



OHIO AUDITOR OF STATE
KEITH FABER



**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
CUYAHOGA COUNTY
DECEMBER 31, 2022 AND 2021**

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**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
CUYAHOGA COUNTY**

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2022**

FEDERAL GRANTOR Pass Through Grantor Program / Cluster Title	Federal AL Number	Pass Through Entity Identifying Number	Total Federal Expenditures
U.S. DEPARTMENT OF TRANSPORTATION			
Federal Transit Cluster Program/Direct Programs			
Assistance Formula Grants:			
COVID-19 American Rescue Plan Act	20.507	OH-2021-032	\$ 81,293,421
Other Assistance Formula Grants	20.507		6,915,453
Federal Transit Administration Capital and Operating:			
Sec 5307 Bus Acquisitions, Preventive Maintenance, Station Construction	20.507		13,091,798
Federal Transit Administration Capital Improvement Grants	20.500		51,290
2014 SOGR	20.525	OH-54-0004	8,463
2016 Sec 5337 SOGR	20.525	OH-2016-055	718,608
Sec 5337 State of Good Repair	20.525		4,068,679
FY2018 Section 5337 SOGR	20.525	OH-2018-024	479,836
2015 Sec 5339 Bus and Bus Facilities	20.526	OH-34-0024	14,151
2016 Sec 5339 Bus and Bus Facilities	20.526	OH-2016-042	2,645,573
Discretionary 5339 Triskett Bus Facility Renovation	20.526	OH-2019-006	8,183
Buses and Bus Facilities Formula	20.526	OH-2020-044	752,259
Total Transit Service Cluster Programs			\$ 110,047,714
Federal Highway Administration:			
Highway Planning and Construction Cluster:			
Passed Through the Ohio Department of Transportation:			
Opportunity Corridor Section 2a (Quincy Station) & E. 116th St. bridge	20.205	CUY- Opportunity Corridor	44,267
SFY 2022 OTP2 - Ohio Transit Partnership Program	20.205	UPT-0069-GRF-211	6,039,330
Total Highway Planning and Construction Cluster			\$ 6,083,597
TOTAL U.S. DEPARTMENT OF TRANSPORTATION			\$ 116,131,311
U.S. DEPARTMENT OF HOMELAND SECURITY			
Direct Program			
FEMA Ohio Emergency Management Agency	97.036	FEMA-4507-DR-OH	120,792
FEMA Transportation Security Administration - TSA/CANINES	97.072	70T02020T9NNCP430	545,337
Total U.S Department of Homeland Security			\$ 666,129
Total Expenditures of Federal Awards			\$ 116,797,440

The accompanying notes are an integral part of this schedule.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
CUYAHOGA COUNTY**

**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
2 CFR 200.510(b)(6)
FOR THE YEAR ENDED DECEMBER 31, 2022**

NOTE A – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) includes the federal award activity of the Greater Cleveland Regional Transit Authority (the Authority) under programs of the federal government for the year ended December 31, 2022. The information on this Schedule is prepared in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the cash basis of accounting. Such expenditures are recognized following the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, wherein certain types of expenditures may or may not be allowable or may be limited as to reimbursement.

NOTE C – INDIRECT COST RATES

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

NOTE D – MATCHING REQUIREMENTS

Certain Federal programs require the Authority to contribute non-Federal funds (matching funds) to support the Federally-funded programs. The Authority has met its matching requirements. The Schedule does not include the expenditure of non-Federal matching funds.



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**INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
REQUIRED BY GOVERNMENT AUDITING STANDARDS**

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

To the Board of Trustees:

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the Greater Cleveland Regional Transit Authority, Cuyahoga County, (the Authority) as of and for the years ended December 31, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements and have issued our report thereon dated June 29, 2023.

Report on Internal Control Over Financial Reporting

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

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

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

Report on Compliance and Other Matters

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

Purpose of This Report

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



Keith Faber
Auditor of State
Columbus, Ohio

June 29, 2023



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

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

To the Board of Trustees:

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the Greater Cleveland Regional Transit Authority’s, Cuyahoga County, (the Authority) compliance with the types of compliance requirements identified as subject to audit in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on the Greater Cleveland Regional Transit Authority’s major federal program for the year ended December 31, 2022. Greater Cleveland Regional Transit Authority’s major federal program is identified in the *Summary of Auditor’s Results* section of the accompanying schedule of findings.

In our opinion, the Greater Cleveland Regional Transit Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2022.

Basis for Opinion on the Major Federal Program

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

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

Responsibilities of Management for Compliance

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

Auditor's Responsibilities for the Audit of Compliance

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

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

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

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

Report on Internal Control Over Compliance

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

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

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

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

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

We have audited the financial statements of the Greater Cleveland Regional Transit Authority, Cuyahoga County, (the Authority) as of and for the years ended December 31, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the Authority's financial statements. We issued our unmodified report thereon dated June 29, 2023. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. The schedule is the responsibility of management and was derived from and relates directly to the underlying accounting and other records management used to prepare the financial statements. We subjected this schedule to the auditing procedures we applied to the financial statements. We also applied certain additional procedures, including comparing and reconciling this schedule directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.



Keith Faber
Auditor of State
Columbus, Ohio

June 29, 2023

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**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
CUYAHOGA COUNTY**

**SCHEDULE OF FINDINGS
2 CFR § 200.515
DECEMBER 31, 2022 AND 2021**

1. SUMMARY OF AUDITOR'S RESULTS

(d)(1)(i)	Type of Financial Statement Opinion	Unmodified
(d)(1)(ii)	Were there any material weaknesses in internal control reported at the financial statement level (GAGAS)?	No
(d)(1)(ii)	Were there any significant deficiencies in internal control reported at the financial statement level (GAGAS)?	No
(d)(1)(iii)	Was there any reported material noncompliance at the financial statement level (GAGAS)?	No
(d)(1)(iv)	Were there any material weaknesses in internal control reported for major federal programs?	No
(d)(1)(iv)	Were there any significant deficiencies in internal control reported for major federal programs?	No
(d)(1)(v)	Type of Major Programs' Compliance Opinion	Unmodified
(d)(1)(vi)	Are there any reportable findings under 2 CFR § 200.516(a)?	No
(d)(1)(vii)	Major Programs (list):	Federal Transit Cluster: AL # 20.500, 20.507, 20.525, and 20.526
(d)(1)(viii)	Dollar Threshold: Type A/B Programs	Type A: > \$ 3,000,000 Type B: all others
(d)(1)(ix)	Low Risk Auditee under 2 CFR § 200.520?	Yes

**2. FINDINGS RELATED TO THE FINANCIAL STATEMENTS
REQUIRED TO BE REPORTED IN ACCORDANCE WITH GAGAS
DECEMBER 31, 2022 AND 2021**

None

**3. FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS
DECEMBER 31, 2022**

None

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**INDEPENDENT AUDITOR’S REPORT ON COMPLIANCE WITH
REQUIREMENTS FOR FEDERAL FUNDING ALLOCATION DATA**

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

To the Board of Trustees:

Report on Compliance with Requirements for Federal Funding Allocation Data

Opinion

We have audited the Greater Cleveland Regional Transit Authority’s compliance with the standards established by the Federal Transit Administration (FTA) in the 2022 Reporting Manual with regard to the data reported to it in the Federal Funding Allocation Statistics Form (FFA-10) of the Greater Cleveland Regional Transit Authority’s (The Authority) annual National Transit Database (NTD) report including:

- A system is in place and maintained for recording data in accordance with NTD definitions and the correct data are being measured and no systematic errors exist.
- A system is in place to record data on a continuing basis, and the data gathering is an ongoing effort.
- Source documents are available to support the reported data and are maintained for FTA review and audit for a minimum of three years following FTA's receipt of the NTD report and the data are fully documented and securely stored.
- A system of internal controls is in place to ensure the data collection process is accurate and that the recording system and reported comments are not altered and documents are reviewed and signed by a supervisor, as required; the data collection methods are those suggested by FTA or otherwise meet FTA requirements.
- The deadhead miles, computed as the difference between the reported total actual vehicle miles data and the reported total actual VRM data, appear to be accurate.
- Data are consistent with prior reporting periods and other facts known about transit agency operations.

In our opinion, the Greater Cleveland Regional Transit Authority complied in all material respects with the requirements referred to above that could directly and materially affect information included in the NTD report for the Federal Funding Allocation of data for the fiscal year ended December 31, 2022.

Basis for Opinion on Compliance

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards for financial audits included in the Comptroller General of the United States' *Government Auditing Standards*; and the Uniform System of Accounts (USOA) and Records Reporting System; Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2022 Reporting Manual. Our responsibilities under those standards and the 2022 Reporting Manual are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

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

Responsibilities of Management for Compliance

The Authority's Management is responsible for complying with the requirements of the Uniform System of Accounts (USOA) and Records Reporting System; Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2022 Reporting Manual.

Auditor's Responsibilities for the Audit of Compliance

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

We have applied the audit procedures to the data contained in the accompanying FFA-10 form for the fiscal year ending December 31, 2022. Such procedures, which were agreed to and specified by FTA in the Declarations section of the 2022 Reporting Manual and were agreed to by the Authority, were applied to assist in evaluating whether the Authority complied with the standards described in the first paragraph of this part and that the information included in the NTD report FFA-10 form for the fiscal year ending December 31, 2022 is presented in conformity with the requirements of the Uniform System of Accounts (USOA) and Records and Reporting System; Final Rule, as specified in 49 CFR Part 630, Federal Register, dated January 15, 1993 and as presented in the 2022 Reporting Manual. The procedures were applied separately to each of the information systems used to develop the reported actual VRM, FG DRM, PMT and OE of the Greater Cleveland Regional Transit Authority for the fiscal year ending December 31, 2022 for each of the following modes:

- Motor Bus – directly operated (MB-DO);
- Rail Bus – directly operated (RB-DO);
- Heavy Rail – directly operated (HR-DO);
- Light Rail – directly operated (LR-DO);
- Demand Response – directly operated (DR-DO); and

- Demand Response – purchased transportation (DR-PT).

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the USOA and Records Reporting System; Final Rule, as specified in 49 CFR Part 630, Federal Register, January 15, 1993 and as presented in the 2022 Reporting Manual, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any material noncompliance that we identified during the audit.

This report only describes the scope of our compliance tests and the results of this testing based on Federal Transit Administration (FTA) requirements. Accordingly, this report is not suitable for any other purpose.



Keith Faber
Auditor of State
Columbus, Ohio

June 29, 2023

ANNUAL COMPREHENSIVE FINANCIAL REPORT FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021 CUYAHOGA COUNTY, OHIO



OUR MISSION: CONNECTING THE COMMUNITY



Greater Cleveland
Regional Transit Authority

Annual Comprehensive Financial Report

For the Years Ended December 31, 2022 and 2021



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

Rev. Charles P. Lucas Jr.
President
Board of Trustees

India Birdsong Terry
General Manager/
Chief Executive Officer

Prepared By: Division of Finance

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2022

INTRODUCTORY SECTION

ANNUAL COMPREHENSIVE FINANCIAL REPORT

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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**Greater Cleveland Regional Transit Authority
Ohio**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2021

Christopher P. Morill

Executive Director/CEO



June 29, 2023

Rev. Charles P. Lucas Jr., 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, 2022 and 2021. This is the thirty-fifth such report issued by GCRTA. In the first year, there was no Government Finance Officers Association (GFOA) Certification. It has become the standard format used in presenting the results of the Authority's operations, financial position, cash flows and related statistical information.

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, 2022 and 2021. 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 evidences the fact that the 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 General Manager. An organizational chart, which depicts these relationships, follows later in this introductory section.

The Authority had 2,030 employees as of December 31, 2022. The system delivered 15.6 million revenue miles of bus service and 3.5 million revenue miles on its heavy and light rail systems. The active service fleet was composed of 299 motor bus coaches, 39 heavy rail cars, 29 light rail cars, 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 2022 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 \$36.7 billion. This process is the foundation for property taxation, and it sets the debt limitation for the Authority.

CURRENT YEAR REVIEW

In 2022, the Authority continued to manage the effects of the COVID-19 pandemic. 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:

- The launch of a new mobile ticketing solution (EZfare). This enhanced the connectivity for Northeast Ohio rides with adjacent systems Laketran, PARTA, SARTA, Akron Metro and Medina County Public Transit.
- Installed electronic validators on buses and trains, enabling rides to simply scan their fare displayed on their mobile device.
- Selected as an “Employer of the Year” based upon the Authority’s work in promoting women in transportation.
- Launched the Community Connection Line enabling riders to provide real-time feedback on their riding experience.
- Upgrades to enhance the experience and increase access to utilize our services for ADA customers.

During 2022, GCRTA:

- Continued to replace buses as outlined in the Authority’s Bus Improvement Plan, replacing older diesel buses with compressed natural gas (CNG) fueled buses.
- Continued to plan and prepare for the replacement of our rail car fleet.
- Awarded grants to be applied to the rail car replacement program.
- Awarded numerous grants, including funds to replace the roof at the Hayden Garage.
- Continued to plan, and fund a Revenue Stabilization Fund, to help the Authority offset the decrease in passenger fare revenue while maintaining a one-one ending General Fund Balance in future years.
- Received the Ohio Auditor of State Award with Distinction. This award was presented for the excellence in financial reporting relating to the Annual Comprehensive Financial Report and compliance with applicable laws for the fiscal year ended December 31, 2021.

- 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:

- Executing plans to replace buses and trains that have surpassed their useful life.
- Completing work on the 25Connect project, which focuses on the future of the West 25th Street corridor.
- Planning for the Railcar replacement and reviewing rail related infrastructure improvements.

CAPITAL IMPROVEMENT PLAN

The development of the 2023 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 2027. Totaling \$666.21 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 Replacement Program - \$137.15 million

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

Rail Projects - \$155.33 million

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

Bus Improvement Program, Equipment & Vehicles - \$189.95 million

This project 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). This category also includes the plan is to repair or replace aging infrastructure at the bus garages.

Facility Improvements and Bridge Rehabilitation - \$78.76 million

Funding has been committed for facility improvements along with the rehabilitation of track bridges, which includes State of Good Repair projects.

Preventive Maintenance and Operating Reimbursements - \$25.56 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 - \$79.46 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

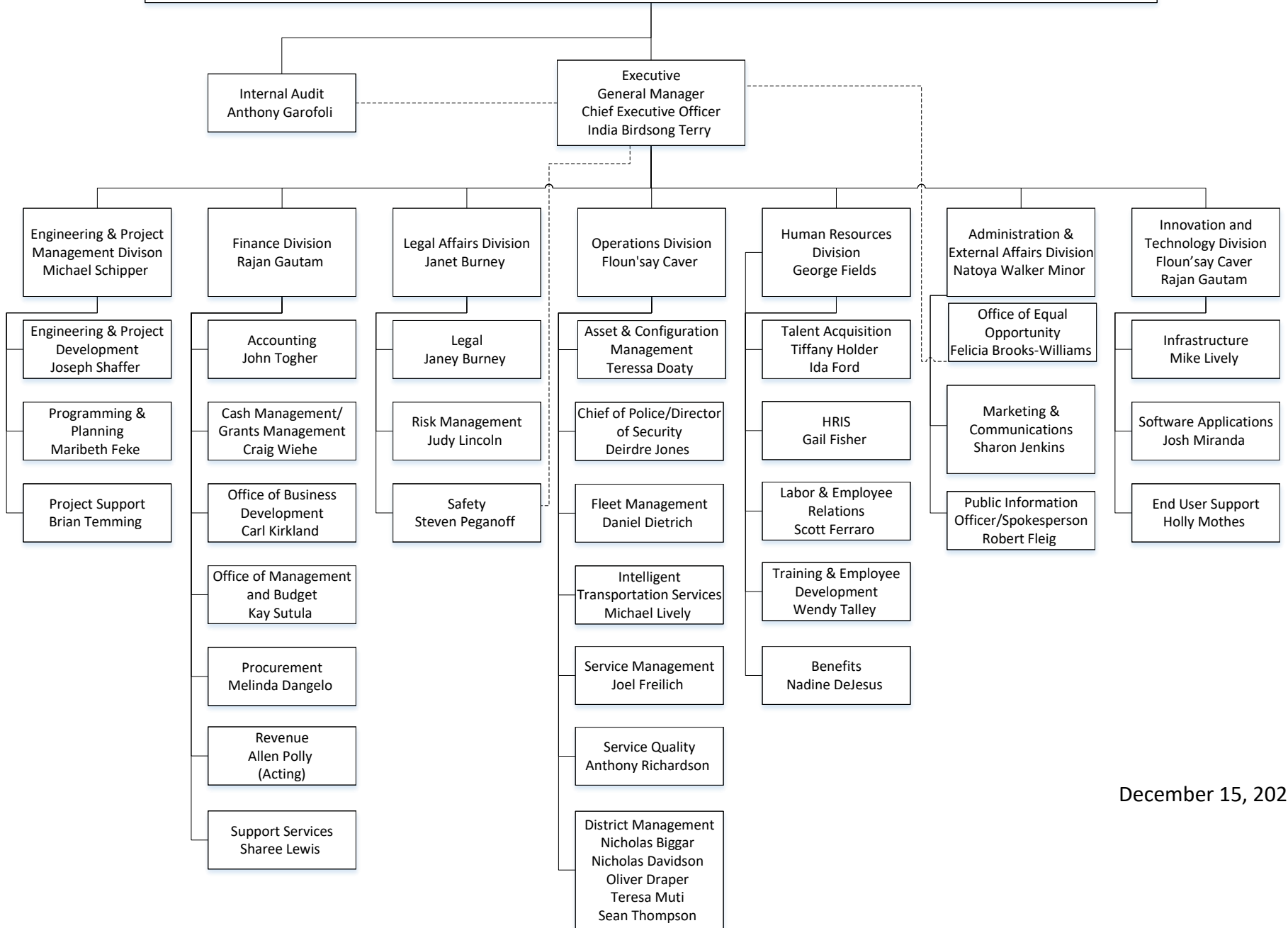
The GCRTA expresses thanks to the staff of the Accounting Department directed by John Togher for their work in preparing this report. Michael So, Zardik Haruthunian, Marianne Hodges, Joshua Klabik, Mamadou Ndour, Robin Payne, David Pfeiffer, and David Reynolds assisted with this report. In addition, 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

Greater Cleveland Regional Transit Authority Organizational Chart

Board of Trustees
Rev. Charles P. Lucas, Karen Gabriel Moss, Anthony D. Biasiotta, Terence P. Joyce, Paul A. Koomar, Valarie J. McCall, Luz N. Pellot, David E. Weiss, Lauren R. Welch



Board of Trustees and Executive Management Team

BOARD OF TRUSTEES

President Rev. Charles P. Lucas Jr.

Vice President Karen Gabriel Moss

Trustees Anthony D. Biasiotta
Terence P. Joyce
Paul A. Koomar
Valarie J. McCall
Luz N. Pellot
David E. Weiss
Lauren R. Welch

EXECUTIVE MANAGEMENT TEAM

India Birdsong Terry
General Manager/Chief Executive Officer

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

Floun'say Caver, PH.D.
Rajan D. Gautam CPA
Deputy General Manager,
Innovation & Technology

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

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

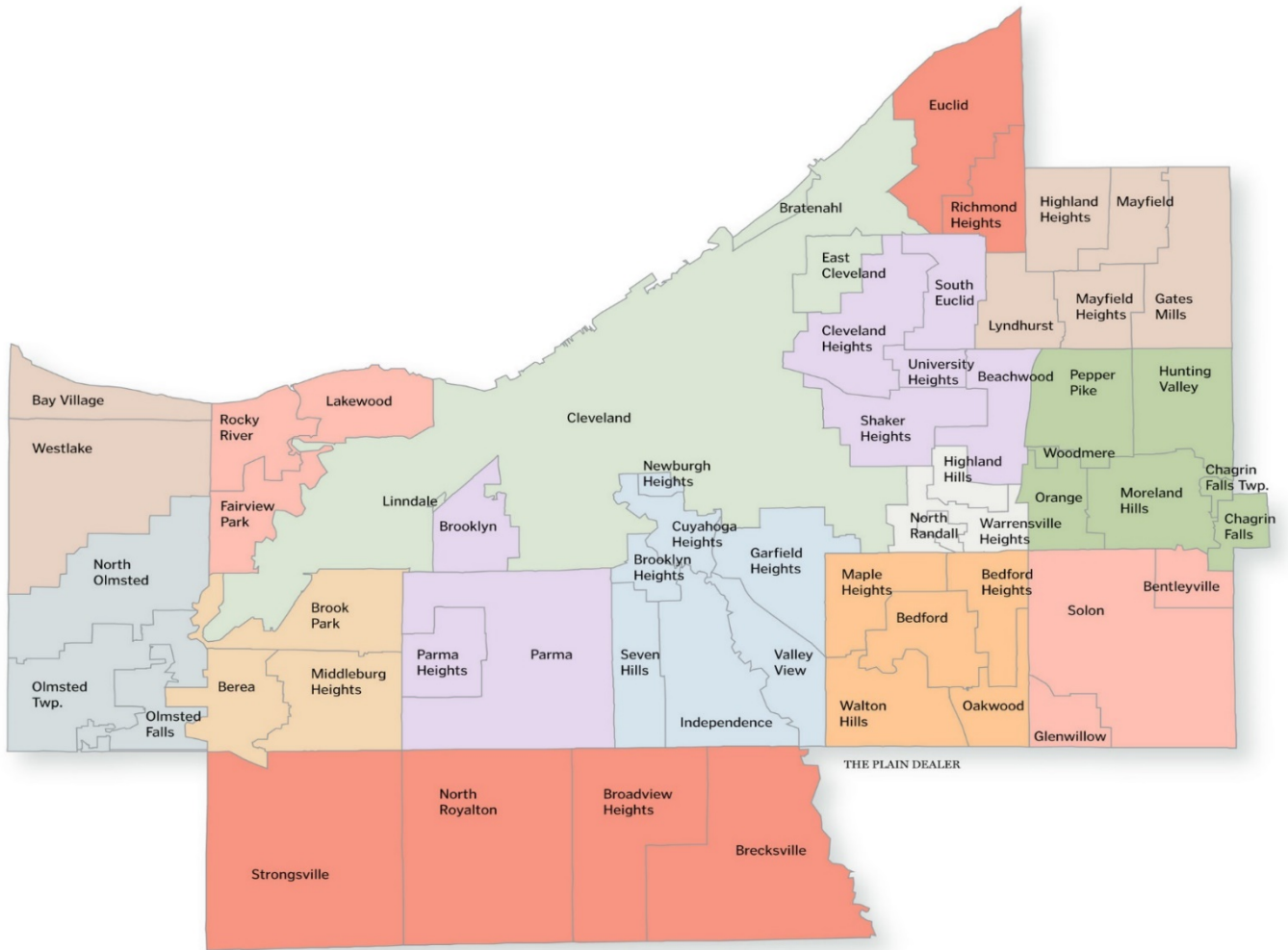
George Fields
Deputy General Manager,
Human Resources

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

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

Anthony A. Garofoli
Executive Director, Internal Audit

Community Boundaries in Cuyahoga County



2022

FINANCIAL SECTION

BASIC FINANCIAL STATEMENTS AND NOTES

ANNUAL COMPREHENSIVE FINANCIAL REPORT

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OHIO AUDITOR OF STATE KEITH FABER



88 East Broad 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, 2022 and 2021, 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, 2022 and 2021, and the changes in financial position and its cash flows for the years then ended in accordance with the accounting principles generally accepted in the United States of America.

Basis for 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 29, 2023, 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 29, 2023

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MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

As the management team for the Greater Cleveland Regional Transit Authority (otherwise known as GCRTA or for the purpose of this report, the Authority), we offer readers of our basic financial statements this narrative overview and analysis of the financial activities of the Authority for the years ended December 31, 2022 and December 31, 2021. This discussion and analysis is designed to assist the reader in focusing on the significant financial issues, as well as, activities and to identify any significant changes in financial position. We encourage readers to consider the information presented here in conjunction with the basic financial statements taken as a whole.

Overview of Financial Highlights

- Current assets decreased by \$32.2 million (9.1%) in 2022 compared to 2021. This decrease is primarily due to the funding received under the Coronavirus Response and Relief Supplemental Appropriations Act, (CRRSAA Act) and the American Rescue Plan Act (ARP Act).
- The Authority's non-current assets increased by \$127.6 million (15.8%) in 2022 compared to 2021. This increase is due to an increase a long-term investment and changes in pension and post-employment benefits, as a result of OPERS actuarial changes, see financial statement Notes 7 and 8 for additional details.
- Current liabilities decreased by \$6.5 million (10.0%) in 2022 compared to 2021.
- The Authority's non-current liabilities decreased by \$73.1 million (34.8%) in 2022 compared to 2021. This decrease is due to the effects of GASB 68 and GASB 75 relating to the accounting for pension and post-employment benefits. See financial statement Notes 7 and 8 for additional details. Also, effecting the decrease was the bond defeasance that occurred in 2021. See financial statement Note 6 for further details.
- Net capital assets decreased by \$6.0 million (0.1%) in 2022 compared to 2021. This decrease is primarily due to retirement/disposition of transportation and other equipments. See financial statement Note 5 for further details.
- The Authority's net position increased by \$170.3 million (21.4%) in 2022 compared to an increase of \$244.5 million (44.4%) in 2021. As in prior years, increase in net position are due mostly from COVID Relief Funding and OPERS actuarial changes to the pension and post-employment benefit plans.

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 the 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 over their estimated useful lives. Land is capitalized but is not depreciated.

The Statements of Net Position present information on all the Authority's assets and deferred outflows of resources, and 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. Net position increases when revenues exceed expenses. Increases in assets and deferred outflows of resources without a corresponding increase to liabilities and deferred inflows of resources result in increased net position, which indicates improved financial position.

The Statements of Revenues, Expenses, and Changes in Net Position present information on 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
- 4) Cash flows from investing activities

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 basic financial statements can be found beginning on page 28 of this report.

FINANCIAL ANALYSIS OF THE AUTHORITY

Condensed Summary of Net Position (Amounts in millions)

	<u>December 31,</u>		
	<u>2022</u>	<u>2021</u>	<u>2020</u>
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES:			
Current assets	\$ 319.8	\$ 352.0	\$ 321.7
Other noncurrent assets	192.6	59.0	15.7
Capital assets (net of accumulated depreciation)	741.4	747.4	726.1
Total assets	<u>1,253.8</u>	<u>1,158.4</u>	<u>1,063.5</u>
Deferred outflows of resources	36.2	30.9	60.8
Total assets and deferred outflows of resources:	<u>\$ 1,290.0</u>	<u>\$ 1,189.3</u>	<u>\$ 1,124.3</u>
LIABILITIES AND DEFERRED INFLOWS OF RESOURCES:			
Current liabilities	\$ 58.2	\$ 64.7	\$ 68.5
Noncurrent liabilities	136.7	209.8	447.0
Total liabilities	<u>194.9</u>	<u>274.5</u>	<u>515.5</u>
Deferred inflows of resources	129.1	119.1	57.6
Total liabilities and deferred inflows of resources:	<u>324.0</u>	<u>393.6</u>	<u>573.1</u>
NET POSITION:			
Net investment in capital assets	697.2	692.4	601.1
Restricted	382.7	229.0	145.8
Unrestricted	<u>(113.9)</u>	<u>(125.7)</u>	<u>(195.7)</u>
Total net position	<u>966.0</u>	<u>795.7</u>	<u>551.2</u>
Total liabilities, deferred inflows of resources, and net position	<u>\$ 1,290.0</u>	<u>\$ 1,189.3</u>	<u>\$ 1,124.3</u>

Net position serves as a useful indicator of financial position. The Authority's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$966.0 million as of December 31, 2022, which is a \$170.3 million increase from the year ended December 31, 2021. This increase is primarily due to COVID relief funding and OPERS actuarial changes to the pension and post-employment benefit plans.

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

The Authority adheres to the standards established by the Government Accounting Standards Board in preparing the Authority's financial reports. Prior reporting for pensions (GASB 27) and postemployment benefits (GASB 45) focused on a funding approach. This funding approach limited pension costs to contributions annually required by law. GASB 68 and GASB 75 both take an earnings approach to pension and postemployment accounting.

Under the earnings approach, the GASB 68 and GASB 75 established the net pension and postemployment liability equal to the Authority's proportionate share of each plan's collective present value of estimated future pension and other postemployment benefit obligations (OPEB) benefits attributable to active and inactive employees past service minus plan assets available to pay these benefits. The Authority and its employees contribute to the Ohio Public Employees Retirement System, OPERS.

GASB notes that pension obligations, whether funded or unfunded, are part of the "employment exchange" that is, the employee is trading his or her labor in exchange for wages, benefits, and the promise of a future pension. GASB noted that the unfunded portion of this pension promise is a present obligation of the government, part of the 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 this liability. In Ohio, the employee shares the obligation of funding pension benefits with the employer. Both employer and employee contribution rates are capped by State statute. A change in these caps requires action of both Houses of the General Assembly and approval of the Governor. Benefit provisions are also determined by State statute. The Ohio revised Code permits, but does not require the retirement system to provide healthcare to eligible recipients. The employee enters the employment exchange with the knowledge that the employer's promise is limited not by contract but by law. The employer enters the exchange also knowing that there is a specific, legal limit to its contribution to the pension system. In Ohio, there is no legal means to enforce the unfunded liability of the pension systems 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.

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

In accordance with GASB 68 and GASB 75, the Authority's statements prepared on an accrual basis of accounting include an annual pension expense and annual OPEB expense for their proportionate share of each plan's change in net pension liability/asset and net OPEB liability/asset not accounted for as deferred inflows/outflows. See disclosure Notes 7 and 8 to the financial statements for additional details.

Condensed Summary of Revenues, Expenses, and Changes in Net Position
(Amounts in millions)

	Years Ended December 31,		
	2022	2021	2020
OPERATING REVENUES:			
Passenger fares	\$ 28.9	\$ 22.2	\$ 26.2
Advertising and concessions	1.6	2.1	2.4
Total operating revenues	30.5	24.3	28.6
OPERATING EXPENSES:			
Labor and fringe benefits	(137.3)	(100.6)	(201.2)
Services	(18.6)	(18.1)	(15.9)
Materials and supplies	(23.7)	(22.9)	(24.2)
Utilities	(5.3)	(6.3)	(6.2)
Casualty and liability	0.5	(5.3)	(4.2)
Purchased transportation	(8.3)	(7.5)	(6.0)
Leases and rentals	(0.3)	(0.3)	(0.3)
Taxes	(0.7)	(0.9)	(0.9)
Miscellaneous	(2.4)	(1.6)	(1.6)
Total operating expenses before depreciation	(195.8)	(163.5)	(260.5)
Depreciation expense	(40.2)	(42.1)	(44.3)
Total operating expenses	(236.0)	(205.6)	(304.8)
Operating loss	(205.5)	(181.3)	(276.2)
NON-OPERATING REVENUES (EXPENSES):			
Sales and use tax revenue	259.2	246.5	209.4
Federal operating grants and reimbursements	81.7	129.1	130.6
State/local operating grants and reimbursements	10.4	6.5	9.8
Investment income	(0.2)	0.6	1.7
Gain (Loss) on bond defeasance	-	0.4	-
Interest expense	(0.9)	(3.4)	(4.4)
Other income	1.6	5.9	3.1
Total non-operating revenues	351.8	385.6	350.2
Net gain/(loss) before capital grant revenue	146.3	204.3	74.0
CAPITAL GRANTS REVENUES:			
Federal	24.0	39.9	24.7
State	0.0	0.3	-
Total capital grants revenue	24.0	40.2	24.7
Increase/(Decrease) in net position	170.3	244.5	98.7
Net position, beginning of year	795.7	551.2	452.5
Net position, end of year	\$ 966.0	\$ 795.7	\$ 551.2

FINANCIAL OPERATING RESULTS

Revenues

Passenger Fares: Farebox receipts and special transit fares are included within this caption. Passenger fare revenue for the year ended December 31, 2022 increased by \$6.7 million (30.2%), compared with that from year ended December 31, 2021. This increase is attributed to employees return to work office as the severity of the Covid-19 pandemic and safety concerns were reduced.

Sales and Use Tax: The dedicated 1% tax levied in Cuyahoga County is part of the 8.00% overall tax on retail sales. Sales and Use Tax revenue accounted for 63.7% of the Authority's revenue for year ended December 31, 2022. Sales tax revenue accounted for 54.4% of the Authority's revenue for year ended December 31, 2021.

Revenue received from sales and use tax for the year ended December 31, 2022 increased approximately \$12.7 million (5.2%) compared to \$37.1 million (17.7%) increase in the year ended December 31, 2022 from the year ended December 31, 2021.

Federal Operating Grants and Reimbursements: The Authority receives preventive maintenance reimbursement funds to cover the costs of certain inventory purchases and maintenance costs incurred in 2021 and 2022. Federal Operating Grants and Reimbursements decreased approximately \$47.4 million due to discontinuance of the CRRSAS Act and ARP Act. In 2021, the Authority received \$67.4 million from the CRRSAA Act and \$54.8 million from the ARP Act, these funds were used to offset revenue losses and increased expenses as a result of the Covid-19 pandemic

State/Local Operating Grants and Reimbursements: The Ohio Department of Transportation (ODOT) allocates grants for operating assistance and elderly and handicapped programs. This category also includes reimbursement for state fuel taxes paid by the Authority. In the year ended December 31, 2022, the Authority received \$10.4 million in this category, a 60.0% increase from the year ended December 31, 2021. In the year ended December 31, 2021, the Authority received \$6.5 million in this category, a 33.7% decrease from the year ended December 31, 2020.

Capital Grants: Capital grant funding is received from the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT). In 2022 and 2021, the Authority received assistance for capital expenditures and other expenditures which are limited to specific programs. In 2022 the Authority received \$24.0 million in this category, a 40.3% decrease from the year ended December 31, 2021.

Investment Income: Investment income decreased by \$0.8 million (133.3%) in year ended December 31, 2022, compared to the year ended December 31, 2021. The decrease in 2022 is attributed to changes in fair market value of certain investments.

Gain on Bond Defeasance: In 2021, the Authority defeasance of principal debt amounted to approximately \$47.5 million which resulted in a gain of \$0.4 million.

Other Income: Other income decreased by \$4.3 million in the year ended December 31, 2022, compared to the year ended December 31, 2021. This decrease is mainly contributed to proceeds received from insurance claims received in 2021.

Expenses

Labor and Fringe Benefits: The personnel and related costs increased by \$36.4 million (36.1%) in the year ended December 31, 2022, compared to the year ended December 31, 2021. For the fiscal year 2021, the personnel and related costs decreased by \$100.6 million (50.0%) compared to that of the year ended December 31, 2020. The decrease in expenses from year to year can be attributed to the application of the GASB standards (GASB 68 and GASB 75), relating to reporting for the state's pension plans and post-employment benefits.

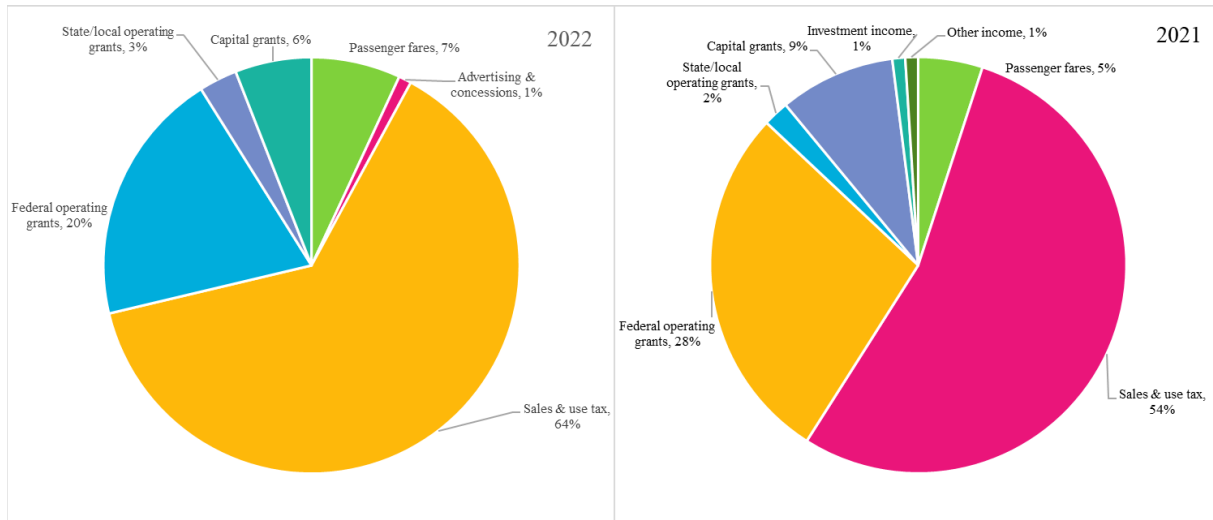
Materials and Supplies: The costs in this category decreased by \$0.8 million (3.5%) in the year ended December 31, 2022, compared to the year ended December 31, 2021. The costs in this category decreased by \$1.3 million (5.4%) in the year ended December 31, 2021, compared to the year ended December 31, 2020

Services: The costs in this category increased by \$0.5 million (2.8%) in the year December 31, 2022, compared to the year ended December 31, 2021. The increase is due to increased costs for various service and administrative contracts. The costs in this category decreased by \$2.2 million (13.8%) in the year December 31, 2021, compared to the year ended December 31, 2020. The decrease is due to decrease costs in the various maintenance program.

Casualty and Liability: These costs decreased by \$5.8 million (109.4%) for year ended December 31, 2022 compared to the year ended December 31, 2021, which was due to actuarial insurance premiums reduction in 2022 versus 2021. These costs increased by \$1.1 million (26.2%) for year ended December 31, 2021 compared to the year ended December 31, 2020, which was due to higher insurance premiums in 2021 versus 2020.

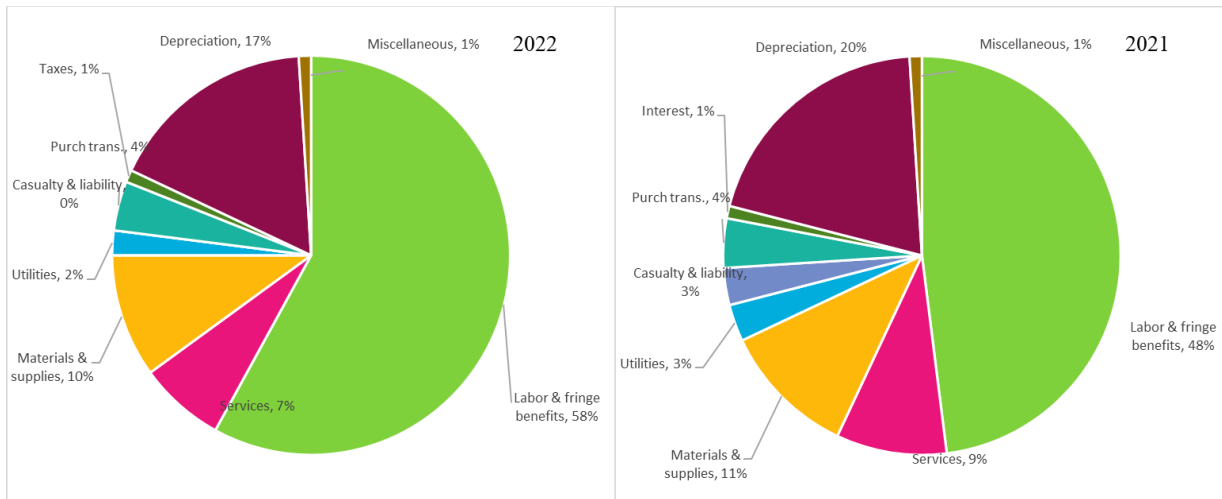
Revenue
(Amounts in millions)

			Increase/(Decrease)		
	2022	2021	Amount	Percent	
Passenger fares	\$ 28.9	\$ 22.2	\$ 6.7	30.2	%
Advertising & concessions	1.6	2.1	(0.5)	(23.8)	
Sales & use tax	259.2	246.5	12.7	5.2	
Federal operating grants	81.7	129.1	(47.4)	(36.7)	
State/local operating grants	10.4	6.5	3.9	60.0	
Capital grants	24.0	40.2	(16.2)	(40.3)	
Investment income	(0.2)	0.6	(0.8)	(133.3)	
Gain on bond defeasance	-	0.4	(0.4)	-	
Other income	1.6	5.9	(4.3)	(72.9)	
Total	\$ 407.2	\$ 453.5	\$ (46.3)	(10.2)	%



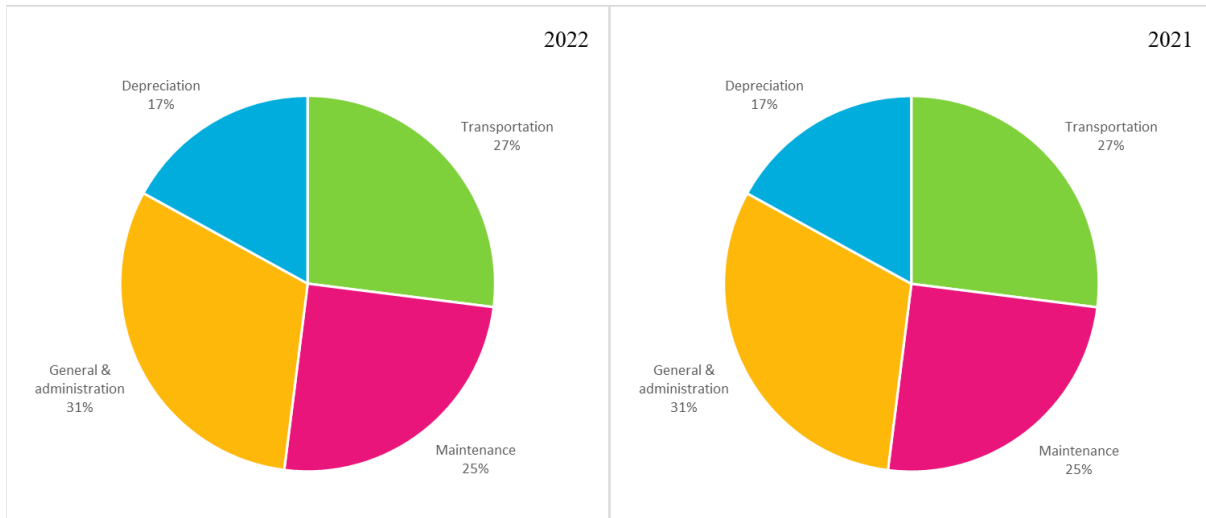
Expenses by Object Class
(Amounts in millions)

	2022	2021	Increase/(Decrease)	
			Amount	Percent
Labor & fringe benefits	\$ 137.0	\$ 100.6	\$ 36.4	36.1 %
Services	18.6	18.1	0.5	2.8
Materials & supplies	23.7	22.9	0.8	3.5
Utilities	5.3	6.3	(1.0)	(15.9)
Casualty & liability	(0.5)	5.3	(5.8)	(109.4)
Purchased transportation	8.3	7.5	0.8	10.7
Leases & rentals	0.3	0.3	-	0.0
Taxes	0.7	0.9	(0.2)	(22.2)
Interest	0.9	3.4	(2.5)	(73.5)
Depreciation	40.2	42.1	(1.9)	(4.5)
Miscellaneous	2.4	1.6	0.8	50.0
Total	\$ 236.9	\$ 209.0	\$ 27.9	13.3 %



Expenses by Function
Millions of Dollars

	<u>2022</u>	<u>2021</u>	<u>Increase/(Decrease)</u>	
			<u>Amount</u>	<u>Percent</u>
Transportation	\$ 64.5	\$ 58.8	\$ 6	9.7 %
Maintenance	58.6	56.2	2	4.3
General and administration	72.7	48.5	24	49.9
Depreciation	40.2	42.1	(2)	(4.5)
Interest	0.9	3.4	(3)	(73.5)
Total	\$ 236.9	\$ 209.0	\$ 27	12.9 %



CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The largest portion of the Authority’s net position is reflected in the investment in capital assets, (buses, rail cars, right-of-way, and operating facilities), net of accumulated depreciation and any related debt used to acquire those assets. These capital assets are used by the Authority to provide public transportation services for the citizens of Cuyahoga County.

The construction in progress balance at December 31, 2022 included costs associated with a portion of the following;

- Tower City Track Reconstruction
- East 79th Light Rail Reconstruction

During 2022, major construction projects totaling \$44.1 million were completed and transferred to the appropriate property and facilities accounts.

Debt Administration

The Authority has sold sales tax supported capital improvement bonds to partially finance the purchase and construction of various capital assets. Payment of debt service on the outstanding bonds of the Authority is secured by a pledge of sales tax revenues of the Authority, except those specifically limited to another use or prohibited from that use by the Ohio Constitution (state or federal law, or any revenue bond trust agreement that the Authority might execute). In practice, debt service has been paid from the receipts of the Authority's Sales and Use Tax Revenue. Subject to the approval of the County Budget Commission, the debt service can also be paid, in the event it is not paid from other sources, from the proceeds of the levy by the Authority of ad valorem taxes within the ten-mill limitation provided by Ohio law. The Authority can also, with the approval of the voters within the territory of the Authority, issue general obligation bonds that, unless paid from other sources, are payable from the proceeds of the levy by the Authority of ad valorem taxes that are outside that ten-mill limitation.

On May 7, 2019, the Authority issued \$30,000,000 in sales tax supported bonds to finance certain 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 1st of each year beginning 2020, through December 1, 2039 in the principal amounts and will bear interest at the rates set forth in the bond issuance official statement.

On May 26, 2016, the Authority issued \$15,410,000 of sales tax supported refunding bonds to partially refund the 2012 bond. The bonds bear interest rates from 2% to 5% per annum, and mature in various installments through December 1, 2031.

On April 16, 2015 the Authority issued \$51,425,000 of sales tax supported 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, 2034.

On April 16, 2014, the Authority issued \$29,700,000 of sales tax supported capital improvement and refunding bonds. These bonds were used to do a partial refunding of the 2004 and 2006 outstanding debt. The bonds bear interest at rates ranging from 3% to 5% per annum, and mature in various installments through December 1, 2025.

On June 7, 2012, the Authority issued \$42,390,000 of sales tax supported refunding bonds. Of the \$42,390,000, \$25,000,000 was issued to finance current and future capital improvement projects and the remainder for the advance refunding of the 2004 debt. The bonds bear interest at rates ranging from 4.23% to 5.00% per annum, and mature in various installments through December 1, 2024.

Total outstanding bonds payable as of December 31, 2022. See Note 6 for further details:

Series	Issue Date	Maturity Date	Original Principal	2022 Balance	Interest Rate
<u>Sales Tax Supported and Refunding Bonds</u>					
Series 2014A	4/16/2014	12/1/2025	\$ 13,360,000	\$ 5,040,000	4.00% %
Series 2015	4/16/2015	12/1/2026	51,425,000	15,935,000	5.00% %
Series 2016	5/26/2016	12/1/2029	15,410,000	6,910,000	3.00% %
Series 2019	5/7/2019	12/1/2030	30,000,000	<u>10,030,000</u>	5.00% %
Total Sales Tax Supported Bonds				37,915,000	
				Premium	<u>6,300,097</u>
Total Bonds Payable				\$ <u><u>44,215,097</u></u>	

Total outstanding bonds payable as of December 31, 2021:

Series	Issue Date	Maturity Date	Original Principal	2021 Balance	Interest Rate
<u>Sales Tax Supported and Refunding Bonds</u>					
Series 2012	6/7/2012	12/1/2024	\$ 42,390,000	\$ 2,285,000	4.50% %
Series 2014A	4/16/2014	12/1/2025	13,360,000	6,575,000	4.00% %
Series 2015	4/16/2015	12/1/2034	51,425,000	19,455,000	5.00% %
Series 2016	5/26/2016	12/1/2031	15,410,000	8,105,000	3.00% %
Series 2019	5/7/2019	12/1/2039	30,000,000	<u>11,030,000</u>	5.00% %
Total Sales Tax Supported Bonds				47,450,000	
				Premium	<u>7,540,990</u>
Total Bonds Payable				\$ <u><u>54,990,990</u></u>	

Request for Information

This financial report is designed to provide a general overview of the Authority's finances for those with an interest in the finances of the Authority. Questions concerning any of the information in this report or requests for additional financial information should be addressed to the Deputy General Manager of Finance, Greater Cleveland Regional Transit Authority, 1240 W. 6th Street, Cleveland, Ohio 44113.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
Statement of Net Position
As of December 31, 2022 and 2021

ASSETS AND DEFERRED OUTFLOWS	2022	2021
CURRENT ASSETS:		
Cash and cash equivalents	\$ 1,274,992	\$ 11,715,766
Investments	202,222,451	136,255,377
Restricted for capital assets:		
Cash and cash equivalents	6,413,718	16,390,916
Investments	1,861,380	78,680,508
Restricted for debt service:		
Cash and cash equivalents	3,839,841	4,097,885
Receivables:		
Sales and use tax	68,594,442	64,364,822
Trade and accrued interest	2,657,826	4,709,147
Naming rights	626,957	750,131
State capital assistance	40,832	-
Federal capital assistance	9,645,889	13,317,453
Material and supplies inventory	20,788,653	19,627,398
Deposits and other assets	1,860,239	2,132,445
Total current assets	<u>319,827,220</u>	<u>352,041,848</u>
NON-CURRENT ASSETS:		
Restricted for capital assets:		
Investments	15,411,182	14,405,810
Investments	143,536,376	22,894,960
Naming rights	3,179,582	3,561,928
Net Pension Asset - OPERS	1,880,192	1,508,299
Net OPEB Asset - OPERS	28,638,059	16,662,155
Capital assets:		
Land	38,044,329	38,044,329
Infrastructure and right of ways	401,367,944	388,504,206
Buildings, improvements, furniture and fixtures	578,137,805	577,757,456
Transportation and other equipment	498,761,009	487,212,430
Bus rapid transit	163,663,562	163,663,562
Construction in progress	160,802,127	163,326,508
Less: Accumulated depreciation	<u>(1,099,401,713)</u>	<u>(1,071,112,425)</u>
Total capital assets, net	<u>741,375,063</u>	<u>747,396,066</u>
Total non-current assets	<u>934,020,454</u>	<u>806,429,218</u>
Total assets	<u>1,253,847,674</u>	<u>1,158,471,066</u>
DEFERRED OUTFLOWS OF RESOURCES:		
Deferred outflows of resources - Pension	35,886,873	21,508,608
Deferred outflows of resources - OPEB	351,991	9,329,690
Total deferred outflows of resources	<u>36,238,864</u>	<u>30,838,298</u>
Total assets and deferred outflows of resources	<u>\$ 1,290,086,538</u>	<u>\$ 1,189,309,364</u>

The accompanying notes are an integral part of these financial statements

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
Statement of Net Position (Continued)
As of December 31, 2022 and 2021

TOTAL LIABILITIES, DEFERRED INFLOWS, AND NET POSITION	2022	2021
CURRENT LIABILITIES:		
Accounts payable	\$ 24,781,905	\$ 23,153,270
Contract retainers	5,148	2,032,749
Interest bonds payable	155,162	194,892
Accrued wages and benefits	10,082,323	12,960,191
Commodity swap transactions	853,780	542,816
Compensated absences	4,832,446	3,327,059
Long-term debt	7,610,000	9,535,000
Self-insurance liabilities	9,294,470	12,382,709
Unearned revenue	626,957	618,803
Total current liabilities	58,242,191	64,747,489
NON-CURRENT LIABILITIES:		
Compensated absences	7,660,698	7,059,884
Long term debt	36,605,097	45,455,990
Self-insurance liabilities	6,032,650	8,620,241
Commodity swap transactions	35,318	408,345
Net Pension Liability - OPERS	82,212,124	143,233,997
Unearned revenue	2,949,721	3,822,189
Other long-term liabilities	1,174,795	1,174,795
Total non-current liabilities	136,670,403	209,775,441
Total liabilities	194,912,594	274,522,930
DEFERRED INFLOWS OF RESOURCES :		
Deferred inflows of resources - Pension	98,697,052	65,874,784
Deferred inflows of resources - OPEB	30,475,398	53,193,338
Total liability and deferred inflows of resources	324,085,044	393,591,052
NET POSITION:		
Net Investment in Capital assets	697,159,965	692,405,075
Restricted for capital projects	278,214,414	157,675,133
Restricted for debt service	104,530,056	71,374,067
Unrestricted	(113,902,941)	(125,735,963)
Total net position	966,001,494	795,718,312
Total liabilities, deferred inflows of resources, and net position	\$ 1,290,086,538	\$ 1,189,309,364

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, 2022 and 2021

	<u>2022</u>	<u>2021</u>
OPERATING REVENUES:		
Passenger fares	\$ 28,928,073	\$ 22,270,725
Advertising and concessions	1,584,169	2,064,832
Total operating revenues	<u>30,512,242</u>	<u>24,335,557</u>
OPERATING EXPENSES:		
Labor and fringe benefits	137,031,582	100,629,551
Services	18,559,373	18,123,881
Materials and supplies	23,679,527	22,864,859
Utilities	5,319,022	6,297,174
Casualty and liability	(508,307)	5,315,369
Purchased transportation	8,288,056	7,509,640
Leases and rentals	281,455	209,908
Taxes	724,525	960,765
Miscellaneous	2,445,796	1,599,021
Total operating expenses before depreciation	<u>195,821,029</u>	<u>163,510,168</u>
Depreciation expense	40,232,135	42,088,445
Total operating expenses	<u>236,053,164</u>	<u>205,598,613</u>
Operating loss	(205,540,922)	(181,263,056)
NON-OPERATING REVENUES (EXPENSES):		
Sales and tax revenue	259,183,985	246,548,920
Federal operating grants and reimbursements	81,653,649	129,073,664
State/local operating grants and reimbursements	10,383,709	6,508,677
Investment income (loss)	(173,795)	583,879
Gain (loss) on bond defeasance	-	389,007
Interest expense	(885,953)	(3,427,658)
Other income	1,642,630	5,933,391
Total non-operating income	<u>351,804,225</u>	<u>385,609,880</u>
Net gain before capital grant revenue	146,263,303	204,346,824
CAPITAL GRANTS REVENUES:		
Federal	24,019,879	39,895,299
State	-	325,064
Total capital grants revenue	<u>24,019,879</u>	<u>40,220,363</u>
Increase in net position	170,283,182	244,567,187
Net position, beginning of year	795,718,312	551,151,125
Net position, ending of year	<u>\$ 966,001,494</u>	<u>\$ 795,718,312</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, 2022 and 2021

	<u>2022</u>	<u>2021</u>
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customers	\$ 32,335,437	\$ (14,172,691)
Cash payments to suppliers for goods and services	(61,056,122)	(122,597,358)
Cash payments to employees for services and payroll taxes	(122,869,674)	(118,469,410)
Cash payments for employee benefits	(88,458,471)	(75,549,671)
Cash payments for casualty and liability	(295,387)	(5,024,812)
Other receipts	2,436,579	3,710,022
Net cash used in operating activities	<u>(237,907,638)</u>	<u>(332,103,920)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Sales and use taxes received	254,954,365	217,365,454
Grants, reimbursements, and special fare assistance:		-
Federal	81,653,649	217,283,539
State and local	9,754,735	6,526,740
Net cash provided by noncapital financing activities	<u>346,362,749</u>	<u>441,175,733</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Federal capital grant revenue	27,681,623	40,559,860
Acquisition and construction of capital assets	(34,211,131)	(59,011,875)
Principal paid on bonds payable and other debt	(10,775,893)	(69,331,793)
Interest paid on bonds and other debt	(39,729)	(4,387,375)
Net cash provided/ (used) in capital and related financing activities	<u>(17,345,130)</u>	<u>(92,171,183)</u>
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchases of investments	(888,247,635)	(546,942,638)
Proceeds from maturities of investments	776,635,433	540,359,575
Interest received from investments	(173,795)	404,480
Gain/(Loss) on bond defeasance	-	389,007
Net cash used by investing activities	<u>(111,785,997)</u>	<u>(5,789,576)</u>
Net increase/(decrease) in cash and cash equivalents	<u>(20,676,017)</u>	<u>11,111,054</u>
Cash and cash equivalents, beginning of year	<u>32,204,566</u>	<u>21,093,514</u>
Cash and cash equivalents, end of year	<u>\$ 11,528,550</u>	<u>\$ 32,204,567</u>
SUPPLEMENTAL CASH FLOWS DISCLOSURES:		
Noncash investing and capital and related financing activities:		
Increase/ (decrease) in fair value of investments	<u>\$ (4,828,655)</u>	<u>\$ (369,122)</u>
Decrease in long-term debt due to deferred refunding costs, premium, and amortization.	<u>\$ 1,240,893</u>	<u>\$ 11,762,687</u>

See accompanying notes to financial statements.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
Statements of Cash Flows (Continued)
For the years ended December 31, 2022 and 2021

	<u>2022</u>	<u>2021</u>
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (205,540,922)	\$ (181,263,056)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation	40,232,135	42,088,445
Other receipts classified as non operating income	2,220,952	2,803,743
Changes in assets and liabilities		
(Increase)/ decrease in ther receivables	2,051,321	(1,618,923)
(Increase)/ decrease in naming rights receivable	505,520	539,524
(Increase)/ decrease in deferred outflows	(5,400,565)	561,094
(Increase)/ decrease in deposits	(5,454)	(238,439)
Increase/ (decrease) in unearned revenue	(862,253)	(427,364)
(Increase)/ decrease in materials and supply inventory	(1,161,253)	(790,914)
Increase/ (decrease) in accounts payable, pension, accrued compensation, self-insurance liabilities and other	(69,947,119)	(193,758,030)
Net cash used in operating activities	<u>\$ (237,907,638)</u>	<u>\$ (332,103,920)</u>

See accompanying notes to financial statements.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

1. DESCRIPTION OF AUTHORITY OPERATIONS AND DEFINITION OF THE ENTITY

A) 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, including both capital improvement 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 2022. 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.

B) 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 2022 and 2021.

C) COVID-19 Impact - The Authority was awarded governmental funding to help offset revenue losses and expenses as a result of the Covid-19 pandemic. For 2022, the Authority continued to draw funding from the American Rescue Plan Act (ARP Act) amounting to \$81,239,421. For 2021, the Authority received \$67,416,467 from Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA Act) and \$136,108,510 from the American Rescue Plan Act (ARP Act).

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

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 –During fiscal years 2022 and 2021, the Authority invested 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, 2022 AND 2021

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 and any borrowing used for the acquisition, construction or improvement of assets.

Deferred Outflows of Resources – The statement of position reports a separate section for deferred outflows of resources. Deferred outflows of resources, represents a consumption of net assets that applies to future periods and so 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, respectively. The Authority has also recorded deferred outflow of resources for the unamortized bond refunding. See Note 6 for more detailed information.

Deferred Inflows of Resources – The statement of position reports a separate section for deferred inflows of resources. Deferred inflows of resources, represents an acquisition of net assets that applies to a 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, 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 the full 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 postemployment benefit liability, 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 the full 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, 2022 AND 2021**

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 expense 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 make grants directly to the Authority for operations and acquisition of property and equipment.

Operating grants and special fare assistance awards made on the basis of entitlement periods are recorded as grant 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 non-operating revenues when the related capital expenses are incurred. Capital grants for the maintenance of property, plant and equipment are recorded as grants receivable and non-operating revenues in the period operating expenses are incurred. Capital grants received in advance of project costs being incurred are reported as deferred inflows.

The Sales and Use Tax receivable is recorded when the economic activity occurred, from the State of Ohio. There is a three-month delay between the collection of the Sales and Use Tax to the State of Ohio and the remittance to the Authority.

When assets acquired with capital grants funds are disposed of, the Authority is required to notify the granting federal agency. A proportional amount of the proceeds or fair value, if any, of such property and equipment may be used for capital projects upon the concurrence of the granting agency or remitted to the granting federal agency.

Federal and State Operating and Preventive Maintenance Assistance Funds – For the year ending December 31, 2022, more than 15.4 percent of all the Authority’s revenue was derived from grants. While grant revenue helps insulate the Authority from economic swings, the timing of project expenditures, which often cross fiscal years, can have a significant impact on year end balances.

Compensated Absences – The Authority accrues vacation benefits as earned by its employees. Unused vacation benefits are paid to the employees upon separation from service up to a maximum of 50 days. The sick leave liability includes employees who are currently eligible to receive termination benefits, based on accumulated sick leave and employee wage rates at year-end taking into consideration any limits specified by the Authority’s termination policies.

	2022	2021
Beginning Balance	\$ 10,386,943	\$ 10,699,500
Incurred	13,932,616	9,384,820
Payments	(11,826,415)	(9,697,377)
Balance, End of Year	<u>\$ 12,493,144</u>	<u>\$ 10,386,943</u>
Due Within One Year	<u>\$ 4,832,446</u>	<u>\$ 3,327,059</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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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.

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

Estimates – The preparation of financial statements in conformity with the United States 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. 87, Leases, issued June 2017. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021. The objective of this Statement is to better meet the information needs of financial statements users by improving accounting and financial reporting for leases by governments. The Authority has concluded that GASB Statement No. 87 has no material effect on the Authority’s statements for fiscal year 2022.

GASB Statement No. 92, Omnibus 2020, issued in January 2020, the statement’s objective is to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. The effective date of this standard is for reporting periods beginning after June 15, 2021. The Authority has determined that this standard does not have a significant impact on the financial statements.

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 disclosures regarding a SBITA. The effective date of this standard is for reporting periods beginning after June 15, 2022. The Authority is currently evaluating the effect this Statement may have on the Authority’s statements with initial implementation planned for fiscal year 2023.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

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 reporting periods thereafter. Earlier application is encouraged. The Authority does not anticipate the adoption of this standard will have a significant impact on the financial statements.

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 Authority has not yet determined the impact this statement will have on the financial statements.

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS

The following is a listing of deposits and investments held by the Authority as reflected in the financial statements at December 31, 2022 and 2021:

	<u>2022</u>	<u>2021</u>
Demand Deposits	\$ 11,471,151	\$ 32,147,167
Cash on Hand	57,400	57,400
Investments	<u>363,031,389</u>	<u>252,236,655</u>
Total	<u>\$ 374,559,940</u>	<u>\$ 284,441,222</u>
Bank Balance	<u>\$ 11,528,551</u>	<u>\$ 33,826,185</u>

The deposits and investments of the Authority at December 31, 2022 and 2021 are reflected in the financial statements as follows:

	<u>2022</u>	<u>2021</u>
Current Assets:		
Cash and Cash Equivalents	\$ 1,274,992	\$ 11,715,766
Investments	202,222,451	136,255,377
Restricted for Capital Assets:		
Cash and cash equivalents	6,413,718	20,488,801
Investments	1,861,380	78,680,508
Restricted for Deb Service:		
Cash and cash equivalents	3,839,841	
Noncurrent Assets:		
Investments - Restricted for capital assets	15,411,182	14,405,810
Investments	143,536,376	22,894,960
Total deposits and investments	<u>\$ 374,559,940</u>	<u>\$ 284,441,222</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

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

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 provisions, only banks located in Ohio and domestic savings and loan associations are eligible to hold public deposits. The provisions also permit the Authority to invest its monies in certificates of deposit, savings accounts, money market accounts, the state treasurer's investment pool (STAR Ohio), and obligations of the United States government or certain agencies thereof. The STAR Ohio maintains a stable net asset value per share by using the amortized cost method of portfolio valuation. STAR Ohio has established procedures to stabilize the net value per share, as computed for the purpose of purchase and redemption, at a single value of \$1.00. The Authority may also enter into repurchase agreements with any eligible dealer who is a member of the National Association of Securities Dealers for a period not exceeding 30 days.

Custodial Credit Risk of Bank Deposits

Custodial credit risk is the risk that in the event of bank failure, the Authority's deposits may not be returned by the bank. Public depositories must give security for all public funds on deposit. In addition to the deposits of \$250,000, per institution, being insured by the Federal Deposit Insurance Corporation (FDIC), these financial institutions may (1) pledge a pool of governmental securities that the face value shall be at least 105% of the total value of public monies on deposit or (2) participate in the Ohio Pooled Collateral System (OPCS). Participation in OPCS requires that the total fair value of the securities pledged to be at least 102% of the deposits being secured or at a rate set by the Treasurer of State. For the year ended December 31, 2022, the Authority's financial institutions were enrolled in OPCS.

For the years ended December 31, 2022 and December 31, 2021, \$750,000 of the bank balances of \$11,528,551 and \$33,826,185 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 market daily. As of December 31, 2022 and 2021, the Authority has no investments dealing with investment custodial risk beyond the requirement in state statute that prohibits payment 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, 2022 AND 2021

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

Interest Rate Risk

Interest rate risk is the risk that, over time, the value of investments will decrease as a result of a rise in interest rates. The Authority's policy minimizes interest rate risk by requiring that all funds attempt to match its investments with anticipated cash flow requirements. Unless related to a specific cash flow, the Authority is generally not permitted to directly invest in securities maturing more than 3 years from original date of purchase according to the Authority's investment policy although the Ohio Revised Code allows up to 5 years.

As of December 31, 2022 the Authority's investment maturities were as follows:

Investment Type	Total Amount	Remaining Maturity as of December 31, 2022		
		12 Months or Less	12 to 24 Months	24 to 60 Months
PNC Custody Account	\$ 372,140	\$ 372,140	\$ -	\$ -
Natixis NY BRH Discount Commercial Paper	4,968,325	4,968,325	-	-
Federal National Mortgage Association	5,401,700	5,401,700	-	-
Bayerische Landesbank Discount Commercial Paper	14,821,097	14,821,097	-	-
Federal Farm Credit Bank	15,985,440	-	11,279,490	4,705,950
US Treasury	19,266,400	9,741,800	9,524,600	-
Federal Home Loan Mortgage Corporation	21,429,527	-	4,988,000	16,441,527
Federal Home Loan Bank	109,148,820	4,972,150	24,912,597	79,264,074
Star Ohio - Money Market Fund	171,637,940	171,637,940	-	-
Total Investments	\$ 363,031,389	\$ 211,915,152	\$ 50,704,687	\$ 100,411,551

As of December 31, 2021 the Authority's investment maturities were as follows:

Investment Type	Total Amount	Remaining Maturity as of December 31, 2021		
		12 Months or Less	12 to 24 Months	24 to 60 Months
PNC Custody Account	\$ 17,987	\$ 17,987	\$ -	\$ -
Federal Home Loan Mortgage Corporation	498,590	-	498,590	-
US Treasury	4,971,900	-	-	4,971,900
York Discount Commercial Paper	4,993,750	4,993,750	-	-
Natixis New York BRH Discount Commercial Paper	4,994,375	4,994,375	-	-
IONIC Capital II Trust Discount Commercial Paper	4,996,354	4,996,354	-	-
Federal Home Loan Bank	9,899,150	-	-	9,899,150
Federal Farm Credit Bank	21,931,130	-	10,005,100	11,926,030
Star Ohio - Money Market Fund	199,933,419	199,933,419	-	-
Total Investments	\$ 252,236,655	\$ 214,935,885	\$ 10,503,690	\$ 26,797,080

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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3. CASH, CASH EQUIVALENTS, AND INVESTMENTS (CONTINUED)

Credit Risk

The Authority's investment policy complies with State law. The investments are limited to U.S. government or agency securities, commercial paper, interim deposits and the Treasurer of State's Pooled Investment Program (STAR Ohio). Investments in commercial paper must be rated at the time of purchase in the highest classification established by at least two nationally recognized standard rating services.

As of December 31, 2022 the credit quality ratings of the Authority's investments were as follows:

Investment Type	Total Amount	Rating AAA	Rating A
PNC Custody Account	\$ 372,140	\$ 372,140	\$ -
Natixis NY BRH Discount Commercial Paper	4,968,325	-	4,968,325
Federal National Mortgage Association Bayerische Landesbank Discount Commercial Paper	5,401,700	5,401,700	-
Federal Farm Credit Bank	14,821,097	-	14,821,097
US Treasury	15,985,440	15,985,440	-
Federal Home Loan Mortgage Corporation	19,266,400	19,266,400	-
Federal Home Loan Bank	21,429,527	21,429,527	-
Star Ohio - Money Market Fund	109,148,820	109,148,820	-
	171,637,940	171,637,940	-
Total Investments measured at Fair Market Value	\$ 363,031,389	\$ 343,241,967	\$ 19,789,422

Rating Organization: Moody: Standard & Poor's for Money Market Funds

As of December 31, 2021, the credit quality ratings of the Authority's investments were as follows:

Investment Type	Total Amount	Rating AAA	Rating A
PNC Custody Account	\$ 17,987	\$ 17,987	\$ -
Federal Home Loan Mortgage Corporation	498,590	498,590	-
US Treasury	4,971,900	4,971,900	-
Agricultural Bank Of China Limited New York Discount Commercial Paper	4,993,750	-	4,993,750
Natixis New York BRH Discount Commercial Paper	4,994,375	-	4,994,375
IONIC Capital II Trust Rated Discount	4,996,354	-	4,996,354
Federal Home Loan Bank	9,899,150	9,899,150	-
Federal Farm Credit Bank	21,931,130	21,931,130	-
Star Ohio - Money Market Fund	199,933,419	199,933,419	-
Total Investments measured at Fair Market Value	\$ 252,236,655	\$ 237,252,176	\$ 14,984,479

Rating Organization: Moody: Standard & Poor's for Money Market Funds

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

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

Concentration of Credit Risk

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 a number of 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.

Investments in any one issuer that represent 5% or more of total investment portfolio of Authority as of December 31, 2022 are as shown below:

Investment Type	Allocation as of December 31, 2022	
	Total Amount	Percentage of Total Portfolio
PNC Custody Account	\$ 372,140	0.10%
Natixis NY BRH Discount Commercial Paper	4,968,325	1.37%
Federal National Mortgage Association	5,401,700	1.49%
Bayerische Landesbank Discount Commercial Paper	14,821,097	4.08%
Federal Farm Credit Bank	15,985,440	4.40%
US Treasury	19,266,400	5.31%
Federal Home Loan Mortgage Corporation	21,429,527	5.90%
Federal Home Loan Bank	109,148,820	30.07%
Star Ohio - Money Market Fund	171,637,940	47.28%
Total Investments	\$ 363,031,389	100.00%

Investments in any one issuer that represent 5% or more of total investment portfolio of Authority as of December 31, 2021 are as shown below:

Investment Type	Allocation as of December 31, 2021	
	Total Amount	Percentage of Total Portfolio
PNC Custody Account	\$ 17,987	0.01%
Federal Home Loan Mortgage Corporation	498,590	0.20%
US Treasury	4,971,900	1.97%
Agricultural Bank of China Discount Commercial Paper	4,993,750	1.98%
Natixis NY BRH Discount Commercial Paper	4,994,375	1.98%
IONIC Capital II Trust Rated Discount Commercial Paper	4,996,354	1.98%
Federal Home Loan Bank	9,899,150	3.92%
Federal Farm Credit Bank	21,931,130	8.70%
Star Ohio - Money Market Fund	199,933,419	79.26%
Total Investments	\$ 252,236,655	100.00%

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 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 in Level 3 of the fair value hierarchy. The Authority has the following fair value measurements as of December 31, 2022 and 2021.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

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, 2022, the Authority's investment maturities were as follows:

Investment Type	Total Amount	Fair Value Measurement as of December 31, 2022
		Level 1
Natixis NY BRH Discount Commercial Paper	4,968,325	4,968,325
Federal National Mortgage Association	5,401,700	5,401,700
Bayerische Landesbank Discount Commercial Paper	14,821,097	14,821,097
Federal Farm Credit Bank	15,985,440	15,985,440
US Treasury	19,266,400	19,266,400
Federal Home Loan Mortgage Corporation	21,429,527	21,429,527
Federal Home Loan Bank	109,148,820	109,148,820
Total Investments	\$ 191,021,309	\$ 191,021,309

As of December 31, 2021, the Authority's investment maturities were as follows:

Investment Type	Total Amount	Fair Value Measurement as of December 31, 2021
		Level 1
Federal Home Loan Mortgage Corporation	498,590	498,590
US Treasury	4,971,900	4,971,900
Agricultural Bank of China Discount Commercial Paper	4,993,750	4,993,750
Natixis NY BRH Discount Commercial Paper	4,994,375	4,994,375
IONIC Capital II Trust Rated Discount Commercial Paper	4,996,354	4,996,354
Federal Home Loan Bank	9,899,150	9,899,150
Federal Farm Credit Bank	21,931,130	21,931,130
Total Investments	\$ 52,285,249	\$ 52,285,249

4. NAMING RIGHTS

The Authority has several contracts with various Cleveland institutions to secure naming rights on certain Authority's transit lines and stations. A "Naming Rights Receivable" has been recorded. The current portion of the naming rights receivable as of December 31, 2022 and 2021 amount to \$626,957 and \$750,131 respectively. The long-term portion of the receivable is reflected in the non-current assets section in the Statements of Net Position.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

5. CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2022 was as follows:

	Balance January 1, 2022	Transfers/ Additions	CIP Transfers/ Disposals	Balance December 31, 2022
Capital Assets Not Being Depreciated:				
Land	\$ 38,044,329	\$ -	\$ -	\$ 38,044,329
Construction in Progress	163,326,508	41,532,144	44,056,525	160,802,127
Total Capital Assets Not Being Depreciated	<u>201,370,837</u>	<u>41,532,144</u>	<u>44,056,525</u>	<u>198,846,456</u>
Capital Assets Being Depreciated:				
Infrastructure and Right-of-Ways	388,504,206	13,184,298	320,560	401,367,944
Building, Furniture & Fixtures	577,757,456	456,264	75,915	578,137,805
Transportation and Other Equipment	487,212,430	23,440,695	11,892,116	498,761,009
Bus Rapid Transit	163,663,562	-	-	163,663,562
Total Capital Assets Being Depreciated	<u>1,617,137,654</u>	<u>37,081,257</u>	<u>12,288,591</u>	<u>1,641,930,320</u>
Less Accumulated Depreciation:				
Infrastructure and Right-of-Ways	244,366,017	4,885,873	-	249,251,890
Building, Furniture & Fixtures	384,472,618	15,685,668	-	400,158,286
Transportation and Other Equipment	394,680,685	3,067,860	-	397,748,545
Bus Rapid Transit	47,593,105	4,649,887	-	52,242,992
Total Accumulated Depreciation	<u>1,071,112,425</u>	<u>28,289,288</u>	<u>-</u>	<u>1,099,401,713</u>
Total Capital Assets Being Depreciated, Net	<u>546,025,229</u>	<u>8,791,969</u>	<u>12,288,591</u>	<u>542,528,607</u>
Total Capital Assets, Net	<u>\$ 747,396,066</u>	<u>\$ 50,324,113</u>	<u>\$ 56,345,116</u>	<u>\$ 741,375,063</u>

Capital asset activity for the year ended December 31, 2021 was as follows:

	Balance January 1, 2021	Transfers/ Additions	CIP Transfers/ Disposals	Balance December 31, 2021
Capital Assets Not Being Depreciated:				
Land	\$ 38,052,541	\$ -	\$ 8,212	\$ 38,044,329
Construction in Progress	119,361,345	63,421,881	19,456,718	163,326,508
Total Capital Assets Not Being Depreciated	<u>157,413,886</u>	<u>63,421,881</u>	<u>19,464,930</u>	<u>201,370,837</u>
Capital Assets Being Depreciated:				
Infrastructure and Right-of-Ways	388,413,296	90,910		388,504,206
Building, Furniture & Fixtures	569,954,894	7,885,293	82,731	577,757,456
Transportation and Other Equipment	488,354,973	11,480,515	12,623,058	487,212,430
Bus Rapid Transit	163,663,562	-	-	163,663,562
Total Capital Assets Being Depreciated	<u>1,610,386,725</u>	<u>19,456,718</u>	<u>12,705,789</u>	<u>1,617,137,654</u>
Less Accumulated Depreciation:				
Infrastructure and Right-of-Ways	239,038,058	5,327,959		244,366,017
Building, Furniture & Fixtures	366,779,040	17,776,309	82,731	384,472,618
Transportation and Other Equipment	391,949,616	15,347,362	12,616,293	394,680,685
Bus Rapid Transit	43,956,289	3,636,816	-	47,593,105
Total Accumulated Depreciation	<u>1,041,723,003</u>	<u>42,088,446</u>	<u>12,699,024</u>	<u>1,071,112,425</u>
Total Capital Assets Being Depreciated, Net	<u>568,663,722</u>	<u>(22,631,728)</u>	<u>6,765</u>	<u>546,025,229</u>
Total Capital Assets, Net	<u>\$ 726,077,608</u>	<u>\$ 40,790,153</u>	<u>\$ 19,471,695</u>	<u>\$ 747,396,066</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

6. LONG-TERM DEBT

Long-term bonds at December 31, 2022 consist of the following:

	<u>Interest Rate</u>	<u>Balance January 1, 2022</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance December 31, 2022</u>	<u>Due Within One Year</u>
Series 2012-Sales Tax Supported Revenue Bonds	4.50	\$ 2,285,000	\$ -	\$ 2,285,000	\$ -	-
Series 2014A-Sales Tax Supported Revenue Bonds	4.00	6,575,000	-	1,535,000	5,040,000	1,610,000
Series 2015 Sales Tax Capital Improvement Refunding Bonds	5.00	19,455,000	-	3,520,000	15,935,000	3,700,000
Series 2016 Sales Tax Supported Refunding Bonds	3.00	8,105,000	-	1,195,000	6,910,000	1,250,000
Series 2019 Sales Tax Supported Revenue Bonds	5.00	11,030,000	-	1,000,000	10,030,000	1,050,000
Premium		7,540,990	-	1,240,893	6,300,097	-
Total Long-Term Debt		\$ 54,990,990	\$ -	\$ 10,775,893	\$ 44,215,097	\$ 7,610,000

Long-term bonds at December 31, 2021 consist of the following:

	<u>Interest Rate</u>	<u>Balance January 1, 2021</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance December 31, 2021</u>	<u>Due Within One Year</u>
Series 2012-Sales Tax Supported Revenue Bonds	4.50	\$ 10,500,000	\$ -	\$ 8,215,000	\$ 2,285,000	\$ 2,285,000
Series 2014A-Sales Tax Supported Revenue Bonds	4.00	10,305,000	-	3,730,000	6,575,000	1,535,000
Series 2015 Sales Tax Capital Improvement Refunding Bonds	5.00	41,360,000	-	21,905,000	19,455,000	3,520,000
Series 2016 Sales Tax Supported Refunding Bonds	3.00	15,000,000	-	6,895,000	8,105,000	1,195,000
Series 2019 Sales Tax Supported Revenue Bonds	5.00	29,095,000	-	18,065,000	11,030,000	1,000,000
Premium		19,303,677	-	11,762,687	7,540,990	-
Total Long-Term Debt		\$ 125,563,677	\$ -	\$ 70,572,687	\$ 54,990,990	\$ 9,535,000

On June 7, 2012, the Authority issued \$42,390,000 of sales tax supported capital improvement and refunding bonds for the purpose of financing current and future capital improvement projects. The bonds bear interest at rates ranging from 4.23% to 5.01% per annum, and mature in various installments through December 1, 2031. \$18,540,000 of these bonds were used for the partial advance refunding of the 2004 capital improvement and refunding bonds. The aggregate debt service on the 2004 bonds was \$27,078,250 versus \$25,095,164. As a result of the advanced refunding, the Authority's net present value of savings was \$1,673,884 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.

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6. LONG-TERM DEBT (CONTINUED)

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 supported 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, 2034. 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, 2031. 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, 2039 in the principal amounts and will bear interest at the rates set forth in the bond issuance official statement.

The annual requirements to pay principal and interest on the bonds outstanding at December 31, 2022 are as follows:

<u>Year</u>	<u>Bonds</u>	
	<u>Principal</u>	<u>Interest</u>
2023	7,610,000	1,861,950
2024	7,995,000	1,481,450
2025	8,355,000	1,115,500
2026	6,935,000	697,750
2027	2,795,000	351,000
2028-2030	4,225,000	429,500
Total	\$ 37,915,000	\$ 5,937,150

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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7. RETIREMENT AND OTHER BENEFITS

DEFINED BENEFIT PENSION PLANS

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 survivor, 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.

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 1.9 percent of the Authority's employee/employer contributions being directed to the Member-Directed Plan. In 2021, 1.7 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 significant, financial activity pertaining to the Member-Direct Plan is not reflected in these financial statements.

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

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. The 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 January 7, 2013 or eligible to retire	Members not in other Groups and members hired on or after January 7, 2013
State and Local	State and Local	State and Local
Age and Service Requirements: Age 65 with 60 months of service credit or any Age with 30 years of service credit	Age and Service Requirements: Age 66 with 60 months of service credit or any Age with 32 years of service credit	Age and Service Requirements: Age 55 with 32 years of service credit or Age 67 with 5 years of service credit
Formula: 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	Formula: 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	Formula: 2.2% of FAS multiplied by years of service for the first 35 years and 2.5% for service years in excess of 35
Law Enforcement	Law Enforcement	Law Enforcement
Age and Service Requirements: Age 48 with 25 years of service credit or Age 62 with 15 years of service credit	Age and Service Requirements: Age 50 with 25 years of service credit or Age 64 with 15 years of service credit	Age and Service Requirements: Age 52 with 25 years of service credit or Age 64 with 15 years of service credit
Formula: 2.5% of FAS multiplied by years of service for the first 25 years and 2.1% for service years in excess of 25	Formula: 2.5% of FAS multiplied by years of service for the first 25 years and 2.1% for service years in excess of 25	Formula: 2.5% of FAS multiplied by years of service for the first 25 years and 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.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
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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	State and Local	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 and Service Requirements: Age 66 with 60 months of service credit or any Age with 32 years of service credit	Age and Service Requirements: Age 55 with 32 years of service credit or Age 67 with 5 years of service credit
Formula: 1.0% of FAS multiplied by years of service for the first 30 years and 1.25% for service years in excess of 30	Formula: 1.0% of FAS multiplied by years of service for the first 30 years and 1.25% for service years in excess of 30	Formula: 1.0% of FAS multiplied by years of service for the first 35 years and 1.25% for service years in excess of 35

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 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. For the Traditional and Combined plans, the portion of the employer's contribution allocated to health care was 0.0 percent for calendar years 2021 and 2020. 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 2022 and 2021 were \$20,946,978 and \$19,220,305 respectively. The contractually required contribution for the Combined Plan net of post-employment health care benefits, for years 2022 and 2021 were \$318,195 and \$323,627 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 active member population which consists of members in the Traditional and Combined Plans is assumed to remain constant. For purposes of financing the unfunded actuarial accrued liabilities, total payroll is assumed to grow at the wage inflation rate indicated below.

The total pension liability *actuarial valuations for the measurement periods* December 31, 2021 and December 31, 2020 were determined using the actuarial assumptions that follow and as applied to all periods included in the measurement, in accordance with the requirements of GASB 67.

Actuarial Assumptions Used in Calculating Total Pension Liability - 2021 Measurement		
<u>Actuarial Information</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Valuation Date	December 31, 2021	December 31, 2021
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
<u>Actuarial Assumptions</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
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)
<u>COLA</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Pre-January 7, 2013 Retirees	3.00% Simple	3.00% Simple
Post-January 7, 2013 Retirees	3.00% Simple through 2022 then 2.05% Simple	3.00% Simple through 2022 then 2.05% Simple

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

Prior Measurement Year Changes

Actuarial Assumptions Used in Calculating Total Pension Liability - 2020 Measurement

<u>Actuarial Information</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Valuation Date	December 31, 2020	December 31, 2020
Experience Study	5-year period ended December 31, 2015	5-year period ended December 31, 2015
Actuarial Cost Method	Individual Entry Age	Individual Entry Age
<u>Actuarial Assumptions</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Investment Rate of Return	7.20%	7.20%
Wage Inflation	3.25%	3.25%
Projected Salary Increase	3.25 - 10.75% (Includes 3.25% Wage Inflation)	3.25 - 8.25% (Includes 3.25% Wage Inflation)
<u>COLA</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Pre-January 7, 2013 Retirees	3.00% Simple	3.00% Simple
Post-January 7, 2013 Retirees	0.50% Simple through 2021 then 2.15% Simple	0.50% Simple through 2021 then 2.15% Simple

The initial COLA for post January 7, 2013 retirees increased to 3.00 percent from .50 percent in the 2021 measurement period from 2020.

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 of 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.

Investment Assumptions

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

The annual money-weighted rate of return expressing investment performance, net of investment expense and adjusted for the changing amounts actually invested, for the Defined Benefit portfolio was a gain of 15.3 percent for 2021 and a gain of 11.7 percent for 2020

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

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

The table below displays the OPERS Board-approved asset allocation policy for the measurement years 2021 and 2020 and the long-term expected real rates of return:

<u>Asset Class</u>	<u>2021 Target Allocation</u>	<u>2021 Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)</u>	<u>2020 Target Allocation</u>	<u>2020 Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)</u>
Fixed Income	24.0%	1.03%	25.0%	1.32%
Domestic Equities	21.0%	3.78%	21.0%	5.64%
Real Estate	11.0%	3.66%	10.0%	5.39%
Private Equity	12.0%	7.43%	12.0%	10.42%
International Equities	23.0%	4.88%	23.0%	7.36%
Risk Parity	5.0%	2.92%	0.0%	0.0%
Other Investments	4.0%	2.85%	9.0%	4.75%
Total	100.0%	4.21%	100.0%	5.43%

Discount Rate: For 2021, the discount rate used to measure the total pension liability was 6.9 percent for the Traditional Plan and Combine Plan compared to 2020 the discount was 7.2 percent.. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the 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 benefits payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Authority's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following table presents the Authority's proportionate share of the net pension liability calculated using the current period discount rate assumption of 6.9 percent as of December 31, 2021 and a discount rate assumption of 7.2 percent December 31, 2020, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one-percentage-point lower or one-percentage-point higher than the current rate:

<u>Authority's proportionate share of the net pension liability(asset)</u>	<u>1% Decrease 5.9%</u>	<u>Current Discount Rate 6.9%</u>	<u>1% Increase 7.9%</u>
Traditional Plan at December 31, 2021	\$ 216,755,888	\$ 82,212,125	\$ (29,746,176)
Combined Plan at December 31, 2021	\$ (1,402,968)	\$ (1,880,192)	\$ (2,252,384)

<u>Authority's proportionate share of the net pension liability(asset)</u>	<u>1% Decrease 6.2%</u>	<u>Current Discount Rate 7.2%</u>	<u>1% Increase 8.2%</u>
Traditional Plan at December 31, 2020	\$ 273,219,603	\$ 143,233,997	\$ 35,151,173
Combined Plan at December 31, 2020	\$ (1,050,247)	\$ (1,508,299)	\$ (1,849,689)

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

The net total pension liability at December 31, 2022 was measured as of December 31, 2021. The Authority's proportion of the net pension liability was based on the Authority's share of contributions to the pension plan relative to the contributions of all participating entities. Following is information related to the proportionate share and pension expense for the current and prior year. The related deferred outflows and inflows of resources associated with the pension liability are presented on the following pages:

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7. RETIREMENT AND OTHER BENEFITS (CONTINUED)

	Measurement Year - 2021		
	Traditional	Combined	Total
2022 Net Pension Liability(Asset) and Pension Expense			
Proportionate Share of the Net Pension (Asset)/Liability prior measurement date	0.967286%	(0.522511%)	
Proportionate Share of the Net Pension (Asset)/Liability current measurement date	<u>0.944923%</u>	<u>(0.477200%)</u>	
Change in Proportionate Share	(0.022363%)	(0.045311%)	
Proportionate Share of the Net Pension Asset	\$ <u>-</u>	\$ <u>1,880,192</u>	\$ <u>1,880,192</u>
Proportionate Share of the Net Pension Liability	\$ <u>82,212,125</u>	\$ <u>-</u>	\$ <u>82,212,125</u>
Reduction in Pension Expense	\$ (13,744,167)	\$ (67,843)	\$ (13,812,010)
	Measurement Year - 2020		
	Traditional	Combined	Total
2021 Net Pension Liability(Asset) and Pension Expense			
Proportionate Share of the Net Pension (Asset)/Liability prior measurement date	0.941274%	(0.485253%)	
Proportionate Share of the Net Pension (Asset)/Liability current measurement date	<u>0.967286%</u>	<u>(0.522511%)</u>	
Change in Proportionate Share	0.026012%	0.0372580%	
Proportionate Share of the Net Pension Asset	\$ <u>-</u>	\$ <u>1,508,299</u>	\$ <u>1,508,299</u>
Proportionate Share of the Net Pension Liability	\$ <u>143,233,997</u>	\$ <u>-</u>	\$ <u>143,233,997</u>
Pension Expense	\$ <u>2,634,222</u>	\$ <u>35,560</u>	\$ <u>2,669,782</u>

At December 2022, the Authority reported deferred outflow of resources and deferred inflow of resources related to pension from the following sources:

	OPERS		Total
	Traditional	Combined	
2022 Deferred Outflow of Resources			
Authority's contributions subsequent to measurement date	\$ 20,946,978	318,195	21,265,173
Difference in employer contributions and change in proportionate share		43,956	43,956
Difference between expected and actual experience	4,191,053	11,664	4,202,717
Change in assumptions	<u>10,280,541</u>	<u>94,485</u>	<u>10,375,026</u>
Total Deferred Outflow of Resources	\$ <u>35,418,572</u>	\$ <u>468,300</u>	\$ <u>35,886,872</u>
2022 Deferred Inflow of Resources			
Net difference between projected and actual earnings on pension plan investments	\$ 97,788,332	\$ 403,085	\$ 98,191,417
Difference between expected and actual experience	1,803,115	210,293	2,013,408
Difference in employer contributions and change in proportionate share	<u>(1,561,291)</u>	<u>53,517</u>	<u>(1,507,774)</u>
Total Deferred Inflow of Resources	\$ <u>98,030,156</u>	\$ <u>666,895</u>	\$ <u>98,697,051</u>

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

Deferred Outflows of \$21,265,173 represent 2022 Authority contributions subsequent to the 2021 measurement dates. These contributions will be recognized as a reduction of the net pension liability in the fiscal year ending December 31, 2023.

Correspondingly, the Authority reported deferred outflow and inflow of resources related to pensions for the fiscal year ended December 31, 2021 as presented in the following table:

2021 Deferred Outflow of Resources	OPERS Traditional	OPERS Combined	Total
Authority's contributions subsequent to measurement date	\$ 19,220,305	\$ 323,627	\$ 19,543,932
Difference in employer contributions and change in proportionate share	1,819,811	50,671	1,870,482
Difference between expected and actual experience Change in assumptions	<u>-</u>	<u>94,194</u>	<u>94,194</u>
Total Deferred Outflow of Resources	\$ <u>21,040,116</u>	\$ <u>468,492</u>	\$ <u>21,508,608</u>
	OPERS Traditional	OPERS Combined	Total
2021 Deferred Inflow of Resources			
Net difference between projected and actual earnings on pension plan investments	\$ 55,828,431	\$ 224,307	\$ 56,052,738
Difference between expected and actual experience	5,991,597	284,555	6,276,152
Difference in employer contributions and change in proportionate share	<u>3,581,689</u>	<u>(35,795)</u>	<u>3,545,894</u>
Total Deferred Inflow of Resources	\$ <u>65,401,717</u>	\$ <u>473,067</u>	\$ <u>65,874,784</u>

Deferred Outflows of \$19,543,932 represent 2021 Authority contributions subsequent to the 2020 measurement dates. These contributions will be recognized as a reduction of the net pension liability in the fiscal year ending December 31, 2022.

Aside from subsequent contributions, other amounts reported as deferred outflows of resources and deferred inflows of resources, including changes in proportionate share, difference between expected and actual experience, changes in assumptions and difference in projected versus actual earnings on pension investments are amortized as pension expense over subsequent periods. The following table presents the current year unamortized balances of deferred outflows/inflows and the periods over which they will be expensed:

Amortization of Deferred Outflows/Inflows - 2022 forward			
	OPERS Traditional	OPERS Combined	Total
2023	\$ (12,166,137)	\$ (122,362)	\$ (12,288,499)
2024	(32,842,580)	(169,614)	(33,012,194)
2025	(22,993,991)	(111,245)	(23,105,236)
2026	(15,555,854)	(81,754)	(15,637,608)
2027	-	(9,819)	(9,819)
2028	-	(12,689)	(12,689)
2029	-	(7,601)	(7,601)
2030	<u>-</u>	<u>(1,706)</u>	<u>(1,706)</u>
Total	\$ <u>(83,558,562)</u>	\$ <u>(516,790)</u>	\$ <u>(84,075,352)</u>

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
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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 the statutory authority requiring public employers to fund postemployment health care through their contributions to OPERS. A portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans. Employer contribution rates are expressed as a percentage of the earnable salary of active members. In fiscal year 2022, state and local employers contributed at a rate of 14.0 percent of earnable salary and public safety and law enforcement employers contributed at 18.1 percent. These are the maximum employer's 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. As recommended by OPERS' actuary, the portion of employer contributions allocated to health care beginning January 1, 2018 decreased to 0 percent for the Traditional and Combined Pension Plans. The OPERS Board is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care provided. Payment amounts vary depending on the covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited into the Retiree Medical Accounts (RMA) contribution as a percentage of covered payroll deposited into the RMA for participants in the Member-Directed Plan for 2020 was 4.0 percent.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

The Authorities contributions allocated to fund post-employment health care benefits for the fiscal years ended December 31, 2022 and 2021 were \$131,607 and \$117,060, respectively. The full amounts required by law were contributed for all fiscal years.

OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

OPERS and OPEB Costs

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, 2022 was \$28,638,058 compared to a net OPEB asset of \$16,662,155 as of December 31, 2021.

At December 31, 2021 and December 31, 2020, the Authority reported its proportionate share of net OPEB liabilities and OPEB expense from OPERS OPEB plans as displayed in the table below:

	<u>OPEB*</u>
Proportionate of the Net OPEB Liability	
Prior Measurement Date	0.935246%
Proportionate the Net OPEB Liability	
Current Measurement Date	<u>0.914325%</u>
Change in Proportionate Share	<u>-0.020921%</u>
Proportionate Share of the Net OPEB Asset	\$ <u><u>(28,638,059)</u></u>
OPEB Expense Reduction	\$ <u><u>(24,288,127)</u></u>
* OPERS based on December 31, 2021 measurement	
	<u>OPEB*</u>
Proportionate Share of the OPEB Liability	
prior measurement date	0.908166%
Proportionate Share of the OPEB Liability	
current measurement date	<u>0.935246%</u>
Change in Proportionate Share	<u>0.027080%</u>
Proportionate Share of the OPEB Liability	\$ <u><u>(16,662,155)</u></u>
OPEB Expense	\$ <u><u>(100,837,116)</u></u>
* OPERS based on December 31, 2020 measurement	

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

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

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 2022, 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 \$24,288,127 compared to OPEB expense reduction of \$100,837,116 as of December 31, 2021.

2022 Deferred Outflow of Resources	<u>OPEB</u>
Difference between expected and actual experience	\$ -
Difference in employer contributions and change in proportionate share	351,991
Change in assumptions	<u>-</u>
Total Deferred Outflow of Resources	\$ <u><u>351,991</u></u>
2022 Deferred Inflow of Resources	
Difference between expected and actual experience	\$ 4,343,956
Net difference between projected and actual earnings on OPEB plan investments	13,652,609
Difference in employer contributions and change in proportionate share	886,472
Change in assumptions	<u>11,592,362</u>
Total Deferred Inflow of Resources	\$ <u><u>30,475,399</u></u>

2021 Deferred Outflow of Resources	<u>OPEB</u>
Difference between expected and actual experience	\$ -
Difference in employer contributions and change in proportionate share	1,138,385
Change in assumptions	<u>8,191,306</u>
Total Deferred Outflow of Resources	\$ <u><u>9,329,691</u></u>
2021 Deferred Inflow of Resources	
Difference between expected and actual experience	\$ 15,037,499
Net difference between projected and actual earnings on OPEB plan investments	8,874,494
Difference in employer contributions and change in proportionate share	2,283,661
Change in assumptions	<u>26,997,684</u>
Total Deferred Inflow of Resources	\$ <u><u>53,193,338</u></u>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

Amounts reported as deferred outflow of resources and deferred inflow of resources including change in proportionate share, difference between expected and actual experience, changes in assumptions and difference in projected versus actual earnings on investments are amortized as OPEB expense over subsequent periods. The unamortized portion of deferred outflows and deferred inflows are as follows:

Amortization of Deferred Outflows/Inflow - 2023 forward		OPEB
2023		(18,954,730)
2024		(6,224,926)
2025		(2,983,024)
2026		(1,960,728)
-	\$	<u><u>(30,123,408)</u></u>

ACTUARIAL ASSUMPTIONS

OPERS Actuarial Assumptions

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:

The total OPEB liability actuarial valuations for the measurement periods December 31, 2021 and December 31, 2020 were determined using the actuarial assumptions that follow and as applied to all periods included in the measurement:	
<u>Measurement Date December 31, 2021</u>	
Valuation date	December 31, 2020
Single discount rate	6.00%
Investment rate of return	6.00%
Wage inflation	2.75%
Municipal bond rate	1.84%
Projected salary increase	2.75% to 10.75%(includes wage inflation at 2.75%)
Health care cost trends	5.50% initial, 3.50% ultimate in 2034
<u>Measurement Date December 31, 2020</u>	
Valuation date	December 31, 2019
Single discount rate	6.00%
Investment rate of return	6.00%
Wage inflation	3.25%
Municipal bond rate	2.00%
Projected salary increase	3.25% to 10.75%(includes wage inflation at 3.25%)
Health care cost trends	8.50% initial, 3.50% ultimate in 2035

Fiscal year 2022 actuarial valuations are as of December 31, 2020, rolled-forward to the measurement date of December 31, 2021, and the actuarial valuations for fiscal year 2021 are as of December 31, 2019 rolled-forward to December 31, 2020. The assumptions used in the 2021 valuation are based on the results of an actuarial experience study for the five year period ended December 31, 2020.

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

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

(males and females) for the Public Safety and Law Enforcement divisions. Post-retirement mortality rates are based on 115% of the PubG-2010 Retiree Mortality Tables (males and females) for all divisions. Post-retirement mortality rates for disabled retirees are based on the PubNS-2010 Disabled Retiree Mortality Tables (males and females) for all divisions. For all of the previously described tables, the base year is 2010 and 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.

Investment Return Assumptions

The long-term expected rate of return is arithmetic and determined using a building block method in which best estimate ranges of expected future real rates of returns are developed for each major asset class. These ranges are combined to produce the long-term expected best estimates of arithmetical rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Health Care portfolio was a return of 14.3 percent for 2021 and a return of 11.0 percent for 2020.

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

The tables below displays the System's Board-approved asset allocation policy and the long-term expected rate of return for each major asset class:

2021 Investment Return Assumptions		
Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return* (Arithmetic)
Fixed Income	34.00%	0.91%
Domestic Equities	25.00%	3.78%
REITs	7.00%	3.71%
International Equities	25.00%	4.88%
Other Investments	9.00%	4.85%
Total	100.00%	3.45%

2020 Investment Return Assumptions		
Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return* (Arithmetic)
Fixed Income	34.00%	1.07%
Domestic Equities	25.00%	5.64%
REITs	7.00%	6.48%
International Equities	25.00%	7.36%
Other Investments	7.00%	4.02%
Total	100.00%	4.43%

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

OPEB DISCOUNT RATE

A single discount rate of 6.00% was used to measure the OPEB liability on the measurement date of December 31, 2021. Projected benefit payments are required to be discounted to their actuarial present value using a single discount rate that reflects (1) a long-term expected rate of return on OPEB plan investments (to the extent that the health care fiduciary net position is projected to be sufficient to pay benefits), and (2) tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate are not met). This single discount rate was based on an expected rate of return on the health care investment portfolio of 6.00 percent and a municipal bond rate of 1.84 percent. The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at rates equal to the actuarially determined contribution rate. Based on these assumptions, the health care fiduciary net position and future contributions were sufficient to finance health care costs through 2121. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2121, and the municipal bond rate was applied to all health care costs after that date.

SENSITIVITY OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET OPEB LIABILITY TO CHANGES IN THE DISCOUNT RATE

The following table presents the OPEB liability calculated using the single discount rate of 6.00 percent at December 31, 2022 and at December 31, 2021, and the expected net OPEB liability if it were calculated using a discount rate that is 1.0 percent lower or 1.0 percent higher than the current rate:

Proportionate Share: Net Pension Liability/(Asset) - 2021 Measurement Year	1% Decrease 5%	Current Discount Rate 6.00%	1% Increase 7%
Sensitivity of Authority's proportionate share of the Net OPEB asset to changes in discount rate	\$ (16,841,866)	\$ (28,638,058)	\$ (38,429,079)
Proportionate Share: Net Pension Liability/(Asset) - 2020 Measurement Year	1% Decrease 5%	Current Discount Rate 6.00%	1% Increase 7%
Sensitivity of Authority's proportionate share of the Net OPEB asset to changes in discount rate	\$ (4,143,140)	\$ (16,662,155)	\$ (26,953,791)

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

8. DEFINED BENEFIT OPEB PLANS (CONTINUED)

SENSITIVITY OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET OPEB LIABILITY TO CHANGES IN THE HEALTH CARE COST TREND RATE

Changes in the health care cost trend rate may also have a significant impact on the net OPEB liability. The following table presents the net OPEB liability calculated using the assumed trend rates, and the expected net OPEB liability if it were calculated using a health care cost trend rate that is 1.0 percent lower or 1.0 percent higher than the current rate:

Proportionate Share: Net Pension Liability/(Asset) - 2020 Measurement Year	<u>1% Decrease</u>	<u>Current Trend Rate</u>	<u>1% Increase</u>
Sensitivity of Authority's proportionate share of the Net OPEB asset to changes in the health care cost trend rate	\$ (28,947,529)	\$ (28,638,058)	\$ (28,270,929)
Proportionate Share: Net Pension Liability/(Asset) - 2020 Measurement Year	<u>1% Decrease</u>	<u>Current Trend Rate</u>	<u>1% Increase</u>
Sensitivity of Authority's proportionate share of the Net OPEB asset to changes in the health care cost trend rate	\$ (17,068,240)	\$ (16,662,155)	\$ (16,207,814)

Retiree health care valuations use a health care cost trend assumption that changes over several years built into the assumptions. The near term rates reflect increases in the current cost of health care; the trend starting in 2022 is 5.50 percent if this trend continues for future years, the projection indicates that years from now virtually all expenditures will be for health care. A more reasonable alternative is that in the not too distant future, the health plan cost trend will decrease to a level at, or near, wage inflation. On this basis, the actuary's 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 percent in the most recent valuation.

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 \$8,288,056 and \$7,509,640 in 2022 and 2021, respectively.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

10. GRANTS, REIMBURSEMENTS, AND SPECIAL FARE ASSISTANCE

Grants, reimbursements, and special fare assistance are included in the Non-operating revenues (expenses) and the Capital grant revenue categories on the Statement of Revenues, Expenses, and Changes in Net Position for the years ended December 31, 2022 and 2021 as follows:

	<u>2022</u>	<u>2021</u>
FEDERAL:		
FTA Capital Grants	\$ 24,000,589	\$ 39,895,299
FTA Maintenance Assistance	19,290	7,280,000
FTA Operating Grants	<u>81,653,649</u>	<u>121,793,664</u>
Total	\$ <u>105,673,528</u>	\$ <u>168,968,963</u>
STATE:		
ODOT Fuel Tax Reimbursement	\$ 588,141	\$ 750,060
ODOT Operating Grants	<u>9,795,567</u>	<u>6,083,681</u>
Total	\$ <u>10,383,709</u>	\$ <u>6,833,741</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. At December 31, 2022 and 2021, 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 a number of 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.

During the normal course of operation, the Authority has been named as a defendant in certain legal actions and claims. The Authority’s management is of the opinion that the disposition of these legal actions and claims will not have a material adverse effect on the financial condition of the Authority. 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 completely 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 were utilized to manage price volatility through April 2024 and January 2025. Based on revised consumption projections, current objective is to secure contracts for all of 2024 and 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

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

12. FUEL PRICE RISK MANAGEMENT (CONTINUED)

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 value.

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, 2022:

NYMEX NYHRBRULSD					
Description Contract Month	Number of Contracts	Total Quantity (Gallons)	Contract Price Range (Per Gallon)	Open Trade Equity as of 12/31/22	Account Value
Beginning Balance					\$ (450,582)
Feb 2023	2	84,000	1.674-1.7375	133,497	
Mar 2023	2	84,000	1.655-1.6567	127,961	
Apr 2023	2	84,000	1.71	113,408	
May 2023	1	42,000	1.4275	65,218	
Jun 2023	1	42,000	1.335	67,154	
Jul 2023	1	42,000	1.479	60,186	
Aug 2023	1	42,000	1.5352	57,116	
Sep 2023	2	84,000	1.57-2.8440	56,717	
Oct 2023	1	42,000	1.57	54,512	
Nov 2023	1	42,000	1.43	59,686	
Dec 2023	1	42,000	1.445	58,325	
Jan 2024	1	42,000	2.7808	1,596	
Feb 2024	1	42,000	2.6921	4,662	
Mar 2024	1	42,000	2.6351	6,119	
Apr 2024	1	42,000	2.5714	7,585	
May 2024	1	42,000	2.5174	8,996	
Feb 2025	1	42,000	2.4892	6,359	
				<u>6,359</u>	<u>889,098</u>
			Balance as of December 31, 2022	\$	<u>438,516</u>

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

12. FUEL PRICE RISK MANAGEMENT (CONTINUED)

The Authority entered into commodity transaction agreements for New York Mercantile Exchange (NYMEX) New York Ultra Low Sulfur Diesel (ULSD) futures contracts with various counterparties, as shown below as of December 31, 2021:

NYMEX NYHRBRULSD					
Description Contract Month	Number of Contracts	Total Quality (Gallons)	Contract Price Range (Per Gallon)	Open Trade Equity as of 12/31/22	Account Value
Beginning Balance					\$ (234,985)
Feb 2022	3	126,000	1.74-1.94	63,248	
Mar 2022	2	84,000	1.7775-1.9	39,451	
Apr 2022	3	126,000	1.715-1.85	63,815	
May 2022	2	84,000	1.74-1.7966	42,034	
Jun 2022	3	126,000	1.7-1.79	63,748	
Jul 2022	2	84,000	1.74-1.7944	40,715	
Aug 2022	2	84,000	1.765-1.81	38,665	
Sep 2022	3	126,000	1.7075-1.75	64,319	
Oct 2022	2	84,000	1.7475-1.75	41,693	
Nov 2022	2	84,000	1.7375-1.75	41,937	
Dec 2022	2	84,000	1.7-1.75	43,193	
Jan 2023	2	84,000	1.6975-1.785	41,517	
Feb 2023	2	84,000	1.674-1.7375	43,835	
Mar 2023	2	84,000	1.655-1.6567	47,027	
Apr 2023	2	84,000	1.71	41,076	
May 2023	1	42,000	1.4275	31,895	
Jun 2023	1	42,000	1.335	35,393	
Jul 2023	1	42,000	1.479	29,190	
Aug 2023	1	42,000	1.5352	26,733	
Sep 2023	1	42,000	1.57	25,267	
Oct 2023	1	42,000	1.57	25,238	
Nov 2023	1	42,000	1.43	30,988	
Dec 2023	1	42,000	1.445	30,185	
				<u>30,185</u>	
					951,161
				Balance as of December 31, 2021	\$ <u>716,177</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 the 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
NOTES TO FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

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 \$39,371,781 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, 2022 and 2021, was \$5.3 and \$4.1 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>2022</u>		<u>2021</u>		<u>2020</u>
Balance, Beginning of Year	\$ 21,002,950	\$	23,100,234	\$	22,343,197
Incurred Claims	39,348,228		38,660,996		36,107,143
Payments	<u>45,024,058</u>		<u>40,758,280</u>		<u>35,350,106</u>
Balance, End of Year	<u>\$ 15,327,120</u>	\$	<u>21,002,950</u>	\$	<u>23,100,234</u>
Due Within One Year	<u>\$ 9,294,470</u>	\$	<u>12,382,709</u>	\$	<u>14,480,255</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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2022

REQUIRED SUPPLEMENTARY INFORMATION

ANNUAL COMPREHENSIVE FINANCIAL REPORT

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION**

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.

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 Nine Years (1)									
<u>TRADITIONAL PLAN</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Authority's Proportion of the Net Pension Liability/(Asset)	0.94492%	0.96729%	0.94127%	0.97995%	1.00881%	1.06713%	1.06304%	1.03688%	1.03688%
Authority's Proportionate Share of the Net Pension Liability/(Asset)	\$82,212,125	\$143,233,997	\$186,049,191	\$268,388,985	\$158,262,418	\$242,327,530	\$184,132,275	\$125,059,292	\$122,234,619
Authority's Covered- Employee Payroll	\$135,703,689	\$136,071,018	\$131,015,854	\$130,653,369	\$131,593,151	\$131,477,995	\$130,840,483	\$128,811,030	\$121,260,856
Authority's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	60.5821%	105.2641%	142.0051%	205.4206%	120.2665%	184.3103%	140.7304%	97.0874%	100.8030%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability/(Asset)	92.62%	86.88%	82.17%	74.70%	84.66%	77.25%	81.08%	86.45%	86.36%

(1) Although this schedule is intended to show information for ten years, information prior to 2014 is not available. Additional years will be presented as the information becomes available. Amounts presented for each fiscal year were determined as of the Authority's measurement date for the OPERS plan which is December 31.

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 Nine Years (1)									
<u>COMBINED PLAN</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Authority's Proportion of the Net Pension Liability/(Asset)	0.47720%	0.52251%	0.48525%	0.48128%	0.54977%	0.62151%	0.60988%	0.58799%	0.58799%
Authority's Proportionate Share of the Net Pension Liability/(Asset)	\$ (1,880,192)	\$ (1,508,299)	\$ (1,011,869)	\$ (538,184)	\$ (748,415)	\$ (345,911)	\$ (296,780)	\$ (226,388)	\$ (61,697)
Authority's Covered- Employee Payroll	\$ 2,322,929	\$ 2,247,674	\$ 2,063,837	\$ 2,236,503	\$ 2,342,077	\$ 2,159,669	\$ 2,149,197	\$ 2,115,861	\$ 1,991,841
Authority's Proportionate Share of the Net Pension Liability/(Asset) as a Percentage of its Covered Payroll	80.9406%	67.1049%	49.0285%	24.0636%	31.9552%	16.0169%	13.8089%	10.6996%	3.0975%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability/(Asset)	169.86%	157.67%	145.28%	126.67%	137.26%	116.67%	116.90%	114.83%	104.56%

(1) Although this schedule is intended to show information for ten years, information prior to 2014 is not available. Additional years will be presented as the information becomes available. Amounts presented for each fiscal year were determined as of the Authority's measurement date for the OPERS plan which is December 31.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION**

**Greater Cleveland Regional Transit Authority
Schedule of the Authority's Contributions to Pensions
Ohio Public Employees Retirement System (OPERS)
Last Ten Years**

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
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 %
2014	\$	15,305,114	\$ (15,305,114)	\$ -	\$ 128,811,030	11.88 %
2013	\$	14,774,422	\$ (14,774,422)	\$ -	\$ 121,260,856	12.18 %

Combined Plan:		Contractually Required Contribution	Contributions in Relation to the Contractually Required Contribution	Contribution Deficiency (Excess)	Authority Covered- Employee Payroll	Contributions as a % of Covered- Employee Payroll
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 %
2014	\$	259,867	\$ (259,867)	\$ -	\$ 2,115,861	12.28 %
2013	\$	249,489	\$ (249,489)	\$ -	\$ 1,991,841	12.53 %

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION**

Greater Cleveland Regional Transit Authority						
Schedule of the Authority's Proportionate Share of the Net OPEB Liability/Asset						
Ohio Public Employees Retirement System						
Last Six Years (1)						
<u>HEALTH PLAN</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Authority's Proportion of the Net OPEB Liability/(Asset)	0.9143%	0.9353%	0.9082%	0.9440%	0.9740%	1.0310%
Authority's Proportionate of the Net OPEB Liability/(Asset)	\$ 28,638,058)	\$ 16,662,155)	\$ 25,441,318	\$ 123,074,664	\$ 105,768,140	\$ 104,132,785
Authority's Covered Payroll	\$ 138,026,618	\$ 138,318,692	\$ 33,079,691	\$ 133,935,228	\$ 133,637,664	\$ 132,989,680
Authority's Proportionate Share of the Net OPEB Liability/(Asset) as a Percentage of its Covered Payroll	-20.7500%	-12.0500%	94.3949%	91.8912%	79.1455%	78.3014%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability/(Asset)	128.23%	115.56%	47.80%	46.33%	54.14%	54.04%

(1) Although this schedule is intended to show information for ten years, information prior to 2017 is not available.

Additional years will be presented as the information becomes available. Amounts presented for each fiscal year

were determined as of the Authority's measurement date for the OPERS plan which is December 31.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION**

Greater Cleveland Regional Transit Authority Schedule of Authority's Contributions to OPEB Ohio Public Employees Retirement System of Ohio (OPERS) Last Six Years (1)							
		Contractually Required Contribution	Contributions Paid	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percent of Covered Payroll	
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 %

(1) Although this schedule is intended to present information for ten years, information prior to 2017 was not available. This schedule will be populated in subsequent years.

(2) Covered payroll is for the December 31 fiscal period.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION**

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:

Actuarial Assumptions Used in Calculating Total Pension Liability - 2021 Measurement		
<u>Actuarial Information</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Valuation Date	December 31, 2021	December 31, 2021
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
<u>Actuarial Assumptions</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
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)
<u>COLA</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Pre-January 7, 2013 Retirees	3.00% Simple	3.00% Simple
Post-January 7, 2013 Retirees	3.00% Simple through 2022 then 2.05% Simple	3.00% Simple through 2022 then 2.05% Simple

Actuarial Assumptions Used in Calculating Total Pension Liability - 2020 Measurement		
<u>Actuarial Information</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Valuation Date	December 31, 2020	December 31, 2020
Experience Study	5-year period ended December 31, 2015	5-year period ended December 31, 2015
Actuarial Cost Method	Individual Entry Age	Individual Entry Age
<u>Actuarial Assumptions</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Investment Rate of Return	7.20%	7.20%
Wage Inflation	3.25%	3.25%
Projected Salary Increase	3.25 - 10.75% (Includes 3.25% Wage Inflation)	3.25 - 8.25% (Includes 3.25% Wage Inflation)
<u>COLA</u>	<u>Traditional Plan</u>	<u>Combined Plan</u>
Pre-January 7, 2013 Retirees	3.00% Simple	3.00% Simple
Post-January 7, 2013 Retirees	0.50% Simple through 2021 then 2.15% Simple	0.50% Simple through 2021 then 2.15% Simple

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION**

Ohio Public Employees Retirement System (OPERS) – Other Postemployment Benefits (OPEB)

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

These assumptions are presented below for the periods indicated:

The total OPEB liability actuarial valuations for the measurement periods December 31, 2021 and December 31, 2020 were determined using the actuarial assumptions that follow and as applied to all periods included in the measurement:

Measurement Date December 31, 2021

Valuation date	December 31, 2020
Single discount rate	6.00%
Investment rate of return	6.00%
Wage inflation	2.75%
Municipal bond rate	1.84%
Projected salary increase	2.75% to 10.75%(includes wage inflation at 2.75%)
Health care cost trends	5.50% initial, 3.50% ultimate in 2034

Measurement Date December 31, 2020

Valuation date	December 31, 2019
Single discount rate	6.00%
Investment rate of return	6.00%
Wage inflation	3.25%
Municipal bond rate	2.00%
Projected salary increase	3.25% to 10.75%(includes wage inflation at 3.25%)
Health care cost trends	8.50% initial, 3.50% ultimate in 2035

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2022

STATISTICAL SECTION

ANNUAL COMPREHENSIVE FINANCIAL REPORT

**TABLE 1
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
NET POSITION BY COMPONENTS**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Net Investment in Capital Assets	\$ 546,042	\$ 576,014	\$ 601,570	\$ 611,606	\$ 621,340	\$ 630,397	\$ 584,069	\$ 601,075	\$ 692,405	\$ 697,160
Restricted	49,197	35,324	50,764	42,759	21,394	15,634	16,720	145,804	229,049	382,744
Unrestricted	48,311	35,375	(75,160)	(66,096)	(78,344)	(149,115)	(148,275)	(195,728)	(125,736)	(113,903)
Total Net Position	\$ 643,550	\$ 646,713	\$ 577,174	\$ 588,269	\$ 564,390	\$ 496,916	\$ 452,514	\$ 551,151	\$ 795,718	\$ 966,001

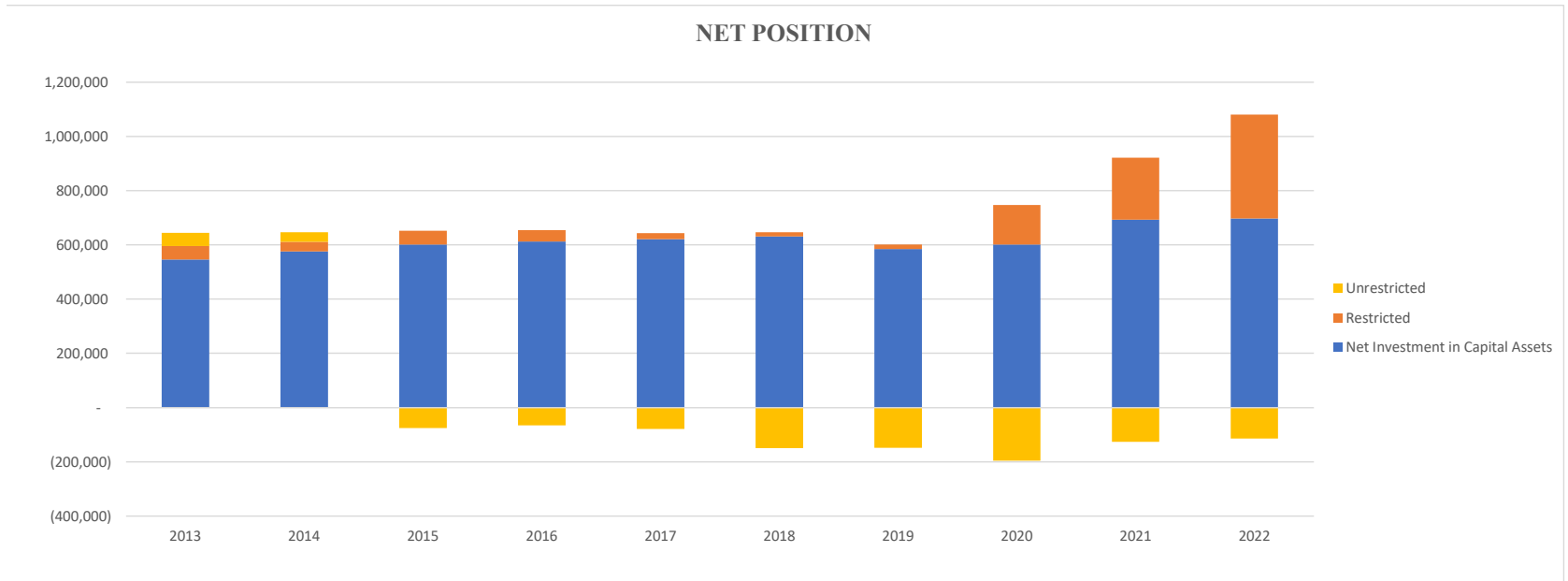


TABLE 2
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
CHANGES IN NET POSITION
LAST TEN YEARS (IN THOUSANDS)
(UNAUDITED)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Operating revenues:										
Passenger fares	\$50,873	\$52,080	47,176	46,776	46,351	45,160	44,771	26,195	22,270	28,928
Advertising and concessions	1,493	1,653	1,632	1,781	2,068	2,379	2,230	2,415	2,065	1,584
Total operating revenues	52,366	53,733	48,808	48,557	48,419	47,539	47,001	28,610	24,335	30,512
Operating expenses	251,638	259,779	250,076	262,635	292,198	246,911	301,663	260,480	163,510	195,821
Depreciation expense	48,764	48,517	47,291	47,834	49,933	48,837	48,061	44,347	42,088	40,232
Operating loss	(248,036)	(254,563)	(248,559)	(261,912)	(293,712)	(248,209)	(302,723)	(276,217)	(181,263)	(205,541)
Non-operating revenues (expenses)										
Sales and use tax revenue	190,726	201,495	206,125	221,850	217,147	226,406	215,512	209,332	246,549	259,184
Federal funds	9,178	10,911	14,020	16,968	16,059	16,126	20,193	130,593	129,074	81,654
Other state and local funds	2,975	2,265	2,206	1,070	1,912	1,198	1,617	9,781	6,509	10,384
Federal pass-through grants revenue	187	529	122	91	144	192	70	-	-	-
Investment income	210	(387)	289	555	640	1,625	3,736	1,711	584	(174)
Gain (loss) on commodity transactions	618	(4,112)	-	-	-	-	-	-	-	-
Interest expense	(6,432)	(5,521)	(6,430)	(6,028)	(4,988)	(4,627)	(4,470)	(4,369)	(3,428)	(886)
Federal pass-through expenses	(187)	(529)	(122)	(91)	(144)	(192)	(70)	-	-	-
Other income	7,773	1,934	4,668	7,412	1,784	9,875	1,925	3,123	6,322	1,642
Total non-operating revenues (expenses)	205,048	206,585	220,878	241,827	232,554	250,603	238,513	350,171	385,610	351,804
Net gain/(loss) before capital grants revenue	(42,988)	(47,978)	(27,681)	(20,085)	(61,158)	2,394	(64,210)	73,954	204,347	146,263
Capital grants revenue	50,736	51,140	64,751	31,180	37,279	31,734	19,808	24,683	40,220	24,020
Change in net position	\$7,748	\$3,162	\$37,070	\$11,095	(23,879)	34,128	(44,402)	98,637	244,567	170,283

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

YEAR	OPERATING	SALES AND USE TAXES	FEDERAL OPERATING GRANTS AND REIMBURSEMENTS	STATE/LOCAL OPERATING GRANTS, REIMBURSEMENTS, AND SPECIAL FARE ASSISTANCE	INVESTMENT INCOME/ (LOSS)	PASS-THROUGH GRANTS REVENUE	OTHER	CAPITAL GRANT INCOME	TOTAL
2013	\$ 52,366	\$ 190,726	\$ 9,178	\$ 2,974	\$ 210	\$ 187	\$ 8,391	\$ 50,736	\$ 314,768
2014	\$ 53,733	\$ 201,495	\$ 10,911	\$ 2,265	\$ (387)	\$ 529	\$ 1,934	\$ 51,140	\$ 321,620
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	\$ 0	\$ 3,123	\$ 24,683	\$ 407,833
2021	\$ 24,335	\$ 246,549	\$ 129,074	\$ 6,509	\$ 584	\$ 0	\$ 6,322	\$ 40,220	\$ 453,593
2022	\$ 30,512	\$ 259,184	\$ 81,654	\$ 10,384	\$ (174)	\$ 0	\$ 1,643	\$ 24,020	\$ 407,223

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

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY:

OPERATING AND OTHER MISCELLANEOUS REVENUE				OPERATING ASSISTANCE			
<u>YEAR</u>	<u>FARES</u>	<u>OTHER(1)</u>	<u>TOTAL</u>	<u>STATE & LOCAL(2)</u>	<u>FEDERAL</u>	<u>TOTAL</u>	<u>TOTAL REVENUES</u>
2013	16.6%	2.7%	19.3%	62.0%	18.7%	80.7%	100.0%
2014	16.2%	1.1%	17.3%	63.3%	19.4%	82.7%	100.0%
2015	13.9%	0.4%	14.3%	61.1%	24.6%	85.7%	100.0%
2016	14.3%	0.5%	14.8%	70.5%	14.7%	85.2%	100.0%
2017	14.3%	0.9%	15.2%	68.3%	16.5%	84.8%	100.0%
2018	13.5%	1.0%	14.5%	70.5%	15.0%	85.5%	100.0%
2019	14.5%	1.9%	16.4%	70.1%	13.5%	83.6%	100.0%
2020	7.0%	2.0%	9.0%	60.0%	31.0%	91.0%	100.0%
2021	5.0%	2.0%	7.0%	65.0%	28.0%	93.0%	100.0%
2022	7.1%	0.7%	7.8%	66.2%	26.0%	92.2%	100.0%

(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)
(UNAUDITED)

<u>YEAR</u>	<u>TRANSPORTATION</u>	<u>MAINTENANCE</u>	<u>GENERAL AND ADMINISTRATIVE</u>	<u>DEPRECIATION</u>	<u>TOTAL OPERATING EXPENSES</u>	<u>INTEREST</u>	<u>FEDERAL PASS-THROUGH EXPENSES</u>	<u>TOTAL EXPENSES</u>
2013	\$ 118,471	\$ 75,718	\$ 57,449	\$ 48,764	\$ 300,402	\$ 6,431	\$ 187	\$ 307,020
2014	\$ 107,067	\$ 88,889	\$ 63,823	\$ 48,517	\$ 308,296	\$ 5,521	\$ 529	\$ 307,020
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	\$ 0	\$ 309,196
2021	\$ 58,887	\$ 56,178	\$ 48,445	\$ 42,088	\$ 205,598	\$ 3,428	\$ 0	\$ 209,026
2022	\$ 59,183	\$ 79,345	\$ 99,124	\$ 40,232	\$ 236,053	\$ 886	\$ 0	\$ 236,939

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

TRANSPORTATION INDUSTRY:																
YEAR	LABOR AND FRINGES	MATERIALS AND SUPPLIES	SERVICES	UTILITIES	SELF-INSURANCE CLAIMS	PURCHASED TRANSPORTATION	OTHER	TOTAL OPERATING EXPENSES*								
2013	60.7	%	11.2	%	7.1	%	3.1	%	2.4	%	13.7	%	1.8	%	100.0	%
2014	61.1	%	11.0	%	6.9	%	3.2	%	2.5	%	13.6	%	1.7	%	100.0	%
2015	61.5	%	9.8	%	7.3	%	3.0	%	2.4	%	14.2	%	1.8	%	100.0	%
2016	62.8	%	8.9	%	7.6	%	2.7	%	2.7	%	13.7	%	1.6	%	100.0	%
2017 (1)	61.5	%	9.8	%	7.3	%	3.0	%	2.5	%	14.2	%	1.7	%	100.0	%
2018 (2)	62.9	%	8.9	%	7.6	%	2.7	%	2.7	%	13.7	%	1.5	%	100.0	%
2019 (3)	61.9	%	8.7	%	8.1	%	2.8	%	2.8	%	14.2	%	1.5	%	100.0	%
2020 (4)	61.5	%	8.7	%	8.3	%	2.9	%	2.6	%	14.5	%	1.5	%	100.0	%
2021 (5)	61.0	%	8.0	%	9.0	%	3.0	%	3.0	%	15.0	%	1.0	%	100.0	%
2022 (6)	62.0	%	8.0	%	9.0	%	3.0	%	2.0	%	15.0	%	1.0	%	100.0	%

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY:																
YEAR	LABOR AND FRINGES	MATERIALS AND SUPPLIES	SERVICES	UTILITIES	SELF-INSURANCE CLAIMS	PURCHASED TRANSPORTATION	OTHER	TOTAL OPERATING EXPENSES*								
2013	68.6	%	14.5	%	5.7	%	2.9	%	2.4	%	3.0	%	2.9	%	100.0	%
2014	69.5	%	15.3	%	6.2	%	2.7	%	1.8	%	3.0	%	1.5	%	100.0	%
2015	72.5	%	12.6	%	6.8	%	2.9	%	0.6	%	3.2	%	1.4	%	100.0	%
2016	75.1	%	10.6	%	5.3	%	2.8	%	2.0	%	3.2	%	1.0	%	100.0	%
2017	77.4	%	9.0	%	5.1	%	2.5	%	1.5	%	2.8	%	1.7	%	100.0	%
2018	74.1	%	10.1	%	6.4	%	2.6	%	1.8	%	3.8	%	1.2	%	100.0	%
2019	74.6	%	9.9	%	5.6	%	2.4	%	3.6	%	2.8	%	1.1	%	100.0	%
2020	77.3	%	9.3	%	6.1	%	2.4	%	1.6	%	2.3	%	1.0	%	100.0	%
2021	61.5	%	14.0	%	11.1	%	3.9	%	3.2	%	4.6	%	1.7	%	100.0	%
2022	69.6	%	12.1	%	9.4	%	2.7	%	(0.3)	%	4.2	%	2.3	%	100.0	%

* Excludes Depreciation and Interest

Source:

- (1) The American Public Transit Association, [APTA 2019 Public Transportation Fact Book](#), Table 70
- (2) Data not available
- (3) The American Public Transit Association, [APTA 2019 Public Transportation Fact Book, Tabular Data and Modal Rankings Report](#)
- (4) The American Public Transit Association, [APTA 2020 Public Transportation Fact Book, Tabular Data and Modal Rankings Report](#)
- (5) The American Public Transit Association, [APTA 2021 Public Transportation Fact Book, Tabular Data and Modal Rankings Report](#)
- (6) The American Public Transit Association, [APTA 2022 Public Transportation Fact Book, Tabular Data and Modal Rankings Report](#)

TABLE 7
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
PRINCIPAL SALES TAX COLLECTIONS BY INDUSTRY
2015 to 2022

Industry	2015		2016		2017		2018	
	Amounts Collected	Percentage of Total	Amounts Collected	Percentage of Total	Amounts Collected	Percentage of Total	Amounts Collected	Percentage of Total
Motor Vehicle and Parts Dealers	\$44,864,815	17.96 %	\$32,802,208	12.20 %	\$32,877,867	12.50 %	\$33,668,916	12.82 %
Miscellaneous Store Retailers	31,966,486	12.80	45,902,785	17.07	31,302,575	11.90	23,975,486	9.13
General Merchandise Stores	14,164,649	5.67	11,392,428	4.24	16,113,632	6.13	19,791,664	7.53
Information (Including Telecommunications)	20,016,563	8.02	21,161,477	7.87	21,340,648	8.12	20,899,493	7.96
Accommodation and Food Services	19,499,797	7.81	23,413,439	8.71	24,985,605	9.50	25,335,207	9.64
Building Material and Garden Equipment and Supplies	9,911,543	3.97	9,845,157	3.66	13,290,359	5.05	13,733,580	5.23
Administrative and Support Services; Waste Management and Remediation Services	9,804,294	3.93	11,288,301	4.20	11,575,378	4.40	11,136,601	4.24
Health and Personal Care Stores	5,116,705	2.05	4,879,520	1.81	5,306,481	2.02	5,250,554	2.00
Clothing and Clothing Accessories Stores	7,548,894	3.02	6,679,310	2.48	9,675,734	3.68	9,594,912	3.65
Real Estate, and Rental and Leasing of Property	7,287,216	2.92	8,781,291	3.26	9,496,329	3.61	9,636,536	3.67
Other Industries	<u>\$79,535,369</u>	31.85 %	<u>\$81,633,524</u>	30.35 %	<u>\$100,578,166</u>	38.25 %	<u>\$89,662,672</u>	34.13 %
Total Sales Tax Collection	<u>\$249,716,331</u>	100.00 %	<u>\$257,779,440</u>	98.13 %	<u>\$276,542,774</u>	106.26 %	<u>\$262,685,621</u>	97.67 %

Industry	2019		2020		2021		2022	
	Amounts Collected	Percentage of Total	Amounts Collected	Percentage of Total	Amounts Collected	Percentage of Total	Amounts Collected	Percentage of Total
Motor Vehicle and Parts Dealers	\$35,809,000	13.76 %	\$37,584,359	13.97 %	\$38,367,517	14.59 %	\$45,989,482	15.08 %
Miscellaneous Store Retailers	20,396,166	7.84	19,627,048	7.30	16,195,701	6.16	16,186,794	5.31
General Merchandise Stores	21,599,207	8.30	21,157,107	7.87	21,028,133	8.00	22,212,605	7.28
Information (Including Telecommunications)	20,416,560	7.84	20,709,789	7.70	21,449,492	8.16	23,657,837	7.76
Accommodation and Food Services	26,227,103	10.08	26,672,917	9.92	14,194,205	5.40	20,299,284	6.66
Building Material and Garden Equipment and Supplies	14,931,321	5.74	15,414,556	5.73	16,338,989	6.21	17,841,187	5.85
Administrative and Support Services; Waste Management and Remediation Services	11,952,887	4.59	12,002,204	4.46	10,834,396	4.12	10,788,996	3.54
Health and Personal Care Stores	5,544,195	2.13	5,677,573	2.11	5,342,232	2.03	7,569,988	2.48
Clothing and Clothing Accessories Stores	10,412,126	4.00	10,808,937	4.02	8,812,916	3.35	12,745,513	4.18
Real Estate, and Rental and Leasing of Property	10,811,679	4.15	11,378,379	4.23	10,366,676	3.94	10,222,108	3.35
Other Industries	<u>\$82,158,574</u>	31.57 %	<u>\$87,922,306</u>	32.69 %	<u>\$100,042,752</u>	38.04 %	<u>\$117,492,318</u>	38.52 %
Total Sales Tax Collection	<u>\$260,258,818</u>	100.00 %	<u>\$268,955,175</u>	100.00 %	<u>\$262,973,009</u>	100.00 %	<u>\$305,006,112</u>	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)
(UNAUDITED)**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<u>OVERALL DEBT LIMITATION:</u>										
Total Of All GCRTA Debt Outstanding	\$ 154,195	\$ 138,366	\$ 136,880	\$ 120,030	\$ 108,415	\$ 96,470	\$ 116,820	\$ 106,260	\$ 47,450	\$ 37,915
Exempt Debt	154,195	138,366	136,880	120,030	108,415	96,470	116,820	106,260	47,450	37,915
Net Indebtedness (Voted and Unvoted)	-	-	-	-	-	-	-	-	-	-
Assessed Valuation Of County - (Collection Year)	27,652,473	27,694,841	27,694,841	27,526,151	27,623,744	27,878,269	30,536,605	30,773,798	34,805,565	35,068,730
Overall Debt Limitation (%)	0	0	0	0	0	0	0	0	0	0
5.0% of Estimated Assessed Valuation (Voted and Unvoted Debt Limitation)	1,382,624	1,384,742	1,384,742	1,376,308	1,381,187	1,393,913	1,526,830	1,538,690	1,740,278	1,753,437
Net Indebtedness (Voted and Unvoted)	-	-	-	-	-	-	-	-	-	-
Overall Debt Margin	1,382,624	1,384,742	1,384,742	1,376,308	1,381,187	1,393,913	1,526,830	1,538,690	1,740,278	1,753,437
Legal Debt Margin as a Percentage of the Debt Limit	1	1	1	1	1	1	1	1	1	1
<u>UNVOTED DEBT LIMITATION:</u>										
Unvoted Debt Limitation - 0.1% of County Assessed Valuation	27,652	27,695	27,695	27,526	27,624	27,878	30,537	30,774	34,806	35,069
Maximum Aggregate Amount Of Principal and Interest Payable In Any One Calendar Year	(20,788)	(20,676)	(23,013)	(16,919)	(16,920)	(14,227)	(15,077)	(16,624)	(11,874)	(9,472)
Maximum Annual Debt Service Charges Permitted For New Debt Issuances	\$ (20,788)	\$ (20,676)	\$ (23,013)	\$ (16,919)	\$ (16,920)	\$ (14,227)	\$ (15,077)	\$ (16,624)	\$ (11,874)	\$ (9,472)

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)
(UNAUDITED)

YEAR	POPULATION (1)	ASSESSED VALUE (2)	GENERAL BONDED DEBT	RATIO OF BONDED DEBT TO ASSESSED VALUE	BONDED DEBT PER CAPITA
2013	1,263	\$ 27,652,473	\$ 97,910	0.35	\$ 77.52
2014	1,260	\$ 27,694,841	\$ 54,965	0.20	\$ 43.62
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	\$ —	—	\$ 0.00
2019	1,244	\$ 30,536,605	\$ —	—	\$ 0.00
2020	1,235	\$ 30,773,798	\$ —	—	\$ 0.00
2021	1,265	\$ 34,805,565	\$ —	—	\$ 0.00
2022	1,273	\$ 35,068,730	\$ —	—	\$ 0.00

Sources:

(1) U.S. Census Bureau, Prepared by: Ohio Development Services Agency, Office of Research. (7/2020)

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

TABLE 10
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
RATIO OF OUTSTANDING DEBT TYPE (1)
LAST TEN YEARS (IN THOUSANDS EXCEPT PER PERSONAL INCOME AND PER CAPITA AMOUNTS)
(UNAUDITED)

<u>YEAR</u>	<u>GENERAL OBLIGATION BONDS</u>	<u>STATE INFRASTRUCTURE LOAN</u>	<u>CAPITAL LEASE</u>	<u>NOTES</u>	<u>SALES TAX REVENUE BONDS</u>	<u>TOTAL DEBT**</u>	<u>PERCENTAGE OF PERSONAL INCOME*</u>	<u>BONDED DEBT PER CAPITA*</u>
2013	\$ 97,910	\$ -	\$ 16,150	\$ -	\$ 40,135	\$ 154,195	4.54 %	\$ 77.52
2014	\$ 54,965	\$ -	\$ 14,431	\$ -	\$ 68,970	\$ 138,366	3.92 %	\$ 43.62
2015	\$ 18,680	\$ -	\$ -	\$ -	\$ 118,200	\$ 136,880	3.80 %	\$ 14.83
2016	\$ 3,910	\$ -	\$ -	\$ -	\$ 116,120	\$ 120,030	2.47 %	\$ 3.11
2017	\$ 1,995	\$ -	\$ -	\$ -	\$ 106,420	\$ 108,415	2.24 %	\$ 1.60
2018	\$ -	\$ -	\$ -	\$ -	\$ 96,470	\$ 96,470	1.83 %	\$ -
2019	\$ -	\$ -	\$ -	\$ -	\$ 116,820	\$ 116,820	2.13 %	\$ -
2020	\$ -	\$ -	\$ -	\$ -	\$ 106,260	\$ 106,260	1.88 %	\$ -
2021	\$ -	\$ -	\$ -	\$ -	\$ 47,450	\$ 47,450	0.79 %	\$ -
2022	\$ -	\$ -	\$ -	\$ -	\$ 37,915	\$ 37,915	0.60 %	\$ -

<u>YEAR</u>	<u>PERSONAL INCOME (2)</u>	<u>POPULATION</u>
2013	\$ 33,981	1,263
2014	\$ 35,333	1,260
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

Source: See Personal Income Data from the Bureau of Economic Analysis

**Excluding Bond Premium

TABLE 11
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
COMPUTATION OF DIRECT AND OVERLAPPING DEBT (IN THOUSANDS)
DECEMBER 31, 2022
(UNAUDITED)

	GROSS DEBT	PERCENT APPLICABLE	ENTITY SHARE
Greater Cleveland Regional Transit Authority	\$ 44,215	100.00%	\$ 44,215
Cuyahoga County	\$ 1,177,540	100.00%	\$ 1,177,540
Cuyahoga Community College	195,925	100.00%	195,925
Cities Wholly with the County	\$ 992,469	100.00%	\$ 992,469
Village Wholly with the County	\$ 32,656	100.00%	\$ 32,656
Townships Wholly with the County	\$ 955	100.00%	\$ 955
All School Districts Wholly with in the County	\$ 1,302,286	100.00%	\$ 1,302,286
Olmsted Falls S.D.	\$ 30,112	96.23%	\$ 28,977
Strongsville S.D.	\$ 61,500	99.72%	\$ 61,328
Chagrin Falls S.D.	\$ 32,392	62.49%	\$ 20,242
Total Overlapping Debt			\$ <u><u>3,856,592</u></u>

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

YEAR	GROSS		NET REVENUE AVAILABLE FOR				TOTAL	COVERAGE
	REVENUES (1)	EXPENSES (2)	DEBT SERVICE	PRINCIPAL	INTEREST			
2013	\$ 264,033	\$ 251,848	\$ 12,185	\$ 15,539	\$ 7,634	\$ 23,173	52.6 %	
2014	\$ 266,368	\$ 260,695	\$ 5,673	\$ 17,112	\$ 5,985	\$ 23,097	24.6 %	
2015	\$ 276,238	\$ 250,198	\$ 26,040	\$ 16,975	\$ 6,038	\$ 23,013	113.2 %	
2016	\$ 296,504	\$ 262,726	\$ 33,778	\$ 11,615	\$ 5,302	\$ 16,917	199.7 %	
2017	\$ 286,105	\$ 292,198	\$ (6,093)	\$ 11,945	\$ 4,975	\$ 16,920	(36.0) %	
2018	\$ 302,961	\$ 247,103	\$ 55,858	\$ 9,650	\$ 4,577	\$ 14,227	392.6 %	
2019	\$ 290,054	\$ 301,733	\$ (11,679)	\$ 10,560	\$ 5,698	\$ 16,258	(71.8) %	
2020	\$ 383,150	\$ 260,480	\$ 122,670	\$ 11,345	\$ 5,279	\$ 16,624	737.9 %	
2021	\$ 453,593	\$ 163,510	\$ 290,083	\$ 9,535	\$ 2,339	\$ 11,874	2,443.0 %	
2022	\$ 383,202	\$ 195,821	\$ 187,381	\$ 7,610	\$ 1,862	\$ 9,472	1,978.3 %	

- (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
(UNAUDITED)

YEAR	COUNTY POPULATION	MSA (2)	WAGE		PER CAPITA
			INCOME (1) (IN THOUSANDS)	PERSONAL INCOME (1)	
2013	1,263,154	1,761,898	\$ 33,981,368	\$	26,902
2014	1,259,828	1,759,382	\$ 35,333,174	\$	28,402
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

	NUMBER	PERCENTAGE	INCOME (2)		NUMBER	PERCENTAGE
Under 5 years	70,878	5.7%	\$0 – 19,999		113,077	20.9%
5 – 9 yrs	70,597	5.5	\$20,000 – 29,999		55,476	10.2
10 – 14 yrs	75,589	5.9	\$30,000 – 49,999		100,320	18.6
15 – 19 yrs	76,442	6.0	\$50,000 – 99,999		151,470	28.0
20 – 24 yrs	78,792	6.4	\$100,000 -199,999		90,910	16.8
25 – 34 yrs	178,262	14.1	OVER \$200,000		29,712	5.5
35 – 44 yrs	149,208	11.5	TOTAL		540,965	100.0%
45 – 54 yrs	154,757	12.5	MEDIAN HOUSEHOL \$		50,366	
55 – 59 yrs	88,988	7.2				
60 – 64 yrs	91,085	7.0				
65 – 74 yrs	132,585	10.2				
75 – 84 yrs	65,404	5.3				
85 yrs and over	31,080	2.7				
TOTAL	1,263,667	100.0%				
Median age	40.3					
Males	606,297					
Females	657,370					

Source:

(1) Ohio Development Services Agency

(2) Ohio Metropolitan Ohio Metropolitan Statistical Area Populations

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

EMPLOYMENT-ANNUAL AVERAGE (1):

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total Civilian Labor Force	621,900	618,600	614,600	617,500	617,600	616,200	614,500	644,081	595,300	653,892
Total Employed	578,600	580,200	583,200	583,900	583,200	586,800	588,900	599,438	556,600	604,808
Total Unemployed	43,300	38,400	31,400	33,600	34,500	29,400	25,600	44,063	38,700	49,084
Unemployment Rate	7.0%	6.2%	5.1%	5.4%	5.6%	4.8%	4.2%	6.8%	6.5%	7.5%

EMPLOYMENT BY SECTOR (1):
(Amounts in 000's)

YEAR	MANUFACTURING		WHOLESALE RETAIL TRADE		PROFESSIONAL AND RELATED SERVICES		FEDERAL, STATE AND LOCAL GOVERNMENT		FINANCE, INSURANCE, REAL ESTATE		TRANSPORTATION AND PUBLIC UTILITIES		OTHER		TOTAL	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
2013	72.7	12.7	76.6	13.4	253.9	44.3	74.1	12.9	45.5	7.9	25.8	4.6	24.0	4.2	572.6*	100.0
2014	74.3	12.9	76.1	13.2	262.1	45.4	69.5	12.0	47.5	8.2	22.5	3.9	25.5	4.4	577.5*	100.0
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	4.4	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	6.3	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	100.0

Sources:

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

* Difference due to non-County residents employed in County.

TABLE 14
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
PRINCIPAL EMPLOYERS
2022 AND 2013

2022			
Employer	Nature of Business	Employees	Percentage of Total County Employment
Cleveland Clinic Health System	Health care provider	50,846	8.9%
University Hospitals Health System	Health care provider	24,462	4.3%
Group Management Services, Inc.	Benefits and employment services firm	23,889	4.2%
Minute Men Cos.	Staffing and employment services firm	21,680	3.8%
U.S. Office of Personnel Management	Federal government	16,110	2.8%
Walmart	Retail supercenters, groceries and warehouse club stores	12,700	2.2%
Progressive Corporation	Insurance company	12,291	2.2%
Amazon	Online retailer	10,510	1.8%
Giant Eagle Inc.	Multi-format food, fuel & pharmacy	9,684	1.7%
Accurate Staffing Inc.	Employment agency offering staffing and recruiting	9,221	1.6%
	Total	191,393	33.6%
	Total County Employment	570,300	
2013			
Employer	Nature of Business	Employees	Percentage of Total County Employment
Cleveland Clinic Health System	Health Care	33,514	5.4%
University Hospitals Health System	Health Care	15,668	2.5%
U.S. Office of Personnel Management	Federal Government	14,810	2.4%
Giant Eagle Inc.	Food, fuel and pharmacy retailer	9,800	1.6%
Group Management Services, Inc.	Professional Employer Organization	8,113	1.3%
State of Ohio	State government	8,074	1.3%
Progressive Corporation	Insurance & financial company	7,895	1.3%
Cuyahoga County	County Government	7,544	1.2%
United States Postal Services	U.S. Postal Services	7,258	1.2%
Cleve. Metropolitan School District	Education	6,875	1.1%
City of Cleveland	Municipal Government	6,825	1.1%
	Total	126,376	20.4%
	Total County Employment	618,125	

Sources: Crain's Cleveland Business - Book of List for 2013 and 2022

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

	2013	2014	2015***	2016	2017	2018	2019	2021*	2022
SYSTEM RIDERSHIP:									
Motor Bus	34,325,962	34,426,847	32,810,537	30,156,644	26,711,874	22,866,545	21,787,742	12,404,462	13,125,384
Heavy Rail	6,423,366	6,203,837	6,438,252	6,417,590	5,904,814	6,273,379	5,666,706	2,389,074	2,310,279
Light Rail	2,897,940	2,779,158	2,608,770	2,468,330	2,114,753	1,638,170	1,484,863	468,737	546,654
Demand Responsive	704,502	751,529	702,538	633,601	593,654	587,190	576,448	3,241,760	2,005,538
BRT (Bus Rapid)**	4,854,519	5,084,513	4,461,433	4,609,436	4,219,838	3,764,271	2,628,480	451,694	417,259
AVERAGE WEEKDAY SYSTEM RIDERSHIP:									
Motor Bus	93,675	112,878	107,734	100,708	89,554	76,487	73,415	38,459	40,447
Heavy Rail	17,529	18,037	18,744	18,740	17,284	19,809	17,712	3,277	3,220
Light Rail	7,908	7,614	8,456	8,151	7,061	5,374	4,872	1,513	1,505
Demand Responsive	2,284	2,373	2,281	2,031	1,848	1,814	1,850	9,338	13,151
BRT (Bus Rapid)**	13,248	16,671	14,541	14,445	14,212	13,202	8,624	1,294	1,154
AVERAGE WEEKDAY MILES OPERATED:									
Motor Bus	41,440	42,561	43,691	42,744	47,722	45,054	44,390	43,150	44,246
Heavy Rail	6,887	7,395	7,379	7,813	7,485	7,531	7,149	3,284	3,226
Light Rail	2,331	2,523	2,561	2,320	2,015	1,933	1,956	1,521	1,512
Demand Responsive	15,604	16,682	16,614	16,738	21,329	21,844	17,012	10,884	13,226
BRT (Bus Rapid)**	2,007	2,025	1,835	1,821	1,852	1,661	1,521	1,279	1,146
REVENUE MILES:									
Motor Bus	12,968,260	13,236,263	13,416,573	13,188,669	12,823,852	12,257,437	12,157,936	11,184,684	13,557,430
Heavy Rail	2,414,910	2,432,606	2,528,661	2,661,224	2,611,263	2,113,189	2,488,976	2,420,125	2,808,149
Light Rail	785,351	830,016	844,272	776,474	683,721	682,556	677,887	465,123	681,390
Demand Responsive	4,978,261	5,187,971	5,311,937	5,343,934	5,446,387	5,581,907	5,375,849	394,199	496,221
BRT (Bus Rapid)**	648,031	641,081	604,862	595,789	593,086	548,234	512,489	1,411,832	1,538,423
PASSENGER MILES:									
Motor Bus	144,546,103	144,877,313	143,016,054	124,284,327	112,204,045	97,776,046	91,902,658	45,241,092	57,554,645
Heavy Rail	44,109,511	41,266,566	43,869,205	41,530,858	37,907,589	42,165,745	36,529,680	14,341,626	21,343,111
Light Rail	17,332,817	16,450,357	15,113,234	14,721,876	12,789,989	9,580,135	8,974,467	2,520,913	3,576,933
Demand Responsive	4,964,438	7,274,713	5,989,622	4,993,531	4,892,499	4,402,093	4,594,269	3,061,061	4,295,568
BRT (Bus Rapid)**	12,837,586	13,277,273	10,538,255	11,641,456	10,429,796	10,019,677	6,889,599	3,644,572	4,027,505
ENERGY CONSUMPTION:									
Motor Bus (gallons of fuel)	3,992,940	4,066,716	3,188,219	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
Heavy Rail (kilowatt hours)	25,091,622	24,651,213	22,660,795	N/A	N/A	N/A	N/A\	N/A	N/A
Light Rail (kilowatt hours)	12,982,816	11,821,324	12,157,153	N/A	N/A	N/A	N/A\	N/A	N/A
Demand Responsive (gallons of fuel)	650,749	608,858	664,335	N/A	N/A	N/A	N/A\	N/A	N/A
BRT (Bus Rapid)** (gallons of fuel)	306,899	299,018	278,075	N/A	N/A	N/A	N/A\	N/A	N/A
FLEET REQUIREMENT DURING PEAK HOURS:									
Motor Bus	350	350	350	350	286	275	255	213	218
Heavy Rail	20	20	20	20	20	20	24	18	24
Light Rail	14	14	13	13	13	13	9	5	8
Demand Responsive	131	137	147	148	148	142	140	107	71
BRT (Bus Rapid)**	16	16	16	14	13	13	11	11	7
TOTAL ACTIVE VEHICLES DURING PERIOD:									
Motor Bus	391	391	375	378	361	334	350	315	301
Heavy Rail	60	60	40	40	40	40	40	40	40
Light Rail	48	48	34	48	34	34	31	29	29
Demand Responsive	146	158	159	166	166	160	180	164	113
BRT (Bus Rapid)**	21	21	21	24	21	24	21	19	16
NUMBER OF EMPLOYEES:	2,033	2,073	2,257	2,215	2,196	2,139	2,074	2,078	2,039

Source:

(1) National Transit Database Report, Urban Mass Transportation Act of 1964

*2021 data is preliminary

**2012 is the first year BRT is being reported as a category

***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 2013 THROUGH FISCAL YEAR 2022 (IN THOUSANDS)
(UNAUDITED)

YEAR	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Capital Assets Not Being Depreciated										
Land	\$37,818	\$37,813	\$37,813	\$37,813	\$37,514	\$37,514	\$38,181	\$38,053	\$38,044	\$38,044
Construction in Progress	25,955	22,258	59,522	74,819	61,415	73,096	79,550	119,361	163,327	160,802
Total Capital Assets Not Being Depreciated	<u>63,773</u>	<u>60,071</u>	<u>97,335</u>	<u>112,632</u>	<u>98,929</u>	<u>110,610</u>	<u>117,731</u>	<u>157,414</u>	<u>201,371</u>	<u>198,846</u>
Capital Assets Being Depreciated:										
Infrastructure and Right of Ways	364,893	372,177	372,725	372,915	380,413	387,149	388,358	388,413	388,504	401,368
Building, Furniture & Fixtures	502,685	537,706	546,140	548,211	578,819	551,853	569,171	569,955	577,757	578,138
Transportation and Other Equipment	421,138	441,898	470,713	486,818	501,862	489,597	480,082	488,355	487,212	498,761
Bus Rapid Transit	162,344	163,027	163,102	163,516	163,605	163,663	163,663	163,664	163,664	163,664
Total Capital Assets Being Depreciated	<u>1,451,060</u>	<u>1,514,808</u>	<u>1,552,680</u>	<u>1,571,460</u>	<u>1,624,699</u>	<u>1,592,262</u>	<u>1,601,274</u>	<u>1,610,387</u>	<u>1,617,137</u>	<u>1,641,931</u>
Less Accumulated Depreciation:										
Infrastructure and Right of Ways	187,722	196,296	204,747	212,567	220,053	225,757	233,646	239,038	244,365	249,252
Building, Furniture & Fixtures	272,465	289,075	307,161	325,074	343,871	329,942	348,425	366,779	384,473	400,158
Transportation and Other Equipment	327,277	345,488	359,502	369,831	381,692	368,761	375,654	391,950	394,681	397,749
Bus Rapid Transit	18,549	22,160	25,784	29,413	33,047	36,683	40,319	43,956	47,593	52,243
Total Accumulated Depreciation:	<u>806,013</u>	<u>853,019</u>	<u>897,194</u>	<u>936,885</u>	<u>978,663</u>	<u>961,143</u>	<u>998,044</u>	<u>1,041,723</u>	<u>1,071,112</u>	<u>1,099,402</u>
Net Capital Assets Being Depreciated	<u>645,047</u>	<u>661,789</u>	<u>655,486</u>	<u>634,575</u>	<u>646,036</u>	<u>631,119</u>	<u>603,230</u>	<u>568,664</u>	<u>546,025</u>	<u>542,529</u>
Net Capital Assets, End of Year	<u>\$ 708,820</u>	<u>\$ 721,860</u>	<u>\$ 752,821</u>	<u>\$ 747,207</u>	<u>\$ 744,965</u>	<u>\$ 741,729</u>	<u>\$ 720,961</u>	<u>\$ 726,078</u>	<u>\$ 747,396</u>	<u>\$ 741,375</u>

Source: Greater Cleveland Regional Transit 2022 Financial Statements

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

YEAR	PERCENTAGE
2013	21.1
2014	20.6
2015	19.5
2016	18.5
2017	16.6
2018	19.2
2019	15.6
2020	11.0
2021	14.6
2022	15.6

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

FARE STRUCTURE
DECEMBER 31, 2022

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		
		Daily Passes	
		Bus/Rapid/BRT	\$5.00
		Senior/Disabled/Child	\$2.50
		Student K-12	\$4.25
		Accompanied Children	\$2.50
		Paratransit	\$7.00
		Cleveland Passes	
		One Day	\$5.00
		Two Day	\$10.00
		Four Day	\$20.00

Credit/Debit Cards can be used in ticket vending machines and kiosks at Red Line stations, Healthline stations and the Customer Service Center at Tower City
Up to three children under 6 yrs. of age with adult ride free
Child fares apply to children 6-12, when accompanied by a fare-paying adult. Student farecards are for grades K-12



Greater Cleveland
Regional Transit Authority

OHIO AUDITOR OF STATE KEITH FABER



GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

CUYAHOGA COUNTY

AUDITOR OF STATE OF OHIO CERTIFICATION

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



Certified for Release 7/18/2023

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

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