

***METRO REGIONAL
TRANSIT AUTHORITY***

AUDIT REPORT

For the year ended December 31, 2014



Dave Yost • Auditor of State

Board of Trustees
Metro Regional Transit Authority
416 Kenmore Blvd.
Akron, Ohio 44301

We have reviewed the *Independent Auditors' Report* of the Metro Regional Transit Authority, Summit County, prepared by Charles E. Harris & Associates, Inc., for the audit period January 1, 2014 through December 31, 2014. Based upon this review, we have accepted these reports in lieu of the audit required by Section 117.11, Revised Code. The Auditor of State did not audit the accompanying financial statements and, accordingly, we are unable to express, and do not express an opinion on them.

Our review was made in reference to the applicable sections of legislative criteria, as reflected by the Ohio Constitution, and the Revised Code, policies, procedures and guidelines of the Auditor of State, regulations and grant requirements. The Metro Regional Transit Authority is responsible for compliance with these laws and regulations.

A handwritten signature in black ink that reads "Dave Yost".

Dave Yost
Auditor of State

August 13, 2015

This page intentionally left blank.

Metro Regional Transit Authority
SUMMIT COUNTY, OHIO
AUDIT REPORT
For the Year Ended December 31, 2014

TABLE OF CONTENTS

<u>Title</u>	<u>Page</u>
Schedule of Federal Awards Expenditures	1
Notes to the Schedule of Federal Awards Expenditures	2
Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Required by <i>Government Auditing Standards</i>	3-4
Independent Auditors' Report on Compliance with Requirements Applicable to Each Major Program and on Internal Control Over Compliance Required by <i>OMB Circular A-133</i>	5-7
Schedule of Findings	8
Schedule of Prior Audit Findings	9

This page intentionally left blank.

Metro Regional Transit Authority
Schedule of Federal Awards Expenditures
For the Year Ended December 31, 2014

Federal Grantor/Pass Through Grantor Program Title	Grant Number	CFDA Number	Program Expenditures
<u>U.S. Department of Transportation</u>			
Direct Programs:			
Federal Transit Cluster			
Urbanized Area Formula Grants	OH-90-X805	20.507	\$ 6,126,400
	OH-90-X784	20.507	59,392
	OH-95-X112	20.507	1,932,885
	OH-95-X132	20.507	1,132,800
	OH-95-X157	20.507	717,055
Formula Grants - AVL for fixed route service	OH-95-X145	20.507	<u>1,702,179</u>
			11,670,711
Capital Investment Grants	OH-04-0024	20.500	628,827
Capital Investment Grants	OH-04-0095	20.500	<u>1,472,000</u>
Total Federal Transit Cluster			13,771,538
Job Access-Reverse Commute Grant	OH-37-X100	20.516	<u>126,484</u>
Total Department of Transportation - Direct Programs			<u>13,898,022</u>
Total Federal Financial Assistance			<u>\$ 13,898,022</u>

See accompanying Notes to the Schedule of Federal Awards Expenditures

Metro Regional Transit Authority
Notes to the Schedule of Federal Awards Expenditures
For the Year Ended December 31, 2014

1. General

The accompanying schedule of federal awards expenditures is a summary of the activity of Metro Regional Transit Authority's federal awards programs. The schedule has been prepared on the accrual basis of accounting.

2. Matching Requirements

Certain federal programs require that the Board contribute non-federal funds (matching funds) to support the federally-funded programs. The expenditure of non-federal funds are not included on this schedule.

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
REQUIRED BY GOVERNMENT AUDITING STANDARDS**

Metro Regional Transit Authority
Summit County
416 Kenmore Blvd.
Akron, Ohio 44301

To the Board of Trustees:

We have audited, in accordance with auditing standards generally accepted in the United States and the Comptroller General of the United States' *Government Auditing Standards*, the financial statements of the METRO Regional Transit Authority, Summit County, (the Authority) as of and for the years ended December 31, 2014 and 2013, and the related notes to the financial statements, and have issued our report thereon dated May 14, 2015.

Internal Control Over Financial Reporting

As part of our financial statement audit, we considered the Authority's internal control over financial reporting (internal control) to determine the audit procedures appropriate in the circumstances to the extent necessary to support our opinion on the financial statements, but not to the extent necessary to opine on the effectiveness of the Authority's internal control. Accordingly, we have not opined on it.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, when performing their assigned functions, to prevent, or detect and timely correct misstatements. *A material weakness* is a deficiency, or combination of internal control deficiencies resulting in a reasonable possibility that internal control will not prevent or detect and timely correct a material misstatement of the Authority's financial statements. *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 internal control deficiencies that might be material weaknesses or significant deficiencies. Given these limitations, we did not identify any deficiencies in internal control that we consider material weaknesses. However, unidentified material weaknesses may exist.

Compliance and Other Matters

As part of reasonably assuring whether the Authority's financial statements are free of material misstatement, we tested its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could directly and materially affect the determination of financial statement amounts. However, opining on compliance with those provisions was not an objective of our audit and accordingly, we do not express an opinion. The results of our tests disclosed no instances of noncompliance or other matters we must report under *Government Auditing Standards*.

Purpose of this Report

This report only describes the scope of our internal control and compliance testing and our testing results, and does not opine on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed under *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Charles E. Harris & Associates

Charles E. Harris & Associates, Inc.
May 14, 2015

**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER
COMPLIANCE REQUIRED BY OMB CIRCULAR A-133**

Metro Regional Transit Authority
Summit County
416 Kenmore Blvd.
Akron, Ohio 44301

To the Board of Trustees:

Report on Compliance for Each Major Federal Program

We have audited the METRO Regional Transit Authority's (the Authority) compliance with the applicable requirements described in the U.S. Office of Management and Budget (OMB) *Circular A-133, Compliance Supplement* that could directly and materially affect each of the METRO Regional Transit Authority's major federal programs for the year ended December 31, 2014. The *Summary of Auditor's Results* in the accompanying schedule of findings identifies the Authority's major federal programs.

Management's Responsibility

The Authority's management is responsible for complying with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to opine on the Authority's compliance for each of the Authority's major federal programs based on our audit of the applicable compliance requirements referred to above. Our compliance audit followed auditing standards generally accepted in the United States of America; the standards for financial audits included in the Comptroller General of the United States' *Government Auditing Standards*; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. These standards and OMB Circular A-133 require us to plan and perform the audit to reasonably assure whether noncompliance with the applicable compliance requirements referred to above that could directly and materially affect a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our compliance opinion on the Authority's major programs. However, our audit does not provide a legal determination of the Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, the METRO Regional Transit Authority complied, in all material respects with the compliance requirements referred to above that could directly and materially affect each of its major federal programs for the year ended December 31, 2014.

Report on Internal Control Over Compliance

The Authority's management is responsible for establishing and maintaining effective internal control over compliance with the applicable compliance requirements referred to above. In planning and performing our compliance audit, we considered the Authority's internal control over compliance with the applicable requirements that could directly and materially affect a major federal program, to determine our auditing procedures appropriate for opining on each major federal program's compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not to the extent needed to opine on the effectiveness of internal control over compliance. Accordingly, we have not opined on the effectiveness of the Authority's 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, when performing their assigned functions, to prevent, or to timely detect and correct, noncompliance with a federal program's applicable compliance requirement. 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 federal program compliance requirement will not be prevented, or timely detected and corrected. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a federal program's applicable compliance requirement 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 first paragraph of this section and would not necessarily identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

This report only describes the scope of our internal control compliance tests and the results of this testing based on OMB Circular A-133 requirements. Accordingly, this report is not suitable for any other purpose.

Report on Federal Expenditures Schedule

We have also audited the financial statements of the METRO Regional Transit Authority, Summit County (the Authority) as of and for the year ended December 31, 2014 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our unmodified report thereon dated May 14, 2015. We conducted our audit to opine on the Authority's basic financial statements. The accompanying schedule of federal awards expenditures presents additional analysis required by the U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations* and is not a required part of basic financial statements. The Schedule is management's responsibility, 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, in accordance with auditing standards generally accepted in the United States of America. In our opinion, this schedule is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

Charles E. Harris

Charles E. Harris & Associates, Inc.

May 14, 2015

**SCHEDULE OF FINDINGS
OMB CIRCULAR A-133 SECTION .505**

**METRO REGIONAL TRANSIT AUTHORITY
SUMMIT COUNTY
DECEMBER 31, 2014**

1. SUMMARY OF AUDITOR'S RESULTS

(d)(1)(i)	<i>Type of Financial Statement Opinion</i>	Unmodified
(d)(1)(ii)	<i>Were there any material control weaknesses reported at the financial statement level (GAGAS)?</i>	No
(d)(1)(ii)	<i>Were there any significant deficiencies reported at the financial statement level (GAGAS)?</i>	No
(d)(1)(iii)	<i>Was there any reported material non-compliance at the financial statement level (GAGAS)?</i>	No
(d)(1)(iv)	<i>Were there any material internal control weaknesses reported for major federal programs?</i>	No
(d)(1)(iv)	<i>Were there any significant deficiencies reported for major federal programs?</i>	No
(d)(1)(v)	<i>Type of Major Programs' Compliance Opinion</i>	Unmodified
(d)(1)(vi)	<i>Are there any reportable findings under Section .510</i>	No
(d)(1)(vii)	<i>Major Programs:</i>	Federal Transit Administration: Federal Transit Cluster - Capital Investment Grants CFDA #20.500 Urbanized Area Formula CFDA #20.507
(d)(1)(viii)	<i>Dollar Threshold: Type A\B Programs</i>	Type A: > \$416,941 Type B: all others
(d)(1)(ix)	<i>Low Risk Auditee?</i>	Yes

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

None

3. FINDINGS FOR FEDERAL AWARDS

None

**METRO REGIONAL TRANSIT AUTHORITY
SUMMIT COUNTY, OHIO
December 31, 2014**

SCHEDULE OF PRIOR AUDIT FINDINGS

The prior audit report, for the year ending December 31, 2013, reported no material citations or recommendations.

This page intentionally left blank.

Comprehensive Annual Financial Report

for the fiscal years ending December 31, 2014 & 2013



SUMMIT COUNTY
416 Kenmore Blvd. • Akron, Ohio • 44301

This page intentionally left blank.

METRO Regional Transit Authority

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Fiscal Years Ended December 31, 2014 and 2013



Sandra M. Foster
President,
Board of Trustees

Richard M. Enty
Executive Director/
Secretary-Treasurer

Prepared by:
The General Administration Department
Dean J. Harris, CPA
Director of Finance/Assistant Secretary-Treasurer

Summit County, Ohio

This page intentionally left blank.

METRO Regional Transit Authority

COMPREHENSIVE ANNUAL FINANCIAL REPORT For the Fiscal Year Ended December 31, 2014 and 2013

TABLE OF CONTENTS	PAGE
<u>Introductory Section</u>	
Letter of Transmittal	1
Certificate of Achievement Award in Financial Reporting	3
Board of Trustees and Administration	4
Organization Chart	5
Reporting Entity	7
Economic Condition and Outlook	8
Major Initiatives.	9
Financial Information	10
Other Information	13
<u>Financial Section</u>	
Independent Auditors' Report	15
Management Discussion and Analysis	17
Financial Statements:	
Statement of Net Position	23
Statement of Revenues, Expenses and Changes in Net Position	25
Statement of Cash Flows	26
Notes to Financial Statements	27
<u>Statistical Section</u>	
<i>Financial Trend Information</i>	
Net Position by Component	45
Changes in Net Position	46
Revenues and Operating Assistance	
Comparison to Industry Trend Data	48
Operating Expenses –	
Comparison to Industry Trend Data	49
Passenger Fares vs. Operating Expenses (Graph)	50
Sales Tax – Comparison to other Regional Transit Authorities in Ohio	51

TABLE OF CONTENTS (continued)

PAGE

Revenue Capacity Information

Revenues by Source 52
Revenues by Source (Graph) 53
Expenses by Object Class 54

Debt Capacity Information

Debt Service 55

Demographic and Economic Information

Demographic Statistics 56
Personal Income (Graph) 57
Largest Employers 58

Operating Information

Operating Statistics 59
Fare Rate Structure 61
Miscellaneous Statistics 62

This Page Left Intentionally Blank

This page intentionally left blank.

Introductory Section



This page intentionally left blank.

Introductory Section – 2014

The Introductory Section includes the Authority's transmittal letter, the Certificate of Achievement for Excellence in Financial Reporting, and a Reporting Entity Profile.

This page intentionally left blank.

May 14, 2015

Sandra Foster, President,
and Members, Board of Trustees
METRO Regional Transit Authority
and Residents of Summit County, Ohio:

It is a pleasure to submit to you the Comprehensive Annual Financial Report (CAFR) of the METRO Regional Transit Authority (“METRO” or “Authority”) for the fiscal year ended December 31, 2014.

This report was prepared by the Finance Department of the METRO Regional Transit Authority and represents METRO’s commitment to provide accurate, concise and high-quality financial information to the Board of Trustees, interested parties and residents in METRO’s service area.

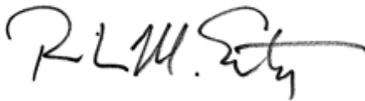
This report contains financial statements and statistical data which provide full disclosure of all of METRO’s material financial operations. The financial statements, supplemental schedules, statistical information, and all data contained herein are the representations of METRO’s management. METRO’s management bears the responsibility for the accuracy, completeness and fairness of this report. For a summary of financial activities, please review the management’s discussion and analysis located in the financial section should be reviewed. This report is indicative of METRO’s commitment to provide accurate, concise and high quality financial information to the residents of this area and to all other interested parties.



The Government of Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to METRO Regional Transit Authority for its comprehensive annual financial report for the fiscal year ended December 31, 2013. This was the fourteenth consecutive year that METRO has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

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

This report would not have been possible without the determination and high standards of the entire staff of the Accounting Department. METRO wishes to thank all who contributed to this project.



Richard M. Enty,
Executive Director/
Secretary-Treasurer



Dean J. Harris,
Director of Finance
Assistant Secretary-Treasurer



Government Finance Officers Association

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

Presented to

**Metro Regional Transit Authority
Ohio**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2013

Executive Director/CEO

METRO Regional Transit Authority

Board of Trustees and Administration as of December 31, 2014

Members of the Board of Trustees

Representing the City of Akron

Bernard Bear
Elizabeth Britton
Saundra M. Foster
Renee Greene
Jack Hefner
James D. Switzer

Representing the County of Summit

Heather Heslop Licata
Scott C. Meyer
Dave Prentice

Representing the City of Barberton

Craig Megyes

Representing the City of Cuyahoga Falls

Stephan Kremer

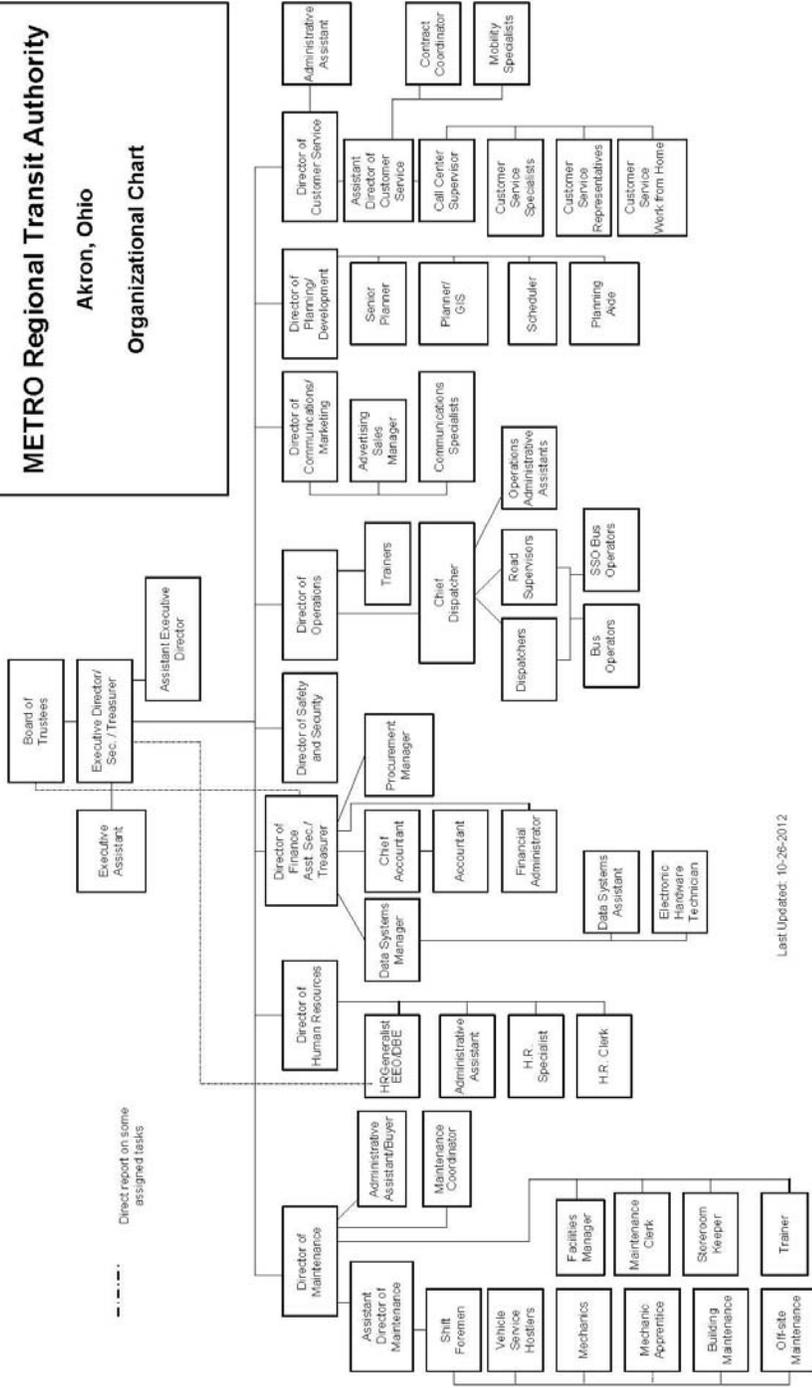
Representing the City of Stow

William Lutz

Administration

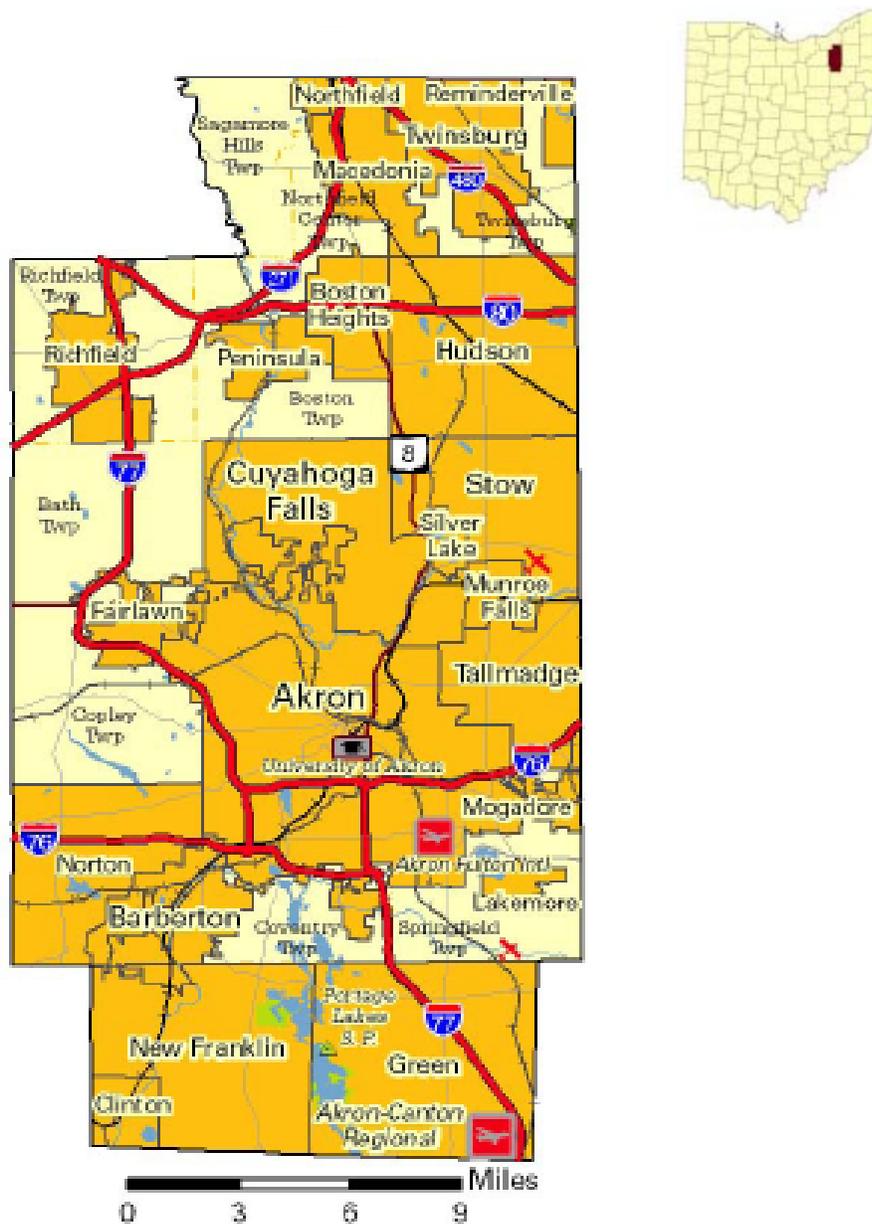
Richard M. Enty, Executive Director/Secretary-Treasurer
Dean J. Harris, Director of Finance/Assistant Secretary-Treasurer
Dehavilland McCall, Director of Operations
James Miller, Director of Maintenance
Christine Hoffer, Director of Human Resources
Molly Becker, Director of Communication & Marketing
Bambi Miller, Director of Customer Service
Kris Liljeblad, Director of Planning
Mark Pry, Director of Safety & Security

METRO Regional Transit Authority Akron, Ohio Organizational Chart



Last Updated: 10-26-2012

SUMMIT COUNTY, OHIO



Summit County is located in the northeastern portion of the State of Ohio and was named because it was the highest point along the Erie-Ohio canal.

The County consists of twenty-two municipalities (cities and villages) and nine townships. The seat of the county government is the City of Akron.

REPORTING ENTITY

General

METRO's reporting entity has been defined in accordance with Governmental Accounting Standards Board (GASB) Statement No. 14. Accordingly, the financial statements contained within this comprehensive annual financial report include only the accounts and transactions of METRO. A discussion of METRO's reporting entity is included in Note 1 to the financial statements.

METRO was created under Chapter 306 of the Ohio Revised Code by resolution of the City of Akron, Ohio adopted originally in 1969 and amended on January 28, 1991 to transform the three-city transit system to a countywide transit system. METRO's service area covers 419.92 square miles in Summit County. Express service to downtown Cleveland, Ohio is also provided.

Operations and Funding

Voters approved a ¼ of 1 percent continuous sales and use tax in November 1990 that permitted METRO to expand to a countywide system. In March 2008 the voters approved an additional ¼ of 1 percent continuous sales and use tax to maintain service levels.

Facilities

METRO has six facilities that are located at:

- * 416 Kenmore Boulevard - METRO's main administration and maintenance facility.
- * 631 South Broadway – an intermodal facility located in downtown Akron that provides ticket sales and customer information, passenger amenities, and the facility includes a Greyhound terminal. The facility also provides connection to Portage Area Regional Transportation Authority, Stark Area Regional Transit Authority and to the University of Akron's Roo Express
- * 2340 Romig Road –Transfer Center (Southwest Akron)
- * 465 Ghent Road – James Fisher Park and Ride lot (West Akron)
- * 2600 Creekside Drive – Park and Ride lot (Twinsburg)
- * 1280 Independence Avenue – Independence Turn Around (Northwest Akron)

Services

METRO provides fixed route and demand response (SCAT) service in the County of Summit, Ohio and Express Service into downtown Cleveland, Ohio.

Management, Board of Trustees

METRO is managed by a Board of Trustees, which is vested by Ohio law with the powers necessary to manage METRO. The legislation and agreements establishing METRO provide for a twelve-member board serving three-year terms. The Board members are appointed by five different governmental agencies. The City of Akron has six seats, the County of Summit has three, and the cities of Barberton, Cuyahoga Falls and Stow have one each.

Administration

The administration of METRO, subject to the policies and supervision of its Board of Trustees, is directed by an Executive Director. The Executive Director is under contract to the Board of Trustees. The Executive Director selects the remaining senior administrative staff. An organizational chart, which depicts the key functional responsibilities, is shown on page 5 of this Introductory Section.

ECONOMIC CONDITION AND OUTLOOK

General

Summit County (METRO's primary service area) is located in northeast Ohio, and the City of Akron is located near the center of the county and is the county seat. The Primary Akron Metropolitan Statistical Area (PMSA) consists of Summit and Portage Counties. The, 2010 PMSA population was 703,200. Summit County represents 78% of the two counties' total population.

Summit County is served by diversified transportation facilities. Interstate I-77 runs north and south through the county while I-76 crosses east and west through the county. The Ohio Turnpike crosses the northern portion of the county. A total of five interstate highways, one U.S. highway and seventeen state highways are located in the county.

The Summit County unemployment rate for 2014 was 5.8%, compared with a national average of 6.2%.

Once known as the "Rubber Capital of the World", Akron has moved forward into the world of liquid crystal and polymer research, development, and technology. More than 400 companies in the area are at work on one aspect or another of polymers, creating what is now referred to as the "Polymer Valley." The University of Akron supports the industry with both a College of Polymer Engineering and a specialized laboratory and research facility accessible by Akron area business partners.

Population

Population in METRO's principal service area since 1960 has been as follows:

<u>YEAR</u>	<u>AKRON</u>	<u>SUMMIT COUNTY</u>
1960	290,351	513,569
1970	275,425	553,371
1980	238,177	524,472
1990	223,019	514,990
2000	217,074	542,899
2010	199,110	541,781

Employment

The following table shows comparative unemployment statistics for Summit County, the State of Ohio and the United States for the last five years:

Average Unemployment Rates (last five years)

<u>Year</u>	<u>Summit County</u>	<u>Ohio</u>	<u>U.S.</u>
2010	10.0%	10.1%	9.6%
2011	8.5%	8.6%	8.9%
2012	6.8%	7.2%	80.1%
2013	6.9%	7.3%	7.4%
2014	5.8%	5.6%	6.2%

MAJOR INITIATIVES

Recent Developments

Highlights of the 2014 year of operations include the following:

- * Took delivery of six 40-foot Gillig CNG buses and thirty-one Paratransit buses.
- * Purchased four new supervisor vans.
- * Purchased additional land to construct a new employee parking lot.
- * Began construction of a new employee parking lot, this project is expected to be complete in 2015.
- * Began installation of a line service AVL system, this project is expected to be completed in 2015.
- * Continued the construction of a replacement bus service and fueling lanes, this project is expected to be complete in 2015.
- * Provided 5,203,843 line service passenger trips on METRO.
- * Provided 254,440 demand response passenger trips on SCAT.

Future Projects

METRO continues to implement its current long-range plan. This plan was developed to provide METRO with a strategy for implementing capital and operational projects. The five-year portion of the long-range plan includes:

- Continue the rehabilitation of the Administration and Maintenance facilities.
- Replace thirty (38) 40-foot CNG low floor buses.
- Replace forty-eight (50) Paratransit buses.
- Construct a new canopy parking area for Paratransit buses.
- Construction of a mini bus layover stop in Montrose area.
- Update the Akron Secondary rail line in the Stow/Hudson area.

FINANCIAL INFORMATION

Internal Control Structure

The management of METRO is responsible for establishing and maintaining an internal control structure designed to ensure that METRO's assets are protected from loss, theft, or misuse. Its responsibility is also to ensure that accurate accounting data is compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States of America.

In developing and evaluating METRO's accounting system, emphasis is placed on the adequacy of internal controls. Internal accounting controls are designed to provide reasonable, but not absolute, assurance regarding the protection of assets against loss from unauthorized use or disposition, and the reliability of financial records used to prepare financial statements. The concept of "reasonable assurance" recognizes that the cost of the control should not exceed the benefits likely to be derived and that the evaluation of costs and benefits require estimates and judgments by management.

All internal control evaluations occur within the above framework. Management believes that METRO's internal accounting controls adequately safeguard assets and provide reasonable assurance of proper recording of financial transactions. Management also believes that the data, as presented herein, is accurate in all material respects, that it presents fairly the financial position, results of operations and cash flows of METRO, and that all disclosures necessary to enable the reader to obtain an understanding of METRO's financial affairs have been included.

Basis of Accounting

METRO accounting records are maintained on the accrual basis. The activities are accounted for in a single enterprise (Proprietary-type) fund.

Budgetary Controls

The annual accrual-basis operating budget and capital budget are proposed by METRO management and adopted by the Board of Trustees in a public meeting. The annual budget is prepared using overall guidelines established after consideration of METRO's long-range financial plan.

All capital and operating items exceeding \$100,000 receive Board approval prior to purchase. The long-range plan, updated annually, projects sources over the next five years and establishes service levels and growth commensurate with such revenue limits.

METRO maintains budgetary control by not permitting total operating expenses and expenditures for individual capital projects to exceed their appropriations without approval by the Board of Trustees. Management ensures that expenses and capital expenditures stay within the total appropriation. On a monthly basis, the Board reviews budget variations. It is the responsibility of each department to administer its operations in such a manner as to ensure that the use of funds is consistent with the goals and programs authorized by the Board of Trustees.

Financial Operating Results

Revenues

METRO's revenues are classified by source and described as shown below:

	Revenue by Source		
	2014	2013	2012
Sales Tax	\$ 43,346,649	\$ 39,769,341	\$ 39,686,825
Passenger Fares	5,487,211	5,433,355	5,333,938
Federal Assistance	4,826,204	4,718,920	5,962,190
State Assistance	251,223	218,943	260,230
Interest Income	102,124	35,095	73,074
Auxiliary Transportation Revenue	443,133	451,535	405,113
Non-Transportation Revenue	289,748	519,967	487,804
	<u>\$ 54,746,292</u>	<u>\$ 51,147,156</u>	<u>\$ 52,209,174</u>

Sales Tax revenues increased 9.0% over the previous year. This is a sales and use tax of ½ of 1% on all goods and services sold in Summit County. There is no limit on its duration. Sales tax increased due to a higher sales and services provided in Summit County.

Passenger fares are comprised of farebox revenues, tickets sales, special transit fares and contracts with the University of Akron and the Akron Board of Education. METRO also has additional contracts with local governmental agencies to provide Paratransit service. The increase in passenger fares of 1% percent in 2014 can be attributed to a slight increase in the sale of tickets and passes.

Federal assistance funds are received from the Federal Transit Administration for certain items that are classified as capital assistance. Capital assistance, as defined by the FTA, includes preventive maintenance, leases, planning, and other operating items that are part of capital projects. The level of funds received in 2014 were up 2.3% compared to 2013. This increase was a increase in funding for the Job Access and Reverse Commute federal grant program that assisted METRO with funding for new routes.

State assistance funds are from fuel tax refunds and reimbursement for special transportation provided for the Gay Games held in Cleveland in 2014. The amounts in 2014 were 14.7% higher compared to 2013 due to additional funding for the Gay Games service.

Auxiliary Transportation Revenue consists of advertising and miscellaneous revenue. Auxiliary revenue in 2014 was 1.9% lower compared to 2013. This was due to a decrease in miscellaneous revenue.

Non-Transportation Revenue consists primarily of revenue from the sales of obsolete assets, gain disposal of assets, sales of Solar Renewable Energy Credits and all other miscellaneous revenue. In 2014 there was a 44.3% decrease compared to 2013 due to loss of Federal reimbursement for alternative fuel rebate.

Operating Expenses

	Operating Expense by Object Class		
	2014	2013	2012
Labor	\$ 19,024,350	\$ 17,836,348	\$ 16,649,367
Fringe benefits	10,086,226	9,886,508	10,108,654
Materials and supplies	5,745,162	6,041,098	6,259,905
Services	2,712,750	2,198,643	2,349,651
Utilities	691,099	539,188	539,714
Casualty and liability	1,268,181	1,163,565	1,099,473
Taxes	194,698	228,390	273,560
Purchased transportation service	807,710	611,026	834,256
Interest Expense	3,350	10,250	15,000
Miscellaneous	413,348	453,314	467,333
	<u>\$ 40,946,874</u>	<u>\$ 38,968,330</u>	<u>\$ 38,596,913</u>

Total operating expenses, excluding depreciation, increased in 2014 by 5.1% compared to 2013. The increase in 2014 was due to primarily an increase in the cost of labor, insurance and purchase transportation.

Labor and Fringe Benefits are METRO's major expense items. Wages were up 6.7% in 2014 due to wage increases and hiring of additional Operators to expand bus service. Fringe benefits were up 2% in 2014 due to a increase in medical claims.

Material and Supplies were down 4.9% in 2014 compared to 2013 due to the switch from diesel fuel to CNG fuel for the buses.

Services were up 23.4% in 2014 compared to 2013 due to the increase in outside consultant services.

Utilities were up 28.2% in 2014 compared to 2013. This was due to the solar panels that normally provide 24% of the electricity being off-line during a construction project.

Casualty and Liability were 9.0% higher in 2014 due to an increase in the premium cost.

Purchased Transportation was up 32.2% in 2014. This is due to an increase in the use of purchase transportation for passenger trips.

Miscellaneous Expenses were down 8.8% in 2014 due to slightly lower costs for media, travel and meetings.

Financial Operating Results

METRO's net revenue for the years ended December 31, 2014 and 2013 was \$13,799,418 and \$12,178,826 respectively. This is before Capital Contributions and Depreciation.

Debt Administration

The Authority paid off its outstanding bonds of \$105,000 in 2014. The debt consisted of capital facilities bonds issued for the purpose of purchasing, acquiring, constructing, replacing, improving, extending and enlarging transit facilities and other equipment.

In December 2014, the Authority, made its final annual principal payment on its bonds.

There was no other activity relating to debt for the Authority.

OTHER INFORMATION

METRO's independent auditing firm, Charles E. Harris and Associates, Inc, has rendered an unqualified auditors' report on METRO's financial statements for the fiscal year ended December 31, 2014.

METRO also participates in the Federal single audit program, which consists of a single audit of all federally funded programs administrated by METRO. As a requirement for continued funding eligibility, participation in the single audit program is mandatory for most local governments, including METRO. The single audit performed by Charles E. Harris and Associates, Inc met the requirements set forth by the State of Ohio and the Federal Single Audit Act of 1984 (as amended in 1996) and related OMB Circular A-133. The independent auditors' reports issued thereon noted no instances of direct and material noncompliance by METRO with applicable State or Federal laws or regulations for the fiscal year ended December 31, 2014.

Certificate of Achievement Program

It is the intention of METRO's management to submit this and future CAFR's for review under the GFOA's "Certificate of Achievement for Excellence in Financial Reporting" program. Management believes the current report conforms to the program requirements and expects that participation will result in continued improvement in METRO's financial reporting in future years.

This page intentionally left blank.

Financial Section



This page intentionally left blank.

Financial Section – 2014

The Financial Section includes the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), the Basic Financial Statements, Notes to the Financial Statements, other Required Supplementary Information (RSI) and other financial schedules.

This page intentionally left blank.

Rockefeller Building
614 W Superior Ave Ste 1242
Cleveland OH 44113-1306
Office phone - (216) 575-1630
Fax - (216) 436-2411

Charles E. Harris & Associates, Inc.
Certified Public Accountants

INDEPENDENT AUDITORS' REPORT

METRO Regional Transit Authority
Summit County
416 Kenmore Blvd.
Akron, Ohio 44301

To the Board of Trustees:

Report on the Financial Statements

We have audited the accompanying financial statements of the METRO Regional Transit Authority, Summit County, Ohio (the Authority), as of and for the years ended December 31, 2014 and 2013, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for preparing and fairly presenting these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes designing, implementing, and maintaining internal control relevant to preparing and fairly presenting financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to opine on these financial statements based on our audit. We audited in accordance with auditing standards generally accepted in the United States of America and the financial audit standards in the Comptroller General of the United States' *Government Auditing Standards*. Those standards require us to plan and perform the audit to reasonably assure the financial statements are free from material misstatement.

An audit requires obtaining evidence about financial statement amounts and disclosures. The procedures selected depend on our judgment, including assessing the risks of material financial statement misstatement, whether due to fraud or error. In assessing those risks, we consider internal control relevant to the Authority's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not to the extent needed to opine on the effectiveness of the Authority's internal control. Accordingly, we express no opinion. An audit also includes evaluating the appropriateness of management's accounting policies and the reasonableness of their significant accounting estimates, as well as our evaluation of the overall financial statement presentation.

We believe the audit evidence we obtained is sufficient and appropriate to support our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the METRO Regional Transit Authority, Summit County, Ohio as of December 31, 2014 and 2013, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with the accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require this presentation to include *Management's discussion and analysis*, listed in the table of contents, to supplement the basic financial statements. Although this information is not part of the basic financial statements, the Governmental Accounting Standards Board considers it essential for placing the basic financial statements in an appropriate operational, economic, or historical context. We applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, consisting of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, to the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not opine or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to opine or provide any other assurance.

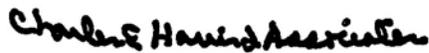
Supplementary and Other Information

Our audit was conducted to opine on the Authority's basic financial statements taken as a whole. The introductory section and the statistical section information present additional analysis and are not a required part of the basic financial statements.

We did not subject the introductory section and statistical section information to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion or any other assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated May 14, 2015, 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. That report describes the scope of our internal control testing over financial reporting and compliance, and the results of that testing, and does not opine on 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.



Charles E. Harris & Associates, Inc.
May 14, 2015

METRO REGIONAL TRANSIT AUTHORITY
MANAGEMENT DISCUSSION AND ANALYSIS

For the Years Ended December 31, 2014 and 2013

As the financial management team for the METRO Regional Transit Authority (the “Authority”), we offer readers of these financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal years ended December 31, 2014 and 2013. This discussion and analysis is designed to assist the reader in focusing on the significant financial issues and activities and to identify any significant changes in financial position. We encourage readers to consider the information presented here in conjunction with the financial statements as a whole.

Financial Highlights for 2014

- The Authority has a net position of \$131.7 million. This net position results from the difference between total assets of \$135.1 million and total liabilities of \$3.4 million.
- Current assets of \$49.2 million primarily consist of non-restricted Cash and Cash Equivalents of \$28.5 million; Sales and Use Tax receivable of \$7.2 million and long-term investments of \$10.4 million.
- Current liabilities of \$3.4 million primarily consist of accrued payroll and payroll liabilities of \$2.9 million and accounts payable of \$0.3 million and other liabilities of \$0.2 million.

METRO’s overall financial picture is in a very good position. With the economy recovering sales tax increases have allowed a growth to the overall revenue while maintaining a strong fiscal control over cost. These two factors have allowed METRO to continue to increase service while also rebuilding our fund balance.

Financial Highlights in 2013

- The Authority has a net position of \$118.1 million. This net position results from the difference between total assets of \$121.6 million and total liabilities of \$3.5 million.
- Current assets of \$44.4 million primarily consist of non-restricted Cash and Cash Equivalents of \$25.4 million; Sales and Use Tax receivable of \$6.4 million and long-term investments of \$9.4 million.
- Current liabilities of \$3.5 million primarily consist of accrued payroll and payroll liabilities of \$2.8 million and accounts payable of \$0.4 million.

METRO REGIONAL TRANSIT AUTHORITY
MANAGEMENT DISCUSSION AND ANALYSIS

For the Years Ended December 31, 2014 and 2013

Basic Financial Statements and Presentation

The financial statements presented by the Authority are the Statement of Net Position, the Statement of Revenues, Expenses and Changes in Net Position and the Statement of Cash Flows. These statements are presented using the economic resources measurement focus and the accrual basis of accounting. The Authority is structured as 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, except land, are capitalized and depreciated over their estimated useful lives.

The Statement of Net Position presents information on all the Authority's assets and liabilities, with the difference between the two reported as net Position. Over time, increases and decreases in the net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating. The net position increases when revenues exceed expenses. Increases in assets without a corresponding increase to liabilities results in increased net position, which indicate improved financial position.

The Statement of Revenues, Expenses and Changes in Net Position presents information showing how the Authority's net position changed during the year. This statement summarizes operating revenues and expenses along with non-operating revenues and expenses. In addition, this statement lists capital grant revenues received from federal, state and local governments.

The Statement of Cash Flows allows financial statement users to assess the Authority's adequacy or ability to generate sufficient cash flows to meet its obligations in a timely manner. The statement is 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.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements. The Notes to the Financial Statements can be found on pages 27-43 of this report.

METRO REGIONAL TRANSIT AUTHORITY
MANAGEMENT DISCUSSION AND ANALYSIS

For the Years Ended December 31, 2014 and 2013

Financial Analysis of the Authority

Condensed Summary of Net Position

	2014	2013	2012
Current and other assets	\$ 49,272,147	\$ 44,464,716	\$ 37,879,697
Capital assets, net of accumulated depreciation	85,936,603	77,159,974	70,595,408
Total assets	<u>135,208,750</u>	<u>121,624,690</u>	<u>108,475,105</u>
Current liabilities	3,474,696	3,513,434	3,761,772
Non-current liabilities	-	-	105,000
Total liabilities	<u>3,474,696</u>	<u>3,513,434</u>	<u>3,866,772</u>
Net position:			
Net Investment in capital assets	85,936,603	77,054,974	70,390,408
Unrestricted net position	45,797,451	41,056,282	34,217,925
Total net position	<u>\$ 131,734,054</u>	<u>\$ 118,111,256</u>	<u>\$ 104,608,333</u>

By far, the largest portion of the Authority’s net position reflect net investment in capital assets (e.g., line service and Paratransit buses, operating facilities including our administrative/maintenance office, Robert K Pfaff Transit Center, Rolling Acres Transfer Center and our banked railroad property) less any related debt used to acquire those assets that is still outstanding. The Authority uses these capital assets to provide public transportation service for Summit County citizens. These assets are not available to liquidate liabilities or to cover other spending.

Equity related to Capital Acquisitions is reflected in the line item “Net investment in capital assets”. The equity includes funding provided by the Federal Transit Administration (FTA) and the State of Ohio Department of Transportation (ODOT). The Authority’s investment in capital assets, net of accumulated depreciation, was \$85.9 million as of December 31, 2014, an increase of \$8.7 million from 2013 as capital asset expenditures represented more than depreciation expense and asset write-offs during the year. However, approximately 69.5% of the equity pertains to the FTA and ODOT, whereas approximately 30.5% relates to local match dollars provided by the Authority. The equity related to the FTA and ODOT cannot be liquidated to provide a source of cash flow, as any premature sale would require payments to both the FTA (approximately \$59.1 million) and ODOT (approximately \$0.7 million) for their remaining equity in capital equipment as of year-end 2014.

Major capital asset expenditures during 2014 included the following:

- Purchase of six (6) 40’ Low Floor CNG buses
- Purchase of Thirty-one (31) Paratransit buses
- Purchase of land for an employee parking lot

METRO REGIONAL TRANSIT AUTHORITY
MANAGEMENT DISCUSSION AND ANALYSIS
For the Years Ended December 31, 2014 and 2013

Condensed Summary of Net Position (Continued)

The Authority's investment in capital assets, net of accumulated depreciation, was \$77.1 million as of December 31, 2013, an increase of \$6.6 million from 2012 as capital asset expenditures represented more than depreciation expense and asset write-offs during the year.

Major capital asset expenditures during 2013 included the following:

- Purchase of ten (10) 40' Low Floor CNG buses
- Purchase of six (6) 60' Low Floor Articulated CNG buses
- Purchase of Thirty-one (31) Paratransit CNG buses

Condensed Summary of Revenues, Expenses and Changes in Net Position

	2014	2013	2012
OPERATING REVENUES:			
Passenger fares	\$ 4,941,683	\$ 4,998,875	\$ 4,846,581
Advertising and concessions	443,133	451,535	405,113
Total Operating Revenues	\$ 5,384,816	\$ 5,450,410	\$ 5,251,694
OPERATING EXPENSES			
Labor	\$ 19,024,350	\$ 17,836,348	\$ 16,649,367
Fringe benefits	10,086,226	9,886,508	10,108,654
Materials and supplies	2,748,637	2,921,486	3,036,989
Fuel	2,996,525	3,119,612	3,222,916
Services	2,712,750	2,198,643	2,349,651
Utilities	691,099	539,188	539,714
Casualty and liability	1,268,181	1,163,565	1,099,473
Taxes	194,698	228,390	273,560
Purchased transportation service	807,710	611,026	834,256
Miscellaneous	413,348	453,314	467,333
Total Operating Expenses excluding depreciation	\$ 40,943,524	\$ 38,958,080	\$ 38,581,913
OPERATING LOSS BEFORE DEPRECIATION	\$ (35,558,708)	\$ (33,507,670)	\$ (33,330,219)
Depreciation Expense	(9,231,103)	(8,513,768)	(6,920,312)
OPERATING LOSS	\$ (44,789,811)	\$ (42,021,438)	\$ (40,250,531)
NON-OPERATING REVENUES (EXPENSES):			
Sales tax revenue	\$ 43,346,649	\$ 39,769,341	\$ 39,686,825
Federal operating grants and reimbursements	4,826,204	4,718,920	5,962,190
State operating grants and special fare assistance	251,223	218,943	260,230
Student fare and other assistance	545,528	434,480	487,357
Interest income	102,124	35,095	73,074
Interest expense	(3,350)	(10,250)	(15,000)
Gain (Loss) from disposal of assets	26,883	46,064	(75,107)
Other	262,865	473,903	562,911
Total Non-Operating Revenues - net	\$ 49,358,126	\$ 45,686,496	\$ 46,942,480
CAPITAL GRANT REVENUE			
Capital Grant Revenue	\$ 9,054,483	\$ 9,837,865	\$ 12,919,135
CHANGE IN NET POSITION	13,622,798	13,502,923	19,611,084
Net Position, Beginning Balance (See Note 13)	\$ 118,111,256	\$ 104,608,333	\$ 84,997,249
Net Position, Ending Balance	\$ 131,734,054	\$ 118,111,256	\$ 104,608,333

METRO REGIONAL TRANSIT AUTHORITY
MANAGEMENT DISCUSSION AND ANALYSIS

For the Years Ended December 31, 2014 and 2013

The Authority's total revenue was \$54.7 million in 2014. This is a 7.0% increase over 2013. This increase is a result from an increase in sales tax revenue. While in 2013 the Authority had total revenue of \$51.1 million. This was a decrease of 2.0% over 2012. This decrease was a result of a decrease in federal assistance.

The Authority's total operating expenses, excluding depreciation, was \$40.9 million in 2014. This is an increase of 5.1% over 2013. This increase was due to an increase in labor costs. In 2013 the Authority had total operating expenses of \$39.0 million. This was a 1.0% increase over 2012. This increase was due to an increase in labor costs.

Depreciation expense increased by \$0.7 million in 2014 and by \$1.6 million in 2013.

Condensed Summary of Cash Flows

Net cash used for operating activities decreased by \$67,132 in 2014 as a result of a decrease in expenses for goods and services that offset an increase in wages. Net cash used for operating activities decreased by \$1.9 million in 2013 as a result of an increase in expenses for wages and fuel. In 2014 net cash from non-capital activity increased by \$2.6 million due to an increase in sales tax revenue. In 2013 net cash from non-capital activity decreased by \$0.2 million due to a decrease in grant revenue. In 2014 net cash for capital and related financing activity increased \$3.7 million due to an increase in construction activities. In 2013 net cash for capital and related financing activity increased by \$0.5 million due to a decrease in grant revenue. Cash and cash equivalents increased in 2014 by \$3.1 million and increased in 2013 by \$0.8 million.

CASH FLOWS FROM OPERATING ACTIVITIES:	2014	2013	2012
Cash received from customers	\$ 4,846,005	\$ 4,993,726	\$ 4,882,721
Cash received from others for miscellaneous services	705,998	451,535	405,113
Cash payments to suppliers for goods and services	(11,690,160)	(12,911,978)	(11,882,173)
Cash payments to employees for services	(29,061,625)	(27,800,197)	(26,737,174)
Net cash used in operating activities	(35,199,782)	(35,266,914)	(33,331,513)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES			
Sales taxes received	42,594,482	39,716,763	38,092,648
Operating grants and other assistance received	5,622,955	5,846,246	7,672,688
Net cash provided by non-capital financing activities	48,217,437	45,563,009	45,765,336
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:			
Capital grants received	9,054,483	9,837,865	12,919,135
Acquisition and construction of capital assets	(18,007,732)	(15,078,335)	(17,614,265)
Sale of capital assets	26,883		
Principal paid on bonds	(105,000)	(100,000)	(95,000)
Interest paid on bonds	(3,350)	(10,250)	(15,000)
Net cash provided by capital and related financing activities	(9,034,716)	(5,350,720)	(4,805,130)
CASH FLOWS FROM INVESTING ACTIVITIES:			
Cash proceeds from sale of investments - net	(975,653)	(4,175,456)	(2,845,227)
Interest received from investments	102,124	35,095	73,074
Net cash provided by investing activities	(873,529)	(4,140,361)	(2,772,153)
NET INCREASE IN CASH AND CASH EQUIVALENTS	3,109,410	805,014	4,856,540
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	25,438,897	24,633,883	19,777,343
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 28,548,307	\$ 25,438,897	\$ 24,633,883

METRO REGIONAL TRANSIT AUTHORITY
MANAGEMENT DISCUSSION AND ANALYSIS

For the Years Ended December 31, 2014 and 2013

Capital Asset and Debt Administration

Capital Assets

The Authority's net investment in capital assets amounts to \$85.9 million, net of accumulated depreciation as of December 31, 2014, an increase of \$8.7 million compared to 2013. While in 2013 the Authority's net investment in capital assets amounts to \$77.2 million, net of accumulated depreciation as of December 31, 2013 which was an increase of \$6.6 million from 2012. Capital assets include land and land improvements, revenue producing and service equipment, buildings and structures, shop equipment, office furnishings and computer equipment.

Additional information on capital asset activity can be found in note 5 to the financial statements.

Long-term Debt

The Authority has no outstanding bonds as of December 31, 2014. This is a decrease of \$105,000 from 2013. While in 2013 the Authority had outstanding bonds of \$105,000 which was a decrease of \$100,000 from 2012. This debt consists solely of capital facilities bonds issued for the purpose of purchasing, acquiring, constructing, replacing, improving, extending and enlarging transit facilities and other equipment. The bonds were authorized to be issued and sold under resolutions passed by the Board of Trustees. During 2014 the Authority had no new debt activity except for payments made for interest and principal. Additional information on long-term debt activity can be found in note 4 to the financial statements.

Requests for Information

This financial report is designed to provide a general overview of the Authority's finances for all those with an interest in its finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Director of Finance, METRO Regional Transit Authority, 416 Kenmore Boulevard, Akron, OH 44301.

METRO REGIONAL TRANSIT AUTHORITY
STATEMENT OF NET POSITION
DECEMBER 31, 2014 and 2013

ASSETS	2014	2013
CURRENT ASSETS:		
Cash and cash equivalents	\$ 28,548,307	\$ 25,438,897
Investments	10,356,676	9,374,043
Receivables:		
Sales taxes	7,164,434	6,412,267
Trade and other	359,023	263,345
Materials and supplies inventory	1,095,435	1,013,216
Prepaid expenses	1,692,710	1,883,293
Total current assets	49,216,585	44,385,061
PROPERTY, FACILITIES AND EQUIPMENT		
Land	4,283,301	4,168,020
Construction in Progress	13,001,051	1,521,736
Buildings and building improvements	34,227,127	34,227,127
Infrastructure	5,751,165	5,685,238
Right-of-ways	10,653,206	10,653,206
Transportation equipment	64,656,735	60,870,960
Other equipment	11,161,456	11,021,035
Total	143,734,041	128,147,322
Less: Accumulated depreciation	(57,797,438)	(50,987,348)
Property, facilities and equipment - net	85,936,603	77,159,974
OTHER ASSETS	55,562	79,655
Total noncurrent assets and capital assets	\$ 85,992,165	\$ 77,239,629
TOTAL ASSETS	\$ 135,208,750	\$ 121,624,690

(Continued)

See accompanying notes to the financial statements.

METRO REGIONAL TRANSIT AUTHORITY
STATEMENT OF NET POSITION (Continued)
DECEMBER 31, 2014 and 2013

	2014	2013
CURRENT LIABILITIES:		
Bonds payable - current maturities	\$ -	\$ 105,000
Accrued interest payable	-	1,900
Accounts payable	346,771	366,006
Accrued payroll	2,066,737	1,911,462
Accrued payroll taxes	831,182	937,506
Unearned revenue - advertising, rents & leases	-	14,213
Other estimated liability	1,000	1,000
Other liabilities	229,006	176,347
	<u>\$ 3,474,696</u>	<u>\$ 3,513,434</u>
 Total current liabilities	<u>\$ 3,474,696</u>	<u>\$ 3,513,434</u>
 Total liabilities	<u>\$ 3,474,696</u>	<u>\$ 3,513,434</u>
 NET POSITION:		
Net Investment in capital assets	\$ 85,936,603	\$ 77,054,974
Unrestricted	45,797,451	41,056,282
	<u>\$ 131,734,054</u>	<u>\$ 118,111,256</u>
 Total net position	<u>\$ 131,734,054</u>	<u>\$ 118,111,256</u>
 TOTAL LIABILITIES AND NET ASSETS	<u>\$ 135,208,750</u>	<u>\$ 121,624,690</u>

See accompanying notes to the financial statements.

METRO REGIONAL TRANSIT AUTHORITY
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEARS ENDED DECEMBER 31, 2014 and 2013

	<u>2014</u>	<u>2013</u>
OPERATING REVENUES:		
Passenger fares	\$ 4,941,683	\$ 4,998,875
Advertising and concessions	443,133	451,535
Total operating revenues	<u>\$ 5,384,816</u>	<u>\$ 5,450,410</u>
OPERATING EXPENSES		
Labor	\$ 19,024,350	\$ 17,836,348
Fringe benefits	10,086,226	9,886,508
Materials and supplies	2,748,637	2,921,486
Fuel	2,996,525	3,119,612
Services	2,712,750	2,198,643
Utilities	691,099	539,188
Casualty and liability	1,268,181	1,163,565
Taxes	194,698	228,390
Purchased transportation service	807,710	611,026
Miscellaneous	413,348	453,314
Total operating expenses excluding depreciation	<u>\$ 40,943,524</u>	<u>\$ 38,958,080</u>
OPERATING LOSS BEFORE DEPRECIATION EXPENSE	(35,558,708)	(33,507,670)
DEPRECIATION EXPENSE:		
On assets acquired with capital grants	\$ 9,189,413	\$ 8,467,878
On other assets	41,690	45,890
Total depreciation expense	<u>9,231,103</u>	<u>8,513,768</u>
OPERATING LOSS	<u>\$ (44,789,811)</u>	<u>\$ (42,021,438)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	\$ 43,346,649	\$ 39,769,341
Federal operating grants and reimbursements	4,826,204	4,718,920
State operating grants, reimbursements, and special fare assistance	251,223	218,943
Student fare and other assistance	545,528	434,480
Interest income	102,124	35,095
Interest expense	(3,350)	(10,250)
Gain (Loss) from disposal of assets	26,883	46,064
Other	262,865	473,903
Total Non-Operating Revenues - net	<u>\$ 49,358,126</u>	<u>\$ 45,686,496</u>
NET INCOME BEFORE CAPITAL CONTRIBUTION	4,568,315	3,665,058
CAPITAL CONTRIBUTIONS	<u>9,054,483</u>	<u>9,837,865</u>
Increase (decrease) in Net Position	\$ 13,622,798	\$ 13,502,923
Net Position, Beginning Balance (See Note 13)	<u>\$ 118,111,256</u>	<u>\$ 104,608,333</u>
Net Position, Ending Balance	<u><u>\$ 131,734,054</u></u>	<u><u>\$ 118,111,256</u></u>

See accompanying notes to the financial statements.

METRO REGIONAL TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS
FOR THE YEARS ENDED DECEMBER 31, 2014 and 2013

	2014	2013
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	\$ 4,846,005	\$ 4,993,726
Cash received from others for miscellaneous services	705,998	451,535
Cash payments to suppliers for goods and services	(11,690,160)	(12,911,978)
Cash payments to employees for services	(29,061,625)	(27,800,197)
Net cash used in operating activities	\$ (35,199,782)	\$ (35,266,914)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Sales taxes received	\$ 42,594,482	\$ 39,716,763
Operating grants and other assistance received	5,622,955	5,846,246
Net cash provided by non-capital financing activities	\$ 48,217,437	\$ 45,563,009
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital grants received	\$ 9,054,483	\$ 9,837,865
Acquisition and construction of capital assets	(18,007,732)	(15,078,335)
Sale of capital assets	26,883	-
Principal paid on bonds	(105,000)	(100,000)
Interest paid on bonds	(3,350)	(10,250)
Net cash provided (used) by capital and related financing activities	\$ (9,034,716)	\$ (5,350,720)
CASH FLOWS FROM INVESTING ACTIVITIES:		
Cash proceeds from sale of investments - net	\$ (975,653)	\$ (4,175,456)
Interest received from investments	102,124	35,095
Net cash provided by investing activities	\$ (873,529)	\$ (4,140,361)
NET INCREASE IN CASH AND CASH EQUIVALENTS	\$ 3,109,410	\$ 805,014
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	25,438,897	24,633,883
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 28,548,307	\$ 25,438,897
RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES:		
Operating loss	\$ (44,789,811)	\$ (42,021,438)
Adjustment to reconcile operating loss to net cash used in operating activities:		
Depreciation	9,231,103	8,513,768
Change in assets and liabilities:		
Accounts receivable-trade	(95,678)	(5,149)
Materials and supplies inventory	(82,219)	(132,035)
Prepaid expenses	190,583	(1,362,187)
Accounts payable	258,843	(204,516)
Accrued payroll	155,275	185,730
Accrued payroll taxes	(106,324)	36,929
Unearned revenue	(14,213)	-
Other estimated liability	-	(300,000)
Other current liabilities	52,659	21,984
NET CASH USED IN OPERATING ACTIVITIES	\$ (35,199,782)	\$ (35,266,914)

See accompanying notes to the financial statements.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

1. ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES

Organization – METRO Regional Transit Authority (“METRO” or the “Authority”) was created pursuant to Sections 306.30 through 306.71 of the Ohio Revised Code for the purpose of providing public transportation in Summit County, Ohio. As a political subdivision it is distinct from, and is not an agency of, the State of Ohio or any other local governmental unit. The Authority is not subject to federal or state income taxes.

Under Ohio law, the Authority is authorized to levy a sales and use tax for transit purposes, including both capital improvement and operating expenses, at the rate of .25 percent, .5 percent, 1 percent, or 1.5 percent 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 Summit County. During 1990, the voters of Summit County approved a 0.25 percent sales and use tax with no limit on its duration. In 2008 the voters of Summit County approved an additional 0.25 percent sales and use tax with no limit on its duration for a total of 0.5 percent.

The Authority is managed by a 12-member Board of Trustees and provides virtually all mass transportation within Summit County.

Reporting Entity – The Authority has adopted the provisions of Statement No. 14 of the Governmental Accounting Standards Board (“GASB”) regarding the definition of the financial reporting entity. Accordingly, the accompanying financial statements include only the accounts and transactions of the Authority. Under the criteria specified in Statement No. 14, the Authority has no component units nor is it considered a component unit of any other entity.

These conclusions regarding the financial reporting entity are based on the concept of financial accountability. The Authority is not financially accountable for any other organization nor is any other organization accountable for the Authority. This is evidenced by the fact that the Authority is a legally and fiscally separate and distinct organization under the provisions of the Ohio Revised Code.

Basis of Accounting – The Authority follows the accrual basis of accounting, whereby revenues and expenses are recognized in the period earned or incurred. The measurement focus is on determination of net income, financial position and cash flows. All transactions are accounted for in a single enterprise fund.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

1. ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (Continued)

Pursuant to GASB Statement No. 62, codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements, the Authority follows GASB guidance as applicable to enterprise funds.

Nonexchange Transactions - The Authority has also complied with the provisions of Statement No. 33 of the Governmental Accounting Standards Board (“GASB”) regarding the Accounting and Financial Reporting for Nonexchange Transactions. This statement requires that capital contributions be recognized as revenue. Accordingly, during the years ended December 31, 2014 and 2013, \$9,054,483 and \$9,837,865 in capital contribution were recognized as revenue in the Statement of Revenues, Expenses and Changes in Net Position for the Authority.

In 2005, the Authority implemented a financial reporting model, as required by the provisions of the Governmental Accounting Standards Board (GASB) Statement No. 34, Basic Financial Statements and Management’s Discussion and Analysis for State and Local Governments, as amended and interpreted.

The Authority will continue applying all applicable pronouncements issued by the GASB.

Cash and Cash Equivalents – For purposes of the statement of cash flows, the Authority considers all highly liquid investments (including restricted assets) with a maturity, at date of purchase, of three months or less to be cash equivalents. Cash and cash equivalents are carried at cost, which approximates fair value.

Investments – The Authority’s investments are stated at fair value.

Materials and Supplies Inventory – Materials and supplies inventory is stated at cost (average cost method). Inventory generally consists of maintenance parts and supplies for rolling stock and other transportation equipment.

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

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

1. ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (Continued)

Property, Facilities and Equipment – Property, facilities and equipment are stated at historical cost. The cost of maintenance and repairs is charged to operations as incurred. Property over \$5,000 is capitalized.

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

Description	Years
Building and Building Improvements	20-40
Infrastructure	20-30
Transportation equipment	5-12
Other equipment	3-10

Net Position 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 – This consists of net position that is legally restricted by outside parties or by law through constitutional provisions or enabling legislation. When both restricted and unrestricted resources are available for use, generally it is the Authority’s policy to use restricted resources first, then unrestricted resources when they are needed.

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

Classifications of Revenues

The Authority has classified its revenues as either operating or non-operating. Operating revenue includes activities that have the characteristics of exchange transactions including passenger fares, advertising, and concession revenue. Non-operating revenue includes activities that have the characteristics of non-exchange transactions, such as sales tax proceeds and most federal, state, and local grants and contracts.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

1. ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (Continued)

Recognition of Revenue and Receivables

The Federal Transit Administration (“FTA”) and the Ohio Department of Transportation (“ODOT”) provide financial assistance and make 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 revenue over the entitlement period.

Capital grants for the acquisition of property and equipment (reimbursement type grants) are recorded as revenue when the expenditure has been made and the revenue is available. Capital grant funds received in advance of project costs being incurred are recorded as liabilities.

Compensated Absences

The Authority accrues vacation and sick pay benefits as earned by its eligible employees. In the event of termination, an employee is reimbursed for accumulated vacation leave. In the event an employee retires they are reimbursed for accumulated sick leave, otherwise accumulated sick leave is forfeited.

Deferred Outflows/Inflows of Resources

In addition to assets, the statements of financial position will sometimes report a separate section for deferred outflows of resources. Deferred outflows of resources, represents a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until then.

In addition to liabilities, the statements of financial position report a separate section for deferred inflows of resources. Deferred inflows of resources represent an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time.

Passenger Fares

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

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

1. ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES (Continued)

Budgetary Accounting and Control

The Authority's annual budget is prepared on the accrual basis of accounting as permitted by law. The Authority maintains budgetary control by not allowing total expenditures to exceed total appropriations without the approval of the Board of Trustees.

Estimates

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

2. DEPOSITS 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 banks located in Ohio and domestic building and loan associations are eligible to hold public deposits. The statutes also permit the Authority to invest in certificates of deposit, savings accounts, money market accounts, the State Treasurer's investment pool ("STAROhio"), and obligations of the United States government and certain agencies thereof. The Authority may also enter into repurchase agreements with eligible depository or any eligible security dealer who is a member of the National Association of Securities Dealer for a period not exceeding 30 days.

Deposits

Custodial credit risk is the risk that, in the event of a bank failure, the Authority's deposits may not be returned. According to state law, public depositories must give security for all public funds on deposit in excess of those funds that are insured by the federal deposit insurance corporation (FDIC) or by any other agency or instrumentality of the federal government. These institutions may either specifically collateralize individual accounts in lieu of amounts insured by the FDIC, or may pledge a pool of government securities valued at least 105% of the total value of public monies on deposit at the institution. The Authority's policy is to deposit money with financial institutions that are able to abide by laws governing insurance and collateral of public funds.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

2. DEPOSITS AND INVESTMENTS (Continued)

The Authority is prohibited from investing in any financial instrument, contract, or obligation whose value or return is based upon or linked to another asset or index, or both, separate from the financial instruments, contract, or obligation itself (Commonly known as a “derivative”). The Authority is also prohibited from investing in reverse repurchase agreements.

At December 31, 2014, the carrying amount of the Authority’s deposits was \$20,562,541 and the bank balance was \$21,138,277, \$250,000 of which was covered by the FDIC and \$20,888,277 of which was uninsured and uncollateralized as defined by the GASB. At December 31, 2014 the Authority had \$2,075 in petty cash.

At December 31, 2013, the carrying amount of the Authority’s deposits was \$16,138,650 and the bank balance was \$16,434,575, \$250,000 of which was covered by the FDIC and \$16,174,575 of which was uninsured and uncollateralized as defined by the GASB. At December 31, 2013 the Authority had \$2,075 in petty cash.

The uncollateralized deposits were, however, covered by a pledged collateral pool not held in the Authority’s name, as permitted under Ohio law.

The Board of Trustees has designated \$5,968,692 in 2014 and \$4,438,172 in 2013 as contingencies for future use that are included in cash and cash equivalents.

Investments at December 31, 2014 are summarized as follows:

Rating Moody	Description	Fair value	Investment Maturities			Percentage of total investment
			One year of less	More than one year and less than three years	More than three years	
Aaa	Repurchase Agreements	\$ 2,015,000	2,015,000	-	-	11%
Aaa	Money Market	\$ 340,759	340,759	-	-	2%
Aaa	U.S. Treasury Bonds	\$ 597,688	100,168	248,007	249,513	3%
Aaa	U. S. Government Agencies	\$ 3,841,788	754,765	1,595,452	1,491,571	21%
Various	Negotiable Certificate of Deposits	\$ 8,697,580	1,126,615	5,289,055	2,281,910	47%
Various	Ohio Municipal Obligations	\$ 2,847,552	718,852	1,195,526	933,174	16%
		<u>\$ 18,340,367</u>	<u>\$ 5,056,159</u>	<u>\$ 8,328,040</u>	<u>\$ 4,956,168</u>	<u>100%</u>

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

2. DEPOSITS AND INVESTMENTS (Continued)

Investments at December 31, 2013 are summarized as follows:

Rating Moody	Description	Fair value	Investment Maturities			Percentage of total investment
			One year of less	More than one year and less than three years	More than three years	
Aaa	Repurchase Agreements	\$ 4,860,000	4,860,000	-	-	26%
Aaa	Money Market	\$ 311,790	311,790	-	-	2%
Aaa	U.S. Treasury Notes	\$ 304,274	202,047	102,227	-	2%
Aaa	U. S. Government Agencies	\$ 4,232,705	552,997	2,697,526	982,182	23%
Various	Negotiable Certificate of Deposits	\$ 6,661,696	3,252,703	1,793,530	1,615,463	36%
Various	Ohio Municipal Obligations	\$ 2,301,750	350,543	1,951,207	-	12%
		<u>\$ 18,672,215</u>	<u>\$ 9,530,080</u>	<u>\$ 6,544,490</u>	<u>\$ 2,597,645</u>	<u>100%</u>

Custodial credit risk: an investment is the risk that in the event of failure of the counter-party, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority's investments in repurchase agreements, money markets, U.S. treasuries bonds, U.S. treasuries notes, U.S. government agencies, certificate of deposits and Ohio municipal obligations are held in the Authority's name by its custodian (agent).

Interest rate risk: the Authority has no investment policy that addresses interest rate risk. State statute requires that an investment mature within five years from the date of purchase, unless matched to a specific obligation or debt of the Authority, and that an investment must be purchased with the expectation that it will be held to maturity.

Credit risk: the possibility that an issuer or other counter-party to an investment will not fulfill its obligation. The Authority's investment policy limits investments to, among others, obligations of the U.S. government or agencies thereof.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

3. LONG TERM OBLIGATIONS

During fiscal year 2014, the following changes occurred in long term obligations:

A. Bonds

Issue	Average Interest Rate	Balance January 1, 2014	Additions	Reductions	Balance December 31, 2014	Due Within One Year
General obligation bonds 2004	4.03%	<u>\$ 105,000</u>	<u>\$ -</u>	<u>\$ 105,000</u>	<u>\$ -</u>	<u>\$ -</u>

In June 2004, the Authority issued general obligation bonds, which are tax-exempt and have annual maturity dates through 2014. These bonds were used to refinance bonds issued in June 1992 and to provide additional funds to cover the local share for capital projects. The proceeds were deposited into a trust fund for the purpose paying the 1992 bonds and, therefore are excluded from the financial statements. The refinance resulted in an accounting gain of \$39,948 and an economic gain of \$30,090.

B. Compensated Absences

	2014	2013
Beginning Balance	\$ 1,118,846	\$ 1,010,085
Liability Earned	1,257,464	1,414,287
Liability Paid	1,217,687	1,305,526
Ending Balance	<u>\$ 1,158,623</u>	<u>\$ 1,118,846</u>
Due Within One Year	<u>\$ 1,158,623</u>	<u>\$ 1,118,846</u>

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

3. LONG TERM OBLIGATIONS (Continues)

The Authority accrues compensated absences based on the estimated amounts employees are entitled to according to Authorities policies. Vacation time is earned in the current year and eligible to be used by the employee in the following year. Any unused vacation benefits that are eligible to be used in a given year are paid to the employee at the end of the year. An employee that separates from employment with the Authority is paid any vacation time unused during the current period and any vacation time earned during the year. Sick time is earned in the current year and eligible to be used by the employee as soon as it is earned. Any unused sick time is carried over and is useable in the future. An employee that retires from employment with the Authority is paid 25% of available sick time; otherwise all time is forfeited for any other termination of service.

4. CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2014 is as follows:

Description	Balance	Fixed Assets		Balance
	1/1/2014	Additions	Disposals	12/31/2014
Capital Assets Not Being Depreciated				
Land	\$ 4,168,020	\$ 115,281	\$ -	\$ 4,283,301
Right-of-ways	10,653,206	-	-	10,653,206
Construction-in-progress	1,521,736	11,490,784	11,469	13,001,051
Total Capital Assets Not Being Depr	16,342,962	11,606,065	11,469	27,937,558
Capital Assets Being Depreciated:				
Building & Building Improvements	34,227,127	-	-	34,227,127
Infrastructure	5,685,238	65,927	-	5,751,165
Transportation Equipment	60,870,960	6,098,532	2,312,757	64,656,735
Other Equipment	11,021,035	248,677	108,256	11,161,456
Total Capital Assets Being Depr	111,804,360	6,413,136	2,421,013	115,796,483
Less Accumulated Depreciation:				
Building & Building Improvements	17,042,461	1,303,361	-	18,345,822
Infrastructure	3,969,373	327,001	-	4,296,374
Transportation Equipment	21,793,634	6,495,513	2,312,757	25,976,390
Other Equipment	8,181,880	1,105,228	108,256	9,178,852
Total Accumulated Depreciation	50,987,348	9,231,103	2,421,013	57,797,438
Total Capital Assets Being Depreciated, Net	60,817,012			57,999,045
Total Capital Assets, Net	\$ 77,159,974			\$ 85,936,603

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

4. CAPITAL ASSETS (Continues)

Capital asset activity for the year ended December 31, 2013 is as follows:

Description	Balance	Fixed Assets		Balance
	1/1/2013	Additions	Disposals	12/31/2013
Capital Assets Not Being Depreciated				
Land	\$ 4,168,020	\$ -	\$ -	\$ 4,168,020
Right-of-ways	10,653,206	-	-	10,653,206
Construction-in-progress	-	1,521,736	-	1,521,736
Total Capital Assets Not Being Depr	14,821,226	1,521,736	-	16,342,962
Capital Assets Being Depreciated:				
Building & Building Improvements	34,087,921	139,206	-	34,227,127
Infrastructure	5,076,567	608,671	-	5,685,238
Transportation Equipment	55,435,685	12,365,892	6,930,617	60,870,960
Other Equipment	10,590,590	442,829	12,384	11,021,035
Total Capital Assets Being Depr	105,190,763	13,556,598	6,943,001	111,804,360
Less Accumulated Depreciation:				
Building & Building Improvements	15,667,334	1,375,127	-	17,042,461
Infrastructure	3,714,016	255,357	-	3,969,373
Transportation Equipment	23,038,068	5,686,183	6,930,617	21,793,634
Other Equipment	6,997,163	1,197,101	12,384	8,181,880
Total Accumulated Depreciation	49,416,581	8,513,768	6,943,001	50,987,348
Total Capital Assets Being Depreciated, Net	55,774,181			60,817,011
Total Capital Assets, Net	\$ 70,595,407			\$ 77,159,973

5. PURCHASED TRANSPORTATION SERVICES

During 2014 and 2013, the Authority had a contract with a local transportation company to provide transit services within Summit County for elderly and handicapped persons. Expenses under this contract amounted to \$807,710 and \$611,026 in 2014 and 2013, respectively. All passenger fares related to these transit services are collected by the Authority and recorded as revenue.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

6. EMPLOYEE RETIREMENT PLANS

The Authority participates in the Ohio Public Employees Retirement System.

- A. Ohio Public Employees Retirement System (OPERS) administers three separate pension plans as described below:
 - 1. The Traditional Pension Plan - a cost sharing, multiple-employer defined benefit pension plan.
 - 2. The Member-Directed Plan - a defined contribution plan in which the member invests both member and employer contributions (employer contributions vest over five years at 20% per year). Under the Member-Directed Plan, members accumulate retirement assets equal to the value of member and (vested) employer contributions plus any investment earnings.
 - 3. The Combined Plan - a cost sharing, multiple-employer defined benefit pension plan. Under the Combined Plan, OPERS invests employer contributions to provide a formula retirement benefit similar in nature to, but less than, the Traditional Pension Plan benefit. Member contributions, the investment of which is self-directed by the members, accumulate retirement assets in a manner similar to the Member-Directed Plan.
- B. OPERS provides retirement, disability, survivor and death benefits and annual cost-of living adjustments to members of the Traditional Pension and Combined Plans. Members of the Member-Directed Plan do not qualify for ancillary benefits.
- C. Authority to establish and amend benefits is provided in Chapter 145 of the Ohio Revised Code.
- D. OPERS issues a stand-alone financial report. Interested parties may obtain a copy by visiting <https://www.opers.org/investments/cafr.shtml>, by writing to OPERS, 277 East Town Street, Columbus, OH 43215-4642, or by calling 614-222-5601 or 800-222-7377.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

6. EMPLOYEE RETIREMENT PLANS (Continues)

- E. The Ohio Revised Code provides statutory authority for member and employer contributions. For 2014, member and employer contribution rates were consistent across all three plans. Members in the state and local divisions may participate in all three plans.
- F. The 2014 member contribution rates were 10.00% of covered payroll for members in state and local classifications. The 2014 employer contribution rate for state and local employers was 14.00% of covered payroll.
- G. The Authority's required contributions for pension obligations to the traditional and combined plans for the years ended December 31, 2014, 2013 and 2012 were \$2,842,384 \$2,698,106 and \$2,180,303, respectively. The full amount has been contributed for 2013 and 2012. Ninety-two (92%) percent of the 2014 contribution has been made and the remaining eight (8%) balance was due in 2015. There were no contributions to the member-directed plan for 2014 or 2013.
- H. In June 2012, the Governmental Accounting Standards Board (GASB) issued GASB Statement No. 68, Accounting and Financial Reporting for Pensions. This accounting standard replaces GASB Statement 27, and it is effective for employer fiscal years beginning after June 15, 2014.

7. POST EMPLOYMENT BENEFITS

A. Plan Description

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.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

7. POST EMPLOYMENT BENEFITS (Continues)

OPERS maintains a cost-sharing multiple employer defined benefit post-employment health care plan, which includes a medical plan, prescription drug program and Medicare Part B premium reimbursement, to qualifying members of both the Traditional Pension and the Combined plans. Members of the Member-Directed Plan do not qualify for ancillary benefits, including post-employment health care coverage.

In order to qualify for post-employment health care coverage, age-and-service retirees under the Traditional Pension and Combined plans must have 10 or more years of qualifying Ohio service credit. Health care coverage for disability benefit recipients and qualified survivor benefit recipients is available. The health care coverage provided by OPERS meets the definition of an Other Post Employment Benefit (OPEB) as described in GASB Statement 45.

The Ohio Revised Code permits, but does not mandate, OPERS to provide the OPEB Plan to its eligible members and beneficiaries. Authority to establish and amend the OPEB Plan is provided in Chapter 145 of the Ohio Revised Code.

OPERS issues a stand-alone financial report. Interested parties may obtain a copy by visiting <https://www.opers.org/investments/cafr.shtml>, by writing to OPERS, 277 East Town Street, Columbus, OH 43215-4642, or by calling 614-222-5601 or 800-222-7377

B. Funding Policy

The Ohio Revised Code provides the statutory authority requiring public employers to fund post retirement health care coverage through their contributions to OPERS. A portion of each employer's contribution to OPERS is set aside for the funding of post retirement health care coverage.

Employer contribution rates are expressed as a percentage of the covered payroll of active members. In 2014 and 2013, state and local employers contributed at a rate of 14.00% of covered payroll.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

7. POST EMPLOYMENT BENEFITS (Continues)

OPERS' Post Employment Health Care plan was established under, and is administrated in accordance with, Internal Revenue Code 401(h). Each year, the OPERS Board of Trustees determines the portion of the employer contribution rate that will be set aside for funding of post employment health care benefits.

The portion of employer contributions allocated to health care for members in the Traditional Plan was 1.0% during calendar year 2013. The portion of employer contributions allocated to health care for members in the Combined Plan was 1.0% during calendar year 2013. These are the maximum employer contribution rates permitted by the Ohio Revised Code. Active members do not make contributions to the OPEB Plan.

Effective January 1, 2014, the portion of employer contributions allocated to healthcare was raised to 2 percent for both plans, as recommended by the OPERS Actuary. The OPERS Board of Trustees is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care benefits provided. Payment amounts vary depending on the number of covered dependents and the coverage selected.

C. Information from employer's records

The rates stated in Section B, above, are the contractually required contribution rates for OPERS.

The Authority's contributions allocated to fund postemployment healthcare benefits for the years ended December 31, 2014, 2013 and 2012 were \$202,946, \$172,645, and \$872,060 respectively. The full amount has been contributed for 2013 and 2012. Ninety-two (92%) percent of the 2014 contribution has been made and the remaining eight (8%) balance was due in 2015.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

7. POST EMPLOYMENT BENEFITS (Continues)

D. OPERS Board of Trustees Adopt Changes to the Health Care Plan

Changes to the health care plan were adopted by the OPERS Board of Trustees on September 19, 2012, with a transition plan commencing January 1, 2014. With the recent passage of pension legislation under SB 343 and the approved health care changes, OPERS expects to be able to consistently allocate 4.0% of the employer contributions toward the health care fund after the end of the transition period.

8. FEDERAL AND STATE GRANTS, REIMBURSEMENTS AND SPECIAL FARE ASSISTANCE

Grants, reimbursements and special fare assistance in the statements of revenues and expenses for the years ended December 31, 2014 and 2013, consist of the following:

	<u>2014</u>	<u>2013</u>
FEDERAL:		
FTA Maintenance and Other Assistance	\$ 4,826,204	\$ 4,718,920
FTA Capital Contribution	9,054,483	9,837,865
Total	<u>\$ 13,880,687</u>	<u>\$ 14,556,785</u>
STATE:		
ODOT Other Assistance	53,939	-
ODOT Fuel Tax Reimbursement	197,284	218,943
Total	<u>\$ 251,223</u>	<u>\$ 218,943</u>

9. RISK MANAGEMENT

Since December 31, 1994, the Authority has been a member of the Ohio Transit Risk Pool (OTRP), a joint self-insurance pool, created pursuant to Section 2744.081 of the Ohio Revised Code. OTRP has been in existence since 1994 and operates pursuant to By-Laws and a Board of Trustees. OTRP provides self-insurance through risk retention and the group purchase of property and liability coverage from A-rated, or greater, commercial carriers.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

9. RISK MANAGEMENT (Continues)

During the loss year of 2014, OTRP provided to the Authority commercial property coverage with limits of \$200,000,000. The pool retained the first \$100,000 of these losses. For auto-physical damage the pool provided \$50,000,000 in coverage and retained \$250,000. For crime the pool provided \$4,000,000 in coverage. METRO's deductible for property coverage is \$1,000 except for physical damage which was \$25,000. For Auto Liability, General Liability, E&O and EBL the pool provided \$10,000,000. For each of these lines the pool retained \$1,000,000 per occurrence. METRO's deductible for all liability claims was \$5,000 for 2013 and 2014.

OTRP provides to the Treasurer of the Authority a bond as is required by Ohio law.

As of January 1, 2014, the Authority has met all obligations to OTRP. The Authority pays OTRP through an initial contribution for purchased insurance and quarterly payments for their self-insured loss and administrative costs. The Authority's contribution percentage for 2014 it was 26.576%. In 2013 it was 28.755%.

The Authority continues to carry commercial insurance for all other risks of loss, including workers' compensation and employee health and accident insurance. There has not been a reduction in coverage from the prior year and claims have not exceeded the coverage in any of the past three years.

The Authority pays the State Worker's Compensation System a premium based on a rate per \$100 of salaries. The Authority's contributions allocated to fund Worker's Compensation benefits for the years ended December 31, 2014, 2013 and 2012 were \$621,697, \$706,430 and \$711,510 respectively. The full amount has been contributed for those years.

10. CONTINGENCIES

The Authority received financial assistance from federal and state agencies in the form of grants. The disbursement of funds received under these grants requires compliance with terms and conditions specified in the grant agreements. These grants are subject to audit by the grantor agencies and disallowed claims resulting from these audits could become a liability of the Authority.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

10. CONTINGENCIES (Continues)

At December 31, 2014, 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 the Authority's management, no material grant expenditures will be disallowed.

11. SUBSEQUENT EVENTS/PENDING LITIGATION

The Authority has evaluated subsequent events for potential recognition and/or disclosure through the date of the financial statements. Management believes that any ongoing litigation in the normal course of business will not materially affect the Authority's financial results or financial position.

12. FUEL PRICING MANAGEMENT PROGRAM

Pursuant to Ohio Revised Code sections 9.835 (A), (B) and (C) and Section 135.14, the Authority utilizes futures contracts and commodity swaps to manage the volatility of fuel costs. These techniques are traditional used to limit exposure to price fluctuations. Management recognized that fluctuations in fuel process could have a negative impact on the Authority's financial affairs. Accordingly, the Authority has utilized futures contracts and firm-fixed price contracts to offset against price volatility of diesel fuel in accordance with the Authority's Energy Price Risk Management Policy established by the Board of Trustees. These transactions are completely separate from the physical fuel purchase transactions. For the years ending December 31, 2014 and 2013 a loss of \$36,457 and gain of \$21,481 were recognized against the diesel fuel expense. On December 31, 2014 the open contract for 2015 had \$435,320 of unrealized loss. The gain or loss amount realized will change based on the market price at the time of contract settlement. There is no debt associated with these contracts. There are no open contracts beyond 2015.

METRO REGIONAL TRANSIT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

For the Years Ended December 31, 2014 and 2013

13. PRIOR PERIOD ADJUSTMENT

During 2014, the estimate for sales tax receivable was re-evaluated. An adjustment was made to the 2013 net position to increase by \$1,232,642. The following was the effect on net position for 2013:

Net Position 2013	\$116,878,614
Sales Tax Adjustment	<u>1,232,642</u>
Net Position 2013, adjusted	\$118,111,256

Statistical Section



This page intentionally left blank.

Statistical Section – 2014

The Statistical Section includes Financial Trend Information, Revenue Capacity Information, Operating Information, Debt Capacity Information, and Demographic and Economic Information.

Financial Trends and Revenue Capacity pages 45 - 54

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

Debt Capacity page 55

These schedules indicate the Authority's debt service.

Economic and Demographic Information pages 56 - 58

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

Operating Information pages 59 - 62

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.

Financial Trend Information

2014
(Unaudited)

Table 1 – Net Position

Table 2 – Changes in Net Position

Table 3 – Revenues and Operating Assistance –
Comparison to Industry Trend Data

Table 4 – Operating Expenses –
Comparison to Industry Trend Data

Table 5 – Passenger Fares vs. Operating Expenses (Graph)

Table 6 – Sales Tax: Comparison to other Regional Transit
Authorities in Ohio

METRO Regional Transit Authority

NET POSITION BY COMPONENT FOR THE LAST TEN FISCAL YEARS

(Unaudited)

TABLE 1

	2014	2013	2012	2011	2010
NET POSITION					
Net Investment in capital assets	\$ 85,936,603	\$ 77,054,974	\$ 70,595,408	\$ 59,730,829	\$ 55,228,863
Unrestricted (Deficits)	45,797,451	41,056,282	34,217,925	25,266,420	17,872,667
TOTAL NET POSITION	<u>\$ 131,734,054</u>	<u>\$ 118,111,256</u>	<u>\$ 104,813,333</u>	<u>\$ 84,997,249</u>	<u>\$ 73,101,530</u>
NET POSITION					
Net Investment in capital assets	\$ 49,737,003	\$ 47,352,867	\$ 37,831,113	\$ 38,662,489	\$ 39,524,117
Unrestricted (Deficits)	16,062,506	7,952,567	3,723,849	4,891,107	5,422,392
TOTAL NET POSITION	<u>\$ 65,799,509</u>	<u>\$ 55,305,434</u>	<u>\$ 41,554,962</u>	<u>\$ 43,553,596</u>	<u>\$ 44,946,509</u>

Source: METRO's audited annual financial statements

METRO Regional Transit Authority

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE LAST TEN FISCAL YEARS (Unaudited)

TABLE 2

	2014	2013	2012	2011	2010
OPERATING REVENUES:					
Passenger fares	\$ 4,941,683	\$ 4,998,875	4,846,581	4,207,746	4,004,439
Charter revenue	-	-	-	-	-
Advertising and concessions	443,133	451,535	405,113	398,486	363,317
TOTAL OPERATING REVENUE	\$ 5,384,816	\$ 5,450,410	5,251,694	4,606,232	4,367,756
OPERATING EXPENSES					
Labor	\$ 19,024,350	\$ 17,836,348	16,649,367	15,729,019	14,808,947
Fringe benefits	10,086,226	9,886,508	10,108,654	10,490,896	9,359,814
Materials and supplies	5,745,162	6,041,098	6,259,905	6,083,212	5,676,943
Services	2,712,750	2,198,643	2,349,651	2,320,702	2,331,548
Utilities	691,099	539,188	539,714	582,260	573,273
Casualty and liability	1,268,181	1,163,565	1,099,473	1,166,261	1,264,872
Taxes	194,698	228,390	273,560	276,498	250,354
Purchased transportation service	807,710	611,026	834,256	1,374,797	1,209,177
Miscellaneous	413,348	453,314	467,333	401,032	441,111
TOTAL OPERATING EXPENSES					
BEFORE DEPRECIATION EXPENSE	\$ 40,943,524	\$ 38,958,080	38,581,913	38,424,677	35,916,039
OPERATING LOSS					
BEFORE DEPRECIATION EXPENSE	\$ (35,558,708)	\$ (33,507,670)	(33,330,219)	(33,818,445)	(31,548,283)
Depreciation expense	9,231,103	8,513,768	6,920,312	6,397,734	6,237,556
OPERATING LOSS	\$ (44,789,811)	\$ (42,021,438)	(40,250,531)	(40,216,179)	(37,785,839)
NON-OPERATING REVENUES (EXPENSES)					
Sales tax revenue	\$ 43,346,649	\$ 39,769,341	39,686,825	36,279,210	34,521,101
Federal operating grants and reimbursements	4,826,204	4,718,920	5,962,190	5,998,391	4,123,465
State operating grants and special fare assistance	251,223	218,943	260,230	629,962	829,767
Student fare and other assistance	545,528	434,480	487,357	852,768	1,099,910
Investment loss	0	0	0	0	0
Interest income	102,124	35,095	73,074	92,127	55,230
Interest expense	(3,350)	(10,250)	(15,000)	(19,234)	(24,072)
Gain (Loss) from disposal of assets	26,883	46,064	(75,107)	54,422	6,990
Other	262,865	473,903	562,911	366,555	441,795
NON-OPERATING REVENUES/EXPENSES - NET	\$ 49,358,126	\$ 45,686,496	46,942,480	44,254,201	41,054,186
CAPITAL CONTRIBUTIONS					
Capital Grant Contributions	\$ 9,054,483	\$ 9,837,865	12,919,135	7,583,812	6,059,733
CHANGE IN NET POSITION	\$ 13,622,798	\$ 13,502,923	19,611,084	11,621,834	9,328,080
Net Position, Beginning Balance	118,111,256	104,608,333	84,997,249	73,101,530	65,799,509
Prior Period Adjustment	0	0	-	273,885	(2,026,059)
Net Position, Ending Balance	\$ 131,734,054	\$ 118,111,256	104,608,333	84,997,249	73,101,530

Source: METRO's audited annual financial statements

METRO Regional Transit Authority

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE LAST TEN FISCAL YEARS (Unaudited)

TABLE 2 (continued)

	2009	2008	2007	2006	2005
OPERATING REVENUES:					
Passenger fares	3,758,642	\$ 3,867,029	3,696,452	3,470,873	3,514,296
Charter revenue	-	-	9,731	11,452	94,133
Advertising and concessions	275,014	266,370	359,479	353,961	306,435
TOTAL OPERATING REVENUE	4,033,656	\$ 4,133,399	4,065,662	3,836,286	3,914,864
OPERATING EXPENSES					
Labor	14,424,006	\$ 12,809,410	12,814,016	12,695,931	12,599,824
Fringe benefits	8,463,897	8,086,016	7,451,164	7,048,865	7,479,976
Materials and supplies	5,405,463	5,519,828	4,567,606	4,529,963	3,561,216
Services	2,342,761	1,307,801	1,342,851	1,069,850	1,131,184
Utilities	582,685	536,138	468,205	652,651	536,629
Casualty and liability	975,060	850,567	1,309,673	1,066,711	1,225,109
Taxes	229,918	218,819	221,687	196,644	181,661
Purchased transportation service	1,057,824	1,147,559	1,143,753	1,061,558	1,076,844
Miscellaneous	355,603	305,665	174,336	178,361	169,364
TOTAL OPERATING EXPENSES					
BEFORE DEPRECIATION EXPENSE	33,837,217	\$ 30,781,803	29,493,291	28,500,534	27,961,807
OPERATING LOSS					
BEFORE DEPRECIATION EXPENSE	(29,803,561)	\$ (26,648,404)	(25,427,629)	(24,664,248)	(24,046,943)
Depreciation expense	6,446,278	5,937,844	4,842,469	5,704,175	6,504,003
OPERATING LOSS	(36,249,839)	\$ (32,586,248)	\$ (30,270,098)	\$ (30,368,423)	\$ (30,550,946)
NON-OPERATING REVENUES (EXPENSES)					
Sales tax revenue	33,616,287	\$ 25,052,152	18,503,004	18,144,910	17,929,848
Federal operating grants and reimbursements	3,655,202	4,548,257	4,570,868	4,507,059	4,556,093
State operating grants and special fare assistance	1,003,295	1,017,883	1,076,387	1,079,041	1,327,249
Student fare and other assistance	1,033,958	878,272	825,967	1,082,313	1,031,175
Investment loss	0	0	0	0	(37,568)
Interest income	14,130	110,763	176,229	235,685	130,247
Interest expense	(19,050)	(44,784)	(44,556)	(55,596)	(65,652)
Gain (Loss) from disposal of assets	22,533	8,809	2,849	24,580	8,977
Other	310,553	252,897	170,428	204,136	95,132
NON-OPERATING REVENUES/EXPENSES - NET	39,636,908	\$ 31,824,249	\$ 25,281,176	\$ 25,222,128	\$ 24,975,501
CAPITAL CONTRIBUTIONS					
Capital Grant Contributions	7,107,006	\$ 10,742,855	2,808,870	3,753,382	2,714,674
CHANGE IN NET POSITION	10,494,075	\$ 9,980,856	(2,180,052)	(1,392,913)	(2,860,771)
Net Position, Beginning Balance	55,305,434	41,554,962	43,553,596	47,807,280	50,668,051
Prior Period Adjustment	0	0	0	0	0
Net Position, Ending Balance	65,799,509	\$ 55,305,434	41,373,544	43,553,596	47,807,280

Source: METRO's audited annual financial statements

METRO Regional Transit Authority

Revenue and Operating Assistance - Comparison to Industry Trend Data

Last Ten Years

(Unaudited)

TABLE 3

TRANSPORTATION INDUSTRY (1):

<u>YEAR</u>	<u>OPERATING AND OTHER REVENUE</u>			<u>OPERATING ASSISTANCE</u>			<u>TOTAL</u>	<u>TOTAL REVENUES</u>
	<u>PASSENGER</u>	<u>OTHER (2)</u>	<u>TOTAL</u>	<u>LOCAL</u>	<u>STATE</u>	<u>FEDERAL</u>		
2005	32.4%	15.7%	48.1%	21.0%	23.6%	7.3%	51.9%	100.0%
2006	33.2%	15.2%	48.4%	21.1%	22.8%	7.7%	51.6%	100.0%
2007	31.4%	6.5%	37.9%	31.0%	23.6%	7.5%	62.1%	100.0%
2008	31.3%	6.4%	37.7%	29.5%	25.8%	7.0%	62.3%	100.0%
2009	31.5%	5.8%	37.4%	29.0%	25.3%	8.2%	62.6%	100.0%
2010	32.1%	5.4%	37.5%	28.1%	25.0%	9.4%	62.5%	100.0%
2011	32.8%	4.9%	37.7%	28.2%	24.3%	9.8%	62.3%	100.0%
2012	32.5%	4.6%	37.1%	28.4%	25.6%	8.9%	62.9%	100.0%
2013 *								
2014 *								

METRO Regional Transit Authority

<u>YEAR</u>	<u>OPERATING AND OTHER REVENUE</u>			<u>OPERATING ASSISTANCE</u>			<u>TOTAL</u>	<u>TOTAL REVENUES</u>
	<u>PASSENGER</u>	<u>OTHER (2)</u>	<u>TOTAL</u>	<u>LOCAL</u>	<u>STATE</u>	<u>FEDERAL</u>		
2005	12.1%	2.0%	14.2%	65.5%	4.6%	15.7%	85.8%	100.0%
2006	11.9%	2.8%	14.7%	66.1%	3.7%	15.5%	85.3%	100.0%
2007	12.6%	2.4%	15.0%	65.8%	3.7%	15.6%	85.0%	100.0%
2008	10.7%	1.8%	12.5%	72.0%	2.8%	12.6%	87.5%	100.0%
2009	8.6%	1.4%	10.0%	79.4%	2.3%	8.4%	90.0%	100.0%
2010	8.8%	1.9%	10.7%	78.4%	1.8%	9.1%	89.3%	100.0%
2011	8.6%	1.8%	10.4%	76.1%	1.3%	12.3%	89.6%	100.0%
2012	9.3%	2.0%	11.3%	76.8%	0.5%	11.4%	88.7%	100.0%
2013	10.0%	1.9%	12.0%	78.1%	0.4%	9.5%	88.0%	100.0%
2014	8.8%	1.4%	10.3%	80.6%	0.4%	8.6%	89.7%	100.0%

(1) Source: The American Public Transit Association, "APTA 2014 Transit Fact Book - Table 85"

(2) Includes auxiliary transportation revenues, interest, and other non-transportation revenues

* Information not available

METRO Regional Transit Authority

Operating Expenses - Comparison to Industry Trend Data

Last Ten Years
(Unaudited)

TABLE 4

TRANSPORTATION INDUSTRY (1):

<u>Year</u>	<u>Labor & Fringes</u>	<u>Material & Supplies</u>	<u>Services</u>	<u>Utilities</u>	<u>Casualty & Liability</u>	<u>Purchased Transportation</u>	<u>Other</u>	<u>Total Expenses</u>
2005	66.9%	10.1%	5.8%	3.2%	2.5%	13.8%	-2.3%	100.0%
2006	66.1%	11.3%	5.9%	3.2%	2.5%	13.4%	-2.4%	100.0%
2007	65.8%	11.6%	6.1%	3.4%	2.4%	13.0%	-2.3%	100.0%
2008	63.9%	12.8%	6.3%	3.4%	2.2%	13.7%	-2.3%	100.0%
2009	64.8%	11.3%	6.6%	3.5%	2.3%	14.0%	-2.5%	100.0%
2010	65.2%	10.7%	6.6%	3.4%	2.6%	13.8%	-2.3%	100.0%
2011	65.0%	11.4%	6.6%	3.3%	2.6%	13.3%	-2.2%	100.0%
2012	64.0%	11.7%	6.9%	3.2%	2.2%	13.8%	-1.8%	100.0%
2013 *								
2014 *								

METRO Regional Transit Authority (2)

<u>Year</u>	<u>Labor & Fringes</u>	<u>Material & Supplies</u>	<u>Services</u>	<u>Utilities</u>	<u>Casualty & Liability</u>	<u>Purchased Transportation</u>	<u>Other</u>	<u>Total Expenses</u>
2005	71.6%	12.7%	4.0%	1.9%	4.4%	3.8%	1.6%	100.0%
2006	69.3%	15.7%	3.8%	2.3%	3.7%	3.7%	1.5%	100.0%
2007	68.6%	15.5%	4.5%	1.6%	4.4%	3.9%	1.5%	100.0%
2008	67.8%	17.9%	4.2%	1.7%	2.8%	3.7%	1.9%	100.0%
2009	67.6%	16.0%	6.9%	1.7%	2.9%	3.1%	1.8%	100.0%
2010	67.2%	15.8%	6.5%	1.6%	3.5%	3.4%	2.0%	100.0%
2011	68.2%	15.8%	6.0%	1.5%	3.0%	3.6%	1.8%	100.0%
2012	69.3%	16.2%	6.1%	1.4%	2.8%	2.2%	2.0%	100.0%
2013	71.1%	15.5%	5.6%	1.4%	3.0%	1.6%	1.8%	100.0%
2014	71.1%	14.0%	6.6%	1.7%	3.1%	2.0%	1.5%	100.0%

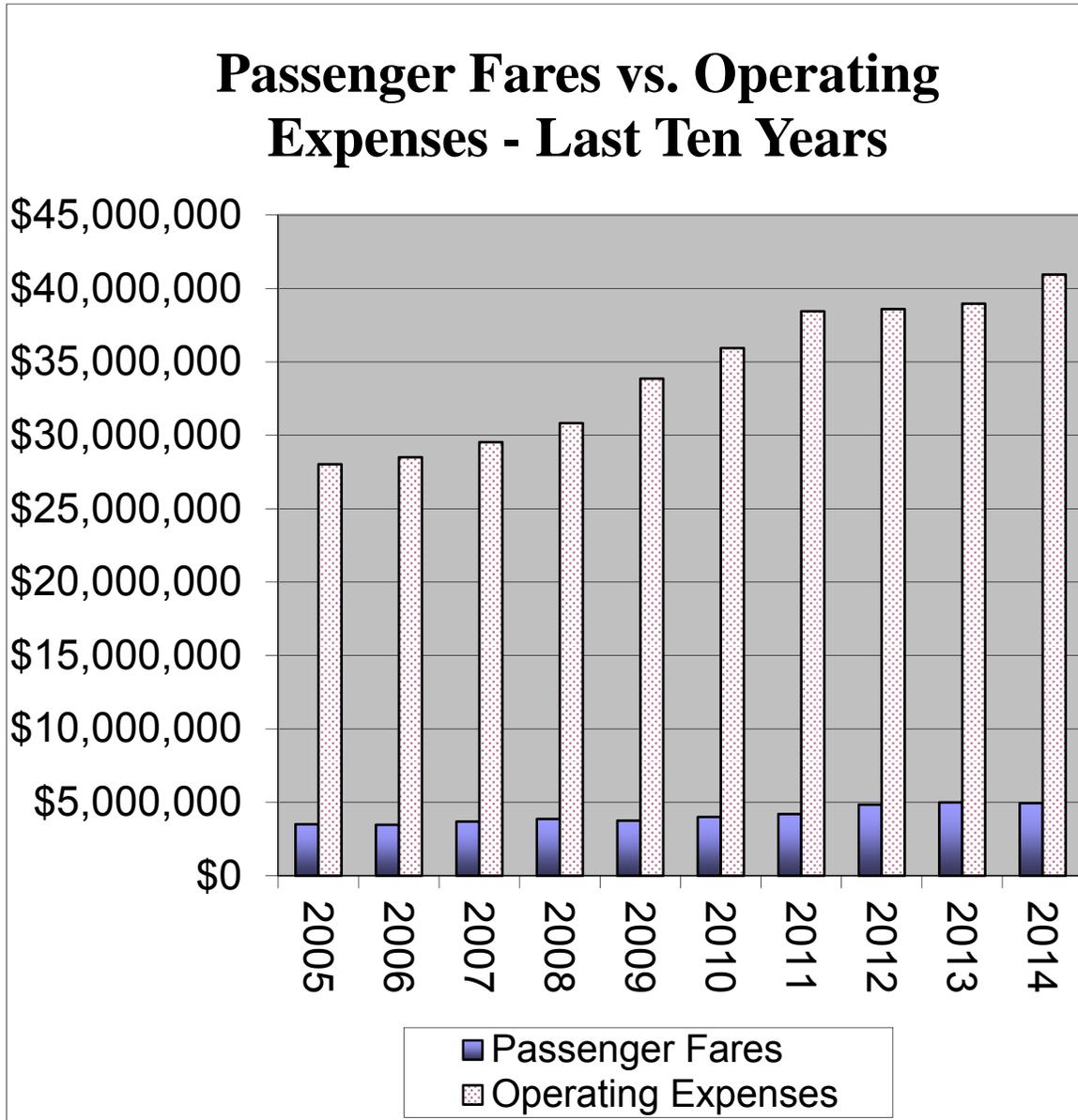
(1) Source: The American Public Transit Association, "APTA 2014 Transit Fact Book - Table 69"

(2) Source: METRO's annual financial audited statements

* Information not available

METRO Regional Transit Authority

TABLE 5



METRO Regional Transit Authority

Sales Tax - Comparison to other Regional Transit Authorities in Ohio

Last Ten Years
(Unaudited)

TABLE 6

System	Rate	Date Imposed	2005	2006	2007	2008*	2009	2010	2011	2012	2013	2014
GCRTA	1.00%	Oct 1, 1975	167,165,307	169,262,438	173,161,230	170,707,698	155,282,828	163,220,649	173,242,328	181,219,251	189,630,644	197,118,145
COTA	0.50%	Jan 1, 2008	44,741,979	46,371,674	47,598,995	88,246,021	87,819,553	91,961,890	97,952,515	104,479,130	110,049,661	114,310,238
Laketran	0.25%	Aug 1, 1988	7,552,509	7,728,333	7,913,161	7,744,815	7,157,306	7,240,999	7,665,538	7,843,548	8,142,460	8,500,479
WRTA	0.25%	Apr 1, 2009					4,167,214	6,732,485	7,343,527	7,590,580	7,886,661	8,358,590
GDRTA	0.50%	Jul 1, 1980	32,923,985	32,363,030	32,185,370	32,149,806	29,341,697	30,150,943	32,759,617	34,312,875	35,290,373	36,771,641
PARTA	0.25%	Feb 1, 2002	3,412,879	3,583,445	3,705,852	3,775,726	3,608,868	3,914,537	4,080,738	4,319,281	4,496,596	4,859,656
SARTA	0.25%	Jul 1, 1997	11,287,333	11,525,065	11,785,691	11,696,465	10,410,581	11,016,628	11,720,027	12,401,259	12,954,397	13,555,026
METRO	0.50%	Jul 1, 2008	17,749,845	17,989,459	18,306,155	24,848,457	32,829,001	34,194,603	35,842,081	37,713,252	39,320,306	42,168,538

Source: Figures shown are from records of the Revenue Accounting Division of the Ohio Department of Taxation

Note: These figures are net of the 1% administration fee.

These amounts are based on month sales tax collected, the distribution occurs two months following the collection month.

Numbers are on a cash basis.

* COTA increased the sales tax percent from .25% to .50% on January 1, 2008

* METRO increased the sales tax percent from .25% to .50% on July 1, 2008

Revenue Capacity Information

2014
(Unaudited)

Table 7 – Revenues by Source

Table 8 – Revenues by Source (Graph)

Table 9 – Expenses by Object Class

METRO Regional Transit Authority

Revenues by Source - Last Ten Years

(Unaudited)

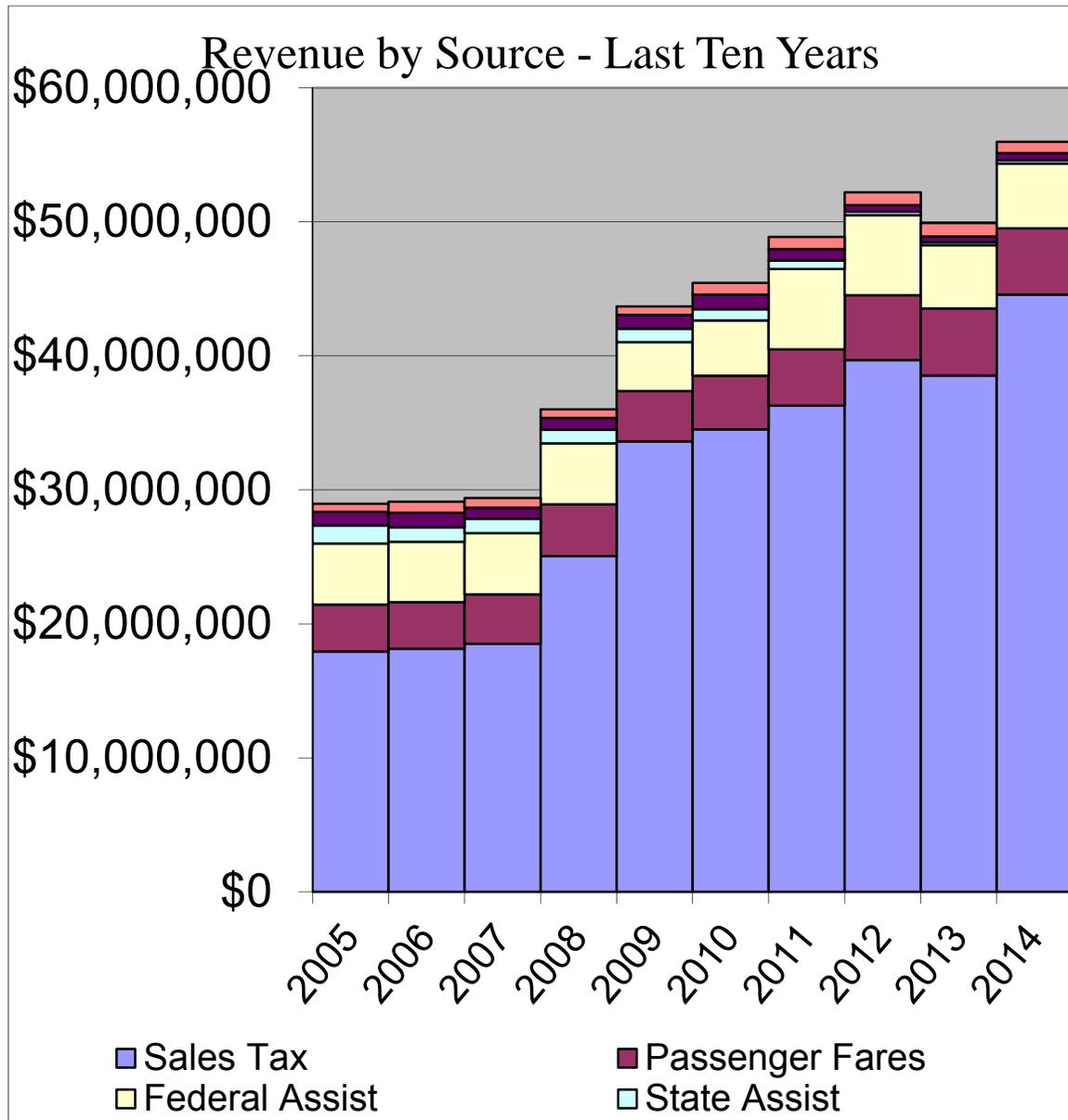
TABLE 7

Operating Revenues	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Passengers Fares	\$3,514,296	\$3,470,873	\$3,696,452	\$3,867,029	\$3,758,642	\$4,004,439	\$4,207,746	\$4,846,581	\$4,998,875	\$4,941,683
Charter Fares	94,133	11,452	9,731	0	0	0	0	0	0	0
Advertising	306,435	353,961	359,479	266,370	275,014	363,317	398,486	405,113	451,535	443,133
Total operating revenues	3,914,864	3,836,286	4,065,662	4,133,399	4,033,656	4,367,756	4,606,232	5,251,694	5,450,410	5,384,816
Non-operating Revenues										
Sales Tax revenue	17,929,848	18,144,910	18,503,004	25,052,152	33,616,287	34,521,101	36,279,210	39,686,825	39,769,341	43,346,649
Federal grants	4,556,093	4,507,059	4,570,868	4,548,257	3,655,202	4,123,465	5,998,391	5,962,190	4,718,920	4,826,204
State grants	1,327,249	1,079,041	1,076,387	1,017,883	1,003,295	829,767	629,962	260,230	218,943	251,223
Student fares assistance	1,031,175	1,082,313	825,967	878,272	1,033,958	1,099,910	852,768	487,357	434,480	545,528
Interest income	92,679	235,685	176,229	110,763	14,130	55,230	92,127	73,074	35,095	102,124
Gain (loss) from disposal of assets	8,977	24,580	2,849	8,809	22,533	6,990	54,422	(75,107)	46,064	26,883
Other non-transportation revenue	95,132	204,136	170,428	252,897	310,553	441,795	366,555	562,911	473,903	262,865
Total non-operating revenues	25,041,153	25,277,724	25,325,732	31,869,033	39,655,958	41,078,258	44,273,435	46,957,480	45,696,746	49,361,476
Total Revenues	\$28,956,017	\$29,114,010	\$29,391,394	\$36,002,432	\$43,689,614	\$45,446,014	\$48,879,667	\$52,209,174	\$51,147,156	\$54,746,292

Source: METRO's independently audited annual financial statements

METRO Regional Transit Authority

TABLE 8



METRO Regional Transit Authority

Expenses by Object Class - Last Ten years (Unaudited)

TABLE 9

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Operating Expenses										
Labor	\$12,599,824	\$12,695,931	\$12,814,016	\$12,809,410	\$14,424,006	\$14,808,947	\$15,729,019	\$16,649,367	\$17,836,348	\$19,024,350
Fringe Benefits	7,479,976	7,048,865	7,451,164	8,086,016	8,463,897	9,359,814	10,490,896	10,108,654	9,886,508	10,086,226
Materials and Supplies	3,561,216	4,529,963	4,567,606	5,519,828	5,405,463	5,676,943	6,083,212	6,259,905	6,041,098	5,745,162
Services	1,131,184	1,069,850	1,342,851	1,307,801	2,342,761	2,331,548	2,320,702	2,349,651	2,198,643	2,712,750
Utilities	536,629	652,651	468,205	536,138	582,685	573,273	582,260	539,714	539,188	691,099
Casualty and Liability	1,225,109	1,066,711	1,309,673	850,567	975,060	1,264,872	1,166,261	1,099,473	1,163,565	1,268,181
Taxes	181,661	196,644	221,687	218,819	229,918	250,354	276,498	273,560	228,390	194,698
Purchased Transportation	1,076,844	1,061,558	1,143,753	1,147,559	1,057,824	1,209,177	1,374,797	834,256	611,026	807,710
Interest Expense	65,652	55,596	44,556	44,784	19,050	24,072	19,234	15,000	10,250	3,350
Miscellaneous	169,364	178,361	174,336	305,665	355,603	441,111	401,032	467,333	453,314	413,348
Total	28,027,459	28,556,130	29,537,847	30,826,587	33,856,267	35,940,111	38,443,911	38,596,913	38,968,330	40,946,874
Depreciation	6,203,140	5,704,175	4,842,469	5,937,844	6,446,278	6,237,556	6,397,734	6,920,312	8,513,768	9,231,103
Total Expenses	\$34,230,599	\$34,260,305	\$34,380,316	\$36,764,431	\$40,302,545	\$42,177,667	\$44,841,645	\$45,517,225	\$47,482,098	\$50,177,977

Source: METRO's audited annual financial statements

Debt Capacity Information

2014
(Unaudited)

Table 10 – Debt Service

METRO Regional Transit Authority

Debt Service

(Unaudited)

Table 10

YEAR	GENERAL OBLIGATION BONDS (1)	POPULATION (3)	TOTAL PERSONAL INCOME (4)	PERCENTAGE OF PERSONAL INCOME	BOND DEBT PER CAPITA
2005	1,782,029 (2)	545,347	18,746,168	0.010%	\$3.27
2006	1,005,000	545,931	19,596,752	0.005%	\$1.84
2007	650,000	543,899	20,912,796	0.003%	\$1.20
2008	570,000	542,562	21,687,810	0.003%	\$1.05
2009	485,000	542,405	20,763,083	0.002%	\$0.89
2010	395,000	541,786	21,160,681	0.002%	\$0.73
2011	300,000	541,227	22,205,788	0.001%	\$0.55
2012	205,000	540,811	23,257,941	0.001%	\$0.38
2013	105,000	541,824	23,853,334	0.000%	\$0.19
2014	0	541,943	*	*	\$0.00

(1) Total principal due on all outstanding debt.

(2) In 2003 METRO entered into a no interest loan agreement with the State of Ohio, Department of Transportation for a State Infrastructure Bank (SIB) loan of \$442,029 which was paid in full in 2005.

(3) U.S. Bureau of Census, Bureau of Labor Statistics, Population for Summit County, Ohio

(4) U. S. Bureau of Economic Analysis, Total Personal Income (TPI) estimates are in thousands of dollars, not adjusted for inflation

* = Not Available

Demographic & Economic Information

2014
(Unaudited)

Table 11 – Demographic Statistics

Table 12 – Personal Income (graph)

Table 13 – Largest Employers

METRO Regional Transit Authority

Demographic Statistics

Last Ten Years
(Unaudited)

TABLE 11

<u>Year</u>	<u>Population</u> (1)	<u>Per Capita Income</u> (2)	<u>Personal Income</u> (2)	<u>K - 12 School Enrollment</u> (3)	<u>Unemployment Rate</u> (4)
2005	545,347	34,822	18,746,168	83,231	5.7%
2006	545,931	36,698	19,596,752	82,122	5.2%
2007	543,899	38,423	20,912,796	80,682	5.4%
2008	542,562	39,932	21,687,810	80,598	6.2%
2009	542,405	38,299	20,763,083	75,791	9.8%
2010	541,652	39,079	21,160,681	76,073	10.0%
2011	541,227	41,135	22,205,788	73,414	8.5%
2012	540,811	43,006	23,257,941	75,084	6.8%
2013	541,824	44,024	23,853,334	74,283	6.9%
2014	541,943	*	*	*	5.8%

Note: All information is presented for Summit County, Ohio

Personal Income (\$000)

Sources: (1) U.S. Bureau of Census, Bureau of Labor Statistics

(2) Bureau of Economic Analysis

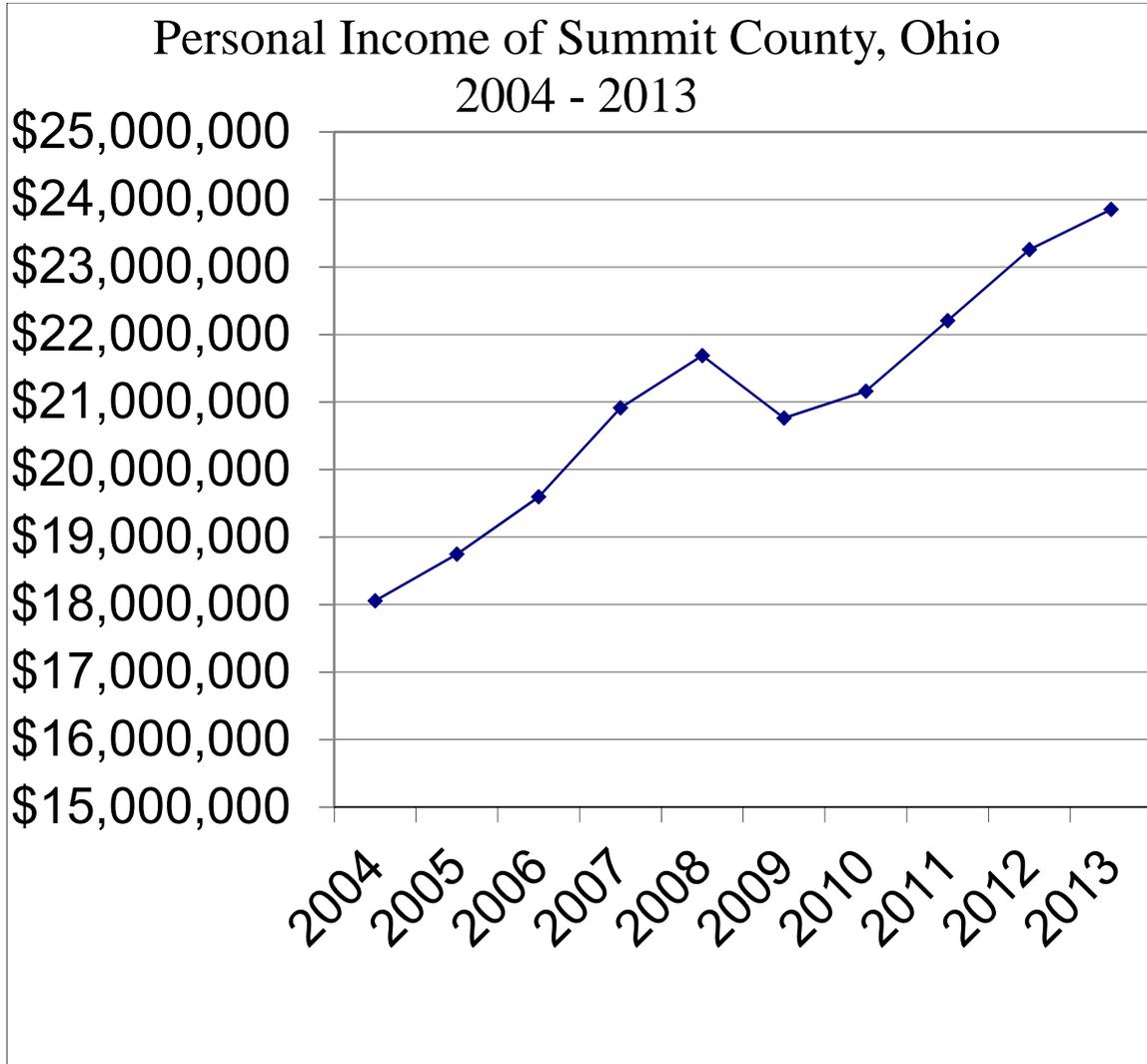
(3) Ohio Department of Education - enrollment data

(4) Bureau of Labor Statistics

* Information not available

METRO Regional Transit Authority

TABLE 12



Source: Bureau of Economic Analysis

Note: Personal Income (\$000)

2013 is the last year data is available

METRO Regional Transit Authority

Summit County, Ohio - Largest Employers

(Unaudited)

TABLE 13

Company/Organization	2005	2007	2009	2010	2011	2012	2013	
	Employees	Percent of Total County						
Summa Health System	3,650	6,104	10,000	6,926	6,938	6,959	7,403	2.9%
Akron General Health System	**	4,263	4,277	3,838	3,698	3,879	3,639	1.4%
Akron School District	3,000	3,050	3,095	3,385	3,370	3,760	3,582	1.4%
Summit County	**	3,470	3,468	3,588	3,357	3,345	3,324	1.3%
Akron Children's Hospital	1,543	2,569	2,681	1,697	1,785	3,157	3,244	1.3%
Goodyear Tire & Rubber Company	4,700	3,502	3,000	3,000	3,000	3,000	3,000	1.2%
Sterling Jewelers, Inc.	1,313	1,923	2,045	2,250	2,250	2,268	2,613	1.0%
University of Akron Akron	**	2,847	2,845	2,499	2,533	2,526	2,427	1.0%
FirstEnergy Corp	**	**	**	**	**	2,456	2,345	0.9%
FirstMerit Corporation*	1,475	2,697	2,695	3,058	3,018	2,000	2,000	0.8%
City of Akron Akron	3,000	2,520	2,150	1,951	1,740	1,725	1,802	0.7%
Babcock & Wilcox, Co	**	**	**	1,941	1,923	1,940	1,771	0.7%
Acme Fresh Markets	2,000	**	1,650	1,403	1,356	1,452	1,629	0.6%
Diebold Inc.	**	2,002	**	1,873	1,813	1,765	1,614	0.6%
Giant Eagle, Inc	**	**	**	1,522	1,532	1,573	1,531	0.6%
Total Employment - Summit County	276,802	283,217	258,897	252,247	251,561	252,508	252,412	100.0%

Sources: Largest Employers: Akron Chamber of Commerce (2005, 2007 and 2009), Akron Beacon Journal newspaper articles (2010-2013)
 County Employment; Bureau of Labor Statistics

Note: Information 2006, 2008 and 2014 are not available

* = Includes employees outside of Summit County, Ohio ** = Information not available for the year listed

Operating Information

2014
(Unaudited)

Table 14 – Operating Statistics

Table 15 – Fare Rate Structure

Table 16 – Miscellaneous Statistics

METRO Regional Transit Authority

Operating Statistics - Last Ten Years

(Unaudited)

TABLE 14

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
System Ridership (1)										
Motor Bus	5,534,269	5,612,011	5,290,612	5,501,367	4,792,622	4,798,745	5,044,895	5,230,118	5,189,095	5,203,843
Demand Response	179,652	153,336	212,144	214,000	230,808	227,949	281,264	270,280	239,141	254,440
Average Weekday System Ridership (1)										
Motor Bus	19,466	19,795	18,490	19,033	16,342	16,507	17,264	17,927	17,734	17,748
Demand Response	695	596	826	827	889	885	826	903	922	966
Total Vehicle Miles (1)										
Motor Bus	3,196,718	3,110,541	3,306,374	3,351,379	3,762,514	3,786,757	3,806,021	4,242,323	4,377,925	4,494,800
Demand Response	2,090,668	1,571,295	1,491,104	1,511,480	1,853,843	1,451,973	1,968,709	2,027,448	1,967,492	2,154,379
Total Revenue Miles (1)										
Motor Bus	2,702,622	2,647,393	2,665,098	2,672,512	3,020,065	3,057,428	3,129,675	3,540,815	3,717,673	3,897,860
Demand Response	1,831,631	1,418,170	1,373,638	1,368,460	1,620,671	1,213,859	1,704,813	1,820,017	1,753,501	1,829,170
Passenger Miles (1)										
Motor Bus	21,215,058	21,432,595	21,488,616	22,171,408	19,521,871	19,720,879	18,714,749	17,201,858	22,412,579	20,551,047
Demand Response	1,158,916	947,262	1,237,766	1,399,324	1,381,939	1,218,265	1,704,813	1,540,795	1,515,778	1,643,644

(Continued)

METRO Regional Transit Authority

Operating Statistics - Last Ten Years (Continued)

(Unaudited)

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Full Time Employees (1)	326	326	312	324	352	349	365	366	383	377
Total Vehicle Hours (1)										
Motor Bus	260,734	255,174	255,508	251,552	266,762	284,619	296,036	306,886	332,953	342,569
Demand Response	131,038	111,832	118,488	111,920	119,165	127,559	130,389	133,192	121,980	143,162
Total Vehicle Revenue Hours (1)										
Motor Bus	229,008	228,469	226,734	226,397	240,127	256,792	267,134	276,962	302,392	295,883
Demand Response	125,185	107,112	112,692	104,796	102,539	104,288	112,929	122,493	110,444	115,039
Total Vehicle Accidents average per month (2)										
Motor Bus	2.1	7.7	6.8	5.8	7.3	6.8	8.3	8.6	7.1	7.5
Demand Response	1.8	1.5	2.1	2.4	2.3	1.2	3.3	3.4	3.5	2.3
Miles between Roadcalls (2)	2,629	4,391	4,226	2,650	3,334	3,140	4,448	5,453	5,494	5,423
Total Revenue Vehicles (1)										
Motor Bus	122	117	109	111	125	139	123	138	137	137
Demand Response	148	152	145	139	150	167	167	156	115	118

(1) METRO's annual "National Transit Database" as reported to Federal Transit Administration

(2) METRO's Monthly Performance report

Note: Demand Response includes directly operated and purchased transportation

METRO Regional Transit Authority

Fare Rate Structure as of December 31, 2014

TABLE 15

Cash fares

General - Line Service	\$ 1.25
Senior / Disability - Line Service	0.50
North Coast Express	5.00
Call-A-Bus	4.00
SCAT	2.00
SCAT ADA	2.50

Tickets/Passes

10 Ride Pass - North Coast Express	\$ 40.00
Ten Ride - SCAT Ticket	20.00
Day Pass - Line Service	2.50
31 Day Pass - Line Service	
General	\$50.00
Senior / Disability	30.00

Source: METRO's Fare resolution passed by the Board of Trustees on July 31, 2013

METRO Regional Transit Authority

Miscellaneous Statistics

(Unaudited)

TABLE 16

Date METRO was created	August 26, 1969
Form of Government	Regional Transit Authority Board of Trustees
Number of Trustees	12
Type of tax support	1/2 of 1 percent sales and use tax for Summit County
Size of service area (Square miles)	419.92
Population of County (2013)	541,943
Miles of routes	442.4
Number of buses (Directly Operated)	
Motor bus	136
Demand Response	91
Number of routes	33
Customer Service information calls answered (2014)	247,543
SCAT Reservation calls answered (2014)	204,359



Dave Yost • Auditor of State

METRO REGIONAL TRANSIT AUTHORITY

SUMMIT COUNTY

CLERK'S CERTIFICATION

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

Susan Babbitt

CLERK OF THE BUREAU

**CERTIFIED
SEPTEMBER 8, 2015**