	-	-
10 - Passenger handicap accessible van	15	7	12
8 - Passenger handicap accessible vans	-	1	1
8 - Passenger vans	-	2	2
7 - Passenger vans	16	14	14
7 - Passenger handicap accessible van	-	3	3
Service truck	4	4	4
Supervisor vehicles	2	4	4
	<u>174</u>	<u>165</u>	<u>170</u>
Total Vehicles	<u>174</u>	<u>165</u>	<u>170</u>

Source: Information provided by Authority Bus Operations.

Table 10

<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
3	3	3	13	19	19	19
-	-	-	-	-	-	-
36	46	51	45	45	45	45
20	20	20	20	13	13	13
5	4	-	-	-	-	-
6	10	6	11	7	10	10
-	-	-	-	-	-	-
5	6	9	8	7	9	9
3	-	2	-	2	2	2
54	46	16	13	14	13	13
6	9	7	-	9	7	7
-	-	1	7	-	-	-
2	-	-	1	-	1	1
14	14	8	6	6	6	6
-	-	-	3	4	4	4
4	4	4	4	4	4	4
6	7	7	8	8	5	5
<u>164</u>	<u>169</u>	<u>134</u>	<u>139</u>	<u>138</u>	<u>138</u>	<u>138</u>

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
INSURANCE IN FORCE
JULY 1, 2023 - JUNE 30, 2024**

Table 11

	Limits
<u>Real and Personal Property</u>	
Real Property	\$ 24,759,510
Personal Property	1,578,219
Inland Marine	4,170,538
Business Income	5,163,616
<u>Commercial General Liability</u>	
General Liability Each Occurrence/General Aggregate	5,000,000
<u>Automobile Liability</u>	
Each Occurrence	5,000,000
Owned & Nonowned Auto Physical Damage	
Comprehensive - \$10,000 Deductible for Buses/\$1,000 All Others	
Collision - \$10,000 Deductible for Buses/\$1,000 All Others	
Uninsured Motorist Liability	85,000
<u>Catastrophic (Auto)</u>	
Each Occurrence	5,000,000
Aggregate	5,000,000
<u>Excess Liability (over General Liability and Auto Liability & Employer's Liability)</u>	
Each Occurrence	5,000,000
Aggregate	5,000,000
<u>Workers' Compensation</u>	Statutory
<u>Employer's Liability</u>	
Bodily Injury by Each Accident	1,000,000
Bodily Injury by Disease/Each Employee	1,000,000
Bodily Injury by Disease/Aggregate Limit	1,000,000
<u>Public Officials</u>	5,000,000
<u>Employee Dishonesty</u>	50,000
<u>Public Employee Bond (Faithful Performance of Duty)</u>	100,000
<u>Cyber Liability Aggregate</u>	3,000,000
<u>Flood & Earthquake Insurance</u>	31,501,345
<u>Pollution</u>	
Each Occurrence	10,000,000
Aggregate	10,000,000
<u>Crime</u>	1,000,000
<u>Terrorism and Sabotage</u>	
Each Occurrence/General Aggregate	20,000,000

Demographic and Economic Statistics
Fiscal Years 2015 - 2024

Year	Population Estimates ¹	Personal Income ² (thousands of dollars)	Per Capita Personal Income ³	School Enrollment ⁴	Unemployment Rate ⁵
2024	336,892	\$ 19,651,318	\$ 59,070	30,901	3.60%
2023	332,680	19,597,175	60,330	31,124	3.20%
2022	327,306	17,692,950	54,093	31,360	3.40%
2021	321,488	16,624,991	51,713	31,603	4.30%
2020	331,807	*	*	32,928	7.60%
2019	320,639	*	*	32,343	4.00%
2018	308,941	16,058,004	50,698	32,629	3.80%
2017	301,243	14,904,230	47,825	32,907	3.80%
2016	293,647	14,064,619	45,931	33,144	4.70%
2015	290,874	13,394,612	44,507	33,626	5.40%

* Information was not available in prior audit years and not updated

- (1) U.S. Census Bureau, Population Estimates, last updated 2022.
- (2) All personal income data is estimates for the calendar year ended in each fiscal year are provided by Bureau of Analysis, last updated 2022.
- (3) All per capita income data is for the calendar year ended in each fiscal year are provided by Bureau of Economic Analysis, last updated 2022.
- (4) Durham County Public Schools.
- (5) North Carolina Department of Commerce.

DURHAM COUNTY, NORTH CAROLINA

Principal Employers

Table 13-Durham

Employer	2024			2015		
	Employees ¹	Rank	Percentage of Total County Employment	Employees	Rank	Percentage of Total County Employment
Duke University & Health System	47,132	1	25.35%	35,998	1	19.01%
Fidelity Investments	8,400	2	4.52%	2,400	9	1.27%
International Business Machines (IBM)	7,500	3	4.03%	7,000	2	3.70%
Blue Cross Blue Shield of North Carolina	5,928	4	3.19%	4,000	4	2.11%
Durham Public Schools	5,054	5	2.72%	4,600	3	2.43%
Wolfspeed (formerly Cree, Inc.)	5,013	6	2.69%	2,600	6	1.37%
Cisco	3,800	7	2.04%			
Pfizer	3,700	8	1.99%			
US Department of Veterans Affairs	3,200	9	1.72%	2,162	10	1.14%
IQVIA (formerly Quintiles)	2,700	10	1.45%	2,500	7	1.32%
GlaxoSmithKline				3,400	5	1.80%
Durham City Government				2,437	8	1.29%
	<u>92,427</u>		<u>49.69%</u>	<u>67,097</u>		<u>35.44%</u>

Source: Durham Chamber of Commerce and Bureau of Labor Statistics.

¹ As of fiscal year-ended 2022, the Durham Chamber of Commerce (DCC) no longer provides exact employment numbers for principal employers. Instead, DCC provides significantly more rounded employment numbers gathered from a number of different sources.

Information provided by the Durham County Finance Department

**Demographic and Economic Statistics
Last Ten Fiscal Years
(Unaudited)**

Year	Population (1)	Personal Income (2) (Thousands of Dollars)	Per Capita Personal Income (2)	Median Age	Public Schools Enrollment (3)	Unemployment Rate (4)	Number of Building Permits Performed (5)
2015	141,596	\$ 7,557,466	\$ 52,339	34.57	20,202	4.8%	1,852
2016	141,704	7,822,229	55,201	35.05	20,040	4.4%	3,026
2017	143,264	8,884,312	62,014	35.05	19,959	4.6%	1,793
2018	143,873	8,884,312	61,751	33.60	20,232	3.5%	2,937
2019	144,372	9,728,507	67,385	33.60	20,398	4.0%	2,087
2020	146,521	9,840,004	67,158	34.70	20,408	5.4%	4,853
2021	148,696	9,975,866	67,089	34.90	19,491	5.5%	4,085
2022	149,013	9,997,133	67,089	35.10	20,461	3.5%	4,838
2023	150,477	11,165,424	74,994	35.10	19,256	3.2%	5,082
2024	150,626	12,424,716	82,487	36.70	18,769	3.5%	5,105

Notes:

(1) N.C. State Data Center. Estimates are as of beginning of fiscal year.

(2) Bureau of Economic Analysis, U.S. Department of Commerce. Figures are for the prior calendar year. 2018 personal income not available, prior year figures are repeated.

(3) Orange County Finance and Administrative Services budget student numbers

(4) N.C. Employment Security Commission, Annual Average for prior calendar year.

(5) Total number of building permits issued by Orange County Inspections Department.

Includes inspections by municipalities.

Provided by the Orange County Finance Department

**Principal Employers
(Unaudited)**

Employer	2024			2015		
	Employees	Rank	Percentage of Total County Employment	Employees	Rank	Percentage of Total County Employment
UNC-Health Care	14,316	1	28.47%			
UNC Chapel Hill	13,938	2	27.72%	17,819	1	25.61%
Chapel Hill-Carrboro City Schools	1,900	3	3.78%	2,043	3	2.94%
Orange County Government	1,414	4	2.81%	894	5	1.28%
Orange County Schools	1,143	5	2.27%	1,270	4	1.83%
Industrial Connections & Solutions ABB (formerly G.E.)	750	6	1.49%	620	8	0.89%
Town of Chapel Hill	737	7	1.47%	714	6	1.03%
Wegmans	387	8	0.77%			
Armacell	365	9	0.73%			
AKG of America	351	10	0.70%			
UNC Hospitals				10,262	2	14.75%
Aramack Services				404	10	0.58%
Sports Endeavors, Inc.				439	9	0.63%
Blue Cross Blue Shield of NC				698	7	1.00%

Source: Orange County Economic Development Commission, Employment Security Commission

Information provided by the Orange County Finance Department

**Demographic and Economic Statistics
Last Ten Fiscal Years
(Unaudited)**

Year	Population (1)	Personal Income (2) (Thousands of Dollars)	Per Capita Personal Income (3)	Schools Enrollment (4)	Unemployment Rate (5)
2015	998,691	\$ 53,028,913	\$ 53,625	155,000	4.7%
2016	1,024,198	56,592,270	54,549	156,644	4.2%
2017	1,046,791	60,216,950	56,162	158,374	3.6%
2018	1,072,203	64,461,643	59,014	160,429	3.6%
2019	1,092,305	69,222,569	62,264	160,471	3.9%
2020	1,111,761	74,107,214	65,450	161,907	7.1%
2021	1,129,410	81,900,659	71,205	157,673	4.1%
2022	1,150,204	*	*	158,761	3.4%
2023	1,175,021	*	*	158,412	3.1%
2024	1,190,275	*	*	160,183	3.6%

* Information was not available in prior audit years and not updated

Notes:

- (1) U.S. Census Bureau, previous calendar year
- (2) Bureau of Economic Analysis Regional, Economic Information System - Bureau of Economic Analysis November 2023
- (2) Bureau of Economic Analysis Regional Economic Account - computed using Census Bureau midyear population estimates available as of November 2023
- (4) N.C. Department of Public Instruction, 2023-2024 Wake County Public School District Facts
- (5) Economic Security Commission of North Carolina; 2023-2024 - North Carolina Department of Commerce-Labor & Economic Analytics Division

Provided by the Wake County Finance Department

WAKE COUNTY, NORTH CAROLINA

Table 13 - Wake

Principal Employers
(Unaudited)

Employer	2024*			2015		
	Employees (1)	Rank	Percentage of Total County Employment (2)	Employees (1)	Rank	Percentage of Total County Employment (2)
State of North Carolina	24,083	1	3.84%	24,083	1	5.01%
Wake County Public School System	17,000	2	2.71%	18,554	2	3.86%
Wal-Mart	16,800	3	2.68%			
WakeMed Health & Hospitals	10,307	4	1.65%	8,422	4	1.64%
Food Lion	9,037	5	1.44%			
North Carolina State University	9,019	6	1.44%	7,876	5	1.75%
Target	8,400	7	1.34%			
UNC Rex Healthcare	7,700	8	1.23%	5,300	7	1.10%
Harris Teeter	5,300	9	0.85%			
Lenovo	5,100	10	0.81%			
SAS Institute, Inc				5,232	8	1.09%
IBM				10,000	3	2.08%
GlaxoSmithKline, Inc				4,950	9	1.03%
Cisco Systems				5,500	6	1.15%
NC DHHS				3,800	10	1.03%
	<u>112,746</u>		<u>17.99%</u>	<u>93,717</u>		<u>19.74%</u>

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

(2) Source: North Carolina Department of Commerce

FY 19-FY22: Top 10 Employers included the Triangle Regional Area

*Data from 2024 unavailable, data from 2023 used

**RESEARCH TRIANGLE REGIONAL PUBLIC
TRANSPORTATION AUTHORITY**

**For Wake, Durham and Orange Counties
Principal Auto Rental Agencies
For the Current Fiscal Year and Nine Years Ago**

Table 14

Vendors	2024			2015		
	Vehicle Rental Tax	Rank	Percentage of Total Sales	Vehicle Rental Tax	Rank	Percentage of Total Sales
Enterprise Rent A Car	\$ 7,973,422	1	50.73%	\$ 5,082,456	1	51.40%
Hertz Corporation	2,684,550	2	17.08%	1,751,206	2	17.71%
Avis Rent A Car System	1,754,817	3	11.16%	1,043,362	3	10.55%
Budget Rent A Car Systems	1,358,014	4	8.64%	785,946	4	7.95%
DTG Operations	964,196	5	6.13%	496,676	5	5.02%
U-Haul	487,142	6	3.10%	253,395	6	2.56%
Sixt Rent A Car, LLC	262,760	7	1.67%	-		0.00%
Payless Car Rental, Inc	46,008	8	0.29%	28,200	7	0.29%
Capital Ford	34,320	9	0.22%	-		0.00%
Herc Rentals, Inc.	44,818	10	0.29%	-		0.00%
Van Products	29,586	11	0.19%	16,207	8	0.16%
University Ford	26,153	12	0.17%	18,905	9	0.19%
United Rentals	18,911	13	0.12%	-		0.00%
ZipCar, Inc	9,405	14	0.06%	-		0.00%
Other	23,253	N/A	0.15%	412,316	N/A	4.17%
Total	\$ 15,717,357		100.00%	\$ 9,888,669		100.00%

Notes: The 1997 session of the General Assembly enacted legislation permitting a regional public transportation authority to levy a 5% tax on motor vehicle rental receipts in its multi-county service area. The North Carolina motor vehicle rental tax is levied by the Research Triangle Regional Transportation Authority operating as GoTriangle. It is imposed at the rate of 5% on the gross receipts derived from the short-term or rental of U-drive-it vehicles and motorcycles in Durham, Orange, and Wake counties. The county gross receipts tax on rental vehicles is independent of rental vehicle taxes administered by GoTriangle and the NC Department of Revenue.

This table is prepared based on actual cash receipts. Accrual adjustments have been made for the financial statements.

Table 15

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Wake Capital
Schedule of Cumulative Capital Project Effort
From Inception to the Fiscal Year Ended June 30, 2024

	Cummulative Amounts of All Projects	Prior Years	Actual Amount FY24	Total	Variance From Cumulative Amount Positive (Negative)
REVENUES					
Special Sales Tax	\$ 553,880,222	\$ 563,500,391	\$ 110,779,931	\$ 674,280,322	\$ 120,400,100
Investment Income	-	7,229,628	17,217,485	24,447,113	24,447,113
Total revenues	<u>553,880,222</u>	<u>570,730,019</u>	<u>127,997,416</u>	<u>698,727,435</u>	<u>144,847,213</u>
EXPENDITURES					
Capital Planning					
GoTriangle	4,505,999	2,685,940	457,641	3,143,581	1,362,418
City of Raleigh	425,000	422,943	-	422,943	2,057
CAMPO	990,000	643,184	249,867	893,051	96,949
Wake County	165,000	30,000	135,000	165,000	-
Community Funding Area					
Town of Apex	636,275	203,586	124,932	328,518	307,757
Town of Fuquay-Varina	63,750	57,253	-	57,253	6,497
Town of Garner	50,000	47,782	-	47,782	2,218
Town of Knightdale	282,660	49,936	65,532	115,468	167,192
Town of Morrisville	248,000	107,741	21,214	128,955	119,045
Town of Rolesville	16,500	11,517	-	11,517	4,983
Research Triangle Foundation	263,463	263,463	-	263,463	-
Commuter Rail					
GoTriangle	4,796,962	5,732,555	86,317	5,818,872	(1,021,910)
Reserve	41,663,409	-	-	-	41,663,409
Bus Rapid Transit					
City of Raleigh	169,708,030	25,282,230	3,654,870	28,937,100	140,770,930
Bus Infrastructure					
GoTriangle	54,981,608	8,371,222	15,337,909	23,709,131	31,272,477
City of Raleigh	58,898,381	6,164,027	10,410,172	16,574,199	42,324,182
Town of Cary	95,380,514	3,896,168	22,178,410	26,074,578	69,305,936
Town of Holly Springs	55,000	46,634	-	46,634	8,366
Reserve	6,086,464	-	-	-	6,086,464
Bus Acquisition					
GoTriangle	12,113,500	6,546,994	-	6,546,994	5,566,506
City of Raleigh	48,888,605	43,013,152	913,872	43,927,024	4,961,581
Reserve	1,200,000	-	-	-	1,200,000
Allocation to Wake Capital Fund	<u>227,562,299</u>	<u>467,153,690</u>	<u>74,361,680</u>	<u>541,515,370</u>	<u>(313,953,071)</u>
Total expenditures	<u>728,981,419</u>	<u>570,730,019</u>	<u>127,997,416</u>	<u>698,727,435</u>	<u>30,253,984</u>
Revenues over expenditures	<u>(175,101,197)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>175,101,197</u>
OTHER FINANCING SOURCES (USES)					
Allocation from Wake Capital Fund Balance	<u>175,101,197</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(175,101,197)</u>
Total other financing sources	<u>175,101,197</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(175,101,197)</u>
Excess of revenues over expenditures	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Note:

This informational schedule compiles the totals of all capital projects authorized by the Wake Transit Plan governing board, the Transit Planning Advisory Committee. Both open and closed projects are included, giving the reader the full breadth of the capital projects funded by the public money.

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

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

This schedule is to give the reader an overview of the various projects by general class and by transit partner. No multi-year project ordinance is adopted at this time by the Authority.

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

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Triangle Tax District - Wake Funds
Fund Balance Against Inter-local Agreement Benchmarks
June 30, 2024

	TTD - Wake Operating	TTD - Wake Capital
Fund Balances:		
Restricted - Public Transportation	\$ 106,089,621	\$ 390,743,844
Restricted - Interlocal Agreement	9,285,667	150,771,526
Restricted - Community Funding Area Program	1,331,247	-
Total fund balances	<u>\$ 116,706,535</u>	<u>\$ 541,515,370</u>
Article 43, Local Option Sales Tax budgeted in FY 2025	\$ 35,790,811	\$ 104,209,189
At 25%	8,947,703	26,052,297
Excess / (Deficit) Coverage	<u>\$ 107,758,832</u>	<u>\$ 515,463,073</u>
FY 2025 Budgeted Operating Expenditures	\$ 39,084,246	NA
90 Days Operating Cash Requirement	9,637,211	NA
Excess / (Deficit) Coverage	<u>\$ 107,069,324</u>	<u>NA</u>

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COMPLIANCE SECTION



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

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

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of the **Research Triangle Regional Public Transportation Authority** (the "Authority") as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated July 30, 2025.

Report on Internal Control over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as items 2024-001, 2024-002, and 2024-003 that we consider to be material weaknesses.

Report on Compliance and Other Matters

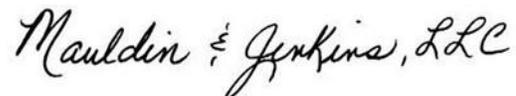
As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed one instance of noncompliance or other matters that is required to be reported under *Government Auditing Standards*, and which is described in the accompanying schedule of findings and questioned costs as item 2024-004.

Research Triangle Regional Public Transportation Authority's Response to Findings

Government Auditing Standards requires the auditor to perform limited procedures on the Authority's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The Authority's responses were not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the responses.

Purpose of this Report

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



Raleigh, North Carolina
July 30, 2025

Independent Auditor's Report on Compliance for Each Major Federal Program and Report on Internal Control over Compliance in Accordance with Applicable Sections of the OMB Uniform Guidance and the State Single Audit Implementation Act

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

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited **Research Triangle Regional Public Transportation Authority's** (the "Authority") compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* and the *Audit Manual for Governmental Auditors in North Carolina*, issued by the Local Government Commission, that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2024. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each major federal program for the year ended June 30, 2024.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (Government Auditing Standards); and the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a reasonable basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's federal programs.

Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. 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 GAAS, *Government Auditing Standards*, the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, 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 Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

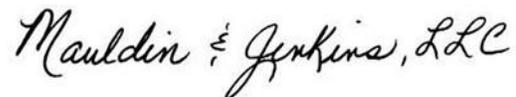
Report on Internal Control over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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



Raleigh, North Carolina
July 30, 2025

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Independent Auditor's Report on Compliance for Each Major State Program and Report on Internal Control over Compliance in Accordance with Applicable Sections of the OMB Uniform Guidance and the State Single Audit Implementation Act

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

Opinion on Each Major State Program

We have audited **Research Triangle Regional Public Transportation Authority's** (the "Authority") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* and the *Audit Manual for Governmental Auditors in North Carolina*, issued by the Local Government Commission, that could have a direct and material effect on each of the Authority's major state programs for the year ended June 30, 2024. The Authority's major state program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each major state program for the year ended June 30, 2024.

Basis for Opinion on Each Major State Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance); and the State Single Audit Implementation Act. Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a reasonable basis for our opinion on compliance for the major state program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's state programs.

Auditor's Responsibility for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. 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 GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the major state program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, 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 Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

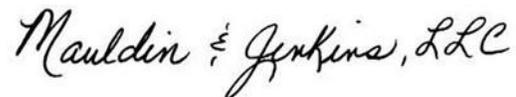
Report on Internal Control over Compliance

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

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, as discussed below, we did identify a certain deficiency in internal control over compliance that we consider to be a significant deficiency.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

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



Raleigh, North Carolina
July 30, 2025

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SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

SECTION I SUMMARY OF AUDIT RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP: Unmodified

Internal control over financial reporting:
 Material weakness(es) identified? Yes No

Significant deficiency(ies) identified? Yes None reported

Noncompliance material to financial statements noted? Yes No

Federal Awards

Internal control over major state programs:
 Material weakness(es) identified? Yes No

Significant deficiency(ies) identified? Yes None reported

Type of auditor's report issued on compliance for major federal programs? Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? Yes No

Identification of major program:

<u>Assistance Listing Number</u>	<u>Name of Federal Program or Cluster</u>
20.933	BUILD

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Auditee qualified as low-risk auditee? Yes

SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

SECTION I SUMMARY OF AUDIT RESULTS (CONTINUED)

State Awards

Internal control over major state programs:

Material weakness(es) identified? Yes No

Significant deficiency(ies) identified? Yes None reported

Type of auditor's report issued on compliance for
major state programs?

Unmodified

Any audit findings disclosed that are required to be reported in
accordance with the State Single Audit Implementation Act?

Yes No

Identification of major State program:

Program Name

State Maintenance Assistance Program (SMAP)

Auditee qualified as low-risk auditee?

Yes

SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

SECTION II FINANCIAL STATEMENT FINDINGS AND RESPONSES

2024-001 Restatement of Prior Year Balances

Criteria: Internal controls should be in place to ensure that financial statements properly present the financial position and results of the Authority in accordance with generally accepted accounting principles.

Condition: Internal controls were not sufficient to timely detect material misstatements in the Authority's financial statements for the year ended June 30, 2023.

Context/Cause: During our audit for the year ended June 30, 2024, material misstatements in the opening balances of the Authority were identified and thus error corrections were required as follows:

- An adjustment of \$70,138 was made to the governmental activities to correct compensated absences balances to include FICA/Medicare taxes.
- An adjustment of \$73,735 and \$11,265 was made to the Regional Bus Fund and Ridesharing Fund to correct compensated absences balances to include FICA/Medicare taxes, respectively. The cumulative effect of \$85,000 was made to the Business-type Activities.
- An adjustment of \$416,980 was made to the General Fund to correct an overstatement in accounts receivable.
- An adjustment of \$27,999 was made in the General Fund, Regional Bus Fund, Governmental Activities, and Business-type Activities to correct the reporting of the self-insured unemployment funds to the General Fund and Governmental Activities.
- An adjustment of \$21,653 was made to the Regional Bus Fund and Business-type Activities to correct an overstatement in accounts payable due to uncleared balances during system conversion.
- An adjustment of \$51,441 was made to the Ridesharing Fund and Business-type Activities to correct an overstatement in accounts payable due to uncleared balances during system conversion.
- An adjustment of \$1,124,019 was made to the Triangle Tax District – Durham Operating Fund to correct an understatement in accounts payable due to uncleared balances during system conversion.
- An adjustment of \$499,870 was made to the Triangle Tax District – Orange Operating Fund to correct an understatement in accounts payable due to uncleared balances during system conversion.
- An adjustment of \$1,090,654 was made to the Triangle Tax District – Wake Operating Fund to correct an overstatement in accounts payable due to uncleared balances during system conversion.
- An adjustment of \$2,000 was made to the Major Projects Fund to correct an overstatement in accounts payable due to uncleared balances during system conversion.

Effects: As a result of the issues identified above, material audit adjustments were required to correct previously reported balances of the Authority.

Recommendation: We recommend the Authority carefully review the financial statements and the applicable reporting requirements under GAAP to ensure that all information and financial data is properly reported.

Auditee's Response: We concur with the finding.

SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

SECTION II FINANCIAL STATEMENT FINDINGS AND RESPONSES (CONTINUED)

2024-002 Financial Close and Maintenance of General Ledger Accounts

Criteria: Internal controls should be in place to ensure that financial statements properly present the financial position and results of operations of the Authority in accordance with generally accepted accounting principles.

Condition: The Authority's reviews and year-end adjustments were not sufficient to prevent, or detect and correct, material misstatements in the Authority's financial statements submitted for audit. The nature and magnitude of these misstatements, as well as the audit adjustments required, are discussed below.

Context/Cause: During our audit for the year ended June 30, 2024, material audit adjustments were required to correct current year balances for the Authority as follows:

- An adjustment of \$12,863,315 was posted to the General Fund to reverse the premature transfer of Fund 23 to the General Fund.
- An adjustment of \$833,215 was posted to the Triangle Tax District – Durham Operating Fund to reverse a transfer that was improperly recorded.
- An adjustment of \$55,227 was posted to the Triangle Tax District – Orange Operating Fund to reverse a transfer that was improperly recorded.
- An adjustment of \$794,311 was posted to the General Fund to correct an overstatement of liabilities in the General Fund.
- An adjustment of \$205,667 was posted to the General Fund to record the provision for uncollectible accounts receivable.

Effects: As a result of the issues identified above, material audit adjustments were required to correct reported balances of the Authority. Audit adjustments totaling \$14,751,735 were needed to correct the financial statements as of June 30, 2024.

Recommendation: Management should be reconciling the financial statements, each month, to the subsidiary ledgers in order to timely address variances in the account balance which are outside of expectations. Additionally, management should be reviewing classification of revenue at year end to ensure proper accounting in accordance with generally accepted accounting principles.

Auditee's Response: We concur with the finding.

SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

SECTION II FINANCIAL STATEMENT FINDINGS AND RESPONSES (CONTINUED)

2024-003 Reporting of Capital Assets and Related Balances

Criteria: Internal controls should be in place to ensure that the Authority's capital assets and related balances are properly reported in accordance with generally accepted accounting principles.

Condition: During our audit procedures, material misstatements were noted in the Authority's capital asset balances that required audit adjustments. The nature and magnitude of these misstatements is discussed further below.

Context/Cause: During our audit for the year ended June 30, 2024, material misstatements in the current year activity of the Authority were identified and thus audit adjustments were required as follows:

- The Authority did not properly accrue June 2024 invoices that were paid after year ended June 30, 2024. The invoices included construction expenses which resulted in an additional \$3,197,853 in construction in progress for the governmental activities.

Effects: As a result of the issues identified above, material audit adjustments were required to correct account balances of the Authority.

Recommendation: Management of the Authority needs to review its processes and internal controls related to the reporting of capital assets. We recommend the Authority implement monthly reviews of all capital outlay and other project related general ledger accounts to ensure that all capital activity is properly identified, classified, and capitalized. We recommend these reviews occur monthly to minimize the amount of work that is required at year-end to prepare capital asset schedules and subsidiary listings for the annual audit.

Auditee's Response: We concur with the finding.

SCHEDULE OF FINDINGS AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

SECTION II FINANCIAL STATEMENT FINDINGS AND RESPONSES (CONTINUED)

2024-004 Late Audit Submission

Criteria: N.C. General Statutes 159-34 requires the Authority to have an audit completed by October 31, 2024.

Condition: In performing our audit, it was noted that the finance department experienced significant delays in the year-end accounting and reporting process due to turnover in the department. In addition, several accounts were not properly adjusted or timely to facilitate meeting the required reporting deadline.

Context/Cause: See the condition above.

Effects: The Authority did not meet the required reporting deadline of October 31, 2024.

Recommendation: We recommend the Authority establish effective policies and controls around the yearend closeout process. Additionally, we recommend the Authority consider engaging with a consulting firm when there is significant turnover in the finance department to assist in the design and development of the procedures along with the physical closeout continuing until the Authority has sufficient procedures and controls in place to perform the functions on their own.

Auditee's Response: We concur with the finding.

SECTION III FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None reported.

SECTION IV STATE AWARD FINDINGS AND QUESTIONED COSTS

None reported.

**SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2024**

None reported.

Finding 2024-001 Restatement of Prior Year Balances

Name of Contact Person – Michelle Jeng, CFO

Corrective Action – Going forward, the accounting team will perform a comprehensive reconciliation of opening balances with prior year audited financial statements and it will be reviewed by the Director of Financial Operation and the CFO to ensure that all opening balances are accurate.

Proposed date of completion: Ongoing

Finding 2024-002 Financial Close and Maintenance of General Ledger Accounts

Name of Contact Person – Michelle Jeng, CFO

Corrective Action – In the future, the Director of Financial Operation and the CFO will closely review all general ledger accounts and financial statements to ensure that all financial information is properly recorded and reported in accordance with generally accepted accounting principles (GAAP).

Proposed date of completion: Ongoing

Finding 2024-003 Reporting of Capital Assets and Related Balances

Name of Contact Person – Michelle Jeng, CFO

Corrective Action – Going forward, the Director of Financial Operation and the CFO will conduct monthly reviews of all capital outlay and other project related general ledger accounts to ensure that all capital activity is properly identified, classified, and capitalized.

Proposed date of completion: Ongoing

Finding 2024-004 Late Audit Submission

Name of Contact Person – Michelle Jeng, CFO

Corrective Action – GoTriangle will update its policies and controls for the yearend closeout process. Additionally, we have hired experienced accounting team members to strengthen the team and will engage a consulting firm for the FY25 audit to assist with the yearend closeout process, as necessary.

Proposed date of completion – October 31, 2025

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS FOR THE YEAR ENDED JUNE 30, 2024

None reported.

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
Schedule of Expenditures of Federal and State Awards
For the Fiscal Year Ended June 30, 2024

Grantor/Pass-through Grantor/Program Title	Federal Assistance Listing Number	State/ Pass-through Grantor's Number	Grant Number	Current Year Expenditures			
				Total	Federal (Direct & Pass-through) Expenditures	State Expenditures	Local Expenditures
Federal Grants:							
<u>Direct Programs:</u>							
<u>U.S. Department of Transportation</u>							
<u>Federal Transit Cluster</u>							
Federal Transit-Formula Grants (Urbanized Area Formula Program)	20.507		NC-2019-012	48,168	38,534	-	9,634
Office of the Secretary: BUILD	20.933		NC-2020-037	6,183,112	3,258,500	-	2,924,612
Total Federal assistance:				<u>6,231,280</u>	<u>3,297,034</u>	<u>-</u>	<u>2,934,246</u>
State Grants:							
<u>Direct Programs:</u>							
<u>North Carolina Department of Transportation</u>							
State Maintenance Assistance Program	DOT-9	36234.76.2.1		20,642,981	-	2,822,173	17,820,808
Public Transportation Capital Grant Program	DOT-14			-	-	98,640	-
Intern/Apprentice Program	DOT-11	36223.53	23-DG-118	1,108	-	554	554
<u>Passed through Central Pines Regional Council:</u>							
Rideshare	DOT-11		TDMGOTRI24	565,421	-	454,328	111,093
Total State assistance:				<u>21,209,510</u>	<u>-</u>	<u>3,375,695</u>	<u>17,932,455</u>
Total Assistance:				\$ 27,440,790	\$ 3,297,034	\$ 3,375,695	\$ 20,866,701

Note 1 -- Basis of Presentation

The accompanying schedule of expenditures of federal and State awards (SEFSA) includes the federal and State grant activity of the Research Triangle Regional Public Transportation Authority under the programs of the federal government and the State of North Carolina for the fiscal year ended June 30, 2024. The information in this SEFSA is presented in accordance with the requirements of Title 2 US Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and the State Single Audit Implementation Act. Because the Schedule presents only a selected portion of the operations of the Research Triangle Regional Public Transportation Authority, it is not intended to and does not present the financial position, changes in net position or cash flows of the Research Triangle Regional Public Transportation Authority.

Note 2 -- Summary of Significant Accounting Policies

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