



**CENTRAL OHIO TRANSIT AUTHORITY
FRANKLIN COUNTY
DECEMBER 31, 2024**

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**CENTRAL OHIO TRANSIT AUTHORITY
FRANKLIN COUNTY**

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2024**

FEDERAL GRANTOR Pass Through Grantor Program / Cluster Title	Federal AL Number	Pass Through Entity Identifying Number	Total Federal Expenditures
U.S. DEPARTMENT OF TRANSPORTATION			
Direct Program			
Border Enforcement Grants	20.233	693JJ32350004	\$ 254,075
Federal Transit Cluster			
Federal Transit Formula Grants	20.507	OH-2019-002-00	89,115
Federal Transit Formula Grants	20.507	OH-2023-036-00	3,926,123
Federal Transit Formula Grants	20.507	OH-2024-024-00	61,865,170
Federal Transit Formula Grants	20.507	OH-2025-002-00	39,640
Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs	20.526	OH-2023-036-00	1,717,925
Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs	20.526	OH-2024-002-00	19,639,538
Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs	20.526	OH-2024-024-00	3,012,977
Total Federal Transit Cluster			90,290,488
Transit Services Programs Cluster			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	OH-2024-024-00	376,285
Total Transit Services Programs Cluster			376,285
Public Transportation Innovation	20.530	OH-2021-016-00	378,000
Community Project Funding Congressionally Directed Spending	20.534	OH-2023-036-00	3,000,000
Total U.S. Department of Transportation			94,298,848
Total Expenditures of Federal Awards			\$ 94,298,848

The accompanying notes are an integral part of this schedule.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to the Schedule of Expenditures of Federal Awards

Year Ended December 31, 2024

1. GENERAL

The accompanying Schedule of Expenditures of Federal Awards (Schedule) presents the activity of all federal financial assistance programs of the Authority. The Authority's reporting entity is defined in Note 1 to the Authority's financial statements.

The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to, and does not, present the financial position, activities and cash flows of the Authority for the year ended December 31, 2024.

2. BASIS OF ACCOUNTING

The accompanying Schedule is presented using the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

The Authority has elected not to use the 10 percent de minimis indirect cost rate to recover indirect costs as allowed under the Uniform Guidance.

Pass-through entity identifying numbers are presented where available. In addition, the Authority did not pass-through any federal awards to subrecipients during the year ended December 31, 2024.

3. MATCHING REQUIREMENTS

Certain federal programs require the Authority to contribute non-federal funds (matching funds) to support federally-funded programs. The Authority has complied with the matching requirements. The expenditures of non-federal (matching) funds are not included on the Schedule.

4. RELATIONSHIP OF FEDERAL FINANCIAL REPORTS

Amounts reported in the accompanying Schedule agree with the amounts reported in the related federal financial reports.



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Columbus, Ohio 43215
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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
REQUIRED BY GOVERNMENT AUDITING STANDARDS**

Central Ohio Transit Authority
Franklin County
33 North High Street
Columbus, Ohio 43215

To the Board of Trustees:

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the Central Ohio Transit Authority, Franklin County, Ohio (the Authority) as of and for the years ended December 31, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements and have issued our report thereon dated June 26, 2025.

Report on Internal Control Over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

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



Keith Faber
Auditor of State
Columbus, Ohio

June 26, 2025



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**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER
COMPLIANCE AND ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED
BY THE UNIFORM GUIDANCE**

Central Ohio Transit Authority
Franklin County
33 North High Street
Columbus, Ohio 43215

To the Board of Trustees:

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Central Ohio Transit Authority's, Franklin County, (the Authority) compliance with the types of compliance requirements identified as subject to audit in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of Central Ohio Transit Authority's major federal programs for the year ended December 31, 2024. Central Ohio Transit Authority's major federal programs are identified in the *Summary of Auditor's Results* section of the accompanying schedule of findings.

In our opinion, Central Ohio Transit Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2024.

Basis for Opinion on Each Major Federal Program

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

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

Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

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

Report on Internal Control Over Compliance

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

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

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

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

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the Central Ohio Transit Authority, Franklin County, (the Authority) as of and for the years ended December 31, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our unmodified report thereon dated June 26, 2025. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. The schedule is the responsibility of management and was derived from and relates directly to the underlying accounting and other records management used to prepare the basic financial statements. We subjected this schedule to the auditing procedures we applied to the basic financial statements. We also applied certain additional procedures, including comparing and reconciling this schedule 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 schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.



Keith Faber
Auditor of State
Columbus, Ohio

June 26, 2025

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**CENTRAL OHIO TRANSIT AUTHORITY
FRANKLIN COUNTY**

**SCHEDULE OF FINDINGS
2 CFR § 200.515
DECEMBER 31, 2024**

1. SUMMARY OF AUDITOR'S RESULTS

(d)(1)(i)	Type of Financial Statement Opinion	Unmodified
(d)(1)(ii)	Were there any material weaknesses in internal control reported at the financial statement level (GAGAS)?	No
(d)(1)(ii)	Were there any significant deficiencies in internal control reported at the financial statement level (GAGAS)?	No
(d)(1)(iii)	Was there any reported material noncompliance at the financial statement level (GAGAS)?	No
(d)(1)(iv)	Were there any material weaknesses in internal control reported for major federal programs?	No
(d)(1)(iv)	Were there any significant deficiencies in internal control reported for major federal programs?	No
(d)(1)(v)	Type of Major Programs' Compliance Opinion	Unmodified
(d)(1)(vi)	Are there any reportable findings under 2 CFR § 200.516(a)?	No
(d)(1)(vii)	Major Programs (list):	Federal Transit Cluster Community Project Funding Congressionally Directed Spending
(d)(1)(viii)	Dollar Threshold: Type A/B Programs	Type A: > \$ 2,828,965 Type B: all others
(d)(1)(ix)	Low Risk Auditee under 2 CFR § 200.520?	No

**2. FINDINGS RELATED TO THE FINANCIAL STATEMENTS
REQUIRED TO BE REPORTED IN ACCORDANCE WITH GAGAS**

None.

3. FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS

None.

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CENTRAL OHIO TRANSIT AUTHORITY

Annual Comprehensive FINANCIAL REPORT



2024

Prepared by the Finance Division
FOR THE FISCAL YEARS ENDING DECEMBER 31, 2023 AND 2024

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Central Ohio Transit Authority

Annual Comprehensive Financial Report

For the Fiscal Years Ended December 31, 2024 and 2023

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INTRODUCTION

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2024 TRANSMITTAL *letter*

June 26, 2025

To Members of the COTA Board of Trustees and the Citizens of Central Ohio:

We are pleased to present our **Annual Comprehensive Financial Report** (Financial Report) of the Central Ohio Transit Authority (COTA) for the year ended December 31, 2024. This Financial Report includes financial statements and other financial and statistical data that conform to generally accepted accounting principles (GAAP) in the United States of America 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 have been included to enable the reader to acquire the maximum understanding of COTA's financial activity.

The Auditor of the State of Ohio has issued an unmodified ("clean") opinion on COTA's financial statements for the year ended **December 31, 2024**. Based upon the audit, the independent auditor concluded there was a reasonable basis for rendering an unmodified opinion that COTA's financial statements for the year ended **December 31, 2024**, 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.

2024 TRANSMITTAL *letter*

COTA also 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 the Auditor of the State of Ohio, met the requirements set forth by the State of Ohio, as well as 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.

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 provides 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

2024 TRANSMITTAL *letter*

- Four members prorated among the 11 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 11** of the introductory section.

Serving the Community

In 2024, COTA continued to make consistent strides toward improving the accessibility of our mobility solutions. COTA's nearly three-year Operator shortage was solved with the approval of an industry-leading collective bargaining agreement with workforce partner Transport Worker Union 208, which provided higher wages, better benefits, and improved work-life balance for more than 900 frontline employees. Thanks in part to this innovative agreement, COTA welcomed 217 new fixed-route Operators, including 35 flex Operators for COTA/Plus and Mainstream paratransit services.

Our recruitment and retention efforts played a key role in the successful service improvements we made in all three service changes in 2024. With an empowered team, we expanded routes, increased frequencies, and launched new services, creating a more connected and reliable system for our community. This resulted in a 7% increase in ridership for COTA.

Meanwhile, Team COTA continues to offer innovative solutions to community challenges. We enhanced transit safety while providing compassionate human services. We provided more than 75,000 students who go to school at local institutions such as Columbus City Schools, the Ohio

2024 TRANSMITTAL *letter*

State University and Columbus State Community College unlimited access to COTA at no cost to them, thanks to COTA's Educational Pass Program. And we made continued investments in connecting residents to their jobs through the continuation of the C-pass programs in the Short North and Downtown Columbus.

Internally, Team COTA is invested in our community through a number of Employee Resource Group (ERG) initiatives, which included:

- Hosting Camp COTA, which allowed children of COTA employees a chance to experience a day in the life at COTA and explore future career opportunities.
- Four COTA-led Food Drives, distributing more than 32,000 pounds of produce.
- Staff assisted with redesigning the bus shelters at the National Veterans Memorial and Museum (NVMM) and the Veterans Administration, flag installations for Memorial Day, and managing the Veterans Honor Wall content refresh.

In 2024, Central Ohio voters delivered COTA a decisive victory to implement the LinkUS Initiative. This transformative investment in mobility will shape Central Ohio for decades, ensuring that as our community grows bigger, our transit system grows better to meet the needs of everyone. The LinkUS initiative will provide safer, more accessible, and more reliable transportation options for all. This is more than a transit expansion — it's a commitment to economic opportunity, sustainability, and access. The 25-year plan includes:

- **Expand service hours by 45%**, allowing for greater access to jobs, education, healthcare, and essential services.
- **Invest in 500+ miles of sidewalks, trails, crosswalks, and other transit-supportive infrastructure**, ensuring safer, more convenient first- and last-mile connections to transit.
- **Launch five Bus Rapid Transit (BRT) corridors**, bringing high-capacity, high-frequency transit service to key corridors.
- **Build new transit centers, Park and Rides, shelters, and mobility hubs**, improving accessibility and the overall customer experience.
- **Enhance mobility options**, including the expansion of COTA//Plus zones and increased Mainstream service.

2024 TRANSMITTAL *letter*

When emergencies happen on or around COTA vehicles, our Strategic Response Specialists are there to step in. Trained in de-escalation, first aid, and crisis intervention, they provide immediate support to customers and Operators, ensuring safety and stability in challenging situations. Each specialist completes an intensive four-month training program covering mental health response, human trafficking awareness, Homeland Security active shooter training, and more. They are stationed at transit centers, Park and rides, stops, and shelters, ready to assist when needed. In 2024, our team connected 453 people with critical resources, from temporary housing and food assistance to drug counseling and mental health services.

Finally, COTA believes that when people are educated about transit, they feel confident navigating the public transportation system. COTA provided hands-on, in-person travel training to 5,249 people, including students, seniors, and new Americans. This was a 34% increase in travel training over 2023 and helped improve COTA's overall ridership.

ECONOMIC OUTLOOK

The Central Ohio area is set to welcome 726,000 new residents by 2050, growing to a population of 3.15 million. The region's economy, crucial for funding community mobility services and expanding transit to accommodate growth, centers on professional and service sectors like education, healthcare, finance, insurance, banking, and technology. Despite a slowing U.S. economy, Central Ohio's prospects look up due to historical investments in advanced technology and information industries.

Reflecting the regional economy, COTA's sales tax revenue showed modest growth, increasing by 2.1% in 2023 and averaging a 5% annual growth over the past five years. Ridership continues to rebound with a 7% increase trips recorded compared to 2023, leading to 14.3 million in passenger revenue. Furthermore, investment income increased by over 45% compared to 2023, through the maintaining of healthy reserves for COTA, prudent short-term investing, and a healthy interest rate environment.

The COTA Board of Trustees and Leadership Team keep a close eye on the local economy's impact on COTA's finances. The 2024 approved budget reflects a balanced approach, setting aside 10% of operating revenue for capital usage. Thanks to the stability of Central Ohio and strong financial management COTA is in a robust position going forward.

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 two things:

- that the cost of the control should not exceed the benefits likely to be derived
- that the valuation of costs and benefits requires 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, the 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 30***.

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

2024 TRANSMITTAL *letter*

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 COTA's strategic plan.

Management control of the budget is maintained by not permitting total expenditures to exceed total appropriations without the 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 70** to demonstrate budgetary compliance.

OTHER INFORMATION

Use of This Report

This report is published to provide the Board of Trustees, as well as to Central Ohio residents and other interested persons, with 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 COTA; and that all disclosures necessary to enable the reader to gain the maximum understanding of COTA's financial activity have been included. Copies of this report will be available on COTA's website at cota.com.

2024 Awards and Recognition

Achieving organizational excellence is one of COTA's strategic pillars. COTA's focus on solution-oriented thinking resulted in several accolades that speak to our team's innovative approach to mobility.

The following are a list of accolades received by Team COTA in 2024:

- **International Rodeo Grand Champion Runner Up Award** – American Public Transportation Association
- **Award of Excellence for Innovation** – LinkUS – Think Transit
- **Voices of Design Award** – LinkUS – Center for Architecture and Design in Columbus

2024 TRANSMITTAL *letter*

- **Cisco Customer Advocate Award Finalist** – Industry Excellence - Cisco
- **Diversity Champion Award for Aslyne Rodriguez** – Columbus Business First
- **Human Resources Impact Award** – Tracy Spikes – Columbus Business First
- **Parity.org Best Companies for Equal Opportunity Advance** – Parity.org
- **Power 125** – Monica Téllez-Fowler & Trustees Trudy Bartley and Amy Taylor – Columbus Business First
- **Healthy Worksite Platinum Award** – COTA - Healthy Business Council of Ohio
- **Distinguished Service Award** – LinkUS Partner and Columbus City Council President Shannon Hardin – APTA
- **Women of Inspiration Award** – Monica Téllez-Fowler – Columbus Young Professionals
- **Under 40 Rising Stars** – Raymond Weaver – OPTA
- **Milestone Award** – COTA's 50th Anniversary – OPTA
- **Leonard Ronis Award** – Matt Allison – OPTA
- **CashVest 90+ Award** – COTA Finance Team – Awarded by three+one
- **Certificate of Achievement for Excellence in Financial Reporting** – Government Finance Officers Association

The GFOA awarded a Certificate of Achievement for Excellence in Financial Reporting to COTA for its Annual Report for the fiscal year ended December 31, 2023. The Certificate of Achievement is the highest form of recognition for excellence in financial reporting. This was the 41st 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 Financial Report. 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 Financial Report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

2024 TRANSMITTAL *letter*

Acknowledgments

This Annual Comprehensive Financial Report reflects the dedicated efforts of the entire Finance Division, and in particular Joseph Homan, CPA, Director of Accounting. Our sincere appreciation is extended to everyone throughout the organization whose efforts have made this report possible.

Kindest Regards,



Monica Tellez-Fowler
President/CEO



Michael R. DeWees
Interim Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

Central Ohio Transit Authority

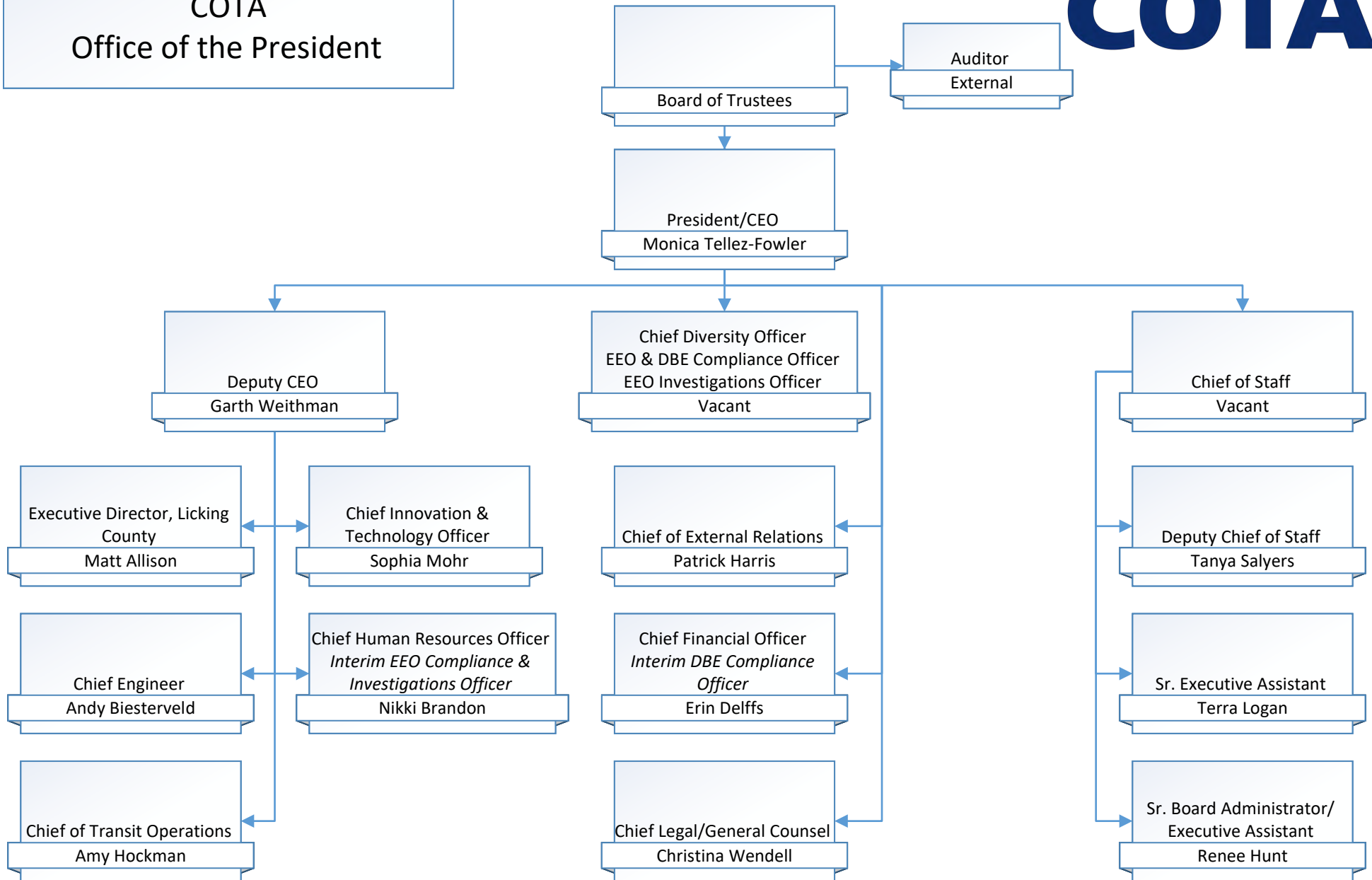
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2023

Christopher P. Morill

Executive Director/CEO

COTA Office of the President





BOARD OF TRUSTEES

As of December 31, 2024

Chair Marlon Moore
Appointed by City of Columbus

Vice Chair Sean Mentel
Appointed by the City of Columbus

Trustee Trudy A. Bartley
Appointed by the City of Columbus

Trustee Pete Bucher
Appointed by the City of Worthington

Trustee Erika Clark Jones
Appointed by the Franklin County

Trustee Lori Elmore
Appointed by the City of Whitehall

Trustee Jeff Hunley
Appointed by the City of Columbus

Trustee Mark Reitter
Appointed by the City of Columbus

Trustee Amy Taylor
Appointed by the City of Columbus

Trustee Shannon Tolliver
Appointed by the City of Upper Arlington

Trustee Craig Treneff
Appointed by the Franklin County
(His resignation was effective 12/31/2024)

Trustee Heather Ulrey
Appointed by the City of Grove City

Trustee Kumi Walker
Appointed by the City of Columbus

ADMINISTRATION

As of December 31, 2024

President/CEO, Monica Tellez-Fowler

Deputy CEO, Garth Weithman

Chief of Staff, Vacant

Deputy Chief of Staff, Tanya Salyers

Chief Engineer, Andy Biesterveld

Chief Financial Officer, Erin Delffs

Chief of External Relations, Patrick Harris

Chief of Transit Operations, Amy Hockman

Chief Diversity Officer, Vacant

Chief Innovation & Technology Officer,
Sophia Mohr

Chief Human Resource Officer, Nikki
Brandon

Executive Director, Licking County, Matt
Allison

Chief Legal/General Counsel, Christina
Wendell

,



FINANCIALS

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65 East State Street
Columbus, Ohio 43215
ContactUs@ohioauditor.gov
800-282-0370

INDEPENDENT AUDITOR'S REPORT

Central Ohio Transit Authority
Franklin County
33 North High Street
Columbus, Ohio 43215

To the Board of Trustees:

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Central Ohio Transit Authority, Franklin County, Ohio (the Authority), as of and for the years ended December 31, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Central Ohio Transit Authority, Franklin County, Ohio as of December 31, 2024 and 2023, and the changes in financial position and its cash flows for the years then ended in accordance with the accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of the Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

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

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

Required Supplementary Information

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

Supplementary information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The *Supplemental Schedule of Revenues, Expenses, and Changes in Net Position – Budget vs. Actual (Modified Cash Basis)* is presented for purposes of additional analysis and is not a required part of the basic financial statements.

Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The 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 Schedule of Revenues, Expenses, and Changes in Net Position – Budget vs. Actual (Modified Cash Basis)* is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

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

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated June 26, 2025, on our consideration of the Authority's internal control over financial reporting and 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.



Keith Faber
Auditor of State
Columbus, Ohio

June 26, 2025

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CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2024 and December 31, 2023

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 year ended December 31, 2024. 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 a net position of \$636.1 million. Of this amount, \$359.8 million is invested in capital assets, net of accumulated depreciation/amortization.
- The Authority experienced an increase of \$59.0 in net position in 2024 primarily driven by higher investment income and federal capital grants.
- Current assets of \$383.3 million consist of cash and cash equivalents of \$305.6 million, receivables of \$51.7 million (sales tax receivable of \$28.7 million, federal capital grant receivable of \$16.9 million, leases receivable of \$2.9 million), inventory of \$5.6 million, Board designated assets of \$18.2 million and prepayments of \$2.2 million.
- Current liabilities of \$32.3 million primarily consist of accrued wages and benefits of \$7.0 million, and accounts payable of \$11.1 million.
- The Authority's long-term liabilities amount to \$152.1 million, comprised mainly of a net pension liability of \$117.1 million and the non-current portion of bonds payable totaling \$31.2 million.

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 27 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 28 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 29 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, 2024 and December 31, 2023

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 30-62.

Required Supplementary Information

In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information concerning the Authority's net pension and OPEB assets/liabilities and required contributions. The required supplementary information can be found on pages 64-69 of this report.

Financial Analysis of the Authority

Condensed Summary of Net Position

Net Position was restated, as described in Note 3, for the implementation of GASB Statement 101 for compensated absences and for a correction to the accrual for sales tax receivable. The Authority's comparative analysis of the condensed summary of Net Position is as follows:

Description	2024	Restated 2023
Assets		
Current Assets	\$ 365,145,487	\$ 339,815,025
Board Designated Assets (current)	18,197,012	17,258,067
Total Current Assets	383,342,499	357,073,092
Non-Current Assets	5,974,613	1,446,314
Capital Assets (net of accumulated depreciation/amortization)	395,691,468	355,862,117
Total Non-Current Assets	401,666,081	357,308,431
Total Assets	785,008,580	714,381,523
Deferred Outflows of Resources	43,690,089	66,379,397
Liabilities		
Current Liabilities	32,349,383	23,719,006
Non-Current Other Liabilities	35,022,681	33,593,302
Net Pension Liability	117,104,972	137,017,062
Net OPEB Liability	-	2,963,970
Total Liabilities	184,477,036	197,293,340
Deferred Inflows of Resources	8,152,798	6,260,313
Net Position		
Net Position Investment in Capital Assets	359,799,823	328,482,540
Net Position Restricted	5,604,267	1,167,539
Net Position Unrestricted	270,664,745	247,557,188
Total Net Position	<u>\$ 636,068,835</u>	<u>\$ 577,207,267</u>

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2024 and December 31, 2023

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.

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 asset/liability and the net OPEB asset/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.

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2024 and December 31, 2023

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 asset/liability and net OPEB asset/liability, respectively, not accounted for as deferred inflows/outflows.

The Authority's current assets at the end of 2024 are composed of cash and cash equivalents (79.7%), receivables (13.5%), inventory (1.46%), and other assets (5.32%), which consist predominately of Board designated cash and prepaid expenses.

In 2024, the Authority's current liabilities increased \$8.6 million due to increases in accrued wages and benefits accrual and accounts payable. The Authority's non-current liabilities decreased \$21.4 million, primarily due to the decrease in net pension liability of \$19.9 million.

Capital Assets

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 net investment in capital assets as of December 31, 2023 amounts to \$328.5 million. The increase in COTA's net investment in capital assets in 2024 was \$31.3 million. The Authority's net investment in capital assets as of December 31, 2024 is \$359.8 million.

Major capital asset events during 2024 included the following:

- 28 Battery Electric Buses
- 4 COTA/Plus Transit Vans
- 10 Startrans Tesco Cut-Away vehicles
- 15 Mobility Transit Vans
- 12 Ford Escapes for TSS
- Fields Avenue Facility Updates

Finalized McKinley Avenue Renovation including Electrical infrastructure and Storeroom Annex

Contributions to construction in progress including the following projects:

- The construction of the Rickenbacker Area Mobility Center.
- COTA Electrification of facilities and mobile charging stations
- LinkUs West Broad BRT
- LinkUS East Main BRT
- MCK Driveway updates
- Bus Lifts for Fields Avenue

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

Long Term Obligations

The following table summarizes the bonds, leases and SBITA obligations outstanding.

	Outstanding Debt, at Year End	
	<u>2024</u>	<u>2023</u>
General obligation bonds, net unamortized premium	\$ 31,654,100	\$ 31,959,601
Leases payable	62,132	65,920
SBITA	<u>2,381,084</u>	<u>58,983</u>
Total	<u>\$ 34,097,316</u>	<u>\$ 32,084,504</u>

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

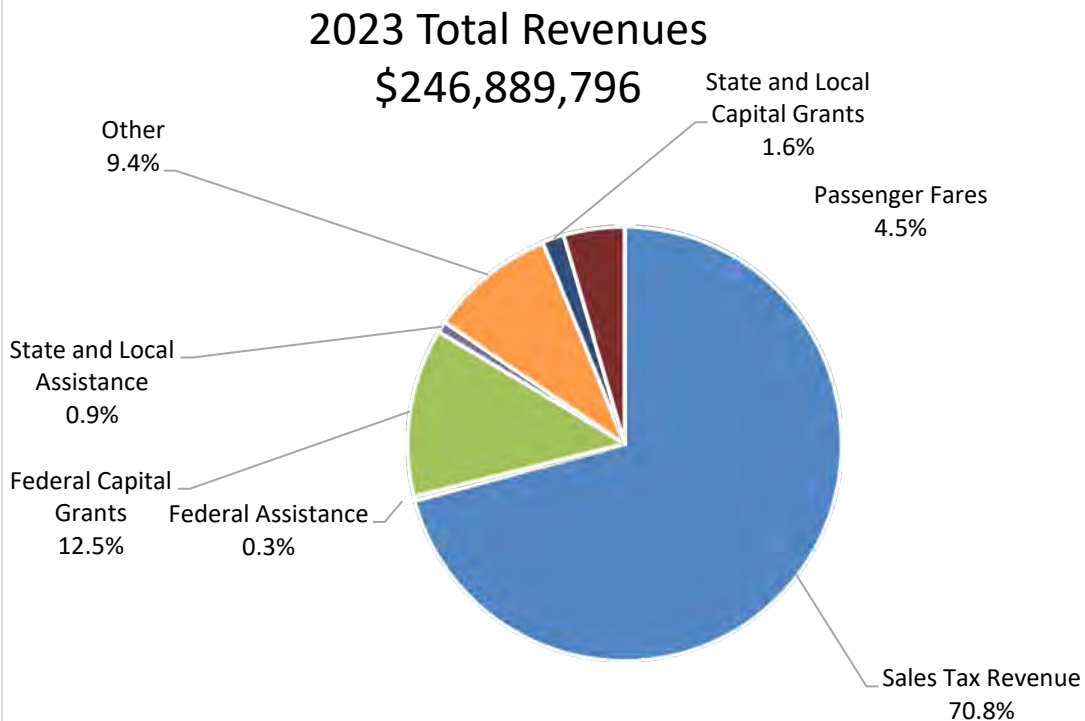
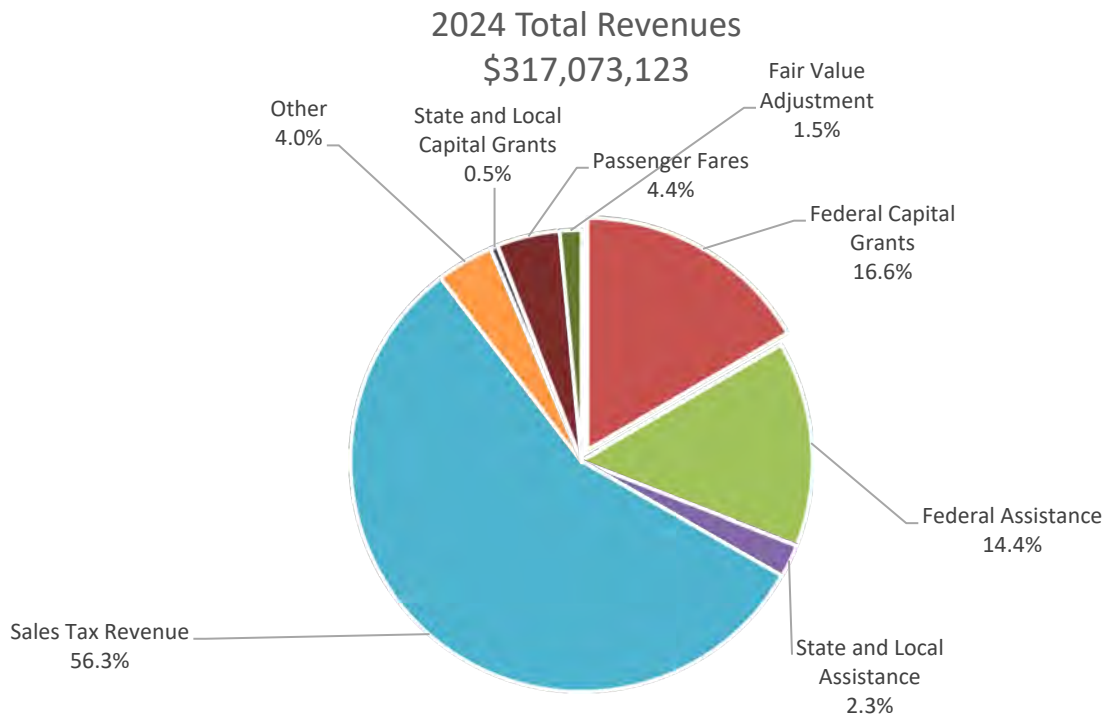
Years Ended December 31, 2024 and December 31, 2023

Additional information on the Authority's long-term obligations can be found in Note 14, in the Notes to the Basic Financial Statements.

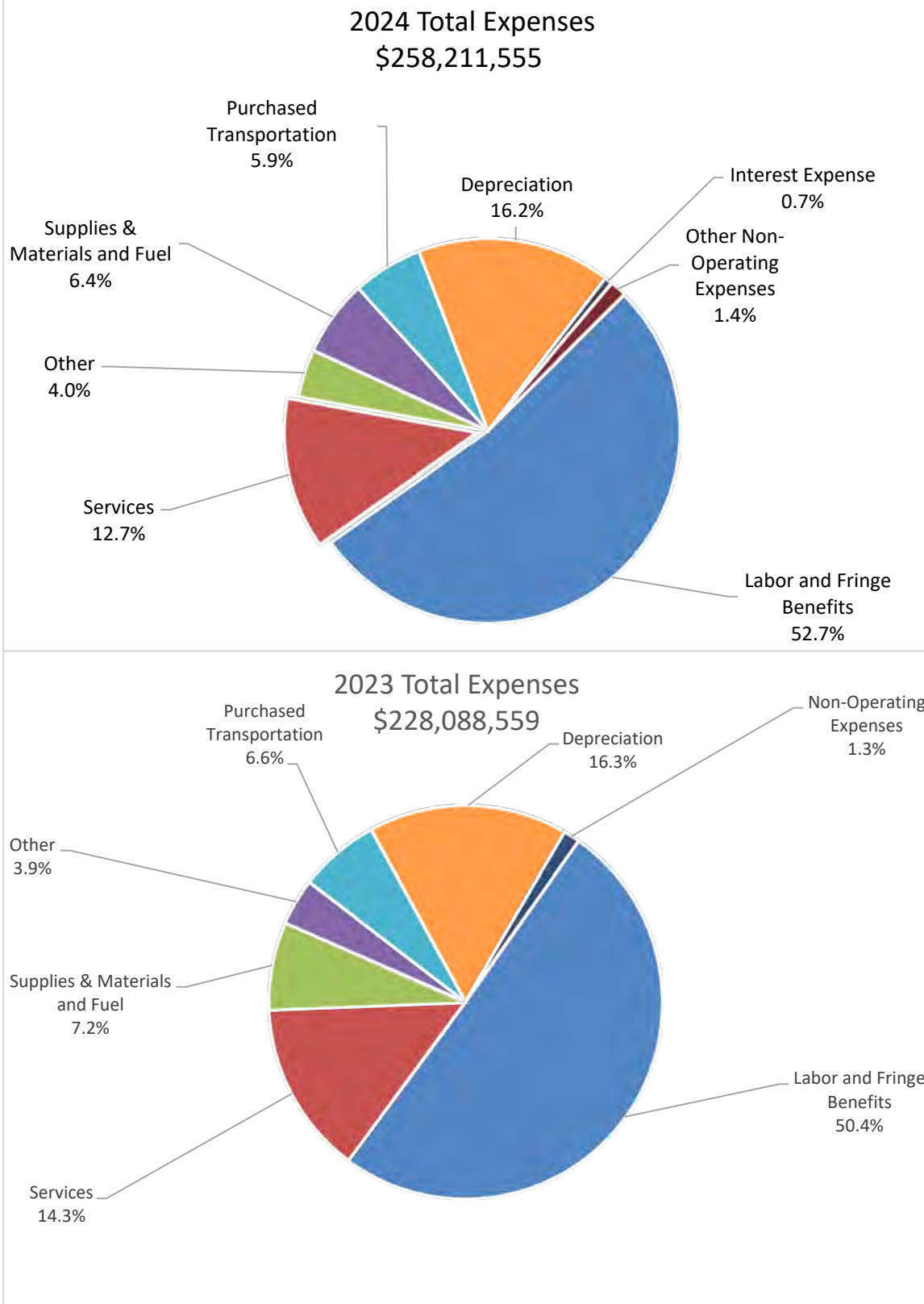
Condensed Summary of Revenues, Expenses and Changes in Net Position:

Description	2024	Restated 2023
Operating Revenues		
Passenger Fare Revenues	\$ 13,946,148	\$ 12,568,582
Special Services Revenue	447,534	511,048
Total Operating Revenues	<u>14,393,682</u>	<u>13,079,630</u>
Non-Operating Revenues		
Sales Tax Revenues	178,487,316	174,789,457
Federal Operating Assistance	45,606,906	710,116
State Operating Assistance	6,345,485	2,114,353
Local Operating Assistance	1,005,507	1,093,481
Investment Income	9,534,456	6,541,125
Non-transportation and Other Revenues	2,740,092	5,995,976
Fair Value Adjustment (Revenue)	4,714,997	7,610,127
Total Non-Operating Revenues	<u>248,434,759</u>	<u>198,854,635</u>
Total Revenue before Capital Grants	<u>262,828,441</u>	<u>211,934,265</u>
Operating Expenses		
Labor	104,458,261	83,004,410
Fringe Benefits	31,481,479	31,984,038
Materials and Supplies and Fuel	12,384,629	16,388,510
Purchased Transportation	15,198,913	15,062,627
Services	32,751,442	32,515,867
Other Expenses	14,472,097	8,830,571
Depreciation/Amortization Expense	42,044,760	37,269,473
Total Operating Expenses	<u>252,791,581</u>	<u>225,055,496</u>
Non-Operating Expenses		
Loss on Disposal of Capital Assets	2,154,611	1,052,939
Regional Transit Subsidy	1,423,403	1,969,879
Interest Expense	1,841,960	-
Non-Operating Project Expense	-	10,245
Total Non-Operating Expense	<u>5,419,974</u>	<u>3,033,063</u>
Change before Capital Grants	4,616,886	(16,154,294)
Capital Grant Revenues		
Federal	52,604,127	30,943,600
State	1,640,555	3,595,935
Local	-	415,996
Total Capital Grant Revenues	<u>54,244,682</u>	<u>34,955,531</u>
Change in Net Position during the Year	58,861,568	18,801,237
Net Position, Beginning of Year (Restated)	<u>577,207,267</u>	<u>558,406,030</u>
Net Position, End of Year	<u>\$ 636,068,835</u>	<u>\$ 577,207,267</u>

CENTRAL OHIO TRANSIT AUTHORITY
Management's Discussion and Analysis
Years Ended December 31, 2024 and December 31, 2023



CENTRAL OHIO TRANSIT AUTHORITY
Management's Discussion and Analysis
Years Ended December 31, 2024 and December 31, 2023



CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2024 and December 31, 2023

Expenses by Functional Category

The Authority's operating expenses, excluding leases and rentals and depreciation/amortization, 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	2024	2023
Vehicle Operations	\$ 102,470,259	\$ 89,856,174
Vehicle Maintenance	34,273,669	28,019,948
Facilities Maintenance	13,190,192	11,528,915
General and Administrative	61,477,877	57,571,464
	<u>\$ 211,411,997</u>	<u>\$ 186,976,501</u>

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 2023, the 2024 farebox revenue is up 10.05% as a result of the increase in ridership. While ridership has increased year over year, it has not yet returned to pre-pandemic levels.

Sales Tax Revenues are received from a permanent .25% sales tax levy approved by voters in November 1999 and a temporary .25% sales tax levy approved by voters in November 2016 applicable to the Authority's service area for a ten-year period. In 2024, 2023, and 2022, the Authority saw a 2.16%, 2.24%, and 7.75% change in annual sales tax revenue, respectively. Although sales tax revenue growth decelerated in 2024, it remained robust.

Federal Assistance is received from the Federal Transit Administration (FTA). In 2024, 2023, and 2022, COTA received operating assistance through §5310 to offset the cost of mobility services. In 2024, the Authority repurposed its §5307 to support transit operations.

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. Prior to 2024, The Authority utilizes these funds primarily for capital programs, transit improvements and enhancements. In 2024, the Authority started to repurpose these funds to support transit operations. In 2024, 2023, and 2022, the Authority's §5307 funding allocation increased 70.00% and increased 21.41% and increased 24.3%, respectively.

State and Local 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 \$0.46 of the \$0.47 per gallon paid. 2.) Local Assistance included subsidized payments from various cities to offer on-demand micro-transit services.

Investment Income is earned on invested funds. In 2024, 2023, and 2022 the Authority recognized 45.76%, 176.62%, and 601.43% change, respectively in investment income. The increases in 2024 is directly impacted by increasing interest rates and stable cash balance.

Non-Transportation and Other Revenue consists of auxiliary transportation and non-transportation revenue. Non-transportation revenue includes miscellaneous income items such as rental income, compressed natural gas sales, and property damage recoveries. In 2024, 2023, and 2022 respectively, the Authority recognized a -54.30%, -15.6%, and 651.74% change in Non-Transportation and Other Revenue.

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2024 and December 31, 2023

State and Local Capital Grants consists mainly of \$1,393,567 from Ohio Department of Transportation's Urban Transit Program, for the procurement of 1 battery electric bus and Vehicle Air Filters. In addition, COTA received a total of \$1,297,785 in local contributions from our city partners for our COTA/Plus services. In 2024 we received \$828,121 from the City of Grove City and \$469,664 from the City of Westerville.

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 2024 and 2023, the Authority recognized a 25.85% and 3.52% change, respectively, in labor expense. In 2024, the increases were caused by implementation of the new Collective Bargaining Agreement and planned non-union increases. In 2023, 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, offset by turnover.

Fringe Benefits consist primarily of sick, vacation 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.

Materials and Supplies include the Authority's fuel expense and parts used to maintain buses and facilities. In 2024, 2023, and 2022, the Authority recognized a -18.0%, 9.0%, and 10.29% change, respectively, in fuel expenses incurred. The 2024 decrease was based the change in fuel types used by the Revenue Bus Fleet. Diesel Fuel buses were phased out in 2024, replaced by CNG and Electric Fuel buses, which have a lower fuel cost. The increase in 2023 and 2022 was due to the increase in routes resulting from the return of ridership due to the easing of the COVID Pandemic restrictions. In 2024, 2023, and 2022, the Authority recognized a 9.87%, 2.69%, and 3.62% change, respectively, in materials and supplies (excluding fuel). 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 2024, 2023, and 2022, the Authority recognized a .90%, 20.17%, and 37.01% change respectively. In 2024, the contracted cost remained flat as compared to 2023. In 2023, the increase from 2022 was based on two factors. A new service provider was selected for the service and demand increased.

Services are provided by outside contractors to assist the Authority in completing professional, technical, consulting and maintenance related projects. In 2024, 2023, and 2022 the Authority recognized a .72%, 44.28%, and 11.99% change, respectively, in the cost of services. These changes are mainly driven by the planned use of information technology consultants, outside consulting for planning projects and outsourced facility maintenance expenses due to a challenging labor market and software and hardware maintenance.

Other Expenses consist primarily of utilities, taxes, advertising, leases and rentals, claims and insurance and other miscellaneous expenses. In 2024, 2023, and 2022, the Authority recognized a 16.38%, 21.8%, and 15.6% change, respectively. The increase in 2024 has been mainly driven by increases in utilities and advertising.

CENTRAL OHIO TRANSIT AUTHORITY

Management's Discussion and Analysis

Years Ended December 31, 2024 and December 31, 2023

Depreciation/Amortization Expense In 2024, 2023, and 2022, the Authority recognized 12.8%, 4%, and 8.7% increases respectively, over prior year depreciation/amortization expense. The increase in depreciation/amortization expense was primarily due to the amortization of right-to-use software acquired in 2023 and 2024.

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 2024, 2023, and 2022 \$1,423.403, \$1,969.879, and \$1,474.812 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 2024, 2023, and 2022 these non-operating projects expenses were \$0, \$10,245, and \$0 respectively.

Current Financial Related Activities

The Central Ohio region is expanding rapidly, bringing jobs and economic opportunity to our residents. By 2050 our region is expected to add more than 750,000 new residents and 357,000 jobs. That requires a public transportation system, and the infrastructure, to successfully meet these new demands and ensure equitable access to jobs, entertainment, healthcare, food, housing and greenways. In 2024, the Community approved a 0.5% sales tax increase to fund the LinkUS initiative. LinkUS is Central Ohio's comprehensive transportation initiative to help address growth, affordability and opportunity gaps in our community. LinkUS will provide faster and more reliable rapid transit, safe sidewalks, protected bike lanes and expanded trails for our growing region.

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
STATEMENT OF NET POSITION
DECEMBER 31, 2024 and 2023

	2024	Restated 2023
ASSETS:		
CURRENT ASSETS:		
Equity in pooled cash and investments	\$ 305,600,674	\$ 291,200,839
Receivables:		
Sales tax	28,716,098	28,488,370
Federal capital grants receivable	16,857,854	5,335,514
Federal operating assistance	484,208	281,728
State capital grants receivable	5,400	1,160,000
State operating assistance	32,364	-
Other	2,727,532	2,562,524
Leases	2,925,335	3,408,239
Inventory of materials and supplies	5,615,213	5,379,098
Prepayments	2,180,809	1,998,713
Board designated:		
Investments - self insurance	18,197,012	17,258,067
TOTAL CURRENT ASSETS	383,342,499	357,073,092
NON-CURRENT ASSETS:		
Fair value of derivative	370,346	278,775
Net pension asset	1,504,940	1,167,539
Net OPEB asset	4,099,327	-
Capital assets:		
Non-depreciable land	10,907,205	12,091,081
Non-depreciable construction in progress	74,538,080	105,522,356
Depreciable/amortizable capital assets, net	310,246,183	238,248,680
Total capital assets, net	395,691,468	355,862,117
TOTAL NON-CURRENT ASSETS	401,666,081	357,308,431
TOTAL ASSETS	785,008,580	714,381,523
DEFERRED OUTFLOWS OF RESOURCES:		
Pension	39,790,090	57,294,150
OPEB	3,899,999	9,085,247
TOTAL DEFERRED OUTFLOWS OF RESOURCES	43,690,089	66,379,397
LIABILITIES:		
CURRENT LIABILITIES:		
Accounts payable	11,065,771	7,746,572
Accrued wages and benefits	7,016,287	4,729,840
Accrued interest payable	122,412	-
Compensated absences payable	8,646,357	8,050,046
Estimated workers' compensation claims	163,894	290,182
Estimated health insurance claims	1,077,757	1,222,345
Estimated claims payable	1,818,346	863,726
SBITA	1,429,479	58,983
Bonds payable	490,000	240,000
Leases	17,918	16,000
Other current liabilities	501,162	501,312
TOTAL CURRENT LIABILITIES	32,349,383	23,719,006
NON-CURRENT LIABILITIES:		
Compensated absences payable	1,504,231	351,118
Other liabilities	370,056	261,937
Estimated workers' compensation claims	988,477	1,210,726
Bonds payable	31,164,099	31,719,601
SBITA	951,605	-
Leases	44,213	49,920
Net OPEB liability	-	2,963,970
Net pension liability	117,104,972	137,017,062
TOTAL NON-CURRENT LIABILITIES	152,127,653	173,574,334
TOTAL LIABILITIES	184,477,036	197,293,340
DEFERRED INFLOWS OF RESOURCES:		
Deferred inflow from derivative instruments	370,346	278,775
Leases	2,920,935	3,435,793
Pension	2,515,888	1,568,206
OPEB	2,345,629	977,539
TOTAL DEFERRED INFLOWS OF RESOURCES	8,152,798	6,260,313
NET POSITION:		
Net investment in capital assets	359,799,823	328,482,540
Restricted for net pension and OPEB	5,604,267	1,167,539
Unrestricted	270,664,745	247,557,188
TOTAL NET POSITION	\$ 636,068,835	\$ 577,207,267

SEE ACCOMPANYING NOTES TO THE BASIC FINANCIAL STATEMENTS

CENTRAL OHIO TRANSIT AUTHORITY
STATEMENT OF REVENUES, EXPENSES AND
CHANGES IN NET POSITION
FOR THE YEAR ENDED DECEMBER 31, 2024 and 2023

	2024	Restated 2023
Operating revenues:		
Passenger fares for transit service	\$ 13,946,148	\$ 12,568,582
Special transit fares	447,534	511,048
Total operating revenues	<u>14,393,682</u>	<u>13,079,630</u>
Operating expenses:		
Labor	104,458,261	83,004,410
Fringe benefits	31,481,479	31,984,038
Materials and supplies	12,384,629	11,271,617
Fuel	4,194,832	5,116,893
Purchased transportation	15,198,913	15,062,627
Services	32,751,442	32,515,867
Utilities	4,164,037	3,386,293
Taxes	411,969	361,477
Leases and rentals	89,890	50,882
Claims and insurance, net of settlements	2,479,404	1,110,773
Advertising	1,310,464	2,153,312
Miscellaneous	1,821,501	1,767,834
Total	<u>210,746,821</u>	<u>187,786,023</u>
Depreciation/Amortization	42,044,760	37,269,473
Total operating expenses	<u>252,791,581</u>	<u>225,055,496</u>
Operating income (loss)	<u>(238,397,899)</u>	<u>(211,975,866)</u>
Nonoperating revenues (expenses):		
Sales tax revenues	178,487,316	174,789,457
Federal operating grants	45,606,906	710,116
State operating grants, reimbursements and special fare assistance	6,345,485	2,114,353
Local operating grants	1,005,507	1,093,481
Investment income	9,534,456	6,541,125
Fair value adjustment	4,714,997	7,610,127
Regional transit subsidy	(1,423,403)	(1,969,879)
Non-operating project expense	-	(10,245)
Non-transportation and other revenue	2,740,092	5,995,976
Gain (loss) on sale of capital assets	(2,154,611)	(1,052,939)
Interest expense	(1,841,960)	-
Total nonoperating revenues (expenses)	<u>243,014,785</u>	<u>195,821,572</u>
Change before capital grants	4,616,886	(16,154,294)
Capital grant revenues:		
Federal	52,604,127	30,943,600
State	1,640,555	3,595,935
Local	-	415,996
Total	<u>54,244,682</u>	<u>34,955,531</u>
Change in net position	58,861,568	18,801,237
Net position at beginning of year, as previously reported	<u>595,071,322</u>	<u>575,433,109</u>
Restatement - change in accounting principle	(758,642)	-
Restatement - error correction	(17,105,413)	(17,027,079)
Net position at beginning of year, restated	<u>577,207,267</u>	<u>558,406,030</u>
Net position at end of year	<u>\$ 636,068,835</u>	<u>\$ 577,207,267</u>

SEE ACCOMPANYING NOTES TO THE BASIC FINANCIAL STATEMENTS

CENTRAL OHIO TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED DECEMBER 31, 2024 and 2023

	2024	Restated 2023
Cash flows from operating activities:		
Cash received from customers	\$ 13,946,148	\$ 12,648,690
Cash received from non-transportation	3,057,988	7,232,922
Cash payments to suppliers for goods and services	(70,877,951)	(71,329,051)
Cash payments to employees for services	(102,171,814)	(82,192,305)
Cash payments for employee benefits	(32,532,888)	(30,903,638)
Other receipts	447,534	511,048
Net cash provided by (used in) operating activities	<u>(188,130,983)</u>	<u>(164,032,334)</u>
Cash flows from noncapital financing activities:		
Sales taxes received	178,259,588	174,845,842
Federal operating assistance received	45,404,426	1,079,100
Local assistance provided	(1,423,403)	(1,969,879)
State operating and other assistance received	6,313,121	3,480,605
Local operating and other assistance received	1,005,507	1,093,481
Net cash provided by (used in) noncapital financing activities	<u>229,559,239</u>	<u>178,529,149</u>
Cash flows from capital and related financing activities:		
Federal capital grants received	41,081,787	30,943,600
State capital grants received	2,795,155	3,685,935
Local capital grants received	-	415,996
Acquisition and construction of capital assets	(81,998,091)	(72,949,856)
Acquisition and construction of non-capital project expenses	-	(10,245)
Proceeds from sale of capital assets	332,785	807,809
Proceeds from sale of bonds	-	30,000,000
Proceeds from premium on sale of bonds	-	1,975,977
Principal payment on bonds	(240,000)	-
Interest expense	(1,719,548)	-
Payments on leases and SBITAs	(591,017)	(2,628,266)
Net cash provided by (used in) capital and related financing activities	<u>(40,338,929)</u>	<u>(7,759,050)</u>
Cash flows from investing activities:		
Fair value adjustment	4,714,997	7,610,127
Interest received	9,534,456	6,541,125
Net cash provided by (used in) investing activities	<u>14,249,453</u>	<u>14,151,252</u>
Net increase (decrease) in cash and cash equivalents	15,338,780	20,889,017
Cash and cash equivalents at beginning of year	<u>308,458,906</u>	<u>287,569,889</u>
Cash and cash equivalents at end of year	<u><u>\$ 323,797,686</u></u>	<u><u>\$ 308,458,906</u></u>
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities:		
Operating income (loss)	\$ (238,397,899)	\$ (211,975,866)
Adjustments:		
Depreciation/amortization	42,044,760	37,269,473
Non-transportation revenue	3,255,884	7,232,922
Changes in assets, deferred outflows, liabilities and deferred inflows:		
Decrease (increase) in other receivables	(165,008)	(441,002)
Decrease (increase) in materials and supplies inventory	(236,115)	(320,509)
Decrease (increase) in lease receivable	482,904	510,409
Decrease (increase) in other assets	(347,104)	2,052,491
Decrease (increase) in net pension asset	(337,401)	978,636
Decrease (increase) in net OPEB asset	(4,099,327)	15,194,325
Decrease (increase) in deferred outflows for pension/OPEB	22,689,308	(45,676,498)
Increase (decrease) in accounts payable, accrued compensation self insurance liabilities, and other	8,054,161	2,211,812
Increase (decrease) in net pension liability	(19,912,090)	95,288,877
Increase (decrease) in net OPEB liability	(2,963,970)	2,963,970
Increase (decrease) in deferred inflows for pension/OPEB and leases	1,800,914	(69,321,374)
Net cash provided by (used in) operating activities	<u><u>\$ (188,130,983)</u></u>	<u><u>\$ (164,032,334)</u></u>
Supplemental Disclosure of Noncash Activity:		
Capital assets acquired through accounts payable	<u><u>\$ 1,794,331</u></u>	<u><u>\$ 3,485,520</u></u>

SEE ACCOMPANYING NOTES TO THE BASIC FINANCIAL STATEMENTS

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(1) Organization and Reporting Authority

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 2023.

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 Authority

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 the reporting Authority'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 Authority. 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 Authority" as the City cannot impose its will and there is no financial benefit or financial burden relationship between the City and COTA.

(1) 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, 2024 and 2023

(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.

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.

Derivative Instruments

The Authority's derivative financial instruments are accounted for in accordance with GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instrument* and GASB Statement No. 72, *Fair Value Measurement and Application*.

Derivative instruments are utilized by the Authority to manage market risk and reduce its exposure resulting from fluctuations in prices of diesel fuel and natural gas in order to manage year-over-year changes in energy costs. These instruments include commodity swap agreements which convert index- priced diesel fuel and natural gas revenues to fixed prices.

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. There were no Board designated amounts for future capital expenditures in 2024.

Net Position

Equity is displayed in three components as follows:

Net 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.

Restricted– Net position is restricted when there are limitations on their use either through enabling legislation or through external restrictions imposed by creditors, grantors or laws or regulations of other governments.

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

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(2) Summary of Significant Accounting Policies (continued)

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.

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 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/Amortization 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
Intangible leased assets	3 - 8
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 Statements of Revenues, Expenses and Changes in Net Position. Donated capital assets are recorded at the acquisition value as of the date donated.

The Authority is reporting intangible right to use assets related to leased vehicles and Subscription Based Information Technology Arrangements (SBITAs). The intangible assets are being amortized in a systematic and rational manner of the shorter of the lease term or the useful life of the underlying asset.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(2) Summary of Significant Accounting Policies (continued)

Estimated Claims Payable

The Authority has a self-insurance program for public liability, personal injury, property damage, health insurance and workers' compensation (see Note 8). 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.

Compensated Absences

The Authority recognizes a liability for compensated absences for leave time that (1) has been earned for services previously rendered by employees, (2) accumulates and is allowed to be carried over to subsequent years, and (3) is more likely than not to be used as time off or settled (for example paid in cash to the employee or payment to an employee flex spending account) during or upon separation from employment. Based on the criteria listed, three types of leave qualify for liability recognition for compensated absences - vacation, sick leave and comp time. The liability for compensated absences includes salary-related benefits, where applicable.

Vacation

The Authority's policy permits employees to accumulate earned but unused vacation benefits, which are eligible for payment at the employee's current pay rate upon separation from employment.

Sick Leave

The Authority's policy permits employees to accumulate earned but unused sick leave. All sick leave lapses when employees leave the employ of the Authority and, upon separation from service, the employee receives compensation in accordance with the severance policy. A liability for estimated value of sick leave that will be used by employees as time off and at separation is included in the liability for compensated absences.

Comp Time

The Authority's policy permits employees to accumulate earned but unused comp time, which are eligible for payment at the employee's current pay rate upon separation from employment.

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 cash 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.

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.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(2) Summary of Significant Accounting Policies (continued)

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 2024 will be recognized as revenue in 2024. 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.

Deferred Outflows of Resources and Deferred Inflows of Resources

In addition to assets, the government-wide statement of net position will report a separate section for deferred outflows of resources. Deferred outflows of resources represent a consumption of net assets that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until then. See Notes 9 and 10 for deferred outflows of resources related to net pension liability/asset and net OPEB liability/asset, respectively.

In addition to liabilities, the government-wide statement of net position reports a separate section for deferred inflows of resources. Deferred inflows of resources represent an acquisition of net assets that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time. The deferred inflow of resources for leases is related to the lease receivable and is being amortized to lease revenue in a systematic and rational manner over the term of the lease. See Notes 9 and 10 for deferred inflows of resources related to net pension liability/asset and net OPEB liability/asset, respectively.

Bond Issuance Costs and Bond Premium

Bond issuance costs are recognized in the period in which they are incurred. Bond premiums are amortized over the term of the bonds using the straight-line method, which approximates the effective interest method. Bond premiums are presented as an addition to the face amount of the bonds. The reconciliation between the face value of the bonds and the amount reported on the statement of net position is presented in Note 14.

Prepayments

Payments made to vendors for services that benefit future periods are recorded as prepayments. A current asset for the prepaid amount is recorded at the time of purchase and the expenditure is reported in the year in which services are consumed.

Pensions/Other Postemployment Benefits (OPEB)

For purposes of measuring the net pension and net OPEB liabilities, deferred outflows of resources and deferred inflows of resources related to pensions and OPEB assets, and pension and OPEB expenses, information about the fiduciary net position of the pension and 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 and OPEB plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. The pension and OPEB plans report investments at fair value.

(3) Upcoming Accounting Pronouncements

A. Change in Accounting Principles

For 2024, the COTA has implemented certain paragraphs from GASB Implementation Guide No. 2021-1, certain paragraphs of GASB Statement No. 99, "Omnibus 2022", GASB Statement No. 100, "Accounting Changes and Error Corrections - an amendment of GASB Statement No. 62", Implementation Guide No. 2023-1 and GASB Statement No. 101, "Compensated Absences".

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(3) Upcoming Accounting Pronouncements (continued)

GASB Implementation Guide 2021-1 provides clarification on issues related to previously established GASB guidance. The implementation of GASB Implementation Guide 2021-1 did not have an effect on balances previously reported by the COTA.

GASB Statement No. 99 is to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. The implementation of GASB Statement No. 99 did not have an effect on the financial statements of the COTA.

GASB Statement No. 100 is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability.

GASB Implementation Guide 2023-1 provides clarification on issues related to previously established GASB guidance. The implementation of GASB Implementation Guide 2023-1 did not have an effect on the financial statements of the COTA.

GASB Statement No. 101 is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures.

B. Restatement of Net Position

During 2024, there was a change in accounting principle related to the implementation of GASB Statement No. 101, "Compensated Absences" and an error correction for the amount of the accrual of sales tax receivable in 2023. The effects of the change in the accounting principle and error correction are shown in the table below.

	12/31/2023	Change in	Error	
	As Previously	Accounting	Correction	12/31/2023
	Reported	Principle	Sales Tax Receivable	As Restated
Total Net Position	\$ 595,071,322	\$ (758,642)	\$ (17,105,413)	\$ 577,207,267

(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.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(4) Cash and Investments – (continued)

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 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. STAR Ohio reserves the right to limit participant transactions to \$250 million per day. Transactions in all of a participant's accounts will be combined for this purpose. Twenty-four hours advance notice to STAR Ohio is appreciated for purchases or redemptions of \$100 million or more. For 2024, there were no limitations or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates.

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, 2024, the carrying amount of the Authority's deposits with financial institutions was \$12,655,186 and the depository balance was \$14,003,963. At December 31, 2024, \$303,987 was covered by Federal Deposit Insurance. \$13,699,976 was collateralized with securities deposited with a qualified trustee and pledged to the Treasurer of State. In addition, the Authority had \$687 of cash on hand.

At December 31, 2023, the carrying amount of the Authority's deposits with financial institutions was \$12,500,774 and the depository balance was \$19,769,605. At December 31, 2023, \$283,554 was covered by Federal Deposit Insurance. \$19,486,051 was collateralized with securities deposited with a qualified trustee and pledged to the Treasurer of State. In addition, the Authority had \$687 of cash on hand.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(4) Cash and Investments – (continued)

Investments

As of December 31, 2024, the Authority had the following investments and maturities:

Measurement/ Investment type	Investment Maturities					
	Measurement Amount	6 months or less	7 to 12 months	13 to 18 months	19 to 24 months	Greater than 24 months
<i>Fair Value:</i>						
FFCB	\$ 59,876,085	\$ 2,965,320	\$ 2,905,740	\$ 1,908,140	\$ 7,142,565	\$ 44,954,321
FHLB	91,828,757	5,455,520	4,868,300	11,679,008	16,092,080	53,733,850
AGM	4,410,285	2,996,070	-	-	1,414,215	-
PEFC	12,794,566	2,443,739	-	-	-	10,350,826
FMCC	11,756,502	-	2,913,480	-	-	8,843,022
Municipal Bonds	2,660,559	-	-	-	458,955	2,201,604
U.S. Treasury Bonds and Notes	41,950,537	-	1,611,586	7,639,063	6,596,407	26,103,481
Negotiable CDs	1,390,151	245,930	-	235,093	-	909,128
Commercial Paper	15,869,632	11,501,424	4,368,208	-	-	-
Tennessee Valley Authority	3,443,580	-	-	-	-	3,443,580
U.S. Government Money Market	201,025	201,025	-	-	-	-
<i>Amortized Cost:</i>						
STAR Ohio	64,960,134	64,960,134	-	-	-	-
Total	<u>\$ 311,141,813</u>	<u>\$ 90,769,162</u>	<u>\$ 16,667,314</u>	<u>\$ 21,461,304</u>	<u>\$ 31,704,222</u>	<u>\$ 150,539,812</u>

As of December 31, 2023, the Authority had the following investments and maturities:

Measurement/ Investment type	Investment Maturities					
	Measurement Amount	6 months or less	7 to 12 months	13 to 18 months	19 to 24 months	Greater than 24 months
<i>Fair Value:</i>						
FFCB	\$ 60,342,943	\$ 6,417,050	\$ -	\$ 13,863,005	\$ -	\$ 40,062,888
FHLB	82,351,790	2,313,787	10,056,228	9,107,545	-	60,874,230
AGM	6,684,985	-	2,407,375	2,899,350	-	1,378,260
PEFC	3,090,063	-	-	-	-	3,090,063
FNMA	6,579,320	-	-	3,774,560	2,804,760	-
FMCC	5,278,515	-	-	-	2,799,990	2,478,525
U.S. Treasury Notes	51,389,752	1,639,754	13,606,149	7,777,293	5,741,658	22,624,898
Negotiable CDs	3,610,841	-	242,431	2,647,193	-	721,217
Commercial Paper	14,816,121	14,816,121	-	-	-	-
Tennessee Valley Authority	3,484,390	-	-	-	-	3,484,390
U.S. Government Money Market	495,772	495,772	-	-	-	-
<i>Amortized Cost:</i>						
STAR Ohio	57,833,640	57,833,640	-	-	-	-
Total	<u>\$ 295,958,132</u>	<u>\$ 83,516,124</u>	<u>\$ 26,312,183</u>	<u>\$ 40,068,946</u>	<u>\$ 11,346,408</u>	<u>\$ 134,714,471</u>

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(4) Cash and Investments – (continued)

The weighted average maturity of investments is 2.06 years and 1.85 years at December 31, 2024 and December 31, 2023, respectively.

The Authority's investments are valued using quoted market prices (Level 2 inputs).

Interest Rate Risk: The Ohio Revised Code generally limits security purchases to those that mature within five years of the settlement date. Interest rate risk arises because potential purchasers of debt securities will not agree to pay face value for those securities if interest rates subsequently increase. The Authority's investment policy addresses interest rate risk by (1) maintaining adequate liquidity so that current obligations can be met without a sale of securities; (2) diversification of maturities and (3) diversification of assets.

Custodial Credit Risk: For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. The federal agency securities are exposed to custodial credit risk in that they are uninsured, unregistered and held by the counterparty's trust department or agent, but not in the Authority's name. The Authority has no investment policy dealing with investment custodial risk beyond the requirement in Ohio law that prohibits payments for investments prior to the delivery of the securities representing such investments to the qualified trustee.

Credit Risk: STAR Ohio carries a rating of AAAm (strongest rating) by Standard & Poor's. Ohio law requires that STAR Ohio maintain the highest rating provided by at least one nationally recognized standard service rating. The Authority's investment policy minimizes credit risk by (1) diversifying assets by issuer; (2) ensuring that required, minimum credit quality ratings as described by nationally recognized rating organizations and agencies exist prior to the purchase of commercial paper and bankers' acceptances; and (3) maintaining adequate collateralization of CD's. The Authority's investments in federal agency securities and its investments in U.S. Government money market funds were rated AA+ and Aaa by Standard & Poor's and Moody's Investor Services, respectively.

Concentration of Credit Risk: The Authority's investment policy addresses concentration of credit risk by requiring investments to be diversified to reduce the risk of loss resulting from over concentration of assets in a specific issue or specific class of securities.

The following table includes the percentage of each investment type held by the Authority at December 31, 2024:

Measurement/ <u>Investment type</u>	<u>Measurement Amount</u>	<u>% of Total</u>
<i>Fair Value:</i>		
FFCB	\$ 59,876,085	19.24
FHLB	91,828,757	29.51
AGM	4,410,285	1.42
PEFC	12,794,566	4.11
FMCC	11,756,502	3.78
Municipal Bonds	2,660,559	0.86
US Treasury Notes and Bonds	41,950,537	13.48
Negotiable CDs	1,390,151	0.45
Commercial Paper	15,869,632	5.10
Tennessee Valley Authority	3,443,580	1.11
US Government Money Market	201,025	0.06
<i>Amortized Cost:</i>		
STAR Ohio	64,960,134	20.88
Total	<u>\$ 311,141,813</u>	<u>100.00</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(4) Cash and Investments (continued)

The following table includes the percentage of each investment type held by the Authority at December 31, 2023:

<u>Investment type</u>	<u>Measurement Amount</u>	<u>% of Total</u>
<i>Fair Value:</i>		
FFCB	\$ 60,342,943	20.39
FHLB	82,351,790	27.83
AGM	6,684,985	2.26
PEFC	3,090,063	1.04
FNMA	6,579,320	2.22
FMCC	5,278,515	1.78
US Treasury Notes	51,389,752	17.36
Negotiable CDs	3,610,841	1.22
Commercial Paper	14,816,121	5.01
Tennessee Valley Authority	3,484,390	1.18
US Government Money Market	495,772	0.17
<i>Amortized Cost:</i>		
STAR Ohio	57,833,640	19.54
Total	<u>\$ 295,958,132</u>	<u>100.00</u>

(5) Commitments

The Authority has several active projects as of December 31, 2024. At year-end, the Authority's commitments with contractors are as follows:

<u>Project</u>	<u>Spent-to-Date</u>	<u>Remaining Commitment</u>
Revenue Vehicles	\$ 29,855,794	\$ 403,441
Nonrevenue Vehicles	198,954	666,014
Electrification Infrastructure	8,056,407	11,118,374
McKinley	70,427,107	9,093,325
Rickenbacker	13,124,915	11,206,438
Linkus	32,922,980	44,985,660
Transit stop improvements	51,000	642,208
	<u>\$ 154,637,157</u>	<u>\$ 78,115,460</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(6) Capital Assets

Capital asset activities for the years ended December 31, 2024 and 2023 are as follows:

	<u>January 1, 2024</u>	<u>Additions</u>	<u>Disposals</u>	<u>December 31, 2024</u>
Capital Assets Not Being				
Depreciated/Amortized				
Land	\$ 12,091,081	\$ -	\$ (1,183,876)	\$ 10,907,205
CIP	105,522,356	79,841,174	(110,825,450)	74,538,080
Total	<u>117,613,437</u>	<u>79,841,174</u>	<u>(112,009,326)</u>	<u>85,445,285</u>
Capital Assets Being				
Depreciated/Amortized				
Land and leasehold improvements	22,853,318	57,028	-	22,910,346
Building and improvements	231,871,194	70,536,083	-	302,407,277
Revenue vehicles	176,480,842	35,366,338	(11,580,822)	200,266,358
Transit shelter	10,872,553	-	-	10,872,553
Other equipment	101,614,999	4,866,812	(31,937)	106,449,874
Right to use - intangible asset	5,499,479	615,082	(184,268)	5,930,293
Right to use - SBITA	1,066,110	3,729,086	(603,089)	4,192,107
Total	<u>550,258,495</u>	<u>115,170,429</u>	<u>(12,400,116)</u>	<u>653,028,808</u>
Less Accumulated Depreciation				
Land and leasehold improvements	(11,405,953)	(1,411,745)	-	(12,817,698)
Building and improvements	(123,804,517)	(12,558,021)	-	(136,362,538)
Revenue vehicles	(96,597,112)	(13,724,276)	10,452,656	(99,868,732)
Transit shelter	(8,776,987)	(1,044,742)	-	(9,821,729)
Other equipment	(69,586,039)	(11,044,261)	31,937	(80,598,363)
Right to use - intangible asset	(1,142,154)	(1,149,428)	184,268	(2,107,314)
Right to use - SBITA	(697,053)	(1,112,287)	603,089	(1,206,251)
Total	<u>(312,009,815)</u>	<u>(42,044,760)</u>	<u>11,271,950</u>	<u>(342,782,625)</u>
Total Capital Assets Being				
Depreciated, Net	<u>238,248,680</u>	<u>73,125,669</u>	<u>(1,128,166)</u>	<u>310,246,183</u>
Total Capital Assets Net	<u>\$ 355,862,117</u>	<u>\$ 152,966,843</u>	<u>\$ (113,137,492)</u>	<u>\$ 395,691,468</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(6) Capital Assets (continued)

	<u>January 1, 2023</u>	<u>Additions</u>	<u>Disposals</u>	<u>December 31, 2023</u>
Capital Assets Not Being Depreciated/Amortized				
Land	\$ 10,908,510	\$ 1,182,571	\$ -	\$ 12,091,081
CIP	56,857,208	70,748,723	(22,083,575)	105,522,356
Total	<u>67,765,718</u>	<u>71,931,294</u>	<u>(22,083,575)</u>	<u>117,613,437</u>
Capital Assets Being Depreciated/Amortized				
Land and leasehold improvements	21,312,601	1,540,717	-	22,853,318
Building and improvements	229,027,711	2,843,483	-	231,871,194
Revenue vehicles	172,368,855	10,706,082	(6,594,095)	176,480,842
Transit shelter	10,872,553	-	-	10,872,553
Other equipment	95,813,660	5,810,723	(9,384)	101,614,999
Right to use - intangible asset	2,032,221	3,686,131	(218,873)	5,499,479
Right to use - SBITA	752,286	313,824	-	1,066,110
Total	<u>532,179,887</u>	<u>24,900,960</u>	<u>(6,822,352)</u>	<u>550,258,495</u>
Less Accumulated Depreciation				
Land and leasehold improvements	(10,050,293)	(1,355,660)	-	(11,405,953)
Building and improvements	(112,747,501)	(11,057,016)	-	(123,804,517)
Revenue vehicles	(91,019,003)	(12,074,282)	6,496,173	(96,597,112)
Transit shelter	(7,723,325)	(1,053,662)	-	(8,776,987)
Other equipment	(59,508,234)	(10,087,189)	9,384	(69,586,039)
Right to use - intangible asset	(416,416)	(944,611)	218,873	(1,142,154)
Right to use - SBITA	-	(697,053)	-	(697,053)
Total	<u>(281,464,772)</u>	<u>(37,269,473)</u>	<u>6,724,430</u>	<u>(312,009,815)</u>
Total Capital Assets Being Depreciated, Net	<u>250,715,115</u>	<u>(12,368,513)</u>	<u>(97,922)</u>	<u>238,248,680</u>
Total Capital Assets Net	<u>\$ 318,480,833</u>	<u>\$ 59,562,781</u>	<u>\$ (22,181,497)</u>	<u>\$ 355,862,117</u>

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CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(7) 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, 2024 and 2023 consist of the following:

Federal:	2024	2023
FTA Capital Assistance	\$ 52,604,127	\$ 30,943,600
FTA Operating Assistance	45,606,906	710,116
Total	<u>\$ 98,211,033</u>	<u>\$ 31,653,716</u>
State:		
ODOT Fuel Tax Reimbursement	\$ 1,244,482	\$ 1,372,329
State Operating Assistance	5,101,003	742,024
State Capital Assistance	1,640,555	3,595,935
Total	<u>\$ 7,986,040</u>	<u>\$ 5,710,288</u>
Local:		
City of Columbus Reimbursement - Capital Assistance	\$ -	\$ 415,996
COTA Plus Contributions - Operating Assistance	1,005,507	1,093,481
Total	<u>\$ 1,005,507</u>	<u>\$ 1,509,477</u>

(8) 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 \$1,818,346 at December 31, 2024, and \$863,726 at December 31, 2023, are included in estimated claims payable in the accompanying Statements of Net Position. At December 31, 2024 and 2023 \$18,197,012 and \$17,258,067, 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.

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 \$1,152,371 at December 31, 2024 and \$1,500,908 at December 31, 2023 and is included as a liability in the accompanying Statements of Net Position.

On January 1, 2021, the Authority became self-insured for health insurance claims. The estimated liability for such claims of \$1,077,757 at December 31, 2024, and \$1,222,345 at December 31, 2023, 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 and the health insurance liability were 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, 2024 and 2023 follows:

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(8) Risk Management (continued)

	General Liability	Workers' Compensation	Health Insurance
Claims liability at December 31, 2022	\$ 620,091	\$ 1,006,745	\$ 1,350,959
Incurred claims, net of favorable settlements	431,104	1,314,934	15,628,763
Claims paid	(187,469)	(820,771)	(15,757,377)
Claims liability at December 31, 2023	\$ 863,726	\$ 1,500,908	\$ 1,222,345
Incurred claims, net of favorable settlements	2,484,544	255,785	18,701,639
Claims paid	(1,529,924)	(604,322)	(18,846,227)
Claims liability at December 31, 2024	\$ 1,818,346	\$ 1,152,371	\$ 1,077,757

There were no changes to the general liability or workers' compensation 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, workers' compensation claims and health insurance claims expected to be paid within one year is \$3,059,937 and \$2,376,253, for 2024 and 2023 respectively.

(9) Defined Benefit Pension Plan

The Statewide retirement system provides both pension benefits and other postemployment benefits (OPEB).

Net Pension Liability (Asset) and Net OPEB Liability (Asset)

The net pension liability (asset) and the net OPEB liability (asset) reported on the statement of net position represents a liability or asset to employees for pensions and OPEB, respectively.

Pensions and OPEB are a component of exchange transactions—between an employer and its employees—of salaries and benefits for employee services. Pensions 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 net pension/OPEB liability (asset) represents COTA's proportionate share of each pension/OPEB plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each pension/OPEB plan's fiduciary net position. The net pension/OPEB 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 COTA's obligation for this liability to annually required payments. COTA cannot control benefit terms or the manner in which pensions/OPEB are financed; however, COTA does receive the benefit of employees' services in exchange for compensation including pension and OPEB.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(9) Defined Benefit Pension Plan (continued)

GASB 68/75 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires funding to come from these employers. All pension contributions to date have come solely from these employers (which also includes pension costs paid in the form of withholdings from employees). The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits. In addition, health care plan enrollees pay a portion of the health care costs in the form of a monthly premium. State statute requires the retirement systems to amortize unfunded pension liabilities within 30 years. If the pension amortization period exceeds 30 years, each retirement system's board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension/OPEB liability (asset). Resulting adjustments to the net pension/OPEB liability (asset) would be effective when the changes are legally enforceable. The Ohio Revised Code permits, but does not require the retirement systems to provide healthcare to eligible benefit recipients.

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

The remainder of this note includes the pension disclosures. See (10) for the OPEB disclosures.

Plan Description - Ohio Public Employees Retirement System (OPERS)

Plan Description - COTA employees participate in the Ohio Public Employees Retirement System (OPERS). OPERS is a cost-sharing, multiple employer public employee retirement system which 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 combination cost-sharing, multiple-employer defined benefit/defined contribution pension plan. Effective January 1, 2022, new members may no longer select the Combined Plan, and current members may no longer make a plan change to this plan. In October 2023, the legislature approved House Bill (HB) 33 which allows for the consolidation of the combined plan with the traditional plan with the timing of the consolidation at the discretion of OPERS. As of December 31, 2023, the consolidation has not been executed. (The latest information available.) Participating employers are divided into state, local, law enforcement and public safety divisions. While members in the state and local divisions may participate in all three plans, law enforcement and public safety divisions exist only within the traditional plan.

OPERS provides retirement, disability, survivor and death benefits, and annual cost of living adjustments to members of the traditional and combined plans. Authority to establish and amend benefits is provided by Chapter 145 of the Ohio Revised Code. 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 the Ohio Public Employees Retirement System, 277 East Town Street, Columbus, Ohio 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 in the traditional and combined plans 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 three member groups under the traditional and combined plans as per the reduced benefits adopted by SB 343 (see OPERS Annual Comprehensive Financial Report referenced above for additional information, including requirements for reduced and unreduced benefits):

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(9) Defined Benefit Pension Plan (continued)

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
Traditional Plan 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	Traditional Plan 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	Traditional Plan 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
Combined Plan Formula: 1% of FAS multiplied by years of service for the first 30 years and 1.25% for service years in excess of 30	Combined Plan Formula: 1% of FAS multiplied by years of service for the first 30 years and 1.25% for service years in excess of 30	Combined Plan Formula: 1% of FAS multiplied by years of service for the first 35 years and 1.25% for service years in excess of 35

Traditional plan state and local members who retire before meeting the age-and-years of service credit requirement for unreduced benefits receive a percentage reduction in the benefit amount. The amount of a member's pension benefit vests at retirement.

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.

When a traditional plan benefit recipient has received benefits for 12 months, the member is eligible for an annual cost of living adjustment (COLA). This COLA is calculated on the member's original base retirement benefit at the date of retirement and is not compounded. Members retiring under the combined plan receive a cost-of-living adjustment on the defined benefit portion of their pension benefit. For those who retired prior to January 7, 2013, the cost-of-living adjustment is 3.00%. For those retiring on or after January 7, 2013, beginning in calendar year 2019, the adjustment is based on the average percentage increase in the Consumer Price Index, capped at 3.00%.

Defined contribution plan benefits are established in the plan documents, which may be amended by the Board. Member-directed plan and combined plan members who have met the retirement eligibility requirements may apply for retirement benefits. The amount available for defined contribution benefits in the combined plan consists of the member's contributions plus or minus the investment gains or losses resulting from the member's investment selections. Combined plan members wishing to receive benefits must meet the requirements for both the defined benefit and defined contribution plans. Member-directed participants must have attained the age of 55, have money on deposit in the defined contribution plan and have terminated public service to apply for retirement benefits. The amount available for defined contribution benefits in the member-directed plan consists of the members' contributions, vested employer contributions and investment gains or losses resulting from the members' investment selections. Employer contributions and associated investment earnings vest over a five-year period, at a rate of 20.00% each year. At retirement, members may select one of several distribution options for payment of the vested balance in their individual OPERS accounts. Options include the annuitization of the benefit (which includes joint and survivor options and will continue to be administered by OPERS), partial lump-sum payments (subject to limitations), a rollover of the vested account balance to another financial institution, receipt of entire account balance, net of taxes withheld, or a combination of these options. When members choose to annuitize their defined contribution benefit, the annuitized portion of the benefit is reclassified to a defined benefit.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(9) Defined Benefit Pension Plan (continued)

Funding Policy - The Ohio Revised Code (ORC) provides statutory authority for member and employer contributions as follows:

	State and Local	
	Traditional	Combined
2023 Statutory Maximum Contribution Rates		
Employer	14.0 %	14.0 %
Employee *	10.0 %	10.0 %
2023 Actual Contribution Rates		
Employer:		
Pension **	14.0 %	12.0 %
Post-employment Health Care Benefits ****	0.0	2.0
Total Employer	14.0 %	14.0 %
Employee	10.0 %	10.0 %

* Member contributions within the combined plan are not used to fund the defined benefit retirement allowance.

** These pension and employer health care rates are for the traditional and combined plans. The employer contributions rate for the member-directed plan is allocated 4 percent for health care with the remainder going to pension; however, effective July 1, 2022, a portion of the health care rate is funded with reserves.

Employer contribution rates are actuarially determined within the constraints of statutory limits for each division and expressed as a percentage of covered payroll.

COTA's contractually required contribution for the Traditional Pension Plan, the Combined Plan and Member-Directed Plan was \$13,736,223 for 2024.

Net Pension Liabilities (Assets), Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

The net pension liability (asset) for OPERS was measured as of December 31, 2023, and the total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation as of that date. COTA's proportion of the net pension liability (asset) was based on COTA's share of contributions to the pension plan relative to the contributions of all participating entities.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(9) Defined Benefit Pension Plan (continued)

Following is information related to the proportionate share and pension expense:

	OPERS - Traditional	OPERS - Combined	OPERS - Member- Directed	Total
Proportion of the net pension liability/asset prior measurement date	0.46383500%	0.47517300%	0.60873700%	
Proportion of the net pension liability/asset current measurement date	0.44730000%	0.46787700%	0.59860900%	
Change in proportionate share	<u>-0.01653500%</u>	<u>-0.00729600%</u>	<u>-0.01012800%</u>	
Proportionate share of the net pension liability	\$ 117,104,972	\$ -	\$ -	\$ 117,104,972
Proportionate share of the net pension asset	-	(1,438,167)	(66,773)	(1,504,940)
Pension expense	11,839,177	105,628	(6,332)	11,938,473

At December 31, 2024, COTA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	OPERS - Traditional	OPERS - Combined	OPERS - Member- Directed	Total
Deferred outflows of resources				
Differences between expected and actual experience	\$ 1,913,981	\$ 58,280	\$ 143,359	\$ 2,115,620
Net difference between projected and actual earnings on pension plan investments	23,636,776	233,907	11,883	23,882,566
Changes of assumptions	-	53,376	2,305	55,681
Contributions subsequent to the measurement date	12,966,031	285,908	484,284	13,736,223
Total deferred outflows of resources	<u>\$38,516,788</u>	<u>\$ 631,471</u>	<u>\$ 641,831</u>	<u>\$39,790,090</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(9) Defined Benefit Pension Plan (continued)

	OPERS - Traditional	OPERS - Combined	OPERS - Member- Directed	Total
Deferred inflows of resources				
Differences between expected and actual experience	\$ -	\$ 142,240	\$ -	\$ 142,240
Changes in employer's proportionate percentage/ difference between employer contributions	2,373,648	-	-	2,373,648
Total deferred inflows of resources	<u>\$ 2,373,648</u>	<u>\$ 142,240</u>	<u>\$ -</u>	<u>\$ 2,515,888</u>

\$13,736,223 reported as deferred outflows of resources related to pension resulting from COTA contributions subsequent to the measurement date will be recognized as a reduction of/increase to the net pension liability/asset in the year ending December 31, 2025.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

	OPERS - Traditional	OPERS - Combined	OPERS - Member- Directed	Total
Year Ending December 31:				
2025	\$ 4,115,046	\$ 35,695	\$ 24,694	\$ 4,175,435
2026	7,344,193	64,343	25,109	7,433,645
2027	15,083,659	134,789	28,353	15,246,801
2028	(3,365,789)	(38,707)	16,589	(3,387,907)
2029	-	3,918	16,126	20,044
Thereafter	-	3,285	46,676	49,961
Total	<u>\$ 23,177,109</u>	<u>\$ 203,323</u>	<u>\$ 157,547</u>	<u>\$ 23,537,979</u>

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 was determined by an actuarial valuation as of December 31, 2023, using the following actuarial assumptions applied to all periods included in the measurement in accordance with the requirements of GASB 67.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(9) Defined Benefit Pension Plan (continued)

Key methods and assumptions used in the latest actuarial valuation, reflecting experience study results, prepared as of December 31, 2023, compared to the December 31, 2022 actuarial valuation, are presented below.

Wage inflation	
Current measurement date	2.75%
Prior measurement date	2.75%
Future salary increases, including inflation	
Current measurement date	2.75% to 10.75% including wage inflation
Prior measurement date	2.75% to 10.75% including wage inflation
COLA or ad hoc COLA	
Current measurement date	Pre 1/7/2013 retirees: 3.00%, simple Post 1/7/2013 retirees: 2.30%, simple through 2024, then 2.05% simple
Prior measurement date	Pre 1/7/2013 retirees: 3.00%, simple Post 1/7/2013 retirees: 3.00%, simple through 2023, then 2.05% simple
Investment rate of return	
Current measurement date	6.90%
Prior measurement date	6.90%
Actuarial cost method	Individual entry age

Pre-retirement mortality rates are based on 130% of the Pub-2010 General Employee Mortality tables (males and females) for State and Local Government divisions and 170% of the Pub-2010 Safety Employee Mortality tables (males and females) for the Public Safety and Law Enforcement divisions. Post-retirement mortality rates are based on 115% of the PubG-2010 Retiree Mortality Tables (males and females) for all divisions. Post-retirement mortality rates for disabled retirees are based on the PubNS-2010 Disabled Retiree Mortality Tables (males and females) for all divisions. For all of the previously described tables, the base year is 2010 and mortality rates for a particular calendar year are determined by applying the MP-2020 mortality improvement scales (males and females) to all of these tables.

The most recent experience study was completed for the five-year period ended December 31, 2020.

During 2023, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Defined Contribution portfolio and the Health Care portfolio. The Defined Benefit portfolio contains the investment assets of 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 gain of 11.20% for 2023.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(9) Defined Benefit Pension Plan (continued)

The allocation of investment assets within the Defined Benefit portfolio is approved by the Board 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 long-term expected 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 rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation. Best estimates of geometric real rates of return were provided by the Board's investment consultant.

For each major asset class that is included in the Defined Benefit portfolio's target asset allocation as of December 31, 2023, these best estimates are summarized in the following table:

Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Geometric)
Fixed income	24.00 %	2.85 %
Domestic equities	21.00	4.27
Real estate	13.00	4.46
Private equity	15.00	7.52
International equities	20.00	5.16
Risk Parity	2.00	4.38
Other investments	5.00	3.46
Total	100.00 %	

Discount Rate - The discount rate used to measure the total pension liability was 6.90% for the Traditional Pension Plan, Combined Plan and Member-Directed Plan. 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 contractually required rates, as actuarially determined. 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 for the Traditional Pension Plan, Combined Plan and Member-Directed Plan was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of COTA's Proportionate Share of the Net Pension Liability (Asset) to Changes in the Discount Rate - The following table presents the proportionate share of the net pension liability/asset calculated using the current period discount rate assumption of 6.90%, as well as what the proportionate share of the net pension liability/asset would be if it were calculated using a discount rate that is one-percentage-point lower (5.90%) or one-percentage-point higher (7.90%) than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
Authority's proportionate share of the net pension liability (asset):			
Traditional Pension Plan	\$ 184,354,695	\$ 117,104,972	\$ 61,172,748
Combined Plan	(870,251)	(1,438,167)	(1,885,544)
Member-Directed Plan	(47,889)	(66,773)	(83,805)

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits

Net OPEB Liability (Asset)

See (9) for a description of the net OPEB liability (asset).

Plan Description - Ohio Public Employees Retirement System (OPERS)

Plan Description - The Ohio Public Employees Retirement System (OPERS) administers three separate pension plans: the traditional pension plan, a cost-sharing, multiple-employer defined benefit pension plan; the member-directed plan, a defined contribution plan; and the combined plan, a cost-sharing, multiple-employer defined benefit pension 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. The 115 Health Care Trust (115 Trust or Health Care Trust) was established in 2014, under Section 115 of the Internal Revenue Code (IRC). The purpose of the 115 Trust is to fund health care for the Traditional Pension, Combined and Member-Directed plans. 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. Retirees in the Traditional Pension and Combined plans may have an allowance deposited into a health reimbursement arrangement (HRA) account to be used toward the health care program of their choice and other eligible expenses. An OPERS vendor is available to assist with the selection of a health care program.

With one exception, OPERS-provided health care coverage is neither guaranteed nor statutorily required. Ohio law currently requires Medicare Part A equivalent coverage or Medicare Part A premium reimbursement for eligible retirees and their eligible dependents.

OPERS offers a health reimbursement arrangement (HRA) allowance to benefit recipients meeting certain age and service credit requirements. The HRA is an account funded by OPERS that provides tax free reimbursement for qualified medical expenses such as monthly post-tax insurance premiums, deductibles, co-insurance, and co-pays incurred by eligible benefit recipients and their dependents.

OPERS members enrolled in the Traditional Pension Plan or Combined Plan retiring with an effective date of January 1, 2022, or after must meet the following health care eligibility requirements to receive an HRA allowance:

Age 65 or older Retirees Minimum of 20 years of qualifying service credit

Age 60 to 64 Retirees Based on the following age-and-service criteria:

Group A 30 years of total service with at least 20 years of qualified health care service credit;

Group B 31 years of total service credit with at least 20 years of qualified health care service credit;

Group C 32 years of total service credit with at least 20 years of qualified health care service credit.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits (continued)

Age 59 or younger Based on the following age-and-service criteria:

Group A 30 years of qualified health care service credit;

Group B 32 years of qualified health care service credit at any age or 31 years of qualified health care service credit and at least age 52;

Group C 32 years of qualified health care service credit and at least age 55.

Retirees who do not meet the requirement for coverage as a non-Medicare participant can become eligible for coverage at age 65 if they have at least 20 years of qualifying service.

Members with a retirement date prior to January 1, 2022, who were eligible to participate in the OPERS health care program will continue to be eligible after January 1, 2022, as summarized in the following table:

Group A	Group B	Group C
Age and Service Requirements <i>December 1, 2014 or Prior</i>	Age and Service Requirements <i>December 1, 2014 or Prior</i>	Age and Service Requirements <i>December 1, 2014 or Prior</i>
Any Age with 10 years of service credit	Any Age with 10 years of service credit	Any Age with 10 years of service credit
January 1, 2015 through <i>December 31, 2021</i>	January 1, 2015 through <i>December 31, 2021</i>	January 1, 2015 through <i>December 31, 2021</i>
Age 60 with 20 years of service credit or Any Age with 30 years of service credit	Age 52 with 31 years of service credit or Age 60 with 20 years of service credit or Any Age with 32 years of service credit	Age 55 with 32 years of service credit or Age 60 with 20 years of service credit

See the Age and Service Retirement section of the OPERS ACFR for a description of Groups A, B and C.

Eligible retirees may receive a monthly HRA allowance for reimbursement of health care coverage premiums and other qualified medical expenses. Monthly allowances, based on years of service and the age at which the retiree first enrolled in OPERS coverage, are provided to eligible retirees, and are deposited into their HRA account.

The base allowance is determined by OPERS and is currently \$1,200 per month for non-Medicare retirees and \$350 per month for Medicare retirees. The retiree receives a percentage of the base allowance, calculated based on years of qualifying service credit and age when the retiree first enrolled in OPERS health care.

Monthly allowances range between 51.00% and 90.00% of the base allowance for both non-Medicare and Medicare retirees.

Retirees will have access to the OPERS Connector, which is a relationship with a vendor selected by OPERS to assist retirees participating in the health care program. The OPERS Connector may assist retirees in selecting and enrolling in the appropriate health care plan.

When members become Medicare-eligible, recipients enrolled in OPERS health care programs must enroll in Medicare Part A (hospitalization) and Medicare Part B (medical).

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits (continued)

OPERS reimburses retirees who are not eligible for premium-free Medicare Part A (hospitalization) for their Part A premiums as well as any applicable surcharges (late-enrollment fees). Retirees within this group must enroll in Medicare Part A and select medical coverage, and may select prescription coverage, through the OPERS Connector. OPERS also will reimburse 50.00% of the Medicare Part A premium and any applicable surcharges for eligible spouses. Proof of enrollment in Medicare Part A and confirmation that the retiree is not receiving reimbursement or payment from another source must be submitted. The premium reimbursement is added to the monthly pension benefit.

Participants in the Member-Directed Plan have access to the Connector and have a separate health care funding mechanism. A portion of employer contributions for these participants is allocated to a retiree medical account (RMA). Members who elect the Member-Directed Plan after July 1, 2015, will vest in the RMA over 15 years at a rate of 10.00% each year starting with the sixth year of participation. Members who elected the Member-Directed Plan prior to July 1, 2015, vest in the RMA over a five-year period at a rate of 20.00% per year. Upon separation or retirement, participants may use vested RMA funds for reimbursement of qualified medical expenses.

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 the statutory authority allowing 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, OPERS no longer allocated a portion of its employer contributions to health care for the traditional plan.

Employer contribution rates are expressed as a percentage of the earnable salary of active members. In 2024, state and local employers contributed at a rate of 14.00% of earnable salary. These are the maximum employer contribution rates 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. For 2024, OPERS did not allocate any employer contribution to health care for members in the Traditional Pension Plan. Beginning July 1, 2022, there was a 2.00% allocation to health care for the Combined Plan which has continued through 2024. 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 2024 was 4.00%. Effective July 1, 2022, a portion of the health care rate was funded with reserves which has continued through 2024.

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. COTA's contractually required contribution was \$241,364 for 2024.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits (continued)

Net OPEB Liabilities (Assets), OPEB Expense, and Deferred Outflows or Resources and Deferred Inflows of Resources Related to OPEB

The net OPEB liability (asset) and total OPEB liability for OPERS were determined by an actuarial valuation as of December 31, 2022, rolled forward to the measurement date of December 31, 2023, by incorporating the expected value of health care cost accruals, the actual health care payment, and interest accruals during the year. COTA's proportion of the net OPEB liability was based on COTA's share of contributions to the retirement plan relative to the contributions of all participating entities.

Following is information related to the proportionate share and OPEB expense:

	<u>OPERS</u>
Proportion of the net OPEB liability	
prior measurement date	0.47008400%
Proportion of the net OPEB liability/asset	
current measurement date	<u>0.45420700%</u>
Change in proportionate share	<u>-0.01587700%</u>
Proportionate share of the net OPEB asset	\$ (4,099,327)
OPEB expense	(268,595)

(10) Postemployment Benefits (continued)

At December 31, 2024, COTA reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>OPERS</u>
Deferred outflows of resources	
Net difference between projected and actual earnings on OPEB plan investments	\$ 2,461,880
Changes of assumptions	1,055,374
Changes in employer's proportionate percentage/ difference between employer contributions	141,381
Contributions subsequent to the measurement date	241,364
Total deferred outflows of resources	<u>\$ 3,899,999</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits (continued)

	<u>OPERS</u>
Deferred inflows of resources	
Differences between expected and actual experience	\$ 583,451
Net difference between projected and actual earnings on OPEB plan investments	1,762,178
inflows of resources	<u>\$ 2,345,629</u>

\$241,364 reported as deferred outflows of resources related to OPEB resulting from COTA contributions subsequent to the measurement date will be recognized as a reduction of/increase to the net OPEB liability in the year ending December 31, 2025.

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

	<u>OPERS</u>
Year Ending December 31:	
2025	\$ (12,384)
2026	240,323
2027	1,916,353
2028	(831,286)
Total	<u>\$ 1,313,006</u>

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 health care costs 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 coverage 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, 2022, rolled forward to the measurement date of December 31, 2023.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits (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 74:

Wage Inflation	
Current measurement date	2.75%
Prior Measurement date	2.75%
Projected Salary Increases, including inflation	
Current measurement date	2.75 to 10.75%
	including wage inflation
Prior Measurement date	2.75 to 10.75%
	including wage inflation
Single Discount Rate:	
Current measurement date	5.70%
Prior Measurement date	5.22%
Investment Rate of Return	
Current measurement date	6.00%
Prior Measurement date	6.00%
Municipal Bond Rate	
Current measurement date	3.77%
Prior Measurement date	4.05%
Health Care Cost Trend Rate	
Current measurement date	5.50% initial, 3.50% ultimate in 2038
Prior Measurement date	5.50% initial, 3.50% ultimate in 2036
Actuarial Cost Method	Individual Entry Age

Pre-retirement mortality rates are based on 130% of the Pub-2010 General Employee Mortality tables (males and females) for State and Local Government divisions and 170% of the Pub-2010 Safety Employee Mortality tables (males and females) for the Public Safety and Law Enforcement divisions. Post-retirement mortality rates are based on 115% of the PubG-2010 Retiree Mortality Tables (males and females) for all divisions. Post-retirement mortality rates for disabled retirees are based on the PubNS-2010 Disabled Retiree Mortality Tables (males and females) for all divisions. For all of the previously described tables, the base year is 2010 and mortality rates for a particular calendar year are determined by applying the MP-2020 mortality improvement scales (males and females) to all of these tables.

The most recent experience study was completed for the five-year period ended December 31, 2020.

During 2023, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Defined Contribution portfolio and the Health Care 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 gain of 14.00% for 2023.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits (continued)

The allocation of investment assets within the Health Care portfolio is approved by the 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. The System's primary goal is to achieve and maintain a fully funded status for benefits provided through the defined benefit pension plans. Health care is a discretionary benefit. 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 rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation. Best estimates of geometric real rates of return were provided by the Board's investment consultant.

For each major asset class that is included in the Health Care's portfolio's target asset allocation as of December 31, 2023, these best estimates are summarized in the following table:

Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Geometric)
Fixed Income	37.00 %	2.82 %
Domestic equities	25.00	4.27
Real Estate Investment Trusts (REITs)	5.00	4.68
International equities	25.00	5.16
Risk parity	3.00	4.38
Other investments	5.00	2.43
Total	100.00 %	

Discount Rate - A single discount rate of 5.70% was used to measure the total OPEB liability on the measurement date of December 31, 2023; however, the single discount rate used at the beginning of the year was 5.22%. 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) a 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 the actuarial assumed rate of return on the health care investment portfolio of 6.00% and a municipal bond rate of 3.77%. 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 the year 2070. As a result, the actuarial assumed long-term expected rate of return on health care investments was applied to projected costs through the year 2070, and the municipal bond rate was applied to all health care costs after that date.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(10) Postemployment Benefits (continued)

Sensitivity of COTA's Proportionate Share of the Net OPEB Liability (Asset) to Changes in the Discount Rate - The following table presents the proportionate share of the net OPEB liability (asset) calculated using the single discount rate of 5.70%, as well as what the proportionate share of the net OPEB liability (asset) would be if it were calculated using a discount rate that is one-percentage-point lower (4.70%) or one-percentage-point higher (6.70%) than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
COTA's proportionate share of the net OPEB liability/(asset)	\$ 2,252,867	\$ (4,099,327)	\$ (9,361,206)

Sensitivity of COTA's Proportionate Share of the Net OPEB Asset 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 asset. The following table presents the net OPEB asset calculated using the assumed trend rates, and the expected net OPEB asset if it were calculated using a health care cost trend rate that is 1.00% lower or 1.00% higher than the current rate.

Retiree health care valuations use a health care cost trend assumption with changes over several years built into that assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2024 is 5.50%. 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 the health care 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 3.50% in the most recent valuation.

	1% Decrease	Current Health Care Trend Rate Assumption	1% Increase
COTA's proportionate share of the net OPEB asset	\$ 4,269,546	\$ 4,099,327	\$ 3,906,180

(11) 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, 2024, 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, 2024, 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. FaTA 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.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(12) Derivative Instruments

Objective and Terms of Hedging Derivative Instruments

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 2024, diesel fuel futures contracts and natural gas futures 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.

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 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, 2024, a gain of \$1,633 and a loss of \$445,463, respectively, was recognized as an increase in fuel expense. For the year ending December 31, 2023, a loss of \$4,186 and a loss of \$230,609, respectively, was recognized as an increase in fuel expense. The realized gain/loss will change based on market prices at the time the contracts are entered into and exited. There is no debt associated with these contracts.

Composition of Derivative Instruments

The fair value balances and notional amounts of derivative instruments outstanding as of December 31, 2024, classified by type, are as follows:

	Notional	Fair		
December 31, 2024	Amount	Value		
Cash Flow Hedge - Diesel:				
Pay-variable, receive fixed commodity swap	252,000 gallons	\$ (14,654)		
Cash Flow Hedge - Natural Gas:				
Pay-variable, receive fixed commodity swap	127,500 mmbtu	\$ 385,000		
December 31, 2023				
Cash Flow Hedge - Diesel:				
Pay-variable, receive fixed commodity swap	252,000 gallons	\$ 12,667		
Cash Flow Hedge - Natural Gas:				
Pay-variable, receive fixed commodity swap	232,500 mmbtu	\$ 264,728		

All fair values are classified as derivative instruments on the Statements of Net Position. As these commodity futures positions are considered hedging derivatives instruments, the change in fair value is reflected within deferred outflows and inflows on the Statements of Net Position. The fair values of the commodity futures positions are based on settlement prices from the New York Mercantile Exchange on 12/29/23.

Termination Risk: So long as the Authority continues to fulfill its financial obligations to the futures contracts and the futures account as described in the account agreement, there is no termination risk associated with exchange-traded futures contracts.

CENTRAL OHIO TRANSIT AUTHORITY

Notes to Financial Statements

Years Ended December 31, 2024 and 2023

(12) Derivative Instruments – (continued)

Credit Risk: There is no credit risk associated with the use of exchange-traded diesel and natural gas futures contracts. On a daily basis, all outstanding futures positions are marked to market and unrealized gains/losses are settled in cash. This creates an environment where futures market participants neither owe nor are owed any monies by other market participants. As such, credit risk does not exist with the use of exchange-traded futures.

Basis Risk: Basis is the price differential between the nominal futures contract price and the price that the Authority pays for diesel fuel and natural gas from its suppliers. Basis risk is the potential unfavorable variability of this price differential. The Authority recognizes and anticipates this relatively small risk. Historically, this basis risk has had no material effect on the performance of the hedging program and is not anticipated to have any material effect on the hedging program in the future.

Interest Rate Risk, Rollover Risk, Market Access Risk, & Foreign Exchange Risk: The Authority does not experience any of these risks in conjunction with the operation of its diesel fuel and natural gas hedging programs.

(13) Leases Receivable

The Authority is reporting leases receivable of \$2,925,335. For fiscal year 2024, the Authority recognized lease revenue of \$514,858, which is reported in non-transportation and other revenue and interest revenue of \$46,106 related to the leases.

The Authority has entered into lease agreements for building space rental with multiple companies at varying years and terms.

The following is a schedule of future lease payments under the lease agreements:

<u>Fiscal Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 421,591	\$ 40,237	\$ 461,828
2026	362,200	34,501	396,701
2027	369,257	28,938	398,195
2028	378,125	23,256	401,381
2029	374,436	17,601	392,037
2030 - 2033	1,019,726	24,993	1,044,719
Total	<u>\$ 2,925,335</u>	<u>\$ 169,526</u>	<u>\$ 3,094,861</u>

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(14) Long-term Obligations

The Authority implemented GASB Statement No. 101 for fiscal year 2024. During fiscal year 2024, the following activity occurred in long-term obligations:

	Restated Balance Outstanding 01/01/2024	Additions	Reductions	Balance Outstanding 12/31/2024	Amounts Due in One Year
Bonds payable	\$ 30,000,000	\$ -	\$ (240,000)	\$ 29,760,000	\$ 490,000
Compensated absences	8,401,164	1,749,424	-	10,150,588	8,646,357
SBITA payable	58,983	2,896,106	(574,005)	2,381,084	1,429,479
Lease payable	\$ 65,920	\$ 13,224	\$ (17,012)	\$ 62,132	\$ 17,918
Total	\$ 38,526,067	\$ 4,658,754	\$ (831,017)	42,353,804	\$ 10,583,754
Add: Unamortized Bond Premium				1,894,100	
Total Long-Term Obligations				\$ 44,247,904	

Due to the implementation of GASB Statement No. 96, the Authority has reported obligations for SBITA payable, which are reflected in the schedule below. During fiscal year 2023, the following activity occurred in long-term obligations:

	Restated Balance Outstanding 01/01/2023	Additions	Reductions	Balance Outstanding 12/31/2023	Amounts Due in One Year
Bonds payable	\$ -	\$ 30,000,000		\$ 30,000,000	\$ 240,000
Compensated absences	6,773,257	1,627,907	-	8,401,164	8,050,046
SBITA payable	752,286	-	(693,303)	58,983	58,983
Lease payable	\$ 28,169	\$ 1,972,714	\$ (1,934,963)	\$ 65,920	\$ 16,000
Total	\$ 7,553,712	\$ 33,600,621	\$ (2,628,266)	38,526,067	\$ 8,365,029
Add: Unamortized Bond Premium				1,959,601	
Total Long-Term Obligations				\$ 40,485,668	

The Authority has entered into lease agreements for the use of right to use vehicles. In accordance with GASB Statement No. 87, the Authority reports an intangible capital asset and corresponding liability for the future scheduled payments under the leases.

CENTRAL OHIO TRANSIT AUTHORITY
Notes to Financial Statements
Years Ended December 31, 2024 and 2023

(14) Long-term Obligations – (continued)

The following is a schedule of future lease payments under the lease agreements:

<u>Fiscal Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 17,918	\$ 2,170	\$ 20,088
2026	17,477	1,509	18,986
2027	16,447	828	17,275
2028	8,808	245	9,053
2029	1,482	18	1,500
Total	<u>\$ 62,132</u>	<u>\$ 4,770</u>	<u>\$ 66,902</u>

The Authority has entered into agreements for the use of right to use software. In accordance with GASB Statement No. 96, the Authority reports an intangible capital asset and corresponding liability for the future scheduled payments under the agreement.

The following is a schedule of future payments under the technology agreements:

<u>Fiscal Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 1,429,479	\$ 79,802	\$ 1,509,281
2026	729,732	46,821	776,553
2027	104,773	11,352	116,125
2028	117,100	5,991	123,091
Total	<u>\$ 2,381,084</u>	<u>\$ 143,966</u>	<u>\$ 2,525,050</u>

Series 2023 – General Obligation Capital Facilities Bonds

On October 3, 2023, the Authority issued \$30,000,000 in general obligation (limited tax) capital facilities bonds. The bonds were issued at a \$37,725 discount. These bonds bear an interest rate of 5.00% and mature on December 1, 2053.

The following is a schedule of future bond payments:

<u>Fiscal Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 490,000	\$ 1,468,950	\$ 1,958,950
2026	515,000	1,444,450	1,959,450
2027	540,000	1,418,700	1,958,700
2028	565,000	1,391,700	1,956,700
2029	595,000	1,363,450	1,958,450
2030 - 2034	3,385,000	6,411,025	9,796,025
2035 - 2039	4,285,000	5,509,750	9,794,750
2040 - 2044	5,470,000	4,326,000	9,796,000
2045 - 2049	6,975,000	2,815,000	9,790,000
2050 - 2053	6,940,000	888,750	7,828,750
Total	<u>\$ 29,760,000</u>	<u>\$ 27,037,775</u>	<u>\$ 56,797,775</u>

REQUIRED SUPPLEMENTARY INFORMATION

CENTRAL OHIO TRANSIT AUTHORITY

SCHEDULES OF THE REQUIRED SUPPLEMENTARY INFORMATION

**SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF
THE NET PENSION LIABILITY AND
AUTHORITY PENSION CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM (OPERS) - TRADITIONAL PLAN**

LAST TEN FISCAL YEARS

Calendar Year (1)	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
2024	0.447300000%	\$ 117,104,972	\$ 74,058,750	158.12%	79.01%
2023	0.463835000%	137,017,062	74,323,621	184.35%	75.74%
2022	0.479612000%	41,728,185	68,948,571	60.52%	92.62%
2021	0.466220000%	69,037,032	65,667,157	105.13%	86.88%
2020	0.517005000%	102,189,495	66,169,814	154.44%	82.17%
2019	0.402919000%	110,351,252	60,978,236	180.97%	74.70%
2018	0.454303000%	71,271,333	59,997,877	118.79%	84.66%
2017	0.408070000%	92,665,735	52,764,617	175.62%	77.25%
2016	0.390550000%	67,648,215	48,887,633	138.37%	81.08%
2015	0.363971000%	43,734,920	44,622,933	98.01%	86.45%

Calendar Year	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
2024	\$ 12,966,031	\$ (12,966,031)	\$ -	\$ 92,614,507	14.00%
2023	10,368,225	(10,368,225)	-	74,058,750	14.00%
2022	10,405,307	(10,405,307)	-	74,323,621	14.00%
2021	9,652,800	(9,652,800)	-	68,948,571	14.00%
2020	9,193,402	(9,193,402)	-	65,667,157	14.00%
2019	9,263,774	(9,263,774)	-	66,169,814	14.00%
2018	8,536,953	(8,536,953)	-	60,978,236	14.00%
2017	7,799,724	(7,799,724)	-	59,997,877	13.00%
2016	6,331,754	(6,331,754)	-	52,764,617	12.00%
2015	5,866,516	(5,866,516)	-	48,887,633	12.00%

(1) Amounts presented for each fiscal year were determined as of the Authority's measurement date which is the prior year-end.

SEE ACCOMPANYING NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION

CENTRAL OHIO TRANSIT AUTHORITY

SCHEDULES OF THE REQUIRED SUPPLEMENTARY INFORMATION

**SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF
THE NET PENSION ASSET AND
AUTHORITY PENSION CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM (OPERS) - COMBINED PLAN**

LAST FOUR FISCAL YEARS

Calendar Year (1)	Authority's Proportion of the Net Pension Asset	Authority's Proportionate Share of the Net Pension Asset	Authority's Covered Payroll	Authority's Proportionate Share of the Net Pension Asset as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
2024	0.467877000%	\$ 1,438,167	\$ 2,148,433	66.94%	144.55%
2023	0.475173000%	1,119,934	2,206,957	50.75%	137.14%
2022	0.111993400%	2,039,559	2,364,829	86.25%	169.88%
2021	0.220695700%	2,364,829	2,361,043	100.16%	157.67%

Calendar Year	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
2024	\$ 285,908	\$ (285,908)	\$ -	\$ 2,382,567	12.00%
2023	257,812	(257,812)	-	2,148,433	12.00%
2022	308,974	(308,974)	-	2,206,957	14.00%
2021	331,076	(331,076)	-	2,364,829	14.00%

(1) Amounts presented for each fiscal year were determined as of the Authority's measurement date which is the prior year-end.

(2) The Authority did not present the combined plan until 2021. Additional years will be displayed as they become available.

SEE ACCOMPANYING NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION

CENTRAL OHIO TRANSIT AUTHORITY

SCHEDULES OF THE REQUIRED SUPPLEMENTARY INFORMATION

**SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF
THE NET PENSION ASSET AND
AUTHORITY PENSION CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM (OPERS) - MEMBER DIRECTED PLAN**

LAST FOUR FISCAL YEARS

Calendar Year (1)	Authority's Proportion of the Net Pension Asset	Authority's Proportionate Share of the Net Pension Asset	Authority's Covered Payroll	Authority's Proportionate Share of the Net Pension Asset as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
2024	0.598609000%	\$ 66,773	\$ 4,400,300	1.52%	134.44%
2023	0.608737000%	47,605	4,132,500	1.15%	126.74%
2022	0.587220000%	106,616	3,679,730	2.90%	171.84%
2021	0.561542000%	102,363	4,715,250	2.17%	188.21%

Calendar Year	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
2024	\$ 484,284	\$ (484,284)	\$ -	\$ 4,842,840	10.00%
2023	440,030	(440,030)	-	4,400,300	10.00%
2022	413,250	(413,250)	-	4,132,500	10.00%
2021	367,973	(367,973)	-	3,679,730	10.00%

(1) Amounts presented for each fiscal year were determined as of the Authority's measurement date which is the prior year-end.

(2) The Authority did not present the member directed plan until 2021. Additional years will be displayed as they become available.

SEE ACCOMPANYING NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION

CENTRAL OHIO TRANSIT AUTHORITY

SCHEDULES OF THE REQUIRED SUPPLEMENTARY INFORMATION

**SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF
THE NET OPEB LIABILITY/(ASSET) AND
AUTHORITY OPEB CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM (OPERS)**

LAST EIGHT AND TEN FISCAL YEARS

Fiscal Year (1) (2)	Authority's Proportion of the Net OPEB Liability/(Asset)	Authority's Proportionate Share of the Net OPEB Liability/(Asset)	Authority's Covered Payroll	Authority's Proportionate Share of the Net OPEB Liability/(Asset) as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability/(Asset)
2024	0.454207000%	\$ (4,009,327)	\$ 80,607,483	4.97%	107.76%
2023	0.470084000%	2,963,970	80,663,078	3.67%	94.79%
2022	0.485108000%	(15,194,325)	74,993,130	20.26%	128.23%
2021	0.472261000%	(8,413,707)	65,667,157	12.81%	115.57%
2020	0.521587100%	72,044,732	66,169,814	108.88%	47.80%
2019	0.409626400%	53,405,611	60,978,236	87.58%	46.33%
2018	0.461362700%	50,100,594	59,997,877	83.50%	54.14%
2017	0.408069900%	41,216,446	52,764,617	78.11%	54.05%

Fiscal Year	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
2024	\$ 241,364	\$ (241,364)	\$ -	\$ 99,839,914	0.24%
2023	218,981	(218,981)	-	80,607,483	0.27%
2022	165,300	(165,300)	-	80,663,078	0.20%
2021	147,189	(147,189)	-	74,993,130	0.20%
2020	-	-	-	65,667,157	0.00%
2019	-	-	-	66,169,814	0.00%
2018	-	-	-	60,978,236	0.00%
2017	599,979	(599,979)	-	59,997,877	1.00%
2016	1,055,292	(1,055,292)	-	52,764,617	2.00%
2015	977,753	(977,753)	-	48,887,633	2.00%

(1) Amounts presented for each fiscal year were determined as of the Authority's measurement date which is the prior year-end.

(2) Information prior to 2017 is not available. Schedule is intended to show information for 10 years.

Additional years will be displayed as they become available.

SEE ACCOMPANYING NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION

CENTRAL OHIO TRANSIT AUTHORITY

NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION FOR THE YEAR ENDED DECEMBER 31, 2024

NOTE 1 - PENSIONS & OTHER POSTEMPLOYMENT BENEFITS (OPEB)

PENSION

OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM (OPERS)

Change in benefit terms:

- There were no changes in benefit terms from the amounts reported for 2015.
- There were no changes in benefit terms from the amounts reported for 2016.
- There were no changes in benefit terms from the amounts reported for 2017.
- There were no changes in benefit terms from the amounts reported for 2018.
- There were no changes in benefit terms from the amounts reported for 2019.
- There were no changes in benefit terms from the amounts reported for 2020.
- There were no changes in benefit terms from the amounts reported for 2021.
- There were no changes in benefit terms from the amounts reported for 2022.
- There were no changes in benefit terms from the amounts reported for 2023.
- There were no changes in benefit terms from the amounts reported for 2024.

Change in assumptions:

- There were no changes in assumptions for 2015.
- There were no changes in assumptions for 2016.
- For 2017, the following were the most significant changes of assumptions that affected the total pension liability since the prior measurement date: (a) reduction in the actuarially assumed rate of return from 8.00% down to 7.50%, (b) for defined benefit investments, decreasing the wage inflation from 3.75% to 3.25%, (c) changing the future salary increases from a range of 4.25%-10.05% to 3.25%-10.75% and (d) COLA for post 1/7/2013 retirees were changed to 3.00%, simple through 2018, then 2.15% simple.
- There were no changes in assumptions for 2018.
- For 2019, the following were the most significant changes of assumptions that affected the total pension liability since the prior measurement date: (a) the assumed rate of return and discount rate were reduced from 7.50% down to 7.20%.
- For 2020, COLA for post 1/7/2013 retirees were changed to 1.40%, simple through 2020, then 2.15% simple.
- For 2021, COLA for post 1/7/2013 retirees were changed to 0.50%, simple through 2021, then 2.15% simple.
- For 2022, the following were the most significant changes of assumptions that affected the total pension liability since the prior measurement date: (a) wage inflation was changed from 3.25% to 2.75%, (b) future salary increases, including inflation were changed from 3.25%-10.75% to 2.75%-10.75%, (c) COLA for post 1/7/2013 retirees were changed 3.00%, simple through 2022, then 2.05% simple and (d) the actuarially assumed rate of return was changed from 7.20% to 6.90%.
- For 2023, COLA for post 1/7/2013 retirees were changed to 3.00%, simple through 2023, then 2.05% simple.
- For 2024, COLA for post 1/7/2013 retirees were changed to 2.30%, simple through 2024, then 2.05% simple.

OTHER POSTEMPLOYMENT BENEFITS (OPEB)

OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM (OPERS)

Change in benefit terms:

- There were no changes in benefit terms from the amounts reported for 2017.
- There were no changes in benefit terms from the amounts reported for 2018.
- There were no changes in benefit terms from the amounts reported for 2019.
- There were no changes in benefit terms from the amounts reported for 2020.

CENTRAL OHIO TRANSIT AUTHORITY

NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION FOR THE YEAR ENDED DECEMBER 31, 2024

NOTE 2 - PENSIONS & OTHER POSTEMPLOYMENT BENEFITS (OPEB) - (Continued)

- For 2021, the following were the most significant changes in benefit terms since the prior measurement date: the Board approved several changes to the health care plan offered to Medicare and non-Medicare retirees in efforts to decrease costs and increase the solvency of the health care Plan. These changes are effective January 1, 2022 and include changes to base allowances and eligibility for Medicare retirees, as well as replacing OPERS-sponsored medical plans for non-Medicare retirees with monthly allowances, similar to the program for Medicare retirees. These changes are reflected in the December 31, 2020 measurement date health care valuation. These changes significantly decreased the total OPEB liability for the measurement date December 31, 2020.
- There were no changes in benefit terms from the amounts reported for 2022.
- There were no changes in benefit terms from the amounts reported for 2023.
- There were no changes in benefit terms from the amounts reported for 2024.

Change in assumptions:

- There were no changes in methods and assumptions used in the calculation of actuarial determined contributions for 2017.
- For 2018, the following were the most significant changes of assumptions that affected the total OPEB liability since the prior measurement date: (a) reduction in the actuarially assumed rate of return from 4.23% down to 3.85%.
- For 2019, the following were the most significant changes of assumptions that affect the total OPEB liability since the prior measurement date: (a) the discount rate was increased from 3.85% up to 3.96%, (b) the investment rate of return was decreased from 6.50% percent down to 6.00%, (c) the municipal bond rate was increased from 3.31% up to 3.71% and (d) the health care cost trend rate was increased from 7.50%, initial/3.25%, ultimate in 2028 up to 10.00%, initial/3.25% ultimate in 2029.
- For 2020, the following were the most significant changes of assumptions that affect the total OPEB liability since the prior measurement date: (a) the discount rate was decreased from 3.96% up to 3.16%, (b) the municipal bond rate was decreased from 3.71% up to 2.75% and (c) the health care cost trend rate was increased from 10.50%, initial/3.25%, ultimate in 2029 up to 10.50%, initial/3.50% ultimate in 2030.
- For 2021, the following were the most significant changes of assumptions that affect the total OPEB liability since the prior measurement date: (a) the discount rate was increased from 3.16% up to 6.00%, (b) the municipal bond rate was decreased from 2.75% up to 2.00% and (c) the health care cost trend rate was decreased from 10.50%, initial/3.50%, ultimate in 2030 down to 8.50%, initial/3.50% ultimate in 2035.
- For 2022, the following were the most significant changes of assumptions that affect the total OPEB liability since the prior measurement date: (a) wage inflation changed from 3.25% to 2.75%, (b) projected salary increases, including inflation changed from 3.25%-10.75% to 2.75%-10.75%, (c) the municipal bond rate was changed from 2.00% to 1.84% and (d) the health care cost trend rate was changed from 8.50% initial, 3.50% ultimate in 2035 to 5.50% initial, 3.50% ultimate in 2034.
- For 2023, the following were the most significant changes of assumptions that affect the total OPEB liability since the prior measurement date: (a) the single discount rate changed from 6.00% to 5.22%, (b) the municipal bond rate was changed from 1.84% to 4.05% and (c) the health care cost trend rate was changed from 5.50% initial, 3.50% ultimate in 2034 to 5.50% initial, 3.50% ultimate in 2036.
- For 2024, the following were the most significant changes of assumptions that affect the total OPEB liability since the prior measurement date: (a) the single discount rate changed to 5.70%, (b) the municipal bond rate was changed to 3.77% and (c) the health care cost trend rate was changed to 5.50% initial, 3.50% ultimate in 2038.

CENTRAL OHIO TRANSIT AUTHORITY
Supplemental Schedule of Revenues, Expenses and
Changes in Net Position - Budget vs. Actual (Modified Cash Basis)
Year ended December 31, 2024

	BUDGET	ACTUAL	VARIANCE
OPERATING REVENUES.....	\$ 14,327,000	\$ 14,332,523	\$ 5,523
OPERATING EXPENSES:			
Labor and fringe benefits.....	138,756,000	135,555,083	3,200,917
Materials and supplies.....	11,820,000	11,695,567	124,433
Fuel.....	5,053,000	3,989,540	1,063,460
Purchased transportation.....	16,422,000	16,393,085	28,915
Services.....	34,672,000	33,802,251	869,749
Utilities.....	4,144,000	4,122,945	21,055
Capital outlay.....	117,527,200	80,711,129	36,816,071
Debt service.....	1,959,600	1,724,653	234,947
Miscellaneous.....	4,502,000	4,016,534	485,466
Total operating expenses.....	334,855,800	292,010,787	42,845,013
OPERATING LOSS.....	(320,528,800)	(277,678,264)	42,850,536
NON-OPERATING REVENUES (EXPENSES):			
Sales tax revenues.....	182,611,100	176,495,566	(6,115,534)
Federal, State and Local Assistance.....	29,650,000	29,650,000	-
Non-operating project expense.....	(4,063,000)	(2,379,349)	1,683,651
Non-transportation and other revenues.....	5,710,000	10,746,424	5,036,424
Total.....	213,908,100	214,512,641	604,541
Change before capital grants.....	(106,620,700)	(63,165,623)	43,455,077
CAPITAL GRANT REVENUE:			
Federal, state, local.....	38,416,000	77,115,306	38,699,306
Total			
CHANGE IN NET POSITION	(68,204,700)	13,949,683	82,154,383
BUDGETARY NET POSITION, BEGINNING OF YEAR.....	638,452,941	638,452,941	-
BUDGETARY NET POSITION, END OF YEAR.....	<u>\$ 570,248,241</u>	<u>\$ 652,402,624</u>	<u>\$ 82,154,383</u>

Note to Supplemental Schedule:

COTA adopts its annual budget on a modified cash basis prior to the start of each year. 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. In addition, various accrual items, including grants receivable and capital assets are accounted for on a cash basis for budgetary purposes. The budget also excludes self insurance activity, which is reported separately for budget purposes.

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

Change in Net Position, GAAP Basis	\$ 58,861,568
<i>Budgeting Difference:</i>	
Effect of conversion from modified cash to GAAP	(44,883,970)
Activity of funds not budgeted	(27,915)
Change in Net Position, Budgetary Basis	<u>\$ 13,949,683</u>



STATISTICAL DATA

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**CENTRAL OHIO TRANSIT AUTHORITY
STATISTICAL SECTION**

This part of COTA's Annual Comprehensive 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.

<u>Table of Contents</u>	<u>Page</u>
Financial Trends and Revenue Capacity 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.	72-80
Debt Capacity These schedules indicate COTA specific debt service information as well as direct and overlapping debt computations from Franklin County.	81-83
Economic and Demographic Information These schedules contain economic and demographic indicators to help the reader understand the environment within which the Authority's financial activities take place.	85-87
Operating Information 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.	88-92

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

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
NET POSITION										
Net Investment in Capital Assets	\$ 221,585,618	\$ 217,487,368	\$ 240,968,475	\$ 223,016,793	\$ 235,687,233	\$ 264,073,768	\$ 287,349,366	\$ 317,728,548	\$ 328,482,540	\$ 359,799,823
Restricted	-	-	-	-	-	-	-	-	1,167,539	5,604,267
Unrestricted	143,667,031	162,736,122	160,566,904	112,666,612	82,978,891	71,575,604	254,434,200	257,704,561	247,557,188	270,664,745
TOTAL NET POSITION	\$ 365,252,649	\$ 380,223,490	\$ 401,535,379	\$ 335,683,405	\$ 318,666,124	\$ 335,649,372	\$ 541,783,566	\$ 575,433,109	\$ 577,207,267	\$ 636,068,835

* 2023 amounts have been restated for an error correction.

* 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

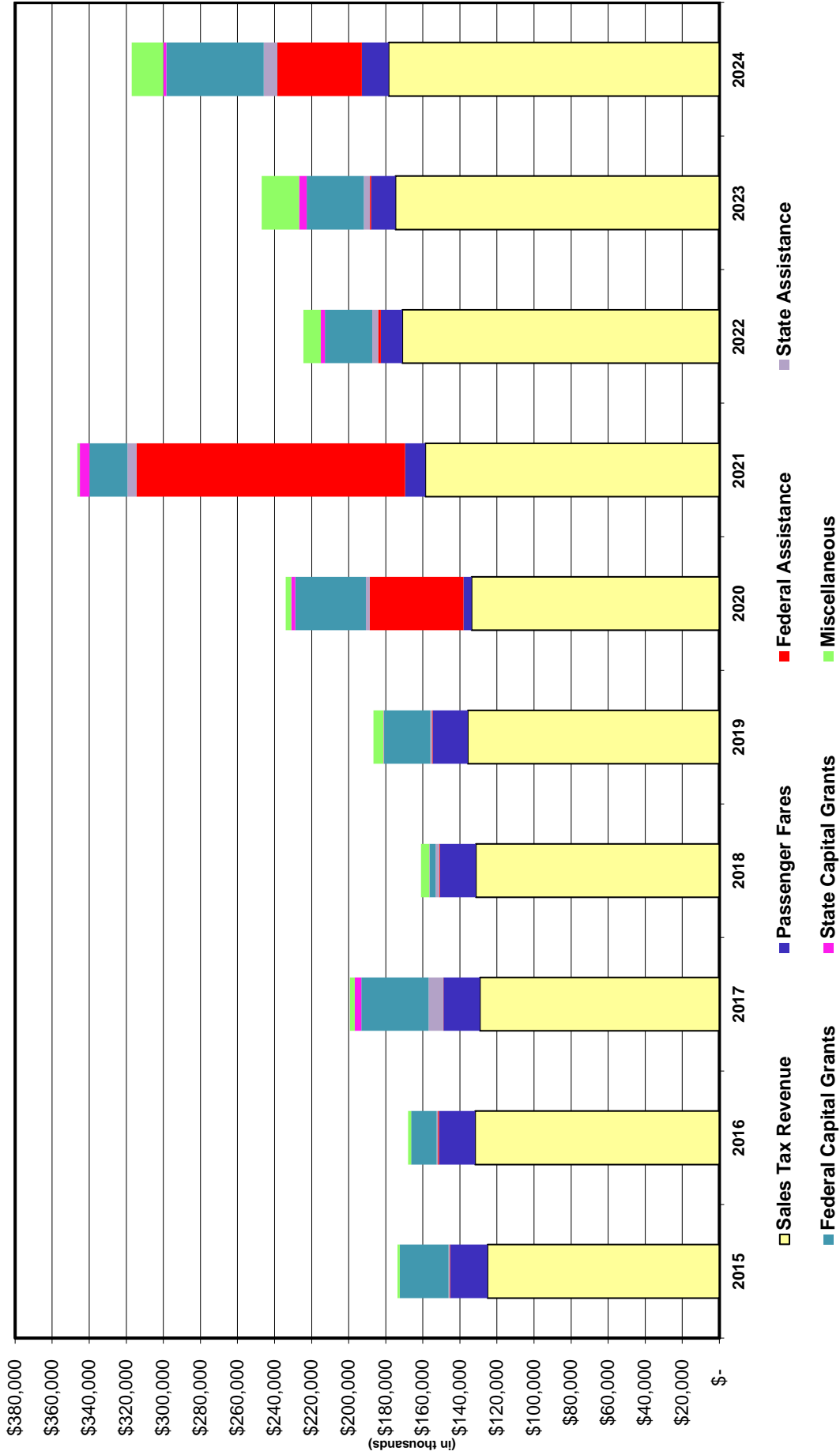
CENTRAL OHIO TRANSIT AUTHORITY
Revenues by Source
Last Ten Fiscal Years
(in thousands)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
OPERATING REVENUES:										
Passenger fares for transit service	\$ 19,137	\$ 18,663	\$ 18,816	\$ 18,577	\$ 18,209	\$ 4,166	\$ 10,275	\$ 11,055	\$ 12,569	\$ 13,946
Special transit fares	879	862	872	845	823	200	619	583	511	448
Total operating revenues	20,016	19,525	19,688	19,422	19,032	4,366	10,894	11,638	13,080	14,394
NON-OPERATING REVENUES:										
Sales tax revenues	125,163	131,794	129,143	131,383	135,702	133,700	158,739	171,039	174,789	178,487
Federal operating grants	267	562	113	395	436	50,602	144,901	1,391	710	45,607
State operating grants, reimbursements and special fare assistance	619	597	8,007	1,868	748	2,039	4,829	3,319	3,208	7,351
Investment income and Fair value	274	907	1,594	3,311	3,976	1,188	337	2,365	14,151	14,249
Non-transportation and other revenues	952	971	979	1,221	1,557	1,792	945	7,104	5,996	2,740
Total nonoperating revenues before capital gifts and grants	127,275	134,831	139,836	138,178	142,419	189,321	309,751	185,218	198,854	248,435
Capital gifts and grants:										
Federal capital grants	26,389	13,830	36,247	3,319	25,015	38,080	20,505	25,487	30,944	52,604
State and other capital grants	-	-	3,572	128	192	2,168	5,255	2,135	4,012	1,641
Total non-operating revenues	153,664	148,661	179,655	141,625	167,626	229,569	335,511	212,840	233,810	302,679
TOTAL REVENUES	\$ 173,680	\$ 168,186	\$ 199,343	\$ 161,047	\$ 186,658	\$ 233,935	\$ 346,405	\$ 224,478	\$ 246,890	\$ 317,073

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>OPERATING AND OTHER REVENUE</u>				<u>OPERATING ASSISTANCE</u>			
<u>YEAR</u>	<u>PASSENGER</u>	<u>OTHER</u>	<u>TOTAL</u>	<u>STATE & LOCAL</u>	<u>FEDERAL</u>	<u>TOTAL</u>	<u>TOTAL ALL REVENUES</u>
2015	32.5%	11.6%	44.1%	47.6%	8.3%	55.9%	100.0%
2016	31.3%	11.8%	43.1%	48.9%	8.0%	56.9%	100.0%
2017	31.4%	11.8%	43.2%	48.3%	8.5%	56.8%	100.0%
2018	30.7%	11.5%	42.2%	49.2%	8.6%	57.8%	100.0%
2019	29.5%	12.7%	42.2%	49.9%	7.9%	57.8%	100.0%
2020	16.6%	10.2%	26.8%	46.7%	26.5%	73.2%	100.0%
2021	11.8%	10.3%	22.1%	40.9%	37.0%	77.9%	100.0%
2022	15.5%	10.4%	25.9%	35.6%	38.5%	74.1%	100.0%
2023	*	*	*	*	*	*	*
2024	*	*	*	*	*	*	*

CENTRAL OHIO TRANSIT AUTHORITY ⁽²⁾

<u>OPERATING AND OTHER REVENUE</u>				<u>OPERATING ASSISTANCE</u>			
<u>YEAR</u>	<u>PASSENGER</u>	<u>OTHER</u> (3)	<u>TOTAL</u>	<u>STATE & LOCAL</u> (4)	<u>FEDERAL</u>	<u>TOTAL</u>	<u>TOTAL ALL REVENUES</u>
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%
2020	1.8%	18.5%	20.3%	58.1%	21.6%	79.7%	100.0%
2021	3.0%	7.8%	10.8%	47.4%	41.8%	89.2%	100.0%
2022	4.9%	16.5%	21.4%	78.0%	0.6%	78.6%	100.0%
2023	5.1%	22.3%	27.4%	72.3%	0.3%	72.6%	100.0%
2024	4.4%	22.5%	26.9%	58.7%	14.4%	73.1%	100.0%

* Information not available

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

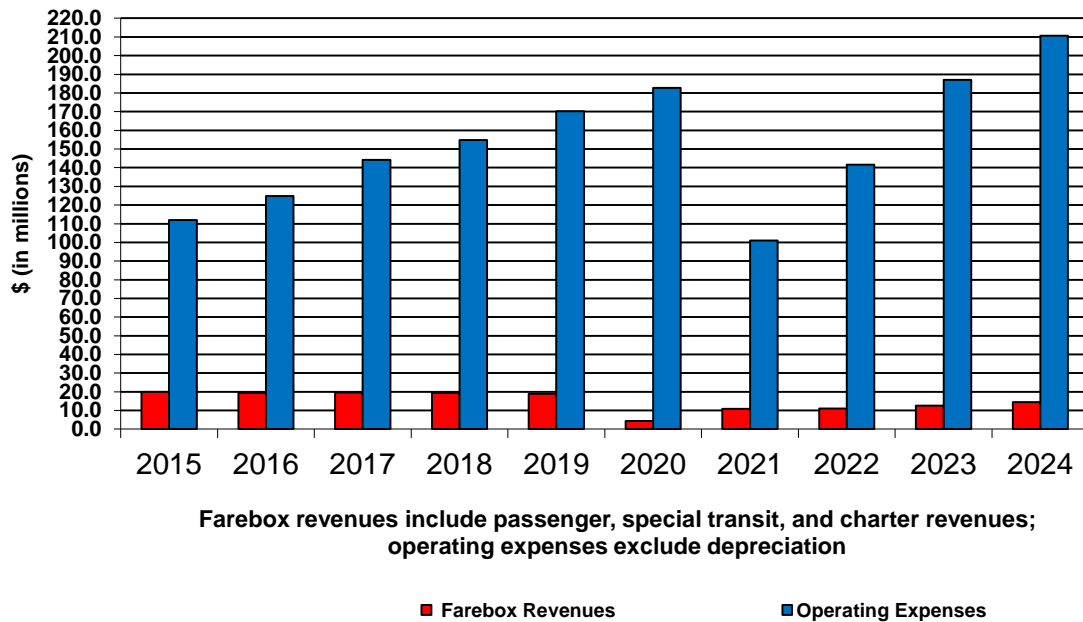
(2) Percentages are derived from the Authority's independently audited annual financial statements.

(3) 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

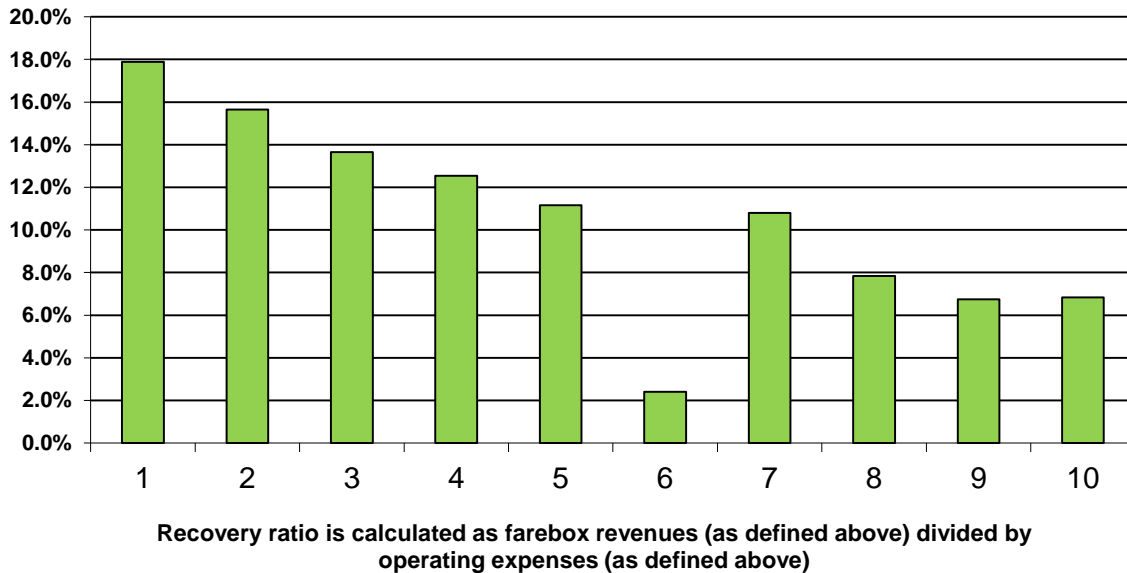
CENTRAL OHIO TRANSIT AUTHORITY

Farebox Revenues vs. Operating Expenses Last Ten Fiscal Years



CENTRAL OHIO TRANSIT AUTHORITY

Farebox Recovery Ratio Last Ten Fiscal Years



CENTRAL OHIO TRANSIT AUTHORITY

Expenses by Object Class

Last Ten Fiscal Years

(in thousands)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
OPERATING EXPENSES										
OTHER THAN DEPRECIATION:										
Labor	\$ 46,537	\$ 51,926	\$ 57,546	\$ 59,790	\$ 64,771	\$ 63,664	\$ 79,932	\$ 80,185	\$ 83,004	\$ 104,458
Fringe benefits	29,517	35,781	47,906	52,983	56,783	69,145	(28,742)	4,091	31,984	31,481
Services	8,190	10,286	11,254	10,904	14,506	18,811	20,124	22,537	32,516	32,751
Materials and supplies	8,256	9,041	10,385	11,568	13,003	10,991	10,592	10,976	11,272	12,385
Fuel.....	6,806	4,946	3,785	5,279	5,604	3,498	3,678	4,057	5,117	4,195
Utilities	2,099	2,038	2,267	2,888	2,713	2,556	3,117	3,693	3,386	4,164
Claims and insurance	150	57	178	241	469	595	355	43	1,111	2,479
Taxes	814	750	778	768	872	760	589	406	361	412
Purchased transportation	7,742	7,822	7,669	7,869	8,779	10,631	9,149	12,535	15,063	15,199
Leases and rentals	175	186	173	156	173	206	147	88	51	90
Miscellaneous	1,653	1,992	2,278	2,391	2,553	1,826	2,067	3,022	3,921	3,132
Total	111,939	124,825	144,219	154,837	170,226	182,683	101,008	141,633	187,786	210,747
DEPRECIATION	D 24,469	25,376	27,673	29,451	29,500	30,556	32,960	35,825	37,269	42,045
Total operating expenses	136,408	150,201	171,892	184,288	199,726	213,239	133,968	177,458	225,055	252,792
NONOPERATING EXPENSES:										
Loss on sale of capital assets	(22)	289	692	374	75	1,010	844	115	1,053	2,155
Fair value adjustment	-	-	-	-	-	-	1,361	11,779	-	-
Non-operating project expense	-	1,216	4,409	668	289	461	74	-	10	-
Regional transit subsidy	240	1,508	1,038	953	3,585	2,242	4,024	1,475	1,970	1,423
Interest Expense	-	-	-	-	-	-	-	-	-	1,842
TOTAL EXPENSES	\$ 136,626	\$ 153,214	\$ 178,031	\$ 186,283	\$ 203,675	\$ 216,952	\$ 140,271	\$ 190,827	\$ 228,088	\$ 258,212

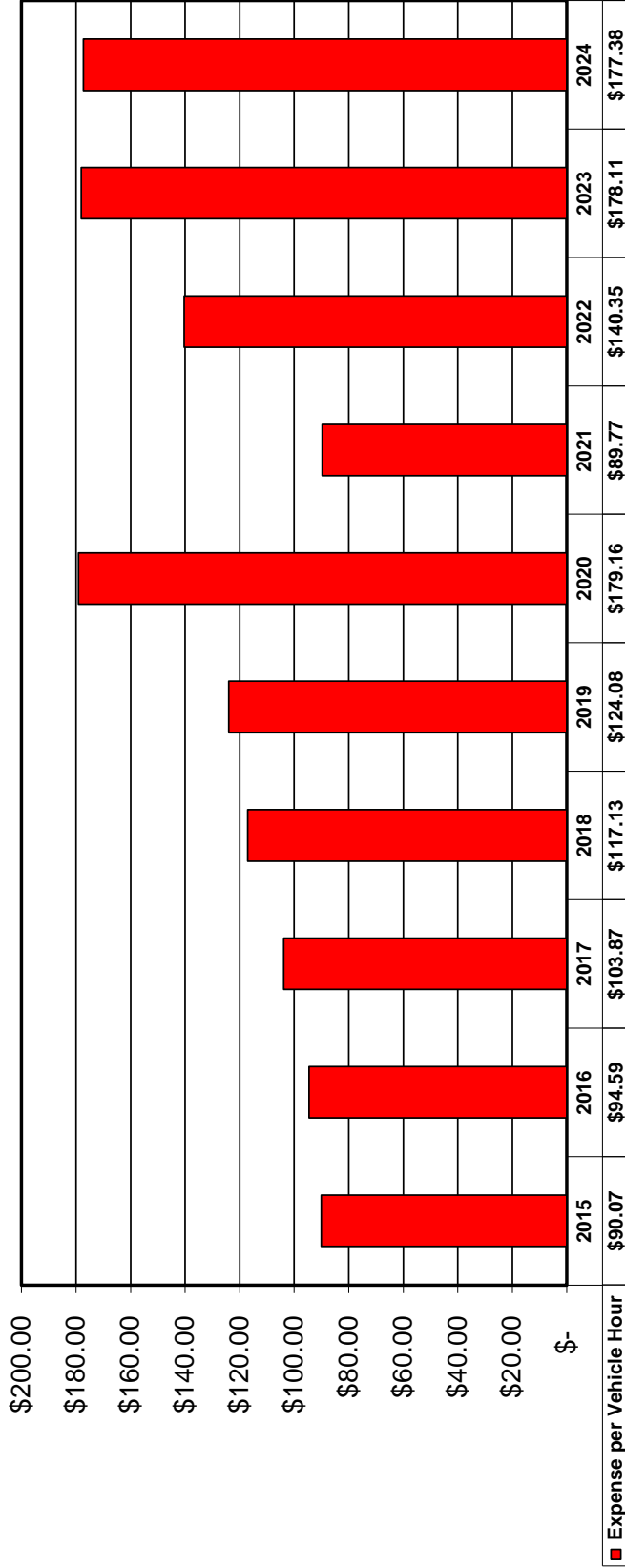
* GASB 68 implemented in 2015.

* 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 TRANS- PORTATION</u>	<u>OTHER</u>	<u>TOTAL OPERATING EXPENSES</u>
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	60.9%	8.8%	8.5%	2.7%	2.7%	15.0%	1.4%	100.0%
2020	62.0%	9.2%	7.7%	2.6%	2.4%	15.1%	1.1%	100.0%
2021	62.2%	9.5%	7.5%	2.7%	2.8%	14.3%	1.1%	100.0%
2022	59.9%	9.7%	8.5%	2.9%	2.8%	15.1%	1.2%	100.0%
2023	*	*	*	*	*	*	*	*
2024	*	*	*	*	*	*	*	*

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 TRANS- PORTATION</u>	<u>OTHER</u>	<u>TOTAL OPERATING EXPENSES ⁽³⁾</u>
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%
2020	72.7%	10.3%	7.9%	1.4%	0.3%	5.8%	1.6%	100.0%
2021	50.7%	19.9%	14.1%	3.1%	0.4%	9.1%	2.7%	100.0%
2022	59.5%	15.9%	10.6%	2.6%	0.0%	8.9%	2.5%	100.0%
2023	61.2%	17.3%	8.7%	1.8%	0.6%	8.0%	2.4%	100.0%
2024	64.5%	15.5%	7.9%	2.0%	1.2%	7.2%	1.7%	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) Total operating expenses exclude depreciation

CENTRAL OHIO TRANSIT AUTHORITY
Legal Debt Margin
December 31, 2024
(in thousands)

CALCULATION OF LEGAL OVERALL DEBT MARGIN:

Total assessed property valuation of Authority (2021 tax year valuation) (1)	\$ 54,963,710,715
Multiplied by: Legal overall debt limitation (%)	5.00%
Equals: Total legal voted and unvoted debt limitation	\$ 2,748,185,536
Less: Nonexempt general obligation debt (voted and unvoted) (2)	<u>\$ (29,760,000)</u>
Equals: Legal overall debt margin (maximum amount permitted for new voted and unvoted nonexempt general obligation debt issuances)	<u>\$ 2,718,425,536</u>

CALCULATION OF LEGAL UNVOTED DEBT MARGIN:

Total assessed property valuation of Authority (2021 tax year valuation) (1)	\$ 54,963,710,715
Multiplied by: Legal unvoted debt limitation (%)	0.10%
Equals: Legal unvoted debt limitation	\$ 54,963,711
Less: Maximum aggregate amounts of principal and interest payable in any one calendar year (2)	<u>\$ (1,961,250)</u>
Equals: Legal unvoted debt margin (maximum annual debt service charges permitted for new unvoted nonexempt general obligation debt issuances).....	<u>\$ 53,002,461</u>

(1) Source: Franklin County Auditor's Office

CENTRAL OHIO TRANSIT AUTHORITY
Outstanding Debt by Type
Last Ten Fiscal Years

<u>YEAR</u>	<u>GENERAL OBLIGATION BONDS</u>	<u>LEASE OBLIGATIONS</u>	<u>SBITA OBLIGATIONS</u>	<u>TOTAL DEBT</u>
2015	\$ -	\$ -	\$ -	\$ -
2016	\$ -	\$ -	\$ -	\$ -
2017	\$ -	\$ -	\$ -	\$ -
2018	\$ -	\$ -	\$ -	\$ -
2019	\$ -	\$ -	\$ -	\$ -
2020	\$ -	\$ -	\$ -	\$ -
2021	\$ -	\$ -	\$ -	\$ -
2022	\$ -	\$ 28,169	\$ 752,286	\$ 780,455
2023	\$ 31,959,601	\$ 65,920	\$ 58,983	\$ 32,084,504
2024	\$ 31,654,100	\$ 62,132	\$ 2,381,084	\$ 34,097,316

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 VALUE</u>	<u>GENERAL BONDED DEBT</u>	<u>RATIO OF BONDED DEBT TO ASSESSED VALUE</u>	<u>BONDED DEBT PER CAPITA</u>
	(1)	(2)	(3)		
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
2020	1,316,756	\$ 37,704,961,770	\$ -	0.00%	\$0.00
2021	1,323,807	\$ 38,589,370,190	\$ -	0.00%	\$0.00
2022	1,323,807	\$ 39,385,072,430	\$ -	0.00%	\$0.00
2023	1,323,807	\$ 41,544,184,910	\$ 31,959,602	0.08%	\$24.14
2024	1,323,807	\$ 54,963,710,715	\$ 31,654,100	0.06%	\$23.91

* 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, 2024

Franklin County Total Value	\$52,402,436,870
Licking County (City of Reynoldsburg)	\$354,108,855
Delaware County (Westerville, Columbus and Dublin)	1,359,002,850
Fairfield County (Columbus and Reynoldsburg)	259,050,280
Union County (City of Dublin)	589,111,860

***Assessed Value for COTA** **\$54,963,710,715**

*The above amounts are all less Tangible Personal

Political Subdivision	General Obligation Debt	Percentage Applicable to COTA	Amount Applicable to COTA
COTA	31,654,100	100.0%	29,760,000
1 Counties With Overlapping:			
Delaware	32,572,476	9.88%	3,218,161
Fairfield	20,721,000	5.31%	1,100,285
Franklin	81,223,216	100.00%	81,223,216
Licking	19,505,000	4.45%	867,973
Cities wholly within COTA	2,918,588,413	100.0%	2,913,227,926
Cities with Overlapping:			
Canal Winchester City	1,770,000	96.69%	1,711,413
New Albany City	24,515,000	81.34%	19,940,501
Villages wholly within COTA	0		0
Villages with Overlapping:	0		0
Townships wholly within COTA	40,492,321	100.0%	40,492,321
Townships with Overlapping:			
Genoa Township	2,975,000	0.31%	9,223
Violet Township	7,440,000	4.31%	342,240
School Districts wholly within COTA	1,148,158,603	100.00%	1,148,128,601
School Districts with Overlapping:			
Dublin City S.D.	335,125,000	78.58%	263,341,225
Hilliard City SD	86,283,334	99.99%	86,274,706
Reynoldsburg City S.D.	49,399,987	98.79%	48,802,247
South-Western City S.D.	172,774,962	99.85%	172,515,800
Westerville City S.D.	104,285,000	77.16%	80,466,306
Canal Winchester Local S.D.	23,126,000	80.04%	18,510,050
Jonathan Alder Local S.D.	8,375,000	1.58%	132,325
Licking Heights Local S.D.	127,245,000	50.59%	64,388,423
New Albany-Plain Local S.D.	68,639,907	99.97%	68,619,315
Olentangy Local S.D.	359,863,593	7.14%	25,694,261
Pickerington Local S.D.	131,552,000	13.55%	17,825,296
Southwest Licking S.D.	69,370,000	0.05%	27,748
Teays Valley Local S.D.	14,545,000	0.36%	52,362
Special District with Overlapping:			
Columbus State Community College	178,035,000	100.00%	178,035,000
New Albany Plain Local Park District	42,405,000	99.97%	42,392,279
Solid Waste Authority of Central Ohio	45,065,000	99.12%	44,668,428
West Licking Fire District	9,950,000	14.46%	1,438,770
Total			<u>5,323,446,401</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. TY2023/CY2024 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)	(1)	(3)	(4)
2015	1,251,722	\$46,949	34.0	220,090	4.1%
2016	1,264,518	\$48,150	34.0	233,148	4.1%
2017	1,269,998	\$48,199	33.9	226,996	4.0%
2018	1,291,981	\$49,448	33.4	172,106	3.8%
2019	1,316,756	\$51,644	34.1	182,800	3.5%
2020	1,316,756	\$55,294	34.1	188,938	7.5%
2021	1,321,414	\$58,689	36.4	170,605	5.1%
2022	1,323,807	\$59,473	32.4	168,873	3.4%
2023	1,326,063	\$73,795	34.9	167,200	3.3%
2024	1,356,303	\$63,874	35.1	169,025	4.0%

Note: All information presented is for Franklin County

Sources:

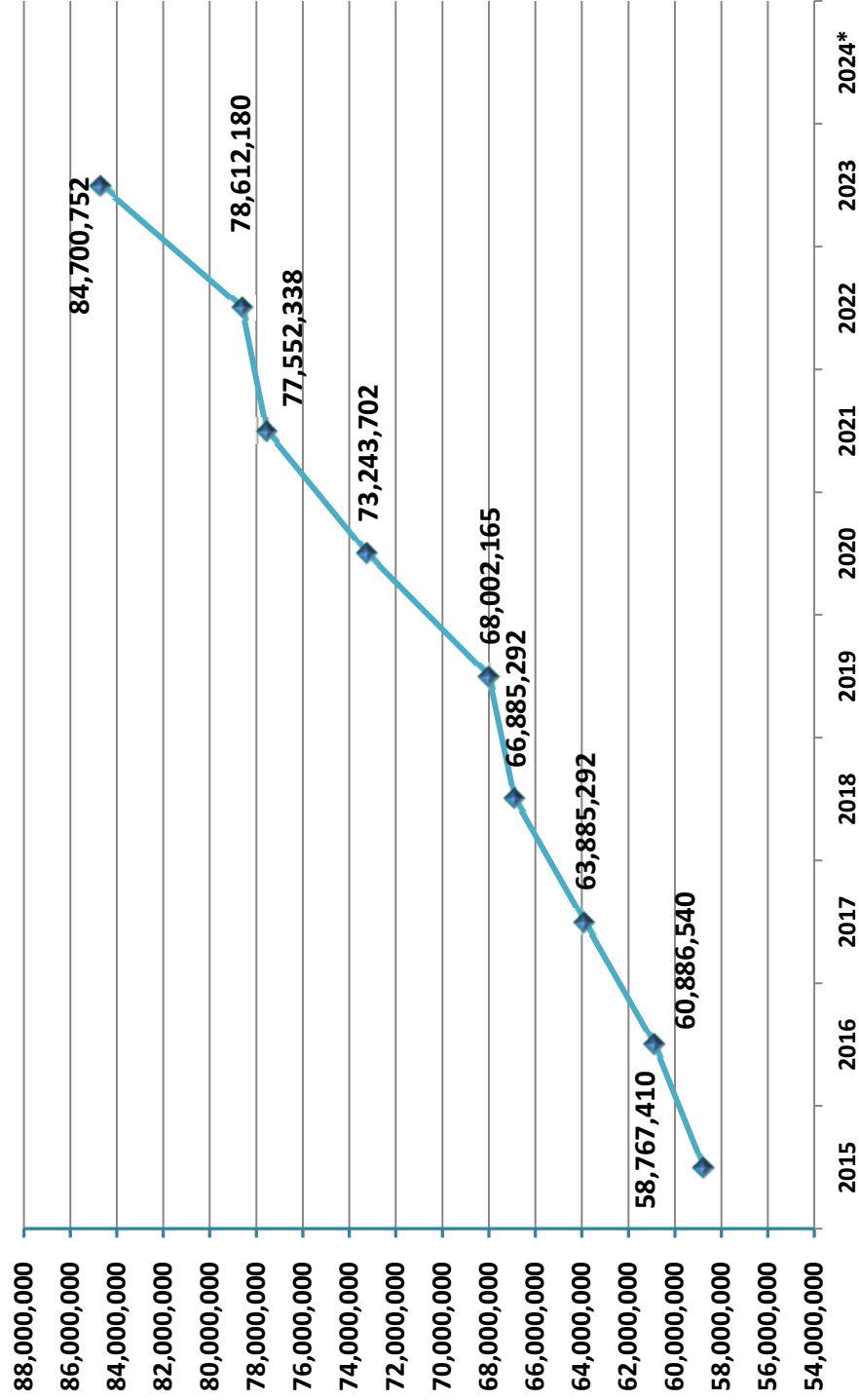
- (1) U. S. Census Bureau as of July
- (2) U. S. Department of Commerce - Bureau of Economic Analysis
- (3) Ohio Department of Education - Division of Information Management Services
- (4) Ohio Department of Job and Family Services, Ohio Labor Market Information

CENTRAL OHIO TRANSIT AUTHORITY

Personal Income Of Franklin County, Ohio

2015-2024

(in thousands)



* 2024 information unavailable
Source: U.S. Bureau of Economic Analysis

CENTRAL OHIO TRANSIT AUTHORITY
Largest Employers

Ranked by Number of Central Ohio Employees

Rank	Name of Employer (1)	FTE 2024	% of Total	Rank	Name of Employer (2)	FTE 2015	% of Total
1	Ohio State University	36,433	21.49%	1	Ohio State University	30,963	20.64%
2	Ohio Health	24,662	14.54%	2	State of Ohio	23,859	15.90%
3	State of Ohio	24,217	14.28%	3	Ohio Health	19,936	13.29%
4	JP Morgan Chase & Co	18,600	10.97%	4	JP Morgan Chase & Co.	19,200	12.80%
5	Nationwide Children's Hospital	14,037	8.28%	5	Nationwide Mutual Insurance Company	12,200	8.13%
6	Kroger	14,006	8.26%	6	Kroger Co.	10,242	6.83%
7	Nationwide Mutual Insurance Company	11,000	6.49%	7	Mount Carmel Health System	8,818	5.88%
8	Amazon	9,262	5.46%	8	City of Columbus	8,510	5.67%
9	City of Columbus	9,150	5.40%	9	Nationwide Children's Hospital	8,508	5.67%
10	Mount Carmel Health System	8,200	4.84%	10	Honda North America Inc.	7,800	5.20%

Source: (1) City of Columbus AFCR 2024 Table 22, Business First Book of List 2024
(2) Central Ohio Transit Agency AFCR 2015

CENTRAL OHIO TRANSIT AUTHORITY

Fare Rate Structure

December 31, 2024

Fixed Route System		Non-ABS users	Mobile/Smart card users
	Standard	\$ 2.00	\$2.00 but capped for the day at \$4.50; \$62.00 for the month
	Standard (Discount)	\$ 1.00	\$1.00 but capped for the day at \$2.25; \$31.00 for the month
	Transfers	2 hours, no directional limitation	2 hours, no directional limitations
Pass Rates		Non-ABS users	Mobile/Smart card users
	Day Pass	\$ 4.50	n/a; System will automatically cap at \$4.50
	Day Pass (Discount)	\$ 2.25	n/a; System will automatically cap at \$2.25
	31-Day Pass	\$ 62.00	n/a; System will automatically cap at \$62.00
	31-Day Pass (Discount)	\$ 31.00	n/a; System will automatically cap at \$31.00
Mainstream			
	Standard	\$ 3.50	
	On-Demand	\$1.00 per mile; \$5.00 minimum	
	Monthly Pass	\$ 105.00	
Other			
	Summer Youth Pass (June 1-August 31)	\$ 62.00	
Discount Eligibility		Seniors (Age 65 or older) Persons with disabilities Medicare card holders Veterans Children ages 5-12 Income Assistance Program	
No Fare Eligibility		with ADA Card Children under 5	

CENTRAL OHIO TRANSIT AUTHORITY

Operating Statistics

Last Ten Fiscal Years

	2015	2016	2017	2018	2019	2020 ⁽²⁾	2021 ⁽²⁾	2022	2023	2024
SYSTEM RIDERSHIP										
Motor bus.....	18,920,014	18,549,436	18,401,546	18,913,789	19,146,510	10,322,492	8,950,542	9,833,902	11,128,906	11,853,423
Demand responsive.....	282,515	278,410	287,242	291,455	288,690	163,460	191,672	214,164	397,584	496,458
AVERAGE WEEKDAY										
SYSTEM RIDERSHIP										
Motor bus.....	62,356	60,884	59,344	60,419	59,929	32,968	26,790	31,011	34,599	37,106
Demand responsive.....	908	898	925	955	952	520	610	697	785	1,588
VEHICLE MILES OPERATED										
Motor bus.....	14,259,176	15,349,203	16,244,761	16,812,732	16,845,736	12,696,687	14,386,214	12,852,013	11,636,862	12,858,089
Demand responsive.....	4,015,143	3,995,913	4,009,363	4,064,420	3,734,748	2,545,985	2,930,478	3,232,003	4,224,711	4,598,310
AVERAGE WEEKDAY										
VEHICLE MILES OPERATED										
Motor bus.....	44,991	49,431	49,897	47,981	49,963	31,208	40,019	36,127	32,894	39,203
Demand responsive.....	12,772	12,757	12,976	13,037	13,015	8,074	9,248	10,612	13,550	14,571
REVENUE MILES										
Motor bus.....	11,443,670	12,298,599	13,036,419	13,619,995	13,837,591	10,730,308	12,177,964	10,802,429	10,054,830	11,089,087
Demand responsive.....	3,495,999	3,479,659	3,561,049	3,551,774	3,511,803	2,163,535	2,550,386	2,858,398	3,716,975	4,074,677
PASSENGER MILES										
Motor bus.....	71,677,603	71,088,866	68,304,612	73,617,347	74,351,658	40,149,895	36,238,372	40,503,499	48,130,550	54,542,418
Demand responsive.....	2,975,485	3,000,810	3,197,946	3,031,477	3,017,345	1,914,788	2,279,557	2,507,446	3,151,021	3,506,040

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

(2) The COVID-19 pandemic significantly affected the amount of transportation provided during 2020 and 2021 by the Authority

CENTRAL OHIO TRANSIT AUTHORITY

Operating Statistics

Last Ten Fiscal Years (continued)

	2015	2016	2017	2018	2019	2020 ⁽²⁾	2021 ⁽²⁾	2022	2023	2024
VEHICLE HOURS OPERATED ⁽¹⁾										
Motor bus.....	1,045,171	1,118,776	1,181,768	1,231,077	1,231,478	458,717	1,078,542	916,921	850,428	962,255
Demand responsive.....	197,621	200,845	206,660	204,958	212,724	150,828	159,470	176,857	237,943	260,971
VEHICLE REVENUE										
HOURS ⁽¹⁾										
Motor bus.....	948,248	1,013,167	1,072,219	1,116,957	1,143,058	426,011	984,895	853,258	802,617	909,197
Demand responsive.....	178,038	179,841	180,302	182,865	188,272	130,001	140,355	155,896	193,919	225,850
DIESEL, BIODIESEL, CNG, ELECTRIC AND GASOLINE FUEL USAGE (IN GALLONS)..... ⁽¹⁾	3,649,358	3,851,735	4,019,151	4,238,228	4,516,409	3,404,055	4,446,521	4,266,660	2,829,803	3,488,632
FLEET REQUIREMENTS (DURING PEAK HOURS) ⁽¹⁾										
Motor bus.....	284	295	297	268	269	200	236	206	189	198
Demand responsive.....	77	64	60	60	62	47	47	64	79	91
TOTAL REVENUE										
VEHICLES DURING PERIOD ⁽¹⁾										
Motor bus.....	341	354	357	322	322	322	354	317	315	307
Demand responsive.....	78	72	60	72	77	89	95	95	101	140
NUMBER OF EMPLOYEES ⁽¹⁾	951	1,004	1,122	1,188	1,186	1,122	1,167	1,102	1,164	1,404

Source:

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

(2) The COVID-19 pandemic significantly affected the amount of transportation provided during 2020 and 2021 by the Authority

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

CLASSIFICATION	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VEHICLE OPERATIONS	680	721	775	843	788	768	768	681	724	966
VEHICLE MAINTENANCE	125	130	171	173	182	168	183	185	175	189
NON-VEHICLE MAINTENANCE	27	29	31	30	28	28	29	30	50	31
GENERAL ADMINISTRATION	119	124	145	142	188	158	187	206	215	218
TOTAL LABOR	951	1,004	1,122	1,188	1,186	1,122	1,167	1,102	1,164	1,404

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, 2024

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	13
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	1404 square miles
Miles of route	942
Number of routes	39
Number of bus stop locations	2,966
Number of bus stop passenger shelters	535
Number of Park-and-Ride facilities	21
Parking capacity, all Park-and-Ride facilities	2,010
Number of active fleet buses	307
Average bus vehicle age	7.29
Average fixed-route system speed	12.33
Average fixed-route system fuel economy	4.17
Number of customer information calls received	273,390

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

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PREPARED BY

The Finance Division

FOR THE FISCAL YEARS ENDING DECEMBER 31, 2023 AND 2024

Michael DeWeese

Acting Chief Financial Officer

Joseph Homan

Director of Accounting

Murray HolmesSenior Manager of Finance
and Business Services**Glenda Scamhorn**

Payroll Manager

Valquisa Almore

Staff Accountant

Celso Baquedano

Payroll Administrator

Teria Cornett

Payroll Administrator

Kevin Hall

Revenue Administrator

Courtney Jones

Accounts Payable Administrator

Melinda Jones

Payroll Administrator

Tatenda Mandebvu

Staff Accountant

William Myers

Senior Payroll Administrator

Erica Traylor

Budget Administrator

Lynette Vargas

Grant Accountant

Mable White

Senior Administrative Assistant



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OHIO AUDITOR OF STATE KEITH FABER



CENTRAL OHIO TRANSIT AUTHORITY

FRANKLIN COUNTY

AUDITOR OF STATE OF OHIO CERTIFICATION

This is a true and correct copy of the report, which is required to be filed pursuant to Section 117.26, Revised Code, and which is filed in the Office of the Ohio Auditor of State in Columbus, Ohio.



Certified for Release 7/8/2025

65 East State Street, Columbus, Ohio 43215
Phone: 614-466-4514 or 800-282-0370

This report is a matter of public record and is available online at
www.ohioauditor.gov