



CENTRAL OHIO TRANSIT AUTHORITY

2019 Comprehensive Annual Financial Report

2019

For the Fiscal Years Ending December 31, 2019 and 2018

MOVING
EVERY LIFE FORWARD

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Central Ohio Transit Authority

Comprehensive Annual Financial Report

For the Fiscal Years Ended December 31, 2019 and 2018

<u>Introduction Section</u>	<u>Page</u>
Letter of Transmittal	1
GFOA Certificate of Achievement – 2018	8
Table of Organization	9
Board of Trustees and Administration	10
<u>Financial Section</u>	
Independent Auditors' Report	12
Management's Discussion and Analysis	14
Basic Financial Statements:	
Statements of Net Position	24
Statements of Revenues, Expenses and Changes in Net Position	25
Statements of Cash Flows	26
Notes to Financial Statements	27
Required Supplemental Information	
Schedule of the Authority's Proportionate Share of the Net Pension Liability	48
Schedule of the Authority's Pension Contributions	49
Schedule of the Authority's Proportionate Share of the OPEB Pension Liability	50
Schedule of the Authority's OPEB Contributions	51
Supplemental Schedule:	
Supplemental Schedule of Revenues, Expenses and Changes in Net Position - Budget vs. Actual (Accrual Basis)	52
<u>Statistical Section</u>	
Net Position by Component	54
Statement of Revenues, Expenses and Changes in Net Position	55
Revenues by Source	56
Revenues by Source (Graph Presentation)	57
Revenues and Operating Assistance – Comparison to Industry Trend Data	58
Farebox Revenues vs. Operating Expenses (Graph Presentation)	59
Expenses by Object Class	60
Operating Expenses per Vehicle Hour (Graph Presentation)	61
Operating Expenses – Comparison to Industry Trend Data	62
Legal Debt Margin	63
Ratio of General Bonded Debt to Assessed Value and Net Bonded Debt per Capita	64
Computation of Direct and Overlapping General Obligation Debt	65
Demographic Statistics	66
Personal Income of Franklin County, Ohio	67
Largest Employers Ranked by Number of Central Ohio Employees	68
Fare Rate Structure	69
Operating Statistics	70
Number of Employees and Labor Classification	72
Miscellaneous Statistics	73

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2019 COMPREHENSIVE ANNUAL FINANCIAL REPORT



INTRODUCTION



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July 27, 2020

To Members of the Central Ohio Transit Authority Board of Trustees and the Citizens of Central Ohio:

We are pleased to present our Comprehensive Annual Financial Report (CAFR) of the Central Ohio Transit Authority (COTA) for the year ended December 31, 2019. This CAFR includes financial statements and other financial and statistical data which conforms to generally accepted accounting principles in the United States of America (GAAP) and in conformance with standards of financial reporting as established by the Government Finance Officers Association of the United States and Canada (GFOA).

COTA's Finance Division is responsible for the accuracy of the data and the completeness and fairness of the presentation, including all disclosures. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to fairly present the financial position and results of operations of COTA. COTA is responsible for establishing and maintaining an internal control structure designed to protect its assets from loss, theft or misuse. The internal control structure is designed to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived and that the valuation of costs and benefits requires estimates and judgments by management.

We believe the data presented is accurate in all material aspects and that all disclosures necessary to enable the reader to acquire the maximum understanding of the Authority's financial activity have been included.

Clark Schaefer Hackett has issued an unmodified ("clean") opinion on COTA's financial statements for the year ended December 31, 2019. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the Authority's financial statements for the year ended December 31, 2019 are fairly presented in conformity with GAAP. The Independent Auditor's Report is presented as the first component of the financial section of this report.

COTA participates in the federal single audit program, which consists of a single audit of all federally-funded programs administered by COTA. As a requirement for continued funding eligibility, participation in the single audit program is mandatory for most local governments, including COTA. The single audit, performed by Clark Schaefer Hackett met the requirements set forth by the State of Ohio, and the audit requirements of Title 2 "U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards" (Uniform Guidance).

GAAP requires that management provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This Letter of Transmittal is designed to complement the MD&A and should be read in conjunction with it. COTA's MD&A can be found immediately following the Independent Auditor's Report.

REPORTING ENTITY

General

COTA is an independent political subdivision of the State of Ohio with its own taxing power. It was established by an agreement executed on February 17, 1971 with Franklin County and the cities of Bexley, Columbus, Gahanna, Grandview Heights, Grove City, Hilliard, Reynoldsburg, Upper Arlington, Westerville, Whitehall and Worthington. In 2008, an amended agreement added the city of Dublin to COTA.

COTA is not dependent upon appropriations from any political subdivision for local funding. It is empowered by Ohio Revised Code to issue general obligation debt secured by its own taxing power.

Governance

COTA is governed by a Board of Trustees vested by Ohio law with the powers necessary to manage COTA. The legislation and agreements establish that COTA provide for a 13-member board serving overlapping three-year terms. Board membership is apportioned as follows: City of Columbus, seven members; Franklin County, two members; and four members prorated among the eleven municipal corporations including Bexley, Dublin, Gahanna, Grandview Heights, Grove City, Hilliard, Reynoldsburg, Upper Arlington, Westerville, Whitehall and Worthington. The appointments of the members within the group rotate among the municipal corporations. Members are appointed by the Mayor of the appropriate municipal corporation with the consent of its City Council. The Franklin County Board of Commissioners appoints the Franklin County representatives.

Administration

The President/CEO, who is appointed by the Board, directs the administration of COTA, subject to the policies and supervision of the Board. The President/CEO selects the senior leadership team. A Table of Organization depicting the key functional responsibilities is shown on page 9 of the introductory section.

Services Provided

COTA provides public transportation services within 562 square miles of Franklin County as well as in portions of Delaware, Fairfield, Licking and Union counties. In 2019, service included 42 Frequent, Standard and Rush Hour routes, mainstream services, and special services such as the CBUS downtown circulator, CMAX Bus Rapid Transit, AirConnect (providing service to John Glenn International Airport), the Zoo Bus (providing service to the Columbus Zoo and Aquarium), Bus it to the Buckeyes (providing services to all home Ohio State University football games), and expanded service to Red White and Boom!, Central Ohio's Independence Day celebration. Additionally, COTA expanded its' services in 2019 to include on-demand microtransit through COTA//Plus and COTA Mainstream On-Demand.

Generally, COTA makes improvements and adjustments to its fixed-route system three times a year. These changes are based on four key areas – increased service frequency, expanded service area coverage, expanded hours of operation and decreased travel times. These changes occur in January, May and September. At the end of 2019, COTA operated 1,231,472 annualized scheduled service hours based on fixed-route services.

Expanding and modernizing COTA’s fleet of passenger coaches is an essential component toward initiating these improvements. At the end of 2019, there were 322 fixed-route buses in COTA’s fleet, with 184 being eco-friendly hybrids or powered by compressed natural gas (CNG). A 12-year conversion program that began in 2013 will phase all diesel-powered, fixed-route buses out of the fleet.

Mainstream is a demand-response, shared-ride paratransit service available to individuals whose disabilities prevent them from accessing COTA’s fixed-route bus system. Mainstream provides transportation when a customer’s origin and destination addresses are within three-quarters of a mile of an operating fixed-route line. The contracted service for Mainstream operates during the same hours as fixed-route bus service. Individuals wishing to use the service must complete an eligibility process and obtain an Americans with Disabilities Act (ADA) ID card. Certified customers must maintain their eligibility by recertifying every three years.

In 2019, COTA provided over 19.1 million rides, representing the highest ridership level since 1988.

Major Initiatives

COTA’s major initiatives are organized around safety, innovation and the customer experience. Highlights of accomplishments and new initiatives undertaken in 2019 are detailed below.

Strategic Plan

In July, the Board of Trustees passed a resolution to adopt the *Moving Every Life Forward* Strategic Plan for 2019 – 2024 (Plan). The plan was a result of collaborative research, interviews and discussions with hundreds of individuals, community organizations, peer transit agencies and COTA Board members and employees, delivering a diverse and innovative set of ideas to serve as the basis for transforming and advancing mobility in the region.

As part of the approved plan, COTA’s vision and mission statements were updated to reflect our integral role in the social and economic well-being of Central Ohio.

VISION: To move every life forward

MISSION: We provide solutions that connect people to prosperity through innovation, dedication and teamwork

At the center of COTA’s Strategic Plan is a commitment to Equity, Diversity and Inclusion. By embracing diverse and inclusive ideas, COTA will drive creativity, innovation and engagement across the organization, developing a stronger and more effective workforce and more comprehensive services to meet the needs of COTA’s customers.

The plan includes four Guiding Principles that link directly to equity, diversity and inclusion and drive the initiatives that will make the plan a reality. Those are:

- Improve the Customer Experience; to serve current and future customers and deliver an experience that is easy to use, reliable and convenient.
- Provide Mobility Option: to enhance service delivery to customers through partnerships with innovative organizations.
- Prioritize the Use of Data and Analytics: to make better decisions, enhance services and enhance safety.
- Achieve Organizational Excellence: to make COTA employee focused, collaborative and innovative.

Connector

In October, COTA unveiled a mobile payment option, COTA//Connector, providing occasional customers an option for a convenient, secure and cashless form of paying for and boarding COTA's fixed-route mass transit service. Between October and December, Connector was the payment option of choice for 49,000 rides.

A new, modern Customer Experience Center

Enhancing the customer experience from the moment a fare is purchased to the moment a destination is reached is one of our most important endeavors. In November, 2019, COTA unveiled the Customer Experience Center (CEC), a welcoming space that connects customers to mobility solutions through innovation and personal engagement.

COTA//Plus

In mid-2019, COTA launched its first on-demand microtransit pilot, connecting fixed-route customers to destinations within a zone in Grove City, a growing suburb southwest of Columbus. Customers within the zone can hail a vehicle using the COTA//Plus app and within minutes their ride will arrive. This service fills first and last mile gaps and allows customers to easily access critical destinations, including Mount Carmel Grove City Hospital, the Mid-Ohio Food Collective, dozens of employers and retail centers.

Mainstream On-Demand

Mainstream On-Demand was initiated in 2019 and provides extended services to our certified Mainstream customers. Same-day, direct travel beyond the traditional three-quarter-mile zone is available for a higher fare. Trips may be requested with as little as one-hour notice between 5:30am and 10:00pm on weekdays and 7:30am and 7:30pm on weekends. This service exceeds the federal ADA mandate and is operated by TNC-style subcontractors.

Fields Avenue Facility Improvements

Located at 1333 Fields Avenue is one of COTA's two fixed-route bus operations and maintenance facilities. In 2019 construction was started on a multi-year modernization and retrofit project to convert this major facility from a diesel fuel based operation to CNG. This conversion consists of the construction of a new CNG fueling station and the safety enhancements required to make the existing operation and maintenance facility compliant to service CNG fueled vehicles. In addition to these CNG related components, other building and maintenance equipment will be updated including the roof, bus wash, several bus lifts, and facilities for personnel. This project will be completed in the first quarter of 2021.

ECONOMIC OUTLOOK

As the most populous city in Ohio, Columbus is only one of two major municipalities in the state that experienced a population growth between 2018 and 2019. This growth has attributed to the strong local economy going into 2020. In light of COTA's reliance on sales tax revenue, the economy of the Central Ohio region is critical to funding the mobility services provided to the community. The region's economy consists largely of professional and service sectors with a focus on education, healthcare, finance, insurance and banking.

In March 2020, the economy was significantly stalled as a result of the COVID-19 pandemic. Stay-at-home orders in place between March 23, 2020 and May 1, 2020 severely crippled the economy. The impact of COVID, and in particular unemployment and consumer spending, is exemplified in sales tax receipts received by COTA during the first half of 2020. Year-to-date (YTD) receipts through May reflected a 3.3% increase over 2019 collections. However, YTD receipts through June reflected a minimal 0.1% increase over 2019, with June reflecting a 15% decrease over 2020. That decrease is expected to continue given that sales tax receipts received by COTA reflect spending activity approximately three months in arrears.

The financial stewardship demonstrated by the Board of Trustees and of COTA leadership past and present has resulted in the Authority's strong financial position. The financial challenges brought upon by COVID and expected for the foreseeable future are met with sufficient resources to continue providing much needed essential services during this time of need.

The Board of Trustees and the Leadership Team of COTA continue to closely monitor the regional and local economy for impacts on COTA's financial position.

FISCAL POLICIES AND PROCEDURES

Internal Control Structure

The management of COTA is responsible for establishing and maintaining an adequate internal control structure. Internal accounting controls are designed to ensure that COTA's assets are protected from loss, theft or misuse and that adequate accounting data are compiled to allow for the preparation of the financial statements in conformity with GAAP. The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of the control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits require estimates and judgment by management.

We believe COTA's internal control structure adequately safeguards assets and provides reasonable assurance of proper recording of financial transactions. Because of inherent limitations in any internal control structure, errors or irregularities nevertheless may occur and not be detected. Also, projection of any evaluation of the system to future periods is subject to the risk that procedures may become inadequate because of changes in conditions or the degree of compliance with the procedures may deteriorate.

Basis of Accounting

COTA's financial records are maintained on the accrual basis of accounting. The activities are accounted for in a single enterprise, proprietary-type, fund. Additional information on COTA's accounting policies can be found in Note 2 in the Notes to the Financial Statements located on page 27.

Budgetary Controls

In addition to internal accounting controls, COTA maintains budgetary controls. The objective of these budgetary controls is to ensure compliance with legal provisions embodied in the annual appropriation resolution approved by the Board of Trustees. This resolution is approved by the Board of Trustees in a public meeting, typically held in the month preceding a new fiscal year. Amendments to the annual appropriations, if needed, are approved by the Board of Trustees in a public meeting(s) throughout the fiscal year. The annual budget is prepared to support projects and initiatives identified as part of the Authority's strategic plan.

Management control for the budget is maintained by not permitting total expenditures to exceed total appropriations without approval of the Board of Trustees. It is the responsibility of each Division to administer its operations in a manner to ensure that the use of funds is consistent with the goals and programs authorized by the Board of Trustees. Financial statements prepared on a budgetary basis, in accordance with generally-accepted accounting principles, have been provided on page 52 to demonstrate budgetary compliance.

OTHER INFORMATION

Use of This Report

This report is published to provide to the Board of Trustees, as well as to Central Ohio residents and other interested persons, detailed information concerning the financial condition of COTA. We believe the information, as presented, is accurate in all material respects; that it is presented in a manner designed to fairly set forth the financial activity of the Authority; and that all disclosures necessary to enable the reader to gain the maximum understanding of the COTA's financial activity have been included. Copies of this report will be available on COTA's website at www.cota.com.

2019 Awards and Recognition

COTA is proud to have been recognized locally and nationally in 2019.

In October, the Mid-Ohio Regional Planning Commission (MORPC) awarded the C-Pass program with the Collaborative Achievement in Sustainability Award. The partnership between the Capital Crossroads Special Improvement District, MORPC, and COTA has transformed the way that people commute to and from Downtown using COTA services.

The Healthy Business Council of Ohio recognizes Ohio employers that have demonstrated a commitment to their employees' health by providing comprehensive worksite health promotion and wellness programs. In December, the Council awarded COTA the Healthy Worksite Award.

COTA was recognized by the Columbus Young Professional Club as a Wonderful Workplace for Young Professionals.

The GFOA awarded a *Certificate of Achievement for Excellence in Financial Reporting* to COTA for its CAFR for the fiscal year ended December 31, 2018. The Certificate of Achievement is the highest form of recognition for excellence in financial reporting. This was the 30th consecutive year that COTA has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized CAFR. This report must satisfy both GAAP and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current CAFR 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.

Acknowledgments

This comprehensive annual financial report was made possible by the dedicated efforts of the entire Finance Division, and in particular Joseph Homan, CPA, Chief Accountant and Kelli Cannon, CPA, Accounting and Reporting Manager. Our sincere appreciation is extended to each of them, and the others throughout the organization, whose efforts have made this report possible.

Sincerely,



Joanna M. Pinkerton
President/CEO



Angel L. Mumma
Chief Financial Officer



Government Finance Officers Association

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

Presented to

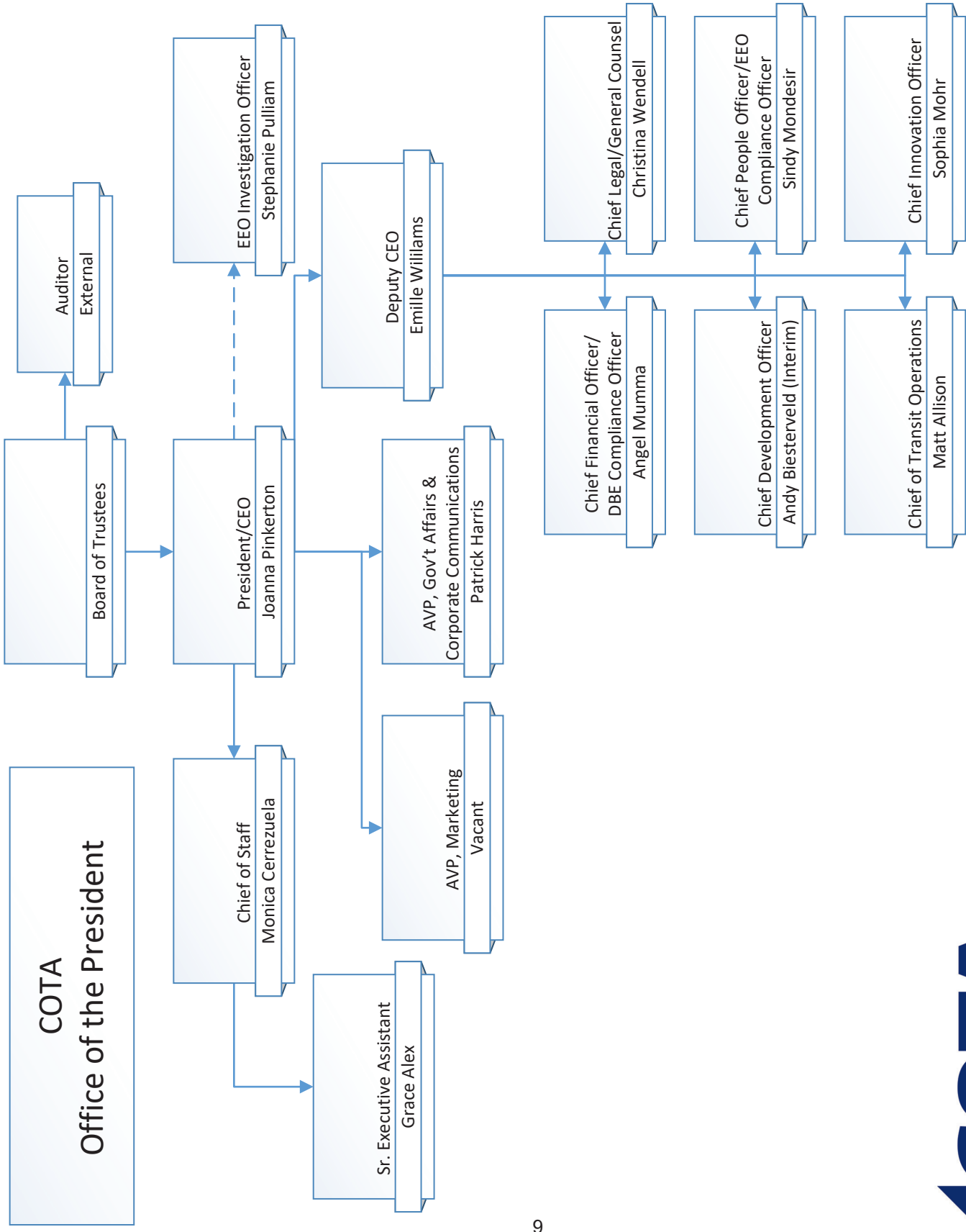
Central Ohio Transit Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2018

Christopher P. Morrill

Executive Director/CEO





BOARD OF TRUSTEES

As of December 31, 2019

Chair	Trudy A. Bartley Appointed by the City of Columbus
Vice-Chair	Craig P. Treneff Appointed by Franklin County
Trustee	Jean Carter Ryan Appointed by the City of Columbus
Trustee	Michael Stevens Appointed by the City of Columbus
Trustee	Cathy DeRosa Appointed by the City of Dublin
Trustee	Thomas Grote Appointed by the City of Gahanna
Trustee	Amy M. Landino Appointed by the City of Columbus
Trustee	Marlon Moore Appointed by the City of Columbus
Trustee	Timothy Skinner Appointed by the City of Columbus
Trustee	Steven D. Gladman Appointed by City of Grandview Heights
Trustee	Kumi Walker Appointed by City of Bexley
Trustee	Regina R. Ormond Appointed by City of Columbus

ADMINISTRATION

President/CEO	Joanna Pinkerton	Deputy CEO	Emille Williams
Chief Financial Officer	Angel L. Mumma	Chief of Transit Operations	Matthew Allison
Chief People Officer	Sindy Mondesir	Chief Development Officer (Interim)	Andrew Biesterveld
Chief Legal/General Counsel	Christina Wendell	Chief Innovation Officer	Sophia Mohr
AVP, Gov't Affairs/Corp. Comm.	Patrick Harris		

2019 COMPREHENSIVE ANNUAL FINANCIAL REPORT



FINANCIALS



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INDEPENDENT AUDITORS' REPORT

Board of Trustees
Central Ohio Transit Authority
33 North High Street
Columbus, Ohio 43215

Report on the Financial Statements

We have audited the accompanying financial statements of the Central Ohio Transit Authority (the Authority), as of and for the years ended December 31, 2019 and 2018, and the related notes to the financial statements, which collectively comprise the 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.

Auditors' Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the 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.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Central Ohio Transit Authority as of December 31, 2019 and 2018, and the changes in its financial position and its cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Subsequent Event Footnote

As discussed in Note 14 to the financial statements, the financial impact of the COVID-19 pandemic and the ensuing emergency measures will impact subsequent periods of the Authority. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

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

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The introductory section, supplemental budget versus actual schedule, and the statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The supplemental budget versus actual schedule is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplemental budget versus actual schedule is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated July 27, 2020 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Clark, Schaefer, Hackett & Co.

Springfield, Ohio
July 27, 2020

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2019 and 2018

As the management of the Central Ohio Transit Authority (the Authority or COTA), we offer readers of the Authority's basic financial statements this narrative overview and analysis of the financial activities of the Authority for the years ended December 31, 2019 and 2018. This discussion and analysis is designed to assist the reader in focusing on significant financial issues and activities and identifying any significant changes in financial position. We encourage readers to consider the information presented here, in conjunction with the basic financial statements and notes to the financial statements, which follows this section and provides more specific detail

Overview of Financial Highlights

- The Authority has net position of \$318.7 million. Of this amount, \$235.7 million is invested in capital assets, net of accumulated depreciation.
- The Authority's net position decreased by \$17.0 million in 2019 mainly due to increases in the Authority's proportionate share of the net pension and OPEB liabilities.
- Current assets of \$220.4 million consist of cash and cash equivalents of \$149.6 million, receivables of \$51.8 million (sales tax receivables of \$36.2 million, federal capital grant receivable of \$13.2 million, other receivables of \$1.6 million), inventory of \$4.6 million, Board designated assets of \$13.2 million and other assets of \$1.2 million.
- Current liabilities of \$18.9 million primarily consist of accrued payroll and fringe benefits of \$9.1 million, and accounts payable of \$5.8 million.
- The Authority's long-term liabilities of \$166.1 million primarily consists of the net pension liability and net OPEB liability of \$110.4 million and \$53.4 million, respectively.

Basic Financial Statements and Presentation

The financial statements presented by the Authority are the Statements of Net Position, the Statements of Revenues, Expenses and Changes in Net Position and the Statements of Cash Flows. These statements are presented using the economic resources measurement focus and the accrual basis of accounting. The Authority is structured as a single enterprise fund with revenues recognized when earned and measurable, not when received. Expenses are recognized when they are incurred, not when paid. Capital assets are capitalized and depreciated, except land and construction in progress, over their estimated useful lives.

The Statements of Net Position on page 24 presents information on all of the Authority's assets, deferred outflows of resources, liabilities and deferred inflows of resources with the difference between these reported as net position. Over time, increases and decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The Statements of Revenues, Expenses and Changes in Net Position, on page 25, present information showing how the Authority's net position changed during the year. These statements summarize operating revenues and expenses along with non-operating revenues and expenses. In addition, these statements list capital grant revenues received from federal and state/local governments.

The Statements of Cash Flows on page 26 allow financial statement users to assess the Authority's adequacy or ability to generate sufficient cash flows to meet its obligations in a timely manner. These statements are classified into four categories: 1) cash flows from operating activities, 2) cash flows from non-capital financing activities, 3) cash flows from capital and related financing activities, and 4) cash flows from investing activities.

CENTRAL OHIO TRANSIT AUTHORITY
Management's Discussion and Analysis
Years Ended December 31, 2019 and 2018

Notes to the Financial Statements

The notes to the financial statements provide additional information that is essential to full understanding of the data provided in the financial statements. The notes to the financial statements are on pages 27-47.

Financial Analysis of the Authority

Condensed Summary of Net Position

The Authority's comparative analysis of the condensed summary of Net Position is as follows:

Description	2019	2018	2017
Assets			
Current Assets	\$ 207,186,510	\$ 221,624,227	\$ 215,787,832
Board Designated Assets (current)	13,221,556	6,570,941	5,581,092
Total Current Assets	<u>220,408,066</u>	<u>228,195,168</u>	<u>221,368,924</u>
Board Designated Assets (non-current)	15,978,630	15,612,684	15,311,310
Capital Assets (net of accumulated depreciation)	<u>235,687,233</u>	<u>223,016,793</u>	<u>240,968,475</u>
Total Non-Current Assets	<u>251,665,863</u>	<u>238,629,477</u>	<u>256,279,785</u>
Total Assets	472,073,929	466,824,645	477,648,709
Deferred Outflows of Resources	42,313,055	30,083,645	38,718,584
Liabilities			
Current Liabilities	18,854,088	17,011,413	18,636,616
Non-Current Other Liabilities	2,389,144	2,403,837	2,978,062
Net Pension Liability	110,351,252	71,271,333	92,665,735
Net OPEB Liability	<u>53,405,611</u>	<u>50,100,594</u>	<u>-</u>
Total Liabilities	<u>185,000,095</u>	<u>140,787,177</u>	<u>114,280,413</u>
Deferred Inflows of Resources	10,720,765	20,437,708	551,501
Net Position			
Net Position Investment in Capital Assets	235,687,233	223,016,793	240,968,475
Net Position Unrestricted	<u>82,978,891</u>	<u>112,666,612</u>	<u>160,566,904</u>
Total Net Position	<u>\$ 318,666,124</u>	<u>\$ 335,683,405</u>	<u>\$ 401,535,379</u>

Note: December 31, 2017 balances have not been restated to reflect the impact of GASB Statement No. 75 because the information is not available to calculate the change in the Authority's net position for those years.

The net pension liability (NPL) is reported pursuant to GASB 68, "Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement 27" and the Other Postemployment Benefits (OPEB) are reported in accordance with GASB Statement 75, "Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions". These two standards significantly revised accounting for costs and liabilities related to pension and OPEB plans. For reasons discussed below, many end users of this financial statement will gain a clearer understanding of the Authority's actual financial condition by adding deferred inflows related to pension and OPEB, the net pension liability and the net OPEB liability to the reported net position and subtracting deferred outflows related to pension and OPEB.

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2019 and 2018

Governmental Accounting Standards Board standards are national and apply to all government financial reports prepared in accordance with generally accepted accounting principles. Prior accounting for pensions (GASB 27) and postemployment benefits (GASB 45) focused on a funding approach. This approach limited pension and OPEB costs to contributions annually required by law, which may or may not be sufficient to fully fund each plan's net pension liability or OPEB liability. Both GASB 68 and GASB 75 take an earnings approach to pension and OPEB accounting; however, the nature of Ohio's statewide pension/OPEB plans and state law governing those systems requires additional explanation in order to properly understand the information presented in these statements.

GASB 68 and GASB 75 required the net pension liability and the net OPEB liability to equal the Authority's proportionate share of each plan's collective:

1. Present value of estimated future pension/OPEB benefits attributable to active and inactive employees' past service
2. Minus plan assets available to pay these benefits

GASB notes that pension and OPEB obligations, whether funded or unfunded, are part of the "employment exchange" – that is, the employee is trading his or her labor in exchange for wages, benefits, and the promise of a future pension and other postemployment benefits. GASB noted that the unfunded portion of this promise is a present obligation of the government, part of a bargained-for benefit to the employee and should accordingly be reported by the government as a liability since they received the benefit of the exchange. However, the Authority is not responsible for certain key factors affecting the balance of these liabilities. In Ohio, the employee shares the obligation of funding pension benefits with the employer. Both employer and employee contribution rates are capped by State statute. A change in these caps requires action of both Houses of the General Assembly and approval of the Governor. Benefit provisions are also determined by State statute. The Ohio Revised Code permits, but does not require, the retirement systems to provide healthcare to eligible benefit recipients. The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits.

The employee enters the employment exchange with the knowledge that the employer's promise is limited not by contract but by law. The employer enters the exchange also knowing that there is a specific, legal limit to its contribution to the retirement systems. In Ohio, there is no legal means to enforce the unfunded liability of the pension/OPEB plan as against the public employer. State law operates to mitigate/lessen the moral obligation of the public employer to the employee, because all parties enter the employment exchange with notice as to the law. The pension system is responsible for the administration of the plan.

Most long-term liabilities have set repayment schedules or, in the case of compensated absences (i.e. sick and vacation leave), are satisfied through paid time-off or termination payments. There is no repayment schedule for the net pension liability or the net OPEB liability. As explained above, changes in benefits, contribution rates, and return on investments affect the balance of these liabilities but are outside the control of the local government. In the event the contributions, investment returns, and other changes are insufficient to keep up with required payments, State statute does not assign/identify the responsible party for the unfunded portion. Due to the unique nature of how the net pension liability and the net OPEB liability are satisfied, these liabilities are separately identified within the long-term liability section of the statement of net position.

In accordance with GASB 68 and GASB 75, the Authority's statements include an annual pension expense and an annual OPEB expense for their proportionate share of each plan's change in net pension liability and net OPEB liability, respectively, not accounted for as deferred inflows/outflows.

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2019 and 2018

Most of the Authority's Net Position reflects investment in capital assets such as buses, maintenance equipment, and operating facilities. The Authority uses these capital assets to provide public transportation services for Franklin County and portions of the cities of Columbus, Dublin, Reynoldsburg, and Westerville that are located in counties adjacent to Franklin County. The Authority's investment in capital assets as of December 31, 2019 amounts to \$235.7 million. This investment in capital assets includes land, buildings and improvements, revenue vehicles, transit centers, other equipment, and projects in progress (net of accumulated depreciation). The increase in COTA's investment in capital assets in 2019 was \$12.7 million.

Major capital asset events during 2019 included the following:

- Purchase of 27 Heavy Duty CNG Transit Bus and 20 Paratransit Vehicles
- Sale of 16 Heavy Duty CNG Transit Bus and 21 Paratransit Vehicles

Contributions to construction in progress including the following projects:

- Fields Avenue Renovation
- Downtown Building Improvements
- Development of Information Technology Systems and Infrastructure

Additional information on the Authority's capital assets can be found in Note 6, page 34 in the Notes to the Financial Statements.

The Authority's current assets at the end of 2019 are composed of cash and cash equivalents (73.9%), receivables (23.5%), inventory (2.1%), and other assets (0.5%) consisting predominately of prepaid expenses.

In 2019, the Authority's total liabilities, other than net pension and net OPEB liabilities, increased \$1.8 million due to timing of accruals and large increase in payables related to capital assets at year end. The increase in net pension liability of \$39.1 million and the increase in the net OPEB liability of \$3.3 million were due to the Authority reporting its proportionate share of the State-wide pension system for the year using 2018 as the measurement year.

Expenses by Functional Category

The Statements of Revenues, Expenses and Changes in Net Position are presented on the next page with explanations and analysis. The Authority's operating expenses, excluding leases and rentals and depreciation, can be classified by functional category as defined by the Authority's National Transit Database Report (NTDR) and are summarized in the following table:

Description	2019	2018	2017
Vehicle Operations	\$ 92,751,877	\$ 85,742,386	\$ 82,556,517
Vehicle Maintenance	32,050,147	27,635,618	25,471,563
Facilities Maintenance	8,760,703	8,085,662	9,322,109
General and Administrative	36,490,242	33,218,305	26,695,646
	<u>\$ 170,052,969</u>	<u>\$ 154,681,971</u>	<u>\$ 144,045,835</u>

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2019 and 2018

Condensed Summary of Revenues, Expenses and Changes in Net Position:

Description	2019	2018	2017
Operating Revenues			
Passenger Fare Revenues	\$ 18,208,917	\$ 18,576,996	\$ 18,816,434
Special Services Revenue	822,880	845,027	871,821
Total Operating Revenues	<u>19,031,797</u>	<u>19,422,023</u>	<u>19,688,255</u>
Non-Operating Revenues			
Sales Tax Revenues	135,701,616	131,382,944	129,143,144
Federal Operating Assistance	436,008	395,402	112,616
State Operating Assistance	748,250	1,867,863	8,007,414
Investment Income	3,976,278	3,311,564	1,593,939
Non-transportation and Other Revenues	1,557,032	1,221,237	979,088
Total Non-Operating Revenues	<u>142,419,184</u>	<u>138,179,010</u>	<u>139,836,201</u>
Total Revenue before Capital Grants	<u>161,450,981</u>	<u>157,601,033</u>	<u>159,524,456</u>
Operating Expenses			
Labor	64,771,226	59,789,565	57,545,900
Fringe Benefits	56,782,782	52,982,981	47,905,632
Materials and Supplies and Fuel	18,607,643	16,846,649	14,169,982
Purchased Transportation	8,778,525	7,869,240	7,668,883
Services	14,505,867	10,903,982	11,254,073
Other Expenses	6,780,261	6,445,123	5,674,390
Depreciation Expense	29,499,960	29,450,716	27,672,894
Total Operating Expenses	<u>199,726,264</u>	<u>184,288,256</u>	<u>171,891,754</u>
Non-Operating Expenses			
Loss on Disposal of Capital Assets	74,904	374,350	692,088
Regional Transit Subsidy	3,585,334	953,233	1,038,096
Non-Operating Project Expense	289,012	667,688	4,409,245
Total Non-Operating Expense	<u>3,949,250</u>	<u>1,995,271</u>	<u>6,139,429</u>
Change before Capital Grants	(42,224,533)	(28,682,494)	(18,506,727)
Capital Grant Revenues			
Federal	25,015,028	3,319,148	36,246,455
Local	192,224	127,839	3,572,161
Total Capital Grant Revenues	<u>25,207,252</u>	<u>3,446,987</u>	<u>39,818,616</u>
Change in Net Position during the Year	<u>\$ (17,017,281)</u>	<u>\$ (25,235,507)</u>	<u>\$ 21,311,889</u>

Note: December 31, 2017 balances have not been restated to reflect the impact of GASB Statement No. 75 because the information is not available to calculate the change in the Authority's net position for those years.

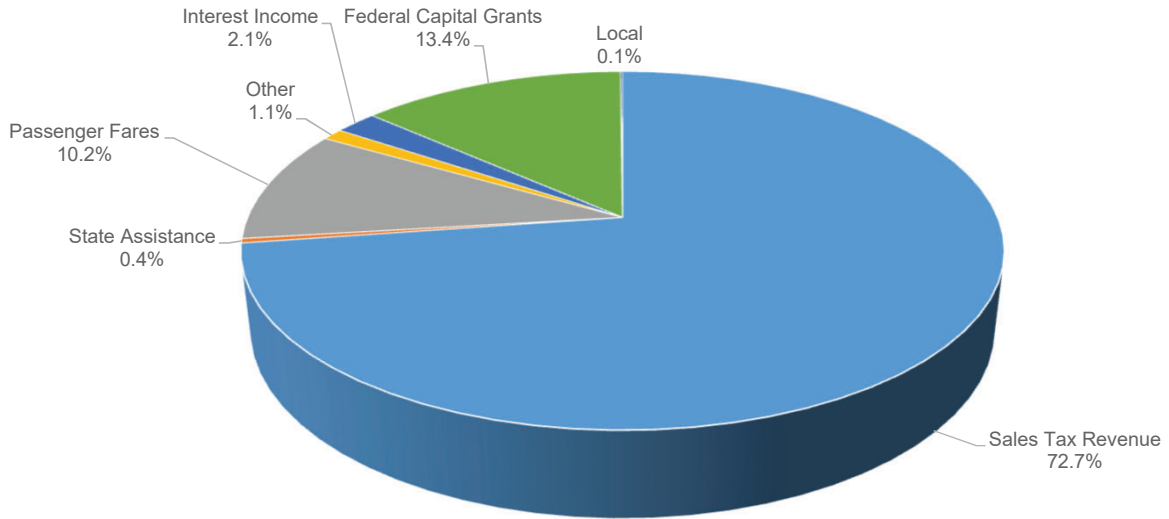
Requests for Information

This financial report is designed to provide a general overview of the Central Ohio Transit Authority's financial status and performance. Questions concerning any of the information provided in this report or requests for additional information should be addressed to:

Office of Chief Financial Officer
Central Ohio Transit Authority
William J. Lhota Building
33 N. High Street
Columbus, OH 43215
www.cota.com

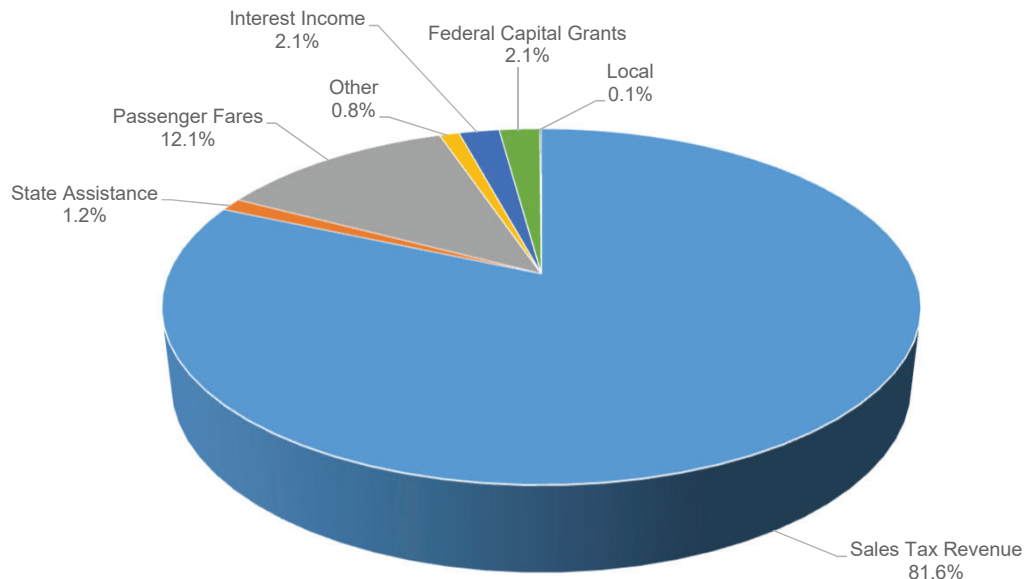
CENTRAL OHIO TRANSIT AUTHORITY Revenues by Source

**2019 Total Revenues
\$186,658,233**



- Sales Tax Revenue ■ State Assistance ■ Passenger Fares ■ Other
- Interest Income ■ Federal Capital Grants ■ Local

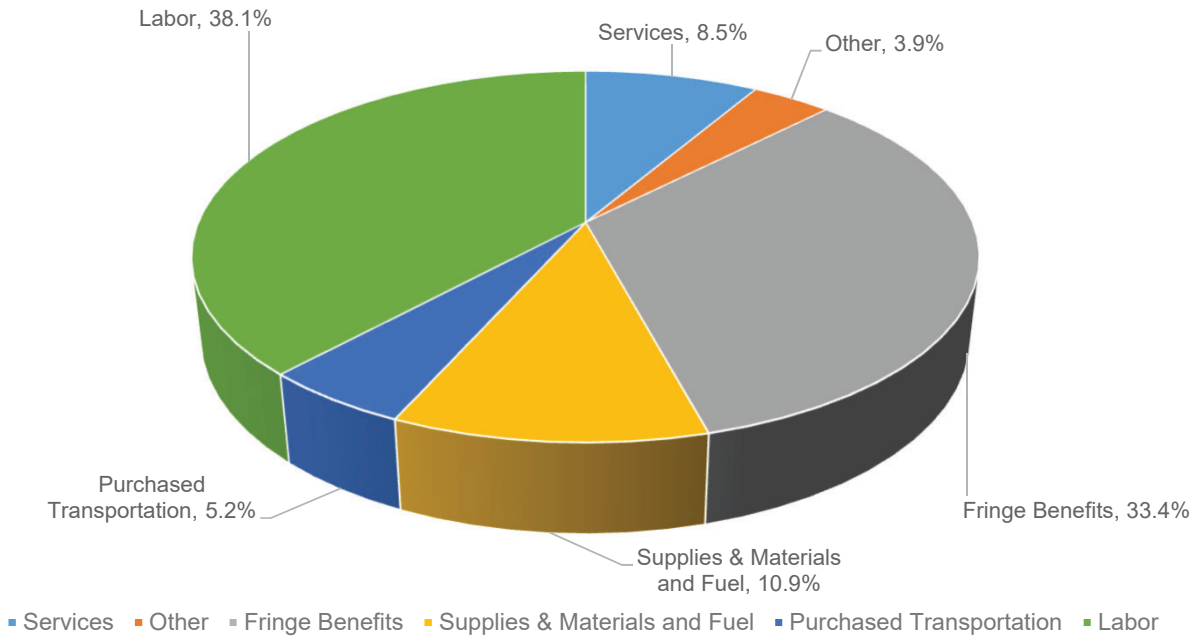
**2018 Total Revenues
\$161,048,020**



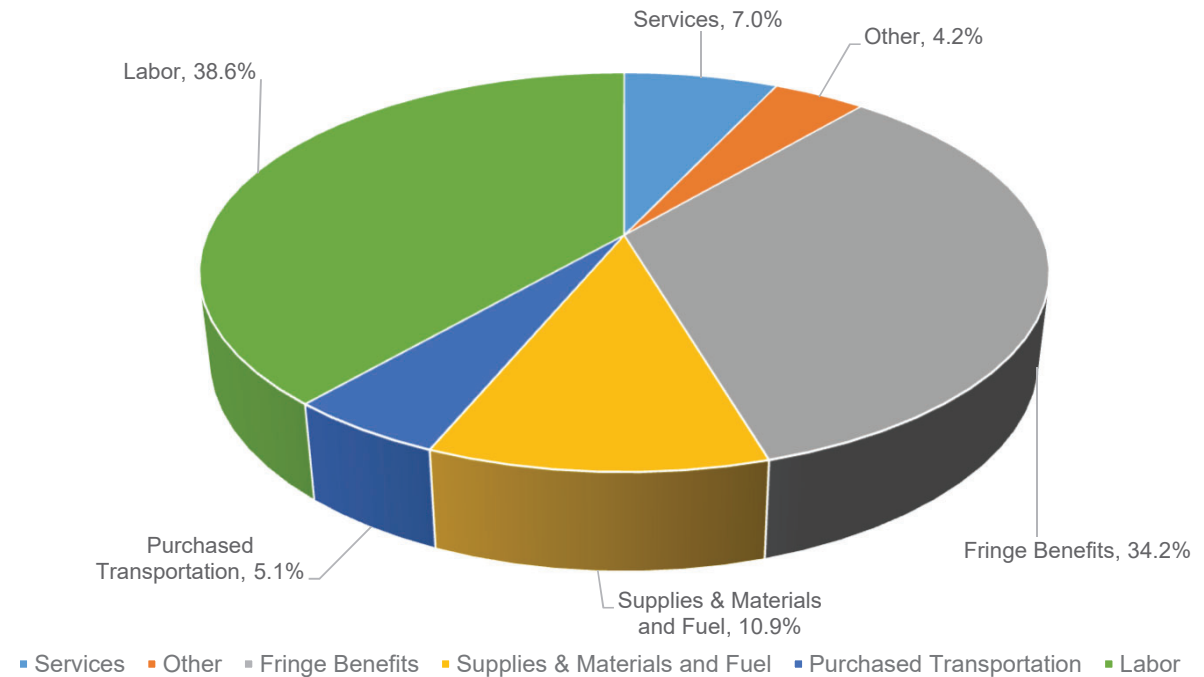
- Sales Tax Revenue ■ State Assistance ■ Passenger Fares ■ Other
- Interest Income ■ Federal Capital Grants ■ Local

CENTRAL OHIO TRANSIT AUTHORITY
Operating Expense by Object Class
(Excluding Depreciation)

2019 Total Expenses
\$170,226,304



2018 Total Expenses
\$154,837,540



CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2019 and 2018

Revenues

For purposes of this presentation, the Authority groups its operating revenues into the following categories:

Passenger Fares are comprised of farebox revenues and special services revenues. When compared to 2018, the 2019 farebox revenue is down 2.0% driven by a decrease in sales of monthly passes. Fare revenue in 2018 was down 1.3% when compared to 2017 driven by decrease in ridership.

Sales Tax Revenues are received from a permanent ¼% sales tax levy approved by voters in November 1999 and a temporary ¼% sales tax levy approved by voters in November 2016 applicable to the Authority's service area for a ten-year period. In 2019, 2018, and 2017, the Authority saw a 3.3%, 1.7% and -2.0% change in sales tax revenue, respectively.

Federal Assistance is received from the Federal Transit Administration (FTA). In 2019, 2018, and 2017, COTA received operating assistance through §5310 to offset the cost of mobility services.

Federal Capital Grants are received from the Federal Transit Administration (FTA). Eligible expenditures fall into two general categories: capital expenditures and other expenditures which are limited to specific programs. The Authority's funding, as authorized in the *Moving Ahead for Progress in the 21st Century*, (MAP-21), comes primarily from §5307 which is the Urbanized Area Formula Program. The Authority utilizes these funds primarily for capital programs, transit improvements and enhancements. In 2019, 2018, and 2017, the Authority's §5307 funding allocation increased 4.0%, 4.0%, 3.7%, respectively.

State Assistance is the combination of two (2) revenue sources. 1.) The reimbursement of Ohio State fuel taxes. COTA is required to remit state taxes on diesel fuel but is refunded \$0.27 of the \$0.28 per gallon paid. 2.) In 2017, State Assistance also included transitional aid for loss of sales tax revenue from Medicaid health insuring corporations (MHIC).

Investment Income is earned on invested funds. In 2019, 2018, and 2017, the Authority recognized 20.1%, 107.8%, and 75.7% change, respectively in investment income. These changes are directly impacted by increasing interest rates and cash balances.

Non-Transportation and Other Revenue consists of auxiliary transportation and non-transportation revenue. Non-transportation revenue includes miscellaneous income items such as rental income. In 2019, 2018, and 2017 respectively, the Authority recognized a 27.5%, 24.7% and 0.9% change in Non-Transportation and Other Revenue. In 2019, the increase was due to the Authority receiving one-time reimbursement payments for information technology improvements to the vehicle fleet from the Smart Columbus program.

Local Grant Funding in 2017 was a one-time capital grant for a public-public partnership between the City of Columbus and COTA related to the CNG Satellite station. This funding made up 1.8% of COTA's 2017 total revenue.

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2019 and 2018

Expenses

Labor includes hourly wages paid to union represented employees (bus operators, mechanics and facility maintenance personnel), and salaries and wages paid to administrative staff (clerical, supervisory and management personnel). In 2019 and 2018, the Authority recognized an 8.3% and 3.9% increase, respectively, in labor expense. In both years, the increase in labor was the result of scheduled increases related to the Authority's collective bargaining units and those provided to non-union staff. Additionally, in an effort to support expanded service to the community, in 2019, COTA made a number of staff changes contributing to the increase in labor costs.

Fringe Benefits consist primarily of vacation, sick and holiday pay, pension and OPEB expenses and employee medical benefits. Required employer contributions to OPERS were made at the rate of 14% of total gross taxable wages. The 2019, 2018, and 2017 fringe benefits increased by 7.2%, 10.6% and 33.9%, respectively. The increases are not proportionate to the increase in labor expense due to pension and OPEB expense adjustments required by GASB Statements No. 68 and 75.

Materials and Supplies include the Authority's diesel fuel expense and parts used to maintain buses and facilities. In 2019, 2018, and 2017, the Authority recognized a 6.2%, 39.5% and -23.5% change, respectively, in fuel expenses incurred. The increase in 2019 was due to increases in the commodity pricing, offset by the lower cost of natural gas. In 2018, the commodity pricing and the cost of natural gas both saw increases. The decrease in 2017 was due to the lower cost of natural gas, offset by favorable commodity pricing. In 2019, 2018, and 2017, materials and supplies (excluding fuel) increased 12.4%, 11.4%, and 14.9%, respectively. The majority of the material and supply costs for the Authority are related to parts for the repair and maintenance of revenue buses and materials used to maintain Authority owned facilities. Increased material and supply costs, exclusive of fuel, are directly related to service expansions year over year.

Purchased Transportation expenses are amounts paid to private local contractors for the Authority's door-to-door Project Mainstream service. Project Mainstream provides service-on-demand in minibuses equipped with wheelchair lifts for persons with disabilities. Contracted costs are based on a fixed fee in addition to a variable rate based on revenue hours provided. In 2019, 2018, and 2017, the Authority recognized a 11.6%, 2.6% and -2.0% change respectively. 2019 had a significant expense increase as a result of expanding services to include the provision of direct, door-to-door services to those Mainstream customers. 2018 had a slight expense increase that was in line with increases in service hours provided. In 2017, there was a decrease to Purchased Transportation expense due to contract reductions.

Services are provided by outside contractors to assist the Authority in completing professional, technical, consulting and maintenance related projects. In 2019, 2018, and 2017 the Authority recognized 33.0%, -3.1%, and 9.4% change, respectively, in the cost of services. These changes are mainly driven by information technology consultants, software maintenance, outside consulting for planning projects and outsourced facility maintenance expenses.

Other Expenses consist primarily of utilities, taxes, advertising, leases and rentals, claims and insurance and other miscellaneous expenses. In 2019, 2018, and 2017, other expenses increased 5.2%, 13.6% and 13.0%, respectively, mostly driven by an increase in training opportunities for staff, losses incurred on the disposition of fixed assets, and bad debt expense. In both 2018 and 2017 the increase to other expenses was also driven by a significant increase in utility expense due to winter weather.

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2019 and 2018

Depreciation Expense In 2019, 2018, and 2017, the Authority recognized 0.2%, 6.4% and 9.1% increases respectively, over prior year depreciation expense. While the 2019 depreciation expense was consistent with prior year, the 2018 increase was due to an overall increase in capital assets associated with the first full year of depreciation associated with BRT construction assets and thirteen fixed route buses.

Non-Operating Expense As a result of the 2010 US census, the City of Delaware has been classified as a part of the Columbus Metropolitan Statistical Area (MSA). This change was effective with Federal Fiscal Year 2013 which affected the funding status of the Delaware Area Transit Authority (DATA) moving them from a rural transit funded through Ohio Department of Transportation (ODOT) to an urban transit funded directly from the Federal Transit Administration via Section 5307 formula funds. The change has had a detrimental impact on DATA's ability to utilize their federal funds from the urbanized area. DATA is unable to meet the local funding requirements to utilize their portion of the federal funding. With the assistance of MORPC, COTA and DATA entered into an agreement that specified the method of allocation that will be used going forward to split the 5307 funds awarded to the Columbus MSA on an annual basis. The allocation that DATA receives from this split is significantly less than the funding they received under the rural program administered by ODOT. In recognition of the financial dilemma that DATA is in, ODOT and COTA have entered into an agreement whereby DATA will receive local funding from COTA for use in public transportation in Delaware County and the FTA, upon advisement by ODOT, will transfer an equal amount of federal funds to COTA. In 2019, 2018, and 2017, \$3,585,334, \$953,233 and \$1,038,096 respectively, was transferred to Delaware Area Transit Authority.

The Authority has several on-going capital projects that require the improvement of assets that are not owned by the Authority. Such expenses cannot be classified as capital expenses of the project nor can they be classified as operating expenses of the Authority. In 2019, 2018, and 2017 these non-operating projects expenses were \$289,012 and \$667,688 and \$4,409,245, respectively.

CENTRAL OHIO TRANSIT AUTHORITY
Statements of Net Position
December 31, 2019 and 2018

	2019	2018
CURRENT ASSETS:		
Cash and cash equivalents.....	\$ 149,601,389	\$ 177,345,430
Receivables:		
Sales tax.....	36,202,796	35,620,120
Federal capital grants receivable.....	13,167,366	1,399,879
Federal operating assistance.....	831,410	395,402
Other.....	1,572,895	2,050,624
Inventory of materials and supplies.....	4,588,386	3,722,415
Other.....	1,222,268	1,090,357
Board designated:		
Cash and cash equivalents - capital grants.....	13,221,556	6,570,941
TOTAL CURRENT ASSETS.....	220,408,066	228,195,168
NON-CURRENT ASSETS:		
Board designated:		
Investments - self insurance.....	15,978,630	15,612,684
Capital assets:		
Nondepreciable - land.....	11,456,847	11,456,847
Nondepreciable - construction in progress.....	34,800,883	11,470,185
Net depreciable capital assets.....	189,429,503	200,089,761
Capital assets, net.....	235,687,233	223,016,793
TOTAL NON-CURRENT ASSETS.....	251,665,863	238,629,477
TOTAL ASSETS.....	472,073,929	466,824,645
DEFERRED OUTFLOWS OF RESOURCES:		
Pension/OPEB.....	42,313,055	30,083,645
CURRENT LIABILITIES:		
Accrued payroll and fringe benefits.....	9,148,868	8,511,177
Accounts payable.....	5,758,894	3,577,174
Accrued payroll taxes.....	1,742,179	1,046,710
Estimated workers' compensation claims.....	370,421	484,670
Estimated claims payable	411,000	106,500
Other current liabilities.....	1,422,726	3,285,182
TOTAL CURRENT LIABILITIES.....	18,854,088	17,011,413
NON-CURRENT LIABILITIES:		
Accrued fringe benefits.....	1,316,951	1,338,889
Estimated workers' compensation claims.....	956,675	918,095
Estimated claims payable	115,518	146,853
Net pension liability	110,351,252	71,271,333
Net OPEB liability	53,405,611	50,100,594
TOTAL NON-CURRENT LIABILITIES.....	166,146,007	123,775,764
TOTAL LIABILITIES.....	185,000,095	140,787,177
DEFERRED INFLOWS OF RESOURCES:		
Pension/OPEB.....	10,720,765	20,437,708
NET POSITION:		
Investment in capital assets.....	235,687,233	223,016,793
Unrestricted.....	82,978,891	112,666,612
TOTAL NET POSITION.....	\$ 318,666,124	\$ 335,683,405

See notes to financial statements.

CENTRAL OHIO TRANSIT AUTHORITY
Statements of Revenues, Expenses and Changes in Net Position
Years ended December 31, 2019 and 2018

	2019	2018
OPERATING REVENUES:		
Passenger fares for transit service.....	\$ 18,208,917	\$ 18,576,996
Special transit fares.....	822,880	845,027
Total.....	<u>19,031,797</u>	<u>19,422,023</u>
OPERATING EXPENSES OTHER THAN DEPRECIATION:		
Labor.....	64,771,226	59,789,565
Fringe benefits.....	56,782,782	52,982,981
Materials and supplies.....	13,003,490	11,567,995
Fuel.....	5,604,153	5,278,654
Purchased transportation.....	8,778,525	7,869,240
Services.....	14,505,867	10,903,982
Utilities.....	2,713,131	2,887,923
Taxes.....	872,138	768,041
Leases and rentals	173,335	155,569
Claims and insurance, net of settlements.....	469,096	241,515
Advertising.....	1,033,005	1,224,203
Miscellaneous.....	1,519,556	1,167,872
Total.....	<u>170,226,304</u>	<u>154,837,540</u>
DEPRECIATION.....	<u>29,499,960</u>	<u>29,450,716</u>
Total operating expenses.....	<u>199,726,264</u>	<u>184,288,256</u>
OPERATING LOSS.....	<u>(180,694,467)</u>	<u>(164,866,233)</u>
NON-OPERATING REVENUES(EXPENSES):		
Sales tax revenues.....	135,701,616	131,382,944
Federal operating grants.....	436,008	395,402
State operating grants, reimbursements and special fare assistance	748,250	1,867,863
Investment income.....	3,976,278	3,311,564
Regional transit subsidy.....	(3,585,334)	(953,233)
Non-operating project expense.....	(289,012)	(667,688)
Non-transportation and other revenue.....	1,557,032	1,221,237
Loss on disposal of capital assets.....	(74,904)	(374,350)
Total.....	<u>138,469,934</u>	<u>136,183,739</u>
CHANGE BEFORE CAPITAL GRANTS.....	<u>(42,224,533)</u>	<u>(28,682,494)</u>
CAPITAL GRANT REVENUES:		
Federal	25,015,028	3,319,148
Local	192,224	127,839
Total.....	<u>25,207,252</u>	<u>3,446,987</u>
CHANGE IN NET POSITION	(17,017,281)	(25,235,507)
NET POSITION, BEGINNING OF YEAR.....	335,683,405	360,918,912
NET POSITION, END OF YEAR.....	<u>\$ 318,666,124</u>	<u>\$ 335,683,405</u>

See notes to financial statements.

CENTRAL OHIO TRANSIT AUTHORITY
Statements of Cash Flows
Years ended December 31, 2019 and 2018

	2019	2018
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers.....	\$ 19,031,797	\$ 19,422,023
Cash payments to suppliers for goods and services.....	(50,630,811)	(42,098,480)
Cash payments to employees for services.....	(64,133,535)	(59,632,946)
Cash payments for employee benefits.....	(35,670,668)	(36,061,335)
Cash payments for casualty and liability.....	(271,600)	(482,391)
Other receipts.....	1,902,850	2,084,000
Net cash used in operating activities.....	<u>(129,771,967)</u>	<u>(116,769,129)</u>
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES:		
Sales taxes received.....	135,118,940	129,263,778
Local assistance provided.....	(3,585,334)	(953,233)
State operating and other assistance received.....	748,250	6,619,991
Net cash provided by non-capital financing activities.....	<u>132,281,856</u>	<u>134,930,536</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Federal capital grants received.....	13,247,541	10,036,107
Local capital grants received.....	192,224	127,839
Acquisition and construction of capital assets.....	(40,619,595)	(14,484,563)
Acquisition and construction of non-capital project expenses.....	(289,012)	(667,688)
Proceeds from sale of capital assets.....	255,195	198,453
Net cash used in capital and related financing activities.....	<u>(27,213,647)</u>	<u>(4,789,852)</u>
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of investments.....	(365,946)	(301,374)
Interest received from investments.....	3,976,278	3,311,564
Net cash provided by investing activities.....	<u>3,610,332</u>	<u>3,010,190</u>
NET INCREASE IN CASH AND CASH EQUIVALENTS	(21,093,426)	16,381,745
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR.....	183,916,371	167,534,626
CASH AND CASH EQUIVALENTS, END OF YEAR.....	\$ 162,822,945	\$ 183,916,371
RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES:		
Operating Loss.....	\$ (180,694,467)	\$ (164,866,233)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation.....	29,499,960	29,450,716
Other receipts.....	1,557,032	1,221,237
Change in assets and liabilities:		
Decrease in other receivables.....	477,729	1,077,268
Increase in materials and supplies inventory.....	(865,971)	(261,780)
Increase in other assets.....	(131,911)	(214,506)
(Increase) Decrease in deferred outflows.....	(12,229,410)	9,234,918
Increase in accounts payable, accrued compensation, self-insurance liabilities and other.....	(52,922)	213,298
Increase (Decrease) in net pension liability.....	39,079,919	(21,394,402)
Increase in net OPEB liability.....	3,305,017	8,884,148
(Decrease) Increase in deferred inflows.....	(9,716,943)	19,886,207
Net cash used in operating activities.....	<u>\$ (129,771,967)</u>	<u>\$ (116,769,129)</u>
SUPPLEMENTAL DISCLOSURE OF NONCASH ACTIVITY		
Capital assets acquired through accounts payable	<u>\$ 2,978,418</u>	<u>\$ 1,097,514</u>

See notes to financial statements.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2019 and 2018

(1) Organization and Reporting Entity

Organization

The Central Ohio Transit Authority (COTA or the Authority) is an independent, special purpose subdivision of the State of Ohio. The Authority was created on February 17, 1971, pursuant to Sections 306.30 through 306.53 of the Ohio Revised Code for the purpose of providing public transportation in Central Ohio, primarily Franklin County and surrounding areas. The Authority commenced operations on January 1, 1974. As a political subdivision, the Authority is distinct from, and is not an agency of, the State of Ohio or any other local government unit.

Under Ohio law, the Authority is authorized to levy a sales and use tax for transit purposes, including both capital improvement and operating expenses, in 0.25% increments up to a maximum rate of 1.5% if approved by a majority of the electors residing within the territorial boundaries of the Authority. Such a sales and use tax is in addition to the sales and use taxes levied by the State of Ohio and Franklin County. On November 5, 1999, the voters of Franklin County approved a permanent 0.25% sales and use tax. On November 8, 2016, the voters of Franklin County and surrounding counties within the COTA district renewed a temporary 10 year additional 0.25% sales and use tax.

The Authority also has the power, under Section 306.40 of the Ohio Revised Code, to levy and collect both voted (after approval at an election) and unvoted ad valorem taxes on all the taxable property within the territorial boundaries of the Authority, in order to pay debt service on its bonds and notes issued in anticipation thereof. Ad valorem taxes were not levied during fiscal year 2019.

The Authority is governed by a 13-member Board of Trustees; seven (7) members are appointed by the Mayor of Columbus; two (2) members are appointed by the Franklin County Commissioners; and four (4) members are appointed on a rotating basis by the cities of Bexley, Dublin, Gahanna, Grandview Heights, Grove City, Hilliard, Reynoldsburg, Upper Arlington, Westerville, Whitehall, and Worthington.

The Authority is not subject to federal or state income taxes.

Reporting Entity

The accompanying financial statements comply with the provisions of accounting principles generally accepted in the United States of America in that these financial statements include all of the organization's activities, functions and component units for which the Authority is financially accountable. Financial accountability is defined as the appointment of a voting majority of the component unit's board and either (1) the reporting entity's ability to impose its will over the component unit, or (2) the possibility that the component unit will provide a financial benefit to or impose a financial burden on the reporting entity. COTA does not have financial accountability over any entities.

The City of Columbus (the City) is a related organization to COTA as the Mayor of the City, with the approval of City Council, appoints a voting majority of COTA's Board. However, the financial statements of COTA are not included within the City's "Reporting Entity" as the City cannot impose its will and there is no financial benefit or financial burden relationship between the City and COTA.

(2) Summary of Significant Accounting Policies

Basis of Accounting

The accompanying financial statements have been prepared on the accrual basis of accounting, whereby revenues and expenses are recognized in the period earned or incurred. All transactions are accounted for in a single enterprise fund.

The financial statements of the Authority have been prepared in conformity with generally accepted accounting principles (GAAP) applied to local governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial principles.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(2) Summary of Significant Accounting Policies (continued)

Cash and Cash Equivalents

For purposes of the statement of cash flows, the Authority considers all highly liquid investments with a maturity of three months or less when purchased and deposits in the State Treasurer's Asset Reserve investment pool (STAR Ohio) to be cash equivalents.

Grant and Assistance

The federal government, through the Federal Transit Administration (FTA), and the Ohio Department of Transportation (ODOT), provides financial assistance and makes grants directly to the Authority for operations and the acquisition of property and equipment.

Investments

Investments are carried at fair value based on quoted market prices. Any unrealized gains or losses are recognized as adjustments to investment income. The Authority's policy is to hold investment securities to their scheduled maturities.

Inventory of Materials and Supplies

Inventory items are stated at cost using the weighted average method. Inventory generally consists of maintenance parts and supplies for transportation equipment. Fuel and inventory items are expensed when consumed.

Board Designated Assets

These assets are designated for the payment of public liability claims under the Authority's self-insurance program and for future capital expenditures.

Designated for Capital Grant Expenditures

These assets are board-designated under the Authority's capital grants. The Authority includes amounts relating to its local share requirements for active capital grants.

Net Position

Equity is displayed in two components as follows:

Investment in capital assets – This consists of capital assets, net of accumulated depreciation, less the outstanding balances of any bonds, notes, or other borrowings that are attributable to the acquisition, construction, or improvements of those assets; the Authority has no such debt.

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

Classifications of Revenues

The Authority has classified its revenue as operating, non-operating or capital grant. Operating revenue includes activities that have the characteristics of exchange transactions including passenger fares and advertising. Non-operating revenue includes activities that have the characteristics of non-exchange transactions, such as sales tax proceeds and most federal, state, or other reimbursement or donation for the acquisition of property and equipment.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(2) Summary of Significant Accounting Policies (continued)

Recognition of Revenue and Receivables

The federal government, through the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT), provides financial assistance and makes grants directly to the Authority for operations and acquisition of property and equipment. Operating grants and special fare assistance awards made on the basis of entitlement periods are recorded as grant receivables and revenues over the entitlement periods. Capital grants for the acquisition of property and equipment (reimbursement type grants) are recorded as grant receivables and credited to non-operating revenues in the period capital expenses are incurred. Capital grants received in advance of project costs being incurred are deferred.

When assets acquired with capital grant funds are disposed of before their useful life, the Authority is required to notify the granting federal agency if the fair market value of the asset exceeds \$5,000 at the time of disposal. A proportional amount of the proceeds or fair market value, if any, of such property and equipment, may be used to acquire like-kind replacement assets; and if not replaced, remitted to the granting federal agency.

Property and Depreciation

Property and equipment are stated at historical cost and include expenses that substantially increase the useful lives of existing assets. Routine maintenance and repairs are expensed as incurred. An asset is capitalized if its value exceeds \$5,000 and it has an economic life of greater than one year. The capitalization cost of a physical asset is defined to be the full cost of placing the asset into productive service.

Depreciation is computed using the straight-line method over the estimated useful lives of the respective assets, as follows:

<u>Description</u>	<u>Years</u>
Land and leasehold improvements	5-20
Buildings and improvements	20-40
Revenue vehicles	4-12
Transit shelters	5-8
Other equipment	2-10

Assets acquired with capital grants are included in property and equipment and depreciation on those assets is included in the Statement of Revenues, Expenses and Changes in Net Position. Donated capital assets are recorded at the acquisition value as of the date donated.

Estimated Claims Payable

The Authority has a self-insurance program for public liability, personal injury, property damage and workers' compensation (see Note 9). Claims are accrued in the year the expenses are incurred, based upon estimates of the claim liabilities made by management and the legal counsel of the Authority. Also provided for are estimates of claims incurred during the year but not yet reported. These estimates are based on past experience and current outstanding claims.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(2) Summary of Significant Accounting Policies (continued)

Compensated Absences

The Authority accrues vacation and sick pay benefits as earned by its employees. In the event of termination, an employee is reimbursed for accumulated vacation and sick leave at various rates. Non-current accrued fringe benefits are estimated based on the average vacation and sick leave expense from the previous five years.

	Current	Non-current
Compensated Absences Liability December 31, 2017	\$ 3,724,518	\$ 1,482,376
Vacation & Sick Liability Earned	5,755,319	-
Vacation & Sick Liability Paid	(5,448,862)	(143,487)
Compensated Absences Liability December 31, 2018	\$ 4,030,975	\$ 1,338,889
Vacation & Sick Liability Earned	6,480,429	-
Vacation & Sick Liability Paid	(6,005,096)	(21,938)
Compensated Absences Liability December 31, 2019	<u>\$ 4,506,308</u>	<u>\$ 1,316,951</u>

Payment of vacation and sick leave is dependent on many factors; therefore, timing of future payments is not readily determinable. However, management believes that sufficient resources will be made available for the payment of vacation and sick leave when such payments become due.

Passenger Fares

Passenger fares are recorded as revenue at the time services are performed.

Budgetary Accounting and Control

The Authority's annual budget is prepared on the accrual basis of accounting as permitted by law. The Authority maintains budgetary control by not allowing total expenditures to exceed total appropriations without approval of the Board of Trustees, with the exception of net pension and OPEB expense, which are not included in the Authority's budget.

Use of Estimates

The accounting and reporting policies of COTA conform to accounting principles generally accepted in the United States of America (GAAP). The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and deferred outflows of resources and liabilities and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results may differ from those estimates.

Non-exchange Transactions

Non-exchange transactions, in which the Authority receives value without directly giving equal value in return, include sales and use tax revenue and grants. On an accrual basis, revenue from sales and use taxes is recognized in the period when the underlying exchange transaction occurs. Therefore, taxes on items sold in 2019 will be recognized as revenue in 2019. Revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted, and expenditure requirements, in which the resources are provided to the Authority on a reimbursement basis.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(2) Summary of Significant Accounting Policies (continued)

Deferred inflows of resources

In addition to liabilities, the statements of financial position report a separate section for deferred inflows of resources. Deferred inflows of resources represent an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources until that time. For the Authority, deferred inflows of resources from pension and OPEB plans are reported on the Statement of net position (see Notes 10 and 11).

Deferred outflows of resources

In addition to assets, the statement of net position reports a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources until then. For the Authority, deferred outflows of resources from pension and OPEB plans are reported on the Statement of net position (see Notes 10 and 11).

Pensions/Other Postemployment Benefits (OPEB)

For purposes of measuring the net pension/OPEB liability, deferred outflows of resources and deferred inflows of resources related to pensions/OPEB, and pension/OPEB expense, information about the fiduciary net position of the pension/OPEB plans and additions to/deductions from their fiduciary net position have been determined on the same basis as they are reported by the pension/OPEB plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. The pension/OPEB plans report investments at fair value.

(3) Change in Accounting Principles

For 2019, the Authority implemented GASB Statement No. 83, *Certain Asset Retirement Obligations*; GASB Statement No. 84, *Fiduciary Activities*; GASB Statement No. 88, *Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placements*; and GASB Statement No. 90, *Majority Equity Interests an amendment of GASB Statements No. 14 and No. 61*. Implementation of these statements had no effect on the Authority's financial statements.

GASB Statement No. 83 establishes uniform criteria for governments to recognize and measure certain asset retirement obligations (AROs), including obligations that may not have been previously reported, including requiring certain disclosures regarding AROs.

GASB Statement No. 84 establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities.

GASB Statement No. 88 improves information that is disclosed in the notes to the financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. Required disclosure include, unused line(s) of credit, assets pledged as collateral for the debt, terms specified in debt agreement related to defaults, significant termination events and significant subjective acceleration clauses.

GASB Statement No. 90 with requires a majority equity interest that meets a definition of an investment should be measured using the equity method, unless it is held by a government that is engaged only in fiduciary activities, a fiduciary fund, or an endowment or permanent fund. Those governments or funds should measure the majority equity interest at fair value.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(4) Cash and Investments

The investment and deposit of Authority monies are governed by the provisions of the Ohio Revised Code. In accordance with these statutes, only financial institutions located in Ohio are eligible to hold public deposits. The statutes also permit the Authority to invest its monies in certificates of deposit, savings accounts, money market accounts, the State Treasurer's Asset Reserve investment pool (STAR Ohio), and obligations of the United States government or certain agencies thereof. The Authority may also enter into repurchase agreements with any eligible depository for a period not exceeding thirty days.

STAR Ohio is an investment pool managed by the State Treasurer's Office, which allows governments within the State to pool their funds for investment purposes. STAR Ohio is not registered with the SEC as an investment company but has adopted Governmental Accounting Standards Board (GASB) Statement No. 79, "Certain External Investment Pools and Pool Participants". The Authority measures its investment in STAR Ohio at the net asset value (NAV) per share provided by STAR Ohio. The NAV per share is calculated on an amortized cost basis that provides a NAV per share that approximates fair value. For 2019, there were no limitations or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates. However, notice must be given 24 hours in advance of all deposits and withdrawals exceeding \$25 million. STAR Ohio reserves the right to limit the transaction to \$100 million, requiring the excess amount to be transacted the following business days(s), but on to the \$100 million limit. All accounts of the participant will be combined for these purposes.

Deposits with Financial Institutions

Custodial credit risk is the risk that in the event of bank failure, the Authority will not be able to recover deposits or collateral securities that are in the possession of an outside party. Although all statutory requirements for the deposit of money had been followed, noncompliance with Federal requirements could potentially subject the Authority to a successful claim by the Federal Deposit Insurance Corporation. The Authority has no deposit policy for custodial risk beyond the requirements of State statute. Ohio law requires that deposits either be insured or be protected by:

Eligible securities pledged to the Authority and deposited with a qualified trustee by the financial institution as security for repayment whose market value at all times shall be at least 105 percent of the deposits being secured; or

Participation in the Ohio Pooled Collateral System (OPCS), a collateral pool of eligible securities deposited with a qualified trustee and pledged to the Treasurer of State to secure the repayment of all public monies deposited in the financial institution. OPCS requires the total market value of the securities pledged to be 102 percent of the deposits being secured or a rate set by the Treasurer of State.

At December 31, 2019, the carrying amount of the Authority's deposits with financial institutions was \$6,595,035 and the bank balance was \$8,782,561. The difference results from outstanding checks and deposits in transit. At December 31, 2019, \$250,000 was covered by Federal Deposit Insurance. \$8,532,561 was collateralized with securities deposited with a qualified trustee and pledged to the Treasurer of State. In addition, the Authority had \$6,189 of cash on hand.

At December 31, 2018, the carrying amount of the Authority's deposits with financial institutions was \$22,737,677 and the bank balance was \$25,339,173. The difference results from outstanding checks and deposits in transit. At December 31, 2018, \$250,000 was covered by Federal Deposit Insurance. \$25,089,173 was collateralized with securities deposited with a qualified trustee and pledged to the Treasurer of State. In addition, the Authority had \$7,783 of cash on hand.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(4) Cash and Investments (continued)

Other Deposits

As of December 31, 2019 and 2018, the Authority held equity of \$156,227,910 and \$161,178,694 respectively, in the STAR Ohio investment pool. STAROhio is rated AAAM by Standard and Poor's. This investment has not been categorized based on a custodial risk because it is not a security. The relationship between the Authority and the investment asset is a direct contractual relationship and the investments evidence ownership or creditorship.

Investments

The Authority's investments consist solely of negotiable certificates of deposits (CDs). These CDs are held in the Authority's name by the Trustees and are fully covered by FDIC. At December 31, 2019 and 2018, the total fair value of the Authority's investment in negotiable CDs were \$15,978,630 and \$15,612,684, respectively, all of which have maturity dates of less than one year. Fair value hierarchy is based on valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs such as quoted prices for similar assets in active markets. Level 3 inputs are significantly unobservable inputs. At December 31, 2019 and 2018, the Authority categorizes fair value measurements of its negotiable CDs totaling \$15,978,630 and \$15,612,684, respectively, as Level 2 inputs as fair value measures were obtained from trustees who use various pricing services.

(5) Commitments

The Authority has several active projects as of December 31, 2019. At year-end, the Authority's commitments with contractors are as follows:

Project	Spent-to-Date	Remaining Commitment
Fields Avenue Renovation	\$ 15,423,957	\$ 36,217,204
Downtown Building Improvements	3,016,122	621,295
Trapeze Upgrade	3,534,954	1,119,485
McKinley Avenue Renovation Phase 3C	92,318	3,983,476
Reynoldsburg Park and Ride	286,655	1
COTA Operated On-Demand Microtransit (FLM)	163,730	48,142
	<u>\$ 22,517,737</u>	<u>\$ 41,989,602</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(6) Capital Assets

Capital asset activities for the years ended December 31, 2019 and 2018 are as follows:

	January 1, 2019	Additions	Disposals	Reclassifications/ Transfers	December 31, 2019
Capital Assets Not Being Depreciated					
Land	\$ 11,456,847	\$ -	\$ -	\$ -	\$ 11,456,847
CIP	11,470,185	25,806,604	-	(2,475,906)	34,800,883
Total	22,927,032	25,806,604	-	(2,475,906)	46,257,730
Capital Assets Being Depreciated					
Land and leasehold improvements	18,288,482	-	-	-	18,288,482
Building and improvements	159,913,334	89,905	-	2,002,818	162,006,057
Revenue vehicles	152,220,681	16,027,067	(6,438,084)	-	161,809,664
Transit shelter	10,854,885	-	-	-	10,854,885
Other equipment	56,408,822	576,923	(516,818)	473,088	56,942,015
Total	397,686,204	16,693,895	(6,954,902)	2,475,906	409,901,103
Less Accumulated Depreciation					
Land and leasehold improvements	(4,649,253)	(1,384,357)	-	-	(6,033,610)
Building and improvements	(74,539,620)	(8,465,555)	-	-	(83,005,175)
Revenue vehicles	(80,695,672)	(13,230,738)	6,173,549	-	(87,752,861)
Transit shelter	(3,021,163)	(1,247,054)	-	-	(4,268,217)
Other equipment	(34,690,735)	(5,172,256)	451,254	-	(39,411,737)
Total	(197,596,443)	(29,499,960)	6,624,803	-	(220,471,600)
Total Capital Assets Being Depreciated, Net	200,089,761	(12,806,065)	(330,099)	2,475,906	189,429,503
Total Capital Assets Net	\$ 223,016,793	\$ 13,000,539	\$ (330,099)	\$ -	\$ 235,687,233
	January 1, 2018	Additions	Disposals	Reclassifications/ Transfers	December 31, 2018
Capital Assets Not Being Depreciated					
Land	\$ 11,456,847	\$ -	\$ -	\$ -	\$ 11,456,847
CIP	38,001,929	9,538,248	-	(36,069,992)	11,470,185
Total	49,458,776	9,538,248	-	(36,069,992)	22,927,032
Capital Assets Being Depreciated					
Land and leasehold improvements	6,463,959	-	-	11,824,523	18,288,482
Building and improvements	150,357,633	162,397	(15,518)	9,408,822	159,913,334
Revenue vehicles	161,796,682	1,861,098	(11,566,952)	129,853	152,220,681
Transit shelter	2,514,623	-	-	8,340,262	10,854,885
Other equipment	49,747,621	510,094	(215,425)	6,366,532	56,408,822
Total	370,880,518	2,533,589	(11,797,895)	36,069,992	397,686,204
Less Accumulated Depreciation					
Land and leasehold improvements	(3,369,338)	(1,279,915)	-	-	(4,649,253)
Building and improvements	(66,068,601)	(8,486,537)	15,518	-	(74,539,620)
Revenue vehicles	(79,070,632)	(12,619,189)	10,994,149	-	(80,695,672)
Transit shelter	(1,746,588)	(1,274,575)	-	-	(3,021,163)
Other equipment	(29,115,660)	(5,790,500)	215,425	-	(34,690,735)
Total	(179,370,819)	(29,450,716)	11,225,092	-	(197,596,443)
Total Capital Assets Being Depreciated, Net	191,509,699	(26,917,127)	(572,803)	36,069,992	200,089,761
Total Capital Assets Net	\$ 240,968,475	\$ (17,378,879)	\$ (572,803)	\$ -	\$ 223,016,793

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(7) Leases

COTA leases certain property and equipment under operating leases. Rental expense for all operating leases was \$173,334 and \$155,569 in 2019 and 2018, respectively. Future minimum payments, by year, and in the aggregate, under these leases with initial or remaining terms of one year or more, consisted of the following at December 31, 2019:

	Commitments under Operating Leases
2020	\$ 6,404
2021	6,660
2022	6,927
2023	7,204
2024	7,492
2025 and forward	7,792
Total Minimum Lease Payments	\$ 42,479

(8) Grants, Reimbursements and Special Fare Assistance

Grants, reimbursements and special fare assistance included in the Statements of Revenues, Expenses and Changes in Net Position for the years ended December 31, 2019 and 2018 consist of the following:

	2019	2018
Federal:		
FTA Capital Assistance	\$ 25,015,028	\$ 3,319,148
FTA Operating Assistance	436,008	395,402
Total	\$ 25,451,036	\$ 3,714,550
State:		
ODOT Fuel Tax Reimbursement	\$ 748,250	\$ 598,747
Medicare Transitional Aid	-	1,269,116
Total	\$ 748,250	\$ 1,867,863
Local:		
City of Columbus Reimbursement	\$ 192,224	\$ 127,839

(9) Risk Management

COTA is exposed to various risks of loss related to torts, theft or destruction of assets, injuries to employees and natural disasters. The Authority purchases commercial insurance for employee bonding, flood, fire, property, crime, travel and general liability. There have been no reductions in coverage nor have there been any settlements exceeding insurance coverage for the past three years.

COTA is self-insured for all public liability, personal injury and property damage claims. The estimated liability for such claims of \$526,518 at December 31, 2019, and \$253,353 at December 31, 2018, are included in estimated claims payable in the accompanying statements of net position. At December 31, 2019 and 2018 \$15,978,630 and \$15,612,684, respectively, was designated by the Board of Trustees to fund the self-insurance program. Such funds are included in board designated assets in the accompanying statements of net position.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(9) Risk Management (continued)

Prior to June 30, 1998, COTA was insured through the State of Ohio Bureau of Workers' Compensation (BWC) for injuries to its employees. On July 1, 1998, the Authority entered into an agreement with the BWC to become self-insured for claims pertaining to work-related injuries to Authority employees occurring on or after that date. The BWC agreed to continue to administer and pay all compensation claims arising on or before June 30, 1998. The estimated remaining liability for all such claims occurring since July 1, 1998, is \$1,327,096 at December 31, 2019 and \$1,402,765 at December 31, 2018 and is included as a liability in the accompanying statements of net position.

The general claims liability was calculated by establishing reserves on a case-by-case basis after analysis by in-house counsel and outside attorneys. The workers' compensation liability was determined by analyzing claim lag information provided by COTA's third party administrators. A summary of changes in self-insurance claims liability for the years ended December 31, 2019 and 2018 follows:

	General Liability	Workers' Compensation
Claims liability at December 31, 2017	\$ 341,461	\$ 1,555,533
Incurred claims, net of favorable settlements	394,283	448,369
Claims paid	(482,391)	(601,137)
Claims liability at December 31, 2018	\$ 253,353	\$ 1,402,765
Incurred claims, net of favorable settlements	672,040	608,568
Claims paid	(398,875)	(684,237)
Claims liability at December 31, 2019	\$ 526,518	\$ 1,327,096

There were no changes to the above policies during the current fiscal year. Claims experience over the past three years indicates that there were no instances of losses exceeding reserves. The amount of general liability and workers' compensation reserve expected to be paid within one year is \$781,421 and \$591,170, for 2019 and 2018 respectively.

(10) Pension Plan

Net Pension Liability

The net pension liability reported on the statement of net position represents a liability to employees for pension benefits. Pension benefits are a component of exchange transactions—between an employer and its employees—of salaries and benefits for employee services. Pension benefits are provided to an employee—on a deferred-payment basis—as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for pension benefits is a present obligation because it was created as a result of employment exchanges that already have occurred.

The net pension liability represents the Authority's proportionate share of the pension plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of the pension plan's fiduciary net position. The net pension liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments and others. While these estimates use the best information available, unknowable future events require adjusting this estimate annually.

Ohio Revised Code limits the Authority's obligation for this liability to annually required payments. The Authority cannot control benefit terms or the manner in which pensions are financed; however, the Authority does receive the benefit of employees' services in exchange for compensation including pension.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(10) Pension Plan (continued)

GASB Statement No. 68 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also includes costs paid in the form of withholdings from employees). State statute requires the pension plan to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, the pension plan's Board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability. Resulting adjustments to net pension liability would be effective when the changes are legally enforceable.

The proportionate share of the pension plan's unfunded benefits is presented as a long-term *net pension liability* on the accrual basis of accounting. Any liability for the contractually-required pension contributions outstanding at the end of the year is included in accrued payroll and fringe benefits.

Plan Description – Ohio Public Employees Retirement System (OPERS)

The Ohio Public Employees Retirement System (OPERS) administers three separate pension plans. The Traditional Pension Plan is a cost-sharing, multiple-employer defined benefit pension plan. The Member-Directed Plan is a defined contribution plan and the Combined Plan is a cost-sharing, multiple-employer defined benefit pension plan with defined contribution features. While members (e.g., Authority employees) may elect the Member-Directed Plan and the Combined Plan, the majority of employee members are in OPERS' Traditional Plan; therefore, the following disclosures focus on the Traditional Pension Plan.

OPERS provides retirement, disability, survivor and death benefits, and annual cost of living adjustments to members of the Traditional Plan. Authority to establish and amend benefits is provided by Chapter 145 of the Ohio Revised Code (ORC). OPERS issues a stand-alone financial report that includes financial statements, required supplementary information and detailed information about OPERS' fiduciary net position that may be obtained by visiting <https://www.opers.org/financial/reports.shtml>, by writing to Ohio Public Employees Retirement System, 277 East Town Street, Columbus, OH 43215-4642, or by calling 800-222-7377.

Senate Bill (SB) 343 was enacted into law with an effective date of January 7, 2013. In the legislation, members were categorized into three groups with varying provisions of the law applicable to each group. The following table provides age and service requirements for retirement and the retirement formula applied to final average salary (FAS) for the state and local employees' group under the Traditional Pension Plan as per the reduced benefits adopted by SB 343:

Group A Eligible to retire prior to January 7, 2013 or five years after January 7, 2013	Group B 20 years of service credit prior to January 7, 2013 or eligible to retire ten years after January 7, 2013	Group C Members not in other Groups and members hired on or after January 7, 2013
State and Local	State and Local	State and Local
Age and Service Requirements: Age 60 with 60 months of service credit or Age 55 with 25 years of service credit	Age and Service Requirements: Age 60 with 60 months of service credit or Age 55 with 25 years of service credit	Age and Service Requirements: Age 57 with 25 years of service credit or Age 62 with 5 years of service credit
Formula: 2.2% of FAS multiplied by years of Service for the first 30 years and 2.5% for service years in excess of 30	Formula: 2.2% of FAS multiplied by year of service for the first 30 years and 2.5% for service years in excess of 30	Formula: 2.2% of FAS multiplied by years of service for the first 35 years and 2.5% for service years in excess of 35

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(10) Pension Plan (continued)

Final average salary (FAS) represents the average of the three highest years of earnings over a member's career for Groups A and B. Group C is based on the average of the five highest years of earnings over a member's career.

Members who retire before meeting the age and years of service credit requirement for unreduced benefits receive a percentage reduction in the benefit amount.

When a benefit recipient has received benefits for 12 months, an annual cost of living adjustment (COLA) is provided. This COLA is calculated on the base retirement benefit at the date of retirement and is not compounded. For those retiring prior to January 7, 2013, the COLA will continue to be a 3% simple annual COLA. For those retiring subsequent to January 7, 2013, beginning in calendar year 2019, the COLA was based on the average percentage increase in the Consumer Price Index, capped at 3%.

Funding Policy—The ORC provides statutory authority for member and employer contributions. For 2019, member contribution rates were 10% of salary and employer contribution rates were 14%. Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Authority's contractually required contribution was \$9,263,774 for 2019. Of this amount, \$900,620 is reported as accrued payroll and fringe benefits.

Pension Liabilities, Pension Expense, and Deferred Outflows and Inflows of Resources for Pensions

The net pension liability for OPERS was measured as of December 31, 2018 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension liability was based on the Authority's share of contributions to the pension plan relative to the contributions of all participating entities. Following is information related to the proportionate share:

Proportionate Share of the Net Pension Liability	\$ 110,351,252
Proportion of the Net Pension Liability	0.4029187%
Change in Proportion	-0.0513843%
Pension Expense	\$ 24,942,239

At December 31, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Deferred Outflows of Resources

Differences between expected and actual experience	\$ 5,090
Net difference between projected and actual earnings on plan investments	14,977,754
Change in assumptions	9,606,347
Change in proportionate share and difference in employer contributions	2,423,992
Authority contributions subsequent to measurement date	9,263,774
Total Deferred Outflows of Resources	<u>\$ 36,276,957</u>

Deferred Inflows of Resources

Differences between expected and actual experience	\$ (1,448,975)
Change in proportionate share and difference in employer contributions	(5,275,896)
Total Deferred Inflows of Resources	<u>\$ (6,724,871)</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(10) Pension Plan (continued)

\$9,263,774 reported as deferred outflows of resources related to pension resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending December 31, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

Year Ending December 31:	
2020	\$ 9,592,542
2021	2,340,520
2022	1,389,491
2023	6,965,759
	\$ 20,288,312

Actuarial Assumptions – OPERS

Actuarial valuations of an ongoing plan involve estimates of the values of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of benefits provided at the time of each valuation. The total pension liability in the December 31, 2018, actuarial valuation was determined using the following actuarial assumptions:

Investment rate of return:	
Current year	7.20%
Prior year	7.50%
Wage inflation	3.25%
Projected salary increases	3.25% - 10.75% (including wage inflation at 3.25%)
Cost-of-living adjustments:	
Pre 1/7/2013 Retirees	3.00% simple
Post 1/7/2013 Retirees	3.00% simple through 2018, then 2.15% Simple
Actuarial cost method	Individual entry age

Pre-retirement mortality rates are based on the RP-2014 Employees mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates are based on the RP-2014 Healthy Annuitant mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates for disabled retirees are based on the RP-2014 Disabled mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Mortality rates for a particular calendar year are determined by applying the MP-2015 mortality improvement scale to all of the above described table.

The most recent experience study was completed for the five-year period ended December 31, 2015.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(10) Pension Plan (continued)

The long-term rate of return on defined benefit investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected real rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

During 2018, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio, and the Defined Contribution portfolio. The Defined Benefit portfolio contains the investment assets for the Traditional Pension Plan, the defined benefit component of the Combined Plan and the annuitized accounts of the Member-Directed Plan. Within the Defined Benefit portfolio, contributions into the plans are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Defined Benefit portfolio was a loss of 2.94% for 2018.

The allocation of investment assets with the Defined Benefit portfolio is approved by the Board of Trustees as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans. The table below displays the Board-approved asset allocation policy for 2018 and the long-term expected real rates of return:

Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	23.00%	2.79%
Domestic Equities	19.00%	6.21%
Real Estate	10.00%	4.90%
Private Equity	10.00%	10.81%
International Equities	20.00%	7.83%
Other Investments	<u>18.00%</u>	5.50%
Total	<u>100.00%</u>	<u>5.95%</u>

Discount Rate The discount rate used to measure the total pension liability was 7.20%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the statutorily required rates. Based on those assumptions, the pension plan's fiduciary net position 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.

Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate. The following table represents the Authority's proportionate share of the net pension liability calculated using the current period discount rate assumption of 7.20%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one-percentage point lower (6.20%) and one-percentage point higher (8.20%) than the current rate:

	1% Decrease (6.20%)	Current Discount Rate (7.20%)	1% Increase (8.20%)
Authority's proportionate share of the net pension liability	\$ 163,020,726	\$ 110,351,252	\$ 66,582,242

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(11) Other Postemployment Benefit (OPEB) Plans

Net OPEB Liability

The net OPEB liability reported on the statement of net position represents a liability to employees for OPEB. OPEB is a component of exchange transactions—between an employer and its employees—of salaries and benefits for employee services. OPEB are provided to an employee—on a deferred-payment basis—as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for OPEB is a present obligation because it was created as a result of employment exchanges that already have occurred.

The net OPEB liability represents the Authority's proportionate share of each OPEB plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each OPEB plan's fiduciary net position. The net OPEB liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments, health care cost trends and others. While these estimates use the best information available, unknowable future events require adjusting these estimates annually.

Ohio Revised Code limits the Authority's obligation for this liability to annual required payments. The Authority cannot control benefit terms or the manner in which OPEB are financed; however, the Authority does receive the benefit of employees' services in exchange for compensation including OPEB.

GASB Statement No. 75 assumes the liability is solely the obligation of the employer, because they benefit from employee services. OPEB contributions come from these employers and health care plan enrollees which pay a portion of the health care costs in the form of a monthly premium. The Ohio Revised Code permits, but does not require, the retirement systems to provide health care to eligible benefit recipients. Any change to benefits or funding could significantly affect the net OPEB liability. Resulting adjustments to the net OPEB liability would be effective when the changes are legally enforceable. The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits.

The proportionate share of each plan's unfunded benefits is presented as a long-term net OPEB liability on the accrual basis of accounting. Any liability for the contractually-required OPEB contributions outstanding at the end of the year is included in accrued payroll and fringe benefits on the accrual basis of accounting.

Plan Description – Ohio Public Employees Retirement System (OPERS)

The Ohio Public Employees Retirement System (OPERS) administers three separate pension plans: the Traditional Pension Plan, a cost-sharing, multiple-employer defined benefit plan; the Member-Directed Plan, a defined contribution plan; and the Combined Plan, a cost-sharing, multiple-employer defined benefit plan that has elements of both a defined benefit and defined contribution plan.

OPERS maintains a cost-sharing, multiple-employer defined benefit post-employment health care trust, which funds multiple health care plans including medical coverage, prescription drug coverage and deposits to a Health Reimbursement Arrangement to qualifying benefit recipients of both the Traditional Pension and Combined plans. This trust is also used to fund health care for Member-Directed plan participants, in the form of a Retiree Medical Account (RMA). At retirement or refund, Member-Directed plan participants may be eligible for reimbursement of qualified medical expenses from their vested RMA balance.

In order to qualify for postemployment health care coverage, age and service retirees under the Traditional Pension and Combined plans must have twenty or more years of qualifying Ohio service credit. Health care coverage for disability benefit recipients and qualified survivor benefit recipients is available. The health care coverage provided by OPERS meets the definition of an other postemployment benefit (OPEB) as described in GASB Statement No. 75. See OPERS' CAFR referenced below for additional information.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(11) Other Postemployment Benefit (OPEB) Plans (continued)

The Ohio Revised Code permits, but does not require, OPERS to provide health care to its eligible benefit recipients. Authority to establish and amend health care coverage is provided to the Board in Chapter 145 of the Ohio Revised Code.

Disclosures for the health care plan are presented separately in the OPERS financial report. Interested parties may obtain a copy by visiting <https://www.opers.org/financial/reports.shtml>, by writing to OPERS, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling (614) 222-5601 or 800-222-7377.

Funding Policy—The Ohio Revised Code provides statutory authority requiring public employers to fund postemployment health care through their contributions to OPERS. When funding is approved by OPERS' Board of Trustees, a portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans. Beginning in 2018, health care is not being funded.

Employer contribution rates are expressed as a percentage of the earnable salary of active members. In 2019, state and local employers contributed at a rate of 14.0% of earnable. This is the maximum employer contribution rate permitted by the Ohio Revised Code. Active member contributions do not fund health care.

Each year, the OPERS Board determines the portion of the employer contribution rate that will be set aside to fund health care plans. The portion of employer contributions allocated to health care for members in the Traditional Pension and Combined plans was 0.0% for both plans for 2019. For the year ended December 31, 2019, OPERS did not allocate any employer contributions to postemployment health care. The OPERS Board is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care provided. Payment amounts vary depending on the number of covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited into the RMA for participants in the Member-Directed Plan for 2019 was 4.0%.

OPEB Liabilities, OPEB Expense, and Deferred Outflows and Inflows of Resources for Pensions

The net OPEB liability and total OPEB liability for OPERS were determined by an actuarial valuation as of December 31, 2017, rolled forward to the measurement date of December 31, 2018, by incorporating the expected value of health care cost accruals, the actual health care payment, and interest accruals during the year. The Authority's proportion of the net OPEB liability was based on the Authority's share of contributions to the retirement system relative to the contributions of all participating entities. The following is information related to the proportionate share and OPEB expense:

Proportionate Share of the Net OPEB Liability	\$ 53,405,611
Proportion of the Net OPEB Liability	0.4096264%
Change in Proportion	-0.0517363%
OPEB Expense	\$ 4,760,119

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(11) Other Postemployment Benefit (OPEB) Plans (continued)

At December 31, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

Deferred Outflows of Resources	
Differences between expected and actual experience	\$ 18,085
Net difference between projected and actual earnings on plan investments	2,448,331
Change in assumptions	1,721,861
Change in proportionate share and difference in employer contributions	1,847,821
Total Deferred Outflows of Resources	<u>\$ 6,036,098</u>
Deferred Inflows of Resources	
Differences between expected and actual experience	\$ (144,905)
Change in proportionate share and difference in employer contributions	(3,850,989)
Total Deferred Inflows of Resources	<u>\$ (3,995,894)</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ending December 31:	
2020	\$ 1,710,385
2021	(1,249,004)
2022	345,432
2023	1,233,391
	<u>\$ 2,040,204</u>

Actuarial Assumptions – OPERS

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

Projections of health care costs for financial reporting purposes are based on the substantive plan and include the types of coverages provided at the time of each valuation and the historical pattern of sharing of costs between OPERS and plan members. The total OPEB liability was determined by an actuarial valuation as of December 31, 2017, rolled forward to the measurement date of December 31, 2018.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(11) Other Postemployment Benefit (OPEB) Plans (continued)

The actuarial valuation used the following actuarial assumptions applied to all prior periods included in the measurement in accordance with the requirements of GASB Statement No. 74:

Wage inflation	3.25%
Projected salary increases	3.25% to 10.75% including wage inflation
Single discount rate:	
Current measurement date	3.96%
Prior measurement date	3.85%
Investment rate of return:	
Current measurement date	6.00%
Prior measurement date	6.50%
Municipal bond rate:	
Current measurement date	3.71%
Prior measurement date	3.31%
Health care cost trend rate:	
Current measurement date	10.00% initial, 3.25% ultimate in 2029
Prior measurement date	7.50% initial, 3.25% ultimate in 2028
Actuarial cost method	Individual entry age

Pre-retirement mortality rates are based on the RP-2014 Employees mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates are based on the RP-2014 Healthy Annuitant mortality table for males and females, adjusted for improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates for disabled retirees are based on the RP-2014 Disabled mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Mortality rates for a particular calendar year are determined by applying the MP-2015 mortality improvement scale to all of the above tables.

The most recent experience study was completed for the five-year period ended December 31, 2015.

The long-term expected rate of return on health care investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected real rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

During 2018, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio and the Defined Contribution portfolio. The Health Care portfolio includes the assets for health care expenses for the Traditional Pension Plan, Combined Plan and Member-Directed Plan eligible members. Within the Health Care portfolio, contributions into the plans are assumed to be received continuously throughout the year based on the actual payroll payable at the time contributions are made, and health care-related payments are assumed to occur mid-year. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Health Care portfolio was a loss of 5.60% for 2018.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(11) Other Postemployment Benefit (OPEB) Plans (continued)

The allocation of investment assets within the Health Care portfolio is approved by the OPERS Board as outlined in the annual investment plan. Assets are managed on a total return basis with a long-term objective of continuing to offer a sustainable health care program for current and future retirees. OPERS' primary goal is to achieve and maintain a fully funded status for benefits provided through the defined pension plans. Health care is a discretionary benefit. The table below displays the OPERS Board-approved asset allocation policy for 2018 and the long-term expected real rates of return.

Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	34.00%	2.42%
Domestic Equities	21.00%	6.21%
REITs	6.00%	5.98%
International Equities	22.00%	7.83%
Other Investments	<u>17.00%</u>	5.57%
Total	<u>100.00%</u>	5.16%

Discount Rate A single discount rate of 3.96% was used to measure the OPEB liability on the measurement date of December 31, 2018. Projected benefit payments are required to be discounted to their actuarial present value using a single discount rate that reflects (1) a long-term expected rate of return on OPEB plan investments (to the extent that the health care fiduciary net position is projected to be sufficient to pay benefits), and (2) tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate are not met). This single discount rate was based on an expected rate of return on the health care investment portfolio of 6.00% and a municipal bond rate of 3.71%. The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at rates equal to the actuarially determined contribution rate. Based on these assumptions, the health care fiduciary net position and future contributions were sufficient to finance health care costs through 2031. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2031, and the municipal bond rate was applied to all health care costs after that date.

Sensitivity of the Authority's Proportionate Share of the Net OPEB Liability to Changes in the Discount Rate. The following table presents the Authority's proportionate share of the net OPEB liability calculated using the single discount rate of 3.96%, as well as what the Authority's proportionate share of the net OPEB liability if it were calculated using a discount rate that is 1.0% point lower (2.96%) or 1.0% point higher (4.96%) than the current rate:

	1% Decrease (2.96%)	Current Discount Rate (3.96%)	1% Increase (4.96%)
Authority's proportionate share of the net OPEB liability	\$ 68,323,791	\$ 53,405,611	\$ 41,539,063

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(11) Other Postemployment Benefit (OPEB) Plans (continued)

Sensitivity of the Authority's Proportionate Share of the Net OPEB Liability to Changes in the Health Care Cost Trend Rate. Changes in the health care cost trend rate may also have a significant impact on the net OPEB liability. The following table presents the net OPEB liability calculated using the assumed trend rates, and the expected net OPEB liability if it were calculated using a health care cost trend rate that is 1.0% lower or 1.0% higher than the current rate.

Retiree health care valuations use a health care cost-trend assumption that changes over several years built into the assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2019 is 10.00%. If this trend continues for future years, the projection indicates that years from now virtually all expenditures will be for health care. A more reasonable alternative is that in the not-too-distant future, the health plan cost trend will decrease to a level at, or near, wage inflation. On this basis, the actuaries project premium rate increases will continue to exceed wage inflation for approximately the next decade, but by less each year, until leveling off at an ultimate rate, assumed to be 3.25% in the most recent valuation.

	1% Decrease	Current Health Care Cost Trend Rate Assumption	1% Increase
Authority's proportionate share of the net OPEB liability	\$ 51,332,959	\$ 53,405,611	\$ 55,789,571

(12) Contingent Liabilities

Litigation

It is the Authority's policy to act as self-insurer for certain insurable risks consisting primarily of public liability and property damage. At December 31, 2019, COTA has been named in various public liability and property damage claims and suits, some of which seek significant damages. The ultimate outcome of the claims and suits cannot be determined; however, it is the opinion of management that any resulting liability to the Authority in excess of that provided for in the accompanying balance sheet will not have a material adverse effect on the Authority's financial position.

Federal and State Grants

Under the terms of the Authority's various grants, periodic audits are required where certain costs could be questioned as not being an eligible expenditure under the terms of the grants. At December 31, 2019, there were no material questioned costs that had not been resolved with appropriate federal and state agencies. Questioned costs could still be identified during audits to be conducted in the future. In the opinion of COTA's management, no material grant expenditures will be disallowed. FTA grant stipulations also require the granter to retain assets acquired by FTA funds for the full estimated asset life (as determined by the FTA). If this provision is not met, the granter must refund FTA's un-depreciated basis in assets disposed with a net book value greater than \$5,000.

(13) Energy Pricing Management Program

Pursuant to Ohio Revised Code sections 9.835 (A), (B), and section (C) the Central Ohio Transit Authority has established an energy price risk management program to decrease the volatility of diesel fuel and natural gas cost, and increase the likelihood that actual net energy costs will remain below the budgeted cost, increase the certainty of future cost, attain a lower overall cost of fuel and natural gas in the long-term, and manage year-over-year changes in energy costs. Within this program, COTA will acquire, hold, and dispose of positions in exchange-traded futures contracts and other financial instruments including but not limited to use of futures, options, options on future, or fixed price delivery contracts. In 2019 and 2018, heating oil #2 futures contracts as well as natural gas contracts were utilized. The COTA Board approval limits contracts in-place to a maximum hedge ratio of up to 100% of forecast consumption, up to thirty-six (36) months into the future. The initial value of each contract is zero.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2019 and 2018

(13) Energy Pricing Management Program (continued)

The price of diesel fuel purchased is the published Columbus, Ohio OPIS price for the week plus or minus a differential agreed to through a competitive bidding process. The differential to the published Columbus, Ohio OPIS price was \$0.0239 and \$0.0215 per gallon at December 31, 2019 and 2018, respectively. The price of natural gas purchased is the New York Mercantile Exchange monthly closing index plus or minus a margin agreed to through a competitive bidding process. For the year ending December 31, 2019 a loss of \$169,634 was recognized as an increase in diesel fuel expense. For the year ending December 31, 2018 a gain of \$770,843 was recognized as a decrease in diesel fuel expense. On December 31, 2019 the open diesel fuel contracts had \$53,555 of unrealized gain. On December 31, 2019, the open natural gas contracts had \$100,285 of unrealized loss. The amount realized will change based on market prices at the time all contract settlements are fixed. There is no debt associated with these contracts.

(14) Subsequent Event

The United States and the State of Ohio declared a state of emergency in March 2020 due to the COVID-19 pandemic. The financial impact of COVID-19 and ensuing emergency measures will impact subsequent periods of the Authority. The investments of the pension and other employee benefit plans in which the Authority participates have incurred a significant decline in fair value, consistent with the general decline in financial markets. However, because the values of individual investments fluctuate with market conditions, and due to market volatility, the amount of those losses that will be recognized in subsequent periods, if any, cannot be determined. In addition, the impact on the Authority's future operating costs, revenues, and any recovery from emergency funding, either federal or state, cannot be estimated.

Required Supplementary Information

CENTRAL OHIO TRANSIT AUTHORITY
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF THE AUTHORITY'S PROPORTIONATE
 SHARE OF THE NET PENSION LIABILITY
 OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
 LAST SIX YEARS (1) (2)

	Authority's Proportion of the Net Pension Liability	Authority's Proportionate Share of the Net Pension Liability	Authority's Covered Payroll	Authority's Proportionate Share of the Net Pension Liability as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
2014	0.363971%	\$ 42,862,731	\$ 38,340,346	111.80%	86.36%
2015	0.363971%	43,734,920	44,622,933	98.01%	86.45%
2016	0.390550%	67,648,215	48,887,633	138.37%	81.08%
2017	0.408070%	92,665,735	52,764,617	175.62%	77.25%
2018	0.454303%	71,271,333	59,997,877	118.79%	84.66%
2019	0.402919%	110,351,252	60,978,236	180.97%	74.70%

- (1) Information prior to 2014 is not available. The Authority will continue to be presented for years available until a full ten-year trend is compiled.
- (2) Amounts presented for each year were determined as of the Authority's measurement date, which is the prior year-end.

NOTES TO SCHEDULE:

Change in assumptions. In 2017, changes in assumptions were made based upon an updated experience study that was completed for the five-year period ended December 31, 2015. Significant changes included a reduction of the discount rate from 8.0% to 7.5%, a reduction in the wage inflation rate from 3.75% to 3.25%, and transition from the RP-2000 mortality tables to the RP-2014 mortality tables.

In 2019, a reduction of the discount rate was made from 7.5% to 7.2%.

CENTRAL OHIO TRANSIT AUTHORITY
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF THE AUTHORITY'S PENSION CONTRIBUTIONS
 OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
 LAST SEVEN YEARS (1)

	Contractually Required Contributions	Contributions in Relation to the Contractually Required Contributions	Contribution Deficiency (Excess)	Authority's Covered Payroll	Contributions as a Percentage of Covered Payroll
2013	\$ 4,984,245	\$ (4,984,245)	\$ -	\$ 38,340,346	13.00%
2014	5,354,752	(5,354,752)	-	44,622,933	12.00%
2015	5,866,516	(5,866,516)	-	48,887,633	12.00%
2016	6,331,754	(6,331,754)	-	52,764,617	12.00%
2017	7,799,724	(7,799,724)	-	59,997,877	13.00%
2018	8,536,953	(8,536,953)	-	60,978,236	14.00%
2019	9,263,774	(9,263,774)	-	66,169,814	14.00%

(1) Information prior to 2013 is not available. The Authority will continue to be presented for years available until a full ten-year trend is compiled.

CENTRAL OHIO TRANSIT AUTHORITY
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF THE AUTHORITY'S PROPORTIONATE
 SHARE OF THE NET OPEB LIABILITY
 OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
 LAST THREE YEARS (1) (2)

	Authority's Proportion of the Net OPEB Liability	Authority's Proportionate Share of the Net OPEB Liability	Authority's Covered Payroll	Authority's Proportionate Share of the Net OPEB Liability as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability
2017	0.4080699%	\$ 41,216,446	\$ 52,764,617	78.11%	54.05%
2018	0.4613627%	50,100,594	59,997,877	83.50%	54.14%
2019	0.4096264%	53,405,611	60,978,236	87.58%	46.33%

- (1) Information prior to 2017 is not available. The Authority will continue to be presented for years available until a full ten-year trend is compiled.
- (2) Amounts presented for each year were determined as of the Authority's measurement date, which is the prior year-end.

NOTES TO SCHEDULE:

Change in assumptions. In 2018, the single discount rate changed from 4.23% to 3.85%.

In 2019, the single discount rate changed from 3.85% to 3.96%, the investment rate of return changed from 6.50% to 6.00%, and the health care cost trend rate changed from 7.5% initial to 10.0% initial.

CENTRAL OHIO TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF THE AUTHORITY'S OPEB CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
LAST FIVE YEARS (1)

	<u>Contractually Required Contributions</u>	<u>Contributions in Relation to the Contractually Required Contributions</u>	<u>Contribution Deficiency (Excess)</u>	<u>Authority's Covered Payroll</u>	<u>Contributions as a Percentage of Covered Payroll</u>
2015	\$ 977,753	\$ (977,753)	\$ -	\$ 48,887,633	2.00%
2016	1,055,292	(1,055,292)	-	52,764,617	2.00%
2017	599,979	(599,979)	-	59,997,877	1.00%
2018	-	-	-	60,978,236	0.00%
2019	-	-	-	66,169,814	0.00%

(1) Information prior to 2015 is not available. The Authority will continue to be presented for years available until a full ten-year trend is compiled.

CENTRAL OHIO TRANSIT AUTHORITY
Supplemental Schedule of Revenues, Expenses and
Changes in Net Position - Budget vs. Actual (Accrual Basis)
Year ended December 31, 2019

	BUDGET	ACTUAL	VARIANCE
OPERATING REVENUES.....	\$ 19,725,237	\$ 19,031,797	\$ (693,440)
OPERATING EXPENSES OTHER THAN DEPRECIATION:			
Labor.....	73,336,875	64,771,226	8,565,649
Fringe benefits.....	29,245,967	36,344,199	(7,098,232)
Materials and supplies.....	12,917,889	13,003,490	(85,601)
Fuel.....	5,760,728	5,604,153	156,575
Purchased transportation.....	8,984,245	8,778,525	205,720
Services.....	18,595,429	14,505,867	4,089,562
Utilities.....	3,110,791	2,713,131	397,660
Claims and insurance, net of settlements.....	1,202,760	469,096	733,664
Miscellaneous.....	3,069,376	3,598,034	(528,658)
Total.....	<u>156,224,060</u>	<u>149,787,721</u>	<u>6,436,339</u>
DEPRECIATION.....	34,500,000	29,499,960	5,000,040
Total operating expenses.....	<u>190,724,060</u>	<u>179,287,681</u>	<u>11,436,379</u>
OPERATING LOSS.....	<u>(170,998,823)</u>	<u>(160,255,884)</u>	<u>10,742,939</u>
NON-OPERATING REVENUES (EXPENSES):			
Sales tax revenues.....	132,736,384	135,701,616	2,965,232
Federal operating grant.....	1,494,468	436,008	(1,058,460)
State operating grants, reimbursements and special fare assistance.....	601,147	748,250	147,103
Investment income.....	3,000,000	3,976,278	976,278
Regional transit subsidy.....	(3,600,000)	(3,585,334)	14,666
Non-operating project expense.....	(6,811)	(289,012)	(282,201)
Non-transportation and other revenues.....	2,179,219	1,557,032	(622,187)
Loss on disposal of capital assets.....	-	(74,904)	(74,904)
Total.....	<u>136,404,407</u>	<u>138,469,934</u>	<u>2,065,527</u>
Change before capital grants.....	(34,594,416)	(21,785,950)	12,808,466
CAPITAL GRANT REVENUE:			
Federal.....	72,561,763	25,207,252	(47,354,511)
Total.....	<u>72,561,763</u>	<u>25,207,252</u>	<u>(47,354,511)</u>
CHANGE IN NET POSITION.....	<u>37,967,347</u>	<u>3,421,302</u>	<u>(34,546,045)</u>
NET POSITION, BEGINNING OF YEAR.....	<u>447,409,395</u>	<u>447,409,395</u>	<u>-</u>
NET POSITION, END OF YEAR.....	<u>\$ 485,376,742</u>	<u>\$ 450,830,697</u>	<u>\$ (34,546,045)</u>

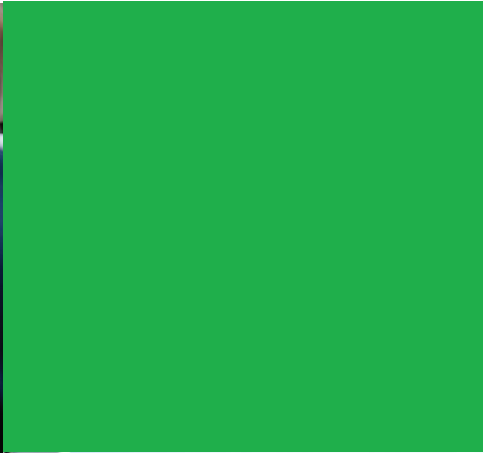
Note to Supplemental Schedule:

COTA adopts its annual budget on a GAAP basis prior to the start of each year. However, pension expense reported by COTA on the Statement of Revenues, Expenses and Change in Net Position contains an allocation of COTA's proportionate share of the State-wide pension system's pension/OPEB expense (with the exception of current year contributions) which is not anticipated in the operating budget adopted or accounted for within the general ledger accounts throughout the year, and therefore the NPL/OPEB related items are not included within the budgetary net position amounts.

The table that follows demonstrates the difference between the Budgeted Revenues, Expenses and Change in Net Position:

Change in Net Position, GAAP Basis	\$ (17,017,281)
<i>Budgeting Difference:</i>	
Recognition of proportionate share of state-wide pension system's pension/OPEB expense for current year.	<u>20,438,583</u>
Change in Net Position, Budgeted Accrual Basis	<u>\$ 3,421,302</u>

2019 COMPREHENSIVE ANNUAL FINANCIAL REPORT



STATISTICAL DATA



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STATISTICAL SECTION

This part of COTA's comprehensive annual financial report contains detailed information presented in accordance with Governmental Accounting Standards Board (GASB) Statement No. 44, Economic Condition Reporting: The Statistical Section. These schedules provide additional details to better understand the financial statements, notes and required supplemental information.

Financial Trends and Revenue Capacity

P54-62

These schedules indicate how the Authority's performance and conditions have changed over a ten year time frame. Also contained in these schedules is information to help the reader understand the Authority's most significant revenue sources.

Debt Capacity

P63-65

These schedules indicate COTA specific debt service information as well as direct and overlapping debt computations from Franklin County.

Economic and Demographic Information

P66-68

These schedules contain economic and demographic indicators to help the reader understand the environment within which the Authority's financial activities take place.

Operating Information

P69-73

These schedules contain data to help the reader understand how the information in the Authority's financial report relates to the services the Authority provides and the activities it performs.

CENTRAL OHIO TRANSIT AUTHORITY
Net Position by Component
Last Ten Fiscal Years

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
NET POSITION										
Investment in Capital Assets	\$ 134,494,411	\$ 150,015,663	\$ 172,552,456	\$ 190,576,138	\$ 208,365,365	\$ 221,585,618	\$ 217,487,368	\$ 240,968,475	\$ 223,016,793	\$ 235,687,233
Unrestricted	79,196,164	101,209,722	118,063,994	140,748,674	119,832,630	143,667,031	162,736,122	160,566,904	112,666,612	82,978,891
TOTAL NET POSITION	\$ 213,690,575	\$ 251,225,385	\$ 290,616,450	\$ 331,324,812	\$ 328,197,995	\$ 365,252,649	\$ 380,223,490	\$ 401,535,379	\$ 335,683,405	\$ 318,666,124

* GASB 68 implemented in 2015.

* GASB 75 implemented in 2018.

Amounts are presented in accordance with generally accepted accounting principles, on an accrual basis
Source: The Authority's independently audited annual financial statements

CENTRAL OHIO TRANSIT AUTHORITY
Statements of Revenues, Expenses and Changes in Net Position
Last Ten Fiscal Years
(in thousands)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
OPERATING REVENUES:										
Passenger fares for transit service	\$ 15,402	\$ 17,225	\$ 19,256	\$ 19,519	\$ 20,130	\$ 19,137	\$ 18,663	\$ 18,816	\$ 18,577	\$ 18,209
Special transit fares	656	671	772	775	781	879	862	872	845	823
Auxiliary transportation revenue	21	12	-	-	-	-	-	-	-	-
Total operating revenues	16,079	17,908	20,028	20,294	20,911	20,016	19,525	19,688	19,422	19,032
OPERATING EXPENSES OTHER THAN DEPRECIATION										
Labor	35,676	37,623	38,037	39,805	43,216	46,537	51,926	57,546	59,790	64,771
Fringe Benefits	23,384	24,302	24,676	26,120	28,402	29,517	35,781	47,906	52,983	56,783
Services	6,118	6,522	5,993	7,744	7,269	8,190	10,286	11,254	10,904	14,506
Materials and Supplies	5,857	6,297	6,307	6,958	7,372	8,296	9,041	10,385	11,568	13,003
Fuel	6,354	7,568	8,387	9,025	8,536	6,806	4,946	3,785	5,279	5,604
Utilities	1,894	1,937	1,552	1,811	2,179	2,099	2,038	2,267	2,888	2,713
Claims and Insurance	(84)	338	80	(454)	246	150	57	178	241	469
Taxes	960	937	854	1,037	860	814	750	778	768	872
Purchased transportation	6,061	6,533	6,733	7,136	7,652	7,742	7,822	7,669	7,869	8,779
Leases and rentals	341	284	185	183	184	175	186	173	156	173
Miscellaneous	769	743	854	938	1,278	1,653	1,992	2,278	2,391	2,553
Total	87,330	93,104	93,738	100,303	107,194	111,939	124,825	144,219	154,837	170,226
Depreciation	12,672	13,333	16,355	20,048	22,094	24,469	25,376	27,673	29,451	29,500
Total operating expenses	100,002	106,437	110,073	120,351	129,288	136,408	150,201	171,892	184,288	199,726
OPERATING LOSS	(83,923)	(88,529)	(90,045)	(100,057)	(108,377)	(116,392)	(130,676)	(152,204)	(164,866)	(180,694)
NON-OPERATING REVENUES(EXPENSES)										
Sales Tax Revenues	93,437	98,993	105,854	111,214	118,663	125,163	131,794	129,143	131,383	135,702
Federal operating grants and reimbursements	90	2,995	406	1,224	22	267	562	113	395	436
State operating grants, reimbursements and special fare assistance	962	996	917	830	745	619	596	8007	1,868	748
Investment income	38	29	423	143	384	274	907	1,594	3,311	3,976
Non-transportation and other revenue	987	1,088	947	1,048	933	952	971	979	1,221	1,557
Regional transit subsidy	-	-	-	-	(1,072)	(240)	(1,508)	(1,038)	(953)	(3,585)
Non-operating project expense	-	-	-	-	-	-	(1,216)	(4,409)	(668)	(289)
Gain(Loss) on sale of capital assets	(650)	(56)	(933)	-	(30)	22	(289)	(692)	(374)	(75)
Total non-operating revenues(expenses)	94,864	104,045	107,614	114,459	119,645	127,057	131,817	133,697	136,183	138,470
Gain(Loss) before capital grants and special item	10,941	15,516	17,569	14,402	11,268	10,665	1,141	(18,507)	(28,683)	(42,224)
CAPITAL GRANT REVENUES										
Federal	24,914	19,359	20,835	26,307	22,926	26,389	13,830	36,247	3,319	25,015
State / Local	4,461	2,660	986	-	-	-	-	3,572	128	192
Total	29,375	22,019	21,821	26,307	22,926	26,389	13,830	39,819	3,447	25,207
CHANGES IN NET POSITION										
NET POSITION, BEGINNING OF YEAR	40,316	37,535	39,390	40,709	34,194	37,054	14,971	21,312	(25,236)	(17,017)
Restatement, GASB 68	173,375	213,691	251,226	290,616	331,325	328,198	365,252	380,223	401,535	335,683
Restatement, GASB 75	-	-	-	-	(37,321)	-	-	-	-	-
NET POSITION, END OF YEAR	\$ 213,691	\$ 251,226	\$ 290,616	\$ 331,325	\$ 328,198	\$ 365,252	\$ 380,223	\$ 401,535	\$ 335,683	\$ 318,666

* GASB 68 implemented in 2015.

* GASB 75 implemented in 2018.

Amounts are presented in accordance with generally accepted accounting principles, on an accrual basis
Source: The Authority's independently audited annual financial statements

CENTRAL OHIO TRANSIT AUTHORITY
Revenues by Source
Last Ten Fiscal Years

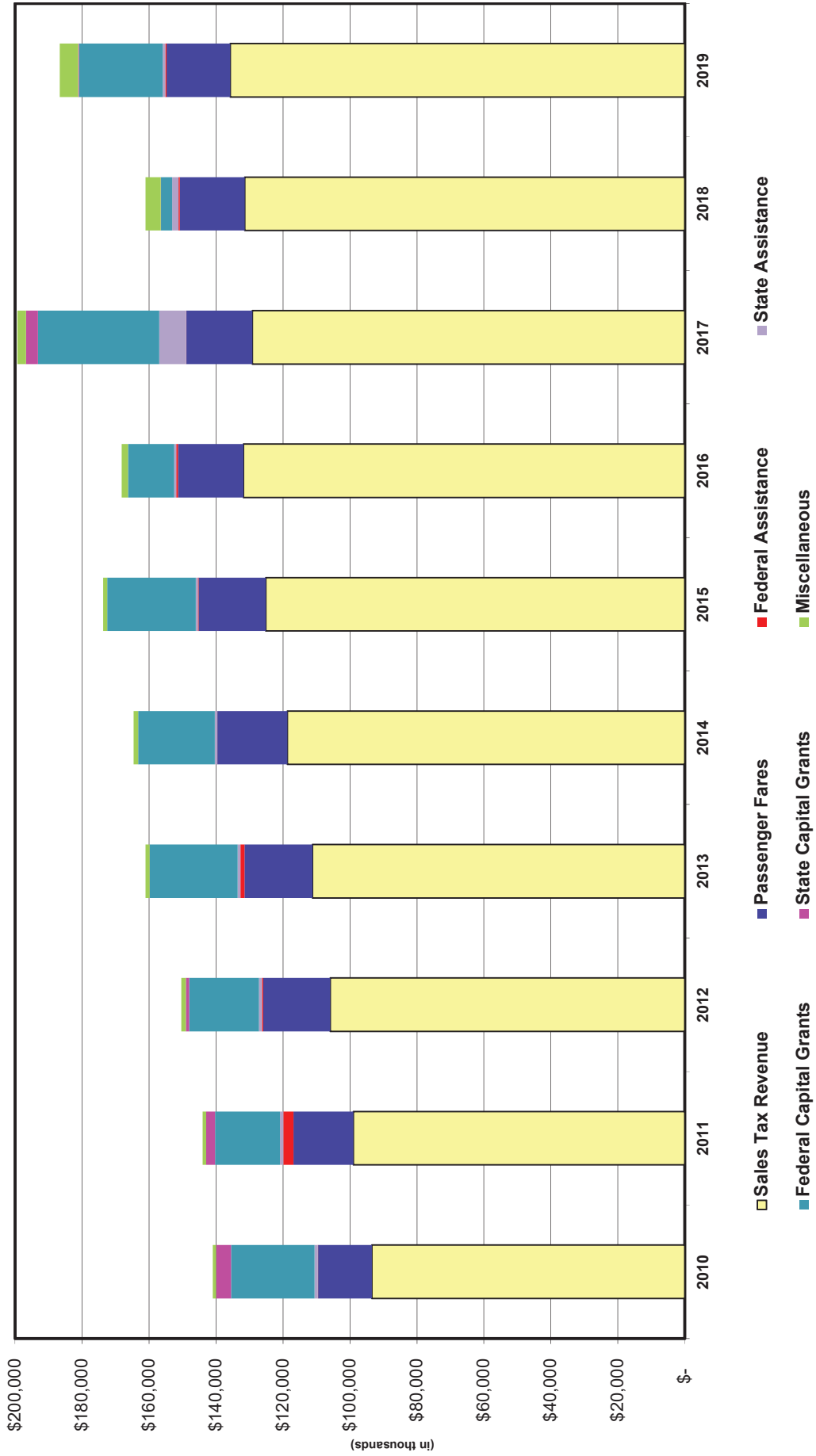
(in thousands)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
OPERATING REVENUES:										
Passenger fares for transit service	\$ 15,402	\$ 17,225	\$ 19,256	\$ 19,519	\$ 20,130	\$ 19,137	\$ 18,663	\$ 18,816	\$ 18,577	\$ 18,209
Special transit fares	656	671	772	775	781	879	862	872	845	823
Auxiliary transportation revenue	21	12	-	-	-	-	-	-	-	-
Total operating revenues	16,079	17,908	20,028	20,294	20,911	20,016	19,525	19,688	19,422	19,032
NON-OPERATING REVENUES:										
Sales tax revenues	93,437	98,993	105,854	111,214	118,663	125,163	131,794	129,143	131,383	135,702
Federal operating grants	90	2,995	406	1,224	22	267	562	113	395	436
State operating grants, reimbursements and special fare assistance	962	996	917	830	745	620	596	8,007	1,868	748
Investment income	38	29	423	143	384	274	907	1,594	3,311	3,976
Non-transportation and other revenues	987	1,088	947	1,048	933	974	971	979	1,221	1,557
Total nonoperating revenues before capital gifts and grants	95,514	104,101	108,547	114,459	120,747	127,298	134,830	139,836	138,178	142,419
Capital gifts and grants:										
Federal capital grants	24,914	19,359	20,835	26,307	22,926	26,389	13,830	36,247	3,319	25,015
State and other capital grants	4,461	2,660	986	-	-	-	-	3,572	128	192
Total non-operating revenues	124,889	126,120	130,368	140,766	143,673	153,687	148,660	179,655	141,625	167,626
TOTAL REVENUES	\$ 140,968	\$ 144,028	\$ 150,396	\$ 161,060	\$ 164,584	\$ 173,703	\$ 168,185	\$ 199,343	\$ 161,047	\$ 186,658

Amounts are presented in accordance with generally accepted accounting principles, on an accrual basis.
Source: The Authority's independently audited annual financial statements

CENTRAL OHIO TRANSIT AUTHORITY

Revenues by Source
Last Ten Fiscal Years



CENTRAL OHIO TRANSIT AUTHORITY

Revenues and Operating Assistance - Comparison to Industry Trend Data Last Ten Fiscal Years

TRANSPORTATION INDUSTRY (1)

<u>YEAR</u>	<u>OPERATING AND OTHER REVENUE</u>			<u>OPERATING ASSISTANCE</u>			<u>TOTAL ALL REVENUES</u>
	<u>PASSENGER</u>	<u>OTHER</u>	<u>TOTAL</u>	<u>STATE & LOCAL</u>	<u>FEDERAL</u>	<u>TOTAL</u>	
2010	32.1%	11.9%	44.0%	46.6%	9.4%	56.0%	100.0%
2011	32.8%	11.1%	43.9%	46.3%	9.8%	56.1%	100.0%
2012	32.5%	11.1%	43.6%	47.5%	8.9%	56.4%	100.0%
2013	32.5%	10.3%	42.8%	48.3%	8.9%	57.2%	100.0%
2014	32.0%	10.8%	42.8%	48.6%	8.6%	57.2%	100.0%
2015	32.5%	11.6%	44.1%	47.6%	8.3%	55.9%	100.0%
2016	31.3%	11.8%	43.1%	48.9%	8.0%	56.9%	100.0%
2017	31.4%	11.8%	43.2%	48.3%	8.5%	56.8%	100.0%
2018	30.7%	11.5%	42.2%	49.2%	8.6%	57.8%	100.0%
2019	*	*	*	*	*	*	*

CENTRAL OHIO TRANSIT AUTHORITY (2)

<u>YEAR</u>	<u>OPERATING AND OTHER REVENUE</u>			<u>OPERATING ASSISTANCE</u>			<u>TOTAL ALL REVENUES</u>
	<u>PASSENGER</u>	<u>OTHER</u> (3)	<u>TOTAL</u>	<u>STATE & LOCAL</u> (4)	<u>FEDERAL</u>	<u>TOTAL</u>	
2010	10.9%	21.6%	32.5%	67.4%	0.1%	67.5%	100.0%
2011	12.0%	16.1%	28.1%	69.8%	2.1%	71.9%	100.0%
2012	12.8%	15.4%	28.2%	71.5%	0.3%	71.8%	100.0%
2013	12.1%	17.1%	29.2%	70.0%	0.8%	70.8%	100.0%
2014	12.2%	14.7%	26.9%	73.1%	0.0%	73.1%	100.0%
2015	11.0%	15.9%	26.9%	72.9%	0.2%	73.1%	100.0%
2016	11.1%	9.3%	20.4%	79.3%	0.3%	79.6%	100.0%
2017	9.4%	21.3%	30.7%	69.2%	0.1%	69.3%	100.0%
2018	11.5%	5.0%	16.5%	83.3%	0.2%	83.5%	100.0%
2019	9.8%	16.5%	26.3%	73.5%	0.2%	73.7%	100.0%

* Information not available

(1) Source: The American Public Transit Association, APTA Transit Fact Book

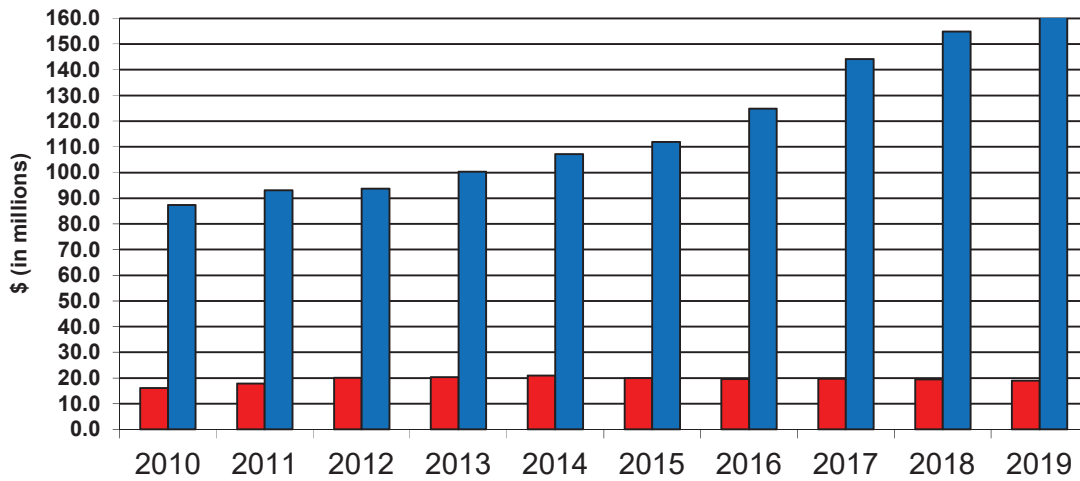
(2) Percentages are derived from the Authority's independently audited annual financial statements.

(3) Includes auxiliary transportation revenues, interest income, nontransportation, other revenues and capital grants

(4) Includes local sales tax revenues, and state operating grants, reimbursements, and special fare assistance

CENTRAL OHIO TRANSIT AUTHORITY

**Farebox Revenues vs. Operating Expenses
Last Ten Fiscal Years**

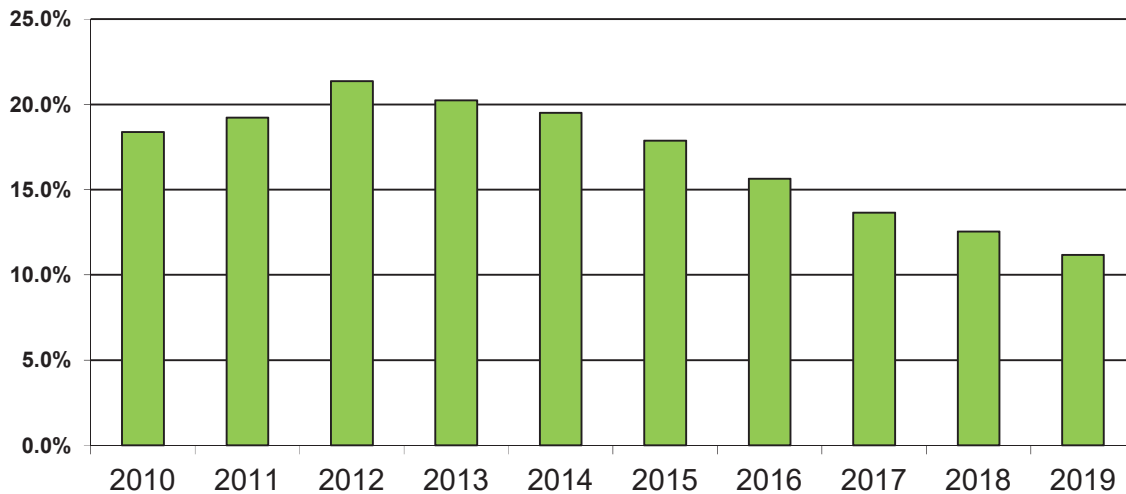


Farebox revenues include passenger, special transit, and charter revenues;
operating expenses exclude depreciation

■ Farebox Revenues ■ Operating Expenses

CENTRAL OHIO TRANSIT AUTHORITY

**Farebox Recovery Ratio
Last Ten Fiscal Years**



Recovery ratio is calculated as farebox revenues (as defined above) divided by
operating expenses (as defined above)

CENTRAL OHIO TRANSIT AUTHORITY
Expenses by Object Class
Last Ten Fiscal Years

(in thousands)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
OPERATING EXPENSES										
OTHER THAN DEPRECIATION:										
Labor	\$ 35,676	\$ 37,623	\$ 38,037	\$ 39,805	\$ 43,216	\$ 46,537	\$ 51,926	\$ 57,546	\$ 59,790	\$ 64,771
Fringe benefits	23,384	24,302	24,676	26,120	28,402	29,517	35,781	47,906	52,983	56,783
Services	6,118	6,522	5,993	7,744	7,269	8,190	10,286	11,254	10,904	14,506
Materials and supplies	5,857	6,297	6,307	6,958	7,372	8,256	9,041	10,385	11,568	13,003
Fuel.....	6,354	7,588	8,387	9,025	8,536	6,806	4,946	3,785	5,279	5,604
Utilities	1,894	1,937	1,552	1,811	2,179	2,099	2,038	2,267	2,888	2,713
Claims and insurance	(84)	338	80	(454)	246	150	57	178	241	469
Taxes	960	937	934	1,037	860	814	750	778	768	872
Purchased transportation	6,061	6,533	6,733	7,136	7,652	7,742	7,822	7,669	7,869	8,779
Leases and rentals	341	284	185	183	184	175	186	173	156	173
Miscellaneous	769	743	854	938	1,278	1,653	1,992	2,278	2,391	2,553
Total	87,330	93,104	93,738	100,303	107,194	111,939	124,825	144,219	154,837	170,226
DEPRECIATION	12,672	13,333	16,335	20,048	22,094	24,469	25,376	27,673	29,451	29,500
Total operating expenses	100,002	106,437	110,073	120,351	129,288	136,408	150,201	171,892	184,288	199,726
NONOPERATING EXPENSES:										
Loss on sale of capital assets	650	56	933	-	30	(22)	289	692	374	75
Non-operating project expense	-	-	-	-	-	-	1,216	4,409	668	289
Regional transit subsidy	-	-	-	-	1,072	240	1,508	1,038	953	3,585
TOTAL EXPENSES	\$ 100,652	\$ 106,493	\$ 111,006	\$ 120,351	\$ 130,390	\$ 136,626	\$ 153,214	\$ 178,031	\$ 186,283	\$ 203,675

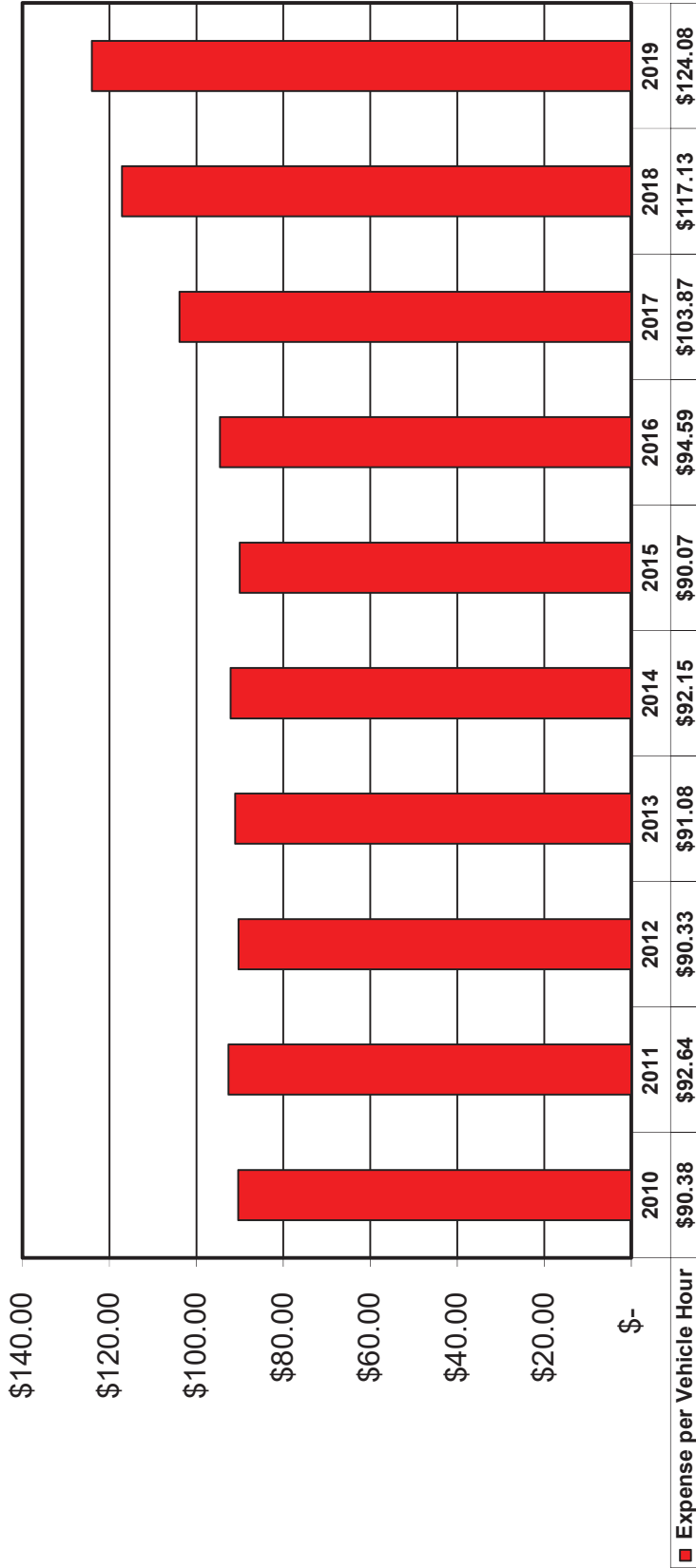
* GASB 68 implemented in 2015.

* GASB 75 implemented in 2018.

Amounts are presented in accordance with generally accepted accounting principles, on an accrual basis
Source: The Authority's independently audited annual financial statements

CENTRAL OHIO TRANSIT AUTHORITY

Operating Expenses per Vehicle Hour
Last Ten Fiscal Years



CENTRAL OHIO TRANSIT AUTHORITY
Operating Expenses - Comparison to Industry Trend Data
Last Ten Fiscal Years

TRANSPORTATION INDUSTRY ⁽¹⁾

<u>YEAR</u>	<u>LABOR AND FRINGES</u>	<u>SERVICES</u>	<u>MATERIALS AND SUPPLIES</u>	<u>UTILITIES</u>	<u>CLAIMS AND INSURANCE</u>	<u>PURCHASED TRANSPORTATION</u>	<u>OTHER</u>	<u>TOTAL OPERATING EXPENSES</u>
2010	65.2%	6.6%	10.7%	3.4%	2.6%	13.8%	(2.3%)	100.0%
2011	65.0%	6.6%	11.4%	3.3%	2.6%	13.3%	(2.2%)	100.0%
2012	64.0%	6.9%	11.7%	3.2%	2.2%	13.8%	(1.8%)	100.0%
2013	60.7%	7.1%	11.2%	3.1%	2.4%	13.7%	1.8%	100.0%
2014	61.1%	6.9%	11.0%	3.2%	2.5%	13.6%	1.7%	100.0%
2015	61.5%	7.3%	9.8%	3.0%	2.4%	14.2%	1.8%	100.0%
2016	62.6%	7.6%	8.9%	2.7%	2.7%	13.7%	1.6%	100.0%
2017	61.9%	8.1%	8.7%	2.8%	2.8%	14.2%	1.6%	100.0%
2018	61.5%	8.3%	8.7%	2.9%	2.6%	14.5%	1.5%	100.0%
2019	*	*	*	*	*	*	*	*

CENTRAL OHIO TRANSIT AUTHORITY ⁽²⁾

<u>YEAR</u>	<u>LABOR AND FRINGES</u>	<u>SERVICES</u>	<u>MATERIALS AND SUPPLIES</u>	<u>UTILITIES</u>	<u>CLAIMS AND INSURANCE</u>	<u>PURCHASED TRANSPORTATION</u>	<u>OTHER</u>	<u>TOTAL OPERATING EXPENSES ⁽³⁾</u>
2010	67.6%	7.0%	14.0%	2.2%	-0.1%	6.9%	2.4%	100.0%
2011	66.5%	7.0%	14.9%	2.1%	0.4%	7.0%	2.1%	100.0%
2012	66.9%	6.4%	15.7%	1.7%	0.1%	7.2%	2.0%	100.0%
2013	65.7%	7.7%	15.9%	1.8%	-0.5%	7.1%	2.3%	100.0%
2014	66.8%	6.8%	14.8%	2.0%	0.2%	7.1%	2.3%	100.0%
2015	67.9%	7.3%	13.5%	1.9%	0.1%	6.9%	2.4%	100.0%
2016	70.3%	8.2%	11.2%	1.6%	0.0%	6.3%	2.4%	100.0%
2017	73.1%	7.8%	9.8%	1.6%	0.1%	5.3%	2.3%	100.0%
2018	72.8%	7.0%	10.9%	1.9%	0.2%	5.1%	2.1%	100.0%
2019	71.4%	8.5%	10.9%	1.6%	0.3%	5.2%	2.1%	100.0%

* Information not available

(1) Source: The American Public Transit Association, APTA Transit Fact Book

(2) Percentages are derived from the Authority's independently audited annual financial statements.

(3) Total operating expenses exclude depreciation

CENTRAL OHIO TRANSIT AUTHORITY
Legal Debt Margin
December 31, 2019
(in thousands)

CALCULATION OF LEGAL OVERALL DEBT MARGIN:

Total assessed property valuation of Authority (2019 tax year valuation) (1)	\$ 31,952,055,140
Multiplied by: Legal overall debt limitation (%)	5.00%
Equals: Total legal voted and unvoted debt limitation	\$ 1,597,602,757
Less: Nonexempt general obligation debt (voted and unvoted) (2)	\$ -
Equals: Legal overall debt margin (maximum amount permitted for new voted and unvoted nonexempt general obligation debt issuances)	\$ 1,597,602,757

CALCULATION OF LEGAL UNVOTED DEBT MARGIN:

Total assessed property valuation of Authority (2019 tax year valuation) (1)	\$ 31,952,055,140
Multiplied by: Legal unvoted debt limitation (%)	0.10%
Equals: Legal unvoted debt limitation	\$ 31,952,055
Less: Maximum aggregate amounts of principal and interest payable in any one calendar year (2)	\$ -
Equals: Legal unvoted debt margin (maximum annual debt service charges permitted for new unvoted nonexempt general obligation debt issuances).....	\$ 31,952,055

(1) Source: Franklin County Auditor's Office

CENTRAL OHIO TRANSIT AUTHORITY
Ratio of General Bonded Debt to Assessed Value and
Net Bonded Debt per Capita
Last Ten Fiscal Years

<u>YEAR</u>	<u>POPULATION</u>	<u>ASSESSED</u> <u>VALUE</u>	<u>GENERAL</u> <u>BONDED DEBT</u>	<u>RATIO OF</u> <u>BONDED DEBT TO</u> <u>ASSESSED VALUE</u>	<u>BONDED DEBT</u> <u>PER CAPITA</u>
	(1)	(2)	(3)		
2010	1,163,414	\$ 28,868,029,740	\$ -	0.00%	\$0.00
2011	1,173,158	\$ 27,147,358,600	\$ -	0.00%	\$0.00
2012	1,168,018	\$ 26,973,196,500	\$ -	0.00%	\$0.00
2013	1,195,537	\$ 27,018,525,940	\$ -	0.00%	\$0.00
2014	1,231,393	\$ 27,221,010,540	\$ -	0.00%	\$0.00
2015	1,251,722	\$ 27,907,630,030	\$ -	0.00%	\$0.00
2016	1,264,518	\$ 27,990,535,515	\$ -	0.00%	\$0.00
2017	1,269,998	\$ 31,177,066,170	\$ -	0.00%	\$0.00
2018	1,291,981	\$ 31,535,400,220	\$ -	0.00%	\$0.00
2019	1,316,756	\$ 31,952,055,140	\$ -	0.00%	\$0.00

* Information not available

(1) U. S. Census Bureau

(2) Source: Franklin County Auditor's Office

(3) The Authority's independently audited annual financial statements

CENTRAL OHIO TRANSIT AUTHORITY
Computation of Direct and Overlapping General Obligation Debt
December 31, 2019

Franklin County Total Value	\$30,882,217,570
Licking County (City of Reynoldsburg)	\$207,442,570
Delaware County (Westerville & Columbus)	\$669,916,320
Fairfield County (Columbus and Reynoldsburg)	\$192,478,680

***Assessed Value for COTA = \$ 331,952,055,140**

*The above amounts are all less Tangible Personal

Political Subdivision	General Obligation Debt	Percentage Applicable to COTA	Amount Applicable to COTA
COTA	-	100.0%	-
Counties With Overlapping:			
Delaware	43,056,800	11.15%	4,800,833
Fairfield	4,934,904	5.10%	251,680
Franklin	187,355,000	99.99%	187,336,265
Licking	28,720,908	4.63%	1,329,778
Cities wholly within COTA	1,990,760,000	100.0%	1,990,760,000
Cities with Overlapping:			
City of Dublin	54,443,000	96.08%	50,817,096
Canal Winchester City	5,450,000	96.08%	5,236,360
Villages wholly within COTA	7,800,000	100.0%	7,800,000
Villages with Overlapping:			
Townships wholly within COTA	12,286,000	100.0%	12,286,000
Townships with Overlapping:			
Etna Township	2,000,000	40.56%	811,200
Genoa Township	6,220,000	0.01%	4,354
Madison Township	1,840,000	99.61%	1,832,824
Violet Township	13,080,000	4.84%	633,072
School Districts wholly within COTA	981,872,342	100.0%	981,872,342
School Districts with Overlapping:			
Canal Winchester Local S.D.	43,005,680	78.51%	33,763,759
Dublin City S.D.	198,035,587	82.55%	163,478,377
Hilliard City S.D.	124,686,612	99.99%	124,674,143
Jonathan Alder Local S.D.	13,870,000	1.84%	255,208
Licking Heights Local S.D.	90,065,053	52.85%	47,599,381
Olentangy Local S.D.	340,863,054	8.06%	27,473,562
Pickerington Local S.D.	83,580,000	14.05%	11,742,990
New Albany-Plain Local S.D.	76,987,727	99.99%	76,980,028
Reynoldsburg City S.D.	75,444,987	98.79%	74,532,103
South-Western City S.D.	244,664,962	99.83%	244,249,032
Southwest Licking Local S.D.	78,530,000	0.00%	7,853
Teays Valley Local S.D.	24,870,000	0.33%	82,071
Westerville City S.D.	45,125,000	75.23%	33,947,538
Eastland Joint Vocational S.D.	700,000	62.95%	440,650
Licking County Joint Vocational S.D.	12,555,000	7.37%	925,304
Tolles Joint Vocational S.D.	1,534,928	72.58%	1,114,051
Special District with Overlapping:			
New Albany/Plain Jnt Park District	2,939,476	99.99%	2,939,182
Solid Waste Authority of Central Ohio	63,005,000	98.38%	62,614,369
West Licking Fire District	1,685,000	17.70%	298,245
Total			<u><u>4,152,889,651</u></u>

Source: Ohio Municipal Advisory Council database

- Notes: 1. Percentage applicable to COTA equals the Franklin County value of the political subdivision divided by the total valuation. TY2018/CY2019 values are used.
2. General Obligation debt includes Limited and Unlimited issues except for City of Columbus (Limited only)

CENTRAL OHIO TRANSIT AUTHORITY
Demographic Statistics
Last Ten Fiscal Years

<u>YEAR</u>	<u>POPULATION</u>	<u>PER CAPITA INCOME</u>	<u>MEDIAN AGE</u>	<u>K - 12 SCHOOL ENROLLMENT</u>	<u>UNEMPLOYMENT RATE</u>
	(1)	(2)	(3)	(4)	(5)
2010	1,163,414	\$38,170	33.4	208,698	9.6%
2011	1,173,158	\$39,646	34.9	197,082	8.1%
2012	1,168,018	\$42,624	33.6	192,902	6.7%
2013	1,195,537	\$43,506	33.6	196,580	7.2%
2014	1,231,393	\$45,158	33.8	218,349	4.8%
2015	1,251,722	\$46,949	34.0	220,090	4.1%
2016	1,264,518	\$48,150	34.0	233,148	4.0%
2017	1,269,998	\$48,199	33.9	226,996	3.6%
2018	1,291,981	\$49,448	33.4	172,106	3.8%
2019	1,316,756	*	34.1	182,800	3.5%

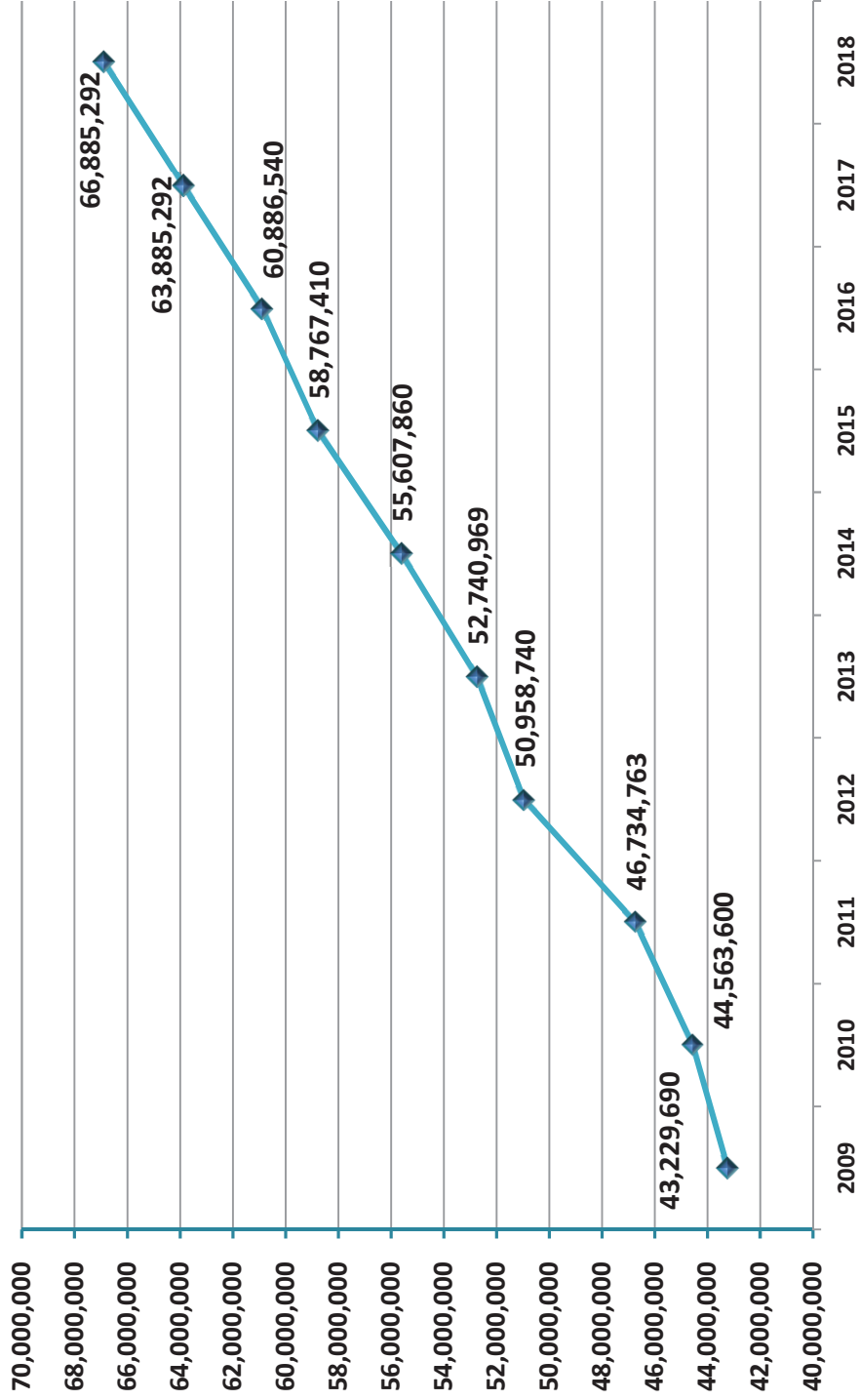
Note: All information presented is for Franklin County

* Information not available

Sources:

- (1) U. S. Census Bureau
- (2) U. S. Department of Commerce - Bureau of Economic Analysis
- (3) U.S. Census Bureau
- (4) Ohio Department of Education - Division of Information Management Services
- (5) Ohio Department of Job and Family Services, Ohio Labor Market Information

CENTRAL OHIO TRANSIT AUTHORITY
Personal Income Of Franklin County, Ohio
2009-2018
(in thousands)



Source: U.S. Bureau of Economic Analysis

**CENTRAL OHIO TRANSIT AUTHORITY
Largest Employers**

Ranked by Number of Central Ohio Employees

Rank	Name of Employer	FTE 2019		% of Total		Rank	Name of Employer	FTE 2010		% of Total	
		FTE	%	FTE	%			FTE	%	FTE	%
1	Ohio State University	33,335	21.20%	1	State of Ohio	25,600	21.22%				
2	Ohio Health	23,836	15.16%	2	Ohio State University	23,093	19.14%				
3	State of Ohio	21,342	13.58%	3	JP Morgan Chase	16,975	14.07%				
4	JP Morgan Chase & Co	18,400	11.70%	4	Nationwide Mutual Insurance co.	11,235	9.31%				
5	Nationwide	12,500	7.95%	5	United States Government	7,810	6.47%				
6	Nationwide Children's Hospital	10,875	6.92%	6	Ohio Health	7,770	6.44%				
7	Kroger Co	10,563	6.72%	7	Columbus Public Schools	7,739	6.42%				
8	City of Columbus	8,963	5.70%	8	City of Columbus	7,095	5.88%				
9	Mount Carmel Health System	8,776	5.58%	9	Honda of America Manufacturing Inc	7,000	5.80%				
10	L Brands Inc.	8,616	5.48%	10	Franklin County	6,321	5.24%				

Source Business First, Book of Lists, 2019 and 2010.

CENTRAL OHIO TRANSIT AUTHORITY
Fare Rate Structure
December 31, 2019

CASH OR TICKET FARES:

Express	\$ 2.75
Local and Crosstown	2.00
Project Mainstream ADA Trip ⁽¹⁾	3.50
Mainstream On Demand	\$1.00 per mile with a \$5.00 minimum
Transfer	Free

DAY PASSES ⁽²⁾:

Adult ⁽³⁾	\$ 4.50
Human Service Agency ⁽⁴⁾	4.00
Children over 48" and under 12 years old, Senior Discount Card ⁽⁵⁾ , or Key Card ⁽⁶⁾	2.25
Seven-Day Pass	25.00

MONTHLY PASSES:

Express	\$ 85.00
Local	62.00
Project Mainstream ⁽¹⁾	105.00
Senior Discount Card ⁽⁵⁾ , or Key Card ⁽⁶⁾	31.00

SPECIAL FARES:

Children over 48" and under 12 years old, Senior Discount Card ⁽⁵⁾ , or Key Card ⁽⁶⁾	\$ 1.00
Children under 48" tall	Free
All ADA Card ⁽⁷⁾ recipients on fixed-route bus service only	Free
CBUS	Free
Summer Youth Pass June 1 - August 31 ⁽⁸⁾	62.00

- (1) Door-to-door service on demand, in wheelchair lift-equipped paratransit mini-buses, for eligible disabled riders holding an "ADA" card. ADA Trips are defined as trips originating 3/4 of a mile or less from an existing fixed-route bus line that is in operation within the time of day and day of the week. All other trips are considered a Non-ADA Trip.
- (2) Good for unlimited travel on all local/crosstown routes from time of validation until midnight
- (3) Additional \$0.75 required for express service
- (4) Distributed by approved nonprofit service agencies for use by their clientele
- (5) Photo identification card, for riders aged 65 and over
- (6) Photo identification card, for eligible disabled riders
- (7) Photo identification card, for physically or mentally disabled riders for Project Mainstream service
- (8) Age 17 or younger, additional \$0.75 required for express service

CENTRAL OHIO TRANSIT AUTHORITY
Operating Statistics
Last Ten Fiscal Years

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
SYSTEM RIDERSHIP										
Motor bus.....	17,034,878	18,764,047	18,423,352	18,472,039	19,041,382	18,920,014	18,549,436	18,401,546	18,913,789	19,146,510
Demand responsive.....	238,290	259,883	268,960	277,467	285,817	282,515	278,410	287,242	291,455	288,690
AVERAGE WEEKDAY										
SYSTEM RIDERSHIP										
Motor bus.....	57,340	63,065	62,266	61,538	63,050	62,356	60,884	59,344	60,419	59,929
Demand responsive.....	782	858	873	887	935	908	898	925	955	952
VEHICLE MILES OPERATED										
Motor bus.....	11,049,687	11,518,844	11,859,067	12,569,131	13,258,367	14,259,176	15,349,203	16,244,761	16,812,732	16,845,736
Demand responsive.....	3,478,991	3,429,996	3,484,254	3,673,073	3,771,044	4,015,143	3,995,913	4,009,363	4,064,420	3,734,748
AVERAGE WEEKDAY										
VEHICLE MILES OPERATED										
Motor bus.....	36,911	38,551	39,047	41,152	42,354	44,991	49,431	49,897	47,981	49,963
Demand responsive.....	11,550	11,388	11,430	11,821	12,385	12,772	12,757	12,976	13,037	13,015
REVENUE MILES										
Motor bus.....	9,075,389	9,388,064	9,689,684	10,241,965	10,590,852	11,443,670	12,298,599	13,036,419	13,619,995	13,837,591
Demand responsive.....	2,875,824	3,003,424	3,082,210	3,276,594	3,382,851	3,495,999	3,479,659	3,561,049	3,551,774	3,511,803
PASSENGER MILES										
Motor bus.....	63,278,446	70,704,654	70,809,418	71,591,337	72,744,981	71,677,603	71,088,866	68,304,612	73,617,347	74,351,658
Demand responsive.....	2,387,942	2,571,127	2,696,146	2,846,852	2,922,005	2,975,485	3,000,810	3,197,946	3,031,477	3,017,345

Source: The Authority's annual *National Transit Database Report*, filed with the Federal Transit Administration

CENTRAL OHIO TRANSIT AUTHORITY
Operating Statistics
Last Ten Fiscal Years (continued)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
VEHICLE HOURS OPERATED (1)										
Motor bus.....	801,137	835,880	861,213	918,742	974,096	1,045,171	1,118,776	1,181,768	1,231,077	1,231,478
Demand responsive.....	165,099	169,102	176,468	182,477	189,120	197,621	200,845	206,660	204,958	212,724
VEHICLE REVENUE HOURS (1)										
Motor bus.....	732,886	766,606	789,004	841,428	879,037	948,248	1,013,167	1,072,219	1,116,957	1,143,058
Demand responsive.....	142,958	151,416	159,306	165,320	172,145	178,038	179,841	180,302	182,865	188,272
DIESEL, BIODIESEL, CNG GASOLINE FUEL USAGE (IN GALLONS).....(1)	2,877,839	2,979,458	2,969,188	3,133,556	3,339,858	3,649,358	3,851,735	4,019,151	4,238,228	4,516,409
FLEET REQUIREMENTS (DURING PEAK HOURS) (1)										
Motor bus.....	241	247	257	261	275	284	295	297	268	269
Demand responsive.....	56	56	68	60	68	77	64	60	60	62
TOTAL REVENUE VEHICLES DURING PERIOD (1)										
Motor bus.....	306	296	308	334	336	341	354	357	322	322
Demand responsive.....	65	64	74	66	74	78	72	60	72	77
NUMBER OF EMPLOYEES(1)	793	853	852	865	924	951	1,004	1,122	1,188	1,186

Source:

(1) The Authority's annual *National Transit Database Report*, filed with the Federal Transit Administration

CENTRAL OHIO TRANSIT AUTHORITY
Number of Employees and Labor Classification
LAST TEN FISCAL YEARS

CLASSIFICATION	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
VEHICLE OPERATIONS	532	577	593	594	647	680	721	775	843	788
VEHICLE MAINTENANCE	114	123	117	121	123	125	130	171	173	182
NON-VEHICLE MAINTENANCE	37	36	35	30	28	27	29	31	30	28
GENERAL ADMINISTRATION	110	117	107	120	126	119	124	145	142	188
TOTAL LABOR	793	853	852	865	924	951	1004	1122	1188	1186

Source:
(1) The Authority's annual *National Transit Database Report*, filed with the Federal Transit Administration

CENTRAL OHIO TRANSIT AUTHORITY
Miscellaneous Statistics
For the Year ended December 31, 2019

Date of creation of Authority by local county and municipal governments	February 17, 1971
Date of acquisition of assets of Columbus Transit Company (C.T.C.)	June 29, 1973
Date of commencement of Authority operations	January 1, 1974
Form of government	Board of Trustees, with fulltime President/CEO
Number of Trustees	12 (one vacancy)
County in which Authority operates	Franklin County and small portions of adjacent Delaware, Fairfield, Union, and Licking Counties, Ohio
Type of tax support	Service Area Sales Tax - 1/4 % permanent 1/4 % temporary
Size of Authority	562 square miles
Miles of route	967.6
Number of routes	42
Number of bus stop locations	3,043
Number of bus stop passenger shelters	416
Number of Park-and-Ride facilities	25
Parking capacity, all Park-and-Ride facilities	2,266
Number of active fleet buses	322
Average bus vehicle age	6
Average fixed-route system speed	13.66
Average fixed-route system fuel economy	4.25
Number of customer information calls received	469,202

Source: The Authority's annual *National Transit Database Report*, filed with the Federal Transit Administration
Source: The Authority's non-financial operational statistics.

2019

FOR FISCAL YEARS ENDED DECEMBER 31, 2019 AND 2018

PREPARED BY:

FINANCE DIVISION

Angel L. Mumma	Chief Financial Officer
Kenyatta Chandler	Director, Finance
Joseph Homan	Chief Accountant
Kelli Cannon	Manager, Accounting & Reporting
Jennifer Seppeler	Payroll Manager
Kathy Ackerman	Accounting Clerk
Celso Baquedano	Payroll Administrator
Mark Hauck	Staff Accountant
Murray Holmes	Staff Accountant
Ashanti Powell	Payroll Administrator
Amy Seitz	Finance/Purchasing Coordinator
Ellen Thompson	Revenue and Ridership Analyst
Sam Thomsen	Fare System Administrator
Lynette Vargas	Grant Accountant



Comprehensive Annual Financial Report