

Annual Comprehensive Financial Report for the Years Ending December 31, 2024 and 2023 Cuyahoga County, Ohio

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2024

INTRODUCTORY SECTION

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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Annual Comprehensive Financial Report

**For the Years Ended
December 31, 2024 and 2023**



**Greater Cleveland
Regional Transit Authority**
Cuyahoga County, Ohio

Prepared By: Finance Division

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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GFOA Certificate of Achievement for Excellence Statement

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Greater Cleveland Regional Transit Authority for its annual comprehensive financial report for the fiscal year ended December 31, 2023. This was the thirty-sixth consecutive year that the government has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive 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 annual comprehensive 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.



Government Finance Officers Association

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

Presented to

**Greater Cleveland Regional Transit Authority
Ohio**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2023

Executive Director/CEO

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Greater Cleveland
Regional Transit Authority

1240 West 6th Street
Cleveland, Ohio 44113-1302
Phone: 216-566-5100
riderta.com

June 17, 2025

Paul A. Koomar, President,
and Members, Board of Trustees
Greater Cleveland Regional Transit Authority
and Residents of Cuyahoga County, Ohio

It is a pleasure to submit to you the Annual Comprehensive Financial Report (Annual Report) of the Greater Cleveland Regional Transit Authority ("GCRTA" or "Authority") for the years ended December 31, 2024, and 2023. This is the thirty-seventh such report issued by GCRTA. This Annual Report includes financial statements and other financial and statistical data that conform to generally accepted accounting principles (GAAP) in the United States and in conformance with standards of financial reporting as established by the Government Finance Officers Association ("GFOA").

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal controls that has been established for this purpose. Because the cost of internal controls should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Keith Faber, Auditor of State of Ohio, has issued an unmodified opinion on the Authority's financial statements for the years ended December 31, 2024, and 2023. The Independent Auditor's Report is located at the front of the financial section of this report.

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

Management's discussion and analysis ("MD&A") immediately follows the Independent Auditor's Report and provides a narrative introduction, overview, and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

GCRTA takes great pride in the fact that each of the previously issued Annual Comprehensive Financial Reports earned the recognition of the GFOA in the form of its Certificate of Achievement for Excellence in Financial Reporting. This award is evidence that previous annual reports complied with stringent GFOA standards for professional financial reporting. GCRTA was the first public transit agency in Ohio to earn this important recognition and has consistently done so since 1988.

The Authority also submits its annual operating and capital budgets to the GFOA and has been doing so since 1990. Each of these budget documents has 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.

PROFILE OF GOVERNMENT AND REPORTING ENTITY

The Greater Cleveland Regional Transit Authority ("GCRTA" or "Authority") is an independent political subdivision of the State of Ohio. It was created in December 1974 by ordinance of the City of Cleveland, Ohio, and by resolution of the Board of County Commissioners of Cuyahoga County, Ohio. Operations at GCRTA began in September 1975. The Authority provides virtually all mass transportation within the

County. It is a multimodal system delivering bus, paratransit, heavy rail, light rail and bus rapid transit services.

A ten-member Board of Trustees ("Board") establishes policy and sets direction for the management of the Authority. Four of the members are appointed by the Mayor of Cleveland with the consent of the City Council; three members, one of whom must reside in the City of Cleveland, are appointed by the Cuyahoga County Executive; the remaining three members are elected by suburban mayors, city managers, and township trustees. Board members serve overlapping three-year terms. Under the provisions of General Accounting Standards Board ("GASB") Statement No. 61, the Authority is considered to be a jointly governed organization.

Responsibility for the line administration rests with India L. Birdsong Terry, General Manager/Chief Executive Officer ("CEO"). She supervises six Deputy General Managers who head the Operations, Finance, Engineering & Project Management, Legal Affairs, Human Resources, and Administration & External Affairs divisions. The Internal Audit Department reports to the Board of Trustees and maintains a close working relationship with the CEO. An organizational chart, which depicts these relationships, follows later in this introductory section.

The Authority had 2,269 employees as of December 31, 2024. The system delivered 20.9 million revenue miles of bus service and 4.0 million revenue miles on its heavy and light rail systems. The active service fleet was composed of 295 bus coaches, 40 heavy railcars, 29 light railcars, and 80 Paratransit vehicles.

The annual cash-basis operating budget is proposed by management, at the division and department levels, and adopted by the Board of Trustees after public discussion. The budget for each division and department is represented by appropriation. The Board must approve any increase in the total Authority appropriations. The General Manager must approve any inter-divisional budget transfers. The appropriate Deputy General Manager may modify appropriations to applicable departments within a division and to accounts within a department.

Budgetary control is maintained at the department level. It is the responsibility of each department to administer its operations in such a manner as to ensure that the use of funds is consistent with the goals and programs authorized by the Board of Trustees. The Authority also maintains an encumbrance accounting system for budgetary control. Unencumbered appropriations lapse at year-end. Encumbered appropriation balances are carried forward to the succeeding year and need not be reauthorized.

ECONOMIC CONDITION AND OUTLOOK

The Authority's service area is contiguous with the boundaries of Cuyahoga County, Ohio. The County includes the City of Cleveland, two townships, and fifty-six other jurisdictions. This is the largest metropolitan area in Ohio and one of the largest counties in the United States. The population of this area is approximately 1.2 million people.

Historically, the foundation for Greater Cleveland's economic vitality had been heavy industry with the largest employment sector being manufacturing. The largest employment areas in 2024 were in the following industries:

- Healthcare/Education
- Professional/Business services
- Government
- Insurance
- Trade/Transportation/Utilities

Real property, consisting of agricultural, commercial, industrial, and residential real property, is reappraised every six years. The current assessed value is estimated to be \$44.3 billion. This process is the foundation for property taxation, and it sets the debt limitation for the Authority.

CURRENT YEAR REVIEW

The Authority prioritized projects and opportunities that promote our mission of "Connecting the Community". As an essential service, GCRTA provided a vital public service that connected customers to medical appointments, pharmacies, grocery stores, and essential jobs. The Authority continued its pursuit to provide Greater Clevelanders with unparalleled connectivity, along with high quality service design and delivery.

This included:

- Approval from the Board of Trustees to purchase 18 additional railcars, bringing the total to 48 as of December 31, 2024, which continues the process of replacing both the heavy and light rail fleets.
- Continued conducting customer experience surveys.
- Created a Customer Experience & Performance Management department.

During 2024, GCRTA:

- Was awarded additional grants to assist in the replacement of our aging railcars.
- Was awarded numerous grants to continue to replace buses outlined in the Authority's Bus Improvement Plan along with other infrastructure projects outlined in the Authority's Capital Improvement Plan.
- Was awarded a \$10.6M grant for an electric bus "pilot" program.
- Received the Ohio Auditor of State Award with Distinction. This award was presented for excellence in financial reporting relating to the Annual Comprehensive Financial Report and compliance with applicable laws for the fiscal year ended December 31, 2023.
- Received the Certificate of Achievement for Excellence in Financial Reporting from the GFOA.
- Received the Distinguished Budget Presentation Award from the GFOA.

PRESENT AND FUTURE PLANS

Present and future plans include:

- Continue the railcar replacement, rail infrastructure, and station improvements.
- Execute plans to replace buses, trains, and equipment that have exceeded their useful lives.
- Continue the State of Good Repair projects that will protect the Authority's investment in its equipment and infrastructure.

CAPITAL IMPROVEMENT PLAN

The development of the 2025 budget included the preparation of a five-year Capital Improvement Plan (CIP). This document is an outline for rebuilding and expanding services by the Authority through the end of 2029. Totalling \$600.11 million, the CIP constitutes a significant public works effort aimed at remaking the transit network and positioning the Authority, not just for the short-term, but also for the long-term future.

Significant capital improvements planned for the five-year period include:

Rail Car Program - \$99.75 million

This project is to replace the aging fleet of the heavy rail and light rail along with the needed infrastructure modifications for the new fleet.

Rail Projects - \$142.79 million

This commitment of funds includes the replacement or improvements of several substations, rail station and track rehabilitation, electrical systems upgrades, and train control signals.

Bus Improvement Program, Equipment & Vehicles - \$188.44 million

This continues to replace buses as part of the Bus Improvement Plan by replacing buses and other vehicles that have exceeded their useful life, as defined by the Federal Transit Administration (FTA).

Facility Improvements and Bridge Rehabilitation - \$84.32 million

Funding has been committed for facility improvements, rehabilitation of track bridges, repair or replacement of aging infrastructure at the bus garages, including State of Good Repair projects.

Preventive Maintenance and Operating Reimbursements - \$22.90 million

Certain operating costs are budgeted as capital items as designated by the FTA or the State government to be incurred over the next several years and are reimbursable by the Federal and State governments.

Other Projects and Local Capital Projects - \$61.91 million

Other projects include various transportation studies depending upon the availability of grant funds. Local capital projects are typically equipment requested by various departments and not funded through grants. Asset Maintenance funds are used to maintain, rehabilitate, replace, or construct assets of a smaller scope or cost than those typically supported with grants. These projects are authorized within the Authority's Capital Fund and are supported with annual allocations of sales tax receipts.

OTHER INFORMATION

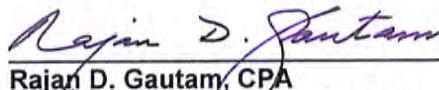
Certificate of Achievement for Financial Reporting

It is management's intention to submit this and future Annual Comprehensive Financial Reports to the Government Finance Officers Association of the United States and Canada for review under its Certificate of Achievement for Excellence in Financial Reporting Program. We believe the current report conforms to the program requirements, and we expect that participation will result in improvements to our reports in coming years.

Acknowledgments

The Authority expresses thanks to the staff of the Accounting Department directed by John Togher for their work in preparing this report. Michael So, Megan Cornelius, Zardik Haruthunian, Marianne Hodges, Joshua Klabik, Tyrone Lampkin, Ibrahim Masoud, and Kiara Scarver assisted with this report. In addition, appreciation goes out to the Cuyahoga County Fiscal Officer for providing supporting demographics and other statistics.

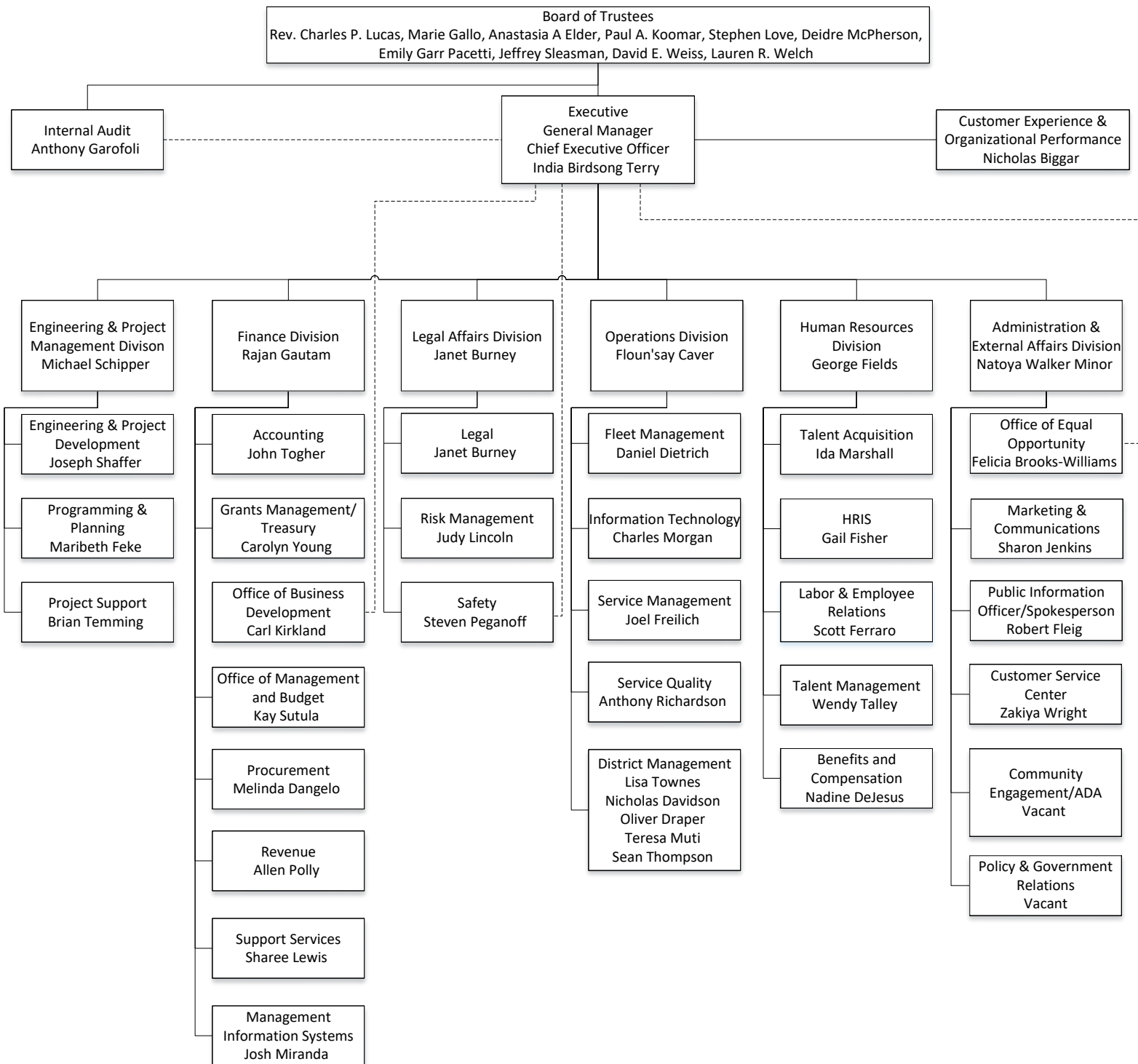

India L. Birdsong Terry
General Manager and CEO


Rajan D. Gautam, CPA
Deputy General Manager, Finance,
Secretary-Treasurer

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Greater Cleveland Regional Transit Authority

Table of Organization



BOARD OF TRUSTEES

Paul A. Koomar
President

Lauren R. Welch
Vice President

Anastasia A. Elder, Esq.
Marie Gallo
Stephen M. Love
Rev. Charles P. Lucas

Deidre McPherson
Emily Garr Pacetti
Jeffrey W. Sleasman
David E. Weiss

EXECUTIVE LEADERSHIP

India Birdsong Terry
General Manager/Chief Executive Office

Janet E. Burney
General Counsel,
Deputy General Manager, Legal Affairs

Rajan D. Gautam, CPA
Deputy General Manager, Finance
Secretary-Treasurer

Floun'say R. Caver, Ph.D.
Chief Operating Officer/Deputy General
Manager – Operations

Michael J. Schipper
Deputy General Manager,
Engineering & Project Management

George Fields
Deputy General Manager,
Human Resources

Natoya J. Walker Minor
Deputy General Manager,
Administration & External Affairs

Anthony A. Garofoli
Executive Director, Internal Audit

Cuyahoga County, Ohio



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FINANCIAL SECTION

Independent Auditor's Report

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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OHIO AUDITOR OF STATE KEITH FABER

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

INDEPENDENT AUDITOR'S REPORT

Greater Cleveland Regional Transit Authority
Cuyahoga County
1240 West 6th Street
Cleveland, Ohio 44113

To the Board of Trustees:

Report on the Audit of the Financial Statements

Opinions

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

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

Basis for Opinions

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

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

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

Other Information

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

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we will also issue our report dated June 17, 2025, on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.



Keith Faber
Auditor of State
Columbus, Ohio

June 17, 2025

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2024

FINANCIAL SECTION

MANAGEMENT'S DISCUSSION AND ANALYSIS

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

As the management for the Greater Cleveland Regional Transit Authority (the Authority or GCRTA), we offer readers of the Authority's basic financial statements this narrative overview and analysis of the financial activities of the Authority for the years ended December 31, 2024 and 2023. This discussion and analysis is designed to assist the reader in focusing on significant financial issues and activities and identify any significant changes in financial position. We encourage readers to consider the information presented here, in conjunction with the basic financial statements and notes to the financial statements, which follow this section and provide more specific detail.

Overview of Financial Highlights

- The Authority has a net position of \$1,049.7 million. Of this amount, \$792.4 million is invested in capital assets, net of accumulated depreciation.
- The Authority's net position increased by \$62.1 million in 2024 mainly due to increased activities in capital projects.
- Current assets of \$465.9 million consist of cash and cash equivalents of \$143.0 million, receivables of \$76.1 million (trade and accrued interest of \$1.2 million, naming rights of \$0.4 million, sales tax receivable of \$69.0 million, state capital grants receivable of \$1.6 million, and federal capital grants receivable of \$3.9 million), inventory of \$20.3 million, and other assets of \$219.8 million.
- Current liabilities of \$47.4 million primarily consist of accounts payable of \$9.7 million and accrued wages and benefits of \$19.3 million.
- The Authority's non-current liabilities of \$281.5 million primarily consist of the net pension liability of \$248.2 million.

Basic Financial Statements and Presentation

The financial statements presented by the Authority are:

1. The Statements of Net Position
2. The Statements of Revenues, Expenses, and Changes in Net position
3. The Statements of Cash Flows

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

The Statements of Net Position on pages 33-34 present information on all the Authority's assets, deferred outflows of resources, liabilities and deferred inflows of resources with the difference between the categories reported as net position. Over time, increases and decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

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

The Statements of Cash Flows allow financial statement users to assess the Authority's adequacy or ability to generate sufficient cash flows to meet its obligations in a timely manner. The statements are classified into four categories:

1. Cash flows from operating activities.
2. Cash flows from non-capital financing activities.
3. Cash flows from capital and related financing activities.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

4. Cash flows from investing activities.

Notes to the Financial Statements

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements. The notes for the financial statements begin on page 38.

Required Supplementary Information

In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information concerning the Authority's net pension and Other Post-Employment Benefits (OPEB) assets/liabilities and required contributions. The required supplementary information can be found on pages 72-76 of this report.

Financial Analysis of the Authority

Condensed Summary of Net Position

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

Description	(Amounts in millions)		
	2024	2023	2022
Assets and Deferred Outflows of Resources:			
Current assets	\$ 465.9	\$ 309.6	\$ 319.8
Noncurrent assets	11.7	165.7	192.6
Capital assets (net of accumulated depreciation)	818.6	766.8	741.4
Total assets	\$ 1,296.2	\$ 1,242.1	\$ 1,253.8
Deferred outflows of resources	87.2	127.7	36.2
Total assets and deferred outflows of resources	<u>\$ 1,383.4</u>	<u>\$ 1,369.8</u>	<u>\$ 1,290.0</u>
Liabilities and Deferred Inflows of Resources:			
Current liabilities	\$ 47.4	\$ 56.2	\$ 58.2
Noncurrent liabilities	281.4	324.0	136.7
Total liabilities	328.8	380.2	194.9
Deferred inflows of resources	4.9	2.0	129.1
Total liabilities and deferred inflows of resources	<u>\$ 333.7</u>	<u>\$ 382.2</u>	<u>\$ 324.0</u>
Net Position:			
Net investment in capital assets	\$ 792.4	\$ 731.4	\$ 697.2
Restricted	206.7	169.7	413.2
Unrestricted	50.6	86.5	(144.4)
Total net position	<u>1,049.7</u>	<u>987.6</u>	<u>966.0</u>
Total liabilities, deferred inflows of resources, and net position	<u>\$ 1,383.4</u>	<u>\$ 1,369.8</u>	<u>\$ 1,290.0</u>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

Government Accounting Standards and the effect of GASB Pension and OPEB Liabilities

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

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

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

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

Most long-term liabilities have set repayment schedules or, in the case of compensated absences (i.e. sick and vacation leave), are satisfied through paid time-off or termination payments. There is no repayment schedule for the net pension liability or the net OPEB liability. As explained above, changes in benefits, contribution rates, and return on investments affect the balance of these liabilities but are outside the control of the local government. In the event the contributions, investment returns, and other changes are insufficient to keep up with required payments, State statute does not assign/identify the responsible party for the unfunded portion. Due to the unique nature of how the net pension liability and the net OPEB liability are satisfied, these liabilities are separately identified within the long-term liability section of the statement of net position. In accordance with GASB 68 and GASB 75, the Authority's statements include an annual pension expense and an annual OPEB expense for their proportionate share of each plan's change in net pension asset/liability and net OPEB asset/liability, respectively, not accounted for as deferred inflows/outflows.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

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

Description	(Amounts in millions)		
	2024	2023	2022
Operating Revenues:			
Passenger fares	\$ 32.4	\$ 29.8	\$ 28.9
Advertising and concessions	1.5	1.5	1.6
Total operating revenues	33.9	31.3	30.5
Operating Expenses:			
Labor and fringe benefits	(231.6)	(226.5)	(137.3)
Services	(19.3)	(20.2)	(18.6)
Materials and supplies	(25.0)	(23.4)	(23.7)
Utilities	(5.7)	(6.2)	(5.3)
Casualty and liability	(6.4)	(3.5)	0.5
Purchased transportation	(15.0)	(10.9)	(8.3)
Leases and rentals	(0.1)	(0.2)	(0.3)
Taxes	(0.3)	(0.6)	(0.7)
Miscellaneous	(3.1)	(2.4)	(2.4)
Total operating expenses before depreciation	(306.5)	(293.9)	(195.8)
Depreciation expense	(42.3)	(38.9)	(40.2)
Total operating expenses	(348.8)	(332.8)	(236.0)
Operating (loss)	(314.9)	(301.5)	(205.5)
Non-Operating Revenues/(Expenses):			
Sales and use tax revenue	265.1	261.8	259.2
Federal operating grants and reimbursements	7.3	0.4	81.7
State/local operating grants and reimbursements	1.7	2.3	10.4
Investment income	18.7	16.9	(0.2)
Interest expense	(0.2)	(0.6)	(0.9)
Other income	3.6	1.9	1.6
Total non-operating revenues	296.2	282.7	351.8
Net (loss) before capital grant revenue	(18.7)	(18.8)	146.3
Capital Grants Revenues:			
Federal	72.1	40.4	24.0
State	8.7	-	0.0
Total capital grants revenue	80.8	40.4	24.0
Increase in net position	62.1	21.6	170.3
Net position, beginning of year	987.6	966.0	795.7
Net position, end of year	<u>\$ 1,049.7</u>	<u>\$ 987.6</u>	<u>\$ 966.0</u>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

FINANCIAL OPERATING RESULTS

Revenues

Passenger Fares are comprised of farebox revenues and special services revenues. When compared to 2023, the 2024 farebox revenue increased by 8.7% as a result of increase in ridership.

Sales and Use Tax are received from a permanent 1% tax levied in Cuyahoga County constituting a portion of the overall tax on retail sales, which stands at 8.00%. Sales and Use Tax revenue accounted for 64.5% of the Authority's revenue for 2024, a 1.3% increase from 2023. The increase in GCRTA's sales tax revenue reflects continued economic recovery in Cuyahoga County,

Federal Operating Grants and Reimbursements are received from the Federal Transit Administration (FTA). The Authority receives preventive maintenance reimbursement funds aimed at covering the costs associated with specific inventory purchases and maintenance costs incurred. In 2024, this category increased by \$6.9 million from 2023, due to an increased federal funding for preventive maintenance programs.

State/Local Operating Grants and Reimbursements are Ohio Department of Transportation Ohio Transit Partnership Program (OTP2) grants for operating assistance and elderly and handicapped programs. This category also includes reimbursement for state fuel taxes paid by the Authority. In 2024, the Authority received \$1.7 million in this category, a 26.1% decrease from 2023. The decrease is primarily due to limited state funding allocations.

Capital Grants are funding received from the FTA and the Ohio Department of Transportation (ODOT). In 2024, the Authority received \$80.8 million assistance for capital expenditures and other expenditures which are limited to specific programs, a 100.0% increase from 2023 due to railcar replacement program.

Investment Income is earned on invested funds. The increase in 2024 is directly impacted by increasing interest rates and stable cash balance.

Other Income consists of auxiliary transportation and non-transportation revenue. Non-transportation revenue includes miscellaneous income items such as rental income, restitution income, and other expense reimbursements. In 2024, other income increased by \$1.7 million, compared to 2023.

Expenses

Labor and Fringe Benefits includes personnel and related costs which increased by \$5.1 million (2.3%) 2024, compared to 2023. The increase in expenses from year to year can be attributed to the application of the GASB 68 and GASB 75 standards, relating to reporting for the state's pension plans and post-employment benefits.

Materials and Supplies costs in this category increased by \$1.6 million (6.8%) in 2024, compared to 2023. The GCRTA is in the process of implementing fleet modernization initiatives, bus and rail fleet replacements and rising operational costs.

Services are provided by external contractors to assist the Authority in completing professional, technical, consulting, and maintenance related projects. The costs in this category decreased by \$0.9 million (4.5%) in 2024, compared to 2023. These changes are mainly driven by the planned use of information technology consultants, outside consulting for planning projects and outsourced facility maintenance expenses due to a challenging labor market and software and hardware maintenance.

Casualty and Liability: These costs increased by \$2.9 million (82.9%) for the year ended December 31, 2024 compared to the year ended December 31, 2023. These changes are direct impact of increased claims and broader economic conditions.

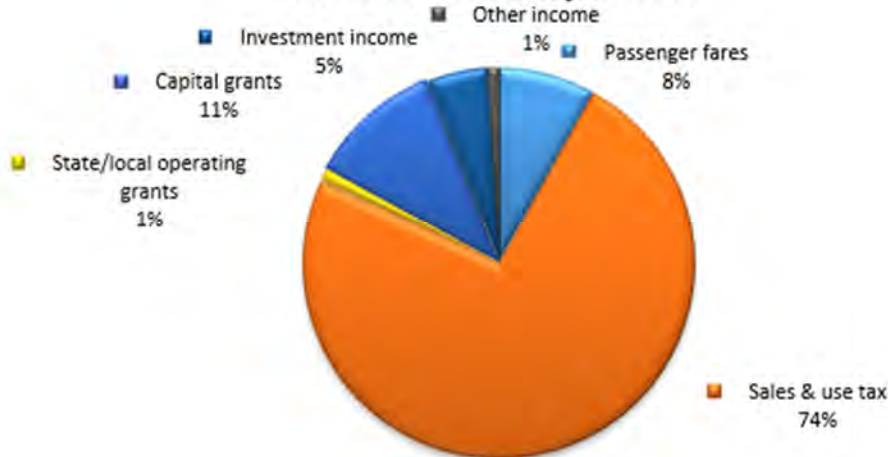
**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

Revenue by Source (Amounts in millions)					
Description	2024	2023	Increase/(Decrease)		
			Amount	Percent	
Passenger fares	\$ 32.4	\$ 29.8	2.6	8.7	%
Advertising & concessions	1.5	1.5	-	-	
Sales & use tax	265.1	261.8	3.3	1.3	
Federal operating grants	7.3	0.4	6.9	1,725.0	
State/local operating grants	1.7	2.3	(0.6)	(26.1)	
Capital grants	80.8	40.4	40.4	100.0	
Investment income	18.7	16.9	1.8	10.7	
Other income	3.6	1.9	1.7	89.5	
Total	\$ 411.1	\$ 355.0	\$ 56.1	15.8	%

2024 Revenue by Source



2023 Revenue by Source

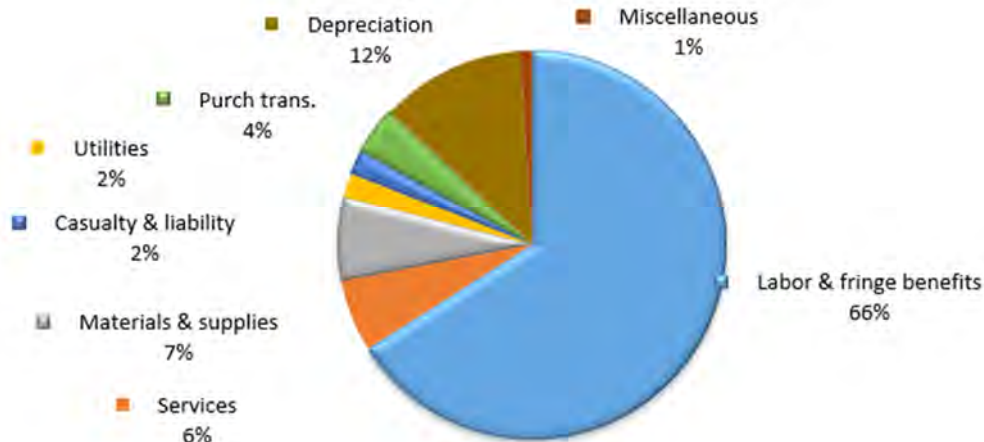


**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

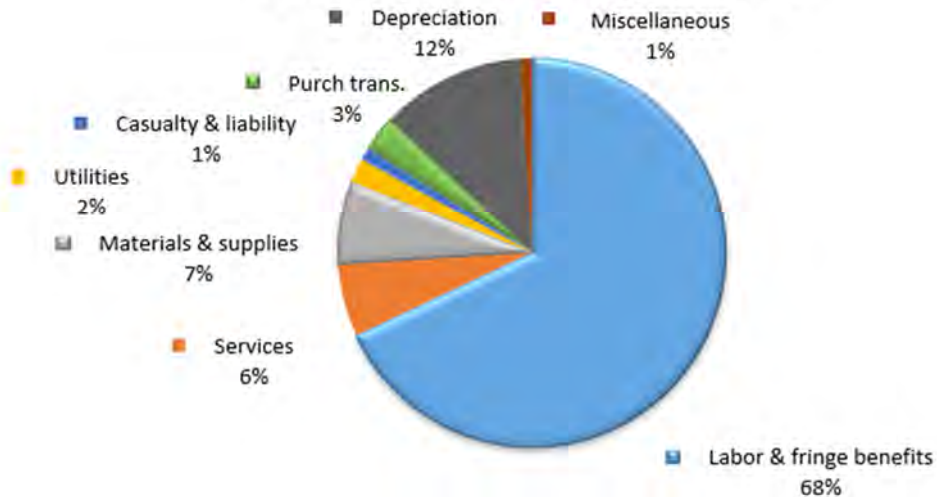
Expenses by Object Class
(Amounts in millions)

Description	2024	2023	Increase/(Decrease)	
			Amount	Percent
Labor & fringe benefits	\$ 231.6	\$ 226.5	\$ 5.1	2.3 %
Services	19.3	20.2	(0.9)	(4.5)
Materials & supplies	25.0	23.4	1.6	6.8
Utilities	5.7	6.2	(0.5)	(8.1)
Casualty & liability	6.4	3.5	2.9	82.9
Purchased transportation	15.0	10.9	4.1	37.6
Leases & rentals	0.1	0.2	(0.1)	(50.0)
Taxes	0.3	0.6	(0.3)	(50.0)
Interest	0.2	0.6	(0.4)	(66.7)
Depreciation	42.3	38.9	3.4	8.7
Miscellaneous	3.1	2.4	0.7	29.2
Total	<u>\$ 349.0</u>	<u>\$ 333.4</u>	<u>\$15.6</u>	<u>4.7 %</u>

2024 Expenses by Object Class



2023 Expenses by Object Class

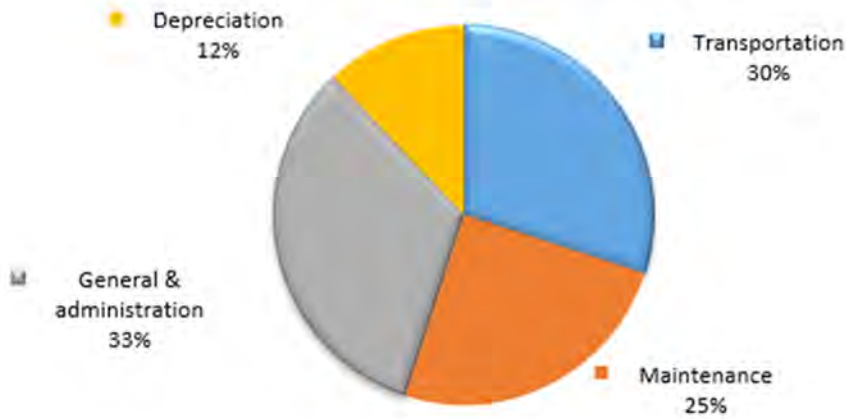


**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

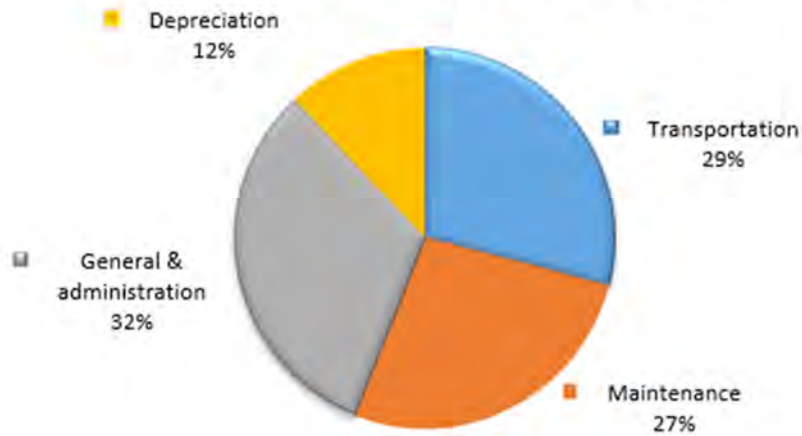
Expenses by Function
(Amounts in millions)

Function	2024	2023	Increase/(Decrease)		
			Amount	Percent	
Transportation	\$104.0	\$97.5	\$6.5	6.7	%
Maintenance	87.0	89.6	(2.6)	(3.0)	
General and administration	115.5	106.8	8.7	8.1	
Depreciation	42.3	38.9	3.4	8.7	
Interest	0.2	0.6	(0.4)	(66.7)	
Total	<u>\$349.0</u>	<u>\$333.4</u>	<u>\$15.4</u>	<u>4.6</u>	<u>%</u>

2024 Expenses by Object Class



2023 Expenses by Object Class



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The largest portion of the Authority's net position is represented by the investment in capital assets, which include buses, rail cars, right-of-way, and operating facilities. This investment is net of accumulated depreciation and any associated debt used to acquire these assets. The construction-in-progress balance on December 31, 2024, included costs associated with the following:

- Heavy Railcar Replacement Program
- Tower City - East Portal Concrete Repairs
- Track Bridge Rehabilitation
- Red Line East Catenary Rehabilitation
- Red Line Brookpark Yard Track Switch
- Rail Vehicle – Prime Mover

During 2024, major construction projects totaling \$24.5 million were completed and transferred to the appropriate property and facilities accounts.

Debt Administration

The Authority has utilized sales tax-supported capital improvement bonds as a means to finance various capital assets' purchase and construction. These bonds are backed by a pledge of sales tax revenues of the Authority, with exceptions outlined in state or federal law and any relevant revenue bond trust agreements. In practice, the debt service on these bonds has been paid from the Authority's Sales and Use Tax Revenue.

In circumstances where debt service cannot be met from other sources, subject to approval from the County Budget Commission, the Authority has the option to use proceeds from the levy of ad valorem taxes within the ten-mill limitation provided by Ohio law to fulfill its debt obligations.

Additionally, the Authority has the authority, with approval from voters within its territory, to issue general obligation bonds. These bonds, unless paid from alternative sources, are payable from the proceeds of ad valorem taxes levied by the Authority. Notably, these taxes are not subject to the ten-mill limitation provided by Ohio law.

Overall, the Authority has established various mechanisms for debt service payment, ensuring financial stability and adherence to legal requirements while enabling continued investment in capital improvements essential for the community's well-being and growth.

Total outstanding bonds payable as of December 31, 2024 is as follows. See Note 6 for further details:

Series	Issue Date	Maturity Date	Original Principal	2024 Balance	Interest Rate
<u>Sales Tax Supported and Refunding Bonds</u>					
Series 2014A	4/16/2014	12/1/2025	\$ 13,360,000	\$ 1,740,000	3-5%
Series 2015	4/16/2015	12/1/2026	51,425,000	8,350,000	5%
Series 2016	5/26/2016	12/1/2027	15,410,000	4,345,000	5%
Series 2019	5/7/2019	12/1/2030	30,000,000	7,875,000	5%
Total Sales Tax Supported Bonds				22,310,000	
Premium				3,818,309	
Total Bonds Payable				<u>\$26,128,309</u>	

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

Request for Information

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

Deputy General Manager of Finance
Greater Cleveland Regional Transit Authority
1240 W. 6th Street
Cleveland, Ohio 44113

2024

FINANCIAL SECTION

BASIC FINANCIAL STATEMENTS AND NOTES

ANNUAL COMPREHENSIVE FINANCIAL REPORT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
STATEMENTS OF NET POSITION
AS OF DECEMBER 31, 2024 AND DECEMBER 31, 2023

ASSETS AND DEFERRED OUTFLOWS	2024	2023
CURRENT ASSETS:		
Cash and cash equivalents	\$ 69,996,473	\$ 27,472,376
Investments	97,630,543	103,676,087
Restricted for capital assets:		
Cash and cash equivalents	78,175,368	7,022,763
Investments	120,531,897	69,018,463
Restricted for debt service:		
Cash and cash equivalents	1,469,975	1,344,514
Receivables:		
Sales and use tax	69,020,328	68,553,928
Trade and accrued interest	1,194,298	2,843,132
Naming rights - current portion	444,961	441,425
Commodity swap transactions	-	55,511
State capital assistance	1,610,375	2,334,746
Federal capital assistance	3,894,951	3,992,893
Material and supplies inventory	20,292,626	21,280,386
Deposits and other assets	1,633,934	1,565,404
Total current assets	465,895,729	309,601,628
NON-CURRENT ASSETS:		
Restricted for capital assets:		
Investments	-	91,759,323
Investments	-	70,450,350
Naming rights	2,048,585	2,493,546
Commodity swap transactions	7,648	5,393
Net Pension Asset - OPERS	1,449,147	1,035,201
Net OPEB Asset - OPERS	8,241,686	-
Total non-current assets	11,747,066	165,743,813
CAPITAL ASSETS:		
Land	39,523,640	39,523,640
Infrastructure and right of ways	403,762,071	401,351,477
Buildings, improvements, furniture, and fixtures	580,823,196	578,935,157
Transportation and other equipment	505,064,076	523,233,446
Bus rapid transit	167,523,320	163,663,561
Construction in progress	267,396,077	197,666,798
Less: Accumulated depreciation	(1,145,528,611)	(1,137,579,807)
Total capital assets, net	818,563,769	766,794,272
Total assets	1,296,206,564	1,242,139,713
DEFERRED OUTFLOWS OF RESOURCES:		
Deferred outflows of resources - Pension	79,988,559	110,951,211
Deferred outflows of resources - OPEB	7,249,913	16,737,713
Total deferred outflows of resources	87,238,472	127,688,924
Total assets and deferred outflows of resources	\$ 1,383,445,036	\$ 1,369,828,637

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

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
STATEMENTS OF NET POSITION (CONTINUED)
AS OF DECEMBER 31, 2024 AND DECEMBER 31, 2023

TOTAL LIABILITIES, DEFERRED INFLOWS, AND NET POSITION	2024	2023
CURRENT LIABILITIES:		
Accounts payable	\$ 9,676,424	\$ 17,807,461
Contract retainers	10,163	145,047
Interest on bonds payable	92,958	123,454
Accrued wages and benefits	19,269,679	15,628,876
Compensated absences - current portion	5,064,537	3,845,855
Long-term debt - current portion	8,355,000	7,995,000
Self-insurance liabilities - current portion	4,478,738	10,635,940
Unearned revenue - current portion	444,961	10,000
Total current liabilities	47,392,460	56,191,633
NON-CURRENT LIABILITIES:		
Compensated absences	7,746,367	7,938,370
Long term debt	17,773,309	27,369,203
Self-insurance liabilities	5,731,050	5,430,750
Net Pension Liability - OPERS	248,151,537	274,663,327
Net OPEB Liability - OPERS	-	5,649,369
Unearned revenue	2,048,585	2,941,692
Total non-current liabilities	281,450,848	323,992,711
Total liabilities	328,843,308	380,184,344
DEFERRED INFLOWS OF RESOURCES:		
Deferred inflows of resources - Pension	143,329	147,917
Deferred inflows of resources - OPEB	4,715,884	1,863,203
Total liabilities and deferred inflows of resources	4,859,213	2,011,120
Total liabilities and deferred inflows of resources	333,702,521	382,195,464
NET POSITION:		
Net investment in capital assets	792,435,460	731,430,069
Restricted for capital projects	195,637,972	167,439,326
Restricted for debt service	1,377,017	1,221,060
Restricted for net pension/OPEB assets	9,690,833	1,035,201
Unrestricted	50,601,233	86,507,517
Total net position	1,049,742,515	987,633,173
Total liabilities, deferred inflows of resources, and net position	\$ 1,383,445,036	\$ 1,369,828,637

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

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

	<u>2024</u>	<u>2023</u>
OPERATING REVENUES:		
Passenger fares	\$ 32,369,271	\$ 29,814,930
Advertising and concessions	<u>1,515,265</u>	<u>1,460,174</u>
Total operating revenues	33,884,536	31,275,104
OPERATING EXPENSES:		
Labor and fringe benefits	231,612,229	226,537,449
Services	19,363,293	20,177,187
Materials and supplies	24,995,476	23,344,529
Utilities	5,723,503	6,238,821
Casualty and liability	6,396,227	3,472,549
Purchased transportation	14,969,332	10,921,633
Leases and rentals	68,272	207,576
Taxes	309,972	596,920
Miscellaneous	<u>3,146,648</u>	<u>2,376,175</u>
Total operating expenses before depreciation	306,584,952	293,872,839
Depreciation expense	<u>42,272,156</u>	<u>38,928,805</u>
Total operating expenses	<u>348,857,108</u>	<u>332,801,644</u>
Operating loss	(314,972,572)	(301,526,540)
NON-OPERATING REVENUES (EXPENSES):		
Sales and tax revenue	265,134,107	261,777,198
Federal operating grants and reimbursements	7,344,746	441,577
State/local operating grants and reimbursements	1,722,113	2,258,388
Investment income (loss)	18,651,700	16,941,831
Interest expense	(210,060)	(589,348)
Other income	<u>3,607,076</u>	<u>1,946,474</u>
Total non-operating income	<u>296,249,682</u>	<u>282,776,120</u>
Net gain/ (loss) before capital grant revenue	(18,722,890)	(18,750,420)
CAPITAL GRANTS REVENUES:		
Federal	72,098,684	40,382,099
State	<u>8,733,548</u>	<u>-</u>
Total capital grants revenues	<u>80,832,232</u>	<u>40,382,099</u>
Increase in net position	62,109,342	21,631,679
Net position, beginning of year	<u>987,633,173</u>	<u>966,001,494</u>
Net position, ending of year	<u>\$ 1,049,742,515</u>	<u>\$ 987,633,173</u>

The accompanying notes are an integral part of these financial statements

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
STATEMENTS OF CASH FLOWS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

	<u>2024</u>	<u>2023</u>
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	\$ 37,349,928	\$ 32,594,646
Cash payments to suppliers for goods and services	(92,975,711)	(89,407,599)
Cash payments to employees for services and payroll taxes	(128,869,250)	(128,075,413)
Cash payments for employee benefits	(59,041,619)	(65,234,228)
Cash payments for casualty and liability	(4,642,478)	(4,842,088)
Other receipts	2,437,772	4,758,563
Net cash used in operating activities	<u>(245,741,358)</u>	<u>(250,206,119)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Sales and use taxes received	264,667,706	261,817,712
Grants, reimbursements, and special fare assistance:		
Federal	1,696,168	418,042
State and local	8,733,548	717,920
Net cash provided by noncapital financing activities	<u>275,097,422</u>	<u>262,953,674</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Federal capital grant revenue	79,926,172	46,035,095
Acquisition and construction of capital assets	(95,751,618)	(67,912,310)
Principal paid on bonds payable and other debt	(7,995,000)	(8,540,975)
Interest paid on bonds and other debt	(1,481,450)	(2,334,746)
Net cash used in capital and related financing activities	<u>(25,301,896)</u>	<u>(32,752,936)</u>
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchases of investments	(566,111,295)	(616,571,534)
Proceeds from maturities of investments	657,207,591	648,537,982
Interest received from investments	18,651,700	12,350,036
Net cash provided/ (used) by investing activities	<u>109,747,996</u>	<u>44,316,484</u>
Net increase/(decrease) in cash and cash equivalents	113,802,164	24,311,102
Cash and cash equivalents, beginning of year	35,839,652	11,528,550
Cash and cash equivalents, end of year	<u>\$ 149,641,816</u>	<u>\$ 35,839,652</u>
SUPPLEMENTAL CASH FLOWS DISCLOSURES:		
Noncash investing and capital and related financing activities:		
Decrease in fair value of investments	\$ <u>(284,097)</u>	\$ <u>(2,344,791)</u>
Decrease in long-term debt due to deferred refunding costs, premium, and amortization.	\$ <u>9,235,894</u>	\$ <u>8,954,302</u>

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

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
STATEMENTS OF CASH FLOWS (CONTINUED)
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

	<u>2024</u>	<u>2023</u>
Reconciliation of operating loss to net cash used in operating activities:		
Operating gain/(loss)	\$ (314,972,572)	\$ (301,526,540)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation	42,272,156	38,928,805
Other receipts classified as non-operating income	5,578,006	5,098,723
Changes in assets and liabilities:		
(Increase)/ decrease in receivables	1,951,490	(185,306)
(Increase)/ decrease in naming rights receivable	441,425	871,568
(Increase)/ decrease in deferred outflows	40,450,452	(91,450,061)
(Increase)/ decrease in deposits	(68,531)	(12,207)
Increase/ (decrease) in unearned revenue	987,760	(630,457)
(Increase)/ decrease in materials and supply inventory	(451,425)	(321,406)
Increase/ (decrease) in accounts payable, pension, accrued compensation, self-insurance liabilities and other	(21,930,119)	99,020,762
Net cash used in operating activities	\$ <u>(245,741,358)</u>	\$ <u>(250,206,119)</u>

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

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

1. DESCRIPTION OF AUTHORITY OPERATIONS AND DEFINITION OF THE ENTITY

The Authority – The Greater Cleveland Regional Transit Authority (the Authority or GCRTA) is an independent, special purpose political subdivision of the State of Ohio (the State) with powers derived from Sections 306.30 through 306.71 of the Ohio Revised Code. The Authority has territorial boundaries and jurisdiction coextensive with the territorial boundaries of Cuyahoga County (the County). As a political subdivision, it is distinct from, and is not an agency of the State and the County or any other local governmental unit. The Authority was created on December 30, 1974, by ordinance of the Council of the City of Cleveland and by resolution of the Board of County Commissioners of Cuyahoga County and became operational on September 5, 1975.

Under Ohio law, the Authority is authorized to levy Sales and Use Tax for transit purposes, for capital improvements and operating expenses, at the rate of 0.25%, 0.5%, 1%, or 1.5% if approved by a majority of the electorate residing within the territorial boundaries of the Authority. Such Sales and Use Taxes are in addition to the Sales and Use Taxes levied by the State and the County. On July 22, 1975, the voters of the County approved a 1% Sales and Use Tax rate for the Authority with no limit on its duration.

The Authority also has the power, under Section 306.40 of the Ohio Revised Code, to levy and collect both voted (after approval at an election) and non-voted ad valorem taxes on all the taxable property within the territorial boundaries of the Authority, in order to pay debt service on its bonds and notes issued in anticipation thereof. Ad valorem taxes have not been levied by the Authority through 2024. The Authority is managed by a ten-member Board of Trustees and provides directly, or under contract, virtually all mass transportation within the County. The Authority is not subject to federal or state income taxes.

Reporting Entity – “The Financial Reporting Entity,” as defined by Statement No. 61 of the Governmental Accounting Standards Board (GASB), is comprised of the primary government and its component units. The primary government includes all departments and operations of the Authority, which are not legally separate organizations. Component units are legally separate organizations, which are fiscally dependent on the Authority or for which the Authority is financially accountable. An organization is fiscally dependent if it must receive the Authority’s approval for its budget, the levying of taxes, or the issuance of debt. The Authority is financially accountable for an organization if it appoints a majority of the organization’s board, and either a) has the ability to impose its will on the organization or b) there is the potential for the organization to provide a financial benefit to, or impose a financial burden on, the Authority. The reporting entity of the Authority consists solely of the primary government. There are no component units.

Under the guidelines of GASB Statement No. 61, the Authority is a jointly governed organization. Of its ten-member board, four of the members are appointed by the Mayor of the City of Cleveland with the consent of City Council; three members, one of whom must reside in the City of Cleveland, are appointed by the Cuyahoga County Council; the remaining three members are elected by an association of suburban mayors, city managers, and township trustees. None of the participating governments appoints a majority of the Authority’s board and none has an ongoing financial interest or responsibility. None of the participating governments engaged in any significant financial transactions with the Authority during 2024 and 2023.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The significant accounting policies followed in the preparation of these financial statements are summarized below. These policies are in conformity with generally accepted accounting principles (GAAP) prevalent in the United States of America for local governmental units.

Basis of Accounting – The accounts of the Authority, which are organized as an enterprise fund, are used to account for the Authority's activities that are financed and operated in a manner similar to a private business enterprise. Accordingly, the Authority maintains its records on the accrual basis of accounting. Revenues from operations, investments, and other sources are recorded when earned. Expenses (including depreciation and amortization) of providing services to the public are recorded when incurred.

Non-exchange transactions, in which the Authority receives value without directly giving equal value in return, include sales tax revenue and grants. Revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted, and expense requirements, in which the resources are provided to the Authority on a reimbursement basis.

Cash and Cash Equivalents – The Authority invests in the State Treasury Asset Reserve of Ohio (STAR Ohio). STAR Ohio is an investment pool managed by the State Treasurer's Office which allows local governments within the State to pool their funds for investment purposes. There were no limitations or restrictions on any participant withdrawals due to redemption notice periods or liquidity fees.

Investments - Investments are stated at fair value using published market quotations. Investments with maturities of less than one year are considered short-term.

Materials and Supplies Inventory – Materials and supplies inventory are stated at the lower of average cost or fair value. Inventory generally consists of maintenance parts and supplies for rolling stock and other transportation equipment. In accordance with industry practice, all inventories are classified as current assets even though a portion of the inventories are not expected to be utilized within one year.

Capital Assets – The Authority defines capital assets as assets with an initial cost of at least \$5,000 and an estimated useful life in excess of one year. Capital assets, which include property, facilities infrastructure, and equipment, are stated at historical cost. The cost of normal maintenance and repairs are charged to operations as incurred.

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

Description	Years
Infrastructure	45
Buildings and improvements	20-60
Road Improvements	45
Transportation and other equipment	5-15
Furniture and fixtures	3-15
Rolling stock	7-25

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Restricted Assets – Restricted assets consist of monies and other resources, the use of which is legally restricted for capital acquisition and construction.

Deferred Outflows of Resources – In addition to assets, the government-wide statements of net position will report a separate section for deferred outflows of resources. Deferred outflows of resources represent a consumption of net assets that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until then. The Authority reports deferred outflows of resources for certain pension related and Other Post-Employment Benefits (OPEB) related amounts, such as changes in expected and actual experience, changes in assumptions and certain contributions made to the plan subsequent to the measurement date. More detailed information can be found in Note 7 and Note 8.

Deferred Inflows of Resources – The statements of position reports a separate section for deferred inflows of resources. Deferred inflows of resources represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time. The Authority reports deferred inflows of resources for certain pension related and OPEB related amounts, such as the difference between projected and actual earnings of the plan's investments. More detailed information can be found in Note 7 and Note 8.

Pension - For the purposes of measuring net pension liability, net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions and pension expense, information about the fiduciary net position of the Ohio Public Employees Retirement System (OPERS) Pension Plan and additions to/deductions from OPERS fiduciary net position have been determined on the same basis as they are reported by OPERS. OPERS uses the economic resources measurement focus and an accrual basis of accounting. Benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. More detailed information can be found in Note 7.

Other Postemployment Benefit Cost (OPEB) – For the purposes of measuring the net other post-employment benefit liability, net other post-employment benefit asset, deferred outflows of resources and deferred inflow of resources related to OPEB expense, information about the fiduciary net position of the OPERS pension plan and additions to/deductions from OPERS fiduciary net position have been determined on the same basis as they are reported by the OPERS. OPEB uses the economic resources measurement focus and an accrual basis of accounting. Benefit payments are recognized when due and payable in accordance with the benefit terms. The OPEB systems report investments at fair value. More detailed information can be found in Note 8.

Net Position – Equity is displayed in three components as follows:

Net Investment in Capital Assets – This consists of capital assets, net of accumulated depreciation, less the outstanding balances of any bonds, notes, or other borrowings that are attributable to the acquisition, construction, or improvements of those capital assets.

Restricted Assets – This consists of constraints placed on net position use through external constraints imposed by grantors, contributors, or laws. When both restricted and unrestricted resources are available for use, generally it is the Authority's policy to use restricted resources first and then unrestricted resources when they are needed.

Unrestricted – This consists of net position that does not meet the definition of "restricted" or "Net Investment in Capital Assets."

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

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

Classification of Expenses – The Authority has classified its expenses as either operating or non-operating. Operating expenses include the cost of services, administrative expenses, and depreciation expenses on capital assets. All expenses not meeting this definition are reported as non-operating expenses.

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

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

Federal and State Operating and Preventive Maintenance Assistance Funds – Grants and assistance awards made based on entitlement programs are recorded as grants receivable and revenues when entitlement occurs. Reimbursement-type grants are recorded as grants receivable and revenues when the related expenditures (expenses) are incurred.

Compensated Absences – The Authority adopted GASB Statement 101-Compensated Absences. GASB Statement 101 indicates compensated absences include leave for which employees may receive cash payments when the leave is used for time off or receive cash payments for unused leave upon termination of employment. These payments could occur during employment or upon termination of employment. Compensated absences generally do not have a set payment schedule. The Authority uses a first-in first-out flow assumption for compensated absences.

Liabilities should be recognized for leave that has not been used if the leave is attributable to services already rendered, the leave accumulates and is allowed to be carried forward to subsequent years, and the leave is more likely than not to be used for time off or otherwise paid in cash. For the Authority, this leave includes sick, vacation, and compensatory time.

The implementation of *GASB Statement 101* did not have a significant impact on the Authority's financial statements.

	2024	2023
Beginning Balance	\$ 11,784,226	\$ 12,493,144
Incurred	13,264,172	11,007,122
Less: Payments	(12,237,494)	(11,716,040)
Balance, End of Year	<u>\$ 12,810,904</u>	<u>\$ 11,784,226</u>
Due Within One Year	<u>\$ 5,064,537</u>	<u>\$ 3,845,855</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Self-Insurance Liabilities and Expense – The Authority has a self-insurance program for third-party bodily injury liability, third-party property damage claims, and workers' compensation claims. For workers' compensation claims awarded, the Authority pays the same benefits as would be paid by the State of Ohio Bureau of Workers' Compensation.

These programs are administered by the Authority. Claims are accrued in the year the expenses are incurred, based upon the estimates of the claim liabilities made by management, legal counsel of the Authority, and actuaries. Permanent total disability claims are discounted at an annual rate of 2%. Also provided for are estimates of claims incurred during the year but not yet reported.

Claims are accrued in the period the incidents of loss occur, based upon estimates of liability made by management with the assistance of third-party administrators, legal counsel, and actuaries.

Estimates – The preparation of financial statements in conformity with generally accepted accounting principles in the United States requires management to make estimates and assumptions that affect the reported amounts 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.

Changes in Accounting Principles - *GASB Statement No. 94*, "Public-Private and Public-Public Partnerships and Availability Payment Arrangements. The primary objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements. The implementation of *GASB Statement No. 94* does not have a significant impact on the financial statements of the Authority.

GASB Statement No. 96, Subscription-Based Information Technology Arrangements, issued in May 2020, the statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs). This statement defines a SBITA; establishes that a SBITA results in a right-to-use subscription asset-an intangible asset and a corresponding subscription liability; provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and requires note disclosure regarding a SBITA. The effective date of this standard is for reporting periods beginning after June 15, 2022. The implementation of *GASB Statement No. 96* does not have a significant impact on the financial statements of the Authority.

GASB Statement No. 99, Omnibus 2022. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain *GASB Statements* and (2) accounting and financial reporting for financial guarantees. The implementation of *GASB Statement No. 99* does not have a significant impact on the financial statements of the Authority.

GASB Statement No. 100, Accounting Changes and Error Corrections-An amendment of *GASB Statement No.62*. This Statement defines accounting changes as changes in accounting principles, changes in accounting estimates, and changes to or within the financial reporting entity, and describes the transactions or other events that constitute those changes. As part of those descriptions, for (1) certain changes in accounting principles and (2) certain changes in accounting estimates that result from a change in measurement methodology, a new principle or methodology should be justified on the basis that it is preferable to the principle of methodology used before the change. That preferability should be based on the qualitative characteristics of financial reporting—understandability, reliability, relevance, timeliness, consistency, and comparability. This Statement also addresses corrections of errors in previously issued financial statements. The requirements of this Statement are effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023, and all

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

reporting periods thereafter. Earlier application is encouraged. The implementation of GASB Statement No. 100 does not have a significant impact on the financial statements of the Authority.

GASB Statement No. 101, Compensated Absences. The objective of this statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of the Statement are effective for fiscal years beginning after December 15, 2023. The implementation of *GASB Statement No. 101* does not have a significant impact on the financial statements of the Authority.

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS

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

STAR Ohio is an investment pool managed by the State Treasurer's Office, which allows governments within the State to pool their funds for investment purposes. STAR Ohio is not registered with the SEC as an investment company but has adopted GASB Statement No. 79, Certain External Investment Pools and Pool Participants. The Authority measures its investment in STAR Ohio at the net asset value (NAV) per share provided by STAR Ohio. The NAV per share is calculated on an amortized cost basis that provides a NAV per share that approximates fair value. For 2024, there were no limitations or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates. However, 24-hour advance notice for deposits and withdrawals of \$100 million or more is encouraged. Ohio reserves the right to limit the transaction to \$250 million, requiring the excess amount to be transacted the following business day(s), but on to the \$250 million limit. All accounts of the participant will be combined for these purposes.

The deposits and investments held by the Authority as reflected in the financial statements on December 31, 2024, and 2023:

	<u>2024</u>	<u>2023</u>
Current Assets:		
Cash and Cash Equivalents	\$ 69,996,473	\$ 27,472,376
Investments	97,630,543	103,676,087
Restricted for Capital Assets:		
Cash and cash equivalents	78,175,368	7,022,763
Investments	120,531,897	69,018,463
Restricted for Debt Service:		
Cash and cash equivalents	1,469,975	1,344,514
Noncurrent Assets:		
Investments - Restricted for capital assets	-	91,759,323
Investments	-	70,450,350
Total deposits and investments	<u>\$ 367,804,256</u>	<u>\$ 370,743,877</u>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

Custodial Credit Risk of Bank Deposits

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

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

	<u>2024</u>	<u>2023</u>
Demand Deposits	\$ 149,584,666	\$ 35,782,253
Cash on Hand	57,150	57,400
Investments	<u>218,162,440</u>	<u>334,904,224</u>
Total	<u>\$ 367,804,256</u>	<u>\$ 370,743,877</u>

For the years ended December 31, 2024 and December 31, 2023, \$750,000 of bank balances of \$152,158,773 and \$37,331,021, respectively, were covered by the FDIC. The remaining balances were covered by the pools of pledged securities.

Custodial Credit Risk of Investments

Custodial credit risk is the risk that in the event of failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority is prohibited from investing in any financial instrument, contract, or obligation whose value or return is based upon or linked to another asset, or index, or both; separate from the financial instrument contract or obligation itself (commonly known as a "derivative"). The Authority is also prohibited from investing in reverse repurchase agreements. Repurchase agreements must be secured by the specific government securities upon which the repurchase agreements are based. These securities must be obligations of or guaranteed by the United States and mature or be redeemable within five years of the date of the related repurchase agreement. The fair value of the securities subject to a repurchase agreement must exceed the value of the principal by 2% and be marked to the market daily. The Authority has no investments dealing with investment custodial risk beyond the requirement in Ohio law that prohibits payments for investments prior to the delivery of the securities representing such investments to the qualified trustee.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

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

Investment Type	Investment Maturities			
	Total Amount	12 Months or less	12 to 24 Months	24 to 60 Months
Federal Home Loan Bank	\$ 68,937,575	\$ 68,937,575	-	-
Federal Farm Credit Bank	4,975,750	4,975,750	-	-
Federal Home Loan Mortgage Corporation	9,948,800	9,948,800	-	-
US Treasury	-	-	-	-
Star Ohio - Money Market Fund	134,300,315	134,300,315	-	-
Total Investments	<u>\$218,162,440</u>	<u>\$218,162,440</u>	<u>-</u>	<u>-</u>

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

Investment Type	Investment Maturities			
	Total Amount	12 Months or less	12 to 24 Months	24 to 60 Months
Federal Home Loan Bank	\$116,816,607	\$ 31,538,717	-	\$85,277,890
Federal Farm Credit Bank	26,578,930	11,759,180	-	14,819,750
Federal Home Loan Mortgage Corporation	72,092,083	9,980,050	24,952,300	37,159,733
PNC Custody Account	833,455	833,455	-	-
US Treasury	9,779,500	9,779,500	-	-
Star Ohio - Money Market Fund	108,803,649	108,803,649	-	-
Total Investments	<u>\$334,904,224</u>	<u>\$172,694,551</u>	<u>\$ 24,952,300</u>	<u>\$137,257,373</u>

Interest Rate Risk

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

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

Credit Risk

STAR Ohio carries a rating of AAA (strongest rating) by Standard & Poor's. Ohio law requires that STAR Ohio maintain the highest rating provided by at least one nationally recognized standard service rating. The Authority's investment policy minimizes credit risk by (1) diversifying assets by issuer; (2) ensuring that required, minimum credit quality ratings as described by nationally recognized rating organizations and agencies exist prior to the purchase of commercial paper and bankers' acceptances; and (3) maintaining adequate collateralization of CD's.

As of December 31, 2024, the Authority had the following investments and its credit quality ratings:

Investment Type	Total Amount	Rating AAA
Federal Home Loan Bank	\$ 68,937,575	\$ 68,937,575
Federal Farm Credit Bank	4,975,750	4,975,750
Federal Home Loan Mortgage Corporation	9,948,800	9,948,800
US Treasury	-	-
Star Ohio - Money Market Fund	134,300,315	134,300,315
Total Investments at Fair Value	<u>\$ 218,162,440</u>	<u>\$ 218,162,440</u>

As of December 31, 2023, the Authority had the following investments and its credit quality ratings:

Investment Type	Total Amount	Rating AAA
Federal Home Loan Bank	\$ 116,816,607	\$ 116,816,607
Federal Farm Credit Bank	26,578,930	26,578,930
Federal Home Loan Mortgage Corporation	72,092,083	72,092,083
PNC Custody Account	833,455	833,455
US Treasury	9,779,500	9,779,500
Star Ohio - Money Market Fund	108,803,649	108,803,649
Total Investments at Fair Value	<u>\$ 334,904,224</u>	<u>\$ 334,904,224</u>

Concentration of Credit Risk

The concentration of credit risk is the risk of loss attributed to the magnitude of the Authority's investment in a single issuer. The Authority's policy specifies several limitations to minimize concentration of credit risk, including limiting investing more than 5% of the portfolio in securities (other than U.S. government, mutual funds, external investment pools, and other pooled investments) of any one issuer.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

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

Investment Type	Allocation as of December 31, 2024	
	Total Amount	Percentage of Total Portfolio
Federal Home Loan Bank	\$ 68,937,575	31.60%
Federal Farm Credit Bank	4,975,750	2.28%
Federal Home Loan Mortgage Corporation	9,948,800	4.56%
US Treasury	-	0.00%
Star Ohio - Money Market Fund	134,300,315	61.56%
Total Investments	<u>\$ 218,162,440</u>	<u>100.00%</u>

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

Investment Type	Allocation as of December 31, 2023	
	Total Amount	Percentage of Total Portfolio
Federal Home Loan Bank	\$ 116,816,607	34.88%
Federal Farm Credit Bank	26,578,930	7.94%
Federal Home Loan Mortgage Corporation	72,092,083	21.53%
PNC Custody Account	833,455	0.25%
US Treasury	9,779,500	2.92%
Star Ohio - Money Market Fund	108,803,649	32.49%
Total Investments	<u>\$ 334,904,224</u>	<u>100.00%</u>

Investment Hierarchy - Authority categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are valued by third party pricing services using a matrix pricing model. Level 3 inputs are significant unobservable inputs. The Authority does not have any investments that are classified as Level 2 or Level 3 of the fair value hierarchy.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

STAR Ohio and money market investments are valued at amortized cost method and thus are not classified in the fair value hierarchy.

As of December 31, 2024, the Authority's investment maturities were as follows:

Investment Type	Fair Value Measurement as of December 31, 2024	
	Total Amount	Level 1
Federal Home Loan Bank	\$ 68,937,575	\$ 68,937,575
Federal Farm Credit Bank	4,975,750	4,975,750
Federal Home Loan Mortgage Corporation	9,948,800	9,948,800
US Treasury	-	-
Total Investments	<u>\$ 83,862,125</u>	<u>\$ 83,862,125</u>

As of December 31, 2023, the Authority's investment maturities were as follows:

Investment Type	Fair Value Measurement as of December 31, 2023	
	Total Amount	Level 1
Federal Home Loan Bank	\$ 116,816,607	\$ 116,816,607
Federal Farm Credit Bank	26,578,930	26,578,930
Federal Home Loan Mortgage Corporation	72,092,083	72,092,083
PNC Custody Account	833,455	833,455
US Treasury	9,779,500	9,779,500
Total Investments	<u>\$ 226,100,575</u>	<u>\$ 226,100,575</u>

4. NAMING RIGHTS

The Authority has entered into several contracts with various Cleveland institutions to secure naming rights on certain transit lines and stations, resulting in a "Naming Rights Receivable" on its financial statements. As of December 31, 2024, and 2023, the current portion of the naming rights receivable amounted to \$444,961 and \$441,425, respectively. The long-term portion of the naming rights receivable is reflected in the non-current assets section of the Statements of Net Position. This portion represents the amount expected to be collected beyond the next fiscal year.

Naming Rights	2024	2023
Current Portion	\$ 444,961	\$ 441,425
Non-Current Portion	2,048,585	2,493,546
Total	<u>\$ 2,493,546</u>	<u>\$ 2,934,971</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

5. CAPITAL ASSETS

Capital asset activities for the year ended December 31, 2024, was as follows:

	Balance January 1, 2024	Transfers/ Additions	CIP Transfers/ Disposals	Balance December 31, 2024
Capital Assets Not Being Depreciated:				
Land	\$ 39,523,640	\$ -	\$ -	\$ 39,523,640
Construction in Progress	197,666,798	94,204,067	24,474,788	267,396,077
Total	<u>237,190,438</u>	<u>94,204,067</u>	<u>24,474,788</u>	<u>306,919,717</u>
Capital Assets Being Depreciated:				
Infrastructure and Right-of-Ways	401,351,477	2,410,594	-	403,762,071
Building, Furniture & Fixtures	578,935,157	9,499,150	7,611,111	580,823,196
Transportation and Other Equipment	523,233,446	8,514,327	26,683,697	505,064,076
Bus Rapid Transit	163,663,561	3,859,759	-	167,523,320
Total	<u>1,667,183,641</u>	<u>24,283,830</u>	<u>34,294,809</u>	<u>1,657,172,663</u>
Less Accumulated Depreciation:				
Infrastructure and Right-of-Ways	254,534,002	5,574,030	-	260,108,032
Building, Furniture & Fixtures	415,266,200	14,090,528	7,023,047	422,333,682
Transportation and Other Equipment	412,911,706	16,954,421	26,620,713	403,245,414
Bus Rapid Transit	54,867,899	4,973,583	-	59,841,482
Total	<u>1,137,579,807</u>	<u>41,592,562</u>	<u>33,643,759</u>	<u>1,145,528,611</u>
Total Capital Assets Being Depreciated, Net	<u>529,603,834</u>	<u>(17,308,732)</u>	<u>(651,050)</u>	<u>511,644,052</u>
Total Capital Assets, Net	<u>\$ 766,794,272</u>	<u>\$ 76,895,335</u>	<u>\$ 23,823,739</u>	<u>\$ 818,563,769</u>

Capital asset activities for the year ended December 31, 2023, was as follows:

	Balance January 1, 2023	Transfers/ Additions	CIP Transfers/ Disposals	Balance December 31, 2023
Capital Assets Not Being Depreciated:				
Land	\$ 38,044,329	\$ 1,479,312	\$ -	\$ 39,523,640
Construction in Progress	160,802,127	73,349,962	36,485,290	197,666,798
Total	<u>198,846,456</u>	<u>74,829,274</u>	<u>36,485,290</u>	<u>237,190,438</u>
Capital Assets Being Depreciated:				
Infrastructure and Right-of-Ways	401,367,944	-	16,468	401,351,477
Building, Furniture & Fixtures	578,137,805	1,441,973	644,622	578,935,157
Transportation and Other Equipment	498,761,009	24,562,857	90,421	523,233,446
Bus Rapid Transit	163,663,562	-	-	163,663,561
Total	<u>1,641,930,320</u>	<u>26,004,830</u>	<u>751,511</u>	<u>1,667,183,641</u>
Less Accumulated Depreciation:				
Infrastructure and Right-of-Ways	249,251,890	5,298,581	16,468	254,534,002
Building, Furniture & Fixtures	400,158,286	14,504,269	644,622	415,266,200
Transportation and Other Equipment	397,748,545	15,253,581	90,421	412,911,706
Bus Rapid Transit	52,242,992	3,873,174	-	54,867,899
Total	<u>1,099,401,713</u>	<u>38,929,605</u>	<u>751,511</u>	<u>1,137,579,807</u>
Total Capital Assets Being Depreciated, Net	<u>542,528,607</u>	<u>(12,924,775)</u>	<u>-</u>	<u>529,603,834</u>
Total Capital Assets, Net	<u>\$ 741,375,063</u>	<u>\$ 61,904,499</u>	<u>\$ 36,485,290</u>	<u>\$ 766,794,272</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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6. LONG-TERM DEBT

On April 16, 2014, the Authority issued \$13,360,000 in tax-exempt sales tax supported bonds (2014A) and \$16,340,000 in taxable sales tax support bonds (2014B). The 2014A bonds bear interest at rates ranging from 3.00% to 5.00%, with a final maturity date of December 1, 2025. The 2014B bonds bear interest at rates ranging from .0735% to 2.937%, with a maturity date of December 1, 2020. Proceeds of the bonds were used for a partial advance refunding of the 2004 and 2006 debt. The aggregate debt service on the 2004 and 2006 bonds was \$38,395,668 versus \$36,435,105. As a result of the advanced refunding, the Authority's net present value of savings was \$1,340,643 which constitutes the economic gain on the transaction. The proceeds were placed in an irrevocable trust for the purpose of generating resources for all future debt service payments of the refunded debt.

On April 16, 2015, the Authority issued \$51,425,000 of sales tax supporting capital improvement and refunding bonds. \$21.4 million of these bonds were used to do a partial refunding of the 2008A outstanding debt and also to prepay the 2007 Master Tax Exempt lease \$30 million was issued to finance current and future capital improvement projects. The bonds bear interest rates ranging from 2% to 5% per annum and mature in various installments through December 1, 2026. The aggregate debt service on the 2008 bonds and 2007 lease obligations were \$48,042,513 versus \$30,578,967. As a result of the advanced refunding, the Authority's net present value of savings was \$2,330,056 which constitutes the economic gain on the transaction. The proceeds were placed in an irrevocable trust for the purpose of generating resources for all future debt service payments of the refunded debt.

On May 26, 2016, the Authority issued \$15,410,000 of sales tax supported refunding bonds to partially refund the 2012 capital improvement and refunding bonds. The bonds bear interest rates from 2% to 5% per annum and mature in various installments through December 1, 2029. The aggregate debt service on the 2012 bonds was \$24,959,625 versus \$23,973,832. As a result of the advanced refunding, the Authority's net present value of savings was \$974,368 which constitutes the economic gain on the transaction. The proceeds were placed in an irrevocable trust for the purpose of generating resources for all future debt service payments of the refunded debt.

On May 7, 2019, the Authority issued \$30,000,000 in sales tax supported bonds to finance certain future capital improvements to the Authority's transportation system and pay the costs of issuance of these bonds. The Series 2019 bonds will mature on December 1 of each year beginning 2020, through December 1, 2030, in the principal amounts and will bear interest at the rates set forth in the bond issuance official statement.

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6. LONG-TERM DEBT (CONTINUED)

Long-term debt at December 31, 2024, consist of the following:

	Interest Rate	Balance January 1, 2024	Additions	Reductions	Balance December 31, 2024	Due Within One Year
Series 2014A	3-5%	\$ 3,430,000	\$ -	\$ 1,690,000	\$ 1,740,000	\$ 1,740,000
Series 2015	5%	12,235,000	-	3,885,000	8,350,000	4,075,000
Series 2016	5%	5,660,000	-	1,315,000	4,345,000	1,380,000
Series 2019	5%	8,980,000	-	1,105,000	7,875,000	1,160,000
Premium		5,059,203	-	1,240,894	3,818,309	
Total Long-Term Debt		<u>\$35,364,203</u>	<u>\$ -</u>	<u>\$ 9,235,894</u>	<u>\$ 26,128,309</u>	<u>\$ 8,355,000</u>

Long-term debt at December 31, 2023, consist of the following:

	Interest Rate	Balance January 1, 2023	Additions	Reductions	Balance December 31, 2023	Due Within One Year
Series 2014A	3-5%	\$ 5,040,000	\$ -	\$ 1,610,000	\$ 3,430,000	\$ 1,690,000
Series 2015	5%	15,935,000	-	3,700,000	12,235,000	3,885,000
Series 2016	5%	6,910,000	-	1,250,000	5,660,000	1,315,000
Series 2019	5%	10,030,000	-	1,050,000	8,980,000	1,105,000
Premium		6,300,097	-	1,240,894	5,059,203	
Total Long-Term Debt		<u>\$ 44,215,097</u>	<u>\$ -</u>	<u>\$ 8,850,894</u>	<u>\$ 35,364,203</u>	<u>\$ 7,995,000</u>

The annual requirements to pay principal and interest on the bonds outstanding on December 31, 2024, are as follows:

Year	Bonds	
	Principal	Interest
2025	\$ 8,355,000	\$ 1,115,500
2026	6,935,000	697,750
2027	2,795,000	351,000
2028	1,340,000	211,250
2029	1,405,000	144,250
2030	1,480,000	74,000
Total	<u>\$ 22,310,000</u>	<u>\$ 2,593,750</u>

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7. RETIREMENT AND OTHER BENEFITS

Defined Benefit Pension Plan

The Authority participates in the Ohio Public Employees Retirement System (OPERS), the statewide, cost-sharing, multiple-employer defined benefit public employee retirement system governed by the Ohio Revised Code (ORC) that cover substantially all employees of the Authority. The retirement system has multiple retirement plan options available to its members and survivors, and disability benefits to plan members and their beneficiaries.

Net Pension Liability

The net pension liability reported on the statement of net position represents a liability to employees for their pension. Pension is 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 during 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 in the past. The net pension liability represents the Authority's proportionate share of each pension plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each 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.

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

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 each 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 as an accrued liability.

Ohio Public Employees Retirement System

Plan Description - All full-time employees of the Authority participate in the Ohio Public Employees Retirement System (OPERS). OPERS provides retirement, disability, survivor and death benefits, and annual cost-of-living adjustments to members of the traditional and combined plans. Members of the member-directed plan do not qualify for ancillary benefits. While members may elect the Member-Directed Plan and Combined Plan, substantially all employee members are in OPERS Traditional Plan or Combined Plans with approximately 1.5 percent of the Authority's employee/employer contributions being directed to the Member-Directed Plan in 2023. In 2024, 1.6 percent of the Authority's employee/employer contributions were directed to OPERS' Member-Direct Plan. Since the financial impact from the Member-Directed Plan is not

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

significant, financial activity pertaining to the Member-Direct Plan is not reflected in these financial statements.

OPERS has authority to establish and amend benefits as 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.html>, by writing to the Ohio Public Employees Retirement System, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling 800-222-7377.

OPERS administers three separate pension plans. The *Traditional Plan* is a cost-sharing, multiple-employer defined benefit pension plan. Pension benefits are funded by both member and employer contributions and investment earnings on the contributions. The *Member-Directed Plan* is a defined contribution plan in which the member invests both member and employer contributions (employer vest over 5 years at 20% per year). The *Combined Plan* is a cost-sharing, multiple-employer defined benefit pension plan. Under the combined plan, OPERS invests employer contributions to provide a formula retirement benefits similar to but as a factor less than the Traditional Pension Plan. Member contributions, the investment of which is self-directed by the members accumulate retirement assets in a manner similar to the member-directed plan.

January 7, 2013, marks the effective date for Senate Bill 343. Senate Bill 343 categorizes retirees into three groups with varying provisions of the law applicable to each group. Final Average Salary (FAS) represents the average of the three highest years of earnings over a retiree's career for Groups A and B. Group C is based on the average of the five highest years of earnings over a retiree's career. Retirees who retire before meeting the age and years of service credit requirement for unreduced benefit receive a percentage reduction in the benefit amount.

OPERS Traditional Plan, service benefit formula is presented by group in the table below:

Group A	Group B	Group C
Eligible to retire prior to January 7, 2013 or five years after January 7, 2013	20 years of service credit prior to ten years after January 7, 2013 or eligible to retire	Members not in other Groups and members hired on or after January 7, 2013
State and Local		
Age and Service Requirements:		
Age 65 with 60 months of service credit or any Age with 30 years of service credit	Age 66 with 60 months of service credit or any Age with 32 years of service credit	Age 55 with 32 years of service credit or Age 67 with 5 years of service credit
Benefit Formulas:		
2.2% of FAS x Years of Service for the first 30 years x 2.5% for service years in excess of 30	2.2% of FAS x Years of Service for the first 30 years x 2.5% for service years in excess of 30	2.2% of FAS x Years of Service for the first 35 years x 2.5% for service years in excess of 35
Law Enforcement		
Age and Service Requirements:		
Age 48 with 25 years of service credit or Age 62 with 15 years of service credit	Age 50 with 25 years of service credit or Age 64 with 15 years of service credit	Age 52 with 25 years of service credit or Age 64 with 15 years of service credit
Benefit Formulas:		
2.5% of FAS x by years of service for the first 25 years x 2.1% for service years in excess of 25	2.5% of FAS x by years of service for the first 25 years x 2.1% for service years in excess of 25	2.5% of FAS x by years of service for the first 25 years x 2.1% for service years in excess of 25

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

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

Once a benefit recipient retiring under the Traditional Plan has received benefits for 12 months, an annual cost of living adjustment (COLA) is provided on the member's base benefit. 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 the calendar year 2019, the COLA will be based on the average percentage increase in the Consumer Price Index, capped at 3 percent.

Additionally, a death benefit of \$500-\$2,500, determined by the number of years of service credit of the retiree, is paid to the beneficiary of a deceased retiree or disability benefit recipient under the Traditional Plan.

Retirement benefits in the Combined Plan consist of both an age and service formula benefit and a defined contribution element. Eligibility regarding age and years of service in the Combined Plan is the same as the Traditional Pension Plan. The subsequent table provides age and service requirements and the retirement formula applied to final average salary (FAS) for the three member groups under the Combined Pension Plan, see OPERS Annual Report for additional information.

OPERS Combined Plan, Service benefit formula is presented by group in the table below:

Group A	Group B	Group C
Eligible to retire prior to January 7, 2013 or five years after January 7, 2013	20 years of service credit prior to ten years after January 7, 2013 January 7, 2013 or eligible to retire	Members not in other Groups and members hired on or after January 7, 2013
State and Local		
Age and Service Requirements:		
Age 65 with 60 months of service credit or any Age with 30 years of service credit	Age 66 with 60 months of service credit or any Age with 32 years of service credit	Age 55 with 32 years of service credit or Age 67 with 5 years of service credit
Benefit Formulas:		
1.0% of FAS x by years of service for the first 30 years x1.25% for service years in excess of 30	1.0% of FAS x by years of service for the first 30 years x1.25% for service years in excess of 30	1.0% of FAS x by years of service for the first 30 years x1.25% for service years in excess of 30

Once a benefit recipient retiring under the Combined Plan has received benefits for 12 months, an annual cost of living adjustment (COLA) is provided on the member's base benefit. 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 the calendar year 2019, the COLA will be based on the average percentage increase in the Consumer Price Index, capped at 3 percent.

Additionally, a death benefit of \$500-\$2,500, determined by the number of years of service credit of the retiree, is paid to beneficiary of a deceased retiree or disability benefit recipient under the Combined Plan.

Funding Policy relevant to Traditional, Combined and Member-Directed Plans: The Ohio Revised Code provides statutory authority for member and employer contributions and currently limits the employer contribution to a rate not to exceed 14 percent of covered payroll for state and local employer units and 18.1 percent of covered payroll for public safety and law enforcement employer units. Member contribution rates, as set forth in the Ohio Revised Code, are not to exceed 10 percent of covered payroll for members in the state and local classifications. The Ohio Revised Code authorizes OPERS to calculate employee contribution rates for public safety employees and limits the law enforcement rate to the public safety rate plus an additional percent not to exceed 2 percent. Members in state and local classifications contributed 10 percent of the covered payroll while public safety and law enforcement members contribute 12 percent and 13 percent, respectively.

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

The Authority's contribution rate remained at 14.0 percent, except for those plan members in law enforcement or public safety, for whom the Authority's contribution was 18.1 percent of covered payroll. The portion of employer contributions used to fund pension benefits is net of post-employment health care benefits. The Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Authority's contractually required contribution for the Traditional Plan net of post-employment health care benefits, for years 2024 and 2023 were \$25,173,227 and \$19,868,390, respectively. The contractually required contribution for the Combined Plan net of post-employment health care benefits, for years 2024 and 2023 were \$323,745 and \$260,907, respectively.

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 by OPERS as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial-reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of benefits provided at the time of each valuation. The total pension liability was determined by an actuarial valuation as of December 31, 2023, using the following key actuarial assumptions and methods applied to all prior periods included in the measurement in accordance with the requirements of GASB 67:

Key Methods and Assumptions Used in Valuation of Total Pension Liability		
Actuarial Information	Traditional Plan	Combined Plan
Measurement and Valuation Date	December 31, 2023	December 31, 2023
Experience Study	5-year period ended December 31, 2020	5-year period ended December 31, 2020
Actuarial Cost Method	Individual Entry Age	Individual Entry Age
Actuarial Assumptions		
Investment Rate of Return	6.90%	6.90%
Wage Inflation	2.75%	2.75%
Projected Salary Increase	2.75 - 10.75% (Includes 2.75% Wage Inflation)	2.75 - 8.25% (Includes 2.75% Wage Inflation)
Cost-of-living Adjustments	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 3.00% Simple through 2023, then 2.05% Simple	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 3.00% Simple through 2023, then 2.05% Simple

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

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

Investment Assumptions: The allocation of investment assets within the Defined Benefit portfolio is approved by the Board as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans. The long-term expected rate of return on defined benefit investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage, adjusted for inflation. Best estimates of geometric real rates of included in the Defined Benefit portfolio's target asset allocation as of December 31, 2023, these best estimates are summarized in the following table:

Asset Class	Target Allocation as of December 31, 2023	2023 Weighted Average Long- Term Expected Real Rate of Return (Geometric)	Target Allocation as of December 31, 2022	2022 Weighted Average Long- Term Expected Real Rate of Return (Geometric)
Fixed Income	24.0%	2.85%	22.0%	2.62%
Domestic Equities	21.0%	4.27%	22.0%	4.60%
Real Estate	13.0%	4.46%	13.0%	3.27%
Private Equity	15.0%	7.52%	15.0%	7.53%
International Equities	20.0%	5.16%	21.0%	5.51%
Risk Parity	2.0%	4.38%	2.0%	4.37%
Other Investments	5.0%	3.46%	5.0%	3.27%
Total	100.0%		100.0%	

Discount Rate: The discount rate used to measure the total pension liability was 6.9% for the Traditional Pension Plan, Combined Plan and Member-Directed Plan. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the contractually required rates, as actuarially determined. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments for the Traditional Pension Plan, Combined Plan and Member-Directed Plan was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following table presents the net pension liability or asset calculated using the discount rate of 6.9%, and the expected net pension liability or asset if it were calculated using a discount rate that is 1.0% lower or 1.0% higher than the current rate.

Sensitivity of Net Pension Liability/(Asset) to Changes in Discount Rate (\$ in millions)			
Authority's proportionate share of the net pension liability(asset) As of December 31, 2023	1% Decrease 5.9%	Current Discount Rate 6.9%	1% Increase 7.9%
Traditional Plan	390.66	248.15	129.63
Combined Plan	(0.88)	(1.45)	(1.90)
Authority's proportionate share of the net pension liability(asset) As of December 31, 2022	1% Decrease 5.9%	Current Discount Rate 6.9%	1% Increase 7.9%
Traditional Plan	411.44	274.66	160.89
Combined Plan	(0.54)	(1.03)	(1.43)

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflow of Resources Related to Pensions

The net pension liability and net pension asset for December 31, 2024, OPERS was measured as of December 31, 2023, and the total pension liability or asset used to calculate the net pension liability or asset was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension liability or asset was based on the Authority's share of contributions to the pension plan relative to the contributions of all participating entities.

2024 Net Pension Liability/Asset and Pension Expense	Measurement Year - 2023		
	Traditional	Combined	Total
Proportion share of the net pension (asset)/liability prior measurement date	0.929800%	0.4392220%	
Proportion share of the net pension (asset)/liability current measurement date	0.947852%	0.4714490%	
Change in proportionate share	0.0180520%	0.0322270%	
Proportionate share of the net pension asset	-	\$ 1,449,147	\$ 1,449,147
Proportionate share of the net pension liability	\$ 248,151,537	-	\$ 248,151,537
Pension expense/ (Reduction to pension expense)	\$ 27,961,961	\$ (106,435)	\$ 27,855,526

2023 Net Pension Liability/Asset and Pension Expense	Measurement Year - 2022		
	Traditional	Combined	Total
Proportion share of the net pension asset)/liability prior measurement date	0.944923%	0.4772000%	
Proportion share of the net pension (asset)/liability current measurement date	0.929800%	0.4392220%	
Change in proportionate share	(0.015123%)	(0.037978%)	
Proportionate share of the net pension asset	-	\$ 1,035,201	\$ 1,035,201
Proportionate share of the net pension liability	\$ 274,663,327	-	\$ 274,663,327
Pension expense/ (Reduction to pension expense)	\$ (39,912,061)	\$ (132,725)	\$ (40,044,786)

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

On December 31, 2024, the Authority reported deferred outflow of resources and deferred inflow of resources related to pension from the following sources:

2024 Deferred Outflow of Resources and Deferred Inflow of Resources	OPERS Traditional	OPERS Combined	Total
Deferred Outflow of Resources			
Authority's contributions subsequent to measurement date	\$ 25,173,227	\$ 323,745	\$ 25,496,972
Difference between expected & actual experience	4,055,826	58,724	4,114,550
Net difference between projected & actual investment earnings	50,087,563	235,693	50,323,256
Change of assumptions	-	53,781	53,781
Total deferred outflow of resources	<u>\$ 79,316,616</u>	<u>\$ 671,943</u>	<u>\$ 79,988,559</u>
Deferred Inflow of Resources			
Difference between expected & actual experience	-	\$ 143,329	\$ 143,329
Net difference between projected & actual investment earnings	-	-	-
Change of assumptions	-	-	-
Total deferred inflow of resources	<u>\$ -</u>	<u>\$ 143,329</u>	<u>\$ 143,329</u>

Amount of \$25,496,972 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/increase to the net pension liability/asset in the year ending December 31, 2025.

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

Year Ending December 31,	OPERS Traditional	OPERS Combined	Total
2025	\$ (12,516,052)	\$ (35,962)	\$ (12,552,014)
2026	(16,796,557)	(64,833)	(16,861,390)
2027	(31,963,061)	(135,809)	(32,098,870)
2028	7,132,282	39,008	7,171,290
2029	-	(3,951)	(3,951)
2030	-	(5,068)	(5,068)
2031	-	1,750	1,750
2032	-	-	-
Total	<u>\$ (54,143,388)</u>	<u>\$ (204,865)</u>	<u>\$ (54,348,253)</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

On December 31, 2023, the Authority reported deferred outflow of resources and deferred inflow of resources related to pension from the following sources:

2023 Deferred Outflow of Resources and Deferred Inflow of Resources	OPERS Traditional	OPERS Combined	Total
Deferred Outflow of Resources			
Authority's contributions subsequent to measurement date	\$ 19,868,390	\$ 260,907	\$ 20,129,297
Difference between expected & actual experience	9,123,163	63,643	9,186,806
Net difference between projected & actual investment earnings	78,287,677	377,271	78,664,948
Change of assumptions	2,901,624	68,535	2,970,159
Total deferred outflow of resources	<u>\$ 110,180,854</u>	<u>\$ 770,356</u>	<u>\$ 110,951,210</u>
Deferred Inflow of Resources			
Difference between expected & actual experience	-	\$ 147,917	\$ 147,917
Net difference between projected & actual investment earnings	-	-	-
Change of assumptions	-	-	-
Total deferred inflow of resources	<u>\$ -</u>	<u>\$ 147,917</u>	<u>\$ 147,917</u>

Amount of \$20,129,297 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/increase to the net pension liability/asset in the year ending December 31, 2024.

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

Year Ending December 31,	OPERS Traditional	OPERS Combined	Total
2024	\$ (10,629,084)	\$ (15,312)	\$ (10,644,396)
2025	(18,288,741)	(69,408)	(18,358,149)
2026	(23,043,876)	(96,297)	(23,140,173)
2027	(38,350,763)	(162,426)	(38,513,189)
2028	-	451	451
2029	-	(7,642)	(7,642)
2030	-	(8,685)	(8,685)
2031	-	(2,213)	(2,213)
Total	<u>\$ (90,312,464)</u>	<u>\$ (361,532)</u>	<u>\$ (90,673,996)</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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8. DEFINED BENEFIT OPEB PLANS

The Authority has one specific plan that qualifies as OPEB according to guidelines presented within GASB Statement No. 74, Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans and GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans. This plan is administered by the Ohio Public Employees Retirement System (OPERS).

Plan Description – The Ohio Public Employees Retirement System (OPERS) administers three separate pension plans: the traditional pension plan, a cost-sharing, multiple-employer defined benefit pension plan; the member-directed plan, a defined contribution plan, and the combined plan, a cost-sharing, multiple-employer defined pension plan that has elements of both a defined benefit and defined contribution plan.

OPERS maintains a cost-sharing, multiple-employer defined postemployment 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. This trust is also used to fund health care for member-directed plan participants, in the form of a Retiree Medical Account (RMA). Upon termination or retirement, member-directed plan participants can use vested RMA funds for reimbursement of qualified medical expenses.

In order to qualify for postemployment health care coverage, age and service retirees under the traditional pension and combined plans must have twenty or more years of qualifying Ohio service credit. Health care coverage for disability benefit recipients and qualified survivor benefit recipients is available. The health care coverage provided by OPERS meets the definition of an Other Postemployment Benefit (OPEB) as described in GASB Statement 75.

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

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

Funding Policy - The Ohio Revised Code provides statutory authority allowing public employers to fund postemployment health care through their contributions to OPERS. When funding is approved by OPERS' Board of Trustees, a portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans. Beginning in 2018, OPERS no longer allocated a portion of its employer contributions to health care for the traditional plan and the combined plan.

Employer contribution rates are expressed as a percentage of the earnable salary of active members. In 2023, state and local employers contributed at a rate of 14.00% of earnable salary and public safety and law enforcement employers contributed at 18.10%. These are the maximum employer contribution rates permitted by the Ohio Revised Code. Active member contributions do not fund health care.

Each year, the OPERS Board determines the portion of the employer contribution rate that will be set aside to fund health care plans. For 2023, OPERS did not allocate any employer contribution to health care for members in the Traditional Pension Plan and Combined Plan. The OPERS Board is also authorized to establish rules for retirees or their surviving beneficiaries to pay a portion of the health care provided. Payment amounts vary depending on the number of covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited into the RMA for participants in the Member-Directed Plan for 2023 was 4.00%.

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Authority's contractually required contribution for the fiscal years ended December 31, 2023, and 2022 were \$178,487 and \$131,607, respectively.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

Actuarial Assumptions - OPEB

Actuarial valuations of an ongoing plan involve estimates of the values of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future. Projections of health care costs for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of coverage provided at the time of each valuation and the historical pattern of sharing of costs between OPERS and plan members.

The actuarial valuation used the following actuarial assumptions applied to all prior periods included in the measurement in accordance with the requirements of GASB 74:

Key Methods and Assumptions Used in Valuation of Total OPEB Liability		
Actuarial Information	Measurement Year 2023	Measurement Year 2022
Actuarial Valuation Date	December 31, 2022	December 31, 2021
Rolled-Forward Measurement Date	December 31, 2023	December 31, 2022
Experience Study	5-year period ended December 31, 2020	5-year period ended December 31, 2020
Actuarial Cost Method	Individual Entry Age	Individual Entry Age
Actuarial Assumptions		
Single Discount Rate	5.70%	5.22%
Investment Rate of Return	6.00%	6.00%
Municipal Bond Rate	3.77%	4.05%
Wage Inflation	2.75%	2.75%
Projected Salary Increase	2.75 - 10.75% (Includes wage inflation at 2.75%)	2.75 - 10.75% (Includes wage inflation at 2.75%)
Health Care Cost Trend Rate	5.50% initial, 3.50% ultimate in 2038	5.50% initial, 3.50% ultimate in 2036

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

Discount Rate: A single discount rate of 5.70% was used to measure the total OPEB liability on the measurement date of December 31, 2023; however, the single discount rate used at the beginning of the year was 5.22%. Projected benefit payments are required to be discounted to their actuarial present value using a single discount rate that reflects (1) a long-term expected rate of return on OPEB plan investments (to the extent that the health care fiduciary net position is projected to be sufficient to pay benefits), and (2) a tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate are not met). This single discount rate was based on the actuarial assumed rate of return on the health care investment portfolio of 6.00% and a municipal bond rate of 3.77%. The projection of cash flows used to determine this

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

single discount rate assumed that employer contributions will be made at rates equal to the actuarially determined contribution rate. Based on these assumptions, the health care fiduciary net position and future contributions were sufficient to finance health care costs through the year 2070. As a result, the actuarial assumed long-term expected rate of return on health care investments was applied to projected costs through the year 2070, and the municipal bond rate was applied to all health care costs after that date.

Investment Return Assumptions: The allocation of investment assets within the Health Care portfolio is approved by the Board as outlined in the annual investment plan. Assets are managed on a total return basis with a long-term objective of continuing to offer a sustainable health care program for current and future retirees. The System's primary goal is to achieve and maintain a fully funded status for benefits provided through the defined benefit pension plans. Health care is a discretionary benefit. The long-term expected rate of return on health care investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage, adjusted for inflation. Best estimates of geometric real rates of return were provided by the Board's investment consultant. For each major asset class that is included in the Health Care portfolio's target asset allocation as of December 31, 2023, these best estimates are summarized in the following table:

Asset Class	Target Allocation as of December 31, 2023	Weighted Average Long- Term Expected Real Rate of Return* (Geometric)	Target Allocation as of December 31, 2022	Weighted Average Long- Term Expected Real Rate of Return* (Geometric)
Fixed Income	37.0%	2.82%	34.0%	0.91%
Domestic Equities	25.0%	4.27%	26.0%	3.78%
REITs	5.0%	4.68%	7.0%	3.71%
International Equities	25.0%	5.16%	25.0%	4.88%
Risk Parity	3.0%	4.38%	2.0%	4.85%
Other Investments	5.0%	2.43%	6.0%	3.45%
Total	100.0%		100.0%	

During 2023, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio, and the Defined Contribution portfolio. The Health Care portfolio includes the assets for health care expenses for the Traditional Pension Plan, Combined Plan and Member-Directed Plan eligible members. Within the Health Care portfolio, contributions into the plans are assumed to be received continuously throughout the year based on the actual payroll payable at the time contributions are made, and health care-related payments are assumed to occur mid-year. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts invested, for the Health Care portfolio was a gain of 14.0% for 2023.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

Sensitivity of the Authority's Proportionate Share of the Net OPEB Liability/(Asset) to Changes in the Discount Rate: The following table presents the net OPEB liability calculated using the single discount rate of 5.70%, and the expected net OPEB liability/(asset) if it were calculated using a discount rate that is 1.0% lower or 1.0% higher than the current rate.

Sensitivity of Net OPEB Liability/(Asset) to Changes in Discount Rate (\$ in millions)			
As of December 31, 2023	1% Decrease 4.7%	Current Discount Rate 5.7%	1% Increase 6.7%
Employers' Net OPEB Liability/(Asset)	4.53	(8.25)	(18.82)

Sensitivity of Net OPEB Liability/(Asset) to Changes in Discount Rate (\$ in millions)			
As of December 31, 2022	1% Decrease 4.2%	Current Discount Rate 5.2%	1% Increase 6.2%
Employers' Net OPEB Liability/(Asset)	19.23	5.65	(5.56)

Sensitivity of the Authority's Proportionate Share of the Net OPEB Liability/(Asset) to Changes in the Health Care Cost Trend Rate: Changes in the health care cost trend rate may also have a significant impact on the net OPEB liability/(asset). The following table presents the net OPEB asset calculated using the assumed trend rates, and the expected net OPEB asset if it were calculated using a health care cost trend rate that is 1.00% lower or 1.00% higher than the current rate.

Sensitivity of Net OPEB Liability/(Asset) to Changes in the Health Care Cost Trend Rate (\$ in millions)			
As of December 31, 2023	1% Decrease	Current Health Care Cost Trend Rate Assumption	1% Increase
Employers' Net OPEB Liability/(Asset)	(8.58)	(8.25)	(7.85)

Sensitivity of Net OPEB Liability/(Asset) to Changes in the Health Care Cost Trend Rate (\$ in millions)			
As of December 31, 2022	1% Decrease	Current Health Care Cost Trend Rate Assumption	1% Increase
Employers' Net OPEB Liability/(Asset)	5.59	5.65	5.71

Retiree health care valuations use a health care cost trend assumption with changes over several years built into that assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2024 is 5.50%. If this trend continues for future years, the projection indicates that years from now virtually all expenditures will be for health care. A more reasonable alternative is the health care cost trend will decrease to a level at, or near, wage inflation. On this basis, the actuaries project premium rate increases will continue to exceed wage inflation for approximately the next decade, but by less each year, until leveling off at an ultimate rate, assumed to be 3.50% in the most recent valuation.

OPEB Liability/(Asset), OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

The Authority's proportion of net OPEB liability was based on the Authority's share of contributions to the respective retirement system relative to the contributions of all participating entities. The Authority's proportionate share of the OPERS net OPEB asset as of December 31, 2024, was \$8,241,686 compared to a net OPEB liability as of December 31, 2023, was \$5,649,370.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

On December 31, 2023, the Authority reported its proportionate share of net OPEB liabilities and OPEB expense from OPERS OPEB plans as displayed in the table below:

2024 Net OPEB Liability/(Asset) and Pension Expense	Measurement Year - 2023 OPEB*
Proportion of the net OPEB liability/(asset) prior measurement date	0.895987%
Proportion of the net OPEB liability/(asset) current measurement date	0.913182%
Change in proportionate share	0.0171950%
Proportion share of the net OPEB liability/(asset)	\$ (8,241,686)
OPEB expense/ (Reduction to pension expense)	\$ (886,083)

2023 Net OPEB Liability/(Asset) and Pension Expense	Measurement Year - 2022 OPEB*
Proportion of the net OPEB liability/(asset) prior measurement date	0.914325%
Proportion of the net OPEB liability/(asset) current measurement date	0.895987%
Change in proportionate share	(0.018338%)
Proportion share of the net OPEB liability/(asset)	\$ 5,649,370
OPEB expense/ (Reduction to pension expense)	\$ (9,352,603)

Changes in actuarial valuation of the net OPEB liability, changes in deferred outflows and deferred inflows, subsequent plan contributions and amortization of changes in proportionate share from year to year may have either a positive or negative effect to the Authority's recognition of its proportionate share of OPEB expense for the period. In the fiscal year 2024, the Authority's recognition of its proportionate share of OPEB expense or revenue with respect to OPERS Ohio health benefit plans resulted in OPEB expense reduction of \$886,083 compared to OPEB expense reduction of \$9,352,603 as of December 31, 2023.

2024 Deferred Outflow of Resources and Deferred Inflow of Resources	OPEB
Deferred Outflow of Resources	
Authority's contributions subsequent to measurement date	\$ 178,487
Difference between expected & actual experience	-
Net difference between projected & actual investment earnings	4,949,602
Change of assumptions	2,121,824
Total deferred outflow of resources	\$ 7,249,913
Deferred Inflow of Resources	
Difference between expected & actual experience	\$ 1,173,030
Net difference between projected & actual investment earnings	-
Change of assumptions	3,542,854
Total Deferred Inflow of Resources	\$ 4,715,884

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

2023 Deferred Outflow of Resources and Deferred Inflow of Resources	OPEB
Deferred Outflow of Resources	
Authority's contributions subsequent to measurement date	\$ -
Difference between expected & actual experience	-
Net difference between projected & actual investment earnings	11,219,847
Change of assumptions	5,517,867
Total deferred outflow of resources	\$ 16,737,714
Deferred Inflow of Resources	
Difference between expected & actual experience	\$ 1,409,173
Net difference between projected & actual investment earnings	-
Change of assumptions	454,029
Total Deferred Inflow of Resources	\$ 1,863,202

Amounts reported as deferred outflows of resources related to OPEB resulting from employer contributions subsequent to the measurement date will be calculated by employers and recognized as a reduction of the net OPEB liability or asset in the employer's financial statements, as applicable. Other cumulative amounts reported as deferred inflows and outflows of resources related to OPEB will be recognized in OPEB expense as disclosed in the following table:

Year Ending December 31,	OPEB
2025	\$209,136
2026	(383,158)
2027	(3,852,824)
2028	1,671,305
Total	\$(2,355,541)

9. PURCHASED TRANSPORTATION SERVICES

The Authority contracts with vendors who use local companies to provide transit services within Cuyahoga County for elderly and handicapped persons. Expenses under these contracts amounted to \$14,969,332 and \$10,921,633 in 2024 and 2023, respectively.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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10. GRANTS, REIMBURSEMENTS, AND SPECIAL FARE ASSISTANCE

Grants, reimbursements, and special fare assistance are included in the non-operating revenues and the Capital grant revenue categories on the Statements of Revenues, Expenses, and Changes in Net Position for the years ended December 31, 2024, and 2023 as follows:

	<u>2024</u>	<u>2023</u>
Federal:		
FTA Capital Grants	\$ 72,098,684	\$ 37,894,226
FTA Maintenance Assistance	7,076,840	2,487,873
FTA Operating Grants	267,906	441,577
Total	<u>\$ 79,443,430</u>	<u>\$ 40,823,676</u>
State:		
ODOT Fuel Tax Reimbursement	\$ 1,722,113	\$ 1,581,300
ODOT Capital Grants	8,733,548	-
ODOT Operating Grants	-	677,088
Total	<u>\$ 10,455,661</u>	<u>\$ 2,258,388</u>

11. CONTINGENCIES

Federal and State Grants – Under the terms of the various grants, periodic audits are required where certain costs could be questioned as not being an eligible expense under the terms of the grant. On December 31, 2024, and 2023, there were no questioned costs that had not been resolved with the applicable federal and state agencies. Questioned costs could still be identified during audits to be conducted in the future.

Contract Disputes and Legal Proceedings – The Authority has been named as a defendant in several contract disputes and other legal proceedings. Although the eventual outcome of these matters cannot be predicted, it is the opinion of management that the ultimate liability is not expected to have a material effect on the Authority's financial position. The Authority purchases commercial insurance to cover certain potential losses.

12. FUEL PRICE RISK MANAGEMENT

Pursuant to Ohio Revised Code, Section 9.835(A), (B), and (C) and Section 135.14, the Authority utilizes futures contracts to manage the volatility of fuel costs. This technique is traditionally used to limit exposure to price fluctuations. Management recognized that fluctuations in fuel prices could have a negative impact on the Authority's financial affairs. Accordingly, the Authority has utilized futures contracts to offset against price volatility of diesel fuel in accordance with the Authority's Energy Price Risk Management Policy established by the Board of Trustees. These transactions are separate from the physical fuel purchase transactions. The Authority uses an advisor to help monitor the markets and advise on opportunities.

Futures Contracts – The Authority's Board limits contracts in-place to 90% of projected consumption within a fiscal year. Ultra Low Sulfur Diesel (ULSD) futures contracts are currently being utilized to manage price volatility through February 2025. The initial value of each contract is zero. Upon entering into these contracts, the broker requires a margin to be deposited into the account. The account is marked-to-market each night, with cash settlements occurring daily. Depending on the daily adjustment to the account, the Authority may be requested to make an incremental cash deposit the following day (to continue to meet the required margin requirements) or may receive a cash withdrawal from the brokerage account (if the cash balance in the brokerage account exceeds the margin requirement). The outstanding contracts are being reported at fair market value.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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12. FUEL PRICE RISK MANAGEMENT (CONTINUED)

The following table is a summary of the New York Mercantile Exchange (NYMEX) New York Ultra Low Sulfur Diesel (ULSD) futures contracts as well as the final year end account value as of December 31, 2024:

Description Contract Month	Number of Contracts	Total Quality (Gallons)	Contract Price Range (Per Gallon)	Open Trade Equity as of 12/31/24	Account Value
Beginning Balance					\$ 138,318
Feb 2025	1	42,000	\$ 2.4892	\$ (7,258)	
Mar 2025	1	42,000	\$ 2.3037	(391)	
					(7,648)
				Balance as of December 31, 2024	<u>\$ 130,670</u>

The following table is a summary of the New York Mercantile Exchange (NYMEX) New York Ultra Low Sulfur Diesel (ULSD) futures contracts as well as the final year end account value as of December 31, 2023:

Description Contract Month	Number of Contracts	Total Quality (Gallons)	Contract Price Range (Per Gallon)	Open Trade Equity as of 12/31/23	Account Value
Beginning Balance					\$ 192,379
Feb 2024	1	42,000	\$ 2.6921	\$ (6,854)	
Mar 2024	1	42,000	\$ 2.6351	(5,876)	
Apr 2024	1	42,000	\$ 2.5714	(5,057)	
May 2024	1	42,000	\$ 2.5174	(4,036)	
Jun 2024	1	42,000	\$ 2.5500	(6,296)	
Jul 2024	1	42,000	\$ 2.5450	(6,363)	
Aug 2024	1	42,000	\$ 2.5400	(6,254)	
Sep 2024	1	42,000	\$ 2.5250	(5,473)	
Oct 2024	1	42,000	\$ 2.5150	(4,843)	
Nov 2024	1	42,000	\$ 2.5050	(4,460)	
Jan 2025	1	42,000	\$ 2.4700	(3,490)	
Feb 2025	1	42,000	\$ 2.4892	(4,616)	
Mar 2025	1	42,000	\$ 2.3037	2,713	
					(60,904)
				Balance as of December 31, 2023	<u>\$ 131,475</u>

13. RISK MANAGEMENT

The Authority is exposed to various risks of loss related to third-party liability claims; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority has a contract with an outside insurance company to provide all-risk property coverage with various limits on property and equipment of the Authority. The maximum limit of liability in any one occurrence, regardless of the number of locations or coverages involved, cannot exceed \$500,000,000 and the deductible is \$250,000. The Authority is self-insured for third-party bodily injury and third-party property damage liability claims but has protection for catastrophic loss exposure. Settled claims have not exceeded the self-insured retention in any of the last three years. The Authority purchases excess liability insurance to provide catastrophic protection of its assets against severe third-party liability losses. This umbrella liability coverage is in the amount of \$100,000,000 per accident in excess of a \$5,000,000 self-insured retention.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

13. RISK MANAGEMENT (CONTINUED)

The Authority provides employees healthcare benefits, which include medical, drug, dental, and vision. These benefits are provided through both insured and self-funded plans under group agreements. A stop-loss policy covers claims in excess of \$500,000 per employee and an aggregate of \$39,974,659 per year. Neither threshold was exceeded.

The Authority is also an authorized self-insured employer in the State of Ohio and administers its own workers' compensation claims. Excess workers' compensation insurance coverage protects the Authority in excess of a self-insured retention of \$750,000 for each additional accident and each employee by disease.

The GCRTA, by resolution of the Board of Trustees, established an insurance fund in fiscal year 1980 to accumulate monies to satisfy catastrophic or extraordinary losses. The insurance fund balance as of December 31, 2024, and 2023, was \$7.0 million and \$5.7 million, respectively, and is included on the accompanying Statements of Net Position as part of unrestricted net position. Changes in the Authority's self-insurance liabilities for third-party public liability, third-party property damage, worker's compensation and medical claims are reflected in the table below:

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Balance, Beginning of Year	\$ 16,066,690	\$ 15,327,120	\$ 21,002,950
Incurred Claims	30,797,016	34,776,795	39,348,228
Less: Payments	<u>36,653,918</u>	<u>34,037,225</u>	<u>45,024,058</u>
Balance, End of Year	<u>\$ 10,209,788</u>	<u>16,066,690</u>	<u>\$ 15,327,120</u>
Due Within One Year	<u>\$ 4,478,738</u>	<u>\$ 8,674,524</u>	<u>\$ 9,294,470</u>

14. RECLASSIFICATIONS

Certain prior year amounts have been reclassified for consistency with the current presentation. These reclassifications had no effect on the reported results of operations.

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2024

REQUIRED SUPPLEMENTARY INFORMATION

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

GASB Statement No. 68 and 75, Accounting and Financial Reporting for Pensions

Greater Cleveland Regional Transit Authority implemented the provisions of Governmental Accounting Standards Board Statement No. 68, Accounting and Financial Reporting for Pensions – an Amendment of GASB 27. For fiscal year 2018, the Authority implemented GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions, an amendment of GASB 45.

This section of the Authority's Annual Comprehensive Financial Report presents the required supplementary information as a context for further understanding of the Authority's implementation of GASB Statement No. 68 and GASB Statement No. 75.

Ohio Public Employees Retirement System (OPERS) – Pension

Changes in Assumptions: OPERS Traditional and Combined Plans, Net Pension Liability

These assumptions are presented below for the periods indicated:

Key Methods and Assumptions Used in Valuation of Total Pension Liability		
Actuarial Information	Traditional Plan	Combined Plan
Measurement and Valuation Date	December 31, 2023	December 31, 2023
Experience Study	5-year period ended December 31, 2020	5-year period ended December 31, 2020
Actuarial Cost Method	Individual Entry Age	Individual Entry Age
Actuarial Assumptions		
Investment Rate of Return	6.90%	6.90%
Wage Inflation	2.75%	2.75%
Projected Salary Increase	2.75 - 10.75% (Includes 2.75% Wage Inflation)	2.75 - 8.25% (Includes 2.75% Wage Inflation)
Cost-of-living Adjustments	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 3.00% Simple through 2023, then 2.05% Simple	Pre-1/7/2013 Retirees: 3.00% Simple Post-1/7/2013 Retirees: 3.00% Simple through 2023, then 2.05% Simple

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

GASB Statement No. 68 and 75, Accounting and Financial Reporting for Pensions (Continued)

Greater Cleveland Regional Transit Authority Schedule of the Authority's Proportionate Share of the Net Pension Liability/(Asset) Ohio Public Employees Retirement System - Traditional Plan Last Ten Years										
Traditional Plan	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Authority's Proportion of the Net Pension Liability/(Asset)	0.94785%	0.92980%	0.94492%	0.96729%	0.94127%	0.97995%	1.00881%	1.06713%	1.06304%	1.03688%
Authority's Proportionate Share of the Net Pension Liability/(Asset)	\$248,151,537	\$ 274,663,327	\$ 82,212,125	\$143,233,997	\$186,049,191	\$268,388,985	\$158,262,418	\$242,327,530	\$184,132,275	\$125,059,292
Authority's Covered- Employee Payroll	\$152,149,951	\$ 141,396,500	\$135,703,689	\$136,071,018	\$131,015,854	\$130,653,369	\$131,593,151	\$131,477,995	\$130,840,483	\$128,811,030
Authority's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	163.0967%	194.2504%	60.5821%	105.2641%	142.0051%	205.4206%	120.2665%	184.3103%	140.7304%	97.0874%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability/(Asset)	79.01%	75.74%	92.62%	86.88%	82.17%	74.70%	84.66%	77.25%	81.08%	86.45%

Traditional Plan:	Contractually Required Contribution	Contributions in Relation to the Contractually Required Contribution	Contribution Deficiency (Excess)	Authority Covered- Payroll	Contributions as a % of Covered- Payroll
2024	\$ 25,173,227	\$ (25,173,227)	\$ -	\$ 162,077,548	15.78%
2023	\$ 19,868,390	\$ (19,868,390)	\$ -	\$ 152,149,951	13.06%
2022	\$ 20,946,978	\$ (20,946,978)	\$ -	\$ 141,396,500	14.81%
2021	\$ 19,220,305	\$ (19,220,305)	\$ -	\$ 135,703,689	14.16%
2020	\$ 19,629,645	\$ (19,629,645)	\$ -	\$ 136,071,018	14.43%
2019	\$ 19,352,731	\$ (19,352,731)	\$ -	\$ 131,015,854	14.77%
2018	\$ 18,601,694	\$ (18,601,694)	\$ -	\$ 130,653,369	14.24%
2017	\$ 14,800,939	\$ (14,800,939)	\$ -	\$ 131,593,151	11.25%
2016	\$ 15,979,844	\$ (15,979,844)	\$ -	\$ 131,477,995	12.15%
2015	\$ 15,848,700	\$ (15,848,700)	\$ -	\$ 130,840,483	12.11%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

GASB Statement No. 68 and 75, Accounting and Financial Reporting for Pensions (Continued)

<p style="text-align: center;">Greater Cleveland Regional Transit Authority Schedule of the Authority's Proportionate Share of the Net Pension Liability/(Asset) Ohio Public Employees Retirement System - Combined Plan Last Ten Years</p>										
Combined Plan	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Authority's Proportion of the Net Pension Liability/(Asset)	0.47145%	0.43922%	0.47720%	0.52251%	0.48525%	0.48128%	0.54977%	0.62151%	0.60988%	0.58799%
Authority's Proportionate Share of the Net Pension Liability/(Asset)	\$(1,449,147)	\$(1,035,201)	\$(1,880,192)	\$(1,508,299)	\$(1,011,869)	\$(538,184)	\$(748,415)	\$(345,911)	\$(296,780)	\$(226,388)
Authority's Covered- Employee Payroll	\$2,177,662	2,271,734	\$ 2,322,929	\$ 2,247,674	\$ 2,063,837	\$ 2,236,503	\$ 2,342,077	\$ 2,159,669	\$ 2,149,197	\$ 2,115,861
Authority's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	66.5460%	45.5688%	80.9406%	67.1049%	49.0285%	24.0636%	31.9552%	16.0169%	13.8089%	10.6996%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability/(Asset)	144.55%	137.01%	169.86%	157.67%	145.28%	126.67%	137.26%	116.67%	116.90%	114.83%

Combined Plan:	Contractually Required Contribution	Contributions in Relation to the Contractually Required Contribution	Contribution Deficiency (Excess)	Authority Covered-Payroll	Contributions as a % of Covered-Payroll
2024	\$ 323,745	\$ (323,745)	\$ -	\$ 2,051,136	15.78%
2023	\$ 260,907	\$ (260,907)	\$ -	\$ 2,177,662	11.98%
2022	\$ 318,195	\$ (318,195)	\$ -	\$ 2,271,734	14.01%
2021	\$ 323,627	\$ (323,627)	\$ -	\$ 2,322,929	13.93%
2020	\$ 311,167	\$ (311,167)	\$ -	\$ 2,247,674	13.84%
2019	\$ 301,030	\$ (301,030)	\$ -	\$ 2,063,837	14.59%
2018	\$ 314,038	\$ (314,038)	\$ -	\$ 2,236,503	14.04%
2017	\$ 259,171	\$ (259,171)	\$ -	\$ 2,342,077	11.07%
2016	\$ 267,777	\$ (267,777)	\$ -	\$ 2,159,669	12.40%
2015	\$ 267,630	\$ (267,630)	\$ -	\$ 2,149,197	12.45%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

GASB Statement No. 68 and 75, Accounting and Financial Reporting for Pensions (Continued)

Ohio Public Employees Retirement System (OPEB) – Pension

Changes in Assumptions: OPERS Health Plans, Net Pension Liability

These assumptions are presented below for the periods indicated:

Key Methods and Assumptions Used in Valuation of Total OPEB Liability		
Actuarial Information	Measurement Year 2023	Measurement Year 2022
Actuarial Valuation Date	December 31, 2022	December 31, 2021
Rolled-Forward Measurement Date	December 31, 2023	December 31, 2022
Experience Study	5-year period ended December 31, 2020	5-year period ended December 31, 2020
Actuarial Cost Method	Individual Entry Age	Individual Entry Age
Actuarial Assumptions		
Single Discount Rate	5.70%	5.22%
Investment Rate of Return	6.00%	6.00%
Municipal Bond Rate	3.77%	4.05%
Wage Inflation	2.75%	2.75%
Projected Salary Increase	2.75 - 10.75% (Includes 2.75% Wage Inflation)	2.75 - 10.75% (Includes 2.75% Wage Inflation)
Health Care Cost Trend Rate	5.50% initial, 3.50% ultimate in 2038	5.50% initial, 3.50% ultimate in 2036

Greater Cleveland Regional Transit Authority Schedule of the Authority's Proportionate Share of the Net OPEB Liability/Asset Ohio Public Employees Retirement System Last Seven Years (1)							
Health Plan	2024	2023	2022	2021	2020	2019	2018
Authority's Proportion of the Net OPEB Liability/(Asset)	0.9132%	0.8960%	0.9143%	0.9353%	0.9082%	0.9440%	0.9740%
Authority's Proportionate of the Net OPEB Liability/(Asset)	\$(8,241,686)	\$ 5,649,370	\$(28,638,058)	\$(16,662,155)	\$125,441,318	\$123,074,664	\$105,768,140
Authority's Covered Payroll	\$154,327,613	\$143,668,234	\$138,026,618	\$138,318,692	\$133,079,691	\$133,935,228	\$133,637,664
Authority's Proportionate Share of the Net OPEB Liability/(Asset) as a Percentage of its Covered Payroll	-5.3404%	3.9322%	-20.7500%	-12.0500%	94.3949%	91.8912%	79.1455%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability/(Asset)	107.76%	94.78%	128.23%	115.56%	47.80%	46.33%	54.14%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023**

GASB Statement No. 68 and 75, Accounting and Financial Reporting for Pensions (Continued)

<i>Health Plan:</i>	<i>Contractually Required Contribution</i>	<i>Contributions Paid</i>	<i>Contribution Deficiency (Excess)</i>	<i>Covered Payroll</i>	<i>Contributions as a % of Covered-Payroll</i>
2024	\$ -	\$ -	\$ -	\$ 164,128,684	0.00%
2023	\$ -	\$ -	\$ -	\$ 154,327,613	0.00%
2022	\$ -	\$ -	\$ -	\$ 143,668,234	0.00%
2021	\$ -	\$ -	\$ -	\$ 138,026,618	0.00%
2020	\$ -	\$ -	\$ -	\$ 138,318,692	0.00%
2019	\$ -	\$ -	\$ -	\$ 133,079,691	0.00%
2018	\$ 284,430	\$ (284,430)	\$ -	\$ 133,935,228	0.21%
2017	\$ 2,530,932	\$ (2,530,932)	\$ -	\$ 133,637,664	1.89%

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2024

STATISTICAL SECTION

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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TABLE 1
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NET POSITION BY COMPONENTS (IN THOUSANDS)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Net Investment in Capital Assets	\$ 601,570	\$ 611,606	\$ 621,340	\$ 630,397	\$ 584,069	\$ 601,075	\$ 692,405	\$ 697,160	\$ 731,430	\$ 792,435
Restricted	50,764	42,759	21,394	15,634	16,720	145,804	229,049	382,744	169,696	206,706
Unrestricted	(75,160)	(66,096)	(78,344)	(149,115)	(148,275)	(195,728)	(125,736)	(113,903)	86,507	50,601
Total Net Position	\$ 577,174	\$ 588,269	\$ 564,390	\$ 496,916	\$ 452,514	\$ 551,151	\$ 795,718	\$ 966,001	\$ 987,633	\$ 1,049,742

NET POSITION

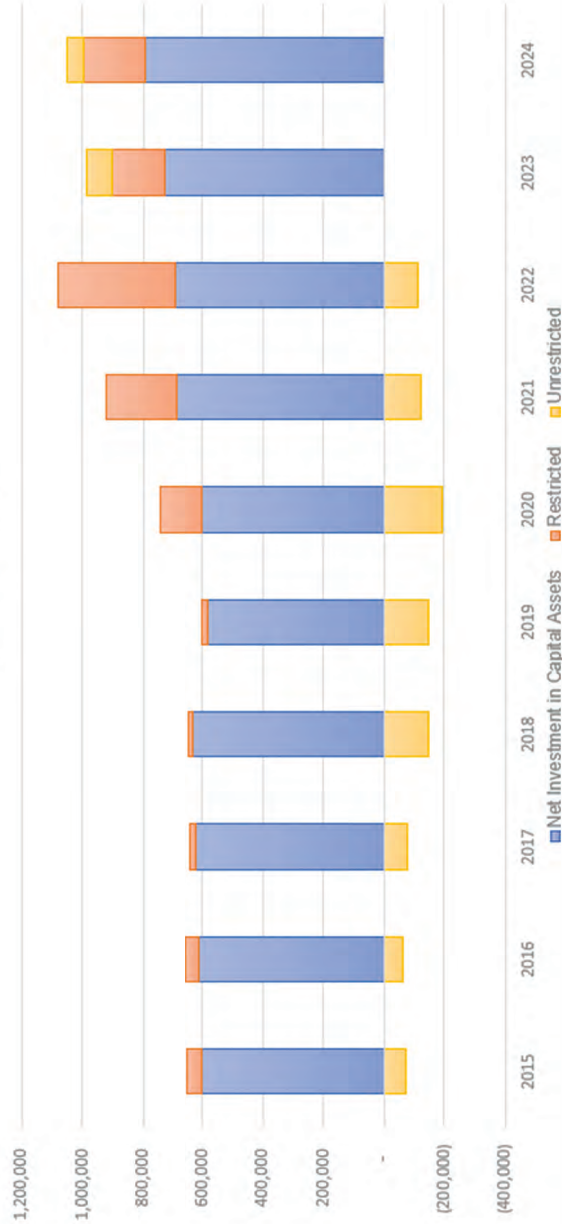


TABLE 2
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
CHANGES IN NET POSITION
LAST TEN YEARS (IN THOUSANDS)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Operating revenues:										
Passenger fares	\$ 47,176	\$ 46,776	\$ 46,351	\$ 45,160	\$ 44,771	\$ 26,195	\$ 22,270	\$ 28,928	\$ 29,815	\$ 32,369
Advertising and concessions	1,632	1,781	2,068	2,379	2,230	2,415	2,065	1,584	1,460	1,515
Total operating revenues	48,808	48,557	48,419	47,539	47,001	28,610	24,335	30,512	31,275	33,884
Operating expenses	250,076	262,635	292,198	246,911	301,663	260,480	163,510	195,821	293,873	306,585
Depreciation expense	47,291	47,834	49,933	48,837	48,061	44,347	42,088	40,232	38,929	42,272
Operating loss	(248,559)	(261,912)	(293,712)	(248,209)	(302,723)	(276,217)	(181,263)	(205,541)	(301,527)	(314,973)
Non-operating revenues (expenses)										
Sales and use tax revenue	206,125	221,850	217,147	226,406	215,512	209,332	246,549	259,184	261,777	265,134
Federal funds	14,020	16,968	16,059	16,126	20,193	130,593	129,074	81,654	442	7,345
Other state and local funds	2,206	1,070	1,912	1,198	1,617	9,781	6,509	10,384	2,258	1,722
Federal pass-through grants revenue	122	91	144	192	70	-	-	-	-	-
Investment income	289	555	640	1,625	3,736	1,711	584	(174)	16,942	18,652
Gain (loss) on commodity transactions	-	-	-	-	-	-	-	-	-	-
Interest expense	(6,430)	(6,028)	(4,988)	(4,627)	(4,470)	(4,369)	(3,428)	(886)	(589)	(210)
Federal pass-through expenses	(122)	(91)	(144)	(192)	(70)	-	-	-	-	-
Other income	4,668	7,412	1,784	9,875	1,925	3,123	6,322	1,642	1,946	3,607
Total non-operating revenues (expenses)	220,878	241,827	232,554	250,603	238,513	350,171	385,610	351,804	282,776	296,250
Net gain/(loss) before capital grants revenue	(27,681)	(20,085)	(61,158)	2,394	(64,210)	73,954	204,347	146,263	(18,751)	(18,723)
Capital grants revenue	64,751	31,180	37,279	31,734	19,808	24,683	40,220	24,020	40,382	80,832
Change in net position	\$ 37,070	\$ 11,095	\$ (23,879)	\$ 34,128	\$ (44,402)	\$ 98,637	\$ 244,567	\$ 170,283	\$ 21,631	\$ 62,109

TABLE 3
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REVENUES BY SOURCE
LAST TEN YEARS (IN THOUSANDS)

Year	Operating	Sales And Use Taxes	Federal Operating Grants And Reimbursements	State/Local		Investment Income/(Loss)	Pass-Through Grants Revenue	Other	Capital Grant Income	Total
				Operating Grants, Reimbursements, And Special Fare Assistance	Local					
2015	\$ 48,808	\$ 206,125	\$ 14,020	\$ 2,206	\$ 289	\$ 122	\$ 4,668	\$ 64,751	\$ 340,989	
2016	\$ 48,557	\$ 221,850	\$ 16,968	\$ 1,070	\$ 555	\$ 91	\$ 7,412	\$ 31,180	\$ 327,683	
2017	\$ 48,419	\$ 217,147	\$ 16,059	\$ 1,912	\$ 640	\$ 144	\$ 1,784	\$ 37,279	\$ 323,384	
2018	\$ 47,539	\$ 226,406	\$ 16,126	\$ 1,198	\$ 1,625	\$ 192	\$ 9,875	\$ 31,734	\$ 334,695	
2019	\$ 47,001	\$ 215,512	\$ 20,193	\$ 1,617	\$ 3,736	\$ 70	\$ 1,925	\$ 19,808	\$ 309,862	
2020	\$ 28,610	\$ 209,332	\$ 130,593	\$ 9,781	\$ 1,711	\$ -	\$ 3,123	\$ 24,683	\$ 407,833	
2021	\$ 24,335	\$ 246,549	\$ 129,074	\$ 6,509	\$ 584	\$ -	\$ 6,322	\$ 40,220	\$ 453,593	
2022	\$ 30,512	\$ 259,184	\$ 81,654	\$ 10,384	\$ (174)	\$ -	\$ 1,643	\$ 24,020	\$ 407,223	
2023	\$ 31,275	\$ 261,777	\$ 442	\$ 2,258	\$ 16,942	\$ -	\$ 1,946	\$ 40,382	\$ 355,022	
2024	\$ 33,885	\$ 265,134	\$ 7,345	\$ 1,722	\$ 18,652	\$ -	\$ 3,607	\$ 80,832	\$ 411,177	

TABLE 4
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REVENUES AND OPERATING ASSISTANCE
LAST TEN YEARS

Year	Operating And Other Miscellaneous Revenue			Operating Assistance		
	Fares	Other(1)	Total	State & Local(2)		Total Revenues
				State	Federal	
2015	13.9%	0.4%	14.3%	61.1%	24.6%	85.7%
2016	14.3%	0.5%	14.8%	70.5%	14.7%	85.2%
2017	14.3%	0.9%	15.2%	68.3%	16.5%	84.8%
2018	13.5%	1.0%	14.5%	70.5%	15.0%	85.5%
2019	14.5%	1.9%	16.4%	70.1%	13.5%	83.6%
2020	7.0%	2.0%	9.0%	60.0%	31.0%	91.0%
2021	5.0%	2.0%	7.0%	65.0%	28.0%	93.0%
2022	7.1%	0.7%	7.8%	66.2%	26.0%	92.2%
2023	8.4%	5.7%	14.1%	74.4%	11.5%	85.9%
2024	7.9%	5.8%	13.7%	67.0%	19.3%	86.3%

(1) Other miscellaneous revenue includes advertising and concessions, interest income and other non-operating income.
(2) State & local operating assistance include sales and use tax revenues and state operating grants, reimbursements, and special fare assistance.

TABLE 5
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
EXPENSES BY FUNCTION
LAST TEN YEARS (IN THOUSANDS)

Year	Transportation	Maintenance	General And Administrative	Depreciation	Total Operating Expenses	Interest	Federal Pass- Through	
							Expenses	Total Expenses
2015	\$ 88,874	\$ 82,777	\$ 78,425	\$ 47,291	\$ 297,367	\$ 6,430	\$ 122	\$ 314,346
2016	\$ 102,953	\$ 89,821	\$ 69,861	\$ 47,834	\$ 310,469	\$ 6,028	\$ 91	\$ 316,588
2017	\$ 111,011	\$ 100,608	\$ 80,579	\$ 49,933	\$ 342,131	\$ 4,988	\$ 144	\$ 347,263
2018	\$ 92,487	\$ 87,404	\$ 67,020	\$ 48,837	\$ 295,748	\$ 4,627	\$ 192	\$ 300,567
2019	\$ 110,265	\$ 106,746	\$ 84,652	\$ 48,061	\$ 349,724	\$ 4,470	\$ 70	\$ 354,264
2020	\$ 94,530	\$ 92,165	\$ 73,785	\$ 44,347	\$ 304,827	\$ 4,369	\$ -	\$ 309,196
2021	\$ 58,887	\$ 56,178	\$ 48,445	\$ 42,088	\$ 205,598	\$ 3,428	\$ -	\$ 209,026
2022	\$ 59,183	\$ 79,345	\$ 99,124	\$ 40,232	\$ 277,884	\$ 886	\$ -	\$ 278,770
2023	\$ 97,442	\$ 89,612	\$ 106,819	\$ 38,929	\$ 332,802	\$ 589	\$ -	\$ 333,391
2024	\$ 104,063	\$ 86,952	\$ 115,570	\$ 42,272	\$ 348,857	\$ 210	\$ -	\$ 349,067

TABLE 6
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
OPERATING EXPENSES - COMPARISON TO INDUSTRY TREND DATA
LAST TEN YEARS

TRANSPORTATION INDUSTRY:									
Year	Labor And Fringes	Materials And Supplies	Services	Utilities	Self-Insurance Claims	Purchased Transportation	Other	Total Operating Expenses **	
2015	62%	10%	7%	3%	2%	14%	2%	100%	
2016	63%	9%	8%	3%	3%	14%	2%	100%	
2017	62%	10%	7%	3%	3%	14%	2%	100%	
2018	63%	9%	8%	3%	3%	14%	2%	100%	
2019	62%	9%	8%	3%	3%	14%	2%	100%	
2020	62%	9%	8%	3%	3%	15%	2%	100%	
2021	61%	8%	9%	3%	3%	15%	1%	100%	
2022	62%	8%	9%	3%	2%	15%	1%	100%	
2023	62%	7%	10%	3%	3%	14%	1%	100%	
2024	62%	7%	10%	3%	3%	14%	1%	100%	

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY:									
Year	Labor And Fringes	Materials And Supplies	Services	Utilities	Self-Insurance Claims	Purchased Transportation	Other	Total Operating Expenses **	
2015	73%	13%	7%	3%	1%	3%	1%	100%	
2016	75%	11%	5%	3%	2%	3%	1%	100%	
2017	77%	9%	5%	3%	2%	3%	2%	100%	
2018	74%	10%	6%	3%	2%	4%	1%	100%	
2019	75%	10%	6%	2%	4%	3%	1%	100%	
2020	77%	9%	6%	2%	2%	2%	1%	100%	
2021	62%	14%	11%	4%	3%	5%	2%	100%	
2022	70%	12%	9%	3%	0%	4%	2%	100%	
2023	77%	8%	7%	2%	1%	4%	1%	100%	
2024	77%	8%	6%	2%	2%	4%	1%	100%	

* Excludes Depreciation and Interest
Source: The American Public Transit Association, APTA Public Transportation Fact Book
(1) Data not available

TABLE 7
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
PRINCIPAL SALES TAX COLLECTIONS BY INDUSTRY
2017 to 2024

Industry	2017 Amounts Collected	Percentage of Total	2018 Amounts Collected	Percentage of Total	2019 Amounts Collected	Percentage of Total	2020 Amounts Collected	Percentage of Total
Motor Vehicle and Parts Dealers	\$32,877,867	12.50%	\$33,668,916	12.82%	\$35,809,000	13.76%	\$37,584,359	13.97%
Miscellaneous Store Retailers	31,302,575	11.90%	23,975,486	9.13%	20,396,166	7.84%	19,627,048	7.30%
General Merchandise Stores	16,113,632	6.13%	19,791,664	7.53%	21,599,207	8.30%	21,157,107	7.87%
Information (Including Telecommunications)	21,340,648	8.12%	20,899,493	7.96%	20,416,560	7.84%	20,709,789	7.70%
Accommodation and Food Services	24,985,605	9.50%	25,335,207	9.64%	26,227,103	10.08%	26,672,917	9.92%
Building Material and Garden Equipment and Supplies	13,290,359	5.05%	13,733,580	5.23%	14,931,321	5.74%	15,414,556	5.73%
Administrative and Support Services; Waste Management and Remediation Services	11,575,378	4.40%	11,136,601	4.24%	11,952,887	4.59%	12,002,204	4.46%
Health and Personal Care Stores	5,306,481	2.02%	5,250,554	2.00%	5,544,195	2.13%	5,677,573	2.11%
Clothing and Clothing Accessories Stores	9,675,734	3.68%	9,594,912	3.65%	10,412,126	4.00%	10,808,937	4.02%
Real Estate, and Rental and Leasing of Property	9,496,329	3.61%	9,636,536	3.67%	10,811,679	4.15%	11,378,379	4.23%
Other Industries	\$100,578,166	38.25%	\$89,662,672	34.13%	\$82,158,574	31.57%	\$87,922,306	32.69%
Total Sales Tax Collection	\$276,542,774	106.26%	\$262,685,621	97.67%	\$260,258,818	100.00%	\$268,955,175	100.00%
Industry	2021 Amounts Collected	Percentage of Total	2022 Amounts Collected	Percentage of Total	2023 Amounts Collected	Percentage of Total	2024 Amounts Collected	Percentage of Total
Motor Vehicle and Parts Dealers	\$38,367,517	14.59%	\$45,989,482	14.59%	\$47,839,522	16.42%	\$47,274,317	14.41%
Miscellaneous Store Retailers	16,195,701	6.16%	16,186,794	6.16%	16,556,003	5.68%	16,737,983	5.10%
General Merchandise Stores	21,028,133	8.00%	22,212,605	8.00%	21,990,836	7.55%	21,426,053	6.53%
Information (Including Telecommunications)	21,449,492	8.16%	23,657,837	8.16%	24,814,812	8.52%	25,466,884	7.76%
Accommodation and Food Services	14,194,205	5.40%	20,299,284	5.40%	25,453,579	8.74%	28,095,090	8.56%
Building Material and Garden Equipment and Supplies	16,338,989	6.21%	17,841,187	6.21%	19,531,591	6.70%	18,062,398	5.50%
Administrative and Support Services; Waste Management and Remediation Services	10,834,396	4.12%	10,788,996	4.12%	9,084,671	3.12%	8,729,921	2.66%
Health and Personal Care Stores	5,342,232	2.03%	7,569,988	2.03%	7,482,168	2.57%	7,362,332	2.24%
Clothing and Clothing Accessories Stores	8,812,916	3.35%	12,745,513	3.35%	12,572,932	4.32%	12,500,124	3.81%
Real Estate, and Rental and Leasing of Property	10,366,676	3.94%	10,222,108	3.94%	10,585,358	3.63%	11,539,606	3.52%
Other Industries	\$100,042,752	38.04%	\$117,492,318	38.04%	\$95,398,213	32.75%	\$130,947,865	39.91%
Total Sales Tax Collection	\$262,973,009	100.00%	\$305,006,112	100.00%	\$291,309,685	100.00%	\$328,142,573	100.00%

(1) Sources: State of Ohio Sales and Use Tax; County Permissive Sales and Use Tax; Collections by Industrial Classification.

TABLE 8
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
LEGAL DEBT MARGIN
LAST TEN YEARS (IN THOUSANDS)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
OVERALL DEBT LIMITATION:										
Total Of All GCRTA Debt Outstanding	\$ 136,880	\$ 120,030	\$ 108,415	\$ 96,470	\$ 116,820	\$ 106,260	\$ 47,450	\$ 37,915	\$ 30,305	\$ 22,310
Exempt Debt	\$ 136,880	\$ 120,030	\$ 108,415	\$ 96,470	\$ 116,820	\$ 106,260	\$ 47,450	\$ 37,915	\$ 30,305	\$ 22,310
Net Indebtedness (Voted and Unvoted)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Assessed Valuation Of County -										
(Collection Year)	\$ 27,694,841	\$ 27,526,151	\$ 27,623,744	\$ 27,878,269	\$ 30,536,605	\$ 30,773,798	\$ 34,805,565	\$ 35,068,730	\$ 35,371,007	\$ 44,329,736
Overall Debt Limitation (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
5.0% of Estimated Assessed Valuation										
(Voted and Unvoted Debt Limitation)	\$ 1,384,742	\$ 1,376,308	\$ 1,381,187	\$ 1,393,913	\$ 1,526,830	\$ 1,538,690	\$ 1,740,278	\$ 1,753,437	\$ 1,768,550	\$ 2,216,487
Net Indebtedness (Voted and Unvoted) Overall Debt Margin	\$ 1,384,742	\$ 1,376,308	\$ 1,381,187	\$ 1,393,913	\$ 1,526,830	\$ 1,538,690	\$ 1,740,278	\$ 1,753,437	\$ 1,768,550	\$ 2,216,487
Legal Debt Margin as a Percentage of the Debt Limit	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
UNVOTED DEBT LIMITATION:										
Unvoted Debt Limitation - 0.1% of County Assessed Valuation	\$ 27,695	\$ 27,526	\$ 27,624	\$ 27,878	\$ 30,537	\$ 30,774	\$ 34,806	\$ 35,069	\$ 35,371	\$ 44,330
Maximum Aggregate Amount of Principal and Interest Payable In Any One Calendar Year	\$ (23,013)	\$ (16,919)	\$ (16,920)	\$ (14,227)	\$ (15,077)	\$ (16,624)	\$ (11,874)	\$ (9,472)	\$ (9,476)	\$ (9,471)
Maximum Annual Debt Service Charges Permitted for New Debt Issuances	\$ (23,013)	\$ (16,919)	\$ (16,920)	\$ (14,227)	\$ (15,077)	\$ (16,624)	\$ (11,874)	\$ (9,472)	\$ (9,476)	\$ (9,471)

Sources:

(1) The most current population estimates are as of 12/2020 (Sources: State of Ohio and Cuyahoga County Fiscal Office).

(2) Cuyahoga County Fiscal Officer, Budget Commission – Collection Year Data

TABLE 9
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
RATIO OF GENERAL BONDED DEBT TO ASSESSED VALUE
AND NET BONDED DEBT PER CAPITA
LAST TEN YEARS (IN THOUSANDS EXCEPT PER CAPITA AMOUNTS)

Year	Population (1)	Assessed Value (2)	General Bonded Debt	Ratio Of Bonded Debt To Assessed	Bonded Debt Per Capita
2015	1,260	\$ 27,694,841	\$ 18,680	0.07	\$ 14.83
2016	1,256	\$ 27,526,151	\$ 3,910	0.01	\$ 3.11
2017	1,249	\$ 27,623,744	\$ 1,995	0.01	\$ 1.60
2018	1,244	\$ 27,878,269	\$ -	-	\$ -
2019	1,244	\$ 30,536,605	\$ -	-	\$ -
2020	1,235	\$ 30,773,798	\$ -	-	\$ -
2021	1,265	\$ 34,805,565	\$ -	-	\$ -
2022	1,273	\$ 35,068,730	\$ -	-	\$ -
2023	1,236	\$ 35,371,007	\$ -	-	\$ -
2024	1,233	\$ 44,329,736	\$ -	-	\$ -

Sources:

(1) U.S. Census Bureau

(2) Cuyahoga County Fiscal Officer, Budget Commission – Collection Year Data

TABLE 10
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
RATIO OF OUTSTANDING DEBT TYPE
LAST TEN YEARS (IN THOUSANDS EXCEPT PER PERSONAL INCOME AND PER CAPITA AMOUNTS)
(UNAUDITED)

Year	General		Capital Lease	Sales Tax		Debt		Total Debt	Percentage of Personal Income*	Bonded Debt Per Capita*			
	Obligation Bonds			Revenue Bonds	Premium								
2015	\$	18,680	\$	-	\$	118,200	\$	19,203	\$	156,083	380.38%	\$	14.83
2016	\$	3,910	\$	-	\$	116,120	\$	20,293	\$	140,323	247.38%	\$	3.11
2017	\$	1,995	\$	-	\$	106,420	\$	18,462	\$	126,877	223.51%	\$	1.60
2018	\$	-	\$	-	\$	96,470	\$	16,648	\$	113,118	182.77%	\$	-
2019	\$	-	\$	-	\$	116,820	\$	21,244	\$	138,064	213.41%	\$	-
2020	\$	-	\$	-	\$	106,260	\$	19,304	\$	125,564	188.06%	\$	-
2021	\$	-	\$	-	\$	47,450	\$	7,541	\$	54,991	79.18%	\$	-
2022	\$	-	\$	-	\$	37,915	\$	6,300	\$	44,215	59.76%	\$	-
2023	\$	-	\$	-	\$	30,305	\$	5,059	\$	35,364	38.64%	\$	-
2024	\$	-	\$	-	\$	22,310	\$	3,818	\$	26,128	26.47%	\$	-

YEAR	Personal	
	Income (2)	Population
2015	\$ 35,985	1,260
2016	\$ 48,521	1,256
2017	\$ 48,506	1,249
2018	\$ 52,783	1,244
2019	\$ 54,739	1,244
2020	\$ 56,502	1,235
2021	\$ 59,923	1,265
2022	\$ 62,790	1,273
2023	\$ 78,424	1,236
2024	\$ 84,294	1,233

Source: See Bureau of Economic Analysis Interactive Tables

TABLE 11
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
COMPUTATION OF DIRECT AND OVERLAPPING DEBT (IN THOUSANDS)

Political Subdivision	Gross Debt	Percent Applicable	Entity Share
Greater Cleveland Regional Transit Authority	\$ 22,310	100.00%	\$ 22,310
Cuyahoga County	\$ 1,221,896	100.00%	\$ 1,221,896
Overlapping			
All Cities wholly with the County	\$ 946,551	100.00%	\$ 946,551
All Village wholly with the County	37,363	100.00%	37,363
All Townships wholly with the County	275	100.00%	275
All School Districts wholly with in the County	1,317,022	100.00%	1,317,022
Cuyahoga Community College	183,840	100.00%	189,980
Chagrin Falls S.D.	29,956	62.49%	18,720
Olmsted Falls S.D.	28,236	96.23%	27,172
Strongsville S.D.	57,207	99.72%	57,047
Total Overlapping Debt	\$ 2,600,450		\$ 2,594,129

Source: Cuyahoga County Financial Audit

TABLE 12
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
LONG-TERM DEBT COVERAGE
LAST TEN YEARS (IN THOUSANDS)

Year	Gross Revenues (1)	Expenses (2)	Net Revenue Available For Debt Service	Principal	Interest	Total	Coverage
2015	\$ 276,238	\$ 250,198	\$ 26,040	\$ 16,975	\$ 6,038	\$ 23,013	1.1
2016	\$ 296,504	\$ 262,726	\$ 33,778	\$ 11,615	\$ 5,302	\$ 16,917	2.0
2017	\$ 286,105	\$ 292,198	\$ (6,093)	\$ 11,945	\$ 4,975	\$ 16,920	(0.4)
2018	\$ 302,961	\$ 247,103	\$ 55,858	\$ 9,650	\$ 4,577	\$ 14,227	3.9
2019	\$ 290,054	\$ 301,733	\$ (11,679)	\$ 10,560	\$ 5,698	\$ 16,258	(0.7)
2020	\$ 383,150	\$ 260,480	\$ 122,670	\$ 11,345	\$ 5,279	\$ 16,624	7.4
2021	\$ 453,593	\$ 163,510	\$ 290,083	\$ 9,535	\$ 2,339	\$ 11,874	24.4
2022	\$ 383,202	\$ 195,821	\$ 187,381	\$ 7,610	\$ 1,862	\$ 9,472	19.8
2023	\$ 314,641	\$ 293,873	\$ 20,768	\$ 7,995	\$ 1,481	\$ 9,476	2.2
2024	\$ 330,344	\$ 306,585	\$ (2,270)	\$ 8,355	\$ 1,116	\$ 9,471	(0.2)

(1) Total revenues include interest and other non-operating revenues.

(2) Total expenses exclusive of depreciation, loss on disposal of assets and interest expense.

TABLE 13
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
DEMOGRAPHIC STATISTICS

County					
Year	Population	Msa (2)	Wage Income (1)		Per Capita Personal Income (1)
			(in thousands)		
2015	1,259,828	1,759,382	\$ 35,984,938	\$	28,559
2016	1,255,921	2,060,810	\$ 37,099,761	\$	29,518
2017	1,249,352	2,055,612	\$ 34,524,071	\$	29,143
2018	1,248,514	2,058,844	\$ 34,524,071	\$	30,441
2019	1,243,857	2,048,449	\$ 35,703,352	\$	31,804
2020	1,209,550	2,026,560	\$ 36,000,199	\$	33,833
2021	1,241,475	2,026,560	\$ 31,094,351	\$	34,398
2022	1,263,667	2,026,560	\$ 32,789,649	\$	36,702
2023	1,236,041	2,061,630	\$ 33,320,089	\$	39,807
2024	1,233,088	2,171,877	\$ 33,320,089	\$	39,807

	Percentage		Income (2)		Number		Percentage	
	Number							
Under 5 years	65,125	5.3	\$0 - 19,999		96,305		17.4	
5 - 9 yrs	70,020	5.7	\$20,000 - 29,999		48,017		8.7	
10 - 14 yrs	70,472	5.7	\$30,000 - 49,999		90,899		16.5	
15 - 19 yrs	73,012	5.9	\$50,000 - 99,999		159,582		28.9	
20 - 24 yrs	72,936	5.9	\$100,000 - 199,999		113,814		20.6	
25 - 34 yrs	176,475	14.3	Over \$200,000		43,804		7.9	
35 - 44 yrs	155,048	12.6	Total		552,421		100%	
45 - 54 yrs	140,057	11.4	Median Household Income	\$	60,074			
55 - 59 yrs	75,789	6.1						
60 - 64 yrs	87,137	7.1						
65 - 74 yrs	145,134	11.8						
75 - 84 yrs	71,474	5.8						
85 yrs and over	30,409	2.5						
Total	1,233,088	100%						

Median age	40.4
Males	591,168
Females	641,320

Sources: U.S. Census Bureau QuickFacts: Cuyahoga Falls city, Ohio; Cuyahoga County, Ohio; United States
Ohio Metropolitan Statistical Area Populations

TABLE 13
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
DEMOGRAPHIC STATISTICS (CONTINUED)
LAST TEN YEARS

Employment-Annual Average (1):										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Civilian labor force	614,600	617,500	617,600	616,200	614,500	644,081	595,300	653,892	599,600	605,553
Employed	583,200	583,900	583,200	586,800	588,900	599,438	556,600	604,808	570,300	582,260
Unemployed	31,400	33,600	34,500	29,400	25,600	44,663	38,700	49,084	29,300	23,293
Unemployment rate	5.1%	5.4%	5.6%	4.8%	4.2%	6.8%	6.5%	7.5%	4.9%	3.8%

Employment by Sector (1): (Amounts in 000's)																
Year	Manufacturing		Wholesale Retail Trade		Professional and Related Services		Federal, State, and Local Government		Finance, Insurance, and Real Estate		Transportation and Public Utilities		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
2015	70.5	12.3%	76.3	13.3%	260.5	45.3%	72.1	12.5%	45.4	7.9%	24.5	4.3%	25.8	4.5%	575.1*	100.0%
2016	71.8	12.5%	76.7	13.3%	275.2	47.7%	59.5	10.3%	45.3	7.9%	24.5	4.2%	23.6	4.1%	576.6*	100.0%
2017	74.2	12.7%	77.4	13.3%	276.7	47.5%	60.2	10.3%	45.8	7.9%	24.8	4.3%	23.0	4.0%	582.1	100.0%
2018	74.0	12.6%	77.6	13.2%	281.0	47.8%	49.1	8.4%	45.9	7.8%	36.3	6.2%	23.8	4.0%	587.7	100.0%
2019	72.5	12.1%	73.9	12.4%	283.8	47.5%	50.7	8.5%	47.3	7.9%	29.2	4.9%	39.9	6.7%	597.3	100.0%
2020	70.7	11.8%	83.2	13.9%	284.0	47.4%	52.5	8.8%	44.3	7.4%	26.2	4.4%	38.5	6.4%	599.4	100.0%
2021	71.3	12.0%	77.7	13.1%	282.9	47.6%	51.2	8.6%	45.6	7.7%	28.5	4.8%	36.7	6.2%	593.9	100.0%
2022	71.6	11.8%	79.6	13.2%	286.7	47.4%	51.1	8.5%	47.1	7.8%	30.3	5.0%	38.4	6.3%	604.8	100.1%
2023	73.4	12.1%	76.0	12.5%	287.1	47.2%	50.3	8.3%	50.5	8.3%	35.6	5.8%	35.7	5.9%	608.6	100.0%
2024	71.9	11.7%	77.1	12.6%	297.8	48.6%	47.4	7.7%	44.7	7.3%	35.3	5.8%	38.9	6.3%	613.1	100.0%

Sources:

(1) U.S. Census Bureau - Data survey table

TABLE 14
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
PRINCIPAL EMPLOYERS
2024 AND 2015

2024			
Employer	Nature of Business	Employees	County Employment
Cleveland Clinic Health System	Health care provider	51,351	8.6%
Group Management Services, Inc.	Benefits and employment services firm	35,711	6.0%
Minute Men Cos.	Staffing and employment services firm	27,987	4.7%
University Hospitals Health System	Health care provider	25,936	4.3%
Amazon	Online retailer	20,000	3.3%
U.S. Federal Government	Federal government	16,665	2.8%
Progressive Corporation	Insurance company	12,461	2.1%
Walmart	Retail supercenters, groceries and warehouse club stores	10,750	1.8%
Giant Eagle Inc.	Multi-format food, fuel & pharmacy	9,339	1.6%
The MetroHealth System	Health care provider	7,688	1.3%
Total		217,888	36.5%
Total County Employment		599,800	
2015			
Employer	Nature of Business	Employees	County Employment
Cleveland Clinic Health System	Health Care	32,269	5.2%
University Hospitals Health System	Health Care	15,447	2.5%
U.S. Office of Personnel Management	Federal Government	11,536	1.9%
Progressive Corporation	Insurance & financial company	8,750	1.4%
Cuyahoga County	County Government	7,772	1.2%
Cleve. Metropolitan School District	Education	7,203	1.2%
City of Cleveland	Municipal Government	6,666	1.1%
Metro Health Systems	Health Care	5,839	0.9%
Key Corp	Financial Services	4,708	0.8%
Case Western Reserve University	Higher Education	4,443	0.7%
Total		104,633	16.9%
Total County Employment		622,700	

Sources: Crain's Cleveland Business - Book of List for 2015 and 2024

**TABLE 15
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
OPERATING STATISTICS (1)
LAST TEN YEARS**

	2015***	2016	2017	2018	2019	2021*	2022	2023	2024
SYSTEM RIDERSHIP:									
Motor Bus	32,810,537	30,156,644	26,711,874	22,866,545	21,787,742	12,404,462	13,125,384	15,963,454	18,187,961
Heavy Rail	6,438,252	6,417,590	5,904,814	6,273,379	5,666,706	2,389,074	2,310,279	3,472,342	3,151,597
Light Rail	2,608,770	2,468,330	2,114,753	1,638,170	1,484,863	468,737	546,654	662,113	808,055
Demand Responsive	702,538	633,601	593,654	587,190	576,448	3,241,760	2,005,538	302,956	297,580
BRT (Bus Rapid)**	4,461,433	4,609,436	4,219,838	3,764,271	2,628,480	451,694	417,259	1,714,067	2,080,030
AVERAGE WEEKDAY SYSTEM RIDERSHIP:									
Motor Bus	107,734	100,708	89,554	76,487	73,415	38,459	40,447	52,386	58,200
Heavy Rail	18,744	18,740	17,284	19,809	17,712	3,277	3,220	10,254	9,195
Light Rail	8,456	8,151	7,061	5,374	4,872	1,513	1,505	2,516	2,430
Demand Responsive	2,281	2,031	1,848	1,814	1,850	9,338	13,151	887	853
BRT (Bus Rapid)**	14,541	14,445	14,212	13,202	8,624	1,294	1,154	5,301	6,506
AVERAGE WEEKDAY MILES OPERATED:									
Motor Bus	43,691	42,744	47,722	45,054	44,390	43,150	44,246	44,300	44,836
Heavy Rail	7,379	7,813	7,485	7,531	7,149	3,284	3,226	3,162	3,201
Light Rail	2,561	2,320	2,015	1,933	1,956	1,521	1,512	1,482	1,442
Demand Responsive	16,614	16,738	21,329	21,844	17,012	10,884	13,226	7,580	6,673
BRT (Bus Rapid)**	1,835	1,821	1,852	1,661	1,521	1,279	1,146	1,148	1,170
REVENUE MILES:									
Motor Bus	13,416,573	13,188,669	12,823,852	12,257,437	12,157,936	11,184,684	13,557,430	13,181,735	13,363,630
Heavy Rail	2,528,661	2,661,224	2,611,263	2,113,189	2,488,976	2,420,125	2,808,149	1,138,492	1,163,390
Light Rail	844,272	776,474	683,721	682,556	677,887	465,123	681,390	476,284	531,294
Demand Responsive	5,311,937	5,343,934	5,446,387	5,581,907	5,375,849	394,199	496,221	2,281,145	2,146,486
BRT (Bus Rapid)**	604,862	595,789	593,086	548,234	512,489	1,411,832	1,538,423	416,508	421,064
PASSENGER MILES:									
Motor Bus	143,016,054	124,284,327	112,204,045	97,776,046	91,902,658	45,241,092	57,554,645	64,887,266	73,259,021
Heavy Rail	43,869,205	41,530,858	37,907,589	42,165,745	36,528,680	14,341,626	21,343,111	26,737,033	22,470,887
Light Rail	15,113,234	14,721,876	12,789,989	9,580,135	8,974,467	2,520,913	3,576,933	3,151,808	4,665,719
Demand Responsive	5,989,622	4,993,531	4,892,499	4,402,093	4,594,269	3,061,061	4,295,568	2,617,258	2,446,538
BRT (Bus Rapid)**	10,538,255	11,641,456	10,429,796	10,019,677	6,889,599	3,644,572	4,027,505	4,509,592	2,080,030
ENERGY CONSUMPTION:									
Motor Bus (gallons of fuel)	3,188,219	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Motor Bus (gallons of compressed natural gas)***	304,409	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Heavy Rail (kilowatt hours)	22,660,795	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Light Rail (kilowatt hours)	12,157,153	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Demand Responsive (gallons of fuel)	664,335	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
BRT (Bus Rapid)** (gallons of fuel)	278,075	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FLEET REQUIREMENT DURING PEAK HOURS:									
Motor Bus	350	350	286	275	255	213	218	220	224
Heavy Rail	20	20	20	20	24	18	24	16	16
Light Rail	13	13	13	13	9	5	8	7	7
Demand Responsive	147	148	148	142	140	107	71	59	60
BRT (Bus Rapid)**	16	14	13	13	11	11	7	16	7
TOTAL ACTIVE VEHICLES DURING PERIOD:									
Motor Bus	375	378	361	334	350	315	301	218	224
Heavy Rail	40	40	40	40	40	40	40	24	24
Light Rail	34	48	34	34	31	29	29	10	14
Demand Responsive	159	166	166	160	180	164	113	52	55
BRT (Bus Rapid)**	21	24	21	24	21	19	16	7	7
NUMBER OF EMPLOYEES:	2,257	2,215	2,196	2,139	2,074	2,078	2,039	2,135	2,269

Source:
 (1) National Transit Database Report, Urban Mass Transportation Act of 1964
 ***2021 data is preliminary
 ****2015 is the first year for CNG
 N/A - No longer required or tracked by NTD for Energy/Consumption category

TABLE 16
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
OPERATING INFORMATION-CAPITAL ASSETS
FISCAL YEAR 2015 THROUGH FISCAL YEAR 2024 (IN THOUSANDS)

YEAR	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Capital Assets Not Being Depreciated										
Land	\$37,813	\$37,813	\$37,514	\$37,514	\$38,181	\$38,053	\$38,044	\$38,044	\$39,524	\$39,524
Construction in Progress	59,522	74,819	61,415	73,096	79,550	119,361	163,327	160,802	197,667	267,396
Total Capital Assets Not Being Depreciated	97,335	112,632	98,929	110,610	117,731	157,414	201,371	198,846	237,191	306,920
Capital Assets Being Depreciated:										
Infrastructure and Right of Ways	372,725	372,915	380,413	387,149	388,358	388,413	388,504	401,368	401,351	403,762
Building, Furniture & Fixtures	546,140	548,211	578,819	551,853	569,171	569,955	577,757	578,138	578,935	580,823
Transportation and Other Equipment	470,713	486,818	501,862	489,597	480,082	488,355	487,212	498,761	523,233	505,064
Bus Rapid Transit	163,102	163,516	163,605	163,663	163,663	163,664	163,664	163,664	163,664	167,523
Total Capital Assets Being Depreciated	1,552,680	1,571,460	1,624,699	1,592,262	1,601,274	1,610,387	1,617,137	1,641,931	1,667,183	1,657,172
Less Accumulated Depreciation:										
Infrastructure and Right of Ways	204,747	212,567	220,053	225,757	233,646	239,038	244,365	249,252	254,534	260,108
Building, Furniture & Fixtures	307,161	325,074	343,871	329,942	348,425	366,779	384,473	400,158	415,266	422,334
Transportation and Other Equipment	359,502	369,831	381,692	368,761	375,554	391,950	394,681	397,749	412,912	403,245
Bus Rapid Transit	25,784	29,413	33,047	36,683	40,319	43,956	47,593	52,243	54,868	59,841
Total Accumulated Depreciation:	897,194	936,885	978,663	961,143	998,044	1,041,723	1,071,112	1,099,402	1,137,580	1,145,528
Net Capital Assets Being Depreciated	655,486	634,575	646,036	631,119	603,230	568,664	546,025	542,529	529,603	511,644
Net Capital Assets, End of Year	\$ 752,821	\$ 747,207	\$ 744,965	\$ 741,729	\$ 720,961	\$ 726,078	\$ 747,396	\$ 741,375	\$ 766,794	\$ 818,564

Source: Greater Cleveland Regional Transit 2024 Financial Statements

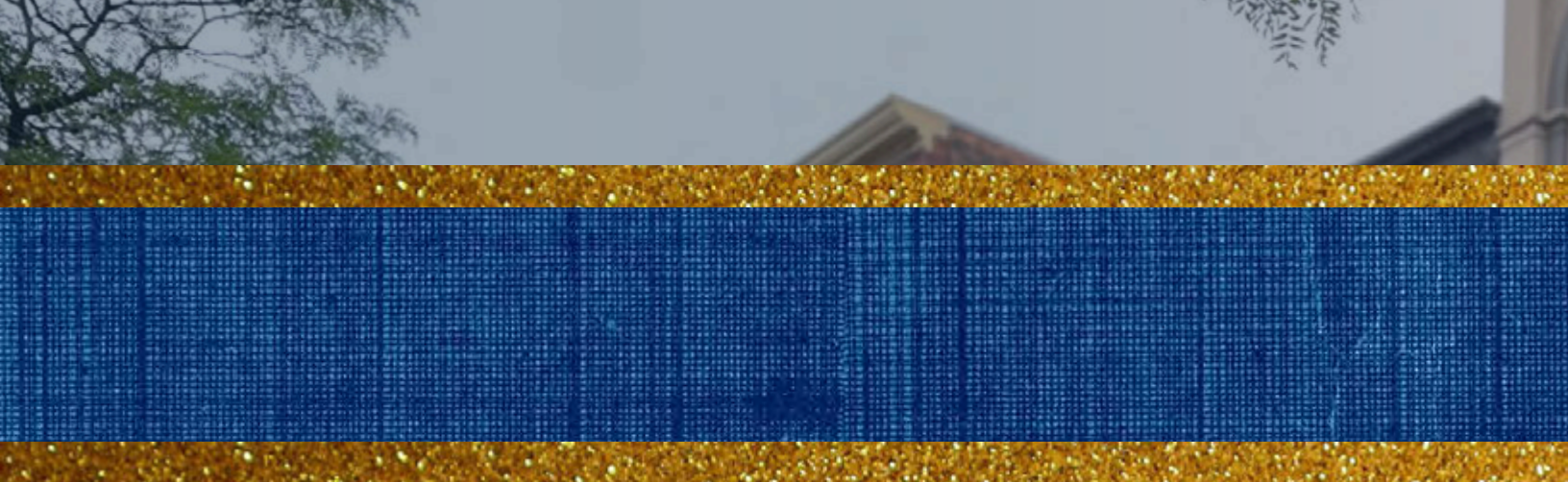
TABLE 17
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FAREBOX RECOVERY PERCENTAGE
LAST TEN YEARS

YEAR	PERCENTAGE
2015	19.5%
2016	18.5%
2017	16.6%
2018	19.2%
2019	15.6%
2020	11.0%
2021	14.6%
2022	15.6%
2023	10.6%
2024	11.1%

NOTE – Represents operating revenues divided by operating expenses before depreciation.

FARE STRUCTURE
DECEMBER 31, 2024

Cash Fares		Monthly Passes	
Bus/Rapid/BRT	\$2.50	Bus/Rapid/BRT	\$95.00
Senior/Disabled	\$1.25	Senior/Disabled	\$48.00
Park-N-Ride Bus	\$2.75	Park-N-Ride Bus	\$105.00
Trolley	\$0.00	Paratransit	\$110.00
Student Fare	\$1.75		
Paratransit	\$2.75		
Out of County	\$3.75		
Farecards - 5 Trip		7 Day Passes	
Bus/Rapid/BRT	\$12.50	Bus/Rapid/BRT	\$25.00
Senior/Disabled	\$6.25	Senior/Disabled	\$12.50
Paratransit	\$13.75	Park-N-Ride Bus	\$27.50
Park-N-Ride Bus	\$13.75	Paratransit	\$30.00
Student K-12	\$8.75		
Trolley	\$0.00		
Cleveland Passes		Daily Passes	
One Day	\$5.00	Bus/Rapid/BRT	\$5.00
Two Day	\$10.00	Senior/Disabled/Child	\$2.50
Four Day	\$20.00	Student K-12	\$4.25
		Accompanied Children	\$2.50
		Paratransit	\$7.00



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