

# MINNESOTA VALLEY TRANSIT AUTHORITY

COMPREHENSIVE ANNUAL FINANCIAL REPORT

Fiscal Year Ended December 31, 2019



**Minnesota Valley Transit Authority**

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For the Fiscal Year Ended  
December 31, 2019

**Prepared By:**  
Finance Department

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**MINNESOTA VALLEY TRANSIT AUTHORITY**  
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## **I. INTRODUCTORY SECTION**

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June 8, 2020

Honorable Chair and Members of the Board  
Minnesota Valley Transit Authority

We are pleased to submit the Minnesota Valley Transit Authority (MVTA) Comprehensive Annual Financial Report (CAFR) for the fiscal year ended December 31, 2019 to the Minnesota Valley Transit Authority Board of Commissioners, the citizens of this area and all interested in its financial condition. MVTA is a public agency created by a joint powers agreement between the Cities of Apple Valley, Burnsville, Eagan, Prior Lake, Rosemount, Savage and Shakopee and the Counties of Dakota and Scott for the purposes of providing public transit services to the Cities of Apple Valley, Burnsville, Eagan, Prior Lake, Rosemount, Savage and Shakopee and surrounding areas and made pursuant to the authority conferred upon the Cities by *Minnesota* § 473.388, 473.384 and 471.59. This report is published to fulfill the requirements of the Minnesota state law requiring all general purpose local governments publish annually a complete set of financial statements in conformance with U.S. generally accepted accounting principles (GAAP), and are audited in accordance with U.S. general accepted accounting standards by a firm of licensed certified public accountants.

This report was prepared by MVTA's Finance Department and responsibility for both the accuracy of the presented data and the completeness and fairness of the presentation, including all disclosures, supporting schedules and statistical tables rests with MVTA. Management believes the data, as presented, is accurate in all material respects; that it is presented in a manner designated to fairly set forth the financial position and results of MVTA as measured by the financial activity of its various funds, and that all disclosures necessary to enable the reader to gain an understanding of MVTA's financial position have been included. Management of MVTA has established a comprehensive internal control framework designed to protect the government's assets from loss, theft or misuse and to compile sufficient reliable information for the preparation of MVTA's financial statements in conformance with GAAP. Because the cost of internal controls should not outweigh their benefit, MVTA's framework of internal controls has been designed to provide reasonable, rather than absolute, assurance that the financial statements will be free from material misstatement.

MVTA's financial statements were audited by Redpath and Company, a firm of licensed and certified public accountants. The goal of the independent audit is to provide reasonable assurance that the financial statements of MVTA for the fiscal year ended December 31, 2019 are free of material misstatement. The independent audit involves examining, on a test basis, evidence supporting the amounts and disclosures in the financial statement; assessing the accounting principles used and any significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based on their audit, that there was a reasonable basis for rendering an unmodified opinion that MVTA's financial statements for the fiscal year ended December 31, 2019 are presented in conformity with GAAP. The Independent Auditor's Report is presented as the first component of the financial section of this report.



The independent audit of the financial statements of the MVTA was part of a broader, federally mandated “Single Audit” designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government’s internal controls and compliance with legal requirements, with special emphasis on internal controls and requirements involving the administration of federal awards. These reports are available in the MVTA’s separately issued Single Audit Report.

GAAP require that management provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management’s Discussion and Analysis (MD&A). This Letter of Transmittal is designed to complement the MD&A and should be read in conjunction with it. MVTA’s MD&A can be found in the financial section of this report immediately following the report of the independent auditors.

## **PROFILE OF THE GOVERNMENT**

The MVTA was formed on January 1, 1991 by a joint powers agreement (JPA) between the Cities of Apple Valley, Burnsville, Eagan, Prior Lake (who withdrew in 2001 and rejoined in 2014) Rosemount and Savage to provide public transit services. From its forming in 1991 until 2012, MVTA was governed by an eight member board (nine members when Prior Lake was a participant) consisting of elected officials or their designee(s) and one member-at-large. Each of the cities appointed one member to the MVTA Board, and one alternate board member (frequently a city staff person who also served on the Technical Work Group). The Apple Valley, Burnsville, and Eagan board members collectively appointed the member-at-large and an alternate. The remaining two seats were filled by a Scott County and a Dakota County Commissioner though the counties were not “Parties” (the cities that entered into the JPA were the only ones classified as “Parties”) to the agreement.

In 2012, changes were made to the Joint Powers Agreement. Dakota County and Scott County became “Parties” to the agreement, the alternate member was eliminated and a separate Bond Board was formed to issue bonds or obligations on behalf of the “Parties”. The MVTA’s Board of Commissioners then consisted of seven (7) voting commissioners. Each “Party” appoints one commissioner, one alternate commissioner and a staff member who serves on the Technical Work Group. The staff member can also serve as the alternate commissioner. The terms of each Board member are determined by the jurisdiction making the appointment.

In 2014, the Cities of Prior Lake and Shakopee approached MVTA to merge their transit services with that operated by MVTA. After much study and discussion, the Cities of Prior Lake and Shakopee entered into a consolidation agreement with MVTA. This agreement outlines the terms and conditions of the merger. At the same time, the MVTA board approved an amendment to the JPA. The amendment was formally adopted by all parties and became effective on September 9, 2014. There are now nine “Parties” to the JPA: the seven cities and two counties previously mentioned.

Each year, the Board of Directors elects a Chair, Vice Chair, and Secretary/Treasurer in order to conduct its business and affairs. It is the responsibility of the Secretary/Treasurer to provide guidance and direction about the financial records of MVTA to the Executive Director who is the official custodian of these records. The Secretary/Treasurer also serves as the Chair of the Management Committee.

The Executive Director is appointed by the MVTA's Board of Commissioners to administer and supervise the day to day activities of the MVTA including, but not limited to, administration of the transit system, contracts for transportation services, marketing and promotion of such services, maintenance of transit vehicles, facilities and equipment, as well as recommendations for changes and additions to the transportation services provided.

The MVTA's mission is to connect customer to desired destinations. To achieve its mission, MVTA has established three principle strategies:

- Delivery mobility
- Manage MVTA's resources
- Govern with an emphasis on transit services that build vibrant communities

These strategies and mission are combined into one over-arching vision for MVTA: to be a trusted partner in transportation, serving as an innovative leader in moving people to destinations.

In keeping with its vision and mission, MVTA provides fixed route transit services within the seven cities and connects people within these communities to other metropolitan destinations, including downtown Minneapolis and St. Paul, the University of Minnesota, the Mall of America, the Minnesota Zoo and the Blue Line (light rail), as well as providing reverse commute services to businesses within MVTA's service area. MVTA also operates the Metro Red Line under contract to the Metropolitan Council. MVTA services are provided by a fleet of 165 vehicles. Operations and maintenance services are provided by one private contractor working out of two bus garages.

The MVTA Bond Board, a legally separate financing authority, was established in 2012 to issue bonds or obligations on behalf of the "Parties" and may use the proceeds to carry out the powers and duties of the MVTA. The MVTA Bond Board, since it provides financing for the MVTA, has been included as an integral part of the MVTA's financial statements. Additional information on the MVTA Bond Board can be found in Note 1.A. in the notes to the financial statements.

The annual operating budget serves as the basis for MVTA's financial planning and control. In early summer, the Management Committee meets to approve assumptions regarding revenues, expenses and services to be used in budget preparation. Departments then submit their line item detailed budget requests to the Acting Finance Director in late summer. The requests are compiled, reviewed and revised by the Acting Finance Director and Executive Director and presented to the Management Committee in August for its review and direction. Following the Management Committee meeting, the operating budget is revised based on the Committee's feedback. The proposed preliminary budget is then presented to the full Board for its approval. In October and November, the budget assumptions are reviewed and adjustments are made before the final budget for the next fiscal year is adopted in December. The Capital Improvement Plan (CIP) which covers a six-year period follows the same timeframe as the Operating Budget with budget preparation occurring in the summer, preliminary approval of the CIP in August or September and final adoption of the CIP taking place in December.

For the operating budget, actual amounts exceeding the line item budget are allowed if there is a corresponding revenue increase or if the total expenses for the department are within the department budgeted amount. Management cannot overspend the budget without approval of the

governing body at the General Fund level. For the CIP or Capital Fund, management must obtain approval to exceed the project budget. If significant changes occur after the budget is adopted, budget adjustments are proposed by MVTA staff and adopted by the Board.

## **FACTORS AFFECTING FINANCIAL CONDITION**

### **Local Economy**

The MVTA service area is located in the southern Twin Cities, straddling both Dakota and Scott Counties and includes the cities of Apple Valley, Burnsville, Eagan, Prior Lake, Rosemount, Savage and Shakopee. The Twin Cities economy, of which the MVTA cities and counties are a part, continues to experience slow steady growth over the last several years. The state's ability to add jobs is reaching the limit set by slow labor force growth. Throughout the expansion, Minnesota has steadily added jobs, driving the state's unemployment rate well below the U.S rate. High demand labor and low unemployment continue to support growth in total Minnesota wage income and wages per worker. In December 2019, Minnesota's seasonally adjusted unemployment rate grew to 3.2 percent, .5 percentage points below the national rate and .3 percentage points higher than a year ago.

Minnesota's labor market indicators remain consistent with a tight labor market. According to the Department of Employment and Economics Development's (DEED's) job vacancy report, there have been fewer unemployed job-seekers than open positions for the past 30 months. The tight labor market is being felt across the state, as both the Twin Cities and Greater Minnesota have a ratio of less than one unemployed persons to every job vacancy. The ratio is 0.6 in the Twin Cities and 0.8 in Greater Minnesota. The sectors with strongest employment growth over the last year, or since October 2018, were leisure and hospitality, construction, and trade, transportation and utilities.

Annual ridership was down 3% in 2019, providing just under 2.8 million rides. Express service saw a 1.6% decrease, while local/weekend service experienced an 8.0% decrease. Suburb to suburb express service (route 495) continued to see growth into 2019. Route 495, running between Shakopee, Burnsville, and Mall of America, has continued to see annual growth since service began in August 2016. MVTA experienced challenges with bad weather days in both January and December of 2019, as well as major construction projects along the busiest corridor in the state (I-35W) and downtown Minneapolis, all of which led to decreased ridership on both local and express service.

### **Operating Funds**

In the fall of 2006, a constitutional amendment passed dedicating all Motor Vehicle Sales Tax (MVST) revenue to transportation, with 40% percent dedicated to transit. This was an increase from 21.5% of MVST revenue dedicated to transit. The enabling legislation, passed in the following legislative session, required that 36% of the MVST revenue be assigned to the Twin Cities metropolitan area with the remaining 4% used for Greater Minnesota transit programs. The legislation also stated that the Opt-out providers were guaranteed the same percentage they were receiving prior to the constitutional amendment or our portion of the 21.5%. This guarantee is known as Base MVST. The incremental increase in MVST revenue was phased-in over a five year period and is known as Regionally Allocated MVST. The law did not outline how the Regionally Allocated MVST funds should be distributed by the Met Council within the metropolitan area. However, the Met Council created a procedure that distributes these additional MVST funds based on regional priorities. MVTA has been receiving a portion of this Regionally Allocated MVST

revenue. In 2019, MVTA received \$18,920,458 of MVST. MVTA will continue to pursue its share of Regionally Allocated MVST while resuming operations and maintaining transit services that meet the needs of our communities. 2020 will be a challenging year as the entire metropolitan region faces funding cuts and an increase in operational costs.

### **Capital Funds**

Historically, capital expenditures for facilities, such as park & ride lots, transit stations and bus garage facilities as well as bus purchases have been funded by state, local and federal grants. The majority of the capital funds are awarded on the basis of competitive proposals submitted by regional providers. MVTA has developed and maintains a long-range Capital Improvement Plan (CIP) to plan for future needs and services and to support an application for the capital funds.

Significant project activity in 2019 included the following:

- Apple Valley Transit Station Modernization Project
- Blackhawk Park and Ride Improvements
- CAD/AVL Project (CAD/AVL)
- Customer Facility Improvements including rehabilitation of the Burnsville Transit Station and Eagan Transit Station.
- Support Facility Improvements at Burnsville Bus Garage and Eagan Bus Garage.

### **LONG TERM FINANCIAL PLANNING**

MVTA has implemented various financial/budget policies to guide the Board and staff when making financial decisions and to ensure the long-term stability of MVTA finances and operations. These policies include the following:

- Strive to maintain the unassigned fund balance in the General Fund at four months of next year's operating expenditures.
- A reserve/contingency line item in the operating budget equal to two percent of the budget.
- Restrict fund balance as needed to meet legal mandates.

MVTA has also adopted the following Capital Policies:

- The development of the Capital Improvement Plan (CIP) and budget will be coordinated with the operating budget to ensure that all operating costs associated with new capital projects are included in the proper operating budget.
- The impact on the operating budget from any new programs or activities should be offset by additional funding from current or newly created resources whenever possible.
- The MVTA implemented a six-year CIP in coordination with the Metropolitan Council and their Regional Capital Plan. Each year, this CIP is submitted to the Metropolitan Council for potential inclusion in their plan.

### **MAJOR INITIATIVES**

Apple Valley Transit Station (AVTS) Expansion: A long-sought expansion and modernization of the Apple Valley Transit Station took place in 2019 along the busy and growing corridor along Cedar Avenue/Highway 77. Prior to the construction work, the transit station had the highest percentage of parking space use of the largest bus park and ride facilities in the metro area. The ramp expansion project began in June and was substantially completed by December 2019.

During construction, costumers were required to park in overflow and temporary lots near the parking ramp.

- In addition to the parking ramp expansion that includes 350 additional parking spaces at AVTS, the construction added a variety of other improvements, including:
- Adding a second elevator at the ramp.
- Energy-efficient LED lighting
- Accessibility improvements on existing levels at the main entrance.
- A modern façade on the AVTS ramp.
- Additional security cameras to improve public safety.

MVTA Connect Launch: MVTA launched its first micro transit service – MVTA Connect – in June 2019. The new on-demand public transit service began serving the city of Savage and shortly after launch western Burnsville was added to the service area. Like other on-demand rideshare services, MVTA Connect allows riders to arrange a ride on a MVTA vehicle through a smartphone-based app called TransLoc or at [ondemand.transloc.com](https://ondemand.transloc.com). Service is provided from 6 a.m. to 7 p.m. Monday through Friday. MVTA Connect began on a pilot basis and serves Burnsville Transit Station, Fairview Ridges Hospital, Burnsville Mall and Burnsville Walmart. Ridership grew from approximately 20 riders per day in June to close to 50 riders per day in December.

Innovative Traffic Solutions: Facing significant and unacceptable traffic delays in downtown Minneapolis, MVTA took the lead in 2019 in rerouting buses downtown to improve trip times.

Route 477: MVTA began with a pilot test on Route 477 designed to improve on-time performance in downtown Minneapolis. Prior to implementing changes, MVTA surveyed customers and found nearly 90 percent of respondents favored a change to improve on-time performance. Starting in May, the southbound departures out of Minneapolis avoided heavily congested areas north of Washington Avenue by removing stops. MVTA surveyed customers earlier this year and found nearly 90 percent of respondents favored the pilot concept to improve on-time performance. MVTA trip time surveys found a 10-minute time savings for the diverted trips and the routing change ultimately became permanent.

Avail Integration: MVTA completed primary installation of a new Computer Aided Dispatch and Automatic Vehicle Location CAD/AVL system provided by Avail Technologies. The CAD/AVL system connects vehicles with office scheduling and dispatching software. It automatically collects vital data used by dispatchers such as bus GPS locations, schedule adherence status, breakdowns and emergencies. It also provides essential information to in-vehicle peripherals (head signs, annunciators) and on-vehicle announcements. With real time data, call takers can quickly and accurately respond to ‘Where’s my bus?’ calls. Dispatchers have greater insight and control over their buses and can quickly assign vehicles to routes based upon real-time performance criteria.

Record State Fair Ridership: In 2019, boosted by terrific weather, MVTA set a single-year record for State Fair ridership: 97,291 – more than a 11 percent increase over the previous record set in 2017.

MVTA Conducts First Get on Board Commuter Challenge: In an effort to reduce traffic, help the environment and save south metro residents money, MVTA conducted the first Get on Board Commuter Challenge in April 2019. The initiative encouraged residents to leave their single-occupancy vehicle at home and find a new way to get to work and around town. Participating transit riders, cyclists, carpoolers, walkers, tele-workers were eligible for prizes, including VIP packages at Canterbury Park and gift cards at Michael's Cycles, Valley Bike & Ski and Refit Athletic. The commuter challenge, which attracted more than 100 participants, promoted active and sustainable transportation methods, including carpools, public transit, walking and cycling.

## **AWARDS**

### **Transit System of the Year:**

Minnesota Valley Transit Authority (MVTA) received the Transit System of the Year Award in 2019 from the Minnesota Public Transit Association.

MVTA was recognized for updating its Strategic Plan, refreshing its agency branding and concluding an active year that included efforts to engage and educate the community about MVTA services through outreach efforts; launching an app-based on-demand option (MVTA Connect) and a new route connecting one of the fastest growing suburbs (Shakopee) to the southwest metro. Another project highlighted for MVTA was the long-sought expansion at the Apple Valley Transit Station. The park and ride has historically been at or over capacity. In 2019, MVTA broke ground and added two additional levels and more than 375 parking spaces at the heavily used facility. Other highlights of the past year included record State Fair ridership – up 11 percent from previous record; the launch of express shuttle service to Minnesota Vikings games; and the introduction of a new Get on Board Commuter Challenge program geared toward encouraging people to use alternative modes of transportation to reduce congestion, save money and improve the environment.

### **Government Finance Officers Association Certificate of Achievement:**

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to MVTA for its comprehensive annual financial report for the fiscal year ended December 31, 2018. This was the seventh year that the government submitted and was granted this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

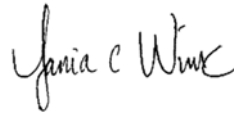
## ACKNOWLEDGEMENTS

The preparation of this report would not have been possible without the dedicated services of the finance staff. We would like to express our appreciation to all members of the staff who assisted and contributed to the preparation of this report. In addition, we need to give credit to the Management Committee members and MVTA's Board for their dedication and commitment to maintaining the financial integrity of the organization and guiding decision-making that protects MVTA's financial position.

Respectfully submitted,



Luther Wynder  
Chief Executive Officer



Tania Wink  
Director of Finance



Government Finance Officers Association

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

Presented to

**Minnesota Valley Transit Authority**

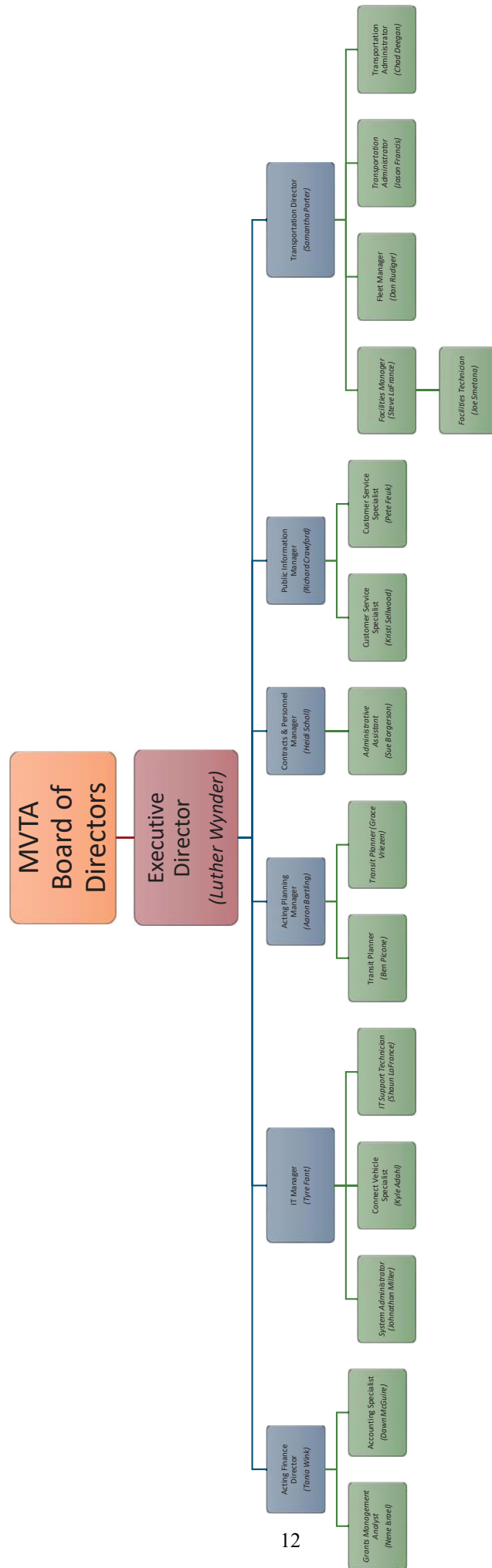
For its Comprehensive Annual  
Financial Report  
for the Fiscal Year Ended

**December 31, 2018**

*Christopher P. Morrell*

Executive Director/CEO





MVTA Organization Chart; 01/08/2020

**MINNESOTA VALLEY TRANSIT AUTHORITY****ELECTED AND APPOINTED OFFICIALS**

December 31, 2019

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<u>Elected Officials</u>	<u>Position</u>	<u>Community/County Represented</u>	<u>Term Expires</u>
Bill Droste	Chairperson	Rosemount	*
Clint Hooppaw	Vice Chairperson	Apple Valley	*
Kevin Burkart	Secretary/Treasurer	Prior Lake	*
Jon Ulrich	Board Member	Scott County	*
Gary Hansen	Board Member	Eagan	*
Bob Coughlen	Board Member	Savage	*
Dan Kealey	Board Member	Burnsville	*
Chris Gerlach	Board Member	Dakota County	*
Jay Whiting	Board Member	Shakopee	*

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**Administration**

Luther Wynder, Chief Executive Director

Tania Wink, Director of Finance

\*The City and County Board Members serve at the pleasure of their respective jurisdictions. The bylaws state "the terms of the Office of Commissioners shall be determined by the party or the county making the appointment".

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## **II. FINANCIAL SECTION**

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## INDEPENDENT AUDITOR'S REPORT

To the Honorable Chair and Members of the Board  
Minnesota Valley Transit Authority  
Burnsville, Minnesota

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

We have audited the accompanying financial statements of the governmental activities and each major fund of Minnesota Valley Transit Authority as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise Minnesota Valley Transit Authority's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

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

### ***Auditor's Responsibility***

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

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

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

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of Minnesota Valley Transit Authority, as of December 31, 2019, and the respective changes in financial position and the budgetary comparison for the General Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Report on Summarized Comparative Information***

We have previously audited the Minnesota Valley Transit Authority's 2018 financial statements, and we expressed an unmodified audit opinion on the respective financial statements of the governmental activities and each major fund in our report dated May 13, 2019. In our opinion, the summarized comparative information presented herein as of and for the year ended December 31, 2018 is consistent, in all material respects, with the audited financial statements from which it has been derived.

### ***Other Matters***

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

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the schedule of proportionate share of net pension liability and the schedule of pension contributions on pages 21-32 and 64-67, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### *Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Minnesota Valley Transit Authority's basic financial statements. The introductory section and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

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

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

In accordance with *Government Auditing Standards*, we have also issued our report dated June 8, 2020, on our consideration of Minnesota Valley Transit 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 Minnesota Valley Transit 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 Minnesota Valley Transit Authority's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Redpath and Company Ltd.".

REDPATH AND COMPANY, LTD.  
St. Paul, Minnesota

June 8, 2020



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# **MINNESOTA VALLEY TRANSIT AUTHORITY MANAGEMENT'S DISCUSSION AND ANALYSIS**

**December 31, 2019**

As management of the Authority, we offer readers of the Minnesota Valley Transit Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended December 31, 2019. All amounts, unless otherwise indicated, are expressed in dollars.

## **FINANCIAL HIGHLIGHTS**

- The assets of the Minnesota Valley Transit Authority (MVTA) exceeded its liabilities at the close of fiscal year 2019 by \$59,188,482 (net position). Of this amount, \$11,425,562 (unrestricted net position) may be used to meet the government's ongoing obligations to customers and creditors.
- The MVTA's net position increased by \$6,295,810.
- As of the close of the current fiscal year, the MVTA's governmental funds reported combined ending fund balances of \$11,853,772, an increase of \$366,942 in comparison with the prior year. The unassigned fund balance at the end of 2019 was \$9,335,433.
- At the end of the current fiscal year, unrestricted (committed, assigned and unassigned) fund balance for the general fund was \$10,946,674 or 80.4% of total general fund expenditures at 2019 levels.
- In 2019, MVTA's outstanding bonded debt decreased by \$360,000 from \$4,270,000 to \$3,910,000.
- MVTA received \$18,920,458 in Motor Vehicle Sales Tax (MVST) revenue in 2019. This consisted of \$18,920,458 of MVST revenue passed through the Metropolitan Council according to MN Statutes.
- In 2019, MVTA added additional stops on Route 495, connecting Mystic Lake Casino and downtown Savage to the Mall of America, Burnsville and Shakopee. Additional service adjustments observed on downtown Minneapolis express routes, including re-alignments of seven routes, to address congestion and reliability challenges.
- Route 498, the region's second suburb to suburb express route (following MVTA's Route 495), began operations in September 2019 and connects Shakopee residents to the Golden Triangle in Eden Prairie/Minnetonka. This service received \$110,460 of CMAQ funds and \$30,933 in local match funds from Scott County in 2019.
- MVTA began operating a pilot program (MVTA Connect) in June 2019 providing on-demand service to riders in Savage and Burnsville

**Overview of the Financial Statements** – This discussion and analysis is intended to serve as an introduction to the Authority’s basic financial statements. The Minnesota Valley Transit Authority’s basic financial statements is comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements.

**Government-wide Financial Statements** – The *government-wide financial statements* are designed to provide readers with a broad overview of the Authority’s finances, in a manner similar to a private-sector business.

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

The *statement of activities* presents information showing how the government’s net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g. uncollected motor vehicle sales taxes and earned, but unused, vacation leave).

The government-wide financial statements include only the Authority itself. The Authority has no discretely presented component units.

The government-wide financial statements can be found on pages 34 – 35 of this report.

**Fund Financial Statements** – A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Authority, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the Authority are governmental funds.

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

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for *governmental funds* with similar information presented for *governmental activities* in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government’s near-term financing decisions. Both the governmental fund balance sheet and the governmental fund

statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between *governmental funds* and *governmental activities*.

The Authority maintained three individual governmental funds during 2019 – the General Fund, the Capital Projects Fund and the Debt Service Fund.

The Authority adopts an annual budget for its General Fund and its Debt Service Fund. Budgetary comparison statements have been provided for the General Fund and Debt Service Fund to demonstrate compliance with these budgets.

The basic governmental fund financial statements can be found on pages 36 – 39 of this report.

**Notes to the Financial Statements** - The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 41 – 61 of this report.

**Government-wide Financial Analysis** – As noted earlier, net position may serve over time as a useful indicator of a government’s financial position. In the case of the Authority, assets exceeded liabilities by \$59,188,482 at the close of fiscal year 2019.

The largest portion of the Authority’s net position (79.4%) reflects its investment in capital assets (e.g. land, buildings, and equipment) less any related debt used to acquire those assets that is still outstanding. The Authority uses these capital assets to provide transit services to the citizens within our service area. Consequently, these assets are not available for future spending. Although the MVTA’s investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

An additional portion of the MVTA’s net position (1.3%) represents resources that are subject to external restrictions on how they may be used. The remaining portion of the Authority’s net position is unrestricted (19.3%). This is the amount available to meet the Authority’s ongoing obligations to its riders and creditors.

**Minnesota Valley Transit Authority's Net Position  
Governmental Activities**

	<u>2019</u>	<u>2018</u>
Current and Other Assets	\$17,964,056	\$15,513,529
Capital Assets, net of depreciation	<u>52,899,194</u>	<u>47,243,773</u>
Total Assets	<u>70,863,250</u>	<u>62,757,302</u>
 Total deferred outflows of resources	 <u>244,702</u>	 <u>367,094</u>
 Long-term Liabilities Outstanding	 5,079,787	 5,417,814
Other Liabilities	<u>6,573,798</u>	<u>4,478,088</u>
Total Liabilities	<u>11,653,585</u>	<u>9,895,902</u>
 Total deferred inflows of resources	 <u>265,885</u>	 <u>335,822</u>
 Net Position:		
Net Investment in Capital Assets	47,001,307	42,806,701
Restricted for Debt Service	761,613	747,917
Unrestricted	<u>11,425,562</u>	<u>9,338,054</u>
Total Net Position	<u>\$59,188,482</u>	<u>\$52,892,672</u>

**Governmental Activities** – Governmental activities increased the Authority’s net position by \$6,295,810. Revenues in 2019 were \$39,277,679, or an increase of \$5,966,573 from 2018. Expenses decreased by \$454,854 to bring the total 2019 expenses to \$32,981,869. The net result is an increase in net position of \$6,295,810. The key elements of this increase are as follows:

**Minnesota Valley Transit Authority’s Activities  
Government-wide**

	<u>2019</u>	<u>2018</u>
Revenues:		
Program Revenues:		
Charges for Services	\$6,126,055	\$6,294,707
Operating Grants and Contributions	4,891,621	6,696,635
Capital Grants and Contributions	8,778,427	1,728,035
General Revenues:		
Motor Vehicle Sales Tax	18,920,458	18,242,465
Revenues not Restricted to Specific Programs	356,091	234,957
Unrestricted Investment Earnings	205,027	114,307
Total Revenues	<u>\$39,277,679</u>	<u>\$33,311,106</u>
	<u>2019</u>	<u>2018</u>
Expenses:		
Transit Operations	\$24,689,253	\$25,509,187
Facilities Management	4,496,819	4,399,941
Administration	3,632,427	3,352,218
Interest on Long-Term Debt	163,370	175,377
Total Expenses	<u>32,981,869</u>	<u>33,436,723</u>
Change in Net Position	6,295,810	(125,617)
Net Position – January 1	<u>52,892,672</u>	<u>53,018,289</u>
Net Position – December 31	<u>\$59,188,482</u>	<u>\$52,892,672</u>

### Revenue Changes

- Charges for Services decreased \$168,652 in 2019. Ridership decreased in 2019, down 3.1% compared to 2018.
- Operating Grants and Contributions decreased \$1,805,014. MVTA receives grants to operate federally- and state-funded expansion service along with some contracted service. The state portion of funding decreased from 2018 to 2019 by \$552,167 due no appropriations from the State General Fund in 2019. Additionally, there were no appropriations from the state for Route 495 in 2019, resulting in an additional decrease of \$797,896. Finally, federal grant funding for expansion service decreased by \$379,056 in 2019 when compared to 2018 due to the end of the federal grant for Red Line service.
- Capital Grants and Contributions increased \$7,050,392. MVTA received federal pass-through grant revenue from the Minnesota Department of Transportation, with additional funding provided by Met Council and the Dakota County Regional Railroad Authority, for the Apple Valley Transit Station (AVTS) Modernization Project. Total grant revenues earned for this project in 2019 were \$7,452,285. Revenue in this category can fluctuate from year to year based on level of project activity.
- MVTA received \$677,993 more in Motor Vehicle Sales Tax (MVST) revenue in 2019 compared to 2018 due to the Metropolitan Council increasing the amount of “allocated” MVST funding distributed to MVTA by \$4,003,682, reduced by \$3,325,689 from 2018 for statutorily distributed MVST from increased car sales.
- Revenues not Restricted to Specific Programs increased \$121,134 primarily due to an increase in Advertising Revenue of \$62,471, plus other miscellaneous increases totaling \$58,663.
- Investment earnings increased \$90,720 due to a better market and investing in higher yielding securities.

### Expense Changes

- Transit Operating costs, which comprised approximately 74.9% of the expenses, decreased by \$819,934; 3.2% under last year. This decrease is due to reduced fuel costs in 2019.
- Facilities Management expenses increased in 2019 by \$98,694 or 2.2%. This increase is due to annual facility improvements.
- MVTA’s 2019 Administrative expenses grew by \$280,209 when compared to 2018. Full-time equivalent positions increase by half of a position in 2019 which explains the increase in Administrative expenses. Long-term debt decreased by \$12,007 over 2018.

## FINANCIAL ANALYSIS OF THE GOVERNMENT'S FUNDS

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

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

As of the close of the current fiscal year, the MVTA's governmental funds reported combined ending fund balances of \$11,853,772, an increase of \$366,942 in comparison with the prior year. The unassigned fund balance at the end of 2019 was \$9,335,433, which is available for spending at the Authority's discretion. The remainder of the fund balance is *nonspendable* (\$132,114) to indicate that it is not available for new spending because it has already been committed to pay for fuel inventory and prepaid expenditures in the general fund, *restricted* (\$774,984) to pay for debt service, *committed* (\$191,206) for insurance reserves as imposed by formal action by the board, and *assigned* (\$1,420,035) for use of fund balance for 2020 budgeted expenditures as designated by the board.

Fund balance increased by \$347,727 in the General Fund to \$11,072,369, increased from \$0 to \$6,419 in the Capital Project Fund, and increased by \$12,796 in the Debt Service to \$774,984.

- Revenues were over expenditures by \$347,727 in the General Fund. This was primarily due to the decreased cost in fuel. The result was a net increase in the fund balance of the General Fund of \$347,727.
- Revenues were over expenditures by \$6,419 in the Capital Projects Fund, resulting in an increase to the fund balance by \$6,419.
- Revenues were over expenditures in the Debt Service Fund by \$12,796, resulting in an increase to the fund balance by \$12,796.

The combination of the above transactions resulted in an increase in the combined fund balance of \$366,942.



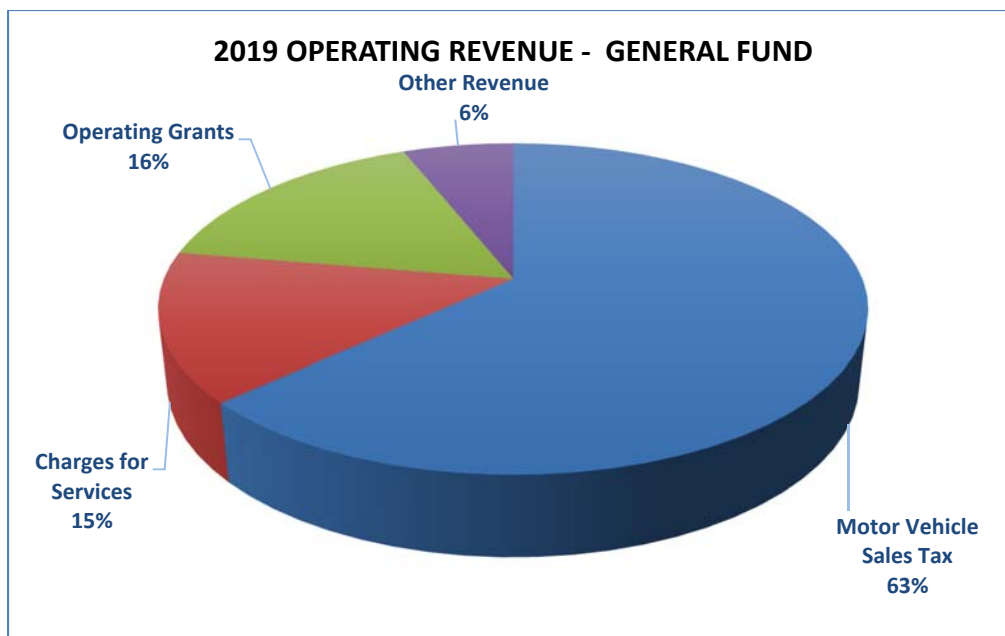
### Revenue Changes from Budget

- 2019 General Fund Revenue was \$862,202 greater than the 2019 Final Budget. The main reasons for the increase is that intergovernmental revenue was \$325,470 higher than budgeted with passenger fare revenue and investment income higher than the budget by \$237,781 and \$137,231, respectively. Intergovernmental revenue was higher than budgeted due to additional grant revenues received for MVTA's AVTS Modernization Project. Investment earnings came in over budget due to a better market and investing in higher yielding securities.

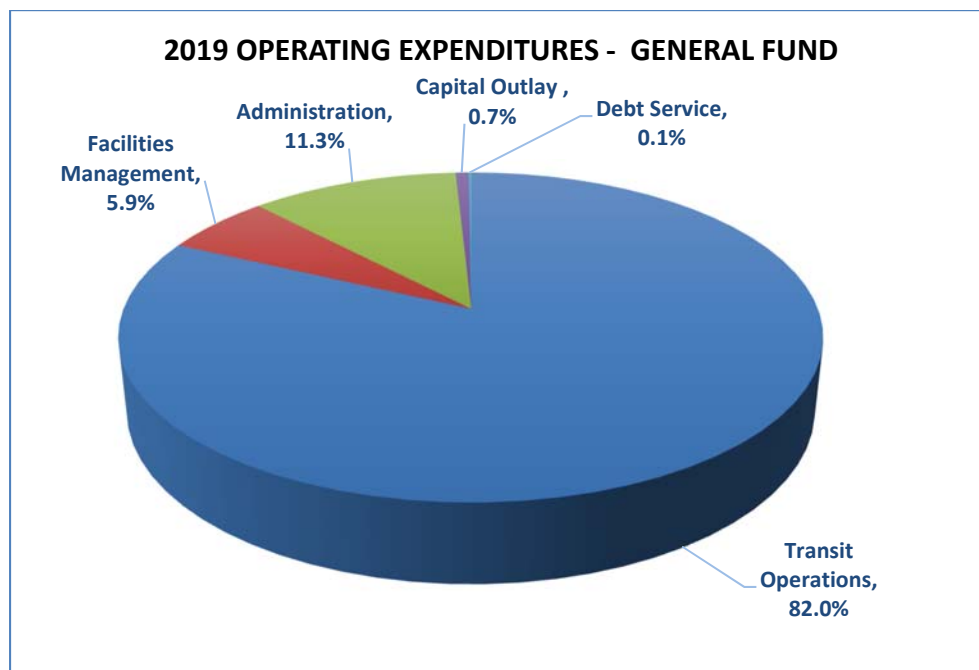
### Expenditure Changes from Budget

- Actual expenditures in the General Fund were \$2,640,376 less than the Final Budget. The main reasons for the decreases from the Final Budget are detailed below:
  - Transit Operations costs were under the Final Budget by 22% or \$530,000 almost exclusively due to fuel. Fuel pricing was lower than budgeted and less fuel was used.
  - Facilities management expenses were slightly over budget by \$1,000 primarily due to the increase contract maintenance costs of each facilities.
  - Capital Outlay was 70% under budget. This was due to the re-allocation of expenses to NTD Grant funding.

Minnesota Valley Transit has four major categories of revenue: motor vehicle sales tax, charges for services (mainly passenger fares), operating grants, and other revenue. Motor vehicle sales taxes accounted for 63% of the revenue and operating grants made up 16%. These two revenue groupings accounted for 78% of MVTA's revenue. Charges for services made up 15% of the revenue with the remainder coming from other revenues (chart follows).



The General Fund expenditures were \$29,564,821 for the year. The majority of the costs were from providing transit services to the area's citizens. These accounted for 82.0% of the expenditures or \$24,249,746. Administrative functions cost the agency \$3,332,203 or 11.3% of the expenses. Facilities operation and maintenance activities accounted for the 5.9% with capital outlay and debt service making up the remaining 0.8%. The following chart depicts this information.



## GENERAL FUND BUDGETARY HIGHLIGHTS

The budget was amended in 2019. In Intergovernmental Revenue, the budget was decreased for by \$2,584,744, primarily related to no general fund allocation for the Suburban Transit Providers being made in 2019 and due to the Scott County 495 Bus Purchase Grant being moved to the Capital Projects Fund.

The 2019 General Fund revenues were \$862,202 under the final budget and 2019 General Fund expenditures were \$2,640,376 under budget creating a \$3,502,578 favorable variance to the 2019 Final Budget.

## CAPITAL ASSET AND DEBT ADMINISTRATION

**Capital assets** – The Minnesota Valley Transit Authority's investment in capital assets as of December 31, 2019 amounts to \$47,001,307 (net of accumulated depreciation and related debt). This investment in capital assets includes land, land improvements including parking decks and fencing, buildings and improvements, equipment and transit vehicles. The increase in Minnesota Valley Transit Authority's investment in capital assets for the current fiscal year was 9.8%.

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

- Apple Valley Transit Station Modernization Project,
- Upgrades to various software programs,
- Repairs to Burnsville Transit Station Parking Ramp,
- Overhaul and repair of buses,
- Procurement of additional service vehicles and related accessories.

#### **Minnesota Valley Transit Authority's Capital Assets (Net of Depreciation)**

	2019	2018	Incr./ (Decr.)
Land	\$10,296,809	\$10,296,809	\$0
Land Improvements	14,384,311	15,277,610	(893,299)
Buildings and Improvements	15,057,893	16,056,850	(998,957)
Furniture and Equipment	3,742,099	1,534,923	2,207,176
Transit Vehicles	143,758	181,742	(37,984)
Construction in Progress	9,274,324	3,895,839	5,378,485
Total	<u>\$52,899,194</u>	<u>\$47,243,773</u>	<u>\$5,655,421</u>

Additional information on the MVTA's capital assets can be found in Note 3 on page 50 of this report.

**Long-Term Debt** – In 2013, the MVTA issued gross revenue bonds. \$5,900,000 of bonds were issued to pay for the expansion of the Eagan Bus Garage. The bond contained an average coupon of 3.98% and was sold at a premium of \$79,131. During the year, principal of \$360,000 was paid leaving the MVTA with bonds outstanding of \$3,910,000 at year-end. The MVTA's gross revenues, consisting primarily of motor vehicle sales taxes, passenger fares and pass-through federal funds, were pledged to pay for the debt service. The bonds were rated A3 by Moody's Investors Service.

Additional information on the Authority's long-term debt can be found in Note 4 on pages 51-53 of this report.

#### **ECONOMIC FACTORS AND NEXT YEAR'S BUDGETS AND RATES**

The MVTA's 2020 General Fund revenues are currently budgeted at \$29,297,891 or \$614,657 less than last year's actual revenues and \$247,545 more than the 2019 budget.

General Fund Revenue is increasing in one major category: Intergovernmental Revenue; specifically Motor Vehicle Sales Tax Revenue. Revenues for MVST are currently budgeted at \$19,985,005. This is an increase of \$2,149,396 from 2019, primarily due to the State's MVST forecast.

The MVTA's 2020 budgeted expenditures in the General Fund are \$30,717,926. This is a 3.9% increase or \$1,153,105 over the 2019 actuals of \$29,564,821. The 2020 budget is 4.6% or \$1,487,271 under the 2019 final budget. The decrease in the budget is primarily due to the completion of the Apple Valley Transit Station Modernization project.

The 2020 Operating Budget results in an increase of approximately \$119,000 in MVTA's fund balance and 3 months or 27% of next year's expenditures assuming 2020 results come in as budgeted.

A portion of Minnesota Valley Transit Authority's revenue is uncertain and unpredictable because of a number of factors. These factors include political volatility at the State, Metropolitan Council, and local levels, and fluctuations in vehicle sales. However, Motor Vehicle Sales Taxes are now dedicated to transportation needs and MVTA is statutorily funded at the same level as pre-Constitutional Amendment (July 1, 2007) except for temporary changes authorized by the Legislature for the 2012 and 2013 biennium. In addition, if MVTA's fund balance drops below three months of expenditures, based on the Metropolitan Council's "Regional Operating Revenue Allocation Procedures" adopted in 2010, the Metropolitan Council will provide additional MVST funding to bring the fund balance up to the three month level.

Of the Authority's unassigned fund balance, the Board has designated a minimum of 4 months of the agency's budgeted operating expenditures to meet both unexpected fluctuations in its revenues and to fund capital expenditures before reimbursement. The Metropolitan Council, however, through its "Regional Transit Operating Revenue Allocation" procedure has set the minimum fund balance level to be 3 months. At the end of 2019, MVTA's unassigned fund balance was sufficient to cover 3.67 months of 2020 budgeted operating expenditures.

## **REQUESTS FOR INFORMATION**

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Finance Manager, 100 East Highway 13, Burnsville, MN 55337.

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## **BASIC FINANCIAL STATEMENTS**

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**STATEMENT OF NET POSITION**  
December 31, 2019  
With Comparative Totals For December 31, 2018

**Statement 1**

	Governmental Activities	
	2019	2018
Assets:		
Current assets:		
Cash and investments	\$8,989,299	\$6,917,245
Restricted cash	763,554	759,354
Accrued interest	1,154	9,599
Due from other governments	8,055,155	7,638,951
Accounts receivable	22,780	51,750
Prepaid items	76,348	62,554
Inventories	55,766	74,076
Total current assets	<u>17,964,056</u>	<u>15,513,529</u>
Noncurrent assets:		
Land	10,296,809	10,296,809
Construction in progress	9,274,324	3,895,839
Land improvements	28,757,398	28,590,393
Buildings and improvements	32,047,127	31,765,843
Transit vehicles	1,148,809	1,093,513
Furniture and equipment	9,199,066	6,367,950
Net capital assets	<u>90,723,533</u>	<u>82,010,347</u>
Less: accumulated depreciation	<u>(37,824,339)</u>	<u>(34,766,574)</u>
Total noncurrent assets	<u>52,899,194</u>	<u>47,243,773</u>
Total assets	<u>70,863,250</u>	<u>62,757,302</u>
Deferred outflows of resources:		
Related to pensions	<u>244,702</u>	<u>367,094</u>
Liabilities:		
Accounts payable	4,108,961	3,861,623
Contracts payable	1,867,508	7,313
Due to other governments	19,326	67,791
Salaries and benefits payable	51,876	43,563
Accrued interest payable	13,371	14,271
Unearned revenue	62,613	46,409
Compensated absences payable:		
Due within one year	44,716	43,078
Due in more than one year	138,986	128,340
Bonds payable:		
Due within one year	370,000	360,000
Due in more than one year	3,584,941	3,960,281
Capital lease payable:		
Due within one year	35,427	34,040
Due in more than one year	40,011	75,438
Net pension liability:		
Due in more than one year	<u>1,315,849</u>	<u>1,253,755</u>
Total liabilities	<u>11,653,585</u>	<u>9,895,902</u>
Deferred inflows of resources:		
Related to pensions	<u>265,885</u>	<u>335,822</u>
Net position:		
Net investment in capital assets	47,001,307	42,806,701
Restricted for debt service	761,613	747,917
Unrestricted	<u>11,425,562</u>	<u>9,338,054</u>
Total net position	<u>\$59,188,482</u>	<u>\$52,892,672</u>

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

**MINNESOTA VALLEY TRANSIT AUTHORITY**
**STATEMENT OF ACTIVITIES**

For The Year Ended December 31, 2019

With Comparative Totals For The Year Ended December 31, 2018

**Statement 2**

Functions/Programs	Expenses	Program Revenues			Net (Expense) Revenues and Changes in Net Position	
		Charges For Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	
					2019	2018
Governmental activities:						
Transit operations	\$24,689,253	\$6,035,953	\$4,187,299	\$621,571	(\$13,844,430)	(\$12,068,307)
Facilities management	4,496,819	90,102	360,000	8,116,226	4,069,509	(3,373,703)
Administration	3,632,427	-	178,472	40,630	(3,413,325)	(3,276,459)
Interest on long-term debt	163,370	-	165,850	-	2,480	1,123
Total governmental activities	<u>\$32,981,869</u>	<u>\$6,126,055</u>	<u>\$4,891,621</u>	<u>\$8,778,427</u>	<u>(13,185,766)</u>	<u>(18,717,346)</u>
General revenues:						
Intergovernmental revenues not restricted to specific programs:						
Motor vehicle sales tax					18,920,458	18,242,465
Revenues not restricted to specific programs:						
Advertising and concession revenues					246,650	184,179
Other					109,441	50,778
Unrestricted investment earnings:					205,027	114,307
Total general revenues					<u>19,481,576</u>	<u>18,591,729</u>
Change in net position					6,295,810	(125,617)
Net position - beginning					<u>52,892,672</u>	<u>53,018,289</u>
Net position - ending					<u>\$59,188,482</u>	<u>\$52,892,672</u>

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



MINNESOTA VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
GOVERNMENTAL FUNDS  
December 31, 2019  
With Comparative Totals For December 31, 2018

Statement 3

	General Fund	Capital Projects	Debt Service	Total Governmental Funds	
				2019	2018
Assets					
Cash and investments	\$8,989,299	\$ -	\$ -	\$8,989,299	\$6,917,245
Restricted cash	-	-	763,554	763,554	759,354
Accrued interest	1,154	-	-	1,154	9,599
Due from other funds	1,284,589	-	-	1,284,589	778,237
Due from other governmental units	4,684,192	2,845,113	525,850	8,055,155	7,638,951
Accounts receivable	22,780	-	-	22,780	51,750
Inventory	55,766	-	-	55,766	74,076
Prepaid items	76,348	-	-	76,348	62,554
Total assets	<u>\$15,114,128</u>	<u>\$2,845,113</u>	<u>\$1,289,404</u>	<u>\$19,248,645</u>	<u>\$16,291,766</u>
Liabilities and Fund Balances					
Liabilities:					
Accounts payable	\$3,907,944	\$201,017	\$ -	\$4,108,961	\$3,861,623
Contracts payable	-	1,867,508	-	1,867,508	7,313
Due to other funds	-	770,169	514,420	1,284,589	778,237
Due to other governments	19,326	-	-	19,326	67,791
Salaries and benefits payable	51,876	-	-	51,876	43,563
Unearned revenue	62,613	-	-	62,613	46,409
Total liabilities	<u>4,041,759</u>	<u>2,838,694</u>	<u>514,420</u>	<u>7,394,873</u>	<u>4,804,936</u>
Fund balance:					
Nonspendable	132,114	-	-	132,114	136,630
Restricted	-	-	774,984	774,984	762,188
Committed	184,787	6,419	-	191,206	212,936
Assigned	1,420,035	-	-	1,420,035	-
Unassigned	9,335,433	-	-	9,335,433	10,375,076
Total fund balance	<u>11,072,369</u>	<u>6,419</u>	<u>774,984</u>	<u>11,853,772</u>	<u>11,486,830</u>
Total liabilities and fund balance	<u>\$15,114,128</u>	<u>\$2,845,113</u>	<u>\$1,289,404</u>	<u>\$19,248,645</u>	<u>\$16,291,766</u>
Fund balance reported above				\$11,853,772	\$11,486,830
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.				52,899,194	47,243,773
Deferred outflows of resources - pension related are not current financial resources and, therefore, are not reported in the funds.				244,702	367,094
Long-term liabilities are not due and payable in the current period and therefore not reported in the funds:					
Accrued interest payable				(13,371)	(14,271)
Bonds payable				(3,910,000)	(4,270,000)
Unamortized bond premium				(44,941)	(50,281)
Capital lease payable				(75,438)	(109,478)
Compensated absences				(183,702)	(171,418)
Net pension liability				(1,315,849)	(1,253,755)
Deferred inflows of resources - pension related are associated with long-term liabilities that are not due and payable in the current period and, therefore, are not reported in the funds.				(265,885)	(335,822)
Net position of governmental activities				<u>\$59,188,482</u>	<u>\$52,892,672</u>

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

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**STATEMENT OF REVENUES, EXPENDITURES AND**  
**CHANGES IN FUND BALANCE**  
**GOVERNMENTAL FUNDS**

**Statement 4**

For The Year Ended December 31, 2019

With Comparative Totals For The Year Ended December 31, 2018

	General Fund	Capital Projects	Debt Service	Total Governmental Funds	
				2019	2018
Revenues:					
Intergovernmental	\$23,283,171	\$8,778,427	\$525,850	\$32,587,448	\$26,657,562
Passenger fares	6,035,953	-	-	6,035,953	6,217,639
Advertising income	201,650	-	-	201,650	184,179
Investment income	192,231	-	12,796	205,027	114,307
Miscellaneous	199,543	-	-	199,543	127,846
Total revenues	<u>29,912,548</u>	<u>8,778,427</u>	<u>538,646</u>	<u>39,229,621</u>	<u>33,301,533</u>
Expenditures:					
Current:					
Transit operations	24,249,746	-	-	24,249,746	25,210,183
Facilities management	1,733,508	-	-	1,733,508	1,773,685
Administration	3,332,203	-	-	3,332,203	3,137,500
Capital outlay:					
Transit operations	67,690	662,301	-	729,991	1,173,369
Facilities management	41,994	8,066,562	-	8,108,556	1,025,280
Administration	101,880	43,145	-	145,025	70,831
Debt Service:					
Principal	34,040	-	360,000	394,040	382,708
Interest	3,760	-	165,850	169,610	181,592
Total expenditures	<u>29,564,821</u>	<u>8,772,008</u>	<u>525,850</u>	<u>38,862,679</u>	<u>32,955,148</u>
Revenues over expenditures	<u>347,727</u>	<u>6,419</u>	<u>12,796</u>	<u>366,942</u>	<u>346,385</u>
Other financing sources (uses):					
Transfers in	-	-	-	-	435,915
Transfers out	-	-	-	-	(435,915)
Total other financing sources (uses)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Net change in fund balance	347,727	6,419	12,796	366,942	346,385
Fund balance - January 1	<u>10,724,642</u>	<u>-</u>	<u>762,188</u>	<u>11,486,830</u>	<u>11,140,445</u>
Fund balance - December 31	<u>\$11,072,369</u>	<u>\$6,419</u>	<u>\$774,984</u>	<u>\$11,853,772</u>	<u>\$11,486,830</u>

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

**MINNESOTA VALLEY TRANSIT AUTHORITY****RECONCILIATION OF THE STATEMENT OF REVENUES,  
EXPENDITURES AND CHANGES IN FUND BALANCES OF  
GOVERNMENTAL FUNDS****Statement 5**

For The Year Ended December 31, 2019

With Comparative Amounts For The Year Ended December 31, 2018

	<u>2019</u>	<u>2018</u>
Amounts reported for governmental activities in the statement of activities (statement 2) are different because:		
Net changes in fund balances - total governmental funds (statement 4)	\$366,942	\$346,385
Capital outlays are reported in governmental funds as expenditures. However, in the statement of activities, the cost of those assets is allocated over the estimated useful lives as depreciation expense:		
Capital outlay	8,983,572	2,269,480
Less capital outlay not capitalized	(270,386)	(249,175)
Depreciation expense	(3,057,765)	(2,774,919)
Loss on disposal	-	(6,407)
The issuance of long-term debt (e.g. bonds) provides current financial resources for governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. The amounts of these differences are:		
Principal payments on long-term debt	360,000	350,000
Principal payments on capital lease	34,040	32,708
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. Expenses reported in the statement of activities include the effect of the changes in these expense accruals as follows:		
Change in accrued interest payable	900	875
Change in compensated absences payable	(12,284)	(36,661)
Amortization of bond premium	5,340	5,340
Governmental funds report pension contributions as expenditures, however, pension expense is reported in the statement of activities. This is the amount by which pension expense exceeded pension contributions:		
Pension contribution	129,511	119,861
Pension expense	<u>(244,060)</u>	<u>(183,104)</u>
Change in net position of governmental activities (statement 2)	<u><u>\$6,295,810</u></u>	<u><u>(\$125,617)</u></u>

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

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**STATEMENT OF REVENUES, EXPENDITURES AND**  
**CHANGES IN FUND BALANCE -**  
**BUDGET AND ACTUAL - GENERAL FUND**

**Statement 6**

For The Year Ended December 31, 2019

With Comparative Actual Amounts For The Year Ended December 31, 2018

	Budgeted Amounts		2019 Actual	Variance with Final Budget - Positive (Negative)	2018 Actual
	Original	Final	Amounts		Amounts
Revenues:					
Intergovernmental	\$25,542,441	\$22,957,701	\$23,283,171	\$325,470	\$24,403,027
Passenger fares	5,798,172	5,798,172	6,035,953	237,781	6,217,639
Advertising income	165,513	165,513	201,650	36,137	184,179
Investment income	55,000	55,000	192,231	137,231	105,782
Miscellaneous	73,960	73,960	199,543	125,583	127,846
Total revenues	31,635,086	29,050,346	29,912,548	862,202	31,038,473
Expenditures:					
Current:					
Transit operations	25,036,484	25,036,484	24,249,746	786,738	25,210,183
Facilities management	1,808,817	1,808,817	1,733,508	75,309	1,773,685
Administration	4,848,396	4,848,396	3,332,203	1,516,193	3,137,500
Capital outlay	511,500	511,500	211,564	299,936	105,530
Debt Service:					
Principal	-	-	34,040	(34,040)	32,708
Interest	-	-	3,760	(3,760)	5,092
Total expenditures	32,205,197	32,205,197	29,564,821	2,640,376	30,264,698
Revenues over (under) expenditures	(570,111)	(3,154,851)	347,727	3,502,578	773,775
Other financing sources (uses):					
Transfers out	-	-	-	-	(435,915)
Net change in fund balance	(\$570,111)	(\$3,154,851)	347,727	\$3,502,578	337,860
Fund balance - beginning			10,724,642		10,386,782
Fund balance - ending			\$11,072,369		\$10,724,642

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

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**Note 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**A. FINANCIAL REPORTING ENTITY**

The Minnesota Valley Transit Authority (the Authority) is a transit agency, operated under a joint powers agreement by and among the Cities of Apple Valley, Burnsville, Eagan, Prior Lake, Rosemount, Savage, and Shakopee and the Counties of Dakota and Scott in the State of Minnesota. These Cities are located in the southern Twin Cities Metropolitan Area. The Authority was organized in January 1990 under the “opt-out” statute, Minnesota Statutes 473.388. The opt-out statute allowed cities on the edge of the Metropolitan Transit District to opt-out of the regional transit system and set up a separate system. The Authority is governed by a nine member Board of Commissioners comprised of one representative from each member City and one representative from each County. The component unit discussed below is included in the Authority’s reporting entity because of the significance of its operational or financial relationships with the Authority.

Blended component units, although legally separate entities, are, in substance, part of the Authority’s operations and so data from these units are combined with data of the primary government.

In October 2012, the MVTA Bond Board was established by an amendment to the joint powers agreement. The MVTA Bond Board may issue bonds or obligations on behalf of the members, under any law by which any member may independently issue bonds or obligations, and may use the proceeds of the bonds or obligations to carry out the purposes of the law under which the bonds or obligations are issued. The Bond Board is reported as a blended component unit because the Minnesota Valley Transit Authority appoints a voting majority of the Bond Board and its purpose is to issue bonds on behalf of the Minnesota Valley Transit Authority. During 2013, the MVTA Bond Board issued the 2013 Gross Revenue Bonds in the amount of \$5,900,000.

**B. GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS**

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the Authority. The Authority has only governmental activities, which normally are supported by intergovernmental revenues.

The statement of activities demonstrates the degree to which the direct expenses of a given function are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function. *Program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services or privileges provided by a given function and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Motor Vehicle Sales Taxes (MVST) and other items not included among program revenues are reported instead as *general revenues*. Internally dedicated revenues are reported as general revenues rather than programs.

Separate financial statements are provided for governmental funds. Major individual governmental funds are reported as separate columns in the fund financial statements.

**C. MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENT PRESENTATION**

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

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be *available* when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Authority considers all revenues to be available if they are collected within 60 days of the end of the current fiscal period. Reimbursement grants are considered available if they are collected within one year of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

MVST, passenger fares, interest and grant funding associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period. All other revenue items are considered to be measurable and available only when cash is received by the Authority.

The Authority reports the following major governmental funds:

The *General Fund* is the Authority's only operating fund. It accounts for all financial resources of the Authority, except those required to be accounted for in the Capital Projects Fund or the Debt Service Fund.

The *Capital Projects Fund* accounts for financial resources to be used to acquire transit vehicles, complete transit vehicle repairs that extend its useful life, acquire and construct transit facilities, install major facility improvements and acquire major transit related equipment. The Capital Projects Fund is used to account for funds received through the Metropolitan Council, Minnesota Department of Transportation (MnDOT) and other agencies along with funds transferred from the General Fund that pay for the above listed assets.

The *Debt Service Fund* accounts for the debt service payments relating to the 2013 Gross Revenue Bonds.

In 2001, the Minnesota Legislature amended the transit funding statute. The amendment eliminated property taxes as a source of funding for transit systems and dedicated a portion of the MVST revenues for this purpose instead. These funds were appropriated to the Metropolitan Council. The Metropolitan Council is then mandated to provide the requested financial assistance to the opt-out transit systems.

On November 7, 2006, the citizens of Minnesota authorized changing the Minnesota Constitution to dedicate 100% of MVST revenues for transportation purposes. In 2007, the Minnesota State Legislature passed enabling legislation needed to implement this change. The legislation changed the

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

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existing deposit of MVST revenues in Minnesota Statutes 297B.09, subdivision 1 to provide a five year phase-in dedicating 60% of MVST revenue to the Highway User Tax Distribution Fund (HUTDF) for roadway purposes and 40% of MVST revenue to a transit assistance fund. The Transit Assistance Fund was split into two accounts, with 36% of MVST for metropolitan transit programs and 4% of MVST for Greater Minnesota Transit programs. The enabling legislation stated the Authority, along with the other opt-out providers, were guaranteed the same percentage of MVST they had been receiving prior to the Constitutional Amendment. The law does not outline how the supplemental MVST funds should be distributed by the Met Council within the metropolitan area. However, the Met Council has created a procedure that distributes these additional MVST funds based on regional priorities. The Council's Regional Operating Revenue Allocation Procedure establishes the process to distribute supplemental MVST revenue among regional transit providers and establishes minimum and maximum reserve (fund balance) levels. The procedure prioritizes the use of funds as follows: (1) preserve existing services, (2) ensure adequate fund balances among providers (25% minimum for suburban transit providers), and (3) expand transit services based on regional priorities.

Capital funding contracts between the federal government, MnDOT, the Metropolitan Council and the Authority are designated for specific capital projects. These monies are available until the projects for which the funds were allocated are completed or until the end of the grant term, whichever occurs first.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first then unrestricted resources as they are needed.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule are transactions that would be treated as revenues, expenditures or expenses if they involved external organizations, such as buying goods and services or payments in lieu of taxes, are similarly treated when they involve other funds of the Authority. Elimination of these charges would distort the direct costs and program revenues reported for the various functions concerned.

**D. BUDGETARY INFORMATION**

The Authority annually prepares an operating budget for the General Fund. The budget is prepared on a basis consistent with U.S. generally accepted accounting principles. Budget amounts are amended only upon approval of the authority's Board of Commissioners. The legal level of budgetary control is at the fund level for the General Fund. Budgeted amounts in the financial statements are as originally adopted or as amended. Budget expenditure appropriations lapse at year end.

The Authority does not prepare a budget for the Capital Projects Fund. Instead, individual capital project budgets are prepared for existing and potential capital assets for a five-year period. Funding sources along with the timing of funding agreements (appropriations), revenue recognition and project expenditures are budgeted for each project.



**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

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**E. CASH AND INVESTMENTS**

**DEPOSITS**

The Authority's cash is considered to be cash on hand, deposits and highly liquid debt instruments purchased with original maturities of three months or less from the date of acquisition.

The Authority has not formally adopted a deposit and investment policy to address the risks described on the following page but has limited itself to deposits and investments allowed under Minnesota Statutes. Minnesota Statutes requires all deposits with financial institutions be collateralized in an amount equal to 110% of deposits in excess of Federal Deposit Insurance Corporation (FDIC) insurance.

Investments for the Authority are reported at fair value, except for investments in external investment pools that meet GASB 79 requirements, which are stated at amortized cost. Investment income is accrued at the balance sheet date.

**F. RECEIVABLES AND PAYABLES**

Receivables include amounts due from the State of Minnesota through the Metropolitan Council for state appropriations, MVST collected but not received, the Metropolitan Council for passenger fares and various capital grants and other local receivables. No allowance for doubtful accounts has been deemed necessary.

Amounts included in accounts payable include expenses incurred in 2019, but not paid until 2020 for subcontracted transit services and other operating expenses.

**G. PREPAID ITEMS**

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements. Prepaid items are reported using the consumption method and recorded as expenditures/expenses at the time of consumption.

**H. INVENTORY**

Fuel inventory totaled \$41,999 and parts inventory totaled \$13,767 at December 31, 2019, and both are accounted for using the purchases method. The fuel inventory is valued based on weighted average prices for fuel during December 2019. The valuation for the parts inventory is based on the purchase price of the parts.

**I. CAPITAL ASSETS**

Capital assets, which include property, facilities equipment, intangibles and transit vehicles, are reported in the government-wide financial statements. Capital assets are defined by the government as assets with an initial, individual cost of more than \$5,000 (amount not rounded) and having a useful life of greater than one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

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The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets lives are not capitalized. Major outlays for capital assets and improvements are capitalized when they are placed in service.

The property, plant and equipment of the Authority are depreciated using the straight-line method over the following estimated useful lives:

Assets	Years
Buildings	30
Building improvements	10-20
Furniture and equipment	3-15
Vehicles	5-12
Land improvements	10-35

**J. COMPENSATED ABSENCES**

Authority employees earn vacation time based on years of service with a maximum accrual at one-half times their annual vacation time. Upon termination, employees will receive compensation for unused vacation time. Sick leave is accumulated for all regular full-time employees at a rate of one day per calendar month with no maximum. Upon termination, sick leave is converted into cash and deposited into the employee's HCSP account at a rate of 100% for the first 144 hours of sick leave and 50% for any additional balance, with no maximum. Vacation and sick leave benefits are recorded as expenditures in governmental funds only when the obligations have matured and are reflected as a liability in governmental funds for employees that have retired but have yet to receive their entire compensated absence balance. Compensated absences are recorded as expenses in governmental activities when earned. The Authority treats its compensated absences on a first-in – first-out basis.

**K. LONG-TERM OBLIGATIONS**

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

In the fund financial statements, governmental fund types recognize bond premiums and discounts during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses.

## L. FUND BALANCE CLASSIFICATIONS

In the fund financial statements, governmental funds report fund balance in classifications that disclose constraints for which amounts in those funds can be spent. These classifications are as follows:

*Nonspendable* - consists of amounts that cannot be spent because they are not in spendable form, such as prepaid items.

*Restricted* - consists of amounts related to externally imposed constraints established by creditors, grantors or contributors; or constraints imposed by state statutory provisions.

*Committed* - consists of amounts that are constrained for specific purposes that are internally imposed by formal action (resolution) of the Authority's Board. The committed amounts cannot be used for any other purpose unless the Authority's Board removes or changes the specified use by resolution.

*Assigned* - consists of amounts intended to be used by the Authority for specific purposes but do not meet the criteria to be classified as restricted or committed:

- In governmental funds other than the General Fund, assigned fund balances represent the remaining fund balance that is not restricted or committed.
- In the General Fund, assigned amounts represent intended uses established by the governing body itself or by an official to which the governing body delegates the authority.

*Unassigned* - is the residual classification for the general fund and also reflects negative residual amounts in other funds.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to first use restricted resources, and then use unrestricted resources as they are needed.

When committed, assigned or unassigned resources are available for use, it is the Authority's policy to use resources in the following order: 1) committed 2) assigned and 3) unassigned.

## M. NET POSITION

Net position represents the difference between assets and liabilities in the government-wide financial statements. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balance of any long-term debt used to build or acquire the capital assets. Net position is reported as restricted in the government-wide financial statements when there are limitations on their use through external restrictions imposed by creditors, grantors, laws, or regulations of other governments.

## N. USE OF ESTIMATES

The preparation of financial statements in accordance with accounting principles generally accepted in the United States of America (GAAP) requires management to make estimates that affect amounts reported in the financial statements during the reporting period. Actual results could differ from such estimates.

**O. COMPARATIVE TOTALS**

The basic financial statements include certain prior-year summarized comparative information in total but not at the level of detail required for a presentation in conformity with GAAP. Accordingly, such information should be read in conjunction with the Authority's financial statements for the year ended December 31, 2018, from which the summarized information was derived.

**P. 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 position that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expense/expenditure) until then. MVTA has one item that qualifies for reporting in this category. It is the pension related deferred outflows of resources reported in the government-wide Statement of Net Position.

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 position that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time. MVTA has one item that qualifies for reporting in this category. The government has pension related deferred inflows of resources reported in the government-wide Statement of Net Position.

**Q. DEFINED BENEFIT PENSION PLANS**

*Pensions.* For purposes of measuring the net pension liability, deferred outflows/inflows of resources, and pension expense, information about the fiduciary net position of the Public Employees Retirement Association (PERA) and additions to/deductions from PERA's fiduciary net position have been determined on the same basis as they are reported by PERA except that PERA's fiscal year end is June 30. For this purpose, plan contributions are recognized as of employer payroll paid dates and benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

**Note 2 DEPOSITS AND INVESTMENTS**

**A. DEPOSITS**

As of December 31, 2019, the Authority had \$165 of petty cash on hand.

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

**B. INVESTMENTS**

As of December 31, 2019, the Authority had the following investments and maturities:

Investment Type	Rating	Fair Value	Investment Maturities (in Years)		
			Less Than 1	1-5	6-10
Mutual funds	AAAm	\$763,554	\$763,554	\$ -	\$ -
External investment pool - 4M Liquid Assets Fund	N/R	7,420,935	7,420,935	-	-
External investment pool - 4M Plus Fund	N/R	562,369	562,369	-	-
External investment pool - 4M Term Series	N/R	1,005,830	1,005,830	-	-
Total investments		9,752,688	\$9,752,688	\$0	\$0
Petty cash		165			
Total cash and investments		\$9,752,853			

N/R - not rated

Deposits and investments are presented in the December 31, 2019 basic financial statements as follows:

Statement of net position:	
Cash and investments	\$8,989,299
Restricted cash	763,554
Total deposits and investments	\$9,752,853

In accordance with Minnesota Statutes, the Authority maintains deposits at those depository banks authorized by the Authority Board, all of which are members of the Federal Reserve System.

Minnesota Statutes require that all Authority deposits be protected by insurance, surety bond or collateral. The fair value of collateral pledged must equal 110% of the deposits not covered by insurance or bonds.

Securities in which the Authority may invest include governmental bonds, notes, bills, mortgages and other securities which are direct obligations or are guaranteed or insured issues of the U.S., its agencies, its instrumentalities or organizations created by an act of Congress. Safety of principal is the Authority's foremost investment objective. The Authority may also invest in general obligation (G.O.) or revenue bonds of the State of Minnesota or Minnesota Municipalities provided the G.O. bonds are rated AA or better for states and AAA or better for political subdivisions and revenue bonds are rated AAA or better for both. Time deposits are allowed, provided they are fully insured by the FDIC. Also allowed is commercial paper maturing in 270 days or less and rated within the top two categories without gradation by either Standard & Poor's (S&P) or Moody's.

The Authority categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. The hierarchy has three levels. Level 1 investments are valued using inputs that are based on quoted prices in active markets for identical assets; Level 2 investments are valued using inputs that are based on

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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quoted market prices for similar assets or inputs that are observable, either directly or indirectly; Level 3 investments are valued using inputs that are unobservable. The Authority does not have investments subject to categorization.

The Authority's external investment pool investments are with the 4M Fund which is regulated by Minnesota Statutes and the Board of Directors of the League of Minnesota Cities. The 4M Fund is an unrated pool and the fair value of the position in the pool is the same as the value of pool shares.

The pool is managed to maintain a portfolio weighted average maturity of no greater than 60 days and seeks to maintain a constant net asset value (NAV) per share of \$1. The pool measures their investments in accordance with Government Accounting Standards Board Statement No. 79, at amortized cost.

The 4M Liquid Asset Fund has no redemption requirements. The 4M Plus Fund requires funds to be deposited for a minimum of 14 calendar days. Withdrawals prior to the 14-day restriction period are subject to a penalty equal to seven days interest on the amount withdrawn. The 4M Term Series are designed for each investment to be held for the full term of that series. If an investment made in a Term Series is withdrawn prior to the maturity date of that Series, seven days' notice of redemption is required and a penalty will likely be assessed.

#### DEPOSIT/INVESTMENT RISKS

Custodial credit risk – deposits – Custodial credit risk is the risk that in the event of a bank failure, the Authority's deposits may not be returned to it. State statutes require that insurance, surety bonds or collateral protect all Authority deposits. The fair value of collateral pledged must equal 110% of deposits not covered by insurance or bonds. As of December 31, 2019, the Authority did not have amounts on deposit.

Interest rate risk – Interest rate risk is the risk that changes in interest rates of debt investments could adversely affect the fair value of an investment. The Authority does not have a formal policy that limits investment maturities as a means of managing its exposure to fair value loss arising from increasing interest rates.

The Authority's exposure to interest rate risk is limited due to the shorter-term nature of the 4M Fund's holdings.

Credit risk – Credit risk is the risk that an issuer or other counterparty to an investment will be unable to fulfill its obligation to the holder of the investment. State law limits investments to those listed on the previous page. The Authority's investment policy does not place further restrictions on investment options.

<u>Investment Type</u>	<u>Rating</u>
Mutual funds	AAAm

Concentration of credit risk – Concentration of credit risk is the risk of loss that may be attributed to the magnitude of a government's investment in a single issuer. The Authority places no limit on the amount the Authority may invest in any one issuer. The Authority does not have exposure to a single issuer that equals or exceeds 5% of the overall portfolio and therefore there is no concentration of credit risk.

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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Custodial credit risk – investments – For investments in securities, custodial credit risk is the risk that in the event of failure of the counterparty to a transaction, the Authority will not be able to recover the value of its investment securities that are in the possession of an outside party. Investments in investment pools and mutual funds are not evidenced by securities that exist in physical or book entry form, and therefore are not subject to custodial credit risk disclosures. The Authority’s financial management plan states the Authority’s goal is to maximize yield while providing cash flow to meet expenditure needs.

**Note 3 CAPITAL ASSETS**

Capital asset activity for the year ended December 31, 2019 was as follows:

Primary Government	Beginning Balance	Increases	Decreases	Ending Balance
Governmental activities:				
Capital assets, not being depreciated:				
Land	\$10,296,809	\$ -	\$ -	\$10,296,809
Construction in progress	3,895,839	8,772,008	(3,393,523)	9,274,324
Total capital assets, not being depreciated	14,192,648	8,772,008	(3,393,523)	19,571,133
Capital assets, being depreciated:				
Land improvements	28,590,393	167,005	-	28,757,398
Buildings and improvements	31,765,843	281,284	-	32,047,127
Transit vehicles	1,093,513	55,296	-	1,148,809
Furniture and equipment	6,367,950	2,831,116	-	9,199,066
Total capital assets, being depreciated	67,817,699	3,334,701	0	71,152,400
Less accumulated depreciation for:				
Land improvements	13,312,783	1,060,304	-	14,373,087
Buildings and improvements	15,708,993	1,280,241	-	16,989,234
Transit vehicles	911,771	93,280	-	1,005,051
Furniture and equipment	4,833,027	623,940	-	5,456,967
Total accumulated depreciation	34,766,574	3,057,765	0	37,824,339
Total capital assets being depreciated - net	33,051,125	276,936	0	33,328,061
Governmental activities capital assets - net	\$47,243,773	\$9,048,944	(\$3,393,523)	\$52,899,194

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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Depreciation expense was charged to functions/programs of the Authority as shown below.

Governmental activities:	
Transit operations	\$414,417
Facilities management	2,538,184
Administration	<u>105,164</u>
Total depreciation expense - governmental activities	<u>\$3,057,765</u>

The Authority has an agreement with the Metropolitan Council for use of Council vehicles. The gross value and net value of these assets is \$73,714,978 and \$40,031,792, respectively. The assets are not included in the Authority's capital assets as disclosed above.

During 2019, \$270,386 of construction in progress was expensed.

**Note 4 LONG-TERM DEBT**

The Authority issues long-term debt to finance the construction of transit structures and buildings.

**A. GOVERNMENTAL ACTIVITIES**

As of December 31, 2019, the long-term debt of the financial reporting entity consisted of the following:

	Issue Date	Final Maturity Date	Authorized and Issued	Interest Rate	Outstanding 12/31/19
<b>Governmental activities:</b>					
Gross Revenue Bonds, Series 2013	8/6/13	6/1/28	\$5,900,000	0.75% - 4.5%	\$3,910,000
Capital Lease - Radio Equipment	2/14/17	2/1/22	171,042	4%	75,438
Compensated absences payable	N/A	N/A	N/A	N/A	<u>183,702</u>
Total governmental activities					<u>\$4,169,140</u>



**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
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	<u>Governmental Activities</u>	
	<u>Gross Revenue</u>	
	<u>Bonds of 2013</u>	
	<u>Principal</u>	<u>Interest</u>
2020	\$370,000	\$154,900
2021	385,000	141,650
2022	400,000	125,950
2023	415,000	109,650
2024	430,000	92,750
2025-2028	1,910,000	175,500
	<u>\$3,910,000</u>	<u>\$800,400</u>

On August 6, 2013, the Authority issued the \$5,900,000 Gross Revenue Bonds with an average interest rate of 3.98% to finance a portion of the Eagan Bus Garage expansion project. The bond principal and interest payments are secured primarily by motor vehicle sales taxes, passenger fares, and pass-through federal funds.

**CHANGES IN LONG-TERM LIABILITIES**

Long-term liability activity for the year ended December 31, 2019 was as follows:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
<b>Governmental activities:</b>					
Gross Revenue Bonds, Series 2013	\$4,270,000	\$ -	(\$360,000)	\$3,910,000	\$370,000
Capital Lease - Radio Equipment	109,478	-	(34,040)	75,438	35,427
Compensated Absences	171,418	172,925	(160,641)	183,702	44,716
Subtotal	4,550,896	172,925	(554,681)	4,169,140	\$450,143
Unamortized Premium on Bonds	50,281	-	(5,340)	44,941	
Total	<u>\$4,601,177</u>	<u>\$172,925</u>	<u>(\$560,021)</u>	<u>\$4,214,081</u>	

For the governmental activities, compensated absences and the capital lease are generally liquidated by the General Fund.

**CAPITAL LEASE PAYABLE**

On February 14, 2017, the Authority entered into an agreement with Schmitty and Sons Transit, Inc. (Schmitty & Sons) relating to the acquisition and use of radio equipment installed on the Schmitty & Sons transit vehicles. The agreement qualifies as a capital lease as the Authority will retain ownership of these radios at the expiration of the lease term. The agreement contains buy-out options at the end of each fiscal year, however the Authority has no intent to buy-out the radio equipment prior to the end of the lease. The buy-out option amount as of December 31, 2019 was \$122,938.

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

The present value of future minimum lease payments as of December 31, 2019 is \$75,438. The net book value of assets under the capital lease at December 31, 2019 is as follows:

Radio system	\$171,042
Accumulated depreciation	<u>(95,604)</u>
Net book value	<u>\$75,438</u>

The lease is payable in monthly installments of \$3,150 beginning in February 2017 and matures January 2022. Depreciation in the amount of \$34,040 has been recorded as depreciation expense during 2019. Interest expense in the amount of \$3,760 has been recorded as interest expense during 2019. The following is a schedule of future minimum lease payments under the capital lease:

	Governmental Activities					
	Capital Lease - Radio Equipment					
	Principal	Interest	Payment	Balance	Present Value	Buy-out Amount
12/31/2020	\$35,427	\$2,373	\$37,800	\$40,950	\$40,011	\$83,229
12/31/2021	36,871	929	37,800	3,150	3,140	-
12/31/2022	3,140	10	3,150	-	-	-
	<u>\$75,438</u>	<u>\$3,312</u>	<u>\$78,750</u>			

**B. REVENUES PLEDGED**

The 2013 Gross Revenue Bonds are limited obligations of the Authority payable from a portion of the Authority's gross revenue earned on the services provided. Total principal and interest remaining to be paid on the bonds is \$4,710,400. For the current year, principal and interest paid on the debt service fund totaled \$360,000 and \$165,850, respectively.

**Note 5 DEFINED BENEFIT PENSION PLANS**

**A. PLAN DESCRIPTION**

MVTA participates in the following cost-sharing multiple-employer defined benefit pension plan administered by the Public Employees Retirement Association of Minnesota (PERA). PERA's defined benefit pension plans are established and administered in accordance with Minnesota Statutes, Chapters 353 and 356. PERA's defined benefit pension plans are tax qualified plans under Section 401(a) of the Internal Revenue Code.

**General Employees Retirement Fund (GERF)**

All full-time and certain part-time employees of MVTA are covered by the General Employees Retirement Fund (GERF). GERF members belong to the Coordinated Plan. Coordinated Plan members are covered by Social Security.

## **B. BENEFITS PROVIDED**

PERA provides retirement, disability, and death benefits. Benefit provisions are established by state statute and can only be modified by the state legislature. Vested, terminated employees who are entitled to benefits but are not receiving them yet are bound by the provisions in effect at the time they last terminated their public service.

### **GERF Benefits**

Benefits are based on a member's highest average salary for any five successive years of allowable service, age, and years of credit at termination of service. Two methods are used to compute benefits for PERA's Coordinated Plan members. Members hired prior to July 1, 1989, receive the higher of Method 1 or Method 2 formulas. Only Method 2 is used for members hired after June 30, 1989. Under Method 1, the accrual rate for Coordinated Plan members is 1.2% of average salary for each of the first ten years of service and 1.7% of average salary for each additional year. Under Method 2, the accrual rate for Coordinated Plan members is 1.7% of average salary for all years of service. For members hired prior to July 1, 1989 a full annuity is available when age plus years of service equal 90 and normal retirement age is 65. For members hired on or after July 1, 1989 normal retirement age is the age for unreduced Social Security benefits capped at 66.

Annuities, disability benefits, and survivor benefits are increased effective every January 1. Beginning January 1, 2019, the postretirement increase will be equal to 50% of the cost-of-living adjustment (COLA) announced by the SSA, with a minimum increase of at least 1% and a maximum of 1.5%. Recipients that have been receiving the annuity or benefit for at least a full year as of the June 30 before the effective date of the increase will receive the full increase. For recipients receiving the annuity or benefit for at least one month but less than a full year as of the June 30 before the effective date of the increase will receive a reduced prorated increase. For members retiring on January 1, 2024 or later, the increase will be delayed until normal retirement age (age 65 if hired prior to July 1, 1989, or age 66 for individuals hired on or after July 1, 1989). Members retiring under Rule of 90 are exempt from the delay to normal retirement.

## **C. CONTRIBUTIONS**

Minnesota Statutes Chapter 353 sets the rates for employer and employee contributions. Contribution rates can only be modified by the state legislature.

### **GERF Contributions**

Coordinated Plan members were required to contribute 6.50% of their annual covered salary in fiscal year 2019; MVTA was required to contribute 7.50% for Coordinated Plan members. MVTA's contributions to the GERF for the year ended December 31, 2019, were \$129,511. MVTA's contributions were equal to the required contributions as set by state statute.

## **D. PENSION COSTS**

### **GERF Pension Costs**

December 31, 2019, MVTA reported a liability of \$1,315,849 for its proportionate share of the GERF's net pension liability. The MVTA's net pension liability reflected a reduction due to the State

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

of Minnesota's contribution of \$16 million to the fund in 2019. The State of Minnesota is considered a non-employer contributing entity and the state's contribution meets the definition of a special funding situation. The State of Minnesota's proportionate share of the net pension liability associated with MVTA totaled \$40,832. The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. MVTA's proportionate share of the net pension liability was based on MVTA's contributions received by PERA during the measurement period for employer payroll paid dates from July 1, 2018, through June 30, 2019, relative to the total employer contributions received from all of PERA's participating employers. At June 30, 2019, MVTA's proportion was .0238% which was an increase of .0012% from its proportionate share measured as of June 30, 2018.

MVTA's proportionate share of the net pension liability	\$1,315,849
State of Minnesota's proportionate share of the net pension liability associated with the MVTA	<u>40,832</u>
Total	<u>\$1,356,681</u>

For the year ended December 31, 2019, MVTA recognized pension expense of \$244,060 for its proportionate share of the GERS's pension expense. In addition, MVTA recognized an additional \$3,058 as pension expense (and grant revenue) for its proportionate share of the State of Minnesota's contribution of \$16 million to the GERS.

At December 31, 2019, MVTA reported its proportionate share of the GERS's deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual economic experience	\$36,889	\$ -
Changes in actuarial assumptions	-	104,708
Net collective difference between projected and actual investment earnings	-	130,165
Changes in proportion	142,943	31,012
Contributions paid to PERA subsequent to the measurement date	<u>64,870</u>	<u>-</u>
Total	<u>\$244,702</u>	<u>\$265,885</u>

\$64,870 reported as deferred outflows of resources related to pensions resulting from MVTA contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2020. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

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Year Ended December 31,	Pension Expense Amount
2020	(\$35,606)
2021	(44,829)
2022	(7,737)
2023	2,119
2024	-
Thereafter	-

Pension liabilities are generally liquidated by the General Fund.

**E. ACTUARIAL ASSUMPTIONS**

The total pension liability in the June 30, 2019 actuarial valuation was determined using an individual entry-age normal actuarial cost method and the following actuarial assumptions:

Inflation	2.50% per year
Active Member Payroll Growth	3.25% per year
Investment Rate of Return	7.50%

Salary increases were based on a service-related table. Mortality rates for active members, retirees, survivors, and disabilitants for all plans were based on RP 2014 tables for males or females, as appropriate, with slight adjustments to fit PERA's experience. Cost of living benefit increases after retirement for retirees are assumed to be 1.25% per year for the General Employees Plan.

Actuarial assumptions used in the June 30, 2019 valuation were based on the results of actuarial experience studies. The most recent four-year experience study in the General Employees Plan was completed in 2019.

The following changes in actuarial assumptions and plan provisions occurred in 2019:

**General Employees Fund**

Changes in Actuarial Assumptions:

- The mortality projection scale was changed from MP-2017 to MP-2018.

Changes in Plan Provisions:

- The employer supplemental contribution was changed prospectively, decreasing from \$31.0 million to \$21.0 million per year. The State's special funding contribution was changed prospectively, requiring \$16.0 million due per year through 2031.

The State Board of Investment, which manages the investments of PERA, prepares an analysis of the reasonableness on a regular basis of the long-term expected rate of return using a building-block method in which best-estimate ranges of expected future rates of return are developed for each major asset class. These ranges are combined to produce an expected long-term rate of return by weighting the expected future rates of return by the target asset allocation percentages. The target allocation and

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

best estimates of geometric real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Domestic Equity	35.5%	5.10%
Private Markets	25.0%	5.90%
Fixed Income	20.0%	0.75%
International Equity	17.5%	5.90%
Cash Equivalents	2.0%	0.00%
Total	100%	

**F. DISCOUNT RATE**

The discount rate used to measure the total pension liability in 2019 was 7.5%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and employers will be made at rates set in Minnesota Statutes. Based on these assumptions, the fiduciary net position of the General Employees Fund was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

**G. PENSION LIABILITY SENSITIVITY**

The following presents the MVTA's proportionate share of the net pension liability for all plans it participates in, calculated using the discount rate disclosed in the preceding paragraph, as well as what the MVTA's proportionate share of the net pension liability would be if it were calculated using a discount rate 1 percentage point lower or 1 percentage point higher than the current discount rate:

	<u>1% Decrease in Discount Rate (6.5%)</u>	<u>Discount Rate (7.5%)</u>	<u>1% Increase in Discount Rate (8.5%)</u>
MVTA's proportionate share of the GERF net pension liability	\$2,163,184	\$1,315,849	\$616,205

**H. PENSION PLAN FIDUCIARY NET POSITION**

Detailed information about each pension plan's fiduciary net position is available in a separately-issued PERA financial report that includes financial statements and required supplementary information. That report may be obtained on the Internet at [www.mnpera.org](http://www.mnpera.org).

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

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**Note 6 INTERFUND ACTIVITY**

**A. DUE TO/FROM OTHER FUNDS**

At December 31, 2019 due to/from other funds for the Authority were as follows:

<u>Fund Type and Fund</u>	<u>Due from Other Funds</u>	<u>Due to Other Funds</u>
General Fund	\$1,284,589	\$ -
Capital Projects Fund	-	770,169
Debt Service Fund	-	514,420
Total	<u>\$1,284,589</u>	<u>\$1,284,589</u>

Interfund receivables/payables are representative of lending/borrowing arrangements to cover temporary negative cash balances.

**B. TRANSFERS**

There were no transfers during the year ended December 31, 2019.

**Note 7 FUND BALANCE**

**A. CLASSIFICATIONS**

At December 31, 2019, a summary of the governmental fund balance classifications are as follows:

	<u>General Fund</u>	<u>Capital Projects</u>	<u>Debt Service</u>	<u>Total</u>
Nonspendable:				
Prepaid items	\$76,348	\$ -	\$ -	\$76,348
Inventory	55,766	-	-	55,766
Restricted:				
Debt service	-	-	774,984	774,984
Committed to:				
Insurance reserves	184,787	-	-	184,787
Capital projects	-	6,419	-	6,419
Assigned for ensuring next year's budget	1,420,035	-	-	1,420,035
Unassigned	9,335,433	-	-	9,335,433
Total	<u>\$11,072,369</u>	<u>\$6,419</u>	<u>\$774,984</u>	<u>\$11,853,772</u>

**B. MINIMUM UNASSIGNED FUND BALANCE POLICY**

The Authority has formally adopted a policy regarding the minimum unassigned fund balance for the General Fund.

The policy states the Authority will maintain an unassigned fund balance in the General Fund at a minimum of 4 months of operating expenditures. This will provide the Authority with funds to meet both unexpected fluctuations in its revenues and to fund capital expenditures before reimbursement. At December 31, 2019, unassigned fund balance was sufficient to cover 3.67 months of 2020 budgeted expenditures (excluding amounts budgeted for contingency). The Metropolitan Council, however, through its "Regional Transit Operating Revenue Allocation Procedure," has set the minimum fund balance level to be 3 months of budgeted operating expenditures.

**Note 8 COMMITMENTS, CONTINGENCIES, AND UNCERTAINTIES**

**A. FEDERAL AND STATE FUNDS**

The Authority receives financial assistance from federal, state and local governmental agencies in the form of grants. The disbursement of funds received under these programs generally requires compliance with the terms and conditions specified in the grant agreements and are subject to audit by the grantor agencies. Any disallowed claims resulting from such audits could become a liability of the applicable fund. However, in the opinion of management, any such disallowed claims will not have a material effect on any of the financial statements of the individual fund types included herein or on the overall financial position of the Authority at December 31, 2019.

**B. 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 and natural disasters for which the Authority carries commercial insurance policies. The Authority retains risk for the deductible portions of the insurance policies. The amount of these deductibles is considered immaterial to the financial statements.

There were no significant reductions in insurance from the previous year or settlements in excess of insurance coverage for any of the past three fiscal years.



**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**NOTES TO FINANCIAL STATEMENTS**  
December 31, 2019

**C. COMMITMENTS**

The Authority has contract commitments at December 31, 2019. The amount of these commitments were as follows:

Project	Vendor	Contract	Work-to-Date as of 12-31-19	Remaining
Planning Software	GIRO, Inc. - Hastus	\$114,282	\$48,290	\$65,992
Palomino Hills Park and Ride Lease	Christus Victor Lutheran Church	12,398	5,144	7,255
Federal Government Relations	Messerli & Kramer	122,500	94,770	27,730
Procurement & Contract Software	Ion Wave Technologies	47,249	18,900	28,349
Auditing Services	Redpath and Company	274,000	72,265	201,735
Operations and Fleet Maintenance	Schmitt & Sons Transit, Inc.	106,468,775	-	106,468,775
Passenger Information System - Software Annual Fee	REACH Media Network (11 devices)	11,000	-	11,000
GIS Software & Support	ESRI	8,858	5,905	2,953
Snow Removal	Every Season Landscaping & Lawn Care	200,000	150,000	50,000
Snow Removal	Oehlein Lawn & Snow Services	120,000	100,000	20,000
Cleaning Services	Treasure Enterprise, Inc.	240,833	69,910	170,923
CAD/AVL System Implementation Consultant Services	IBI Group	209,700	195,498	14,202
CAD/AVL System	AVAIL Technologies LLC	2,792,266	1,522,719	1,269,547
AVTS Modernization - Consultant Services	TKDA	473,088	454,435	18,653
AVTS Modernization - Construction	AP Midwest, LLC	8,422,616	5,887,903	2,534,713
AVTS Modernization - Independent Testing	Northern Technologies, LLC	45,005	44,261	744

**D. LITIGATION**

Management has indicated that existing and pending lawsuits, claims and other actions in which the Authority is a defendant are either covered by insurance; of an immaterial amount; or, in the judgment of the Authority's management, remotely recoverable by plaintiffs.

**Note 9 OPERATING LEASES - LESSOR**

The Authority receives revenue from an agreement for a land lease. The lease is for land that is owned by the Authority at the Eagan Transit Facility and is leased by a tenant who built a building on the land. The term of the lease is thirty years. The lease calls for monthly payments increasing 10% every five years.

Future minimum lease payments to be received are as follows:

2020	\$48,238
2021	51,454
2022	53,062
2023	53,062
2024	53,062
2025-2029	284,765
2030	61,745
Total	<u>\$605,388</u>

MINNESOTA VALLEY TRANSIT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
December 31, 2019

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**Note 10 RECENTLY ISSUED ACCOUNTING STANDARDS**

The Governmental Accounting Standards Board (GASB) recently approved the following statements which were not implemented for these financial statements:

**Statement No. 87 *Leases*.** The provisions of this Statement are effective for reporting periods beginning after June 15, 2021.

**Statement No. 89 *Accounting for Interest Cost Incurred before the End of a Construction Period*.** The provisions of this Statement are effective for reporting periods beginning after December 15, 2020.

**Statement No. 91 *Conduit Debt Obligations*.** The provisions of this Statement are effective for reporting periods beginning after December 15, 2021.

The effect these standards may have on future financial statements is not determinable at this time, but it is expected that Statement No. 87 may have a material impact.

**Note 11 SUBSEQUENT EVENTS AND UNCERTAINTIES**

The COVID-19 pandemic continues to cause rapidly changing disruptions worldwide. Management has evaluated these conditions and believes that it is not possible to reasonably estimate the financial impact of COVID-19 on the Authority's future operations.

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## **REQUIRED SUPPLEMENTARY INFORMATION**

MINNESOTA VALLEY TRANSIT AUTHORITY  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY\* -  
GENERAL EMPLOYEES RETIREMENT FUND  
For The Last Ten Years

Statement 7

Measurement Date June 30	Fiscal Year Ending December 31	MVTA's Proportionate Share (Percentage) of the Net Pension Liability	MVTA's Proportionate Share (Amount) of the Net Pension Liability (a)	State's Proportionate Share (Amount) of the Net Pension Liability Associated with MVTA (b)	MVTA's Proportionate Share of the Net Pension Liability and the State's Proportionate Share of the Net Pension Liability Associated with MVTA (a+b)	Covered Payroll (c)	MVTA's Proportionate Share of the Net Pension Liability as a Percentage of its Covered Payroll ((a+b)/c)	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
2015	2015	0.0179%	\$927,671	\$ -	\$927,671	\$1,066,295	87.0%	78.2%
2016	2016	0.0209%	1,696,976	22,191	1,719,167	1,258,954	136.6%	68.9%
2017	2017	0.0207%	1,321,474	16,611	1,338,085	1,333,078	100.4%	75.9%
2018	2018	0.0226%	1,253,755	41,053	1,294,808	1,517,552	85.3%	79.5%
2019	2019	0.0238%	1,315,849	40,832	1,356,681	1,681,147	80.7%	80.2%

\* The schedule is provided prospectively beginning with the MVTA's fiscal year ended December 31, 2015 and is intended to show a ten year trend. Additional years will be reported as they become available.

**MINNESOTA VALLEY TRANSIT AUTHORITY****REQUIRED SUPPLEMENTARY INFORMATION****Statement 8****SCHEDULE OF PENSION CONTRIBUTIONS\* - GENERAL EMPLOYEES RETIREMENT FUND**

For The Last Ten Years

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Fiscal Year Ending	Statutorily Required Contribution (a)	Contributions in Relation to the Statutorily Required Contribution (b)	Contribution Deficiency (Excess) (a-b)	Covered Payroll (c)	Contributions as a Percentage of Covered Payroll (b/c)
December 31, 2015	\$85,500	\$85,500	\$ -	\$1,139,997	7.5%
December 31, 2016	99,633	99,633	-	1,328,431	7.5%
December 31, 2017	104,929	104,929	-	1,399,053	7.5%
December 31, 2018	119,861	119,861	-	1,598,136	7.5%
December 31, 2019	129,511	129,511	-	1,726,794	7.5%

\* The schedule is provided prospectively beginning with the MVTA's fiscal year ended December 31, 2015 and is intended to show a ten year trend. Additional years will be reported as they become available.

See accompanying notes to the required supplementary information.

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**Note A    PENSION INFORMATION**

**PERA – General Employees Retirement Fund**

*2019 Changes*

Changes in Actuarial Assumptions

- The mortality projection scale was changed from MP-2017 to MP-2018

Changes in the Plan Provisions

- The employer supplemental contribution was changed prospectively, decreasing from \$31.0 million to \$21.0 million per year. The State's special funding contribution was changed prospectively, requiring \$16.0 million due per year through 2031.

*2018 Changes*

Changes in Actuarial Assumptions:

- The mortality projection scale was changed from MP-2015 to MP-2017.
- The assumed benefit increase was changed from 1.0% per year through 2044 and 2.50% per year thereafter to 1.25% per year.

*2017 Changes*

Changes in Actuarial Assumptions:

- The Combined Service Annuity (CSA) loads were changed from 0.8% for active members and 60% for vested and non-vested deferred members. The revised CSA loads are now 0.0% for active member liability, 15.0% for vested deferred member liability and 3.0 % for non-vested deferred member liability.
- The assumed post-retirement benefit increase rate was changed from 1.0% per year for all years to 1.0% per year through 2044 and 2.5% per year thereafter.

*2016 Changes*

Changes in Actuarial Assumptions:

- The assumed post-retirement benefit increase rate was changed from 1.0% per year through 2035 and 2.5% per year thereafter to 1.0% per year for all future years.
- The assumed investment return was changed from 7.9% to 7.5%. The single discount rate was changed from 7.9% to 7.5%.
- Other assumptions were changed pursuant to the experience study dated June 30, 2015. The assumed future salary increases, payroll growth, and inflation were decreased by 0.25% to 3.25% for payroll growth and 2.50% for inflation.



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### **III. STATISTICAL SECTION (UNAUDITED)**

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**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**Burnsville, Minnesota**

**STATISTICAL SECTION**  
December 31, 2019  
**(Unaudited)**

This part of MVTA's CAFR presents detailed information as a context for understanding what the information in the financial statements, note disclosures and required supplementary information says about MVTA's overall financial health. The following are the categories of the various schedules that are included in this section.

**Financial Trends** – These schedules contain trend information to help the reader understand how MVTA's financial performance and well-being have changed over time.

- Net Position by Component
- Changes in Net Position
- Fund Balances of Governmental Funds
- Changes in Fund Balances of Governmental Funds

**Revenue Capacity** – These schedules contain information to help the reader assess the MVTA's most significant local revenue source, Motor Vehicle Sales Taxes (MVST). In 2002, the main source of revenue shifted from property tax to MVST. The agency does not control the amount of MVST it receives. The allocation is both controlled through state statute and a portion is controlled through the Metropolitan Council. MVTA no longer receives any property tax.

**Debt Capacity** – These schedules present information to help the reader assess the affordability of MVTA's current level of outstanding debt and MVTA's ability to issue additional debt in the future.

- Ratios of Outstanding Debt by Type

**Demographic and Economic Information** – These schedules offer demographic and economic indicators to help the reader understand the environment within which MVTA's financial activities take place.

- Demographic and Economic Statistics
- Principal Employers

**Operating Information** – These schedules contain service and infrastructure data to help the reader understand how the information in MVTA's financial report relates to the services the government provides and the activities it performs.

- Full-Time Equivalent MVTA Employees by Function
- Operating Statistics
- Capital Asset Statistics by Function/Program
- Operating Statistics - Farebox Recovery Percentage and Fare Structure

**MINNESOTA VALLEY TRANSIT AUTHORITY****NET POSITION BY COMPONENT**

Last Ten Fiscal Years

(Unaudited)

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	Fiscal Year			
	2010	2011	2012	2013
Governmental activities:				
Net investment in capital assets	\$45,653,791	\$44,279,184	\$44,950,989	\$45,045,599
Restricted	-	-	-	690,917
Unrestricted	5,608,711	5,257,050	5,259,284	4,878,886
Total governmental activities net position	<u>\$51,262,502</u>	<u>\$49,536,234</u>	<u>\$50,210,273</u>	<u>\$50,615,402</u>

Source: Minnesota Valley Transit Authority financial records

Note: GASB 68 was implemented in 2015. Net position was restated for 2014 to reflect the reporting of net pension liability and pension related deferred outflows of resources. Net position for years prior to 2014 was not restated.

**Table 1**

Fiscal Year					
2014	2015	2016	2017	2018	2019
\$45,382,680	\$44,168,256	\$44,521,482	\$42,721,137	\$42,806,701	\$46,999,491
690,959	674,449	732,687	738,517	747,917	761,613
7,458,865	11,319,594	12,899,411	9,558,635	9,338,054	11,425,562
<u>\$53,532,504</u>	<u>\$56,162,299</u>	<u>\$58,153,580</u>	<u>\$53,018,289</u>	<u>\$52,892,672</u>	<u>\$59,186,666</u>

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**CHANGES IN NET POSITION**  
Last Ten Fiscal Years  
(Unaudited)

	Fiscal Year			
	2010	2011	2012	2013
Expenses:				
Governmental activities:				
Transit operations	\$14,961,494	\$14,957,334	\$20,390,062	\$20,455,244
Facilities management	3,477,891	3,804,151	3,911,843	3,761,195
Administration	1,534,782	1,537,590	1,655,153	1,780,013
Interest on long-term debt	23,260	-	-	81,970
Total expenses	<u>\$19,997,427</u>	<u>\$20,299,075</u>	<u>\$25,957,058</u>	<u>\$26,078,422</u>
Program revenues:				
Governmental activities:				
Charges for services:				
Passenger fares	\$4,738,480	\$5,019,866	\$4,927,964	\$5,179,965
Ground lease	52,379	51,473	53,127	52,887
Operating grants and contributions	514,196	793,160	676,608	2,431,037
Capital grants and contributions	7,831,731	1,543,237	8,264,614	4,394,557
Total program revenue	<u>\$13,136,786</u>	<u>\$7,407,736</u>	<u>\$13,922,313</u>	<u>\$12,058,446</u>
Net expense	<u>(\$6,860,641)</u>	<u>(\$12,891,339)</u>	<u>(\$12,034,745)</u>	<u>(\$14,019,976)</u>
General revenue:				
Motor vehicle sales tax	9,378,089	11,139,660	12,674,238	14,362,363
Revenues not restricted to specific programs	73,797	24,802	33,898	61,970
Unrestricted investment earnings	2,017	609	648	772
Total general revenue	<u>9,453,903</u>	<u>11,165,071</u>	<u>12,708,784</u>	<u>14,425,105</u>
Special item	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Change in net position	<u>\$2,593,262</u>	<u>(\$1,726,268)</u>	<u>\$674,039</u>	<u>\$405,129</u>

Source: Minnesota Valley Transit Authority financial records

Note: GASB 68 was implemented in 2015. Pension expenses for years prior to 2015 were not restated.

Table 2

Fiscal Year					
2014	2015	2016	2017	2018	2019
\$19,545,729	\$21,662,463	\$22,683,944	\$23,993,885	\$25,509,187	\$24,689,253
4,113,903	2,245,417	4,337,808	4,460,739	4,399,941	4,498,635
1,894,436	4,200,518	2,765,475	2,977,661	3,352,218	3,632,427
200,849	195,209	189,402	186,454	175,377	163,370
<u>\$25,754,917</u>	<u>\$28,303,607</u>	<u>\$29,976,629</u>	<u>\$31,618,739</u>	<u>\$33,436,723</u>	<u>\$32,983,685</u>
\$5,315,555	\$5,653,801	\$5,565,307	\$5,798,513	\$6,217,639	\$6,035,953
54,489	54,371	55,282	61,787	77,068	90,102
4,043,023	3,203,076	4,573,433	5,073,960	6,696,635	4,891,621
3,557,949	2,341,870	2,563,056	676,361	1,728,035	8,778,427
<u>\$12,971,016</u>	<u>\$11,253,118</u>	<u>\$12,757,078</u>	<u>\$11,610,621</u>	<u>\$14,719,377</u>	<u>\$19,796,103</u>
<u>(\$12,783,901)</u>	<u>(\$17,050,489)</u>	<u>(\$17,219,551)</u>	<u>(\$20,008,118)</u>	<u>(\$18,717,346)</u>	<u>(\$13,187,582)</u>
15,996,531	18,021,624	19,131,811	14,774,709	18,242,465	18,920,458
31,393	37,055	66,701	29,520	234,957	356,091
511	855	12,320	68,598	114,307	205,027
<u>16,028,435</u>	<u>18,059,534</u>	<u>19,210,832</u>	<u>14,872,827</u>	<u>18,591,729</u>	<u>19,481,576</u>
-	1,620,750	-	-	-	-
<u>\$3,244,534</u>	<u>\$2,629,795</u>	<u>\$1,991,281</u>	<u>(\$5,135,291)</u>	<u>(\$125,617)</u>	<u>\$6,293,994</u>



**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**FUND BALANCES OF GOVERNMENTAL FUNDS**  
Last Ten Fiscal Years  
(Unaudited)

	Fiscal Year			
	2010	2011	2012	2013
General Fund:				
Reserved	\$37,241	\$ -	\$ -	\$ -
Unreserved	5,598,373	-	-	-
Nonspendable	-	41,340	50,108	94,456
Committed	-	67,075	80,841	81,446
Assigned	-	-	-	-
Unassigned	-	5,172,037	5,161,133	5,657,212
Total General Fund	<u>\$5,635,614</u>	<u>\$5,280,452</u>	<u>\$5,292,082</u>	<u>\$5,833,114</u>
Capital Projects Fund:				
Committed	\$ -	\$ -	\$ -	\$ -
Total Capital Projects Fund	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Debt Service Fund:				
Restricted	\$ -	\$ -	\$ -	\$690,917
Total Debt Service Fund	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$690,917</u>
Subsequent years' budgeted expenditures	\$18,572,716	\$19,499,432	\$22,196,963	\$24,338,380
Months of expenditures in				
Unreserved/Unassigned Fund Balance	3.62	3.18	2.79	2.79

Source: Minnesota Valley Transit Authority financial records

Note: GASB 54 implemented in 2011 changing fund balance designations

Table 3

Fiscal Year					
2014	2015	2016	2017	2018	2019
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
101,811	130,938	112,042	119,129	136,630	132,114
81,899	1,711,606	667,047	349,628	212,936	184,787
-	-	-	933,690	-	1,420,035
8,200,357	10,041,304	13,301,527	8,984,335	10,375,076	9,335,433
<u>\$8,384,067</u>	<u>\$11,883,848</u>	<u>\$14,080,616</u>	<u>\$10,386,782</u>	<u>\$10,724,642</u>	<u>\$11,072,369</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$6,419
<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,419</u>
\$690,959	\$691,003	\$748,683	\$753,663	\$762,188	\$774,984
<u>\$690,959</u>	<u>\$691,003</u>	<u>\$748,683</u>	<u>\$753,663</u>	<u>\$762,188</u>	<u>\$774,984</u>
\$26,831,121	\$27,665,782	\$29,537,255	\$31,108,068	\$31,800,197	\$30,557,926
3.67	4.36	5.40	3.47	3.92	3.67

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS**  
Last Ten Fiscal Years  
(Unaudited)

	Fiscal Year			
	2010	2011	2012	2013
Revenues:				
Intergovernmental revenue	\$13,130,718	\$13,476,057	\$21,602,823	\$21,187,957
Passenger fares	4,738,480	5,019,866	4,927,964	5,179,965
Miscellaneous:				
Advertising income	-	-	-	-
Investment income	2,017	609	648	772
Miscellaneous	126,176	76,275	87,025	114,857
Total revenues	<u>17,997,391</u>	<u>18,572,807</u>	<u>26,618,460</u>	<u>26,483,551</u>
Expenditures:				
Current:				
Transit operations	13,908,956	14,708,445	15,343,140	17,509,083
Facilities management	1,139,106	1,063,229	1,028,427	1,416,694
Administration	1,480,585	1,569,645	1,611,238	1,714,685
Total current	<u>16,528,647</u>	<u>17,341,319</u>	<u>17,982,805</u>	<u>20,640,462</u>
Debt service:				
Principal	330,000	-	-	-
Interest and other charges	10,296	-	-	66,204
Issuance expense	-	-	-	202,632
Capital outlay	<u>3,357,086</u>	<u>1,586,650</u>	<u>8,624,026</u>	<u>10,321,434</u>
Total expenditures	<u>20,226,029</u>	<u>18,927,969</u>	<u>26,606,831</u>	<u>31,230,732</u>
Revenue over (under) expenditures	<u>(2,228,638)</u>	<u>(355,162)</u>	<u>11,629</u>	<u>(4,747,181)</u>
Other financing sources (uses):				
Bond issuance	-	-	-	5,900,000
Bond premium	-	-	-	79,131
Transfers in	26,575	43,413	372,049	854,655
Transfers out	(26,575)	(43,413)	(372,049)	(854,655)
Issuance of capital lease	-	-	-	-
Total other financing sources (uses)	<u>0</u>	<u>0</u>	<u>0</u>	<u>5,979,131</u>
Special item	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balance	(2,228,638)	(355,162)	11,629	1,231,950
Fund balance - January 1, as previously stated	7,864,252	5,635,614	5,280,452	5,292,081
Prior period adjustment	-	-	-	-
Fund balance - January 1, as restated	<u>7,864,252</u>	<u>5,635,614</u>	<u>5,280,452</u>	<u>5,292,081</u>
Fund balance - end of year	<u>\$5,635,614</u>	<u>\$5,280,452</u>	<u>\$5,292,081</u>	<u>\$6,524,031</u>
Debt service as a percent of noncapital expenditures	2.0%	0.0%	0.0%	0.3%

Source: Minnesota Valley Transit Authority financial records

Table 4

Fiscal Year					
2014	2015	2016	2017	2018	2019
\$23,597,503	\$23,566,570	\$26,261,683	\$20,524,550	\$26,657,562	\$32,587,448
5,315,555	5,653,801	5,565,307	5,798,513	6,217,639	6,035,953
-	-	-	-	184,179	201,650
511	855	12,320	68,598	114,307	205,027
85,882	91,426	121,983	91,307	127,846	199,543
28,999,451	29,312,652	31,961,293	26,482,968	33,301,533	39,229,621
19,031,207	20,605,999	21,904,307	23,485,315	25,210,183	24,249,746
1,559,293	1,581,121	1,719,538	1,731,290	1,773,685	1,733,508
1,856,445	2,090,118	2,529,010	2,728,528	3,137,500	3,332,203
22,446,945	24,277,238	26,152,855	27,945,133	30,121,368	29,315,457
280,000	325,000	335,000	368,856	382,708	394,040
206,200	201,900	195,300	192,644	181,592	169,610
-	-	-	-	-	-
4,042,781	2,629,439	3,023,690	1,836,231	2,269,480	8,983,572
26,975,926	27,433,577	29,706,845	30,342,864	32,955,148	38,862,679
2,023,525	1,879,075	2,254,448	(3,859,896)	346,385	366,942
-	-	-	-	-	-
-	-	-	-	-	-
62,158	248,019	270,336	248,369	435,915	-
(62,158)	(248,019)	(270,336)	(248,369)	(435,915)	-
-	-	-	171,042	-	-
0	0	0	171,042	0	0
-	1,620,750	-	-	-	-
2,023,525	3,499,825	2,254,448	(3,688,854)	346,385	366,942
6,524,031	9,075,026	12,574,851	14,829,299	11,140,445	11,486,830
527,470	-	-	-	-	-
7,051,501	9,075,026	12,574,851	14,829,299	11,140,445	11,486,830
\$9,075,026	\$12,574,851	\$14,829,299	\$11,140,445	\$11,486,830	\$11,853,772
2.1%	2.1%	2.0%	1.9%	1.8%	1.9%

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**RATIOS OF OUTSTANDING DEBT BY TYPE**  
Last 10 Fiscal Years  
(Unaudited)

**Table 5**

Fiscal Year	Governmental Activities				Total Primary Government	Debt as Percentage of Personal Income (1)(3)	Total Primary Government Debt Per Capita (2)(3)
	General Obligation Bonds	Special Assessment Bonds	Gross Revenue Bonds	Capital Leases			
2010	-	-	-	-	-	*	*
2011	-	-	-	-	-	*	*
2012	-	-	-	-	-	*	*
2013	-	-	5,977,343	-	5,977,343	0.053%	26
2014	-	-	5,691,978	-	5,691,978	0.047%	25
2015	-	-	5,361,301	-	5,361,301	0.033%	18
2016	-	-	5,020,961	-	5,020,961	0.030%	17
2017	-	-	4,675,621	142,186	4,817,807	0.027%	16
2018	-	-	4,320,281	109,478	4,429,759	0.024%	14
2019	-	-	4,320,281	75,438	4,395,719	0.023%	14

Source: Minnesota Valley Transit Authority financial records

<sup>(1)</sup> See Demographic and Economic Statistics Personal Income

<sup>(2)</sup> See Demographic and Economic Statistics Per Capita Personal Income

<sup>(3)</sup> Calculations completed using prior year demographic data

\* Not applicable

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**DIRECT AND OVERLAPPING GOVERNMENTAL ACTIVITIES DEBT**  
December 31, 2019  
(Unaudited)

**Table 6**

Governmental Unit	2019		
	Debt Outstanding	Estimated Percentage Applicable	Estimated Share of Overlapping Debt
<b>Direct</b>			
MVTA	\$4,395,719	100.00%	\$4,395,719
<b>Overlapping</b>			
Counties			
Scott County	53,480,471	100.00%	53,480,471
Dakota County	-	100.00%	-
Cities			
City of Apple Valley	22,184,941	100.00%	22,184,941
City of Burnsville	64,369,825	100.00%	64,369,825
City of Eagan	47,945,000	100.00%	47,945,000
City of Rosemount	11,395,000	100.00%	11,395,000
Elko New Market	13,888,000	100.00%	13,888,000
Prior Lake	34,610,000	100.00%	34,610,000
Savage	39,008,000	100.00%	39,008,000
Shakopee	32,350,000	100.00%	32,350,000
School Districts:			
ISD No. 191-Burnsville-Eagan-Savage	144,690,000	75.80%	109,675,020
ISD No. 196-Rosemount-Apple Valley-Eagan	134,115,000	100.00%	134,115,000
ISD No. 719-Prior Lake-Savage	105,980,000	100.00%	105,980,000
ISD No. 720-Shakopee-Prior Lake	169,630,000	100.00%	169,630,000
Special Taxing Districts			
Metropolitan Council	\$154,087,966	4.69%	\$7,226,726
<b>Subtotal, overlapping debt</b>			<u>\$845,857,983</u>
<b>Total underlying and overlapping debt</b>			<u><u>\$850,253,702</u></u>

(a) Only those taxing units with debt outstanding are shown here.

(b) Scott County data excludes general obligation debt supported by revenues and general obligation tax and aid anticipation certificates of indebtedness, but includes debt supported by tax increments.

(c) Determined by ratio of assessed valuation of property subject to taxation in overlapping unit to valuation of property subject to taxation in reporting unit.

Source: Dakota County, Scott County and Metropolitan Council

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**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**DEMOGRAPHIC AND ECONOMIC STATISTICS**  
 Last 10 Fiscal Years  
 (Unaudited)

**Table 7**

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Fiscal Year	Population(1)	Per Capita Personal Income (2)	Personal Income (thousands of dollars) (3)	K-12 Enrollment (4)	Unemployment Rate (5)
2010	222,381	44,499	9,895,732	37,415	6.9
2011	224,207	47,619	10,676,513	37,446	5.8
2012	225,864	49,241	11,121,656	37,209	5.0
2013	229,135	49,609	11,367,044	36,950	4.4
2014	230,424	52,235	12,036,082	36,787	3.5
2015	297,947	54,054	16,105,227	36,608	3.1
2016	301,417	55,661	16,777,021	37,382	3.2
2017	305,020	57,664	17,588,673	45,996	2.9
2018	307,823	60,169	18,521,402	46,087	2.5
2019	312,396	62,034	19,379,248	46,215	2.8

*Data Sources*

*(1) Population: Metropolitan Council Population Estimates*

*(2) Regional Economic Information System, Bureau of Economic Analysis, U.S. Department of Commerce*

*(3) These figures are derived by multiplying the population figure times the average of Dakota and Scott County's per capita income figures from the Bureau of Economic Analysis*

*(4) School enrollment is in ISD# 191 (Burnsville-Savage) and ISD# 196 (Rosemount-Eagan-Apple Valley). Data is compiled by the MN Department of Education*

*(5) Met Council (Minnesota Community Profile)*

*Prior Lake and Shakopee was added to service area in 2015.*

*\* Information is not available*



MINNESOTA VALLEY TRANSIT AUTHORITY  
 PRINCIPAL EMPLOYERS  
 Current Year and Nine Years Ago  
 (Unaudited)

Employer	2019*		
	Employees	Rank	Percentage of Total Cities Employment
Thomson West	7,000	1	4.4%
Shakopee Mdewakanton Sioux (Mystic Lake)	4,200	2	2.6%
Independent School District # 196	4,000	3	2.5%
Blue Cross-Blue Shield	3,816	4	2.4%
Prime Therapeutics	2,748	5	1.7%
Amazon	2,500	6	1.6%
C H S Incorp	2,000	7	1.3%
US Postal Service	2,000	8	1.3%
Segate	1,800	9	1.1%
Valley Fair	1,600	10	1.0%
Total principal employees	31,664		19.9%
Total employees in cities	159,503		100.0%

\*Includes the addition of Prior Lake and Shakopee

Sources:

Current CAFR for Dakota and Scott County

Table 8

Employer	2010		
	Employees	Rank	Percentage of Total Cities Employment
Thomson West	7,000	1	6.4%
Shakopee Mdewakanton Sioux (Mystic Lake)	4,177	2	3.8%
Blue Cross-Blue Shield	3,500	3	3.2%
Northwest/Delta Airline	2,500	4	2.3%
Valley Fair	1,675	5	1.5%
US Postal Service	1,570	6	1.4%
Sun Country	1,200	7	1.1%
Flint Hills Resources	1,200	8	1.1%
Seagate	1,200	9	1.1%
Independent School District # 719	1,000	10	0.9%
	25,022		22.9%
	109,049		100.0%

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**FULL-TIME EQUIVALENT MVTA EMPLOYEES BY FUNCTION**  
 Last 10 Fiscal Years  
 (Unaudited)

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FUNCTION	Fiscal Year			
	2010	2011	2012	2013
Transit Operations	6.0	6.5	6.0	5.9
Facilities Management	1.0	1.0	1.0	1.0
Administration	4.0	4.0	4.0	4.6
Total	11.0	11.5	11.0	11.5

*Source: Minnesota Valley Transit Authority personnel records*

**Table 9**

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Fiscal Year					
2014	2015	2016	2017	2018	2019
5.9	6.5	7.9	8.2	7.6	7.6
1.0	0.5	0.5	1.6	2.5	2.5
5.8	6.2	7.1	6.8	10.1	10.1
12.7	13.2	15.5	16.6	20.2	20.2

**MINNESOTA VALLEY TRANSIT AUTHORITY****OPERATING STATISTICS**

Last 10 Fiscal Years

(Unaudited)

<b>SYSTEM RIDERSHIP:</b>	Fiscal Year			
	2010	2011	2012	2013
Minneapolis Express	1,518,411	1,563,162	1,549,198	1,592,370
St. Paul Express	189,350	193,969	179,435	185,775
Suburb to Suburb Express	-	-	-	-
Red Line BRT	-	-	-	130,733
Local	552,850	633,963	646,467	597,728
Reverse Commute	49,920	49,236	55,055	64,564
Weekend	84,317	94,979	96,256	92,299
State Fair/Special Events	43,085	52,874	48,952	42,947
Viking Shuttle	-	-	-	-
Special Services	-	-	-	-
	2,437,933	2,588,183	2,575,363	2,706,416
<b>VEHICLE REVENUE HOURS:</b>				
Fixed Route	121,541	121,286	120,829	136,014
Special Events	1,128	982	1,055	1,059
<b>VEHICLE REVENUE MILES:</b>				
Fixed Route	2,420,433	2,455,288	2,451,467	2,800,574
Special Events	27,081	24,653	26,173	26,002

\*includes the addition of Prior Lake and Shakopee

BRT = Bus Rapid Transit

Source: Planning Department-MVTA

Table 10

Fiscal Year					
2014	2015*	2016*	2017*	2018*	2019*
1,577,581	1,723,273	1,681,239	1,645,271	1,605,319	1,576,529
200,851	192,425	195,125	192,171	189,128	185,011
-	-	13,239	64,163	78,774	81,151
265,514	265,410	266,811	270,400	254,125	238,833
550,153	564,261	527,954	509,091	494,290	451,710
61,856	57,538	52,149	52,850	54,908	47,444
98,990	95,291	88,152	102,969	109,758	104,296
57,320	67,766	77,729	87,449	86,082	97,291
-	-	-	-	1,076	718
-	-	-	-	456	3,505
2,812,265	2,965,964	2,902,398	2,924,364	2,873,916	2,786,488
148,942	165,945	182,903	173,386	180,721	170,273
1,050	1,480	1,112	1,164	1,164	1,164
3,059,011	3,446,765	3,829,560	3,561,802	3,652,965	3,555,521
27,312	31,194	32,219	33,891	33,891	32,820

**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**CAPITAL ASSET STATISTICS BY FUNCTION/PROGRAM**  
Last 10 Fiscal Years  
(Unaudited)

<b>FUNCTION/PROGRAM</b>	<b>Fiscal Year</b>			
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Transit Operations				
Transit Revenue Vehicles - #	118	118	124	128
Maximum # of Rev. Vehicles in Operation	99	99	99	105
Facilities Management				
Transit Stations - # owned	4	4	5	5
Transit Stations - # leased	1	1	1	1
Transit Stations - # of parking spaces	3,246	3,246	3,348	3,348
Park & Rides - # owned	3	3	3	3
Park & Rides - # leased	3	3	2	2
Park & Rides - # of parking spaces	1,478	1,478	1,403	1,403
Transit Station Stops - # leased				2
Bus Garages - #	2	2	2	2
Bus Garages - bus storage capacity	100	100	100	100
Bus Garages - # of maintenance bays	12	12	12	12
Layover Facility				

\*includes the addition of Prior Lake and Shakopee

Source: Various MVTa departments

Table 11

Fiscal Year					
2014	2015*	2016*	2017*	2018*	2019*
128	150	164	165	165	165
106	127	139	133	134	136
5	5	5	5	5	5
1	2	2	3	3	3
3,348	3,790	3,790	3,790	3,790	3,790
3	3	3	3	3	3
2	4	4	4	4	4
1,403	2,479	2479	2479	2479	2479
2	2	2	2	2	2
2	2	2	2	2	2
150	150	150	150	150	150
15	15	15	15	15	15
	1	1	1	1	1



**MINNESOTA VALLEY TRANSIT AUTHORITY**  
**OPERATING STATISTICS**  
**FAREBOX RECOVERY PERCENTAGE AND FARE STRUCTURE**  
Last 10 Fiscal Years  
(Unaudited)

**Table 12**

**As of December 31, 2019**

<b>FAREBOX RECOVER PERCENTAGE</b>	
<b>Year</b>	<b>Percentage</b>
2010	27.9%
2011	28.9%
2012	27.4%
2013	25.0%
2014	23.7%
2015	23.3%
2016	21.0%
2017	19.9%
2018	18.6%
2019	18.9%

Definition: passenger fare revenue divided by general fund expenditures

**FARE STRUCTURES**

**Express Routes (460-484, 490-493 and 495 run Monday through Friday)**  
**(495 runs weekends)**

<b>Cash Fares</b>	<b>Peak Hours</b>	<b>Nonpeak Hours</b>
Adults (13-64)	\$ 3.25	\$ 2.50
Seniors (65+), Youth (6-12)	\$ 3.25	\$ 1.00
Children (5 and Under)	Free*	Free*
Persons with Disabilities	\$ 1.00	\$ 1.00

\* When Accompanied by paying adult (limit 3)

**Local Routes (420-446, 489, 497, 499 and Red Line run Monday through Friday)**  
**(440, 444, 445 and Red Line run weekends)**

<b>Cash Fares</b>	<b>Peak Hours</b>	<b>Nonpeak Hours</b>
Adults (13-64)	\$ 2.50	\$ 2.00
Seniors (65+), Youth (6-12)	\$ 2.50	\$ 1.00
Children (5 and Under)	Free*	Free*
Persons with Disabilities	\$ 1.00	\$ 1.00

\* When Accompanied by paying adult (limit 3)

Peak Hours: Monday through Friday 6:00 a.m.-9:00a.m. and 3:00p.m.-6:30p.m.

*Note: Minnesota Valley Transit Authority does not have the ability to set fares. Fares are set for the region by the Metropolitan Council.*