

**LAKETRAN
LAKE COUNTY, OHIO
SINGLE AUDIT REPORT
FOR THE YEAR ENDED
DECEMBER 31, 2017**

James G. Zupka, CPA, Inc.
Certified Public Accountants



Dave Yost • Auditor of State

Board of Trustees
Laketran
555 Lakeshore Blvd.
Grand River, Ohio 44045

We have reviewed the *Independent Auditor's Report* of the Laketran, Lake County, prepared by James G. Zupka, CPA, Inc., for the audit period January 1, 2017 through December 31, 2017. 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 Laketran is responsible for compliance with these laws and regulations.

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

Dave Yost
Auditor of State

May 7, 2018

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**LAKETRAN
LAKE COUNTY, OHIO
SINGLE AUDIT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2017**

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**LAKETRAN
LAKE COUNTY, OHIO
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2017**

| FEDERAL GRANTOR/ Pass-Through Grantor/ Program Title | Federal CFDA Number | Granter Number | Expenditures |
|---|------------------------------------|-----------------------|----------------------------|
| <u>U.S. Department of Transportation</u> | | | |
| <i>Direct Awards:</i> | | | |
| Federal Transit Cluster: | | | |
| Federal Transit Formula Grants | 20.507 | OH-90-X673 | \$ 23,713 |
| | | OH-90-X721 | 59,868 |
| | | OH-90-X806 | 144,602 |
| | | OH-90-X833 | 56,482 |
| | | OH-90-0859 | 2,274,434 |
| | | OH-95-X137 | 373,162 |
| | | OH-95-0228 | <u>1,620,816</u> |
| Total CFDA 20.507 | | | <u>4,553,077</u> |
| Bus and Bus Facilities Formula Program | 20.526 | OH-34-0036 | <u>247,462</u> |
| Total Federal Transit Cluster | | | <u>4,800,539</u> |
| New Freedom Program | 20.521 | OH-57-X008 | 139,454 |
| | | OH-57-X021 | <u>34,919</u> |
| Total CFDA #20.521 | | | <u>174,373</u> |
| <i>Total Direct Awards</i> | | | <u>4,974,912</u> |
| Total Federal Expenditures | | | <u>\$ 4,974,912</u> |

See accompanying notes to the Schedule of Expenditures of Federal Awards.

LAKETRAN
LAKE COUNTY, OHIO
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2017

NOTE 1: BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) includes the federal award activity of Laketran under programs of the federal government for the year ended December 31, 2017. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Laketran it is not intended to and does not present the financial position, changes in net assets, or cash flows of Laketran.

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the cash basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE 3: INDIRECT COST RATE

Laketran has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.

JAMES G. ZUPKA, C.P.A., INC.

*Certified Public Accountants
5240 East 98th Street
Garfield Hts., Ohio 44125*

Member American Institute of Certified Public Accountants

(216) 475 - 6136

Ohio Society of Certified Public Accountants

**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Trustees
Laketran
Grand River, Ohio

The Honorable Dave Yost
Auditor of State
State of Ohio

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the financial statements of Laketrans, Lake County, Ohio, (the Transit Authority) as of and for the year ended December 31, 2017, and the related notes to the financial statements, which collectively comprise the Transit Authority's basic financial statements, and have issued our report thereon dated April 27, 2018.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

Purpose of This Report

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



James G. Zupka, CPA, Inc.
Certified Public Accountants

April 27, 2018

JAMES G. ZUPKA, C.P.A., INC.

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**REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM; REPORT
ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON
THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
REQUIRED BY THE UNIFORM GUIDANCE**

To the Board of Trustees
Laketran
Grand River, Ohio

The Honorable Dave Yost
Auditor of State
State of Ohio

Report on Compliance for Each Major Federal Program

We have audited Laketran, Lake County, Ohio's (the Transit Authority) compliance with the types of compliance requirements described in the OMB Compliance Supplement that could have a direct and material effect on the Transit Authority's major federal program for the year ended December 31, 2017. The Transit Authority's major federal program is identified in the summary of auditor's results section of the accompanying Schedule of Findings and Questioned Costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Transit Authority's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Transit Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Each Major Federal Program

In our opinion, Laketran complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2017.

Report on Internal Control over Compliance

Management of the Transit Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Transit Authority's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Transit 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, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to 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.

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

We have also audited the financial statements of the Transit Authority as of and for the year ended December 31, 2017, and the related notes to the financial statements, which collectively comprise the Transit Authority's basic financial statements. We issued our report thereon dated April 27, 2018, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying Schedule of Expenditures of Federal Awards is presented for the purpose of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditures of Federal Awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

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



James G. Zupka, CPA, Inc.
Certified Public Accountants

April 27, 2018

**LAKETRAN
LAKE COUNTY, OHIO
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED DECEMBER 31, 2017**

1. Summary of Auditor's Results

| | | |
|------------|--|---|
| 2017(1) | Type of Financial Statement Opinion | Unmodified |
| 2017(ii) | Were there any material control weaknesses reported at the financial statement level (GAGAS)? | No |
| 2017(ii) | Were there any significant deficiencies in internal control reported at the financial statement level (GAGAS)? | No |
| 2017(iii) | Was there any reported material noncompliance at the financial statement level (GAGAS)? | No |
| 2017(iv) | Were there any material internal control weaknesses reported for major federal programs? | No |
| 2017(iv) | Were there any significant deficiencies in internal control reported for major federal programs? | No |
| 2017(v) | Type of Major Program's Compliance Opinion | Unmodified |
| 2017(vi) | Are there any reportable findings under 2 CFR 200.516(a)? | No |
| 2017(vii) | Major Programs (list): Federal Transit Cluster: Federal Transit Formula Grants - CFDA #20.507 Bus and Bus Facilities Formula Program - CFDA #20.526 | |
| 2017(viii) | Dollar Threshold: Type A\B Programs | Type A: > \$750,000 Type B: > All Others |
| 2017 (ix) | Low Risk Auditee? | Yes |

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

None

3. FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS

None.

**LAKETRAN
LAKE COUNTY, OHIO
SCHEDULE OF PRIOR AUDIT FINDINGS AND RECOMMENDATIONS
FOR THE YEAR ENDED DECEMBER 31, 2017**

The prior audit report, as of December 31, 2016, included no citations or instances of noncompliance. Management letter recommendations have been corrected, repeated, or procedures instituted to prevent occurrences in this audit period.

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**Comprehensive
Annual Financial Report
For the Years Ended December 31, 2017, 2016, and 2015**

LAKETRAN

LAKE COUNTY, OHIO

*Brian Falkowski
President
Board of Trustees*

*Benjamin Capelle
General Manager
Secretary-Treasurer*



**Introductory
Section
2017**

Comprehensive
Annual Financial Report
For The Years Ended December 31, 2017 and 2016

LAKE COUNTY, OHIO

LAKETRAN



Brian Falkowski
President
Board of Trustees

Benjamin Capelle
General Manager/
Secretary-Treasurer

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**LAKETRAN
LAKE COUNTY, OHIO
COMPREHENSIVE ANNUAL FINANCIAL REPORT
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016**

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Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

Laketrans
Ohio

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2016

Christopher P. Morill

Executive Director/CEO

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Laketran, Ohio for its comprehensive annual financial report for the fiscal year ended December 31, 2017. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe 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.

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1-888-LAKETRAN | www.laketrans.com

555 Lakeshore Blvd. Painesville Twp., OH 44077

April 27, 2018

Mr. Brian Falkowski, President
Members, Board of Trustees of Laketrans
and Residents of Lake County

We are pleased to submit to you the Comprehensive Annual Financial Report (CAFR) of Laketrans for the year ended December 31, 2017. This is the seventeenth such report issued by Laketrans. It has become the standard format used in presenting the results of Laketrans's operations, financial position, cash flows, and related statistical information.

Laketrans takes great pride in the fact that its sixteen previous CAFRs earned the recognition of the Government Finance Officer's Association of the United States and Canada (GFOA) in the form of its Certificate of Achievement for Excellence in Financial Reporting.

Laketrans also submits its annual operating and capital budget to the GFOA and has been doing so since 1998. All of these budget documents have won the Distinguished Budget Presentation Award, having satisfied the most stringent program criteria and proven its value as 1) a policy document, 2) an operations guide, 3) a financial plan and, 4) a communication device.

This report contains the basic financial statements, management's discussion and analysis (MD&A), and statistical data that provides full disclosure of all the material financial operations of Laketrans. The basic financial statements, MD&A, and statistical information are the representation of Laketrans's management which bears the responsibility for their accuracy, completeness, and fairness. In conformance with generally accepted accounting principles, this report was developed on the accrual basis of accounting, treating Laketrans as a single enterprise fund. The CAFR is indicative of Laketrans's commitment to provide accurate, concise, and high quality financial information to the residents of Lake County and other interested parties.

The MD&A immediately follows the independent accountant's report and provides a narrative summarizing and analyzing the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

REPORTING ENTITY

Laketran is an independent political subdivision of the State of Ohio. It was created on December 23, 1974 by resolution of the Board of County Commissioners of Lake County, Ohio. Contract operations at Laketran began in 1977 using vehicles owned by STS (Special Transportation Services). On July 1, 1985, Laketran began direct operations when it placed its first two buses into service on Route 1. Either directly or through contracts with local service providers, Laketran provides virtually all public transportation services within Lake County. Laketran is a multimodal system, delivering paratransit and motor bus services.

A nine member Board of Trustees (Board) establishes policy and sets direction for the management of Laketran. All Board members are appointed by the County Commissioners and serve overlapping three year terms. Under the provisions of GASB Statement No. 14, (as amended by GASB Statement No. 61) Laketran is considered to be a jointly governed organization.

Responsibility for the line administration rests with the General Manager/Secretary-Treasurer. He supervises six managers assigned to three departments as follows:

Administration:

Director of Finance
Director of Human Resources
Director of Communications

Maintenance:

Director of Maintenance

Operations:

Director of Operations
Asst. Director of Operations

An organization chart, which depicts these relationships, follows later in this introductory section.

In 2017, Laketran had 204 employees. The system delivered 843,652 revenue miles of motor bus service and 2,326,700 revenue miles of directly operated paratransit service. The service fleet was composed of 40 motor bus coaches and 86 paratransit buses.

CURRENT YEAR REVIEW

During the year 2017, Laketran received the following national awards for financial reporting:

- The Distinguished Budget Presentation Award for the 2017 operating and capital budget from the GFOA.
- Certificate of Achievement for Excellence in Financial Reporting for the 2016 CAFR from the GFOA.

Ridership changes from 2016 to 2017 for all modes of services were down 1.0 percent. Dial-a-Ride ridership increased 0.4 percent and Motor Bus ridership was down 2 percent netting an overall decrease in ridership of 1 percent for 2017 vs 2016 for all modes of service.

MISSION STATEMENT

Laketran is committed to providing quality public transportation to all Lake County residents with special emphasis on meeting the transportation needs of senior citizens and people with disabilities. We will accomplish this by:

Providing efficient, affordable, reliable, safe and clean service
Employing caring, committed, capable and courteous service providers
Emphasizing individual accountability
Promoting teamwork
Maintaining fiscal responsibility

FUTURE PLANS

Laketran currently has a capital improvement plan in place through the year 2022. This plan was developed to provide for the future transportation needs of all Lake County residents and includes:

- **Passenger Shelters and Benches:** The Federal Transit Administration has directed more attention to passenger amenities. As a result, more bus shelters have been constructed and additional benches have been placed at various bus stops throughout the County. This program is done annually.
- **Vehicles:** Laketran has a regular vehicle replacement program for Dial-a-Ride buses. These are very high mileage vehicles that need to be replaced regularly. An approximately equal number of buses are replaced each year in a number sufficient enough to replace all buses every six-seven years.

Fourteen Dial-a-Ride buses were purchased during 2017. All of these buses were used as replacement buses, with the oldest buses being taken out of service. Keeping the fleet current is one of the many ways Laketran demonstrates that Dial-a-Ride is a priority.

Motor buses have an approximate 7-14 year service life depending on the vehicle length. A 35-40' bus has a 12-14 year life while a 30' bus has a 7-10 year life. The total Motor bus fleet is approximately 40 buses. Motor bus includes the Commuter Express and Fixed Route buses. Commuter Express travels longer distance and Fixed Route is within the County. Laketran purchased fourteen 40 foot buses in 2016 to replace our oldest 40 foot buses.

- **Passenger Information Program:** This is a major passenger amenity in the form of a “ride guide” (a four sided sign that will be attached to bus stop signs). Each ride guide will contain a copy of the schedule and a detailed map of the appropriate route. Also included is fare information, bike rack instructions, Laketran phone numbers and web site information. The first ride guide was installed in September 2004 and the project has been ongoing.

INTERNAL CONTROL

Laketran's internal controls are reviewed annually as a part of the independent audit. In developing and revising Laketran's accounting and reporting control system, consideration is given to the adequacy of internal controls to provide reasonable but not absolute assurance regarding:

- Safeguarding assets against loss from unauthorized use or disposition, and
- Reliability of financial records for preparing financial statements and maintaining accountability for assets.

The concept of reasonable assurance recognizes that:

- The cost of control should not exceed the benefits likely to be derived, and
- The evaluation of costs and benefits requires estimates and judgments by management.

All internal control evaluations occur within the above framework. Laketran's internal accounting controls adequately safeguard assets and provide reasonable assurance of proper recording of financial transactions.

BASIS OF ACCOUNTING

Laketran's accounting records are maintained on the accrual basis. The activities are reported through the use of a single enterprise fund.

BUDGETARY CONTROL

Responsibility for budgetary control rests with individual departments. Each department receives a report of their expenses vs. budget each month. The accounting department exercises budgetary control over administrative costs such as hospitalization and property and casualty coverage. All bank accounts are reconciled monthly.

OTHER INFORMATION

The Laketran independent audit was conducted by the James G. Zupka, CPA, Inc., who has issued an unmodified opinion on the financial statements.

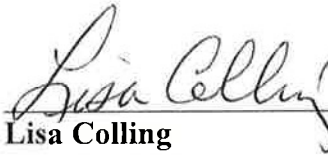
Laketran also participates in the federal single audit program, which consists of a single audit of all federally funded programs administered by Laketran. As a requirement for continued funding eligibility, participation in the single audit program is mandatory for most local governments, including Laketran.

ACKNOWLEDGMENT

The successful completion of a report of this scope depends upon the dedicated contributions of many employees. The sincere appreciation of those primarily responsible for the completion of this CAFR is extended to all contributors, but especially those employees in the Department of Finance who have spent their time and energy on various parts of the report and to the staff from James G. Zupka, Certified Public Accountants, Incorporated, for their assistance in compiling the Comprehensive Annual Financial Report. In addition, we would like to thank the Board of Trustees for their support in striving for excellence in financial reporting and disclosure.



Benjamin Capelle
General Manager/Secretary-Treasurer



Lisa Colling
Director of Finance

**LAKETRAN
LAKE COUNTY, OHIO
BOARD OF TRUSTEES AND MANAGEMENT
AS OF DECEMBER 31, 2017**

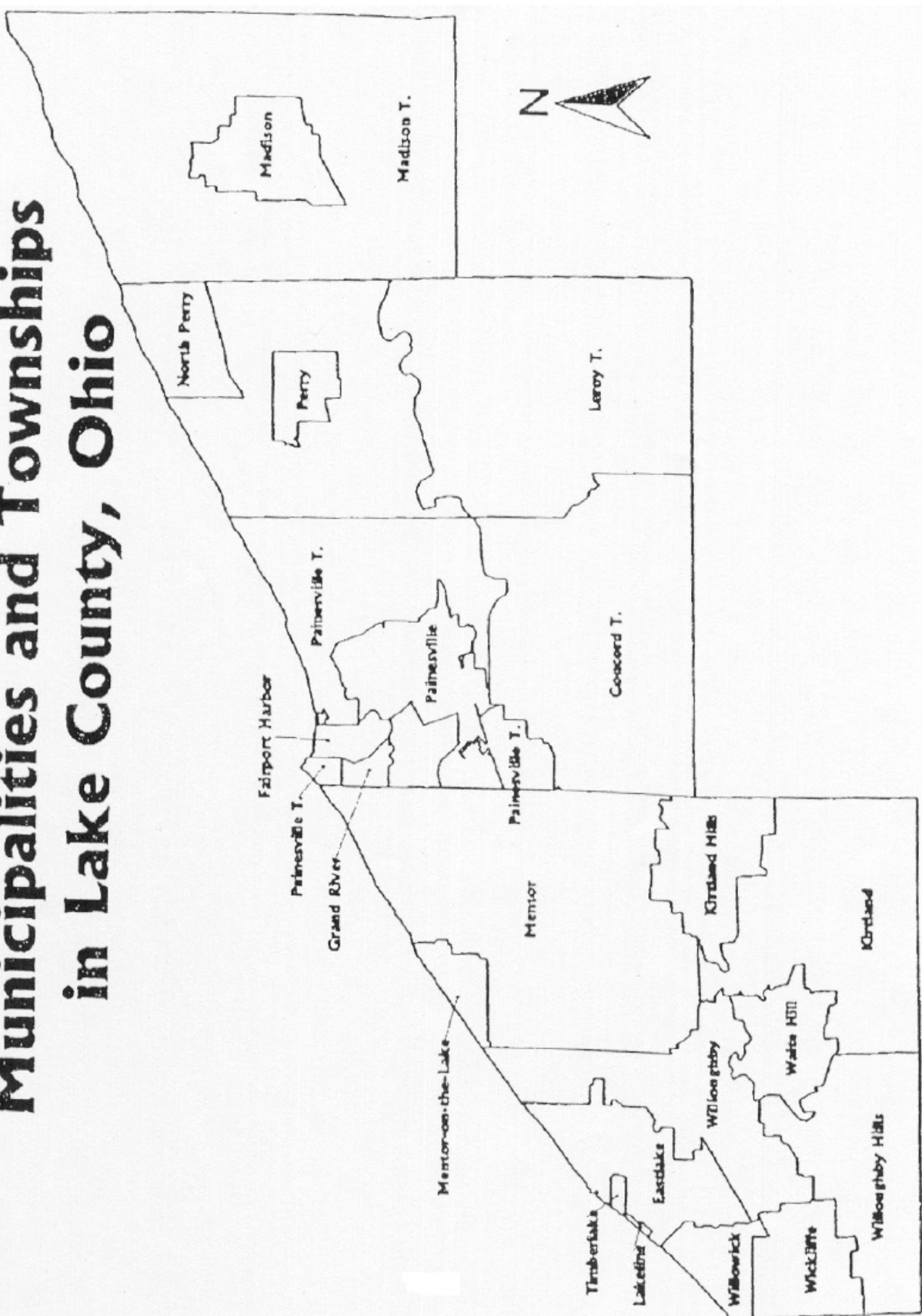
Board of Trustees

| | |
|---------------|--|
| Chairman | Brian Falkowski |
| Vice-Chairman | Paul E. Miller |
| Trustees | Jean Argo Mary Bryner Dennis M. Lafferty Donna P. McNamee Lane H. Sheets Dale Schiavoni Charles Zibbel |

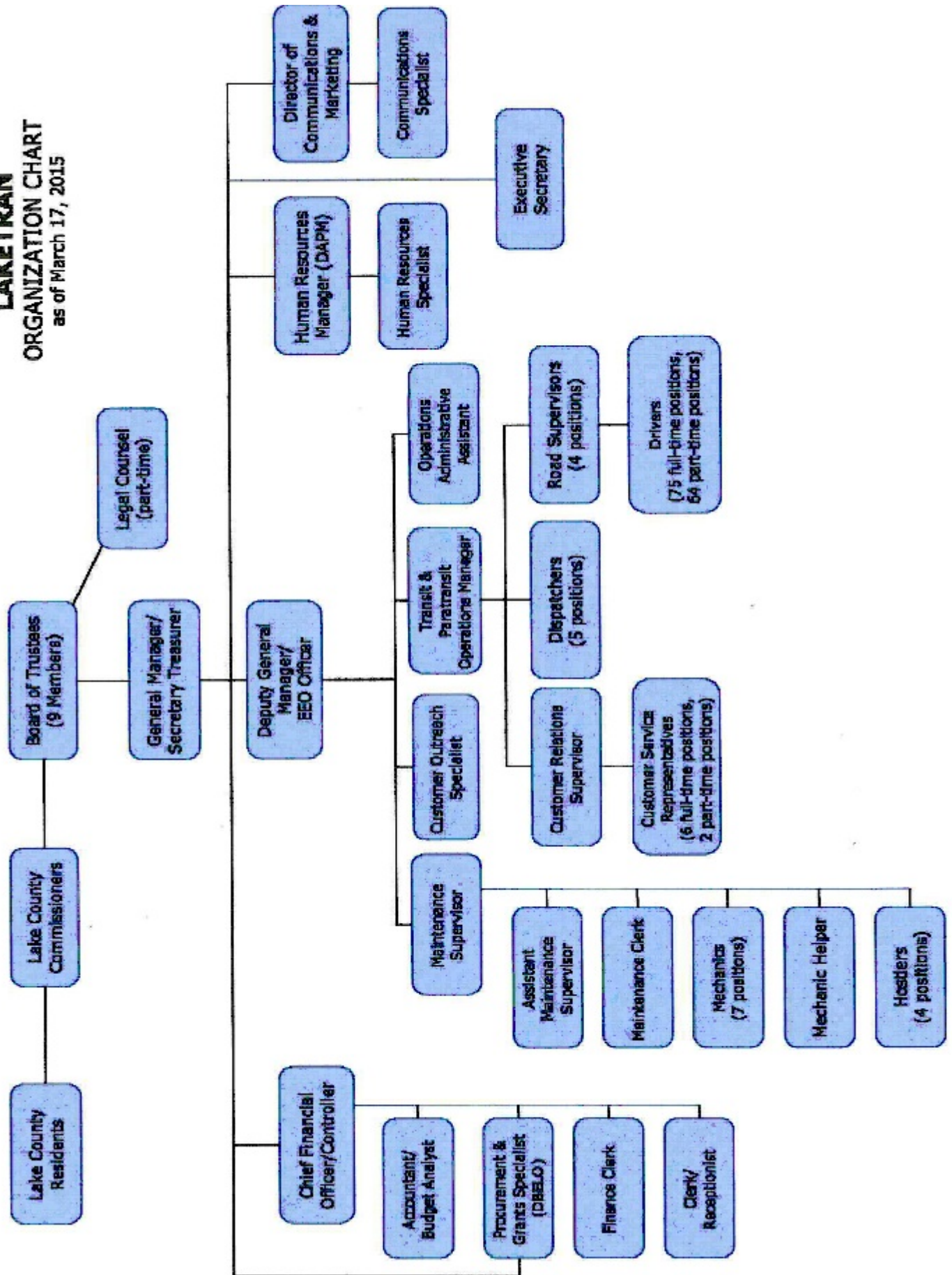
Management

| | |
|--|------------------|
| General Manager and Secretary-Treasurer | Benjamin Capelle |
| Director of Finance | Lisa M. Colling |
| Director of Human Resources | Mike Austin |
| Director of Communications | Julia Schick |
| Director of Operations | Matt Maier |
| Director of Maintenance | Keith M. Bare |

Municipalities and Townships in Lake County, Ohio



LAKETRAN ORGANIZATION CHART as of March 17, 2015



Financial Section

2017

JAMES G. ZUPKA, C.P.A., INC.

*Certified Public Accountants
5240 East 98th Street
Garfield Hts., Ohio 44125*

Member American Institute of Certified Public Accountants

(216) 475 - 6136

Ohio Society of Certified Public Accountants

INDEPENDENT AUDITOR'S REPORT

To the Board of Trustees
Laketran
Grand River, Ohio

The Honorable Dave Yost
Auditor of State
State of Ohio

Report on the Financial Statements

We have audited the accompanying financial statements of Laketran, Lake County, Ohio, (the Transit Authority) as of and for the years ended December 31, 2017 and December 31, 2016, and the related notes to the financial statements, which collectively comprise the Transit Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of Laketrans as of December 31, 2017 and December 31, 2016, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with 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 that the Management's Discussion and Analysis and Schedules of Net Pension Liabilities and Pension Contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

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

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated April 27, 2018, on our consideration of the Transit Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on 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 Transit Authority's internal control over financial reporting and compliance.



James G. Zupka, CPA, Inc.
Certified Public Accountants

April 27, 2018

LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016

As management of Laketran, we offer readers of Laketran's financial statements this narrative overview and analysis of the financial activities of Laketran for the fiscal years ended December 31, 2017, 2016, and 2015. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal.

FINANCIAL HIGHLIGHTS

- Laketran's 2017 net position decreased as a result of current year operations by \$2,754,104 or 6.5 percent over 2016. Net position for 2016 increased \$5,191,305 or 13.9 percent from 2015.
- Operating expenses, exclusive of depreciation, were \$15,431,377 at December 31, 2017, \$13,387,458 at December 31, 2016, and \$13,202,191 at December 31, 2015. This represents an increase of 15.3 percent and an increase of 1.4 percent, respectively.
- Net capital assets were \$26,324,591 at December 31, 2017, \$28,533,635 at December 31, 2016, and \$22,392,621 at December 31, 2015. This represents a decrease of 7.7 percent and an increase of 27.4 percent, respectively.
- Cash and cash equivalents were \$5,661,619 at December 31, 2017, \$5,409,440 at December 31, 2016, and \$7,442,062 at December 31, 2015. This represents an increase of 4.7 percent and a decrease of 27.3 percent, respectively.
- Investments at fair value, other than those included in cash and cash equivalents, were \$10,827,842 at December 31, 2017, \$10,619,450 at December 31, 2016 and \$10,225,300 at December 31, 2015. This represents an increase of 2.0 percent and an increase of 3.9 percent, respectively.

NOTE: Cash and cash equivalents, and investments at fair value combined were \$16,489,461 at December 31, 2017, \$16,028,890 at December 31, 2016, and \$17,667,362 at December 31, 2015. This represents an increase of 2.9 percent and a decrease of 9.3 percent, respectively. These cash reserves are used to pay Laketran's share of capital improvements and operating expenses as necessary.

Laketran had current grants receivable of \$2,981,087 at December 31, 2017, \$4,311,021 at December 31, 2016, and \$927,272 at December 31, 2015. This represents a decrease of 30.8 percent and an increase of 364.9 percent, respectively.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to Laketran's basic financial statements. Laketran's basic financial statements are comprised of four components: **1) Statement of Net Position, 2) Statement of Revenues, Expenses, and Changes in Net Position, 3) Statement of Cash Flows, and 4) Notes to the Basic Financial Statements.** The Statements of Net Position and Statements of Revenue, Expenses, and Changes in Net Position provide information about the activities of Laketran and present a longer-term view of its finances.

LAKETRAN
MANAGEMENT’S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)

One of the most important questions asked about Laketrans’ finances is, “Is Laketrans better off or worse off as a result of the year’s activities?” The Statement of Net Position, the Statement of Revenues, Expenses and Changes in Net Position, and the Statement of Cash Flows report information about Laketrans and its activities in a way that helps answer this question. These statements are prepared on the accrual basis of accounting. Revenues are recorded when earned as opposed to received and expenses are recorded when incurred as opposed to paid.

The basic financial statements report Laketrans’ net position and changes in them. Laketrans’ net position is the difference between assets deferred outflows of resources (what the citizens own) and liabilities and deferred inflows of resources (what the citizens owe) as one way to measure Laketrans’ financial health or financial position. Over time, increases or decreases in Laketrans’ net position are one indicator of whether its financial health is improving or deteriorating. Other non-financial factors need to be considered such as the condition of Laketrans’ capital assets (property, equipment, vehicles, etc.).

Laketrans only engages in business type activities. The sole purpose of Laketrans is to provide public transportation services to the citizens of Lake County. A bus fare is charged to each rider to help cover a portion of expenses.

Table 1 - Net Position

| | 2017 | 2016 | 2015 |
|--|----------------------|----------------------|----------------------|
| <u>Assets</u> | | | |
| Current Assets | \$ 22,103,203 | \$ 23,081,411 | \$ 21,140,651 |
| Grants Receivable | 2,249,072 | 1,648,368 | 7,274,104 |
| Net Pension Asset | 54,995 | 49,491 | 33,320 |
| Capital Assets, net | 26,324,591 | 28,533,635 | 22,392,621 |
| Total Assets | 50,731,861 | 53,312,905 | 50,840,696 |
| <u>Deferred Outflows of Resources</u> | | | |
| Pension | 4,359,269 | 3,331,784 | 1,028,142 |
| <u>Liabilities</u> | | | |
| Current Liabilities | 1,649,289 | 3,524,469 | 1,008,440 |
| Non-current Liabilities | 300,077 | 366,168 | 367,519 |
| Net Pension Liability | 10,728,536 | 8,059,929 | 5,366,474 |
| Total Liabilities | 12,677,902 | 11,950,566 | 6,742,433 |
| <u>Deferred Inflows of Resources</u> | | | |
| Grants | 2,526,457 | 2,000,476 | 7,701,877 |
| Pension | 95,450 | 182,259 | 104,445 |
| Other | 34,037 | 0 | 0 |
| Total Deferred Inflows of Resources | 2,655,944 | 2,182,735 | 7,806,322 |
| <u>Net Position</u> | | | |
| Investment in Capital Assets | 26,324,591 | 28,533,635 | 22,392,621 |
| Restricted | 227,973 | 0 | 0 |
| Unrestricted | 13,204,720 | 13,977,753 | 14,927,462 |
| Total Net Position | \$ 39,757,284 | \$ 42,511,388 | \$ 37,320,083 |

LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)

In 2015, Laketrans adopted GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an Amendment of GASB Statement No. 27*, which significantly revises accounting for pension costs and liabilities. For reasons discussed below, many end users of this financial statement will gain a clearer understanding of Laketrans's actual financial condition by adding deferred inflows related to pension and the net pension liability to the reported net position and subtracting deferred outflows related to pension.

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

Under the new standards required by GASB 68, the net pension liability equals Laketrans's proportionate share of the plan's collective:

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

GASB notes that pension obligations, whether funded or unfunded, are part of the "employment exchange" - that is, the employee is trading his or her labor in exchange for wages, benefits, and the promise of a future pension. GASB noted that the unfunded portion of this pension promise is a present obligation of the government, part of a bargained-for benefit to the employee, and should accordingly be reported by the government as a liability since they received the benefit of the exchange. However, Laketrans is not responsible for certain key factors affecting the balance of this liability. In Ohio, the employee shares the obligation of funding pension benefits with the employer. Both employer and employee contribution rates are capped by State statute. A change in these caps requires action of both Houses of the General Assembly and approval of the Governor. Benefit provisions are also determined by State statute. The employee enters the employment exchange with the knowledge that the employer's promise is limited not by contract but by law. The employer enters the exchange also knowing that there is a specific, legal limit to its contribution to the pension system. In Ohio, there is no legal means to enforce the unfunded liability of the pension system *against the public employer*. State law operates to mitigate/lessen the moral obligation of the public employer to the employee, because all parties enter the employment exchange with notice as to the law. The pension system is responsible for the administration of the plan.

LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)

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

In accordance with GASB 68, Laketran's statements prepared on an accrual basis of accounting include an annual pension expense for their proportionate share of the plan's *change* in net pension liability not accounted for as deferred inflows/outflows.

As a result of implementing GASB 68, Laketran is reporting a net pension liability and deferred inflows/outflows of resources related to pension on the accrual basis of accounting.

Laketran's net position was \$39,757,284 at December 31, 2017, \$42,511,388 at December 31, 2016, and \$37,320,083 at December 31, 2015. These represent a decrease of 6.5 percent and an increase of 13.9 percent, respectively. Unrestricted net position was \$13,204,720 at December 31, 2017, \$13,977,753 at December 31, 2016, and \$14,927,462 at December 31, 2015. This represents a decrease of 5.5 percent and a decrease of 6.4 percent, respectively.

The following financial ratios should be used to assess the financial stability of Laketran over a period of five years. The ratios of working capital and days cash and investments in reserve demonstrate the ability to finance operations with cash.

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LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)

FINANCIAL RATIOS

Working capital is the amount by which current assets exceeds current liabilities:

| <u>2017</u> | <u>2016</u> | <u>2015</u> | <u>2014</u> | <u>2013</u> |
|--------------|--------------|--------------|--------------|--------------|
| \$20,453,914 | \$19,556,942 | \$20,132,211 | \$18,405,717 | \$17,622,039 |

The current ratio, which compares current assets to current liabilities, is an indicator of the ability to pay current obligations.

| <u>2017</u> | <u>2016</u> | <u>2015</u> | <u>2014</u> | <u>2013</u> |
|-------------|-------------|-------------|-------------|-------------|
| 13.4 | 6.5 | 21.0 | 13.9 | 11.7 |

Days cash and investments in reserve represents the number of days normal operations could continue with no revenue collection.

| <u>2017</u> | <u>2016</u> | <u>2015</u> | <u>2014</u> | <u>2013</u> |
|-------------|-------------|-------------|-------------|-------------|
| 375 | 383 | 412 | 368 | 378 |

Liabilities and deferred inflows of resources to net position indicates the extent of borrowing.

| <u>2017</u> | <u>2016</u> | <u>2015</u> | <u>2014</u> | <u>2013</u> |
|-------------|-------------|-------------|-------------|-------------|
| 38.6% | 33.2% | 39.0% | 34.1% | 24.6% |

In addition, Laketrans has never incurred debt by borrowing (issuing bonds, obtaining a bank loan, etc.). The "borrowing" in the ratio above is solely a result of unpaid liabilities at year end. These consist of 1) payments due vendors, 2) accrued payroll liabilities, and 3) deferred inflows of resources. Deferred inflows of resources consist of amounts related to pension and of capital grant funding received before time requirements are met.

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LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)

Table 2 - Changes in Net Position

| | 2017 | 2016 | 2015 |
|---|----------------------|----------------------|----------------------|
| REVENUES | | | |
| Operating Revenues | | | |
| Passenger Fares | \$ 2,519,175 | \$ 2,578,993 | \$ 2,266,754 |
| Auxiliary Transportation Revenue | 80,584 | 81,683 | 100,954 |
| Total Operating Revenue | <u>2,599,759</u> | <u>2,660,676</u> | <u>2,367,708</u> |
| Non-Operating Revenues | | | |
| Sales Tax Revenue | 9,281,207 | 9,291,442 | 8,890,398 |
| Federal Grants and Reimbursements | 2,406,505 | 2,312,824 | 2,583,970 |
| State Grants, Reimbursements, and Special Fare Assistance | 867,502 | 1,001,943 | 1,015,728 |
| Gain on Disposal of Assets | 0 | 0 | 4,174 |
| Interest Income | 88,428 | 77,309 | 87,693 |
| Other | 128,786 | 9,573 | 16,266 |
| Total Non-Operating Revenues | <u>12,772,428</u> | <u>12,693,091</u> | <u>12,598,229</u> |
| Capital Funding | | | |
| Federal Grants and Reimbursements | 1,460,535 | 7,543,724 | 1,892,460 |
| Total Capital Funding | <u>1,460,535</u> | <u>7,543,724</u> | <u>1,892,460</u> |
| TOTAL REVENUES | <u>16,832,722</u> | <u>22,897,491</u> | <u>16,858,397</u> |
| Operating Expenses Other Than Depreciation | | | |
| Labor | 6,185,758 | 6,047,861 | 5,588,600 |
| Fringe Benefits | 5,287,015 | 3,744,019 | 3,151,044 |
| Services | 1,137,955 | 1,069,254 | 1,062,125 |
| Fuel and Lubricants | 768,323 | 617,090 | 1,458,161 |
| Materials and Supplies | 809,242 | 675,621 | 655,246 |
| Utilities | 238,139 | 205,210 | 200,415 |
| Claims and Insurance | 374,728 | 415,128 | 489,963 |
| Purchased Transportation | 264,456 | 263,897 | 262,528 |
| Miscellaneous | 365,761 | 349,378 | 334,109 |
| Total Operating Expenses Other Than Depreciation | <u>15,431,377</u> | <u>13,387,458</u> | <u>13,202,191</u> |
| Depreciation | 4,009,596 | 3,611,857 | 2,807,752 |
| Total Operating Expenses | <u>19,440,973</u> | <u>16,999,315</u> | <u>16,009,943</u> |
| Non-Operating Expenses | | | |
| Loss on Disposal of Assets | 145,853 | 706,871 | 0 |
| Total Non-Operating Expenses | <u>145,853</u> | <u>706,871</u> | <u>0</u> |
| Total Expenses | <u>19,586,826</u> | <u>17,706,186</u> | <u>16,009,943</u> |
| Increase (Decrease) in Net Position | (2,754,104) | 5,191,305 | 848,454 |
| Total Net Position Beginning of Year | <u>42,511,388</u> | <u>37,320,083</u> | <u>36,471,629</u> |
| Total Net Position End of Year | <u>\$ 39,757,284</u> | <u>\$ 42,511,388</u> | <u>\$ 37,320,083</u> |

**LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)**

Significant items contributing to the change in net position are as follows:

- Federal and capital grants and reimbursements decreased from 2016 to 2017 by 60.8 percent and increased from 2015 to 2016 by 120.2 percent. Deferred inflows of resources (formerly deferred revenues) fluctuate greatly from year to year. This primarily represents grant funds approved but did not meet time requirements, which increased from 2016 to 2017 by 21.7 percent and decreased from 2015 to 2016 by 72.0 percent.
- Sales tax revenues, Laketran's largest source of revenue, decreased from 2016 to 2017 by 0.1 percent and increased from 2015 to 2016 by 4.5 percent. Laketran receives a 1/4 percent sales tax.
- Investment income increased 14.4 percent from 2016 to 2017 and decreased 11.8 percent from 2015 to 2016 due to changes in interest rates.
- Operating expenses, excluding depreciation, increased 15.2 percent from 2016 to 2017 and increased 1.4 percent from 2015 to 2016, respectively.
- Significant changes in operating expenses are:

Fuel and oil costs increased 24.5 percent from 2016 to 2017 and decreased 57.7 percent from 2015 to 2016. Laketran hedged its fuel costs for 2015, 2016 and 2017. By hedging this cost Laketran was able to lock into a fixed fuel rate so it could put back Saturday Service for DAR and Fixed Route Bus Service.

Labor costs increased 2.3 percent from 2016 to 2017 and increased 8.2 percent from 2015 to 2016. The increase in labor costs is attributed to a 3 percent wage increase for employees in 2017 and 2 percent wage increase for employees in 2016 and the cost to put Saturday service in place for Fixed Route and DAR.

Table 3 - Changes in Cash Flows

| | 2017 | 2016 | 2015 |
|--|------------------|-----------------------|---------------------|
| Net Cash Used for Operating Activities | \$(12,983,843) | \$ (7,914,198) | \$(11,550,468) |
| Net Cash Provided by Noncapital Financing Activities | 13,428,309 | 11,256,505 | 14,039,751 |
| Net Cash Provided (Used) by Capital and Related Financing Activities | (103,974) | (5,057,818) | (33,615) |
| Net Cash Provided (Used) by Investment Activities | (316,286) | (317,111) | (72,312) |
| Net Increase (Decrease) in Cash and Cash Equivalents | <u>\$ 24,206</u> | <u>\$ (2,032,622)</u> | <u>\$ 2,383,356</u> |

LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)

Net cash used for operating activities increased 64.1 percent from 2016 to 2017 and decreased 31.5 percent from 2015 to 2016. Increase for 2017 is due to local contributions to grants.

Net cash provided by noncapital financing activities increased 19.3 percent from 2016 to 2017 and decreased 19.8 percent from 2015 to 2016 due to fluctuations in sales tax and grant revenue.

Net cash provided/(used) by capital and related financing activities decreased 97.9 percent from 2016 to 2017 and increased 14,946.3 percent from 2015 to 2016 due to more capital asset additions in 2016.

Net cash provided/(used) by investment activities decreased 0.3 percent from 2016 to 2017 and increased 338.5 percent from 2015 to 2016 due to more investment purchases in 2016.

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

For years ended December 31, 2017, 2016 and 2015, Laketran had invested in a broad range of capital assets, including land, buildings and improvements, equipment, office furniture/fixtures/equipment, parking lots, communication equipment, and vehicles for \$26,324,591, \$28,533,635, and \$22,392,621, (net), respectively. This represents a net decrease of \$2,209,044, or 7.7 percent from 2016 to 2017 which is attributable to an increase in the dollar threshold for assets to \$1,500 and a net increase of \$6,141,014 or 27.4 percent from 2015 to 2016 which is attributable to the purchase of additional transportation vehicles and equipment.

Table 4 - Capital Assets at Year End

| | 2017 | 2016 | 2015 |
|---------------------------------------|----------------------|----------------------|----------------------|
| Land | \$ 2,442,643 | \$ 2,442,643 | \$ 2,442,643 |
| Buildings and Improvements | 15,534,098 | 15,546,195 | 15,546,195 |
| Transportation Vehicles and Equipment | 40,003,790 | 40,152,223 | 35,832,411 |
| Furniture and Equipment | 583,507 | 686,942 | 626,235 |
| Construction in Progress | 811,253 | 0 | 1,175,513 |
| | 59,375,291 | 58,828,003 | 55,622,997 |
| Less: Accumulated Depreciation | 33,050,700 | 30,294,368 | 33,230,376 |
| Total Capital Assets, Net | \$ 26,324,591 | \$ 28,533,635 | \$ 22,392,621 |

For more detailed information on capital asset activity, see Note 12 of the financial statements.

**LAKETRAN
MANAGEMENT'S DISCUSSION & ANALYSIS (unaudited)
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016
(Continued)**

All capital assets are depreciated using the straight line method of depreciation. Vehicles useful lives are either four, seven, or twelve years as specified in Federal Transit Administration regulations. All other useful lives range from five to thirty years, depending on the nature of the asset. Laketrans owns one building which is being depreciated over a period of forty-five years.

LONG TERM OBLIGATIONS

Laketrans has long-term obligations consisting of net pension liability and compensated absences. See Notes 7 and 9 of the financial statements for additional detail.

DISCUSSION OF CURRENTLY KNOWN FACTS

During 2017, operating and non-operating revenues increased 0.1 percent while operating expenses (other than depreciation) increased 15.3 percent. Wages and benefits are 74.3 percent of operating expenses and these increased 17.2 percent. Employees pay 10 or 15 percent of their health insurance costs.

Exclusive of capital grant reimbursements, Laketrans has experienced moderate sales tax revenue increases the last couple of years. Capital grant reimbursements can be very volatile from one year to the next because they are based upon the availability of governmental funds for capital purchases rather than bus operations and any special types of projects going on in any given year.

Fuel and oil which comprises 5 percent of the operating expenses increased 24.5 percent. This increase is due to fuel prices being higher in 2017 than in 2016 and the purchase of additional transportation vehicles.

During November, 2013, Lake County voters overwhelmingly renewed the 1/4 percent sales tax plus made it continuing, which provides Laketrans with a majority of its funding. This levy was approved by a margin of 66 percent for and 34 percent against. The new levy took effect on August 1, 2014.

During 2017, sales tax revenue decreased 0.1 percent over 2016. Sales tax provided Laketrans with 60.1 percent of its operating costs in 2017.

Requests for Information

This financial report is designed to provide a general overview of Laketrans 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 Lisa Colling, CFO, Laketrans, 555 Lakeshore Boulevard, P.O. Box 158, Grand River, Ohio 44045.

LAKETRAN
STATEMENT OF NET POSITION
DECEMBER 31, 2017 AND 2016

| | 2017 | 2016 |
|---|----------------------|----------------------|
| ASSETS AND DEFERRED OUTFLOWS OF RESOURCES | | |
| Current Assets: | | |
| Cash and Cash Equivalents | \$ 5,433,646 | \$ 5,409,440 |
| Cash and Cash Equivalents Held with Other Governments | 227,973 | 0 |
| Investments | 10,827,842 | 10,619,450 |
| Receivables: | | |
| Federal Grants | 1,134,884 | 1,860,858 |
| Capital Grants | 1,846,203 | 2,228,101 |
| State Grants | 0 | 222,062 |
| Trade | 476,132 | 556,157 |
| Sales Tax | 1,504,411 | 1,504,193 |
| Accrued Interest | 22,028 | 19,642 |
| Materials and Supplies | 630,084 | 661,508 |
| Total Current Assets | 22,103,203 | 23,081,411 |
| Non-Current Assets: | | |
| Federal Grants Receivable | 348,845 | 157,753 |
| Capital Grants Receivable | 1,900,227 | 1,490,615 |
| Non-Depreciable Capital Assets | 3,253,896 | 2,442,643 |
| Depreciable Capital Assets, net | 23,070,695 | 26,090,992 |
| Net Pension Asset | 54,995 | 49,491 |
| Total Non-Current Assets | 28,628,658 | 30,231,494 |
| TOTAL ASSETS | 50,731,861 | 53,312,905 |
| Deferred Outflows of Resources | | |
| Pension | 4,359,269 | 3,331,784 |
| TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES | \$ 55,091,130 | \$ 56,644,689 |
| LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND NET POSITION | | |
| Current Liabilities: | | |
| Accounts Payable | \$ 733,259 | \$ 2,740,345 |
| Accrued Payroll and Benefits | 497,153 | 401,461 |
| Compensated Absences | 402,626 | 382,663 |
| Matured Compensated Absences | 16,251 | 0 |
| Total Current Liabilities | 1,649,289 | 3,524,469 |
| Non-current Liabilities: | | |
| Compensated Absences | 300,077 | 366,168 |
| Net Pension Liability | 10,728,536 | 8,059,929 |
| Total Other Liabilities | 11,028,613 | 8,426,097 |
| Total Liabilities | 12,677,902 | 11,950,566 |
| Deferred Inflows of Resources | | |
| Pension | 95,450 | 182,259 |
| Federal Grants | 348,845 | 157,753 |
| Capital Grants | 1,900,227 | 352,108 |
| State Grants | 277,385 | 0 |
| Other Grants | 34,037 | 1,490,615 |
| Total Deferred Inflows of Resources | 2,655,944 | 2,182,735 |
| Net Position | | |
| Investment in Capital Assets | 26,324,591 | 28,533,635 |
| Restricted | 227,973 | 0 |
| Unrestricted | 13,204,720 | 13,977,753 |
| Total Net Position | 39,757,284 | 42,511,388 |
| TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND NET POSITION | \$ 55,091,130 | \$ 56,644,689 |

See accompanying notes to the basic financial statements.

LAKETRAN
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016

| | <u>2017</u> | <u>2016</u> |
|---|----------------------|----------------------|
| Operating Revenues | | |
| Passenger Fares for Transit Service | \$ 1,360,397 | \$ 1,426,598 |
| Special Transit Fares | 1,158,778 | 1,152,395 |
| Auxiliary Transportation Revenue | <u>80,584</u> | <u>81,683</u> |
| Total Operating Revenues | <u>2,599,759</u> | <u>2,660,676</u> |
| Operating Expenses Other Than Depreciation | | |
| Labor | 6,185,758 | 6,047,861 |
| Fringe Benefits | 5,287,015 | 3,744,019 |
| Services | 1,137,955 | 1,069,254 |
| Fuel and Lubricants | 768,323 | 617,090 |
| Materials and Supplies | 809,242 | 675,621 |
| Utilities | 238,139 | 205,210 |
| Claims and Insurance | 374,728 | 415,128 |
| Purchased Transportation | 264,456 | 263,897 |
| Miscellaneous | <u>365,761</u> | <u>349,378</u> |
| Total Operating Expenses Other Than Depreciation | <u>15,431,377</u> | <u>13,387,458</u> |
| Depreciation | <u>4,009,596</u> | <u>3,611,857</u> |
| Total Operating Expenses | <u>19,440,973</u> | <u>16,999,315</u> |
| Operating Loss | <u>(16,841,214)</u> | <u>(14,338,639)</u> |
| Non-Operating Revenues (Expenses) | | |
| Sales Tax Revenue | 9,281,207 | 9,291,442 |
| Federal Grants and Reimbursements | 2,406,505 | 2,312,824 |
| State Grants, Reimbursements, and Special Fare Assistance | 867,502 | 1,001,943 |
| Interest Income | 88,428 | 77,309 |
| Gain (Loss) on Disposal of Capital Assets | (145,853) | (706,871) |
| Non-Transportation Revenues | <u>128,786</u> | <u>9,573</u> |
| Total Non-Operating Revenues (Expenses) | <u>12,626,575</u> | <u>11,986,220</u> |
| Loss before Capital Contributions | <u>(4,214,639)</u> | <u>(2,352,419)</u> |
| Capital Funding | | |
| Capital Grants and Reimbursements | <u>1,460,535</u> | <u>7,543,724</u> |
| Total Capital Funding | <u>1,460,535</u> | <u>7,543,724</u> |
| Increase in Net Position | <u>(2,754,104)</u> | <u>5,191,305</u> |
| Total Net Position, Beginning of Year | <u>42,511,388</u> | <u>37,320,083</u> |
| Total Net Position, End of Year | <u>\$ 39,757,284</u> | <u>\$ 42,511,388</u> |

See accompanying notes to the basic financial statements.

LAKETRAN
STATEMENT OF CASH FLOWS
FOR THE YEARS ENDED DECEMBER 31, 2017 AND 2016

| | 2017 | 2016 |
|---|------------------------|-----------------------|
| <u>Cash Flows from Operating Activities</u> | | |
| Cash Received from Customers | \$ 2,679,784 | \$ 2,478,413 |
| Cash Payments for Goods and Services | (5,934,264) | (1,045,240) |
| Cash Payments for Employees' Services | (9,858,149) | (9,356,944) |
| Non-Transportation Revenue | 128,786 | 9,573 |
| Net Cash Used for Operating Activities | <u>(12,983,843)</u> | <u>(7,914,198)</u> |
| <u>Cash Flows from Noncapital Financing Activities</u> | | |
| Sales Tax Received | 9,280,989 | 9,259,352 |
| Federal Grants and Reimbursements | 3,132,479 | 1,292,937 |
| State Grants and Reimbursements | 1,014,841 | 704,216 |
| Net Cash Provided by Noncapital Financing Activities | <u>13,428,309</u> | <u>11,256,505</u> |
| <u>Cash Flows from Capital and Related Financing Activities</u> | | |
| Capital Grants Received | 1,842,433 | 5,401,924 |
| Acquisition and Construction of Capital Assets | (1,966,502) | (10,548,482) |
| Net Proceeds from Sale of Assets | 20,095 | 88,740 |
| Net Cash Provided (Used) by Capital and Related Financing Activities | <u>(103,974)</u> | <u>(5,057,818)</u> |
| <u>Cash Flows from Investing Activities</u> | | |
| Interest Received | 120,079 | 77,039 |
| Purchase of Investment Securities | (10,827,842) | (10,495,642) |
| Proceeds from Maturities of Investments | 10,619,450 | 10,101,492 |
| Insurance Reserves | (227,973) | 0 |
| Net Cash Provided (Used) by Investment Activities | <u>(316,286)</u> | <u>(317,111)</u> |
| Net Increase (Decrease) in Cash and Cash Equivalents | 24,206 | (2,032,622) |
| Cash and Cash Equivalents at Beginning of Year | 5,409,440 | 7,442,062 |
| Cash and Cash Equivalents at End of Year | <u>\$ 5,433,646</u> | <u>\$ 5,409,440</u> |
| <u>Reconciliation of Operating Loss to Net Cash Used by Operating Activities</u> | | |
| Operating Loss | \$ (16,841,214) | \$ (14,338,639) |
| Adjustments to Reconcile Operating Loss to Net Cash Used for Operating Activities: | | |
| Depreciation | 4,009,596 | 3,611,857 |
| Non-Transportation Revenue | 128,786 | 9,573 |
| Change in Assets and Liabilities: | | |
| (Increase) Decrease in: | | |
| Trade Accounts Receivable | 80,025 | (182,263) |
| Materials and Supplies | 31,424 | 19,140 |
| Net Pension Asset | (5,504) | (16,171) |
| (Increase) in Deferred Outflows of Resources - Pension | (1,027,485) | (2,303,642) |
| Increase (Decrease) in: | | |
| Accounts Payable | (2,007,084) | 2,531,198 |
| Accrued Payroll and Benefits | 65,815 | (16,520) |
| Net Pension Liability | 2,668,607 | 2,693,455 |
| Increase in Deferred Inflows of Resources - Pension | (86,809) | 77,814 |
| Total Adjustments | <u>3,857,371</u> | <u>6,424,441</u> |
| Net Cash Used for Operating Activities | <u>\$ (12,983,843)</u> | <u>\$ (7,914,198)</u> |

See accompanying notes to the basic financial statements.

Schedule of Noncash Investing Capital and Financing Activities - The net change in the fair value of investments was \$(2,595) and \$(31,407) as of December 31, 2017 and 2016, respectively.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016

NOTE 1: ORGANIZATION

Laketran was formed as the public agency responsible for public transportation in Lake County. Laketran is a political subdivision of the State of Ohio and was organized as a regional transit authority in accordance with the provisions of the Ohio Revised Code Sections 306.30 through 306.71, inclusive. Therefore, Laketran is not subject to federal, state, or local income taxes.

NOTE 2: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Summary of Significant Accounting Policies

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

The more significant of Laketran's accounting policies are described below.

Financial Reporting Entity

For financial reporting purposes, all departments and operations for which Laketran is financially accountable are included in the reporting entity. Financial accountability was evaluated based on consideration of financial interdependency, appointment of voting majority, and imposition of will. No governmental units other than Laketran itself are included in the reporting entity. There are no component units based on the consideration above.

Under the current GASB guidelines, Laketran is a jointly governed organization. All nine members of its Board are appointed by the Lake County Board of Commissioners. The Lake County Board of Commissioners did not provide any support or have any significant financial transactions with Laketran during 2017 or 2016.

Basis of Presentation

Laketran's basic financial statements consist of a statement of net position, a statement of revenues, expenses and changes in net position, and a statement of cash flows.

Laketran uses a single enterprise fund to maintain its financial records on an accrual basis. A fund is defined as a fiscal and accounting entity with a self-balancing set of accounts.

Enterprise fund reporting focuses on the determination of the change in net position, financial position, and cash flows. An enterprise fund may be used to account for any activity for which a fee is charged to external users for goods and services.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 2: **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

Measurement Focus and Basis of Accounting

The enterprise fund is accounted for on a flow of economic resources measurement focus and the accrual basis of accounting. All assets and deferred outflows of resources and all liabilities and deferred inflows of resources associated with the operation of Laketrans are included on the statement of net position. The statement of changes in net position presents increases (i.e., revenues) and decreases (i.e., expenses) in net total position. The statement of cash flows provides information about how Laketrans finances and meets the cash flow needs of its enterprise activity.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of Laketrans's enterprise fund are charges to customers for passenger fare for transit services. Operating expenses for enterprise funds include the cost of transit services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Use of Estimates

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

Cash, Cash Equivalents, and Investments

For the purposes of the statement of cash flows, Laketrans considers all highly liquid investments with an initial maturity date of three months or less to be cash equivalents. The carrying amount of cash equivalents and investments is fair value. The net change in fair value of investments is recorded on the Statement of Revenues, Expenses, and Changes in Net Position and includes the unrealized and realized gains and losses on investments.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 2: **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

Cash, Cash Equivalents, and Investments (Continued)

During 2017, Laketran invested in STAR Ohio. STAR Ohio (the State Treasury Asset Reserve of Ohio), is an investment pool managed by the State Treasurer's Office which allows governments within the State to pool their funds for investment purposes. STAR Ohio is not registered with the SEC as an investment company, but has adopted Governmental Accounting Standards Board (GASB), Statement No. 79 *Certain External Investment Pools and Pool Participants*. Laketran measures their investment in STAR Ohio at the net asset value (NAV) per share provided by STAR Ohio. The NAV per share is calculated on an amortized cost basis that provides a NAV per share that approximates fair value.

For 2017, there were no limitation or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates. However, notice must be given 24 hours in advance of all deposits and withdrawals exceeding \$25 million. STAR Ohio reserves the right to limit the transactions to \$50 million, requiring the excess amount to be transacted the following business day(s), but only to the \$50 million limit. All accounts of the participant will be combined for these purposes.

In 2017, Laketran had \$227,973 of cash and cash equivalents held with the Ohio Transit Risk Pool. These funds will be used to insure future claims. For additional information, see Note 10 of the basic financial statements.

Inventory

Inventory of replacement vehicle parts are stated at the lower of cost or market using the average cost method.

Capital Assets and Depreciation

Property, facilities, and equipment are stated at cost. Donated property is capitalized at acquisition value at the date donated. In 2017, Laketran changed its capital asset policy to increase capitalization threshold to \$1,500.

Depreciation on all assets is computed on the straight line method based on the following estimated useful lives:

| <u>Description</u> | <u>Years</u> |
|--------------------------------|--------------|
| Buildings and Improvements | 5-45 |
| Equipment | 5-10 |
| Furniture and Office Equipment | 5-10 |
| Parking Lots and Bus Shelters | 10 |
| Communication System | 15 |
| Vehicles | 4-12 |

Cost of property retired and the related depreciation are removed from the asset account and accumulated depreciation account, respectively.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 2: **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

Compensated Absences

In accordance with GASB Statement No. 16, *Accounting for Compensated Absences*, vacation time is accrued as a liability when an employee's right to receive compensation is attributable to services already rendered and it is probable that the employee will be compensated through paid time off or some other means, such as cash payments at termination or retirement. Leave time that has been earned but is unavailable for use as paid time off or as some other form of compensation because an employee has not met the minimum service time requirement, is accrued to the extent that it is considered compensation that will be met in the future.

Sick leave is accrued using the vesting method, whereby the liability is recorded on the basis of leave accumulated by employees who are eligible to receive termination payments as of the balance sheet date.

Pension

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

Net Position

Net position is the residual amount when comparing assets and deferred outflows of resources to liabilities and deferred inflows of resources. The net investment in capital assets component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowing used for the acquisition, construction or improvement of those assets. The restricted component of net position is reported when there are limitations imposed on their use either through constitutional provisions or enabling legislation or through external restrictions imposed by creditors, grantors, or laws or regulations of other governments. At December 31, 2017 there was \$227,973 restricted component of net position.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 2: **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

Recognition of Revenue and Receivables

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

The Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT) provide financial assistance and make grants directly to Laketrans for acquisition of property and equipment. Operating grants and special fare assistance awards made on the basis of entitlement periods are recorded as grant receivables and revenues over the entitlement period. Capital grants for the acquisition of property and equipment (reimbursement type grants) are recorded as grant receivables and credited to revenue when the related qualified expenditures are incurred. Capital grants received in advance of project costs being incurred are deferred inflows of resources. Subsidies from various local governments/agencies are recognized when received.

Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. 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 (expenses/expenditures) until then. For Laketrans, deferred outflows of resources relate to pension for 2017 (See Note 7).

In addition to liabilities, the statement 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. For Laketrans, deferred inflows of resources include pension (See Note 7) and grants for 2017 and 2016 that have not met time requirements.

Investment Policy

State statutes and Board resolutions authorize Laketrans's investments. Laketrans is authorized to invest in U.S. Treasury securities and obligations of federal government agencies or instrumentalities, collateralized repurchase agreements, certificates of deposit, bankers acceptances, commercial paper, savings accounts, the State Treasurer's Asset Reserve (STAR Ohio) investment pool and investment derivative instruments.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 3: **DEPOSITS AND INVESTMENTS**

Cash On Hand

At December 31, 2017 and 2016, Laketran had undeposited cash on hand, including petty cash, of \$500 and \$500, respectively.

Deposits

Custodial Credit Risk - Custodial credit risk for deposits is the risk that, in the event of a bank failure, the City will not be able to recover deposits or collateral securities that are in the possession of an outside party. At December 31, 2017 and 2016, \$3,711,366 of Laketran's bank balance of \$3,961,366 and \$5,223,127 of Laketran's bank balance of \$5,473,127, respectively, was exposed to custodial credit risk because those deposits were uninsured and collateralized. Although all statutory requirements for the deposit of money had been followed, noncompliance with Federal requirements could potentially subject Laketran to a successful claim by the Federal Deposit Insurance Corporation.

Laketran has no deposit policy for custodial risk beyond the requirements of State statute. Ohio law requires that deposits either be insured or be protected by:

1. Eligible securities pledged to Laketran and deposited with a qualified trustee by the financial institution as security for repayment whose market value at all times shall be at least 105 percent of the deposits being secured; or
2. Participation in the Ohio Pooled Collateral System (OPCS), a collateral pool of eligible securities deposited with a qualified trustee and pledged to the Treasurer of State to secure the repayment of all public monies deposited in the financial institution. OPCS requires the total market value of the securities pledged to be 102 percent of the deposits being secured or a rate set by the Treasurer of State.

Laketran's financial institution joined OPCS during the fourth quarter of 2017. For the first three quarters of 2017 and year ended December 31, 2016, the financial institution still maintained its own collateral pool of eligible securities deposited with a qualified trustee and pledged to secure the repayment of all public monies deposited in the financial institution whose market value at all times shall be at least 105 percent of the deposits being secured.

Cash Held with Other Governments

At December 31, 2017 and 2016, Laketran has cash held with other governments of \$227,973 and \$0, respectively.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 4: **DEPOSITS AND INVESTMENTS** (Continued)

Investments

Laketrans has a formal investment policy. Laketrans follows GASB Statement No. 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools*, and records all its investments at fair value. At December 31, 2017 and 2016, fair value was \$2,595 and \$31,407 below Laketrans's net cost for investments, respectively. Fair value is determined by quoted market prices and acceptable other pricing methodologies.

Interest Rate Risk

As a means of limiting its exposure to fair value of losses caused by rising interest rates, Laketrans's investment policy requires that operating funds be invested primarily in short-term investments maturing within 5 years from the date of purchase and that its investment portfolio be structured so that securities mature to meet cash requirements for ongoing operations and/or long-term debt payments. The stated intent of the policy is to avoid the need to sell securities prior to maturity.

Credit Risk

The credit risk of Laketrans's investments are in the table below. Ohio law requires that STAR Ohio maintain the highest rating provided by at least one nationally recognized standard rating service. Laketrans has no investment policy that would further limit its investment choices.

Custodial Credit Risk

For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, Laketrans will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Laketrans has no investment policy dealing with investment custodial risk beyond the requirements in State statute that prohibits payment for investments prior to delivery of the securities representing such balances to the controller or qualified trustee. Laketrans's investment in negotiable certificates of deposit were insured by Federal Depository Insurance in the amount of \$3,298,508.

Concentration of Credit Risk

Laketrans places no limit on the amount it may invest in any one issuer. Laketrans's investment in Star Ohio, money market mutual fund, negotiable certificates of deposit, U. S. Government and agency securities and investment derivative instrument, represent 12.22, 8.28, 26.74, 48.83, and 3.93 percent, respectively, of Laketrans's total investments.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 4: DEPOSITS AND INVESTMENTS (Continued)

Concentration of Credit Risk (Continued)

Cash and investments at 2017 year-end were as follows:

| <u>Measurement/Investment</u> | <u>Balance Sheet</u> | <u>GASB 3 Reclass</u> | <u>Measurement Amount</u> | <u>Credit Rating (*)</u> | <u>Investment Maturities (in Years)</u> | | |
|---------------------------------------|----------------------|---------------------------|-------------------------------|------------------------------|---|---------------------|---------------------|
| | | | | | <u>< 1</u> | <u>1-2</u> | <u>> 2-5</u> |
| NAV Share: | | | | | | | |
| STAR Ohio | \$ 0 | \$ 1,507,753 | \$ 1,507,753 | AAAm | \$ 1,507,753 | \$ 0 | \$ 0 |
| Fair Value: | | | | | | | |
| Money Market Mutual Fund | 1,020,965 | 0 | 1,020,965 | N/A | 1,020,965 | 0 | 0 |
| Certificates of Deposit | 3,298,626 | 0 | 3,298,626 | N/A | 874,885 | 2,423,741 | 0 |
| U.S. Government and Agency Securities | 6,023,843 | 0 | 6,023,843 | AA+ | 0 | 986,790 | 5,037,053 |
| Investment derivative instrument | 484,408 | 0 | 484,408 | N/A | 484,408 | 0 | 0 |
| Total Investments | 10,827,842 | 1,507,753 | 12,335,595 | | <u>\$ 3,888,011</u> | <u>\$ 3,410,531</u> | <u>\$ 5,037,053</u> |
| Carrying Amount of Deposits | 5,433,146 | (1,507,753) | 3,925,393 | | | | |
| Cash Held with Other Governments | 227,973 | 0 | 227,973 | | | | |
| Petty Cash | 500 | 0 | 500 | | | | |
| Totals | <u>\$ 16,489,461</u> | <u>\$ 0</u> | <u>\$ 16,489,461</u> | | | | |

* Standard & Poor's rating.
N/A - Not Available/Rated

Laketrans has categorized its fair value measurement within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The above chart identifies Laketrans's recurring fair value measurements as of December 31, 2017. As previously discussed, STAR Ohio is reported at its net asset value. All other investments measured at fair value are valued using quoted market prices (Level 1 inputs).

NOTE 5: GRANT ASSISTANCE

Federal and Capital Grant

Preventive maintenance operating expenses became eligible for federal capital assistance under the Department of Transportation's 1998 Appropriations Act. Revenues are recognized in the year earned, which is the year in which eligible expenses are incurred. For the years ended December 31, 2017 and 2016, Laketrans recognized \$2,406,505 and \$2,312,824, respectively. In addition, Laketrans recognized capital grants reimbursements as revenue in 2017 and 2016 of \$1,460,535 and \$7,543,724, respectively.

State Grant

The Ohio Department of Transportation typically enacts very similar regulations to those of the U.S. Department of Transportation. Preventive maintenance operating expenses are eligible for state capital assistance with certain restrictions which depend upon availability of federal funds. For the years ended December 31, 2017 and 2016, Laketrans recognized revenue of \$629,494 and \$222,062, respectively.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 5: **GRANT ASSISTANCE**(Continued)

State of Ohio Elderly and Disabled Transit Fare Assistance

The State of Ohio provides a grant each year to help defray the high costs of transporting Lake County residents who are elderly or have disabilities. For the years ended December 31, 2017 and 2016, Laketrans received \$238,008 and \$779,881, respectively.

NOTE 6: **OTHER REVENUE**

In November 2013, Lake County electorate voted to renew a levy of 1/4 percent sales tax, and make it continuing beginning August 1, 2014, to provide local funding for all transit purposes.

For the years ended December 31, 2017 and 2016, sales tax revenues totaled \$9,281,207 and \$9,291,442, respectively. Laketrans records sales tax revenues and receivables as the sales taxes are earned, which is the year in which the related exchange transaction is incurred.

NOTE 7: **DEFINED BENEFIT PENSION PLAN**

Net Pension Liability

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

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

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

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

Net Pension Liability (Continued)

GASB 68 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also includes costs paid in the form of withholdings from employees). State statute requires the pension plans to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, each pension plan's board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability. Resulting adjustments to the net pension liability would be effective when the changes are legally enforceable.

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

Plan Description - Ohio Public Employees Retirement System (OPERS)

Plan Description - Laketrans employees participate in the Ohio Public Employees Retirement System (OPERS). OPERS administers three separate pension plans. The traditional pension plan is a cost-sharing, multiple-employer defined benefit pension plan. The member-directed plan is a defined contribution plan and the combined plan is a cost-sharing, multiple-employer defined benefit pension plan with defined contribution features. While members (e.g. Laketrans employees) may elect the member-directed plan and the combined plan, substantially all employee members are in OPERS' traditional plan; therefore, the following disclosure focuses on the traditional pension plan.

OPERS provides retirement, disability, survivor and death benefits, and annual cost of living adjustments to members of both the traditional pension and combined plans. Members of the member-directed plan do not qualify for ancillary benefits. Authority to establish and amend benefits is provided by Chapter 145 of the Ohio Revised Code. OPERS issues a stand-alone financial report that includes financial statements, required supplementary information and detailed information about OPERS' fiduciary net position that may be obtained by visiting <https://www.opers.org/financial/reports.shtml>, by writing to the Ohio Public Employees Retirement System, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling 800-222-7377.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

Plan Description - Ohio Public Employees Retirement System (OPERS) (Continued)

Senate Bill (SB) 343 was enacted into law with an effective date of January 7, 2013. In the legislation, members were categorized into three groups with varying provisions of the law applicable to each group. The following table provides age and service requirements for retirement and the retirement formula applied to final average salary (FAS) for the three member groups under the traditional plan as per the reduced benefits adopted by SB 343 (see OPERS' CAFR referenced above for additional information):

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

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

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

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

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

Plan Description - Ohio Public Employees Retirement System (OPERS) (Continued)

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

| | |
|---|--------------------|
| 2017 Statutory Maximum Contribution Rates: | State and Local |
| Employer | 14.0% |
| Employee | 10.0% |
| 2017 Actual Contribution Rates: | |
| Employer: | |
| Pension | 13.0% |
| Post-employment Health Care Benefits | <u>1.0%</u> |
| Total Employer | <u>14.0%</u> |
| Employee | <u>10.0%</u> |

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. Laketrans' contractually required contribution was \$869,382 for 2017. Of this amount, \$82,448 is reported as accrued payroll and benefits.

Pension Liabilities/Pension Assets, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

The net pension liability for OPERS was measured as of December 31, 2016, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. Laketrans' proportion of the net pension liability was based on Laketrans' share of contributions to the pension plan relative to the contributions of all participating entities. Following is information related to the proportionate share and pension expense:

| | <u>OPERS Traditional Pension Plan</u> | <u>OPERS Combined Pension Plan</u> |
|--|---|--|
| Proportion of the Net Pension Liability/(Asset) | | |
| - Prior Measurement Date | 0.046532% | 0.101700% |
| Proportion of the Net Pension Liability(Asset) | | |
| - Current Measurement Date | <u>0.047245%</u> | <u>0.098810%</u> |
| Change in Proportionate Share | <u>0.000713%</u> | <u>-0.002890%</u> |
| Proportionate Share of the Net Pension Liability/(Asset) | \$10,728,536 | \$ (54,995) |
| Pension Expense | \$ 2,379,144 | \$ 39,048 |

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

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

At December 31, 2017, Laketran reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

| | OPERS Traditional <u>Pension Plan</u> | OPERS Combined <u>Pension Plan</u> |
|---|---|--|
| Deferred Outflows of Resources | | |
| Net difference between projected and actual earnings on pension plan investments | \$ 1,597,725 | \$ 13,417 |
| Changes of Assumptions | 1,701,675 | 13,403 |
| Differences between expected and actual experience | 14,542 | 0 |
| Changes in proportion and differences between Laketran contributions and proportionate share of contributions | 147,902 | 1,223 |
| Laketran contributions subsequent to the measurement date | <u>813,406</u> | <u>55,976</u> |
| Total Deferred Outflows of Resources | <u>\$ 4,275,250</u> | <u>\$ 84,019</u> |
| Deferred Inflows of Resources | | |
| Differences between expected and actual experience | \$ 63,850 | \$ 28,126 |
| Changes in proportion and differences between Laketran contributions and proportionate share of contributions | <u>0</u> | <u>3,474</u> |
| Total Deferred Inflows of Resources | <u>\$ 63,850</u> | <u>\$ 31,600</u> |

\$869,382 reported as deferred outflows of resources related to pension resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending December 31, 2018. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

| | OPERS Traditional <u>Pension Plan</u> | OPERS Combined <u>Pension Plan</u> |
|---------------------------------------|---|--|
| Deferred Outflows of Resources | | |
| Year Ending December 31: | | |
| 2018 | \$ 1,444,471 | \$ 2,288 |
| 2019 | 1,429,920 | 2,286 |
| 2020 | 570,438 | 1,706 |
| 2021 | (46,835) | (3,047) |
| 2022 | 0 | (2,546) |
| Thereafter | <u>0</u> | <u>(4,244)</u> |
| Total | <u>\$ 3,397,994</u> | <u>\$ (3,557)</u> |

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

Actuarial Assumptions - OPERS

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

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of benefits provided at the time of each valuation. The total pension liability in the December 31, 2016, actuarial valuation was determined using the following actuarial assumptions, applied to all prior periods included in the measurement in accordance with the requirements of GASB 67. In 2016, the Board of Trustees' actuarial consultants conducted an experience study for the period 2011 through 2015, comparing assumptions to actual results. The experience study incorporates both a historical view and forward-looking projections to determine the appropriate set of assumptions to keep the plan on a path toward full funding. Information from this study led to changes in both demographic and economic assumptions, with the most notable being a reduction in the actuarially assumed rate of return from 8.0 percent down to 7.5 percent, for the defined benefit investments. Key methods and assumptions used in the latest actuarial valuation, reflecting experience study results, are present below:

| | |
|---|---|
| Wage Inflation | 3.25 percent |
| Future Salary Increases, including inflation COLA or Ad Hoc COLA | 3.25 to 10.75 percent including wage inflation Pre 1/7/2013 retirees; 3 percent, simple Post 1/7/2013 retirees; 3 percent, simple Through 2018, then 2.15 percent simple |
| Investment Rate of Return | 7.5 percent |
| Actuarial Cost Method | Individual Entry Age |

The total pension asset in the December 31, 2016, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

| | |
|---|--|
| Wage Inflation | 3.25 percent |
| Future Salary Increases, including inflation COLA or Ad Hoc COLA | 3.25 to 8.25 percent including wage inflation Pre 1/7/2013 retirees; 3 percent, simple Post 1/7/2013 retirees; 3 percent, simple Through 2018, then 2.15 percent simple |
| Investment Rate of Return | 7.5 percent |
| Actuarial Cost Method | Individual Entry Age |

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

Actuarial Assumptions - OPERS (Continued)

Mortality rates were based on the RP-2014 Health Annuitant Mortality Table. For males, Health Annuitant Mortality tables were used, adjusted for mortality improvement back to the observant period base of 2006 and then established the base year as 2015. For females, Health Annuitant Mortality tables were used, adjusted for mortality improvements back to the observation period base year of 2006 and then established the base year as 2010. The mortality rates used in evaluating disability allowances were based on the RP-2014 Disabled Mortality tables adjusted for mortality improvement back to the observation base year of 2006 and then established the base year as 2015 for males and 2010 for females. Mortality rates for a particular calendar year for both healthy and disabled retiree mortality tables are determined by applying the MP-2015 mortality improvement scale to the above described tables.

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

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

OPERS manages investments in four investment portfolios: the Defined Benefits portfolio, the 401(h) Health Care Trust portfolio, the 115 Health Care Trust portfolio and the Defined Contribution portfolio. The 401(h) Health Care Trust was closed as of June 30, 2016 and the net position transferred to the 115 Health Care Trust portfolio on July 1, 2016. The Defined Benefit portfolio includes the investment assets of the Traditional Pension Plan, the defined benefit component of the Combined Plan, the annuitized accounts of the Member-Directed Plan. The Defined Benefit portfolio historically included the assets of the Member-Directed retiree medical accounts funded through the VEBA Trust. However, the VEBA Trust was closed as of June 30, 2016. Within the Defined Benefit portfolio, contributions into the plans are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money weighted rate of return expressing investment performances, net of investments expenses and adjusted for the changing amounts actually invested, for the Defined Benefit portfolio is 8.3 percent for 2016.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

Actuarial Assumptions - OPERS (Continued)

The allocation of investment assets with the Defined Benefit portfolio is approved by the Board of Trustees as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans. The table below displays the Board-approved asset allocation policy for 2016 and the long-term expected real rates of return:

| Asset Class | Target Allocation | Weighted Average Long-Term Expected Real Rate of Return (Arithmetic) |
|------------------------|-------------------|--|
| Fixed Income | 23.00 % | 2.75 % |
| Domestic Equities | 20.70 | 6.34 |
| Real Estate | 10.00 | 4.75 |
| Private Equity | 10.00 | 8.97 |
| International Equities | 18.30 | 7.95 |
| Other investments | 18.00 | 4.92 |
| Total | 100.00 % | 5.66 % |

Discount Rate The discount rate used to measure the total pension liability was 7.5 percent. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the statutorily required rates. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefits payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 7: **DEFINED BENEFIT PENSION PLAN** (Continued)

Sensitivity of Laketrans Proportionate Share of the Net Pension Liability to Changes in the Discount Rate The following table presents Laketrans proportionate share of the net pension liability calculated using the current period discount rate assumption of 7.5 percent, as well as what Laketrans proportionate share of the net pension liability would be if it were calculated using a discount rate that is one-percentage-point lower (6.5 percent) or one-percentage-point higher (8.59 percent) than the current rate:

| Laketrans proportionate share of the net pension liability(asset) | 1% Decrease (6.50%) | Current Discount Rate (7.50%) | 1% Increase (8.50%) |
|--|------------------------|-------------------------------------|------------------------|
| Traditional Pension Plan | \$16,142,881 | \$10,728,536 | \$ 5,919,801 |
| Combined Plan | \$ 4,068 | \$ (54,995) | \$ (103,734) |

NOTE 8: **POST-EMPLOYMENT BENEFITS**

Ohio Public Employees Retirement System

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

In March 2016, OPERS received two favorable rulings from the Internal Revenue Service (IRS) allowing OPERS to consolidate all health care assets into the OPERS 115 Health Care Trust. Transition to the new health care trust structure was completed July 1, 2016. As of December 31, 2016, OPERS maintains a cost-sharing, multiple-employer defined benefit post-employment health care trust, which funds multiple health care plans including medical coverage, prescription drug coverage and deposits to a Health Reimbursement Arrangement to qualifying benefit recipients of both the Traditional Pension and the Combined plans. Members of the Member-Directed Plan do not qualify for ancillary benefits, including OPERS sponsored health care coverage. OPERS funds a Retiree Medical Account (RMA) for participants in the Member-Directed Plan. At retirement or refund, participants can be reimbursed for qualified medical expenses from their vested RMA balance.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 8: **POST-EMPLOYMENT BENEFITS** (Continued)

Ohio Public Employees Retirement System (Continued)

In order to qualify for health care coverage, age and service retirees under the Traditional Pension and Combined plans must have 20 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 No. 45. OPERS' eligibility requirements for post-employment health care coverage changed for those retiring on and after January 1, 2016. Please see the Plan Statement in the OPERS 2015 CAFR for details.

The Ohio Revised Code permits, but does not require, OPERS to provide health care to its eligible benefit recipients. Authority to establish and amend health care coverage is provided to the OPERS Board of Trustees (OPERS Board) 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/financial/reports.shtml#CAFR>, by writing to the OPERS, 277 East Town Street, Columbus, OH 43215-4642, or by calling 614-222-5601 or 800-222-7377.

Funding Policy - The Ohio Revised Code provides the statutory authority requiring public employers to fund health care through their contributions to OPERS. A portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans. Employer contribution rates are expressed as a percentage of the earnable salary of active members. The 2017 local government employer contribution rate was 14.00 percent of earnable salary. The Ohio Revised Code currently limits the employer contribution to a rate not to exceed 14.00 percent of earnable salary for local government employers. Active member contributions do not fund health care.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 8: **POST-EMPLOYMENT BENEFITS** (Continued)

Ohio Public Employees Retirement System (Continued)

Each year, the OPERS Board of Trustees determines the portion of the employer contribution rate that will be set aside to fund health care plans. The portion of employer contributions allocated to health care for members in the Traditional Pension Plan and Combined Plan was 1.00 percent during calendar year 2017. As recommended by the OPERS' actuary, the portion of employer contributions allocated to healthcare beginning January 1, 2018 decreased to 0.0 percent for both plans. The Board 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. The employer contribution as a percentage of covered payroll deposited into the RMA for participants in the Member-Directed Plan for 2017 was 4.0%. Laketrans actual employer contributions for December 31, 2017, 2016 and 2015 which were used to fund post-employment benefits were \$69,388, \$134,484, and \$126,257, respectively. 91.5 percent has been contributed for 2017 with the balance being reported as accrued payroll and benefits. The full amount has been contributed for 2016 and 2015.

NOTE 9: **COMPENSATED ABSENCES**

Employees of Laketrans earn vacation and sick leave at various rates under Laketrans policy. In case of death, termination, or retirement, an employee or their estate is paid for portions of these benefits. Laketrans records a liability for vacation, holiday, and sick hours earned but not used at year-end at the employees' current wage rate. Laketrans obligations for these amounts at December 31, 2017 and 2016 amounted to approximately \$718,954 and \$748,831, respectively.

Changes in compensated absences liabilities are as follows:

| | <u>Balance at Beginning of Year</u> | <u>Additions</u> | <u>Deletions</u> | <u>Balance at End of Year</u> | <u>Due Within One Year</u> |
|------|---|------------------|------------------|-----------------------------------|--------------------------------|
| 2017 | \$ 748,831 | \$ 352,786 | \$ 382,663 | \$ 718,954 | \$ 418,877 |
| 2016 | \$ 728,797 | \$ 381,312 | \$ 361,278 | \$ 748,831 | \$ 382,663 |

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 10: RISK MANAGEMENT

Since 1996 Laketrans 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 to provide self-insurance through risk retention and to purchase property and liability coverage from A rated, or greater, commercial carriers.

During the loss year of December 1, 2016 - November 30, 2017, OTRP provided to Laketrans, 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. Crime coverage limits are \$4,000,000. The following coverages were also provided: auto/transit liability, general liability, E&O, and EBL \$10,000,000. These limits are per occurrence no aggregate limits apply. For each of these lines the pool retained \$1,000,000.

Laketrans's deductible for all claims was \$1,000 except for auto physical damage which was \$25,000.

OTRP provides the Treasurer of Laketrans, a Bond as required by Ohio law.

As of December 31, 2017, Laketrans has met all obligations to OTRP. There are no special assessments being billed at this time and there are no known loss developments which would lead to an unfunded special assessment.

Laketrans pays OTRP through an initial contribution for reinsurance and/or excess insurance and quarterly payments for their loss and administrative fee. Laketrans's contribution percentage for 2017 was 10.429 percent.

Laketrans participates in the State of Ohio Workers' Compensation plan, paying premiums directly to the State.

Laketrans provides medical and life insurance to its employees by participating in the group plan offered by the Lake County Commissioners to all County employees.

Laketrans is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. Settled claims resulting from the previously noted risks have not exceeded commercial insurance coverage in the past three fiscal years.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 11: FUEL PRICING MANAGEMENT PROGRAM

Pursuant to Ohio Revised Code Sections 9.835 (A), (B), and (C) and Section 135.14, Laketrans utilizes futures contracts to manage the volatility of fuel costs beginning in 2015. These techniques are traditionally used to limit exposure to price fluctuations. Management recognized that fluctuations in fuel prices could have a negative impact on the Laketrans's financial affairs. Accordingly, the Authority has utilized futures contracts and firm-fixed price contracts to offset against the price volatility of diesel fuel in accordance with the Authority's Energy Price Risk Management Policy established by the Board of Trustees. These futures transactions are completely separate from the physical fuel purchase transactions. For the year ended December 31, 2017, there was no gain or loss realized. On December 31, 2017, the open contract for 2018 had \$62,534 of unrealized gain and the open contract for 2019 had \$34,037 of unrealized gain. 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 2019.

NOTE 12: CAPITAL ASSETS

Capital assets consist of the following at December 31, 2017 and 2016:

| <u>2017</u> | <u>Beginning Balance</u> | <u>Increases</u> | <u>Decreases</u> | <u>Ending Balance</u> |
|--|------------------------------|-----------------------|---------------------|---------------------------|
| Capital Assets Not Being Depreciated | | | | |
| Land | \$ 2,442,643 | \$ 0 | \$ 0 | \$ 2,442,643 |
| Construction in Progress | <u>0</u> | <u>811,253</u> | <u>0</u> | <u>811,253</u> |
| Total Capital Assets Not Being Depreciated | <u>2,442,643</u> | <u>811,253</u> | <u>0</u> | <u>3,253,896</u> |
| Capital Assets Being Depreciated | | | | |
| Buildings and Improvements | 15,546,195 | 0 | (12,097) | 15,534,098 |
| Transportation Vehicles and Equipment | 40,152,223 | 1,110,732 | (1,259,165) | 40,003,790 |
| Furniture and Office Equipment | <u>686,942</u> | <u>44,517</u> | <u>(147,952)</u> | <u>583,507</u> |
| Total Capital Assets Being Depreciated | <u>56,385,360</u> | <u>1,155,249</u> | <u>(1,419,214)</u> | <u>56,121,395</u> |
| Less: Accumulated Depreciation | | | | |
| Buildings and Improvements | (9,104,953) | (489,957) | 6,853 | (9,588,057) |
| Transportation Vehicles and Equipment | (20,681,477) | (3,445,727) | 1,116,126 | (23,011,078) |
| Furniture and Office Equipment | <u>(507,938)</u> | <u>(73,914)</u> | <u>130,287</u> | <u>(451,565)</u> |
| Total Accumulated Depreciation | <u>(30,294,368)</u> | <u>(4,009,598)</u> | <u>1,253,266</u> | <u>(33,050,700)</u> |
| Total Capital Assets Being Depreciated, Net | <u>26,090,992</u> | <u>(2,854,349)</u> | <u>(165,948)</u> | <u>23,070,695</u> |
| Total Capital Assets, Net | <u>\$ 28,533,635</u> | <u>\$ (2,043,096)</u> | <u>\$ (165,948)</u> | <u>\$ 26,324,591</u> |

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 12: **CAPITAL ASSETS** (Continued)

| 2016 | Beginning Balance | Increases | Decreases | Ending Balance |
|--|----------------------|---------------------|-----------------------|----------------------|
| Capital Assets Not Being Depreciated | | | | |
| Land | \$ 2,442,643 | \$ 0 | \$ 0 | \$ 2,442,643 |
| Construction in Progress | 1,175,513 | 0 | (1,175,513) | 0 |
| Total Capital Assets Not Being Depreciated | <u>3,618,156</u> | <u>0</u> | <u>(1,175,513)</u> | <u>2,442,643</u> |
| Capital Assets Being Depreciated | | | | |
| Buildings and Improvements | 15,546,195 | 0 | 0 | 15,546,195 |
| Transportation Vehicles and Equipment | 35,832,411 | 11,661,489 | (7,341,677) | 40,152,223 |
| Furniture and Office Equipment | 626,235 | 62,506 | (1,799) | 686,942 |
| Total Capital Assets Being Depreciated | <u>52,004,841</u> | <u>11,723,995</u> | <u>(7,343,476)</u> | <u>56,385,360</u> |
| Less: Accumulated Depreciation | | | | |
| Buildings and Improvements | (8,604,140) | (500,813) | 0 | (9,104,953) |
| Transportation Vehicles and Equipment | (24,190,161) | (3,038,255) | 6,546,939 | (20,681,477) |
| Furniture and Office Equipment | (436,075) | (72,789) | 926 | (507,938) |
| Total Accumulated Depreciation | <u>(33,230,376)</u> | <u>(3,611,857)</u> | <u>6,547,865</u> | <u>(30,294,368)</u> |
| Total Capital Assets Being Depreciated, Net | <u>18,774,465</u> | <u>8,112,138</u> | <u>(795,611)</u> | <u>26,090,992</u> |
| Total Capital Assets, Net | <u>\$ 22,392,621</u> | <u>\$ 8,112,138</u> | <u>\$ (1,971,124)</u> | <u>\$ 28,533,635</u> |

NOTE 13: **CONTINGENCIES**

A. Litigation

Laketrans is not a party to any legal proceedings.

B. Grants

Laketrans received financial assistance from federal and state agencies in the form of grants. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreements and is subject to audit by the grantor agencies. Any disallowed claims resulting from such audits could become a liability of the applicable funds. However, in the opinion of management, any such disallowed claims will not have a material adverse effect on the overall financial position of Laketrans at December 31, 2017 or 2016.

LAKETRAN
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016
(CONTINUED)

NOTE 14: **CHANGES IN ACCOUNTING PRINCIPLES**

Changes in Accounting Principles

During the year, the Laketran implemented the following Governmental Accounting Standards Board (GASB) Statements:

GASB Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The objective of this Statement is to improve the usefulness of information about postemployment benefits other than pensions (other postemployment benefits or OPEB) included in the general purpose external financial reports of state and local governmental OPEB plans for making decisions and assessing accountability. The implementation of GASB Statement No. 74 did not have an effect on the financial statements of the Laketran.

GASB Statement No. 80, *Blending Requirements for Certain Component Units-an amendment of GASB Statement No. 14*. The objective of this Statement is to improve financial reporting by clarifying the financial statement presentation requirements for certain component units. This Statement amends the blending requirements established in paragraph 53 of Statement No. 14, *The Financial Reporting Entity, as amended*. The implementation of GASB Statement No. 80 did not have an effect on the financial statements of the Laketran.

GASB Statement No. 81, *Irrevocable Split-Interest Agreements*. The object of this statement is to improve accounting and financial reporting for irrevocable split-interest agreements by providing recognition and measurement guidance for situations in which a government is a beneficiary of the agreement.

GASB Statement No. 82, *Pension Issues-an amendment of GASB Statements No. 67, No. 68, and No. 73*. The objective of this Statement is to address certain issues that have been raised with respect to Statements No. 67, *Financial Reporting for Pension Plans*, No. 68, *Accounting and Financial Reporting for Pensions*, and No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68*. Specifically, this Statement addresses issues regarding (1) the presentation of payroll-related measures in required supplementary information, (2) the selection of assumptions and the treatment of deviations from the guidance in an Actuarial Standard of Practice for financial reporting purposes, and (3) the classification of payments made by employers to satisfy employee (plan member) contribution requirements. The implementation of GASB Statement No. 82 did not have an effect on Laketran's beginning net position.

LAKETRAN
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF LAKETRAN'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
LAST FOUR FISCAL YEARS (1)

| Traditional Plan | 2017 | 2016 | 2015 | 2014 |
|--|--------------|-------------|-------------|-------------|
| Laketrans Proportion of the Net Pension Liability | 0.047245% | 0.046532% | 0.044494% | 0.044494% |
| Laketrans Proportionate Share of the Net Pension Liability | \$10,728,536 | \$8,059,929 | \$5,366,474 | \$5,245,263 |
| Laketrans Covered-Employee Payroll | \$6,108,075 | \$5,799,475 | \$5,473,033 | \$5,220,008 |
| Laketrans Proportionate Share of the Net Pension Liability as a Percentage of its Covered Employee Payroll | 175.65% | 138.98% | 98.05% | 100.48% |
| Plan Fiduciary Net Position as a Percentage of the Total Pension Liability | 77.25% | 81.08% | 86.45% | 86.36% |
| Combined Plan | 2017 | 2016 | 2015 | 2014 |
| Laketrans Proportion of the Net Pension (Asset) | 0.098810% | 0.101700% | 0.086537% | 0.086537% |
| Laketrans Proportionate Share of the Net Pension (Asset) | (\$54,995) | (\$49,491) | (\$33,320) | (\$9,080) |
| Laketrans Covered-Employee Payroll | \$384,617 | \$365,267 | \$318,717 | \$299,615 |
| Laketrans Proportionate Share of the Net Pension (Asset) as a Percentage of its Covered Employee Payroll | 14.30% | 13.55% | 10.45% | 3.03% |
| Plan Fiduciary Net Position as a Percentage of the Total Pension Liability (Asset) | 116.55% | 116.90% | 114.83% | 104.33% |

(1) Information prior to 2014 is not available. Schedule is intended to show ten years of information, and additional years' will be displayed as it becomes available.

Amounts presented as of the City's measurement date which is the prior year end.

LAKETRAN
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF LAKETRAN'S CONTRIBUTIONS
OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM
LAST FIVE FISCAL YEARS (1)

| | <u>2017</u> | <u>2016</u> | <u>2015</u> | <u>2014</u> | <u>2013</u> |
|--|-------------|-------------|-------------|-------------|-------------|
| <u>Contractually Required Contributions</u> | | | | | |
| Traditional Plan | 813,406 | 732,969 | 695,937 | 656,764 | 678,601 |
| Combined Plan | 55,976 | 46,154 | 43,832 | 38,246 | 38,950 |
| Total Required Contributions | \$869,382 | \$779,123 | \$739,769 | \$695,010 | \$717,551 |
| Contributions in Relation to the Contractually Required Contribution | (\$869,382) | (\$779,123) | (\$739,769) | (\$695,010) | (\$717,551) |
| Contribution Deficiency / (Excess) | \$0 | \$0 | \$0 | \$0 | \$0 |
| <u>City's Covered-Employee Payroll</u> | | | | | |
| Traditional Plan | \$6,256,969 | \$6,108,075 | \$5,799,475 | \$5,473,033 | \$5,220,008 |
| Combined Plan | \$430,585 | \$384,617 | \$365,267 | \$318,717 | \$299,615 |
| <u>Pension Contributions as a Percentage of Covered-Employee Payroll</u> | | | | | |
| Traditional Plan | 13.00% | 12.00% | 12.00% | 12.00% | 13.00% |
| Combined Plan | 13.00% | 12.00% | 12.00% | 12.00% | 13.00% |

(1) Information prior to 2013 is not available. Schedule is intended to show ten years of information, and additional years will be displayed as it becomes available.

LAKETRAN
NOTES TO THE REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEARS ENDED DECEMBER 31, 2017 and 2016

OHIO PUBLIC EMPLOYEES RETIREMENT SYSTEM (OPERS)

Changes in benefit terms: There were no changes in benefit terms from the amounts reported for 2014-2017.

Changes in assumptions: There were no changes in methods and assumptions used in the calculation of actuarial determined contributions for 2014-2016. For 2017, the following changes of assumptions affected the total pension liability since the prior measurement date: (a) the expected investment return was reduced from 8.00% to 7.50%, (b) the expected long-term average wage inflation rate was reduced from 3.75% to 3.25%, (c) the expected long-term average price inflation rate was reduced from 3.00% to 2.50%, (d) Rates of withdrawal, retirement and disability were updated to reflect recent experience, (e) mortality rates were updated to the RP-2014 Health Annuitant Mortality Table, adjusted for mortality improvement back to the observant period base year of 2006 and then established the base year as 2015 (f) mortality rates used in evaluating disability allowances were updated to the RP-2014 Disabled Mortality tables, adjusted for mortality improvement back to the observation base year of 2006 and a base year of 2015 for males and 2010 for females (g) Mortality rates for a particular calendar year for both healthy and disabled retiree mortality tables are determined by applying the MP-2015 mortality improvement scale to the above described tables.

**Statistical
Section
2017**

STATISTICAL SECTION

This part of Laketran's Comprehensive Annual Financial Report presents detailed information as a context for understanding what information in the financial statements, note disclosures, and required supplementary information says about Laketran's overall financial health.

| <u>Contents</u> | <u>Page</u> |
|---|--------------------|
| <i>Financial Trends</i> | |
| These schedules contain trend information to help the reader understand how Laketran's financial performance and well being have changed over time. | 54-56 |
| <i>Revenue Capacity</i> | |
| These schedules contain information to help the reader assess Laketran's operating revenues and comparisons to the transportation industry. | 57-58 |
| <i>Operating Information</i> | |
| These schedules contain service data to help the reader understand how the information in Laketran's financial report relates to the services Laketran provides and the activities it performs. | 59-63 |
| <i>Demographic and Economic Information</i> | |
| These schedules offer demographic and economic indicators to help the reader understand the environment within which Laketran's financial activities take place. | 64-67 |

LAKETRAN
NET POSITION BY COMPONENT
LAST TEN YEARS

| | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u>2017</u> |
|---------------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Net Investment in Capital | | | | | | | | | | |
| Assets | \$25,336,813 | \$26,595,830 | \$28,484,693 | \$25,694,276 | \$23,154,984 | \$22,732,058 | \$23,007,176 | \$22,392,621 | \$28,533,635 | \$26,324,591 |
| Unrestricted | 10,253,373 | 10,263,030 | 11,965,611 | 13,857,445 | 15,226,561 | 16,878,213 | 18,005,626 | 14,927,462 | 13,977,753 | 13,204,720 |
| Restricted | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>227,973</u> |
| Total Net Position | <u>\$ 35,590,186</u> | <u>\$ 36,858,860</u> | <u>\$ 40,450,304</u> | <u>\$ 39,551,721</u> | <u>\$38,381,545</u> | <u>\$39,610,271</u> | <u>\$41,012,802</u> | <u>\$37,320,083</u> | <u>\$42,511,388</u> | <u>\$39,757,284</u> |

LAKETRAN
REVENUES AND EXPENSES BY TYPE AND CHANGES IN NET POSITION
LAST TEN YEARS

| | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u>2017</u> |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <u>Operating Revenue</u> | | | | | | | | | | |
| Fares | \$ 1,575,204 | \$ 1,911,353 | \$ 2,041,948 | \$ 2,122,234 | \$ 1,997,777 | \$ 2,063,623 | \$ 2,169,712 | \$ 2,266,754 | \$ 2,578,993 | \$ 2,519,175 |
| Auxiliary Transportation Revenue | <u>82,224</u> | <u>78,851</u> | <u>71,970</u> | <u>74,311</u> | <u>67,911</u> | <u>89,234</u> | <u>118,933</u> | <u>100,954</u> | <u>81,683</u> | <u>80,584</u> |
| Total Operating Revenues | <u>1,657,428</u> | <u>1,990,204</u> | <u>2,113,918</u> | <u>2,196,545</u> | <u>2,065,688</u> | <u>2,152,857</u> | <u>2,288,645</u> | <u>2,367,708</u> | <u>2,660,676</u> | <u>2,599,759</u> |
| <u>Non Operating Revenues</u> | | | | | | | | | | |
| Sales Tax | 7,744,815 | 7,157,307 | 7,294,636 | 7,759,654 | 7,869,357 | 8,152,976 | 8,592,079 | 8,890,398 | 9,291,442 | 9,281,207 |
| Federal Grants and Reimbursements | 1,560,826 | 4,827,052 | 2,716,460 | 1,862,159 | 1,715,565 | 2,222,531 | 2,032,462 | 2,583,970 | 2,312,824 | 2,406,505 |
| State Grants, Reimbursements, and Special Fare Assistance | 664,448 | 1,117,214 | 960,893 | 1,072,110 | 1,030,575 | 998,468 | 1,025,496 | 1,015,728 | 1,001,943 | 867,502 |
| Interest Income | 252,887 | 144,507 | 126,201 | 125,753 | 87,610 | (20,666) | 129,858 | 87,693 | 77,309 | 88,428 |
| Gain on Disposal of Capital Assets | 239,327 | 0 | 0 | 0 | 23,887 | 0 | 25,771 | 4,174 | 0 | 0 |
| Non-Transportation Revenue | <u>292,352</u> | <u>29,523</u> | <u>44,057</u> | <u>29,219</u> | <u>9,876</u> | <u>2,302</u> | <u>41,699</u> | <u>16,266</u> | <u>9,573</u> | <u>128,786</u> |
| Total Non-Operating Revenues | <u>10,754,655</u> | <u>13,275,603</u> | <u>11,142,247</u> | <u>10,848,895</u> | <u>10,736,870</u> | <u>11,355,611</u> | <u>11,847,365</u> | <u>12,598,229</u> | <u>12,693,091</u> | <u>12,772,428</u> |
| <u>Capital Funding</u> | | | | | | | | | | |
| Capital Grants and Reimbursements | <u>1,724,523</u> | <u>1,444,750</u> | <u>5,290,845</u> | <u>832,135</u> | <u>1,337,655</u> | <u>2,589,114</u> | <u>2,104,454</u> | <u>1,892,460</u> | <u>7,543,724</u> | <u>1,460,535</u> |
| Total Capital Funding | <u>1,724,523</u> | <u>1,444,750</u> | <u>5,290,845</u> | <u>832,135</u> | <u>1,337,655</u> | <u>2,589,114</u> | <u>2,104,454</u> | <u>1,892,460</u> | <u>7,543,724</u> | <u>1,460,535</u> |
| Total Revenues | <u>14,136,606</u> | <u>16,710,557</u> | <u>18,547,010</u> | <u>13,877,575</u> | <u>14,140,213</u> | <u>16,097,582</u> | <u>16,240,464</u> | <u>16,858,397</u> | <u>22,897,491</u> | <u>16,832,722</u> |

(Continued)

LAKETRAN
REVENUES AND EXPENSES BY TYPE AND CHANGES IN NET POSITION
LAST TEN YEARS
(CONTINUED)

| | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u>2017</u> |
|--|-----------------------|---------------------|---------------------|---------------------|-----------------------|---------------------|---------------------|-------------------|---------------------|-----------------------|
| Operating Expenses | | | | | | | | | | |
| Labor | \$ 5,490,577 | \$ 5,018,385 | \$ 4,531,669 | \$ 4,620,888 | \$ 4,682,349 | \$ 4,881,371 | \$ 5,165,363 | \$ 5,588,600 | \$ 6,047,861 | \$ 6,185,758 |
| Fringe Benefits | 3,191,539 | 3,264,433 | 2,952,196 | 3,108,797 | 3,277,370 | 3,107,366 | 3,207,603 | 3,151,044 | 3,744,019 | 5,287,015 |
| Services | 670,322 | 614,061 | 684,110 | 561,160 | 705,399 | 722,139 | 741,945 | 1,062,125 | 1,069,254 | 1,137,955 |
| Fuel and Lubricants | 1,418,915 | 1,164,945 | 908,789 | 952,784 | 958,003 | 1,207,040 | 1,277,228 | 1,458,161 | 617,090 | 768,323 |
| Materials and Supplies | 525,052 | 585,388 | 224,232 | 332,494 | 432,403 | 511,588 | 568,017 | 655,246 | 675,621 | 809,242 |
| Utilities | 202,286 | 181,737 | 126,948 | 149,479 | 133,408 | 165,311 | 195,902 | 200,415 | 205,210 | 238,139 |
| Claims and Insurance | 584,193 | 570,354 | 520,668 | 492,649 | 467,232 | 473,198 | 466,908 | 489,963 | 415,128 | 374,728 |
| Purchased Transportation | 639,050 | 499,705 | 549,875 | 658,741 | 703,294 | 733,470 | 255,594 | 262,528 | 263,897 | 264,456 |
| Miscellaneous | <u>215,130</u> | <u>143,562</u> | <u>131,062</u> | <u>129,698</u> | <u>186,734</u> | <u>348,459</u> | <u>320,883</u> | <u>334,109</u> | <u>349,378</u> | <u>365,761</u> |
| Total Operating Expenses Excluding Depreciation | 12,937,064 | 12,042,570 | 10,629,549 | 11,006,690 | 11,546,192 | 12,149,942 | 12,199,443 | 13,202,191 | 13,387,458 | 15,431,377 |
| Depreciation | <u>4,568,865</u> | <u>3,399,313</u> | <u>3,703,483</u> | <u>3,350,100</u> | <u>3,764,197</u> | <u>2,711,924</u> | <u>2,638,490</u> | <u>2,807,752</u> | <u>3,611,857</u> | <u>4,009,596</u> |
| Total Operating Expenses | <u>17,505,929</u> | <u>15,441,883</u> | <u>14,333,032</u> | <u>14,356,790</u> | <u>15,310,389</u> | <u>14,861,866</u> | <u>14,837,933</u> | <u>16,009,943</u> | <u>16,999,315</u> | <u>19,440,973</u> |
| Non-Operating Expenses | | | | | | | | | | |
| Loss on Disposal of Capital Assets | <u>0</u> | <u>0</u> | <u>622,534</u> | <u>419,368</u> | <u>0</u> | <u>6,990</u> | <u>0</u> | <u>0</u> | <u>706,871</u> | <u>(145,853)</u> |
| Total Expenses | <u>17,505,929</u> | <u>15,441,883</u> | <u>14,955,566</u> | <u>14,776,158</u> | <u>15,310,389</u> | <u>14,868,856</u> | <u>14,837,933</u> | <u>16,009,943</u> | <u>17,706,186</u> | <u>19,586,826</u> |
| Change in Net Position | <u>\$ (3,369,323)</u> | <u>\$ 1,268,674</u> | <u>\$ 3,591,444</u> | <u>\$ (898,583)</u> | <u>\$ (1,170,176)</u> | <u>\$ 1,228,726</u> | <u>\$ 1,402,531</u> | <u>\$ 848,454</u> | <u>\$ 5,191,305</u> | <u>\$ (2,754,104)</u> |

**LAKETRAN
FARE BOX RECOVERY PERCENTAGE
LAST TEN YEARS**

| | <u>Percentage</u> |
|-----------|-------------------|
| 2008..... | 12.20 |
| 2009..... | 6.38 |
| 2010..... | 13.50 |
| 2011..... | 13.20 |
| 2012..... | 13.05 |
| 2013..... | 13.89 |
| 2014..... | 14.62 |
| 2015..... | 11.60 |
| 2016..... | 11.30 |
| 2017..... | 10.47 |

Note: Fare box recovery is calculated by dividing fare box revenues into direct operating expenses.

Fare Structure - December 31, 2017

| | Dial-A-Ride | Fixed Route | Local Commuter Express |
|--|-------------|-------------|------------------------------|
| Regular Adult Fare | \$ 10.00 | \$ 1.75 | \$ 3.75 |
| Citizens with Buckeye or Medicare Cards (Senior citizens and those with disabilities) | 2.50 | 0.75 | N/A |
| Children ages 2-12 | 2.50 | 0.75 | N/A |
| Children under 2 | FREE | FREE | N/A |
| Monthly Pass | N/A | N/A | 135.00 |
| All Day Pass - Fixed Route | | | |
| Seniors and Disabled | N/A | \$ 2 | N/A |
| Regular Fare | N/A | \$ 4 | N/A |
| Electronic Fare Boxes accept cash/fare media - will return value card if excess cash is deposited | | | |
| Transfers | N/A | FREE | FREE |

LAKETRAN
REVENUES AND OPERATING ASSISTANCE
COMPARISON TO INDUSTRY TREND DATA - LAST TEN YEARS
(expressed in percent)

Transportation Industry (1):

| <u>Year</u> | <u>Operating and Other Miscellaneous Revenue</u> | | | <u>Operating Assistance</u> | | | <u>Total Revenues</u> |
|-------------|--|--------------|--------------|-----------------------------|------------------------------|--------------|---------------------------|
| | <u>Fares</u> | <u>Other</u> | <u>Total</u> | <u>Federal</u> | <u>State & Local</u> | <u>Total</u> | |
| 2007 | 31.4 | 14.1 | 45.5 | 7.5 | 47.0 | 54.5 | 100.0 |
| 2008 | 31.2 | 12.9 | 44.1 | 7.0 | 48.9 | 55.9 | 100.0 |
| 2009 | 31.5 | 12.4 | 43.9 | 8.2 | 47.9 | 56.1 | 100.0 |
| 2010 | 32.1 | 11.9 | 44.0 | 9.4 | 46.6 | 56.0 | 100.0 |

Laketran:

| <u>Year</u> | <u>Operating and Other Miscellaneous Revenue</u> | | | <u>Operating Assistance</u> | | | <u>Total Revenues</u> |
|-------------|--|-----------------|--------------|-----------------------------|---------------------------------|--------------|---------------------------|
| | <u>Fares</u> | <u>Other(2)</u> | <u>Total</u> | <u>Federal</u> | <u>State & Local(3)</u> | <u>Total</u> | |
| 2008 | 12.7 | 6.9 | 19.6 | 12.6 | 67.8 | 80.4 | 100.0 |
| 2009 | 12.5 | 1.7 | 14.2 | 31.6 | 54.2 | 85.8 | 100.0 |
| 2010 | 11.4 | (2.1) | 9.3 | 44.7 | 46.0 | 90.7 | 100.0 |
| 2011 | 11.5 | (1.5) | 10.0 | 20.0 | 70.0 | 90.0 | 100.0 |
| 2012 | 14.6 | 0.9 | 15.5 | 21.6 | 62.9 | 84.5 | 100.0 |
| 2013 | 13.4 | (0.1) | 13.3 | 29.9 | 56.8 | 86.7 | 100.0 |
| 2014 | 14.1 | 1.2 | 15.3 | 25.5 | 59.2 | 84.7 | 100.0 |
| 2015 | 14.0 | .6 | 14.6 | 26.6 | 58.8 | 85.4 | 100.0 |
| 2016 | 11.6 | .4 | 12.0 | 43.0 | 45.0 | 88.0 | 100.0 |
| 2017 | 15.6 | .4 | 16.0 | 23.2 | 60.8 | 84.0 | 100.0 |

(1) Source: 2012 Public Transportation Fact Book, table 63. This book contains data through 2010 which is the latest available.

(2) Other miscellaneous revenue includes advertising, interest income and other non-operating income.

(3) State and local operating assistance includes sales tax, operating grants and special fare assistance.

**LAKETRAN
OPERATING EXPENSES
COMPARISON TO INDUSTRY TREND DATA - LAST TEN YEARS
(expressed in percent)**

Transportation Industry (1) (2) (3):

| <u>Year</u> | <u>Salaries and Wages</u> | <u>Fringe Benefits</u> | <u>Services</u> | <u>Materials and Supplies</u> | <u>Utilities</u> | <u>Casualty and Liability</u> | <u>Purchased Trans- portation</u> | <u>Other</u> | <u>Expenses</u> |
|-------------|---------------------------|------------------------|-----------------|-------------------------------|------------------|-------------------------------|-----------------------------------|--------------|-----------------|
| 2007 | 39.0 | 26.8 | 6.1 | 11.6 | 3.4 | 2.4 | 13.0 | (2.3) | 100.0 |
| 2008 | 38.2 | 25.7 | 6.3 | 12.8 | 3.4 | 2.2 | 13.7 | (2.3) | 100.0 |
| 2009 | 38.2 | 26.7 | 6.6 | 11.3 | 3.5 | 2.3 | 14.0 | (2.6) | 100.0 |
| 2010 | 37.8 | 27.4 | 6.6 | 10.7 | 3.4 | 2.6 | 13.8 | (2.3) | 100.0 |

Laketran:

| <u>Year</u> | <u>Salaries and Wages</u> | <u>Fringe Benefits</u> | <u>Services</u> | <u>Materials and Supplies</u> | <u>Utilities</u> | <u>Casualty and Liability</u> | <u>Purchased Trans- portation</u> | <u>Other</u> | <u>Total Operating Expenses</u> |
|-------------|---------------------------|------------------------|-----------------|-------------------------------|------------------|-------------------------------|-----------------------------------|--------------|---------------------------------|
| 2008 | 42.4 | 24.7 | 5.2 | 15.0 | 1.6 | 4.5 | 4.9 | 1.7 | 100.0 |
| 2009 | 41.7 | 27.1 | 5.1 | 14.5 | 1.5 | 4.7 | 4.2 | 1.0 | 100.0 |
| 2010 | 42.6 | 27.8 | 6.4 | 10.7 | 1.2 | 4.9 | 5.2 | 1.2 | 100.0 |
| 2011 | 42.0 | 28.2 | 5.0 | 11.7 | 1.4 | 4.5 | 6.0 | 1.2 | 100.0 |
| 2012 | 40.6 | 28.4 | 6.1 | 12.0 | 1.2 | 4.0 | 6.1 | 1.6 | 100.0 |
| 2013 | 40.2 | 25.6 | 5.9 | 14.1 | 1.4 | 3.9 | 6.0 | 2.9 | 100.0 |
| 2014 | 42.3 | 26.3 | 6.1 | 15.2 | 1.6 | 3.8 | 2.1 | 2.6 | 100.0 |
| 2015 | 42.3 | 23.9 | 8.1 | 16.0 | 1.5 | 3.7 | 2.0 | 2.5 | 100.0 |
| 2016 | 45.2 | 28.0 | 8.0 | 9.6 | 1.5 | 3.1 | 2.0 | 2.6 | 100.0 |
| 2017 | 40.1 | 34.3 | 7.4 | 10.2 | 1.5 | 2.4 | 1.7 | 2.4 | 100.0 |

(1) Source: 2012 Public Transportation Fact Book, table 51. This book contains data through 2010 which is the latest available.

(2) Excludes depreciation expense

(3) No information available after 2010

**LAKETRAN
SALES TAX REVENUE
LAST TEN YEARS**

| | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u>2017</u> |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Sales Tax Revenue | \$ 7,744,815 | \$ 7,157,307 | \$ 7,294,636 | \$ 7,759,654 | \$ 7,869,357 | \$ 8,152,976 | \$ 8,592,079 | \$ 8,890,398 | \$ 9,291,442 | \$ 9,281,207 |
| Population* | 230,510 | 230,510 | 236,775 | 236,775 | 236,775 | 230,041 | 229,857 | 229,230 | 229,245 | 230,041 |
| Sales Tax Per Capita | \$ 33.60 | \$ 31.05 | \$ 30.81 | \$ 32.77 | \$ 33.24 | \$ 35.44 | \$ 37.38 | \$ 38.78 | \$ 40.53 | \$ 40.35 |

*Population - Suburbanstats.org

OHIO.gov

**LAKETRAN
OPERATING STATISTICS
LAST TEN YEARS**

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <u>System Ridership</u> | | | | | | | | | | |
| Motor Bus (directly operated) | 648,035 | 533,433 | 459,318 | 491,298 | 530,252 | 502,092 | 496,030 | 475,320 | 473,310 | 463,609 |
| Dial-A-Ride (directly operated) | 305,806 | 254,378 | 202,650 | 191,708 | 189,001 | 182,824 | 227,565 | 243,346 | 260,500 | 261,810 |
| Dial-A-Ride (contract service) | 63,358 | 55,928 | 49,639 | 59,577 | 61,399 | 67,776 | 31,977 | 32,444 | 29,882 | 29,762 |
| <u>Average Daily System Ridership</u> | | | | | | | | | | |
| Motor Bus (directly operated) | 2,122 | 2,108 | 1,837 | 2,164 | 2,093 | 2,076 | 1,758 | 1,835 | 1,842 | 1,818 |
| Dial-A-Ride (directly operated) | 1,002 | 1,005 | 826 | 738 | 727 | 793 | 837 | 932 | 1,010 | 853 |
| Dial-A-Ride (contract service) | 208 | 221 | 90 | 237 | 147 | 265 | 124 | 128 | 116 | 116 |
| <u>Average Daily Vehicle Miles Operated</u> | | | | | | | | | | |
| Motor Bus (directly operated) | 4,059 | 4,584 | 7,649 | 4,422 | 4,066 | 4,398 | 4,463 | 4,465 | 4,514 | 4,504 |
| Dial-A-Ride (directly operated) | 8,614 | 8,860 | 4,255 | 7,399 | 7,316 | 7,381 | 8,211 | 9,118 | 9,915 | 8,601 |
| Dial-A-Ride (contract service) | 934 | 1,020 | 645 | 1,140 | 1,068 | 1,301 | 269 | 298 | 259 | 252 |
| <u>Revenue Miles</u> | | | | | | | | | | |
| Motor Bus (directly operated) | 841,444 | 766,833 | 717,503 | 756,988 | 760,577 | 778,583 | 781,349 | 804,284 | 856,648 | 843,652 |
| Dial-A-Ride (directly operated) | 2,324,174 | 1,901,429 | 1,613,980 | 1,592,586 | 1,583,745 | 1,599,600 | 1,973,517 | 2,120,358 | 2,315,442 | 2,326,700 |
| Dial-A-Ride (contract service) | 248,738 | 223,690 | 188,623 | 232,873 | 227,344 | 272,074 | 62,206 | 68,773 | 60,414 | 57,475 |

Source: Laketrans Section 15 Statistics Report

**LAKETRAN
OPERATING STATISTICS
LAST TEN YEARS**

| | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u>2017</u> |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <u>Passenger Miles</u> | | | | | | | | | | |
| Motor Bus (directly operated) | 8,456,215 | 6,897,727 | 6,008,030 | 6,313,599 | 6,700,162 | 6,011,047 | 5,808,334 | 5,410,394 | 5,665,800 | 5,558,646 |
| Dial-A-Ride (directly operated) | 3,345,473 | 2,718,112 | 2,198,455 | 2,016,312 | 1,910,889 | 2,417,184 | 2,244,900 | 2,413,977 | 2,572,199 | 2,550,249 |
| Dial-A-Ride (contract service) | 457,483 | 374,929 | 340,665 | 451,087 | 540,101 | 562,966 | 175,983 | 178,442 | 164,351 | 163,691 |

Source: Public Transportation Fact Book

**LAKETRAN
OPERATING STATISTICS
LAST TEN YEARS**

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| <u>Energy Consumption</u> | | | | | | | | | | |
| Motor Bus | | | | | | | | | | |
| Gallons of diesel | 117,116 | 98,159 | 97,880 | 171,162 | 183,572 | 182,348 | 189,663 | 195,245 | 203,505 | 196,924 |
| Gallons of natural gas | 105,828 | 100,733 | 1,561 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gallons of purinox | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gallons of Gas | 0 | 0 | 0 | 0 | 4,593 | 3,841 | 3,777 | 3,764 | 3,836 | 5,565 |
| Dial-A-Ride | | | | | | | | | | |
| Gallons of diesel | 291,533 | 226,277 | 189,984 | 176,156 | 192,770 | 199,247 | 195,555 | 212,282 | 232,899 | 228,995 |
| Gallons of purinox | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gallons of Gas | 0 | 0 | 0 | 0 | 10.2 | 4,870 | 10,268 | 6,895 | 10,157 | 9,291 |
| Gallons of Propane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 876 |
| <u>Fleet Requirement</u> | | | | | | | | | | |
| Motor Bus (directly operated) | 24 | 24 | 24 | 24 | 25 | 25 | 26 | 25 | 25 | 25 |
| Dial-A-Ride (directly operated) | 75 | 75 | 75 | 75 | 75 | 53 | 60 | 72 | 73 | 71 |
| Dial-A-Ride (contract service) | 12 | 6 | 6 | 6 | 6 | 8 | 0 | 0 | 0 | 0 |
| <u>Total Active Vehicles</u> | | | | | | | | | | |
| Motor Bus (directly operated) | 39 | 38 | 38 | 40 | 38 | 40 | 40 | 40 | 40 | 40 |
| Dial-A-Ride (directly operated) | 75 | 76 | 76 | 74 | 79 | 66 | 75 | 75 | 80 | 86 |
| Dial-A-Ride (contract service) | 20 | 9 | 9 | 11 | 11 | 11 | 0 | 0 | 0 | 0 |
| Van Pool (contract service) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

* 2010 - Stopped CNG early in year (January 2010) - Replaced by New Flyers - Diesel

Source: Financials and Ohio Department of Development

LAKERAN
FULL TIME EQUIVALENT EMPLOYEES
LAST TEN YEARS

| | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u>2017</u> |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <u>Administration</u> | | | | | | | | | | |
| General Manager | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Executive Secretary | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Director of Finance | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Director of Development | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Procurement and Grant Specialist | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Director of Human Resources | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Human Resources Specialist | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Director of Communications | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Communications Specialist | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Accountant/Budget Analyst | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Administrative Secretary | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Finance Clerk | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Information Specialist | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Customer Outreach Specialist | <u>1</u> | <u>1</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>1</u> | <u>1</u> | <u>1</u> |
| Total Administrative | <u>11</u> | <u>10</u> | <u>9</u> | <u>9</u> | <u>8</u> | <u>9</u> | <u>9</u> | <u>10</u> | <u>11</u> | <u>11</u> |

Source: Operations Department stats

LAKERAN
FULL TIME EQUIVALENT EMPLOYEES
LAST TEN YEARS
(CONTINUED)

| | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>2012</u> | <u>2013</u> | <u>2014</u> | <u>2015</u> | <u>2016</u> | <u>2017</u> |
|-----------------------------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|--------------|-------------|-------------|
| <u>Maintenance</u> | | | | | | | | | | |
| Director of Maintenance | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Assistant Director of Maintenance | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Maintenance Clerk | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mechanic I | 6 | 6 | 6 | 7 | 6 | 6 | 7 | 7 | 6 | 6 |
| Mechanic II | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 |
| Hostlers | <u>5</u> | <u>5</u> | <u>5</u> | <u>4</u> | <u>4</u> | <u>3</u> | <u>3</u> | <u>3</u> | <u>3</u> | <u>3</u> |
| Total Maintenance | <u>15</u> | <u>15</u> | <u>14</u> | <u>14</u> | <u>14</u> | <u>13</u> | <u>14</u> | <u>14</u> | <u>14</u> | <u>14</u> |
| <u>Operations</u> | | | | | | | | | | |
| Director of Operations | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Assistant Director of Operations | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Administrative Assistant | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Dispatchers/Schedulers | 6 | 5 | 5 | 4 | 4.5 | 4.5 | 5 | 5 | 5 | 7 |
| Clerk Receptionist | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 |
| Customer Service Supervisor | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Customer Service Representatives | 6 | 6 | 5 | 7 | 6.5 | 6.5 | 7 | 7 | 7 | 7 |
| Road Supervisors | 4 | 3 | 3 | 3 | 3.5 | 3.5 | 4 | 4 | 4 | 4 |
| Trainer | 1 | 0 | 0 | 0 | 0 | 0 | 0 | .5 | 1 | 1 |
| Drivers | <u>125</u> | <u>126</u> | <u>128</u> | <u>99</u> | <u>95</u> | <u>132.5</u> | <u>135</u> | <u>143.5</u> | <u>139</u> | <u>155</u> |
| Total Operations | <u>146</u> | <u>144</u> | <u>145</u> | <u>118</u> | <u>114.5</u> | <u>151</u> | <u>156</u> | <u>165</u> | <u>161</u> | <u>179</u> |
| Grand Total | <u>172</u> | <u>169</u> | <u>168</u> | <u>141</u> | <u>136.5</u> | <u>173</u> | <u>179</u> | <u>189</u> | <u>186</u> | <u>204</u> |

LAKETRAN

LAKE COUNTY DEMOGRAPHICS

County Population by Decade and Future Projections

| <u>Decade</u> | <u>Population</u> | <u>Percent of Change</u> |
|-----------------|-------------------|------------------------------|
| 1900 | 21,680 | |
| 1910 | 22,927 | 5.75 |
| 1920 | 28,667 | 25.04 |
| 1930 | 41,674 | 45.37 |
| 1940 | 50,020 | 20.03 |
| 1950 | 75,979 | 51.90 |
| 1960 | 148,700 | 95.71 |
| 1970 | 197,200 | 32.62 |
| 1980 | 212,801 | 7.91 |
| 1990 | 215,499 | 1.27 |
| 2000 | 227,511 | 5.57 |
| 2010 | 230,041 | 1.11 |
| 2015 | 229,602 | (0.19) |
| 2020 Projection | 228,600 | (0.44) |
| 2025 Projection | 228,380 | (0.10) |
| 2030 Projection | 228,060 | (0.14) |

Actual figures from Ohio Department of Development
Projections from Lake County Job and Family Services Profile

Age and Population Distribution - 2017

| | <u>Age</u> | <u>Percentage</u> |
|-------------|----------------|-------------------|
| Under 5 | 6,477 | 2.8 |
| Under 18 | 43,391 | 18.9 |
| 18-64 | 141,217 | 61.4 |
| 65 and Over | 38,956 | 16.9 |
| Total | <u>230,041</u> | <u>100.0</u> |

LAKETRAN

LAKE COUNTY DEMOGRAPHICS

Population By Race - 2017 Estimate

| <u>Race</u> | <u>Total</u> | <u>Percentage</u> |
|-------------------|----------------|-------------------|
| White | 204,706 | 89.0 |
| African-American | 7,306 | 3.2 |
| Two or more races | 7,320 | 3.2 |
| Asian | 2,611 | 1.1 |
| Latino/Other | 7,825 | 3.4 |
| Native American | 273 | 0.1 |
| | <u>230,041</u> | <u>100.00</u> |

suburbanstats.org

Largest Populations in the County

| | |
|----------------------|--------|
| Mentor | 46,901 |
| Willoughby | 22,631 |
| Eastlake | 18,232 |
| Painesville | 19,776 |
| Madison Township | 15,599 |
| Concord Township | 18,245 |
| Painesville Township | 16,900 |
| Willowick | 13,957 |
| Wickliffe | 12,545 |
| Willoughby Hills | 9,382 |

Ohio Department of Development

Quickfacts.census.gov

LAKE METRAN

LAKE COUNTY, OHIO





Dave Yost • Auditor of State

LAKETRAN

LAKE 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
MAY 17, 2018