



OHIO AUDITOR OF STATE  
**KEITH FABER**





**STARK AREA REGIONAL TRANSIT AUTHORITY  
STARK COUNTY**

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Attachment: Comprehensive Annual Financial Report

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# Stark Area Regional Transit Authority

## Schedule of Expenditures of Federal Awards

### For the Year Ended December 31, 2020

<u>Federal Grantor/Pass-Through Grantor/Program or Cluster Title</u>	<u>Federal CFDA Number</u>	<u>Federal Grant Number</u>	<u>Pass Through to Subrecipients</u>	<u>Federal Expenditures</u>
<u>U.S. Department of Transportation</u>				
Direct				
Federal Transit Cluster				
Federal Transit Formula Grants:				
	20.507	OH-2017-023-00	\$ -	\$ 1,024,287
	20.507	OH-2017-042-00	191,766	192,573
	20.507	OH-2018-017-00		485,009
	20.507	OH-2018-031-00	725,274	875,034
	20.507	OH-2019-033-00		1,184,795
	20.507	OH-2020-002-00		1,590,979
	20.507	OH-2020-011-00		9,142
	20.507	COVID-19 OH-2020-017-00		5,996,661
	20.507	OH-2020-030-00		15,632
Total CFDA #20.507			917,040	11,374,112
Direct				
Bus and Bus Facilities Formula Program				
	20.526	OH-2017-002-00		762,900
	20.526	OH-2018-007-00		657,990
	20.526	OH-2018-029-00		62,687
	20.526	OH-2019-032-00		73,761
Total CFDA #20.526				1,557,338
Total Federal Transit Cluster			917,040	12,931,450
Direct				
Public Transportation Research, Technical Assistance, and Training:				
National Research Programs				
	20.514	OH-2020-032-00	106,637	106,637
Total CFDA #20.514			\$ 106,637	\$ 106,637

# Stark Area Regional Transit Authority

## Schedule of Expenditures of Federal Awards (continued)

For the Year Ended December 31, 2020

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	<u>Federal CFDA Number</u>	<u>Federal Grant Number</u>	<u>Pass Through to Subrecipients</u>	<u>Federal Expenditures</u>
Direct				
Transit Services Programs Cluster				
Enhanced Mobility for Seniors and Individuals with Disabilities	20.513	OH-2017-040-00	\$ 15,237	\$ 28,530
	20.513	OH-2018-030-00	28,928	32,308
	20.513	OH-2019-022-00	68,824	68,824
	20.513	OH-2020-042-00	72,193	73,796
Total CFDA #20.513			<u>185,182</u>	<u>203,458</u>
Total Transit Services Programs Cluster			185,152	203,458
Total U.S Department of Transportation			<u>1,208,859</u>	<u>13,241,545</u>
Total Expenditures of Federal Awards			<u>\$ 1,208,859</u>	<u>\$ 13,241,545</u>

The accompanying notes are an integral part of this schedule.

**Stark Area Regional Transit Authority**  
**Notes to the Schedule of Expenditures of Federal Awards**

**For the Year Ended December 31, 2020**

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**Note A: Basis of Presentation**

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) includes the federal award activity of Stark Area Regional Transit Authority (the Authority's) under programs of the federal government for the year ended December 31, 2020. 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 accrual basis of accounting. Such expenditures are recognized following the cost principles contained in Uniform Guidance wherein certain types of expenditures may or may not be allowable or may be limited as to reimbursement.

For purposes of the Schedule, federal awards include all grants, contracts, loans, and loan guarantee agreements entered into directly and indirectly (passed-through) between the Authority and agencies and departments of the federal government.

**Note C: Indirect Cost Rate**

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

**Note D: Subrecipients**

The Authority passes certain federal awards received from the United States Department of Transportation to other governments or not-for-profit agencies (subrecipients). As Note B describes, the Authority reports expenditures of federal awards to subrecipients on the accrual basis of accounting.

As a pass-through entity, the Authority has certain compliance responsibilities, such as monitoring its subrecipients to help assure they use these subawards as authorized by laws, regulations, and the provisions of contracts or grant agreements, and that subrecipients achieve the award's performance goals.

During 2020, the Authority provided \$185,182 of the Enhanced Mobility for Seniors and Individuals with Disabilities grant to subrecipients, \$917,040 of Federal Transit Formula Grants to subrecipient and \$106,637 of Public Transportation Research, Technical Assistance, and Training: National Research Program to subrecipients.

**Note E: 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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# OHIO AUDITOR OF STATE KEITH FABER



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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

Stark Area Regional Transit Authority  
Stark County  
1600 Gateway Blvd. S.E.  
Canton, Ohio 44707

To the Board of Trustees:

We have audited, in accordance with auditing standards generally accepted in the United States and the Comptroller General of the United States' *Government Auditing Standards*, the financial statements of the Stark Area Regional Transit Authority, Stark County, (the Authority) as of and for the year ended December 31, 2020, 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 22, 2021. We noted the financial impact of COVID-19 and the continuing emergency measures which may impact subsequent periods of the Authority.

### ***Internal Control Over Financial Reporting***

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

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

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

***Compliance and Other Matters***

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

***Purpose of this Report***

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



Keith Faber  
Auditor of State  
Columbus, Ohio

June 22, 2021

# OHIO AUDITOR OF STATE KEITH FABER



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## INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS APPLICABLE TO THE MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

Stark Area Regional Transit Authority  
Stark County  
1600 Gateway Blvd S.E.  
Canton, Ohio 44707

To the Board of Trustees:

### ***Report on Compliance for the Major Federal Program***

We have audited the Stark Area Regional Transit Authority's (the Authority) compliance with the applicable requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could directly and materially affect the Stark Area Regional Transit Authority's major federal program for the year ended December 31, 2020. The *Summary of Auditor's Results* in the accompanying schedule of findings identifies the Authority's major federal program.

### ***Management's Responsibility***

The Authority's Management is responsible for complying with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal program.

### ***Auditor's Responsibility***

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

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

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***Opinion on the Major Federal Program***

In our opinion, the Stark Area Regional Transit Authority complied, in all material respects with the compliance requirements referred to above that could directly and materially affect its major federal program for the year ended December 31, 2020.

***Report on Internal Control Over Compliance***

The Authority's management is responsible for establishing and maintaining effective internal control over compliance with the applicable compliance requirements referred to above. In planning and performing our compliance audit, we considered the Authority's internal control over compliance with the applicable requirements that could directly and materially affect a major federal program, to determine our auditing procedures appropriate for opining on each major federal program's compliance and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not to the extent needed to opine on the effectiveness of internal control over compliance. Accordingly, we have not opined on the effectiveness of the Authority's internal control over compliance.

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

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

This report only describes the scope of our internal control over compliance tests and the results of this testing based on Uniform Guidance requirements. 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 also audited the financial statements of the Stark Area Regional Transit Authority (the Authority) as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our unmodified report thereon dated June 22, 2021, wherein, we noted the financial impact of COVID-19 and the continuing emergency measures which may impact subsequent periods of the Authority. We conducted our audit to opine on the Authority's basic financial statements as a whole. The accompanying schedule of expenditures of federal awards presents additional analysis required by the Uniform Guidance and is not a required part of the basic financial statements. The schedule is management's responsibility, and was derived from and relates directly to the underlying accounting and other records management used to prepare the basic financial statements. We subjected this schedule to the auditing procedures we applied to the basic financial statements. We also applied certain additional procedures, including comparing and reconciling this schedule directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, this schedule is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.



Keith Faber  
Auditor of State  
Columbus, Ohio

June 22, 2021

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**STARK AREA REGIONAL TRANSIT AUTHORITY  
STARK COUNTY**

**SCHEDULE OF FINDINGS  
2 CFR § 200.515  
DECEMBER 31, 20202**

**1. SUMMARY OF AUDITOR'S RESULTS**

<i>(d)(1)(i)</i>	<b>Type of Financial Statement Opinion</b>	Unmodified
<i>(d)(1)(ii)</i>	<b>Were there any material weaknesses in internal control reported at the financial statement level (GAGAS)?</b>	No
<i>(d)(1)(ii)</i>	<b>Were there any significant deficiencies in internal control reported at the financial statement level (GAGAS)?</b>	No
<i>(d)(1)(iii)</i>	<b>Was there any reported material noncompliance at the financial statement level (GAGAS)?</b>	No
<i>(d)(1)(iv)</i>	<b>Were there any material weaknesses in internal control reported for major federal programs?</b>	No
<i>(d)(1)(iv)</i>	<b>Were there any significant deficiencies in internal control reported for major federal programs?</b>	No
<i>(d)(1)(v)</i>	<b>Type of Major Programs' Compliance Opinion</b>	Unmodified
<i>(d)(1)(vi)</i>	<b>Are there any reportable findings under 2 CFR § 200.516(a)?</b>	No
<i>(d)(1)(vii)</i>	<b>Major Programs (list):</b>	Federal Transit Cluster (CFDA 20.507 and 20.526)
<i>(d)(1)(viii)</i>	<b>Dollar Threshold: Type A/B Programs</b>	Type A: > \$ 750,000 Type B: all others
<i>(d)(1)(ix)</i>	<b>Low Risk Auditee under 2 CFR § 200.520?</b>	No

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

None

**3. FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS**

None

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# STARK AREA REGIONAL TRANSIT AUTHORITY

Comprehensive Annual Financial Report for  
the years ended December 31, 2020 and 2019

1600 Gateway Blvd. SE  
Canton, Ohio 44707  
330.477.4728

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Stark Area Regional Transit Authority  
Stark County  
Canton, Ohio  
2020

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*Comprehensive Annual Financial Report  
For Fiscal Years Ended December 31, 2020 and 2019*

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Ron Macala  
President  
Board of Trustees

Kirt W. Conrad  
CEO  
SARTA

Prepared by Finance Division  
Carrie Domer, Director of Finance

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**Comprehensive Annual Financial Report  
For the Fiscal Years Ended December 31, 2020 and 2019**

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## Introductory Section 2020

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The Introductory Section includes:

- Authority's Transmittal Letter
  - Certificate of Achievement for Excellence in Financial Reporting
  - Award of Financial Reporting Achievement
  - Board of Trustees and Management
  - Organizational Chart
-



**STARK AREA REGIONAL TRANSIT AUTHORITY**

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June 22, 2021

Mr. Ron Macala, President  
SARTA Board of Trustees  
Members of Board of Trustees  
And Residents of Stark County, Ohio

State law requires that every transit authority publish, within six months of the close of each fiscal year, a complete set of audited financial statements. This report is published to fulfill that requirement for the fiscal year ended December 31, 2020.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control it has established for this purpose. Because the cost of internal control 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.

This report is presented in four sections:

The ***INTRODUCTORY SECTION*** consists of the title page, the table of contents, this letter of transmittal, which includes a map of the municipalities of Stark County, Ohio, organizational chart, prior year GFOA certificate and a listing of the members of the Board of Trustees and management of SARTA.

The ***FINANCIAL SECTION*** contains the Independent Auditor's Report, comparative basic financial statements and the notes to financial statements. The notes to financial statements are an integral part of the basic financial statements. Readers are directed to the Management Discussion and Analysis, also included in this section.

The ***RSI SECTION*** contains the schedule of the Authority's proportionate share of net pension liability, net pension asset, and net OPEB liability for the last ten years.

The ***STATISTICAL SECTION*** consists of financial and economic information that is useful for indicating trends for comparative fiscal periods.

## LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Stark Area Regional Transit Authority (“SARTA” or the “Authority”) for its Comprehensive Annual Financial Report for the fiscal year ended December 31, 2019. This was the Authority’s fourteenth consecutive year the agency earned this prestigious award. In order to be awarded a Certificate of Achievement, a government agency must publish an easily readable and organized Comprehensive Annual Financial Report adhering to the highest standards in government accounting and financial reporting. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current Comprehensive Annual Financial Report continues to meet the Certificate of Achievement Program’s requirements and we are submitting it to the GFOA to determine its eligibility for a certificate for the year ended December 31, 2020.

### **Stark County, Ohio**



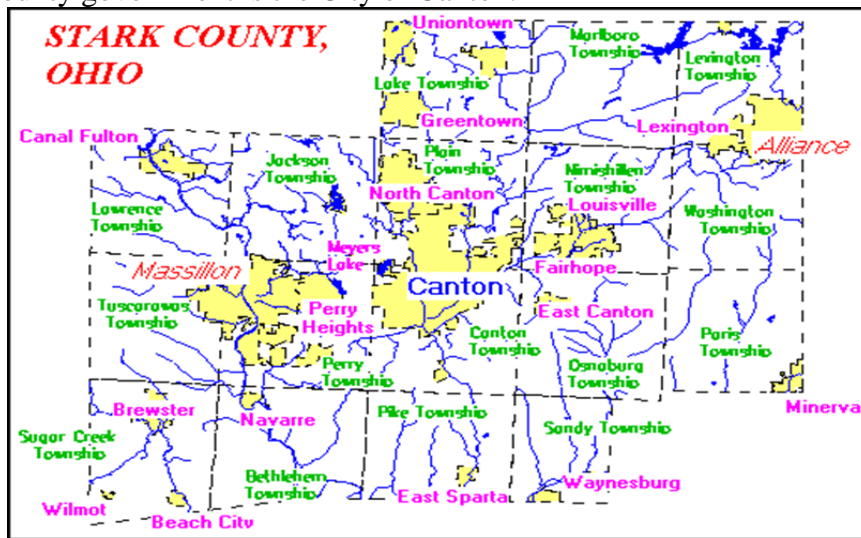
Established: Act – February 13, 1808

Land Area: 581 sq. miles

County Seat: Canton City

Stark County is located in the northeastern portion of the State of Ohio and was named in honor of General John Stark who served in the Revolutionary War.

The County consists of eighteen municipalities (cities and villages) and seventeen townships. The seat of the county government is the City of Canton.





# LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

## **Reporting Entity Profile**

### **General**

SARTA services an area of 581 square miles and a population base of 369,964, 2020 Census estimate, was created in 1997 with the passage of Issue 2. SARTA is a political subdivision, enjoying all the rights and privileges accorded political subdivisions. SARTA was created pursuant to Section 306.30 through 306.711 of the Ohio Revised Code for the purpose of providing public transportation in the Stark County, Ohio area.

As the public transit authority for Stark County, SARTA offers a variety of services to meet transit needs within the community. SARTA provided over 1.3 million rides in Stark County during 2020 through Fixed Route, Proline and Medline Services, Paratransit Curb-to-Curb service for individuals with disabilities, shuttle service for special events that pose unusual transit challenges for the community, “community coach” services for senior citizens and the disabled living in assisted care and other facilities, and services providing connections between other transit providers. Our goal is to ensure that Stark County residents, including disabled individuals, seniors, veterans, employees and students, have access to a quality transportation system that is both reliable and affordable.

### **Mission Statement**

The purpose of SARTA is to provide safe, responsive, and efficient transportation for all citizens of the greater Stark County area.

### **Management - Board of Trustees**

The nine-member Board of Trustees are appointed by the Stark County Commissioners, Mayor of Alliance, Mayor of Canton, Mayor of Massillon and Stark Council of Government (SCOG). Board Membership is appropriated as follows: City of Alliance, 1 member; City of Canton, 3 members; City of Massillon, 1 member; SCOG, 2 members; Stark County Commissioners, 2 members.

The Board of Trustees supervise the operations of the agency and sets policies for the day-to-day operations. They approve the annual budget, hire the Executive Director, and authorize the sales tax levy to be submitted to the voters every five years, which provides for approximately 56 percent of the operating funds for SARTA. In October 2018, the Board adopted the new vision for SARTA as an overall guide for the Authority. SARTA will accomplish this by:

1. Operating within budget and in a financially responsible manner
2. Enhancing quality of life through personal independence
3. Offering mobility options to meet the diverse needs of the public
4. Creating an environment supporting professional development to ensure a dynamic workforce operating according to the highest ethical standards
5. Continuing our efforts to utilize alternative energy sources for our fleet and facility

# LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

## Administration

The Authority's CEO, appointed by the Board, directs the Authority's administration, subject to the policies, procedures and supervision from the Board. An organizational chart that shows the key functional responsibilities is shown on page 17 of the introductory section.

## Operations and Funding

On May 3, 2011, the voters of Stark County renewed the .25 percent sales tax levy until June of 2017. Stark County voters renewed the .25 percent sales tax levy in November of 2016 until June of 2027.

## Facilities

Gateway – Main administration, garage and maintenance facility, 1600 Gateway Blvd. SE. The 96,000 square foot garage houses 47 Fixed buses, 53 Paratransit buses, 1 Trolley bus and 15 Support vehicles, 9 maintenance bays, 1 bus wash, 1 alignment lift.

Canton Cornerstone Transit Station – Renovated in 2010, Cornerstone is SARTA's downtown Canton intermodal facility located at 112 Cherry Ave. SE. Services include ticket sales, customer information, and passenger amenities. The facility also includes Barons Bus charter, a contractor for Greyhound, rental and tour service. Cornerstone provides connections to Greater Cleveland Regional Transit Authority and Akron METRO Regional Transit Authority.

Belden Village Transit Station – Belden Village Station, 4700 Whipple Ave. NW, was opened in 2012. Services include ticket sales, customer information, passenger amenities and also provides connection to Greater Cleveland Regional Transit Authority and Akron METRO Regional Transit Authority.

Massillon Transit Station – Renovated in 2011, Massillon Station, 41 S. Erie St. Services include ticket sales, customer information, passenger amenities and also provides connection to Greater Cleveland Regional Transit Authority and Akron METRO Regional Transit Authority.

Phyllis Beyers Alliance Transit Station – Built in 2008, located at 10 Prospect St. Services include ticket sales, customer information, passenger amenities and also provides connection to Greater Cleveland Regional Transit Authority and Akron METRO Regional Transit Authority.

## Services

SARTA offers fixed route and demand response service in Stark County to provide reliable service to as many as possible in Stark County. These fixed routes operate over 20 hours and over 8,200 miles each day, Monday through Saturday. SARTA also operates express routes to Cleveland and Akron.

## LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

Ridership - In 2020, SARTA provided over 1,334,801 rides between Fixed Routes, Proline and Medline services, which is a decrease of 1,021,063 rides or 43.3 percent from 2019. In 2019, SARTA provided 2,355,864 rides.

Fixed Route Service - 47 fixed route buses operating over 20 hours a day from just before 5:30 am and finishing after 1:30 am, Monday through Saturday. The Fixed Route fleet covers an average of 7,500 miles a day with service covering Alliance, Akron, Canton, Cleveland, Hartville, Jackson Township, Louisville, Massillon, North Canton and Uniontown. 79 percent of Stark County's population lives within a ½ mile of SARTA's fixed routes.

Proline Services – 53 Proline buses with service available countywide for customers who meet American with Disabilities Act (ADA) requirements. Proline operates over 20 hours a day from just before 5:30 am and finishing after 1:30 am, Monday through Saturday. In 2020, Proline services ran a total of 92,110 trips.

Medline Service - A free non-medical transportation service available for those with I/O and Level One Medicaid Waivers. Similar to Proline, it allows clients to use SARTA to make up to two non-medical transportation trips per day (up to 240 days) to Employment (including trips to Stark Developmental Disabilities Workshops and other private day services), Adult Day Support and Vocational Training.

GoLine – Provides an easy way for SARTA's Proline passengers, who have ADA disabilities and require origin to destination transportation, to schedule, change or cancel trips and receive reminders about upcoming Proline trips.

Pinpoint – SARTA began its advanced communications project. Pinpoint is a real-time GPS system for our Fixed Routes. Pinpoint enables riders to track buses, view schedules, plan trips in real time. This project allows passengers to receive a phone call when their bus is coming, schedule on line, or via phone.

Veterans Services – SARTA's Route 4 offers free transportation for our Veterans - through the Veterans' Service Commission (VSC) to Wade Park Hospital for medical appointments, Demand Response Services for employment trips, Proline and Travel Training.

### **Local Economy**

Stark County is located in the northeastern section of Ohio and is the 7<sup>th</sup> largest county in Ohio. Stark County is located in the Canton-Massillon metro area, crossroads of the Eastern and Midwestern U.S. markets. Stark County includes 17 townships and 18 municipalities (12 villages and 6 cities, the largest of which is the City of Canton, the County Seat, and the eighth largest city in the State). Strategically located in proximity to all modes of transportation including truck, railroad, and air. It is home to the Professional Football Hall of Fame, First Ladies National Historic Site, and the William McKinley Presidential Library and Museum. Six institutions of higher learning are located in Stark County as well as various cultural attractions. Stark County is known primarily for manufacturing. Business is moving forward into the new economy with a focus on companies in advanced manufacturing and new emerging technologies such as Fuel Cells,

## LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

Wind Energy and Oil Shale exploration and development. In addition, the number and variety of national and international companies, such as Timken and Diebold, with facilities in Stark County, is also a testimony to the growing strength of the area's business environment. The Stark County unemployment rate for 2020 was 5.2 percent <sup>1</sup> compared with State of Ohio's 5.3 percent and the national average of 6.7 percent.<sup>2</sup>

### County Government

The Board of Stark County Commissioners is a body of three elected Commissioners. Commissioners are elected for four-year terms. Commissioners cannot act independently, but formal and official actions must be taken by a majority vote of the Board.

Commissioners are county governments' taxing, budgeting, appropriating, and purchasing authority, and hold title to all county property. The Board negotiates contracts, bargains with labor organizations, enacts policies to deliver public services, and oversees the specific County departments that serve under their authority. Commissioners other responsibilities include hearing and ruling on annexations, approving drainage improvements, establishing water and sewer districts, and providing for solid waste disposal.

The largest city of Stark County is the City of Canton, which has an elected mayor and City Council. The mayor enforces all city laws, manages the operations of the city and recommends legislative actions to City Council. City Council both introduce and vote on certain aspects of the City's needs and how to procure financing.

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<sup>1</sup> <https://www.homefacts.com/unemployment/ohio/Stark-County>

<sup>2</sup> <https://www.homefacts.com/unemployment/ohio/Stark-County>

# LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

## Population

Population in SARTA's principal service area since 1970 has been as follows<sup>3</sup>:

<u>YEAR</u>	<u>CANTON</u>	<u>STARK COUNTY</u>
1970	110,053	372,720
1980	93,077	378,823
1990	84,161	368,065
2000	80,806	378,097
2010	73,007	375,417
2011	72,795	375,087
2012	72,793	374,868
2013	72,535	375,895
2014	72,535	375,584
2015	72,297	375,165
2016	71,323	375,586
2017	70,909	372,542
2018	73,007	375,586
2019	70,458	370,606
2020	70,447	369,964

## Employment

The following table shows comparative unemployment statistics for Stark County, the State of Ohio and the United States for the last five years<sup>4</sup>:

<u>YEAR</u>	<u>STARK COUNTY</u>	<u>OHIO</u>	<u>U.S.</u>
2016	5.2	5.0	4.7
2017	5.0	4.9	4.1
2018	5.2	4.8	3.9
2019	4.5	3.8	3.5
2020	5.2	5.3	6.7

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<sup>3</sup> <http://census.gov/quickfacts>

<sup>4</sup> <https://homefacts.com/unemployment/Ohio/Stark-county>

# LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

## Major Initiatives – 2020 in Review

GoLine Express check – GoLine express check was launched using proline’s point-to-point mobility service that will allow riders to use an automated telephone system making it easier and more convenient to instantly confirm or cancel trips 24 hours a day seven days a week.

COVID-19 – SARTA launched free masks program in the effort to protect the health of employees, riders and the public as the system provided the mobility services people wanted and needed during the pandemic.

Green Fleet- SARTA received the award for the Top-50 placement “Green Fleet Awards” presented by the 100 Best Fleets in recognition of the system’s embrace of renewable energy and deployment of alternative fuel-powered vehicles.

EZfare - SARTA along with NEORide, a consortium of seven Ohio transit agencies, and transportation software company MASBI launched a free app called EZfare that allows riders to pay fares and purchase tickets through their phones and tablets.

5310 Program – SARTA was designated recipient of Section 5310 program, has assisted in the Enhanced Mobility for seniors and people with disabilities. Along with collaborating with Stark County Transportation Study (SCATS), SARTA has helped agencies and other interested in improving the coordination of transportation services among agencies and private providers requiring or providing transportation services, through vehicle purchases and operating reimbursement.

## Future Initiatives

Written public comment on the proposed Program of Projects was accepted by SARTA at the close of business on December 7, 2020.

Comments received by the closing date were considered in preparing and carrying out the Program. Due to COVID-19 restrictions the public hearing was held as a live Facebook meeting on December 9, 2020 from 11:00-11:30 a.m.

The program became final and was submitted to the Federal Transit Administration (FTA) upon completion of the public participation process and agreed to by the Board of Trustees of Stark Area Regional Transit Authority.

# LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

PROPOSED  
STARK AREA REGIONAL TRANSIT AUTHORITY  
FISCAL YEAR 2021 PROGRAM OF PROJECTS  
Total Funds Estimated for 2021 Projects \$35,833,024

<b>Operating Grants</b>	<b>Total Budgeted Cost</b>	<b>Federal Share</b>
Federal Operating Expense-CARES ACT 100% Reimbursement	\$4,751,317	\$4,751,317
Administration Reimbursements 5310 & IMI 100%	\$162,054	\$162,054
Mobility Management	\$531,846	\$409,521
Employment Passes-100%	\$108,000	\$108,000
Marketing & New Fare Marketing Options	\$135,000	\$135,000
Fare box Reimbursement	\$44,928	\$44,928
Preventative Maintenance-Includes CARES ACT-100% (remaining at 80%)	\$5,132,798	\$4,684,427
<b>Total Operating Grants</b>	<b>\$10,865,943</b>	<b>\$10,295,247</b>
<b>Capital Bus Projects</b>	<b>Total Budgeted Cost</b>	<b>Federal Share/State Share</b>
40' Fixed Buses Hydrogen & CNG	\$1,934,956	\$1,564,025
< 30' Paratransit Buses Hydrogen & CNG	\$5,749,462	\$4,644,681
<b>Total Capital Bus Projects</b>	<b>\$7,684,418</b>	<b>\$6,208,706</b>
<b>Other Capital Projects</b>	<b>Total Budgeted Cost</b>	<b>Federal Share</b>
Fare boxes/Validators	\$692,343	\$553,874
Building Improvements (GW & BV flooring, Mass Exterior Paint, Cornerstone & GW Restroom upgrades)	\$50,000	\$40,000
Misc Shop Tools	\$7,500	\$6,000
Gateway Storm Drain Rebuild	\$10,000	\$8,000
IT Projects (Hardware/Software)	\$410,675	\$328,540
Transit Enhancements (Gateway Lighting, Garage Doors)	\$342,434	\$273,947
Website Design	\$100,000	\$80,000
NEO Ride Modems	\$214,538	\$171,630
Security & Security Camera Server	\$237,570	\$190,056
FY21 OTP2 Branding	\$663,750	\$531,000
Bus Wash	\$538	\$430
Hydrogen Station Upgrades	\$1,355,556	\$1,220,000
Electric Charging Station	\$31,333	\$15,000
New Building Construction	\$8,938,557	\$7,270,546
<b>Total Other Capital Projects</b>	<b>\$13,054,794</b>	<b>\$10,689,023</b>
<b>Operating Grants</b>	<b>Total Budgeted Cost</b>	<b>Federal Share</b>
RHFCC Data	\$214,165	\$183,700
Calstart Pass Thru	\$134,458	\$134,458
Integrated Mobility Innovation Study	\$1,869,893	\$1,869,893
5310 Sub Grantee*	\$592,750	\$592,750
FY21 OPT2 Wayne County Operating New Service	\$550,771	\$550,771
FY21 5311 Operating Pass-thru	\$500,637	\$500,637
FY21 5339 Wayne County 1 Expansion LTV-FS	\$237,519	\$237,519
FY21 5339 Wayne County Computer Software	\$7,676	\$7,676
FY21 5339 Wayne County Surveillance/Security	\$78,000	\$78,000
FY21 5339 Wayne County Fare boxes	\$42,000	\$42,000
<b>Total Subgrantee-Pass thru Projects</b>	<b>\$4,227,869</b>	<b>\$4,197,404</b>
	<b>Total Budgeted Cost</b>	<b>Federal Share</b>
Project Totals	*\$35,833,024	\$31,390,380

## LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

SARTA is required to plan projects and schedule their completion in a document called the Transit Development Plan (TDP). These projects are then scheduled into a Transportation Improvement Plan (TIP) by the Metropolitan Planning Organization (Stark County Area Transportation Study-SCATS) for the County, who then forwards the entire plan to the State of Ohio for inclusion in the State Transportation Improvement Plan. This State document forms the basis of transportation planning for the State.

The major proposed capital projects include:

- Operational Planning and implementation of the TDP
- Implement findings from the Enhanced Ridership/Marketing Study
- Participation and assistance to the Stark County Mobility Coordination Committee
- Purchase new Transit and Paratransit Buses
  - 2021 - 7 (15 Paratransit buses)
  - 2022 - 0 (6 Paratransit buses)
  - 2023 - 6 (12 Paratransit buses)
  - 2024 - 0 (4 Paratransit buses)
  - 2025 - 9 (3 Paratransit buses)
- Continuing rehabilitation and improvement of SARTA facilities particularly in the area of safety
- Preventative maintenance on buses
- Continuing to study initiatives to increase meeting customer needs
- Upgrading operational and maintenance equipment
- Exploring possible Gateway facility expansion
- Pilot program for ride sharing and other transit services

Management also intends to explore projects such as:

- Multi-agency project to expand the Lincoln Way Corridor
- Alternative fuels and energy sources

The next few years will see movement towards enhancing the public's use of the system, whether through security measures installed, newer and more efficient buses and fuels, or other transportation corridors established. While ridership is expected to plateau on fixed routes as population remains stable, SARTA is aware of the growing age of the population with more demands on Paratransit and other specialized needs and is making plans to meet the requirements of its users.

SARTA's projects are financed through a combination of federal funds, state funds, and local match requirements. Some projects are matched by County or City involvement in the project, or by sales tax revenues received by SARTA.



# LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

## Basis of Accounting

SARTA's accounting records are maintained on the accrual basis. The activities are reported through the use of a single enterprise fund. Additional information on SARTA's accounting policies can be found in Note No. 1 in the Notes to Financial Statements, located in the Financial Section and starting on page 36.

## Internal Control

SARTA is responsible for establishing and maintaining an internal control system designed to ensure its assets are protected from loss, theft, or misuse and to ensure adequate accounting data are compiled to allow for the preparation of financial statements in conformity with generally accepted accounting principles. The internal control system is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes the cost of a control should not exceed the benefits likely to be derived from its implementation. The valuation of costs and benefits requires estimates and judgments by management. SARTA's management believes its internal controls are effective.

## Budgetary Control

SARTA prepares its annual operating budget and capital budget on the accrual basis of accounting. The Director of Finance, CEO, and Administration prepares a preliminary budget of revenues, and allocates a proportional amount to each department. The Department Heads confer with the Director of Finance and prepare their budgets within that allocation. Adjustments are made, if necessary, to the budget for overall agency requirements. The final balanced budget is presented to the Board Finance Committee. The Board Finance Committee submits the budget to the Board of Trustees at a public meeting. The annual operating and capital budget are adopted after a period of open discussion.

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 the use of funds is consistent with the goals and programs authorized by the Board of Trustees. Budget amendments may be submitted to the Board of Trustees one or more times throughout the operating year.

Capital purchases may extend beyond the one-year period, and local match funds are identified in each year's budget, even if carried over from prior years. Lead times for buses and construction schedules are examples of two items that may take many months from Board of Trustee approval to completion and span more than one fiscal year.

Financial statements are prepared on an accrual basis, in accordance with accounting principles generally accepted in the United States of America (GAAP) and may be reviewed starting on page 31.

## LETTER OF TRANSMITTAL- Stark Area Regional Transit Authority

Please refer to The Management’s Discussion and Analysis, Financial Section, for further financial detail and explanation.

### Independent Audit

Keith Faber, Auditor of State, has issued an unmodified (“clean”) opinion on the Stark Area Regional Transit Authority’s (the Authority) financial statements for the year ended December 31, 2020. Refer to the Financial Section page 18 for auditor’s report.

The independent audit of the Authority’s financial statements was part of the broader, federally mandated “Single Audit” designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the basic financial statements, but also on the audited government’s internal controls and compliance with legal requirements involving the administration of federal awards. These reports are available in the Authority’s separately issued single audit report.

### Acknowledgements

This report would not be possible without the hard work, high standards and dedication of the entire Finance Department staff. The Comprehensive Annual Financial Report prepared by Jesse Dent, conforms to the program requirements and management expectations for continued high levels of excellence in reporting the Authority’s financials in the future.

Sincerely,

*Carrie Domer*

Carrie Domer  
Chief Financial Officer



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The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Stark Area Regional Transit Authority for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ended December 31, 2019. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized CAFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

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

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Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

Presented to

**Stark Area Regional Transit Authority  
Ohio**

For its Comprehensive Annual  
Financial Report  
For the Fiscal Year Ended

December 31, 2019

*Christopher P. Morill*

Executive Director/CEO



The Government Finance Officers Association of  
the United States and Canada

*presents this*

## AWARD OF FINANCIAL REPORTING ACHIEVEMENT

*to*

**Finance Department**  
Stark Area Regional Transit Authority, Ohio



*The Award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the department or individual designated as instrumental in the government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.*

Executive Director

*Christopher P. Morill*

Date: 2/25/2021



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Stark Area Regional Transit Authority  
Board of Trustees and Management  
As of December 31, 2020

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Board of Trustees

President.....	<i>Ron Macala</i>
Vice President.....	<i>James Reinhard</i>
Trustees.....	<i>Amanda Fletcher</i> <i>Greg Blasiman</i> <i>Myra Watkins</i> <i>Margaret Egbert</i> <i>Chet Warren</i> <i>Edward Grier</i>

Executive Staff

Executive Director/CEO.....	<i>Kirt W. Conrad</i>
Chief Operations Officer .....	<i>Mark Finnicum</i>
Director of Finance .....	<i>Carrie Domer</i>
Director of Information Technology.....	<i>Craig Smith</i>
Director of Planning & Community Outreach.....	<i>Latrice Virola</i>
Director of Human Resources.....	<i>Tammy Brown</i>

BOARD OF TRUSTEES

CEO

Director of Finance

Director of Human Resources

Chief Operating Officer

Director of Customer Relations

Director of Information Technology

General Accounting Manager

Capital Project Manager

Grants Manager

Accounting Administrator, DBELO

Accounting & Payroll Administrator

Employee Relations & EEO Administrator

Human Resources Administrator

Human Resources Admin Assistant

Chief Supervisor

Trainer/Supervisor

Transportation Route Coordinator

Transportation Administrator

Transportation Administrative Asst

Dispatcher (6)

Transit Supervisor (7)

Bus Operators (140)

Parts & Inventory Supervisor

Shipping & Receiving Specialist

Service (8)

Building / Grounds Technician (4)

Technician (15)

Maintenance Manager

Maintenance Supervisor (3)

Marketing Administrator

Customer Relations Supervisor

Customer Relations Administrator

Customer Relations Specialist

Customer Service Representatives (8)

Digital Media Coordinator

Outreach Coordinator

Outreach Specialist

I.T. Manager

Transit Data Systems Coordinator

# Stark Area Regional Transit Authority ORGANIZATIONAL CHART

December 2020



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## Financial Section 2020

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The Financial Section includes:

- Independent Auditor's Report
  - Management's Discussion and Analysis (MD&A)
  - Basic Financial Statements
  - Notes to Financial Statements
  - Required Supplementary Information
-



# OHIO AUDITOR OF STATE KEITH FABER



Conference Center, Suite 154  
6000 Frank Ave. NW  
North Canton, OH 44720  
EastRegion@ohioauditor.gov  
(800) 443-9272

## INDEPENDENT AUDITOR'S REPORT

Stark Area Regional Transit Authority  
Stark County  
1600 Gateway Blvd. SE  
Canton, Ohio 44707

To the Board of Trustees:

### ***Report on the Financial Statements***

We have audited the accompanying financial statements of the Stark Area Regional Transit Authority, Stark County, Ohio (the Authority), as of and for the years ended December 31, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

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

### ***Auditor's Responsibility***

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

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

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

### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of December 31, 2020 and 2019, and the changes in its 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.

***Emphasis of Matter***

As discussed in Note 13 to the financial statements, the financial impact of COVID-19 and the continuing emergency measures may impact subsequent periods of the Authority. We did not modify our opinion regarding this matter.

***Other Matters***

*Required Supplementary Information*

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

*Other Information*

Our audit was conducted to opine on the Authority's basic financial statements taken as a whole.

The introductory section and the statistical section information present additional analysis and are not a required part of the basic financial statements.

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

***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated June 22, 2021, on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. That report describes the scope of our internal control testing over financial reporting and compliance, and the results of that testing, and does not opine on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.



Keith Faber  
Auditor of State  
Columbus, Ohio

June 22, 2021



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## Management Discussion and Analysis 2020

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Management Discussion and Analysis includes:

- Financial Highlights
  - Overview of the Financial Statements
  - Required Financial Statements
  - Notes to Financial Statements
  - Financial Analysis of the Authority
  - Net Position
  - Operating Revenues
  - Cash Flows
  - Capital Assets
  - Long-Term Debt
  - GASB 68 and 75
  - Request for Information
- 
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Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019

As the financial management of the Stark Area Regional Transit Authority (Authority or SARTA), we offer readers of these financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal years ended December 31, 2020 and 2019. This discussion and analysis is designed to assist the reader in focusing on the significant financial issues and activities and to identify any significant changes in financial position. We encourage readers to consider the information presented here in conjunction with the basic financial statements as a whole.

**Financial Highlights**

- The Authority's total net position increased \$2,185,734 or 5.24 percent in 2020. The increase is the result of increases in state, capital, and operating grants and reimbursements.
- The Authority's total net position decreased \$3,896,413 or 8.55 percent in 2019. The decrease in net position is attributed to the impact of GASB 75 and 68.
- In 2020, the Authority's operating expenses, excluding depreciation were \$748,327 lower than in 2019, a 2.69 percent decrease, primarily due to labor, materials, supplies, and utilities.
- In 2019, the Authority's operating expenses, excluding depreciation were \$4,013,787 higher than in 2018, a 16.86 percent increase, primarily due to labor, benefits, services and miscellaneous costs.
- Operating revenues for the Authority were \$873,528 lower in 2020, a 42.40 percent decrease. In 2020, the decrease is due to COVID-19 suspension of fares.
- Operating revenues for the Authority were \$341,427 lower in 2019, a 14.22 percent decrease. In 2019, the decrease is due to passenger, special transit and auxiliary transportation revenues.
- In 2020, sales tax revenue increased \$36,362 or .24 percent compared to 2019. Sales tax revenue accounted for 60.53 percent of all funding in 2020, exclusive of capital grants.
- In 2019, sales tax revenue decreased \$560,325 or 3.56 percent compared to 2018. Sales tax revenue accounted for 64.55 percent of all funding in 2019, exclusive of capital grants.

Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019

- In 2020, operating grants and reimbursements were \$2,512,552 higher compared to 2019, or 42.82 percent increase, primarily due to cares act funding, and COVID revenue losses.
- In 2019, operating grants and reimbursements were \$3,207,487 higher compared to 2018, or 120.59 percent increase, primarily due to preventative maintenance costs being reimbursed.

### **Overview of the Financial Statements**

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's basic financial statements are comprised of two components: 1) the *Basic Financial Statements*, and 2) *Notes to Financial Statements*. This report also contains other supplementary information in addition to the basic financial statements themselves.

### **Required Financial Statements**

The financial statements of the Authority are designed to provide readers with a broad overview of the Authority's finances, in a manner similar to a private-sector business.

The Authority only maintains one fund, an enterprise fund, which reports functions as *business-type activities*.

The *Statement of Net Position* presents information on all of the Authority's assets and deferred outflows and liabilities and deferred inflows, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

The *Statement of Revenues, Expenses, and Changes in Net Position* presents information showing how the Authority's net position changed during the most recent fiscal year and activities giving rise to those changes. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., undistributed sales tax and earned but unused sick leave).

The final required financial statement is the *Statement of Cash Flows*. This statement reports cash receipts, cash payments, and net changes in cash resulting from operations, investing, and financing activities and provides answers to such questions as where did cash come from, what was cash used for, and what was the change in the cash balance during the reporting period.

Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019

**Notes to Financial Statements**

The notes to financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements. The notes to the financial statements can be found on pages 36-79 of this report.

**Financial Analysis of the Authority**

As noted earlier, net position may serve over time as a useful indicator of the Authority's financial position. The Authority's assets and deferred outflows exceeded liabilities and deferred inflows by \$43,872,906 at the close of the most recent fiscal year. The Authority's net position is comprised primarily of its investment in capital assets (e.g., land, construction and work in process, buildings and improvements, transportation equipment, and other equipment). The Authority uses these capital assets to provide transportation services to the citizens of Stark County; consequently, these assets are *not* available for future spending.

In 2020, a portion of the Authority's net position represented resources that were subject to the restriction of being held to pay for capital assets. In 2020 *unrestricted net position* totaled **(\$7,129,300)**.

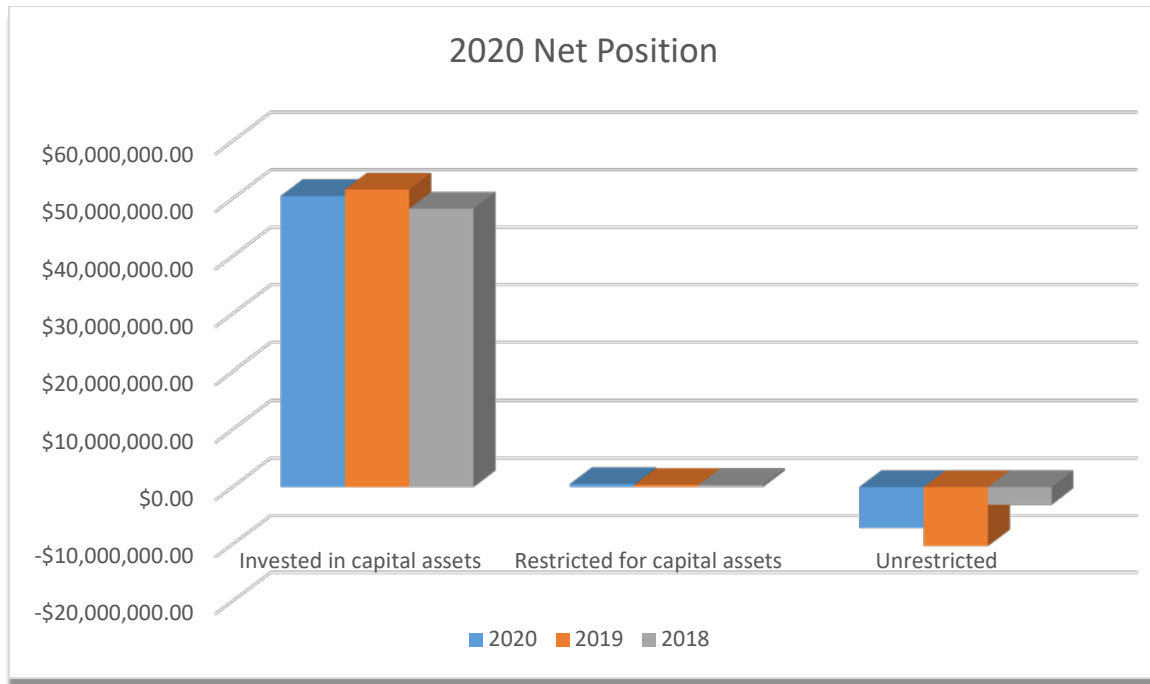
Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019

At the end of 2020 and 2019, the Authority was able to report positive balances in net position.

**Net Position**

	<u>2020</u>	<u>2019</u>	<u>2018</u>
Current Assets	\$ 20,433,007	\$ 16,258,117	\$ 17,152,234
Capital assets, net	50,467,318	51,603,824	48,291,911
Other-Net Pension Assets	92,230	46,104	55,022
Total Assets	<u>\$ 70,992,555</u>	<u>\$ 67,908,045</u>	<u>\$ 65,499,167</u>
Deferred Outflow-OPEB	\$ 1,776,657	\$ 799,135	\$ 594,290
Deferred Outflow-Pension	2,646,449	5,666,826	2,767,659
Total Outflows	<u>\$ 4,423,106</u>	<u>\$ 6,465,961</u>	<u>\$ 3,361,949</u>
Current Liabilities	\$ 3,603,340	\$ 5,377,602	\$ 2,809,003
Long Term Liabilities	23,650,109	27,024,395	17,533,434
Total Liabilities	<u>\$ 27,253,449</u>	<u>\$ 32,401,997</u>	<u>\$ 20,342,437</u>
Deferred Inflow-OPEB	\$ 1,332,384	\$ 22,827	\$ 511,664
Deferred Inflow-Pension	2,956,922	262,010	2,423,430
Total Inflows	<u>\$ 4,289,306</u>	<u>\$ 284,837</u>	<u>\$ 2,935,094</u>
Net Position:			
Invested in capital assets	\$ 50,467,318	\$ 51,603,825	\$ 48,291,911
Restricted for capital assets	534,888	390,399	370,902
Unrestricted	<u>(7,129,300)</u>	<u>(10,307,052)</u>	<u>(3,079,228)</u>
Total Net Position	<u>\$ 43,872,906</u>	<u>\$ 41,687,172</u>	<u>\$ 45,583,585</u>

Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019



As can be seen from the table of net position, in 2020, net position increased \$2,185,734 to \$43,872,906 from \$41,687,172 in 2019.

For more information on capital assets, readers are referred to Note 6 to the financial statements.



Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019

OPERATING REVENUES	2020	2019	2018
Passenger Fares	\$ 680,267	\$ 1,227,723	\$ 1,358,033
Special transit fares	400,925	775,676	879,020
Auxiliary transportation revenues	105,608	56,929	164,702
<b>TOTAL OPERATING REVENUES</b>	<b>1,186,800</b>	<b>2,060,328</b>	<b>2,401,755</b>
<b>OPERATING EXPENSES (REVENUES)</b>			
Labor	8,942,812	9,135,839	8,320,070
Fringe Benefits	10,732,287	11,583,533	9,035,782
Materials, supplies, and training	2,851,477	3,174,573	3,237,323
ODOT fuel tax reimbursement	(99,061)	(105,603)	(87,114)
Services	1,604,585	1,680,512	1,483,953
Utilities	473,665	544,078	532,743
Casualty and liability insurance	570,203	710,429	539,302
Leases and rentals	68,262	38,630	39,491
Miscellaneous	1,927,090	1,057,656	704,310
<b>TOTAL OPERATING EXPENSES EXCLUDING DEPRECIATION</b>	<b>27,071,320</b>	<b>27,819,647</b>	<b>23,805,860</b>
<b>OPERATING LOSS BEFORE DEPRECIATION</b>	<b>(25,884,520)</b>	<b>(25,759,319)</b>	<b>(21,404,105)</b>
DEPRECIATION EXPENSE (Note 6)	3,810,221	4,309,511	4,504,509
<b>OPERATING LOSS</b>	<b>(29,694,741)</b>	<b>(30,068,830)</b>	<b>(25,908,614)</b>
<b>NON-OPERATING REVENUES (EXPENSES)</b>			
Sales tax revenues (Note 5)	15,224,360	15,187,998	15,748,323
Operating grants and reimbursements	8,379,851	5,867,299	2,659,812
Interest income	70,876	243,150	151,675
Sales tax collection expense	(152,244)	(151,880)	(149,527)
Gain (loss) on disposal of capital assets	5,936	600	6,246
Non-transportation revenues	285,042	170,342	151,609
<b>TOTAL NON-OPERATING REVENUES-NET</b>	<b>23,813,821</b>	<b>21,317,509</b>	<b>18,568,138</b>
<b>NET LOSS BEFORE CAPITAL GRANT REVENUE</b>	<b>(5,880,920)</b>	<b>(8,751,321)</b>	<b>(7,340,476)</b>
<b>CAPITAL GRANTS</b>			
Federal capital grant	4,844,758	4,854,908	3,779,496
State capital grant	3,221,896	-	-
<b>TOTAL CAPITAL GRANTS</b>	<b>8,066,654</b>	<b>4,854,908</b>	<b>3,779,496</b>
<b>INCREASE (DECREASE) IN NET POSITION</b>	<b>2,185,734</b>	<b>(3,896,413)</b>	<b>(3,560,980)</b>
Net position, beginning of year	41,687,172	45,583,585	49,144,565
Net position, end of year	<u>\$ 43,872,906</u>	<u>\$ 41,687,172</u>	<u>\$ 45,583,585</u>

Stark Area Regional Transit Authority  
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*Depreciation expense* decreased \$499,290 or 11.59 percent in 2020, due to retirement of assets.

In 2020, *Non-operating revenues-net* increased \$2,496,312 or 11.71 percent, to \$23,813,821.

### Cash Flows

Sales tax collections are defined as *non-operating, non-capital revenue*, and are used to support the regular activities of the Authority. The sales tax receipts and transit operating revenues, with the balance being obtained through the use of grants to cover preventative maintenance on buses, generally cover expenses of the Authority. Shortfalls in cash inflows were the result of requirements that the Authority fund up to 20 percent of capital purchases with local funding.

<b>CASH FLOWS</b>			
	2020	2019	2018
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
Cash received from customers	\$ 1,266,590	\$ 2,084,039	\$ 2,298,640
Cash received from non-transportation	285,042	-	-
Cash payments to suppliers for goods and services	(9,771,538)	(4,731,430)	(6,523,991)
Cash payment to employees for salaries and wages	(8,901,645)	(9,101,857)	(8,294,815)
Cash payment for employee benefits	(8,108,525)	(7,154,954)	(6,580,422)
Net Cash used by operating activities	<u>(25,230,076)</u>	<u>(18,904,202)</u>	<u>(19,100,588)</u>
<b>CASH FLOWS FROM NON CAPITAL FINANCING ACTIVITIES</b>			
Sales taxes received	15,042,836	14,880,942	15,381,102
Operating and preventive maintenance grants received	8,456,190	5,800,831	3,516,267
Non-transportation revenue	-	170,342	151,609
Net cash provided by noncapital financing activities	<u>23,499,026</u>	<u>20,852,115</u>	<u>19,048,978</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>			
Federal capital grant revenue	8,211,143	4,874,406	3,940,659
Proceads from sale of capital assets	5,936	600	6,246
Acquisition of capital assets and work in progress	(2,673,715)	(7,621,424)	(4,142,097)
Net cash used by capital and related financing activities	<u>5,543,364</u>	<u>(2,746,418)</u>	<u>(195,192)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>			
Interest received from investments	70,876	243,150	151,675
Net cash provided by investing activities	<u>70,876</u>	<u>243,150</u>	<u>151,675</u>
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENT	3,883,190	(555,355)	(95,127)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>10,958,509</u>	<u>11,513,864</u>	<u>11,608,991</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u>\$ 14,841,699</u>	<u>\$ 10,958,509</u>	<u>\$ 11,513,864</u>

Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019

**Capital Assets**

The Authority's investment in capital assets amounts to \$50,467,318 as of December 31, 2020 and \$51,603,825 as of December 31, 2019, a net decrease of \$1,136,507 or 2.20 percent from 2019. Capital assets include land, construction in progress, land improvements, revenue producing and service equipment, buildings and structures, office furnishings, shop equipment, computer equipment, and software licenses. Major capital asset expenses during the current fiscal year included the following:

30', 35', 40' Buses	534,736
Light duty buses	529,580
Autos & Pickups	92,675

The Authority's investment in capital assets amounts to \$51,603,825 as of December 31, 2019 and \$48,291,911 as of December 31, 2018, a net increase of \$3,311,914 or 6.86 percent from 2018. Capital assets include land, construction in progress, land improvements, revenue producing and service equipment, buildings and structures, office furnishings, shop equipment, computer equipment, and software licenses. Major capital asset expenses during the fiscal year included the following:

Machine & Equipment	240,736
Electronics	49,853
Shelters	30,045
30', 35', 40' Buses	2,496,922
Computer Hardware	193,222

The construction and projects in progress balance at December 31, 2020 included costs associated with a portion of the following:

1. 40' foot buses
2. Light duty buses
3. Expansion of SARTA's facilities
4. Various other projects

The *Notes to Financial Statements*, Note 6 page 73, provide additional information on capital assets.

Stark Area Regional Transit Authority  
Canton, Ohio  
Management Discussion and Analysis  
For the Years Ended December 31, 2020 and 2019

**Long-Term Debt**

The Authority has no long-term debt, nor does it have any plans to acquire long-term debt in the immediate future.

**Governmental Accounting Standards Board (GASB) 68 and 75**

The net pension liability (NPL) is the largest single liability reported by the Stark Area Regional Transit Authority at December 31, 2020 and is reported pursuant to GASB Statement 68, “Accounting and Financial Reporting for Pensions—an Amendment of GASB Statement 27.” For fiscal year 2018, the Stark Area Regional Transit Authority adopted GASB Statement 75, “Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions,” which significantly revises accounting for costs and liabilities related to other postemployment benefits (OPEB). For reasons discussed below, many end users of this financial statement will gain a clearer understanding of the Authority’s actual financial condition by adding deferred inflows related to pension and OPEB, the net pension liability and the net OPEB liability to the reported net position and subtracting deferred outflows related to pension and OPEB.

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

GASB 68 and GASB 75 require the net pension liability and the net OPEB liability to equal the Authority’s proportionate share of each plan’s collective:

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

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

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

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

Stark Area Regional Transit Authority  
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In accordance with GASB 68 and GASB 75, the Stark Area Regional Transit Authority statements prepared on an accrual basis of accounting include an annual pension expense and an annual OPEB expense for their proportionate share of each plan's *change* in net pension liability and net OPEB liability, respectively, not accounted for as deferred inflows/outflows.

**Requests for Information**

This financial report is designed to provide a general overview of the Authority's finances and to show accountability for the money it receives. The reader is directed to the *Basic Financial Statements* and *Notes to Financial Statements*, immediately following, for further information. This report is also available on the Authority's website at [www.sartaonline.com/financials](http://www.sartaonline.com/financials). Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to Director of Finance, Stark Area Regional Transit Authority, 1600 Gateway Blvd. S.E., Canton, Ohio 44707.



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## Basic Financial Statements 2020

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Financial Statements includes:

- Statement of Net Position
  - Statement of Revenues, Expenses and Changes in Net Position
  - Statement of Cash Flows
-

Stark Area Regional Transit Authority  
Canton, Ohio  
STATEMENT OF NET POSITION  
For the Years Ended December 31, 2020 and 2019

ASSETS	2020	2019
CURRENT ASSETS:		
Cash & cash equivalents	\$ 14,306,811	\$ 10,568,110
Receivables:		
Trade	62,975	219,104
Sales tax	4,134,285	4,105,005
Other misc receivables	1,125	1,125
Materials & supplies inventory	428,874	367,397
Prepaid expenses & other assets	964,049	606,977
Restricted for capital assets:		
Cash & cash equivalents	534,888	390,399
TOTAL CURRENT ASSETS	20,433,007	16,258,117
NONCURRENT ASSETS:		
Other Noncurrent Assets-Net Pension Assets (Note 2)	92,230	46,104
Capital assets: (Note 6)		
Land, nondepreciable	1,786,920	932,672
Construction & WIP, nondepreciable	14,859,708	15,294,564
Buildings & improvements, depreciable	22,659,702	22,604,817
Transportation equipment, depreciable	41,889,032	43,598,370
Other equipment, depreciable	6,437,171	5,641,626
Total capital assets	87,632,533	88,072,049
Less accumulated depreciation	(37,165,215)	(36,468,225)
Capital assets- net	50,467,318	51,603,824
TOTAL NONCURRENT ASSETS	50,559,548	51,649,928
TOTAL ASSETS	\$ 70,992,555	\$ 67,908,045
DEFERRED OUTFLOWS OF RESOURCES:		
OPEB	\$ 1,776,657	\$ 799,135
Pension	2,646,449	5,666,826
TOTAL DEFERRED OUTFLOW OF RESOURCES	\$ 4,423,106	\$ 6,465,961

The accompanying notes are an integral part of these financial statements



Stark Area Regional Transit Authority  
Canton, Ohio  
STATEMENT OF NET POSITION  
For the Years Ended December 31, 2020 and 2019

(continued)

LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u>2020</u>	<u>2019</u>
CURRENT LIABILITIES:		
Accounts payable	\$ 1,039,132	\$ 3,352,972
Accrued payroll	202,379	161,212
Accrued payroll taxes & withholdings	342,923	283,212
Compensated absences	37,000	35,000
Other current liabilities	1,447,018	1,154,807
Capital grants payable	<u>534,888</u>	<u>390,399</u>
TOTAL CURRENT LIABILITIES	<u>3,603,340</u>	<u>5,377,602</u>
LONG TERM LIABILITIES:		
Compensated absences (Note 8)	544,769	481,725
Net OPEB liability (Note 3)	9,358,311	8,412,928
Net pension liability (note 2)	<u>13,747,029</u>	<u>18,129,742</u>
TOTAL LONG TERM LIABILITIES	<u>23,650,109</u>	<u>27,024,395</u>
TOTAL LIABILITIES	<u>\$ 27,253,449</u>	<u>\$ 32,401,997</u>
DEFERRED INFLOW OF RESOURCES:		
OPEB	\$ 1,332,384	\$ 22,827
Pension	<u>2,956,922</u>	<u>262,010</u>
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>\$ 4,289,306</u>	<u>\$ 284,837</u>
NET POSITION:		
Investment in capital assets	\$ 50,467,318	\$ 51,603,825
Restricted for capital assets	534,888	390,399
Unrestricted	<u>(7,129,300)</u>	<u>(10,307,052)</u>
TOTAL NET POSITION	<u>\$ 43,872,906</u>	<u>\$ 41,687,172</u>

The accompanying notes are an integral part of these financial statements

Stark Area Regional Transit Authority  
Canton, Ohio

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION  
For the Years Ended December 31, 2020 and 2019

	2020	2019
OPERATING REVENUES		
Passenger fares	\$ 680,267	\$ 1,227,723
Special transit fares	400,925	775,676
Auxiliary transportation revenues	105,608	56,929
TOTAL OPERATING REVENUES	1,186,800	2,060,328
OPERATING EXPENSES		
Labor	8,942,812	9,135,839
Fringe benefits	10,732,287	11,583,533
Materials, supplies and training	2,851,477	3,174,573
ODOT fuel tax reimbursement	(99,061)	(105,603)
Services	1,604,585	1,680,512
Utilities	473,665	544,078
Casualty and liability insurance	570,203	710,429
Leases and rentals	68,262	38,630
Miscellaneous	1,927,090	1,057,656
TOTAL OPERATING EXPENSES EXCLUDING DEPRECIATION	27,071,320	27,819,647
OPERATING LOSS BEFORE DEPRECIATION	(25,884,520)	(25,759,319)
DEPRECIATION EXPENSE (Note 6)	3,810,221	4,309,511
OPERATING LOSS	(29,694,741)	(30,068,830)
NON-OPERATING REVENUES (EXPENSES)		
Sales tax revenues (Note 5)	15,224,360	15,187,998
Operating grant and reimbursements	8,379,851	5,867,299
Interest income	70,876	243,150
Sales tax collection expense	(152,244)	(151,880)
Gain (loss) on disposal of capital assets	5,936	600
Non-transportation revenues	285,042	170,342
TOTAL NON-OPERATING REVENUES (EXPENSES)-NET	23,813,821	21,317,509
NET LOSS BEFORE CAPITAL GRANT REVENUE	(5,880,920)	(8,751,321)
FEDERAL AND STATE CAPITAL GRANTS		
Federal capital grants	4,844,758	4,854,908
State capital grants	3,221,896	-
TOTAL FEDERAL AND STATE CAPITAL GRANTS	8,066,654	4,854,908
INCREASE (DECREASE) IN NET POSITION	2,185,734	(3,896,413)
Net position, beginning of year	41,687,172	45,583,585
Net position, end of year	\$ 43,872,906	\$ 41,687,172

The accompanying notes are an integral part of these financial statements

Stark Area Regional Transit Authority  
Canton, Ohio  
STATEMENT OF CASH FLOWS  
For the Years Ended December 31, 2020 and 2019

	2020	2019
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from customer	\$ 1,266,590	\$ 2,084,039
Cash received from non-transportation	285,042	-
Cash payments to suppliers for goods and services	(9,771,538)	(4,731,430)
Cash payments to employees for salaries and wages	(8,901,645)	(9,101,857)
Cash payments for employees benefits	(8,108,525)	(7,154,954)
Net Cash used by operating activities	(25,230,076)	(18,904,202)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Sales tax received	15,042,836	14,880,942
Operating and preventive maintenance grants received	8,456,190	5,800,831
Non-transportation revenues	-	170,342
Net cash provided by noncapital financing activities	23,499,026	20,852,115
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Federal capital grant revenue	8,211,143	4,874,406
Proceeds from sale of capital assets	5,936	600
Acquisition of capital assets and work in progress	(2,673,715)	(7,621,424)
Net cash used by capital and related financing activities	5,543,364	(2,746,418)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received from investments	70,876	243,150
Net cash provided by investing activities	70,876	243,150
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	3,883,190	(555,355)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	10,958,509	11,513,864
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 14,841,699	\$ 10,958,509

The accompanying notes are an integral part of these financial statements

Stark Area Regional Transit Authority  
Canton, Ohio  
STATEMENT OF CASH FLOWS  
For the Years Ended December 31, 2020 and 2019

(continued)

RECONCILIATION OF OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES:	2020	2019
Operating loss	(\$29,694,741)	(\$30,068,830)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation	3,810,221	4,309,511
Non-transportation revenues	285,042	0
(Increase) decrease in accounts receivable- trade	79,790	23,711
(Increase) decrease in materials & supplies inventory	(61,477)	(53,876)
(Increase) decrease in prepaid expenses & other assets	(357,072)	590,571
(Increase) decrease in deferred outflows- OPEB	(977,522)	(204,845)
(Increase) decrease in deferred outflows- pension	3,020,377	(2,899,167)
(Increase) decrease in net pension asset	(46,126)	8,918
(Decrease) increase in accounts payables	(2,313,840)	2,422,721
(Decrease) increase in net pension liability	(4,382,713)	7,920,265
(Decrease) increase in net OPEB liability	945,383	1,544,335
(Decrease) increase in accrued payroll	41,167	33,982
(Decrease) increase in deferred inflows -OPEB	1,309,557	(488,837)
(Decrease) increase in deferred inflows- pension	2,694,912	(2,161,420)
(Decrease) increase in accrued payroll taxes & withholding	59,711	(15,829)
(Decrease) increase in other current liabilities	357,255	134,588
<b>NET CASH USED IN OPERATING ACTIVITIES</b>	<b>(\$25,230,076)</b>	<b>(\$18,904,202)</b>

**Supplemental disclosures of cash flow information:**

Change in sales tax receivable	\$ 29,280	\$ 155,176
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The accompanying notes are an integral part of these financial statements



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## Notes to the Financial Statements 2020

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Notes to the Financial Statements includes:

- Organization and Significant Accounting Policies
  - Defined Benefit Pension Plans
  - Defined Benefit OPEB Plans
  - Cash and Cash Equivalents
  - Tax Revenues
  - Capital Assets
  - Restricted Assets
  - Long Term Liabilities
  - Grant and Reimbursements
  - Risk Management
  - Leases
  - Contingencies
  - COVID-19
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Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

1. Organization and Significant Accounting Policies

**Organization and Operations**

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

The Authority is managed by a nine-member Board of Trustees and provides virtually all mass-transportation within the Stark County area. Approximately 75 percent of the Authority's employees at January 1, 2019 were subject to a collective bargaining agreement that expires on December 31, 2021.

Under Ohio law, the Authority is authorized to levy a sales and use tax for transit purposes, including both capital improvement and operating expenses, at the rate of .25 percent, .5 percent, 1 percent, or 1.5 percent if approved by a majority of the electors residing within the territorial boundaries of the Authority. Such a sales and use tax is in addition to the sales and use taxes levied by the State of Ohio and Stark County (see Note 5). On November 8, 2016 the voters of Stark County renewed the .25 percent sales tax levy to fund the Authority's operations through June of 2027.

**Reporting Entity**

The Authority has adopted the provisions of GASB Statement No. 14 "The Financial Reporting Entity" as amended by GASB Statement No. 39 "Determining Whether Certain Organizations are Component Units" and GASB Statement No. 61 "The Financial Reporting Entity: Omnibus an Amendment of GASB Statements No. 14 and No. 34 regarding the definition of the financial reporting entity. Accordingly, the accompanying financial statements include only the accounts and transactions of the Authority. Under the criteria specified in Statement No. 14, the Authority has no component units and is not considered to be a component unit of any other entity.

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

Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

1. Organization and Significant Accounting Policies (Continued)

**Measurement Focus, Basis of Accounting, and Financial Statement Presentation**

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

The Authority defines operating funds as those funds received or receivable relative to the provision of transit services such as passenger fares, special fares, and auxiliary revenue including advertising on the bus sides. Non-operating funds are funds received or receivable which are peripheral to the transit-related activities such as the dedicated sales tax funds and grants used for planning and preventive maintenance on capital assets funded by the Federal Transit Administration and Ohio Department of Transportation, Office of Transit.

The Authority complies with the provisions of GASB Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments*.

**Cash and Cash Equivalents**

For purposes of the statements of cash flows, the Authority considers all highly liquid investments with maturity of three months or less when purchased to be cash equivalents, or cash on hand.

**Investments**

The Authority's investments (including cash equivalents) are recorded at fair value.

The Authority's investment in the State Treasury Asset Reserve of Ohio (STAR Ohio) is an investment pool managed by the State Treasurer's Office which allows governments within the State to pool their funds for investment purposes. STAR Ohio is not registered with the SEC as an investment company and is recognized as an external investment pool by the Authority. The Authority measures their investment in STAR Ohio at the net asset value (NAV) per share by STAR Ohio. The NAV per share is calculated on an amortized cost basis that provides a NAV per share that approximates fair value.

Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

1. Organization and Significant Accounting Policies (Continued)

For the year 2020, there was no limitation or restrictions on any participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates. However, notice must be given 24 hours in advance of all deposits and withdrawals exceeding \$25 million. STAR Ohio reserves the right to limit the transaction to \$100 million, requiring the excess amount to be transacted the following business day(s), but only to the \$100 million limit. All accounts of the participant will be combined for these purposes.

The Authority has invested funds in CDARS through Huntington Bank. CDARS are bank invested funds in CD's of various banks, up to the \$250,000 per CD, so each is fully insured by the Federal Deposit Insurance Corporation (FDIC), thereby reducing investment risk.

The Authority has invested funds in a money market account through Huntington Bank. The money market account is a portfolio of securities managed by investment professionals and is insured by the FDIC, thereby reducing investment risk.

The Authority has invested funds in debt securities through Fifth Third Securities. Debt securities are invested funds with various governmentally sponsored enterprises.

**Materials and Supplies Inventory and Prepaid Items**

Materials and supplies inventory are stated at the cost determined using the first-in, first-out valuation method. Inventory generally consists of maintenance parts, supplies for rolling stock and other transportation equipment, fuel and lubricants.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the financial statements.



Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

1. Organization and Significant Accounting Policies (Continued)

**Property and Depreciation**

Property, facilities and equipment are stated at historical cost. The cost of normal maintenance and repairs are charged to operations as incurred. Improvements are capitalized and depreciated over the remaining useful lives of the related properties.

Capital assets at an initial cost of \$2,500 or more and with a useful life of more than one year are deemed depreciable and added to capital assets.

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

<u>Description</u>	<u>Years</u>
Buildings and Improvements	40
Transportation Equipment	5-12
Other Equipment	3-8

Transportation equipment is depreciated on the straight-line method for the useful lives described above unless the total mileage allowed per the Federal Transit Authority (FTA) guidelines for depreciation occurs first. Generally, the FTA unit mileage depreciation method is used. Net income (loss) adjusted by the amount of depreciation on capital assets acquired in this manner is closed to net position.

**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 and advertising revenues. Non-operating revenue includes activities that have the characteristics of non-exchange transactions such as sales tax proceeds and most federal, state, and local grants and contracts.

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1. Organization and Significant Accounting Policies (Continued)

**Recognition of Revenue and Receivables**

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

The federal government, through the FTA and the Ohio Department of Transportation (ODOT), provides financial assistance and makes grants directly to the Authority for operations and acquisition of property and equipment. Operating grants and special fare assistance awards made on the basis of entitlement periods are recorded as grant receivables and revenues over the entitlement periods. Capital grants for the acquisition of property and equipment (reimbursement type grants) are recorded as a project receivable and credited to non-operating revenues when related capital expenses are incurred. Capital grants for the maintenance of property, plant, and equipment are recorded as project receivable and credited to non-operating revenues in the period operating expenses are incurred.

When assets with value remaining were acquired with capital grant funds and are disposed of, or if revenue from disposal is \$5,000 or more, the Authority is required to notify the granting federal agency. A proportional amount of the above noted proceeds or acquisition value, if any, of such property and equipment may be used to acquire like-kind replacement vehicles or, alternatively, remitted to the granting federal agency.

**Classifications of Expenses**

The Authority has classified its expenses as either operating or non-operating. Operating expenses are the recurring costs which are related to the operation of the Authority. Non-operating expenses include costs that are due to transactions other than the primary operations of the Authority.

**Federal and State Operating and Preventive Maintenance Assistance Funds**

Federal and state operating and preventive maintenance assistance funds to be received by the Authority are recorded and reflected as income in the period to which they are applicable.

**Sales Tax Revenues**

The Authority recognizes sales tax revenues when the underlying sales transaction occurs.

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1. Organization and Significant Accounting Policies (Continued)

**Compensated Absences**

The Authority accrues vacation and sick pay benefits as earned by its employees. Vacation time must be used within the calendar year. Unused vacation time does not carry over to the next fiscal year.

It is the Authority's policy to allow administrative employees to accumulate earned but unused sick leave up to 320 hours. Hours earned during the year exceeding 320 hours are paid at fiscal year end at 50 percent value at the current earnings rate. Administrative employees are paid accrued sick days upon separation from service at 50 percent value at the current earnings rate.

**Pensions/Other Postemployment Benefits (OPEB)**

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

The current accounting standard requires the Authority to report their proportionate share of the net pension/OPEB liability or asset using the earning approach to pension and OPEB accounting instead of the funding approach as previously used. The funding approach limited pension and post-employment costs to contributions annually required by law, which may or may not be sufficient to fully fund each plan's net pension/OPEB liability or asset. Under the new standards, the net pension/OPEB liability or asset equals the Authority's proportionate share of the pension plan's collective present value of estimated future pension/OPEB benefits attributable to active and inactive employees' past service minus plan assets available to pay these benefits.

Pension and OPEB obligations, whether funded or unfunded, are part of the employment exchange. The employee is trading his or her labor in exchange for wages, benefits, and the promise of a future pension and other post-employment benefits. The unfunded portion of this benefit of exchange is a liability of the Authority. However, the Authority is not responsible for key factors affecting the balance of this liability. In Ohio, the employee shares the obligation of funding pension benefits with the employer. Benefit provisions and both employer and employee contribution rates are determined by State statute. The employee and employer enter the employment exchange with the knowledge that the exchange is limited by law. The pension system is responsible for the administration of the plan and OPEB plans.

Stark Area Regional Transit Authority  
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1. Organization and Significant Accounting Policies (Continued)

There is no repayment schedule for the net pension liability or asset or the net OPEB liability or asset. The Authority has no control over the changes in the pension benefits, contributions rate, and return on investments affecting the balance of these liabilities. In the event that contributions, investment returns, and other changes are insufficient to keep up with required pension payments, State statute does not identify the responsible party for the unfunded portion. Due to the unique nature of how the pension liability and the OPEB liability are satisfied, these liabilities are separately identified within the long-term liability section of the statement of net position.

**Comparative Data/Reclassifications**

Prior year data presented in Management’s Discussion and Analysis and the footnotes have been reclassified in order to be comparative and provide understanding of the changes in financial position and operations. Certain reclassifications have been made to the 2019 financial statements in order to conform to the 2020 presentation.

**Restricted Net Position**

The Authority applies restricted resources first when expenses are incurred for purposes for which either restricted or unrestricted amounts are available.

2. Defined Benefit Pension Plans

**Net Pension (Asset) Liability**

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

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2. Defined Benefit Pension Plans (Continued)

The *net pension (asset) 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 (asset) liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments and others. While these estimates use the best information available, unknowable future events require adjusting this estimate annually.

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

GASB 68 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also includes costs paid in the form of withholdings from employees). State statute requires the pension plans to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, each pension plan's board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability or asset. Resulting adjustments to the net pension liability or asset 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 (asset) liability* on the accrual basis of accounting. Any liability for the contractually-required pension contribution outstanding at the end of the year is included in *accrued payroll taxes & withholdings* on the accrual basis of accounting.

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2. Defined Benefit Pension Plans (Continued)

**Plan Description – Ohio Public Employees Retirement System (OPERS)**

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

OPERS provides retirement, disability, survivor and death benefits, and annual cost of living adjustments to members of the traditional plan. Authority to establish and amend benefits is provided by Chapter 145 of the Ohio Revised Code. OPERS issues a stand-alone financial report that includes financial statements, required supplementary information and detailed information about OPERS' fiduciary net position that may be obtained by visiting <https://www.opers.org/financial/reports.shtml>, by writing to the Ohio Public Employees Retirement System, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling 800-222-7377.

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

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2. Defined Benefit Pension Plans (Continued)

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

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

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

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

Funding Policy - The Ohio Revised Code (ORC) provides statutory authority for member and employer contributions for December 31, 2020, as follows:

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2. Defined Benefit Pension Plans (Continued)

<b>Statutory Maximum Contribution Rates</b>	<b><u>State and Local</u></b>
Employer	14.00%
Employee	10.00%
Actual Contribution Rates	
Employer:	
Pension	14.00%
Post-employment Health Care Benefits	-%
Total Employer	<u>14.00%</u>
Employee	<u>10.00%</u>

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll.

The Authority's contractually required contribution was \$1,397,953 for 2020. Of this amount, \$160,902 is reported in accrued payroll taxes & withholdings.

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

The net pension (asset) liability for OPERS as of December 31, 2020 was measured as of December 31, 2019, and the total pension (asset) liability used to calculate the net pension (asset) liability was determined by an actuarial valuation as of that date. The Authority's proportion of the net pension (asset) 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:



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2. Defined Benefit Pension Plans (Continued)

	<b>OPERS</b>	
	<u>2020</u>	<u>2019</u>
Proportion of the net pension liability - prior measurement date	0.066196%	0.065078%
Proportion of the net pension liability - current measurement date	<u>0.069550%</u>	<u>0.066196%</u>
Change in proportionate share	<u><u>0.003354%</u></u>	<u><u>0.001118%</u></u>
Proportion of the net pension asset - prior measurement date	0.041230%	0.040418%
Proportion of the net pension asset - current measurement date	<u>0.044230%</u>	<u>0.041230%</u>
Change in proportionate share	<u><u>0.003000%</u></u>	<u><u>0.000812%</u></u>
Proportionate share of net pension liability	\$ 13,747,029	\$ 18,129,742
Proportionate share of net pension asset	\$ 92,230	\$ 46,104
Pension expense	\$ 2,684,403	\$ 4,266,141

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2. Defined Benefit Pension Plans (Continued)

At December 31, 2020, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>OPERS TRADITIONAL</u>	<u>OPERS COMBINED</u>	<u>TOTAL</u>
<b>Deferred Outflows of Resources</b>			
Change in proportion and differences between Authority contributions and proportionate share of contributions	\$ 502,246	\$ 2,488	\$ 504,734
Changes of assumptions	734,252	9,510	743,762
Authority contribution subsequent to the measurement date	<u>1,369,603</u>	<u>28,350</u>	<u>1,397,953</u>
Total Deferred Outflows of Resources	<u>\$ 2,606,101</u>	<u>\$ 40,348</u>	<u>\$ 2,646,449</u>
<b>Deferred Inflows of Resources</b>			
Differences between expected and actual experience	\$ 173,812	\$ 21,653	\$ 195,465
Net differences between projected and actual earning on pension plan investment	2,742,224	11,963	2,754,187
Change in proportion and differences between Authority contributions and proportionate share of contributions	<u>-</u>	<u>7,270</u>	<u>7,270</u>
Total Deferred Inflow of Resources	<u>\$ 2,916,036</u>	<u>\$ 40,886</u>	<u>\$ 2,956,922</u>

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2. Defined Benefit Pension Plans (Continued)

At December 31, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>OPERS Traditional</u>	<u>OPERS Combined</u>	<u>Total</u>
<b>Deferred Outflows of Resources</b>			
Differences between expected and actual experience	\$ 836	\$ -	\$ 836
Change in proportion and differences between Authority contributions and proportionate share of contributions	206,318	2,946	209,264
Changes of assumptions	1,578,239	10,297	1,588,536
Net difference between projected and actual earning on pension plan investments	2,460,713	9,932	2,470,645
Authority contributions subsequent to the measurement date	<u>1,369,980</u>	<u>27,565</u>	<u>1,397,545</u>
Total Deferred Outflows of Resources	<u>\$ 5,616,086</u>	<u>\$ 50,740</u>	<u>\$ 5,666,826</u>
<b>Deferred Inflows of Resources</b>			
Differences between expected and actual experience	\$ 238,054	\$ 18,830	\$ 256,884
Change in proportion and differences between Authority contributions and proportionate share of contributions	<u>-</u>	<u>5,126</u>	<u>5,126</u>
Total Deferred Inflows of Resources	<u>\$ 238,054</u>	<u>\$ 23,956</u>	<u>\$ 262,010</u>

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2. Defined Benefit Pension Plans (Continued)

\$1,397,953 reported as deferred outflows of resources related to pension resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability or asset in the subsequent fiscal period rather than in the current fiscal period. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

Year Ending December 31:	OPERS		Total
	Traditional	Combined	
2021	\$ 23,575	\$ (6,720)	\$ 16,855
2022	(727,825)	(6,495)	(734,320)
2023	113,555	(3,159)	110,396
2024	(1,088,843)	(7,539)	(1,096,382)
2025	-	(1,596)	(1,596)
Therafter	-	(3,379)	(3,379)
Total	<u>\$ (1,679,538)</u>	<u>(28,888)</u>	<u>\$ (1,708,426)</u>

**Actuarial Assumptions - OPERS**

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

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of benefits provided at the time of each valuation. The total pension liability in the December 31, 2019 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

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2. Defined Benefit Pension Plans (Continued)

	<u>OPERS Traditional</u>	<u>OPERS Combined</u>
Wage Inflation	3.25 percent	3.25 percent
Future Salary Increase, Including inflation	3.25 to 10.75 percent	3.25 to 8.25 percent
COLA or Ad Hoc COLA	3.00 percent, simple	1.40 percent, simple
Investment Rate of Return	7.20 percent	7.20 percent
Actuarial Cost Method	Individual Entry Age	Individual Entry Age

Mortality rates are based on the RP-2014 Healthy Annuitant mortality table. For males, Healthy Annuitant Mortality tables were used, adjusted for mortality improvement back to the observation period base year of 2006 and then established the base year as 2015. For females, Healthy Annuitant Mortality tables were used, adjusted for mortality improvement back to the observation period base year 2006 and then established the base year as 2010. The mortality rates used in evaluating disability allowances were based on the RP-2014 Disabled mortality table, adjusted for mortality improvement back to the observation base year 2006 and then established the base year as 2015 for males and 2010 for females. Mortality rates for a particular calendar year for both healthy and disabled retiree mortality tables are determined by applying the MP-2015 mortality improvement scale to the above described tables. The most recent experience study was completed for the five year period ended December 31, 2015.

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

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2. Defined Benefit Pension Plans (Continued)

During 2019, OPERS managed investments in three investment portfolios: the Defined Benefits portfolio, the Health Care portfolio, and the Defined Contribution portfolio. The Defined Benefit portfolio contains the investment assets for the Traditional Pension Plan, the defined benefit component of the Combined Plan and the annuitized accounts of the Member-Directed Plan. Within the Defined Benefit portfolio, contributions into the plans are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Defined Benefit portfolio was 17.2% for 2019.

The allocation of investment assets within the Defined Benefit portfolio is approved by the pension plans or 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. The tables below displays the Board-approved asset allocation policy for 2019 and 2018 and the long-term expected real rates of return:

Asset Class	2019 Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	25.00 %	1.83 %
Dometric Equities	19.00	5.75
RealEstate	10.00	5.20
Private Equity	12.00	10.70
Other Investments	21.00	7.66
	<u>13.00</u>	<u>4.98</u>
Total	<u>100.00 %</u>	<u>5.61 %</u>

Stark Area Regional Transit Authority  
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2. Defined Benefit Pension Plans (Continued)

<u>Asset Class</u>	2018 Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	23.00 %	2.79 %
Domestic Equities	19.00	6.21
Real Estate	10.00	4.90
Private Equity	10.00	10.81
International Equities	20.00	7.83
Other Investments	18.00	5.50
Total	<u>100.00 %</u>	<u>5.95 %</u>

**Discount Rate** The discount rate used to measure the total pension liability 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 statutorily required rates. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments 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 (Asset) Liability to Changes in the Discount Rate** The following table presents the Authority’s proportionate share of the net pension (asset) liability calculated using the current period discount rate assumption of 7.2 percent, as well as what the Authority’s proportionate share of the net pension (asset) liability would be if it were calculated using a discount rate that is one percentage point lower (6.2 percent) or one percentage point higher (8.2 percent) than the current rate:

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2. Defined Benefit Pension Plans (Continued)

2020	1% Decrease (6.20%)	Current Discount Rate (7.20%)	1% Increase (8.20%)
Authority's proportionate share of the net pension liability- Traditional	\$ 22,673,300	\$ 13,747,029	\$ 5,722,574
Authority's proportionate share of the net pension asset- Combined	(55,730)	(92,230)	(118,536)
2019	1% Decrease (6.20%)	Current Discount Rate (7.20%)	1% Increase (8.20%)
Authority's proportionate share of the net pension liability- Traditional	\$ 26,782,902	\$ 18,129,742	\$ 10,938,889
Authority's proportionate share of the net pension asset- Combined	(15,255)	(46,104)	(68,442)

3. Defined Benefit OPEB Plans

**Net OPEB Liability**

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



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### 3. Defined Benefit OPEB Plans (Continued)

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

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

GASB 75 assumes the liability is solely the obligation of the employer, because they benefit from employee services. OPEB contributions come from these employers and health care plan enrollees which pay a portion of the health care costs in the form of a monthly premium. The Ohio Revised Code permits, but does not require the retirement systems to provide healthcare to eligible benefit recipients. Any change to benefits or funding could significantly affect the net OPEB liability. Resulting adjustments to the net OPEB liability would be effective when the changes are legally enforceable. The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits.

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

#### **Plan Description - Ohio Public Employees Retirement System (OPERS)**

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

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3. Defined Benefit OPEB Plans (Continued)

OPERS maintains a cost-sharing, multiple-employer defined benefit post-employment health care trust, which funds multiple health care plans including medical coverage, prescription drug coverage and deposits to a Health Reimbursement Arrangement to qualifying benefit recipients of both the Traditional Pension and the Combined plans. This trust is also used to fund health care for Member-Directed Plan participants, in the form of a Retiree Medical Account (RMA). At retirement or refund, Member-Directed Plan participants may be eligible for reimbursement of qualified medical expenses from their vested RMA balance.

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 Post Employment Benefit (OPEB) as described in GASB Statement 75. See OPERS' Comprehensive Annual Financial Report referenced below for additional information.

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

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

Funding Policy - The Ohio Revised Code provides the statutory authority requiring public employers to fund postemployment health care through their contributions to OPERS. When funding is approved by OPERS' Board of Trustees, a portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans.

Employer contribution rates are expressed as a percentage of the earnable salary of active members. In 2020, state and local employers contributed at a rate of 14.0 percent of earnable salary. This is the maximum employer contribution rate permitted by the Ohio Revised Code. Active member contributions do not fund health care.

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3. Defined Benefit OPEB Plans (Continued)

Each year, the OPERS Board determines the portion of the employer contribution rate that will be set aside to fund health care plans. The portion of employer contributions allocated to health care for members in the Traditional Pension Plan and Combined Plan was 0 percent during calendar year 2019. The OPERS Board is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care provided. Payment amounts vary depending on the number of covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited into the RMA for participants in the Member-Directed Plan for 2019 was 4.0 percent.

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Authority's contractually required contribution was \$0 for 2020.

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

The net OPEB liability and total OPEB liability for OPERS were determined by an actuarial valuation as of December 31, 2018, rolled forward to the measurement date of December 31, 2019, by incorporating the expected value of health care cost accruals, the actual health care payment, and interest accruals during the year. The Authority's proportion of the net OPEB liability was based on the Authority's share of contributions to the retirement plan relative to the contributions of all participating entities. Following is information related to the proportionate share and OPEB expense:

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3. Defined Benefit OPEB Plans (Continued)

	<u>2020</u>	<u>OPERS</u>	<u>2019</u>
Proportion of the net OPEB liability- prior measurement date	0.064528%		0.064528%
Proportion of the net OPEB liability - current measurement date	<u>0.067752%</u>		<u>0.063251%</u>
Change in proportionate share	<u>0.003224%</u>		<u>0.001277%</u>
Proportionate share of net OPEB liability	\$ 9,358,311		\$ 8,412,928
OPEB expense	\$ 1,277,418		\$ 850,653

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3. Defined Benefit OPEB Plans (Continued)

At December 31, 2020, the Authority reported deferred outflows of resources and deferred inflows of resources to OPEB for the following sources:

	<u>OPERS OPEB</u>
<b>Deferred Outflows of Resources</b>	
Differences between expected and actual experience	\$ 251
Change in proportion and differences between Authority contributions and proportionate share of contributions	295,085
Changes in assumptions	<u>1,481,321</u>
Total Deferred Outflows of Resources	<u>\$ 1,776,657</u>
<b>Deferred Inflows of Resources</b>	
Differences between expected and actual experience	\$ 855,861
Net difference between projected and actual earnings on OPEB plan investments	<u>476,523</u>
Total Deferred Inflows of Resources	<u>\$ 1,332,384</u>

Stark Area Regional Transit Authority  
Canton, Ohio  
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3. Defined Benefit OPEB Plans (Continued)

At December 31, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources to OPEB for the following:

		<u>OPERS OPEB</u>
<b>Deferred Outflows of Resources</b>		
Differences between expected and actual experience	\$	2,849
Net difference between projected and actual earnings on OPEB plan investments		385,683
Change in proportion and differences between Authority contributions and proportionate share of contributions		139,360
Changes in assumptions		<u>271,243</u>
Total Deferred Outflows of Resources	\$	<u><u>799,135</u></u>
<b>Deferred Inflows of Resources</b>		
Differences between projected and actual earnings on OPEB plan investments	\$	<u>22,827</u>
Total Deferred Inflows of Resources	\$	<u><u>22,827</u></u>

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3. Defined Benefit OPEB Plans (Continued)

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

Year Ending December 31:	<div style="display: inline-block; text-align: center;">OPERS</div> <div style="display: inline-block; text-align: center; border-bottom: 1px solid black;">OPEB</div>
2021	\$ 434,229
2022	213,289
2023	379
2024	<div style="display: inline-block; text-align: center; color: red;">(203,624)</div>
Total	<div style="display: inline-block; text-align: center; border-bottom: 3px double black;">\$ 444,273</div>

**Actuarial Methods and Assumptions-OPERS**

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

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of coverage provided at the time of each valuation and the historical pattern of sharing of costs between OPERS and plan members. The total OPEB liability was determined by an actuarial valuation as of December 31, 2018, rolled forward to the measurement date of December 31, 2019. 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:

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3. Defined Benefit OPEB Plans (Continued)

	<u>OPEB</u>
Wage Inflation	3.25 percent
Future Salary Increases, Including Inflation	3.25 to 10.75 percent
Single Discount Rate	3.16 percent
Prior Measurement Rate	3.96 percent
Municipal Bond Rate	2.75 percent
Health Care Cost Trend	10.0 percent initial 3.50, percent ultimate in 2030
Investment Rate of Return	6.00 percent
Actuarial Cost Method	Individual Entry Age

Pre-retirement mortality rates are based on the RP-2014 Employees mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates are based on the RP-2014 Healthy Annuitant mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates for disabled retirees are based on the RP-2014 Disabled mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Mortality rates for a particular calendar year are determined by applying the MP-2015 mortality improvement scale to all of the above described tables.

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

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



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3. Defined Benefit OPEB Plans (Continued)

During 2019, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio and the Defined Contribution portfolio. The Health Care portfolio includes the assets for health care expenses for the Traditional Pension Plan, Combined Plan and Member-Directed Plan eligible members. Within the Health Care portfolio, contributions into the plans are assumed to be received continuously throughout the year based on the actual payroll payable at the time contributions are made, and health care-related payments are assumed to occur mid-year. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Health Care portfolio is 19.70% for 2019.

The allocation of investment assets within 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 table below displays the Board-approved asset allocation policy for 2019 and the long-term expected real rates of return:

<u>Asset Class</u>	<u>Target Allocation</u>		<u>Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)</u>	
Fixed Income	36.00	%	1.53	%
Domestic Equities	21.00		5.75	
Real Estate	6.00		5.69	
International Equities	23.00		7.66	
Other Investments	14.00		4.90	
Total	<u>100.00</u>	<u>%</u>	<u>4.55</u>	<u>%</u>

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3. Defined Benefit OPEB Plans (Continued)

**Discount Rate** A single discount rate of 3.16 percent was used to measure the OPEB liability on the measurement date of December 31, 2019. A single discount rate of 3.96 percent was used to measure the OPEB liability on the measurement date of December 31, 2018. 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 2.75 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 2034. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2034, 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 Authority's proportionate share of the net OPEB liability calculated using the single discount rate of 3.16 percent, as well as what the Authority's proportionate share of the net OPEB liability would be if it were calculated using a discount rate that is one percentage point lower (2.16 percent) or one percentage point higher (4.16 percent) than the current rate:

<u>2020</u>	<u>1% Decrease (2.16%)</u>	<u>Current discount rate (3.16%)</u>	<u>1% Increase (4.16%)</u>
Authority's proportionate share of the net OPEB liability	\$ 12,246,852	\$9,358,311	\$ 7,045,530

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3. 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.

<u>2020</u>	<u>1% Decrease</u>	<u>Current health care cost trend rate assumption</u>	<u>1% Increase</u>
Authority's proportionate share of the net OPEB liability	\$ 9,082,156	\$9,358,311	\$ 9,630,947

Retiree health care valuations use a health care cost-trend assumption that changes several years built into the assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2020 is 10.50 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 actuaries project premium rate increases will continue to exceed wage inflation for approximately the next decade, but by less each year, until leveling off at an ultimate rate, assumed to be 3.50 percent in the most recent valuation.

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#### 4. Cash and Cash Equivalents

Allowable investments are made according to Ohio Revised Code Section 135, and are limited to the following:

- U.S. Treasury Bills, Notes, Bonds, issues of the Federal National Mortgage Assn. (FNMA), Federal Home Loan Mortgage Corp. (FHLMC), Federal Home Loan Bank (FHLB), Federal Farm Credit Bank (FFCB), Student Loan Marketing Assn. (SLMA), Government National Mortgage Assn. (GNMA), and other agencies or instrumentalities for which the full faith and credit of the U.S. Government is pledged for the repayment of principal and interest. Bills are short term (one year or less) obligations issued and sold at a discount. Notes have fixed coupon rates with original maturities of between one and five years. Any eligible investment may be purchased at a premium or a discount, and can include instruments that may be called by the issuer prior to the final maturity date.
- State Treasury Asset Reserve of Ohio (STAR Ohio), managed by the State Treasurer of Ohio.
- Demand deposit accounts (such as checking accounts) established with local financial institutions.
- Certificates of Deposit (CDs) issued by local financial institutions mentioned in Section 135.32 of the ORC.
- Commercial paper notes, limited to 40% (5% for single issuer) in total of the interim monies available for investment at any one time and for a period not to exceed two hundred seventy days.
- Banker's acceptances, limited to 40% of the interim monies available for investment at any one time and for a period not to exceed one hundred eighty days.
- No-load money market mutual funds rated in the highest category by at least one nationally recognized rating agency, investing exclusively in the same types of eligible securities as defined in Division B(1) or B(2) under Section 135.14 of the ORC and repurchase agreements secured by such obligations. Eligible money market funds shall comply with Section 135.01 of the ORC regarding limitations and restrictions.

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#### 4. Cash and Cash Equivalents (Continued)

- Repurchase agreements with any eligible institution mentioned in Section 135.32 of the ORC, or any eligible securities dealer pursuant to the ORC, except that such eligible securities dealers shall be restricted to primary government securities dealers. Repurchase agreements will settle on a delivery vs. payment basis with collateral held in safekeeping by a third party custodian as agreed to by the Executive Director. The fair value of securities subject to a repurchase agreement must exceed the principal value of the repurchase agreement by at least two percent as defined under the Ohio Revised Code. The Executive Director reserves the right to require an additional percentage of collateral securing such repurchase agreements. Prior to the execution of any repurchase agreement with an eligible dealer, master repurchase agreement will be signed by the Executive Director and the eligible dealer.

The Authority is prohibited from investments of the following:

- The use of derivative securities, as defined in Section 135.14 of the ORC, is expressly prohibited.
- The final maturity of all eligible investments is 5 years, unless the investment is matched to a specific obligation or debt of SARTA and the investment is specifically approved by the Board of Trustees.
- A repurchase agreement under the terms of which the investing authority agrees to sell securities to a purchaser and agrees with that purchaser to unconditionally repurchase those securities that is not a delivery vs. payment basis transaction.
- The investment into a fund established by another subdivision if the fund was established for the purpose of investing public monies of other subdivisions.
- The use of leverage, in which the investing authority uses its current investment assets as collateral for the purpose of purchasing other assets.
- The issuance of taxable notes for the purpose of arbitrage.

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#### 4. Cash and Cash Equivalents (Continued)

- Contracting to sell securities that have not yet been acquired, for the purpose of purchasing such securities on the speculation that bond prices will decline.

Protection of the Authority's deposits is provided by the Federal Deposit Insurance Corporation (FDIC), by eligible securities pledged by the financial institution as security for repayment, or by the financial institution's participation in the Ohio Pooled Collateral System (OPCS), a collateral pool of eligible securities deposited with a qualified trustee and pledge to the Treasurer of State to secure the repayment of all public monies deposited in the financial institution.

#### **Deposits**

At December 31, 2020, the carrying amount of the Authority's deposits was \$4,940,285 and the bank balance was \$5,094,991, based upon the criteria described in GASB Statement No. 40, "Deposits and Investment Risk Disclosures." Of the bank balance, \$250,000 was covered by FDIC and \$1,646,198 was potentially exposed to custodial credit risk as discussed below because those deposits were uninsured and could be uncollateralized. Although all statutory requirements for the deposit of money had been followed, noncompliance with Federal requirements could potentially subject the Authority to a successful claim by the FDIC.

At December 31, 2019, the carrying amount of the Authority's deposits was \$4,596,877 and the bank balance was \$4,978,418, based upon the criteria described in GASB Statement No. 40, "Deposits and Investment Risk Disclosures." Of the bank balance, \$250,000 was covered by FDIC and \$1,456,986 was potentially exposed to custodial credit risk as discussed below because those deposits were uninsured and could be uncollateralized. Although all statutory requirements for the deposit of money had been followed, noncompliance with Federal requirements for the deposit of money had been followed, noncompliance with Federal requirements could potentially subject the Authority to a successful claim by the FDIC.

The Authority had \$1,860 in undeposited cash on hand which is included as part of cash & cash equivalents.

The Authority's financial institution participates in the Ohio Pooled Collateral System (OPCS), a collateral pool of eligible securities deposited with a qualified trustee and pledged to the Treasurer of State to secure the repayment of all monies deposited in the financial institution.

OPCS requires the total market value of the securities pledged to be 102 percent of the deposits being secured or a rate set by the Treasurer of State. For 2020, the Authority's financial institution was approved for a reduced collateral rate of 50 percent through the OPCS.

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4. Cash and Cash Equivalents (Continued)

Investments

Investments are reported at fair value. As of December 31, 2020 the Authority had the following investments:

<u>Investment</u>	<u>2020 Fair Value</u>	<u>Less than 6 Months</u>	<u>More than 6 Months</u>
STAR Ohio	\$21,505	\$21,505	\$-
CDARS-52 week	1,000,000	762,500	237,500
Money Market	2,780,751	247,000	2,533,751
Debt Securities	6,097,298	6,097,298	-
Total	<u>\$9,899,554</u>	<u>\$7,128,303</u>	<u>\$2,771,251</u>

Investments are reported at fair value. As of December 31, 2019 the Authority had the following investments:

<u>Investment</u>	<u>2019 Fair Value</u>	<u>Maturity Date</u>	
		<u>Less than 6 Months</u>	<u>More Than 6 Months</u>
STAR Ohio	\$21,354	\$21,354	\$-
CDARS-52 week term	1,500,000	500,000	1,000,000
Money Market	3,768,905	247,000	3,521,905
Debt Securities	1,071,373	1,071,373	-
Total	<u>\$6,361,632</u>	<u>\$1,839,727</u>	<u>\$4,521,905</u>

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#### 4. Cash and Cash Equivalents (Continued)

The Authority categorizes its fair value measurements within the fair value hierarchy established by general accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. As previously discussed, STAR Ohio is reported at its net asset value.

The above charts identifies the Authority's recurring fair value measurements as of December 31, 2020 and 2019. The CDARS and money market investments are valued using quoted market prices (Level 1 inputs) at December 31, 2020 and 2019. The fair value of debt securities at December 31, 2020 and 2019 was determined primarily based on Level 2 inputs. Inputs within Level 2 of the fair value hierarchy include inputs that are directly observable for an asset or a liability (including quoted prices for similar assets or liabilities), as well as inputs that are not directly observable for the asset or liability. The debt securities are valued using fair valuation methodologies that incorporate market inputs such as benchmark yields, reported trades, broker/dealer quotes, issuer spreads, two-sided markets, benchmark securities, bids, and offers. There is no limitations or restrictions on any STAR Ohio participant withdrawals due to redemption notice periods, liquidity fees, or redemption gates. However, notice must be given to STAR Ohio 24 hours in advance of all deposits and withdrawals exceeding \$25 million. STAR Ohio reserves the right to limit the transaction to \$100 million per day.

Transactions in all of a participant's accounts of the Ohio investor will be combined for these purposes.

##### *Interest rate risk*

In accordance with its investment policy, the Authority limits its exposure to declines in fair values by limiting the weighted average maturity of its investments in the Ohio Investment Pool to less than 12 months. STAR Ohio's weighted average maturity was 41 days.

Investments in STAR Ohio are unclassified investments in the Ohio Subdivisions Fund. The Ohio Subdivisions Fund represents an investment pool managed by another governmental unit and investments therein are not evidenced by securities that exist in physical or book entry form.



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4. Cash and Cash Equivalents (Continued)

<u>2020 Investments</u>	<u>Fair Value</u>	<u>Within 1 Year</u>	<u>1-5 Years</u>
State Treasurer's Inv Pool (STAR Ohio)	\$ 21,505	\$ 21,505	\$ -
CDARS	1,000,000	-	1,000,000
Money Market	2,780,751	247,000	2,533,751
Deb Securities	6,097,298	6,097,298	-

<u>2019 Investments</u>	<u>Fair Value</u>	<u>Within 1 Year</u>	<u>1-5 Years</u>
State Treasurer's Inv Pool (STAR Ohio)	\$ 21,354	\$ 21,354	\$ -
CDARS	1,500,000	500,000	1,000,000
Money Market	3,768,905	247,000	3,521,905
Deb Securities	1,071,373	1,071,373	-

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4. Cash and Cash Equivalents (Continued)

*Credit Risk*

As of December 31, 2020, Standard & Poor's rated the Authority's investment in the State Treasurer's Pool AAAm, and the Authority's investment in both FNMA bonds AA+

*Custodial Credit Risk – Investments*

For an investment, this is the risk that, in the event of the failure of the counter party, the government will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority's investment policy limits investments to CDARS, Debt Securities Money Market and STAR Ohio.

*Concentration of Credit Risk* – The Authority places no limit on the amount the Authority may invest in any on issuer.

5. Tax Revenues

On November 8, 2016 the voters of Stark County renewed the .25 percent sales tax levy until June of 2027. Revenue generated from the levy can be used for operating or capital purposes. The Authority receives cash from the sales tax levy when the related sales tax collections are distributed by the State of Ohio.

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6. Capital Assets

Capital asset activity for the year ended December 31, 2020, was as follows:

	Beginning Balance 1/1/2020	Additions	Disposals	Transfers	Ending Balance 12/31/2020
<b>Capital Assets Not Being Depreciated:</b>					
Land	\$ 932,672	\$ 854,248	\$ -	\$ -	\$ 1,786,920
Construction & Projects in Progress	15,294,564	484,925	-	(919,781)	14,859,708
<b>Total Capital Assets Not Depreciated</b>	16,227,236	1,339,173	-	(919,781)	16,646,628
<b>Capital Assets Being Depreciated:</b>					
Buildings & Improvements	22,604,817	54,885	-	-	22,659,702
Transportation Equipment	43,598,370	1,156,991	(2,866,329)	-	41,889,032
Other Equipment	5,641,626	122,666	(246,902)	919,781	6,437,171
<b>Total Capital Assets being Depreciated</b>	71,844,813	1,334,542	(3,113,231)	919,781	70,985,905
<b>Total Capital Assets</b>	88,072,049	2,673,715	(3,113,231)	-	87,632,533
Less accumulated depreciation for:					
Buildings & improvements	6,109,243	563,507	-	-	6,672,750
Transportation Equipment	25,753,656	2,957,220	(2,866,329)	-	25,844,547
Other Equipment	4,605,326	289,494	(246,902)	-	4,647,918
<b>Total Accumulated Depreciation</b>	36,468,225	3,810,221	(3,113,231)	-	37,165,215
<b>Total Capital Assets, Net</b>	\$ 51,603,824	\$ (1,136,506)	\$ -	\$ -	\$ 50,467,318

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6. Capital Assets (Continued)

Capital asset activity for the year ended December 31, 2019, was as follows:

	Beginning Balance 1/1/2019	Additions	Disposals	Transfers	Ending Balance 12/31/2019
<b>Capital Assets Not Being Depreciated:</b>					
Land	\$ 932,672	\$ -	\$ -	\$ -	\$ 932,672
Construction & Projects in Progress	10,690,789	7,100,697		(2,496,922)	15,294,564
<b>Total Capital Assets Not Depreciated</b>	11,623,461	7,100,697	-	(2,496,922)	16,227,236
<b>Capital Assets Being Depreciated:</b>					
Buildings & Improvements	22,604,817	-	-	-	22,604,817
Transportation Equipment	41,226,285	6,870	(131,707)	2,496,922	43,598,370
Other Equipment	5,246,391	513,857	(118,622)	-	5,641,626
<b>Total Capital Assets being Depreciated</b>	69,077,493	520,727	(250,329)	2,496,922	71,844,813
<b>Total Capital Assets</b>	80,700,954	7,621,424	(250,329)	-	88,072,049
Less accumulated depreciation for:					
Buildings & improvements	5,546,107	563,136	-	-	6,109,243
Transportation Equipment	22,357,974	3,527,389	(131,707)	-	25,753,656
Other Equipment	4,504,962	218,986	(118,622)	-	4,605,326
<b>Total Accumulated Depreciation</b>	32,409,043	4,309,511	(250,329)	-	36,468,225
<b>Total Capital Assets, Net</b>	\$ 48,291,911	3,311,913	\$ -	\$ -	\$ 51,603,824

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7. Restricted Assets

During 2020, the Authority received insurance proceeds in the amount of \$144,489 for a bus that was deemed unsalvageable due to an accident. The proceeds will be used to offset future bus purchases, thereby reducing the amount drawn from grant funds. As of December 31, 2020 and 2019, the balance in restricted cash related to these proceeds was \$534,888 and \$390,399 respectively.

8. Long Term Liabilities

Sick leave is earned for regular full-time employees at the rate of 4 hours per pay period. For non-union employees that worked less than 64 hours, the accrued amount is prorated at a rate of .05 based on the number of hours worked in that pay period. Sick time will continue to accrue up to 320 hours. Any additional hours beyond 320 shall be cashed out at one-half the non-union employee's regular hourly rate on December 31<sup>st</sup>, or the last day of the calendar year. Upon involuntary termination for other than gross misconduct, or upon resignation with at least two weeks' notice, accumulated and unused sick time may be paid at one-half of the non-union employee's regular hourly rate.

	<u>Balance</u> <u>1/1/2020</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance</u> <u>12/31/2020</u>	<u>Due Within</u> <u>One Year</u>
Compensated Absences	<u>\$ 516,725</u>	<u>\$ 102,044</u>	<u>\$ (37,000)</u>	<u>\$ 581,769</u>	<u>\$ (37,000)</u>
	<u>Balance</u> <u>1/1/2019</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance</u> <u>12/31/2019</u>	<u>Due Within</u> <u>One Year</u>
Compensated Absences	<u>\$ 490,364</u>	<u>\$ 61,361</u>	<u>\$ (35,000)</u>	<u>\$ 516,725</u>	<u>\$ (35,000)</u>

Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

8. Long Term Liabilities (Continued)

	<u>Balance 1/1/2020</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance 12/31/2020</u>	<u>Due Within One Year</u>
Pension, Net	<u>\$ 18,129,742</u>	<u>\$ -</u>	<u>\$ (4,382,713)</u>	<u>\$ 13,747,029</u>	<u>\$ -</u>
	<u>Balance 1/1/2019</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance 12/31/2019</u>	<u>Due Within One Year</u>
Pension, Net	<u>\$ 10,209,477</u>	<u>\$ 7,920,265</u>	<u>\$ -</u>	<u>\$ 18,129,742</u>	<u>\$ -</u>
	<u>Balance 1/1/2020</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance 12/31/2020</u>	<u>Due Within One Year</u>
OPEB, net	<u>\$ 8,412,928</u>	<u>\$ 945,383</u>	<u>\$ -</u>	<u>\$ 9,358,311</u>	<u>\$ -</u>
	<u>Balance 1/1/2019</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balance 12/31/2019</u>	<u>Due Within One Year</u>
OPEB, net	<u>\$ 6,868,593</u>	<u>\$ 1,544,335</u>	<u>\$ -</u>	<u>\$ 8,412,928</u>	<u>\$ -</u>

9. Grants and Reimbursements

Grants and reimbursements included in the statement of revenues, expenses and changes in net position for the years ended December 31, 2020 and 2019 consist of the following;

Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

9. Grants and Reimbursements (Continued)

<b>Grants</b>	<b>2020</b>	<b>2019</b>
State and Federal Prevention Maintenance	\$ 3,658,666	\$ 4,179,230
Federal Planning	10,671	19,240
Federal and State Capital & Operating	12,777,168	6,523,737
Total Grants	<u>16,446,505</u>	<u>10,722,207</u>
ODOT Fuel Tax Reimbursement	99,061	105,603
Total Reimbursements	<u>99,061</u>	<u>105,603</u>
<b>Total Grants and Reimbursements</b>	<u>\$ 16,545,566</u>	<u>\$ 10,827,810</u>

10. Risk Management

The Authority is exposed to various risks of loss related to torts, theft of, damage to, and destruction of assets, flood, tornado and earthquake, errors and omissions, employment-related matters, injuries to employees, and employee theft and fraud. Effective December 31, 1997, the Authority joined together with certain other transit authorities in the State to form the Ohio Transit Insurance Association, Inc. (name changed to Ohio Transit Risk Pool in 2002 – OTRP), a joint self-insurance pool pursuant to Section 2744.081 of the Ohio Revised Code, currently operating as a common risk management and insurance program for ten (as of December 31, 2017) member transit agencies. The Authority pays an annual premium to OTRP for its general insurance coverage for losses greater than the Pool’s retained losses. Quarterly, the Authority pays into a loss and administration fund pursuant to OTRP’s bylaws to fund this retained layer. The Agreement of Formation of OTRP provides that OTRP will be self-sustaining through member contributions and will purchase coverage in excess of the Pool retained amount through commercial companies with an industry standard rating of A or better. All retained amounts and limits listed are per occurrence. Coverage is granted per occurrence.

Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

10. Risk Management (Continued)

Current coverage is purchased for commercial property losses in excess of \$1,000 with limits up to \$2,500,000 and for Auto Physical Damages losses in excess of \$1,000 with limits up to \$100,000,000. Additionally, coverage is purchased for all covered liability claims in excess of \$1,000 with limits up to \$10,000,000 for automobile liability and \$1,000,000 for all other liability coverage. The Authority is responsible for the first \$1,000 of any property and/or liability claim or occurrence, and any amounts above the per occurrence limit of coverage.

OTRP also provides coverage for Boiler & Machinery with limits of \$50,000 per occurrence and Crime and Fidelity with limits of \$4,000,000. OTRP purchases a public officials bond for the Authority's fiscal officer(s) as required by ORC Section 306.42.

The Authority continues to carry commercial insurance for all other risks of loss, including workers' compensation and employee health and accident insurance. Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three fiscal years. There were no reductions of limits from the prior year. The Authority does have a policy relating to the credit risk of investments.

The Authority participates in the Health Transit Pool of Ohio.

11. Leases

The Authority entered into a fifty-nine (59) year lease with Charles Street Associates, LTD in July 1998 for a transfer station in Massillon, Ohio. The Authority has two additional options for 20 years each to extend the lease with the lessor. Annual rental is \$1 during the primary term of the lease. The Authority agreed to contribute \$2,000,000 for leasehold improvements at the facility and included same in building improvements in capital assets.

12. Contingencies

Grants

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, 2020 there were no material 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. In the opinion of the Authority's management, no material grant expenses will be disallowed.



Stark Area Regional Transit Authority  
Canton, Ohio  
NOTES TO FINANCIAL STATEMENTS  
For the Years Ended December 31, 2020 and 2019

12. Contingencies (Continued)

Litigation

The Authority is party to claims and litigation. The Authority's management is of the opinion that the ultimate disposition of claims and legal proceedings will not have a material effect, if any on the financial condition of the Authority.

13. COVID-19

The United States and the State of Ohio declared a state of emergency in March 2020 due to the COVID-19 pandemic. The financial impact of COVID-19 and the continuing emergency measures may impact subsequent periods of the Authority. The Authority's investment portfolio and the investments of the pension and other employee benefit plan in which the Authority participates fluctuate with market conditions, and due to market volatility, the amount or losses that will be recognized in subsequent periods, if any, cannot be determined. In addition, the impact on the Authority's future operating costs.



## Required Supplementary Information 2020

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Required Supplementary Information includes:

- Schedule of the Authority's Proportionate Share of the Net Pension Liability-Traditional Plan
  - Schedule of the Authority's Contributions –Pension- Traditional Plan
  - Schedule of the Authority's Proportionate Share of the Net Pension Asset-Combined Plan
  - Schedule of the Authority's Contributions-Pension Combined Plan
  - Schedule of the Authority's Proportionate Share of the Net OPEB Liability
  - Schedule of the Authority's Contributions- OPEB
  - Notes to Required Supplementary Information
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**STARK AREA REGIONAL TRANSIT AUTHORITY**

**Canton, Ohio**

Required Supplementary Information

Schedule of the Authority's Proportionate Share of the Net Pension Liability

Ohio Public Employees Retirement System (OPERS) – Traditional Plan

Last Seven Years (1)

	2020	2019	2018	2017	2016	2015	2014
Authority's proportion of the net pension liability	0.069550%	0.066196%	0.065078%	0.063678%	0.061711%	0.060696%	0.060696%
Authority's proportionate share of the net pension liability	\$ 13,747,029	\$ 18,129,742	\$ 10,209,477	\$ 14,460,191	\$ 10,689,124	\$ 7,320,616	\$ 7,155,268
Authority's covered payroll	\$ 9,785,571	\$ 9,020,143	\$ 8,589,069	\$ 7,873,350	\$ 7,854,942	\$ 7,478,633	\$ 6,246,241
Authority's proportionate share of the net pension liability as a percentage of its covered payroll	140.48%	200.99%	118.87%	183.66%	136.08%	97.89%	114.55%
Plan fiduciary net position as a percentage of total pension liability	82.17%	74.70%	84.66%	77.25%	81.08%	86.45%	86.36%

(1) Information prior to 2014 is not available and the amounts presented are as of the Authority's measurement date which is the prior year end.

STARK AREA REGIONAL TRANSIT AUTHORITY  
 Canton, Ohio  
 Required Supplementary Information  
 Schedule of the Authority's Contributions- Pension  
 Ohio Public Employees Retirement System (OPERS) – Traditional Plan  
 Last Ten Years

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Contractually required contribution- Pension	\$ 1,369,603	\$ 1,369,980	\$ 1,262,820	\$ 1,116,579	\$ 944,802	\$ 942,593	\$ 897,436	\$ 817,633	\$ 775,369	\$ 780,642
Contributions in relation to contractually required contribution	(1,369,603)	(1,369,980)	(1,262,820)	(1,116,579)	(944,802)	(942,593)	(897,436)	(817,633)	(775,369)	(780,642)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's covered payroll	\$ 9,782,879	\$ 9,785,571	\$ 9,020,143	\$ 8,589,069	\$ 7,873,350	\$ 7,854,942	\$ 7,478,633	\$ 6,246,241	\$ 7,753,690	\$ 7,806,420
Contributions as a percentage of covered payroll	14.00%	14.00%	14.00%	13.00%	12.00%	12.00%	12.00%	13.00%	10.00%	10.00%

**STARK AREA REGIONAL TRANSIT AUTHORITY**

**Canton, Ohio**

Required Supplementary Information

Schedule of the Authority's Proportionate Share of the Net Pension Asset

Ohio Public Employees Retirement System (OPERS) – Combined Plan

Last Seven Years (1)

	<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 asset	0.044230%	0.041230%	0.040418%	0.042470%	0.048960%	0.022117%	0.022117%
Authority's proportionate share of the net pension asset	\$ 92,230	\$ 46,104	\$ 55,022	\$ 23,637	\$ 23,825	\$ 8,515	\$ 2,321
Authority's covered payroll	\$ 196,893	\$ 187,921	\$ 178,938	\$ 182,875	\$ 96,192	\$ 80,842	\$ 67,752
Authority's proportionate share of the net pension asset as a percentage of its covered payroll	46.84%	25.53%	30.75%	12.93%	24.77%	10.53%	3.43%
Plan fiduciary net position as a percentage of total pension asset	145.28%	126.64%	137.28%	116.55%	116.90%	114.83%	104.56%

(1) Information prior to 2014 is not available and the amounts presented are as of the Authority's measurement date which is the prior year end.

**STARK AREA REGIONAL TRANSIT AUTHORITY**

**Canton, Ohio**

Required Supplementary Information

Schedule of the Authority's Contributions- Pension

Ohio Public Employees Retirement System (OPERS) – Combined Plan

Last Ten Years

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>
Contractually required contribution- Pension	\$ 28,350	\$ 27,565	\$ 26,309	\$ 23,262	\$ 21,945	\$ 11,543	\$ 9,701	\$ 8,869	\$ 8,410	\$ 8,467
Contributions in relation to contractually required contribution	<u>(28,350)</u>	<u>(27,565)</u>	<u>(26,309)</u>	<u>(23,262)</u>	<u>(21,945)</u>	<u>(11,543)</u>	<u>(9,701)</u>	<u>(8,869)</u>	<u>(8,410)</u>	<u>(8,467)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's covered payroll	\$ 202,500	\$ 196,893	\$ 187,921	\$ 178,938	\$ 182,875	\$ 96,192	\$ 80,842	\$ 67,752	\$ 84,100	\$ 84,670
contributions as a percentage of covered payroll	14.00%	14.00%	14.00%	13.00%	12.00%	12.00%	12.00%	13.00%	10.00%	10.00%

**STARK AREA REGIONAL TRANSIT AUTHORITY**

**Canton, Ohio**

Required Supplementary Information

Schedule of the Authority's Proportionate Share of the Net OPEB Liability

Ohio Public Employees Retirement System (OPERS)

Last Four Years (1)

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Authority's proportion of the net OPEB liability	0.067752%	0.064528%	0.063251%	0.061951%
Authority's proportionate share of the net OPEB liability	\$ 9,358,311	\$ 8,412,928	\$ 6,868,593	\$ 6,257,261
Authority's covered payroll	\$ 10,191,016	\$ 9,247,360	\$ 8,947,000	\$ 8,628,900
Authority's proportionate share of the net OPEB liability as a percentage of its covered payroll	91.83%	90.98%	76.77%	72.52%
Plan fiduciary net position as a percentage of total OPEB liability	47.80%	46.33%	54.14%	54.05%

(1) Information prior to 2017 is not available and the amount presented are as of the Authority's measurement date which is the prior year end.

STARK AREA REGIONAL TRANSIT AUTHORITY  
 Canton, Ohio  
 Required Supplementary Information  
 Schedule of the Authority's Contributions- OPEB  
 Ohio Public Employees Retirement System (OPERS)  
 Last Ten Years

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Contractually required contribution- OPEB (1)	\$ -	\$ -	\$ -	\$ 89,470	\$ 172,578	\$ 159,023	\$ 151,190	\$ 63,140	\$ 313,512	\$ 315,644
Contributions in relations to contractually required contributions	-	-	-	(89,470)	(172,578)	(159,023)	(151,190)	(63,140)	(313,512)	(315,644)
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's covered payroll (1)	\$ 10,195,710	\$ 10,191,016	\$ 9,247,360	\$ 8,947,000	\$ 8,628,900	\$ 7,951,133	\$ 7,559,475	\$ 6,313,993	\$ 7,837,790	\$ 7,891,090
Contributions as a percentage of covered payroll	0.00%	0.00%	0.00%	1.00%	2.00%	2.00%	2.00%	1.00%	4.00%	4.00%

(1) Prior to 2017, contributions do not contain MD plan contributions.



## STARK AREA REGIONAL TRANSIT AUTHORITY

Canton, Ohio

Notes to Required Supplementary Information

For the Year Ended December 31, 2020

### Pension

Ohio Public Employees Retirement System (OPERS)

Changes in benefit terms:

- There were no changes in benefit terms from the amounts reported.

Changes in assumptions:

- There was a change in methods and assumptions used in the calculation of actuarial determined contributions for 2020. See the notes to the basic financials for the methods and assumptions in this calculation.

### OPEB

Ohio Public Employees Retirement system (OPERS)

Changes in benefit terms:

- There were no changes in benefit terms from the amounts reported.

Changes in assumptions:

- There was a change in methods and assumptions used in the calculation of actuarial determined contributions for 2020. See the notes to the basic financials for the methods and assumptions in this calculation.



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## Statistical Section 2020

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This part of SARTA's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, notes to the financials, and required supplementary information says about SARTA's overall financial health.

### Financial Trends (Pages 87-88)

- These schedules contain trend information to help the reader understand how SARTA's financial performance and well-being have changed over a ten-year period.

### Revenue Capacity (Pages 89-91)

- These schedules contain information to help the reader assess SARTA's most significant local revenue source, the ¼ percent Sales Tax.

### Operating Information (Pages 92-95)

- These schedules contain ridership and infrastructure data to help the reader understand how the information in SARTA's financial report relates to the services SARTA provides and the activities performed.

### Debt Capacity (Page 96)

- This schedule presents information to help the reader assess the affordability of SARTA's current levels of outstanding debt and the ability to issue debt in the future.

### Economic and Demographic (Pages 97-104)

- These schedules offer demographic and economic indicators to help the reader understand the environment within which SARTA's financial activities take place.
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## Financial Trends Information 2020

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(Unaudited)

- Table 1 – Net Position by Component
  - Table 2 – Changes in Net Position
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STARK AREA REGIONAL TRANSIT AUTHORITY  
NET POSITION BY COMPONENT  
LAST TEN YEARS  
(Unaudited)

Table 1

	2020	2019	2018	Restated 2017**	2016	2015	Restated 2014*	2013	2012	2011
<b>NET POSITION</b>										
Net Investment in Capital Assets	\$ 50,467,318	\$ 51,603,825	\$ 48,291,911	\$ 48,654,323	\$ 49,205,091	\$ 36,746,495	\$ 34,954,513	\$ 34,143,696	\$ 35,108,740	\$ 28,659,037
Restricted	534,888	390,399	370,902	209,739	106,799	125,918	230,753	-	100,000	38,899
Unrestricted	(7,129,300)	(10,307,052)	(3,079,228)	280,503	7,771,176	6,758,329	6,708,300	11,029,737	7,778,378	7,671,591
<b>TOTAL NET POSITION</b>	<b>\$ 43,872,906</b>	<b>\$ 41,687,172</b>	<b>\$ 45,583,585</b>	<b>\$ 49,144,565</b>	<b>\$ 57,083,066</b>	<b>\$ 43,630,742</b>	<b>\$ 41,893,566</b>	<b>\$ 45,173,433</b>	<b>\$ 42,987,118</b>	<b>\$ 36,369,527</b>

\*\* 2017 restated to comply with GASB 75

\*2014 restated to comply with GASB 68

STARK AREA REGIONAL TRANSIT AUTHORITY  
CHANGES IN NET POSITION  
LAST TEN YEARS  
(Unaudited)

Table 2

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
<b>OPERATING REVENUES</b>										
Passenger Fares.....	\$ 680,267	\$ 1,227,723	\$ 1,358,033	\$ 1,148,401	\$ 1,200,231	\$ 1,348,373	\$ 1,352,071	\$ 1,141,471	\$ 1,111,074	\$ 1,069,426
Special Transit Fares.....	400,925	775,676	879,020	978,456	1,024,495	990,281	821,161	654,311	553,229	684,507
Auxillary Transportation Revenues.....	105,608	56,929	164,702	112,362	71,041	110,273	141,553	92,973	72,972	60,939
<b>TOTAL OPERATING REVENUES</b>	<b>1,186,800</b>	<b>2,060,328</b>	<b>2,401,755</b>	<b>2,239,219</b>	<b>2,295,767</b>	<b>2,448,927</b>	<b>2,314,785</b>	<b>1,888,755</b>	<b>1,737,275</b>	<b>1,814,872</b>
<b>OPERATING EXPENSES</b>										
Labor.....	8,942,812	9,135,839	8,320,070	7,922,433	7,601,170	7,142,492	6,793,551	6,396,815	5,902,311	5,808,570
Fringe Benefits.....	10,732,287	11,583,533	9,035,782	8,672,802	6,783,211	5,858,125	5,317,403	4,853,118	4,785,964	4,221,636
Materials, Supplies and Training.....	2,851,477	3,174,573	3,237,323	2,921,073	2,501,737	3,045,136	3,800,800	3,638,790	3,085,079	2,512,522
ODOT Fuel Tax Reimbursement.....	(99,061)	(105,603)	(87,114)	(98,013)	(105,527)	(108,694)	(118,853)	(118,412)	(125,428)	(142,943)
Services.....	1,604,585	1,680,512	1,483,953	1,454,817	1,313,963	1,375,355	890,085	1,146,558	998,807	884,687
Utilities.....	473,665	544,078	532,743	453,531	415,293	414,994	171,951	271,048	326,085	237,395
Causality & Liability Insurance.....	570,203	710,429	539,302	498,287	683,314	476,012	521,659	465,550	388,802	368,469
Leases & Rentals.....	68,262	38,630	39,491	47,266	28,922	52,462	19,100	20,311	237	2,930
Miscellaneous.....	1,927,090	1,057,656	704,310	1,102,073	1,012,790	231,512	302,775	403,070	236,161	322,725
<b>TOTAL OPERATING EXPENSES</b>	<b>27,071,320</b>	<b>27,819,647</b>	<b>23,805,860</b>	<b>22,974,269</b>	<b>20,234,873</b>	<b>18,487,394</b>	<b>17,698,471</b>	<b>17,076,848</b>	<b>15,598,018</b>	<b>14,215,991</b>
Before Depreciation Expense	27,071,320	27,819,647	23,805,860	22,974,269	20,234,873	18,487,394	17,698,471	17,076,848	15,598,018	14,215,991
Depreciation Expense	(25,884,520)	(25,759,319)	(21,404,105)	(20,735,050)	(17,939,106)	(16,038,467)	(15,383,686)	(15,188,093)	(13,860,743)	(12,401,119)
<b>OPERATING LOSS</b>	<b>(29,694,741)</b>	<b>(30,068,830)</b>	<b>(25,908,614)</b>	<b>(24,799,432)</b>	<b>(21,694,221)</b>	<b>(19,492,068)</b>	<b>(15,683,222)</b>	<b>(18,774,906)</b>	<b>(17,472,186)</b>	<b>(15,816,520)</b>
<b>NON-OPERATING REVENUES (EXPENSES)</b>										
Sales Tax Revenues.....	15,224,360	15,187,998	15,748,323	15,231,084	14,812,362	14,573,689	14,225,476	13,008,940	12,636,571	12,017,178
Operating Grants and Reimbursements.....	8,379,851	5,867,299	2,659,812	5,249,582	4,424,793	3,050,742	3,833,729	5,607,527	3,144,395	2,669,878
Investment/Interest Income.....	70,876	243,150	151,675	40,546	67,488	17,604	37,692	17,720	9,979	1,534
Sales Tax Collection Expense.....	(152,244)	(151,880)	(149,527)	(148,633)	(148,124)	(145,737)	(144,995)	(130,089)	(125,115)	(120,172)
Gain (Loss) on Disposal of Capital Assets.....	5,936	600	6,246	12,366	675	(58,557)	(1,944)	(45,339)	(75,508)	(16,379)
Non-transportation Revenues.....	285,042	170,342	151,609	124,505	20,810	54,616	110,360	76,870	26,552	22,190
<b>NON-OPERATING REVENUES /EXPENSE-NET</b>	<b>23,813,821</b>	<b>21,317,509</b>	<b>18,568,138</b>	<b>20,509,450</b>	<b>19,178,004</b>	<b>17,492,357</b>	<b>18,060,318</b>	<b>18,535,629</b>	<b>15,616,874</b>	<b>14,574,229</b>
<b>CAPITAL GRANT REVENUE</b>										
Federal Capital Grant.....	4,844,758	4,854,908	3,779,496	2,519,273	15,968,541	3,736,887	3,059,094	2,425,592	5,391,151	4,203,691
State/Local Capital Grant.....	3,221,896	0	0	0	0	0	0	0	2,981,752	97,900
Restricted Federal Capital Grant.....	0	0	0	0	0	0	230,753	0	100,000	38,899
<b>TOTAL CAPITAL GRANTS</b>	<b>8,066,654</b>	<b>4,854,908</b>	<b>3,779,496</b>	<b>2,519,273</b>	<b>15,968,541</b>	<b>3,736,887</b>	<b>3,289,847</b>	<b>2,425,592</b>	<b>8,472,903</b>	<b>4,340,490</b>
<b>CHANGE IN NET POSITION</b>	<b>\$ 2,185,734</b>	<b>\$ (3,896,413)</b>	<b>\$ (3,560,980)</b>	<b>\$ (1,770,709)</b>	<b>\$ 13,452,324</b>	<b>\$ 1,737,176</b>	<b>\$ 2,965,943</b>	<b>\$ 2,186,315</b>	<b>\$ 6,617,591</b>	<b>\$ 3,098,199</b>



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## Revenue Capacity Information 2020

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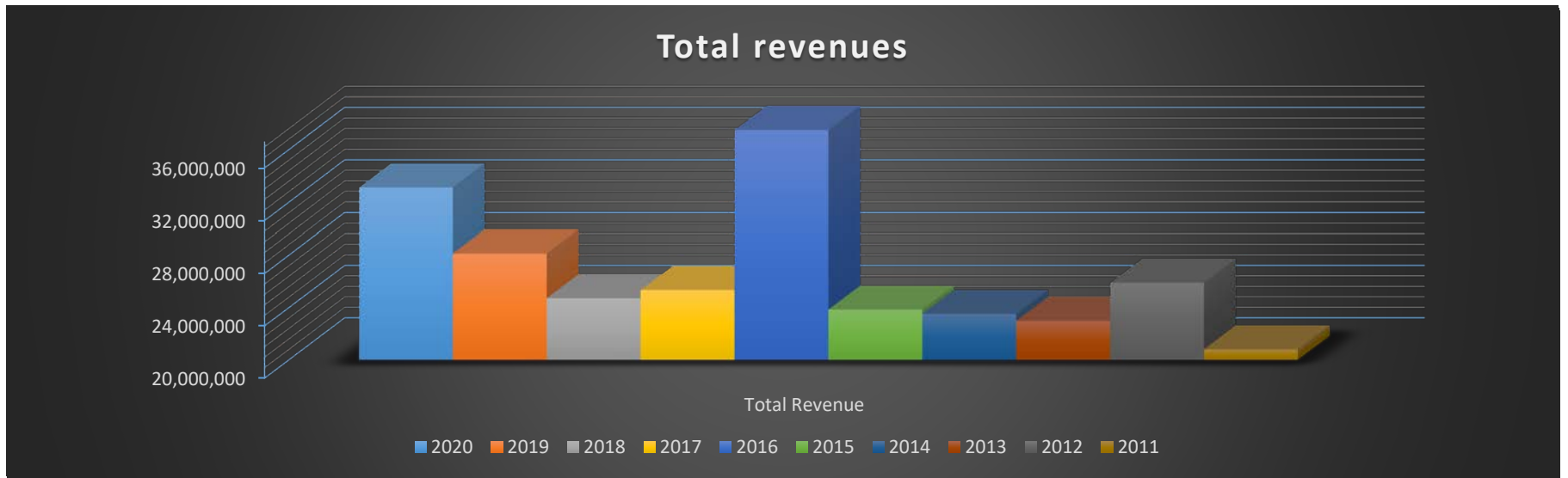
(Unaudited)

- Table 3 – Revenue Base
  - Table 4 – Passenger Revenue Rates
  - Table 5 – Sales Tax Revenue
-

STARK AREA REGIONAL TRANSIT AUTHORITY  
REVENUE BASE  
LAST TEN YEARS  
(Unaudited)

Table 3

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
FARES	\$ 1,186,800	\$ 2,060,328	\$ 2,401,755	\$ 2,239,219	\$ 2,295,767	\$ 2,448,927	\$ 2,314,785	\$ 1,888,755	\$ 1,737,275	\$ 1,814,872
SALES TAX	\$ 15,224,360	\$ 15,187,998	\$ 15,748,323	\$ 15,231,084	\$ 14,812,362	\$ 14,573,689	\$ 14,225,476	\$ 13,008,940	\$ 12,636,571	\$ 12,017,178
FEDERAL:										
Operating Grants	\$ 8,379,851	\$ 5,867,299	\$ 2,659,812	\$ 5,249,582	\$ 4,424,793	\$ 3,050,742	\$ 3,833,729	\$ 5,607,527	\$ 3,144,395	\$ 2,669,878
Capital Grant Reimbursements	\$ 4,844,758	\$ 4,854,908	\$ 3,779,496	\$ 2,519,273	\$ 15,968,541	\$ 3,736,887	\$ 3,059,094	\$ 2,425,592	\$ 5,391,151	\$ 4,203,691
STATE:										
Capital Grant Reimbursements	\$ 3,221,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL:										
Reimbursement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,981,752	\$ 97,900
Non-transportation	\$ 285,042	\$ 170,342	\$ 151,609	\$ 124,505	\$ 20,810	\$ 54,616	\$ 110,360	\$ 76,870	\$ 26,522	\$ 22,190
	\$ 33,142,707	\$ 28,140,875	\$ 24,740,995	\$ 25,363,663	\$ 37,522,273	\$ 23,864,861	\$ 23,543,444	\$ 23,007,684	\$ 25,917,666	\$ 20,825,709



STARK AREA REGIONAL TRANSIT AUTHORITY  
 PASSANGER REVENUE RATES  
 (As of December 31, 2020)

**Table 4**

TICKET/PASS	SINGLE FARE TICKET	10-RIDE TICKET	31-DAY PASS
ROUTES:			
REGULARE FIXED ROUTE	\$ 1.50	\$ 15.00	\$ 45.00
REDUCED FIXED ROUTE	\$ 0.75	\$ 7.50	\$ 22.50
PROLINE/CURB TO CURB	\$ 2.25	\$ 22.50	\$ 63.00
STUDENT FIXED ROUTE			\$ 27.50
Non-ADA Proline	\$ 3.50		
DAY PASS	\$ 3.00		
CLEVELAND FIXED ROUTE	\$ 2.50		

Note:

**Regular Fixed Fare**

- For passengers ages 6-64 (eligible for free route transfer).

**Reduced Fixed Fare**

- For passengers 65 years or older, those with a disability, or Medicare cardholders. For the \$.75 cash fares, riders should show documentation or buy tickets from customer service.

**Paratransit (Proline)**

- For passengers registered with the ADA Curb-to-Curb program. Proline operates in all of Stark County. Passengers not registered with the ADA program will pay the Non-ADA Fare.

**Student Fixed Fare-**

- The student 31-Day Pass is the only student fare and is available for riders 6-18 years of age. Students need to pay \$1.50 unless showing a 31-Day Pass, Day Pass or Transfer.

**Non-ADA Proline-**

- For passengers who do not have a client number and who are merely accompanying a Proline rider.
- For seniors 65 or older without a Proline number who arrange a ride through Proline (based on availability)

**31- Day Pass**

- Good for 31 days from the first time it is activated through the farebox.

**Day Pass**

- Good for unlimited rides from the first time of issue until the end of service for the day.

**Cleveland Fixed Fare**

- Single ride tickets also work with Cleveland RTA lines.

**Children**

- Passengers age 5 and under, accompanied by an adult, ride for free.



STARK AREA REGIONAL TRANSIT AUTHORITY  
 SALES TAX REVENUE  
 LAST TEN YEARS  
 (Unaudited)

Table 5

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
<b>SALES TAX REVENUE</b>	\$ 15,224,360	\$ 15,187,998	\$ 15,748,323	\$ 15,231,084	\$ 14,812,362	\$ 14,573,689	\$ 14,225,476	\$ 13,008,940	\$ 12,636,571	\$ 12,017,178
<b>POPULATION*</b>	369,964	370,606	375,586	372,542	375,586	375,165	375,584	375,895	374,868	375,087
<b>SALES TAX PER CAPITAL</b>	\$ 41.15	\$ 40.98	\$ 41.93	\$ 40.88	\$ 39.44	\$ 38.85	\$ 37.88	\$ 34.61	\$ 33.71	\$ 32.04

\*Population

US Census Bureau Annual Estimates of Population for the Counties of Ohio

2012 [https://factfinder2.census.gov/faces/tableservices/jsf/pages/proctview.xhtml?pid=PEP\\_2012PEPANNRES](https://factfinder2.census.gov/faces/tableservices/jsf/pages/proctview.xhtml?pid=PEP_2012PEPANNRES)

2013 <https://census.gov/quickfacts/facts/table/starkcountyohio> <http://quickfacts.census.gov/gfo/stats/39/39151.html> (US Census only has population up to 2012)

2014 <https://census.gov/quickfacts/facts/table/starkcountyohio> (US Census only has population up to 2012)

2017 <https://factfinder.census.gov>

2018 <https://suburbanstats.org/population/ohio/how-many-people-live-in-stark-county>

2019 <https://census.gov/quickfacts/fact/table/starkcountyohio>

2020 <https://worldpopulationreview.com/us-counties/oh/stark-county-population>



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## Operating Information 2020

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(Unaudited)

- Table 6 – Employees & Labor Classification
  - Table 7 – Operating Indicators
  - Table 8 – Expenses by Source/Object
  - Table 9 – Capital Asset Statistics
-

STARK AREA REGIONAL TRANSIT AUTHORITY  
 EMPLOYEES AND LABOR CLASSIFICATION  
 LAST TEN YEARS  
 (Unaudited)

Table 6

CLASSIFICATION/YEAR	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
<i>VEHICLE OPERATIONS</i>	144	160	164	162	163	165	165	159	159	132
<i>VEHICLE MAINTENANCE</i>	33	29	27	31	28	28	29	20	20	28
<i>NON-VEHICLE MANTENANCE</i>	4	4	4	4	3	3	4	3	3	3
<i>GENERAL ADMISTRATION</i>	37	29	20	19	19	19	18	23	23	18
<i>TOTAL OPERATING LABOR</i>	218	222	215	216	213	215	216	205	205	181
<i>TOTAL CAPITAL LOABOR</i>	0	0	0	0	0	0	0	0	0	0
<b>TOTAL LABOR</b>	<b>218</b>	<b>222</b>	<b>215</b>	<b>216</b>	<b>213</b>	<b>215</b>	<b>216</b>	<b>205</b>	<b>205</b>	<b>181</b>

Data compiled from SARTA Payroll and Human Resource reports

STARK AREA REGIONAL TRANSIT AURHTORIY  
OPERATING INDICATORS  
LAST TEN YEARS  
(Unaudited)

Table 7

<b>System Ridership*1</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
Fixed Route	1,242,691	2,171,556	2,290,017	2,239,560	2,311,193	2,499,409	2,639,702	2,530,749	2,502,299	2,309,425
Paratransit	92,110	158,983	161,264	162,339	171,493	136,901	140,747	138,147	139,992	128,034
Shttles and Specials	0	25,325	28,951	21,619	29,949	44,937	26,034	22,129	16,607	10,636
<b>Average Weekday*1</b>										
<b>System Ridership</b>										
Fixed Route	4,195	7,49	7,909	7,111	8,038	9,009	10,398	9,152	8,719	8,053
Paratransit	311	571	576	632	617	552	497	497	455	457
<b>Average Weekday*1</b>										
<b>Miles Operated</b>										
Fixed Route	7,469	8,238	8,219	7,767	7,988	8,850	8,740	8,812	8,695	7,592
Pararansit	3,450	5,112	5,371	5,307	5,390	5,672	5,852	4,620	4,404	3,905
<b>Revenue Miles*1</b>										
Fixed Route	2,250,669	2,296,131	2,218,699	2,262,229	2,249,630	2,247,849	2,237,399	2,208,234	2,119,345	2,256,733
Paratransit	826,064	1,268,835	1,281,624	1,307,673	1,384,210	1,440,588	1,498,092	1,138,653	1,132,028	977,902
<b>Passenger Miles*1</b>										
Fixed Route	6,063,424	14,799,713	15,374,255	15,613,135	18,696,527	12,738,406	12,789,633	12,789,633	12,616,719	11,464,591
Paratransit	687,362	1,353,178	1,425,633	1,826,865	1,498,475	1,221,319	1,283,190	1,283,190	1,212,319	1,201,757
<b>Energy Consumption*2</b>										
Gallons of CNG & diesel/biodiesel	342,409	654,199	631,499	646,626	575,555	638,703	622,585	576,992	573,162	529,331
Cost	\$545,466	\$1,266,898	\$851,984	\$857,572	\$755,981	\$1,173,285	\$1,709,986	\$1,882,758	\$1,841,540	\$1,608,873
Average Cost per Gallon	\$1.59	\$1.94	\$1.35	\$1.33	\$1.31	\$1.84	\$2.75	\$3.26	\$3.21	\$3.03
<b>Fleet Requirement*1</b>										
Fixed Route	36	36	36	36	33	34	34	34	34	34
Paratransit	30	30	30	30	30	26	23	23	23	23
<b>Total Active Vehicles*1</b>										
Fixed Route	47	47	47	50	52	38	43	43	39	38
Paratransit	53	53	53	52	42	42	41	41	41	42
<b>Number of Employees*3</b>										
Full Time Equivalent	218	222	215	216	213	215	216	205	205	181

\*1- Data compiled from Nation Transit Database

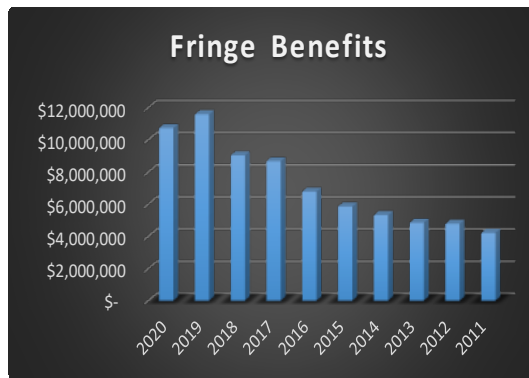
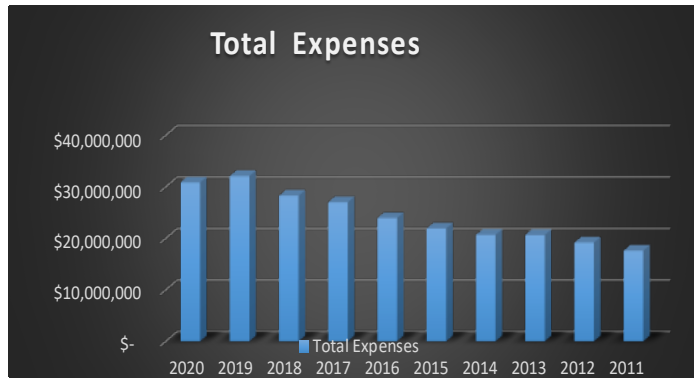
\*2 Data compiled from maintenance department

\*3 Data compiled from payroll department

**STARK AREA REGIONAL TRANSIT AUTHORITY  
EXPENSES BY SOURCE- LAST TEN YEARS  
(Unaudited)**

**Table 8**

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Labor	\$ 8,942,812	\$ 9,135,839	\$ 8,320,070	\$ 7,922,433	\$ 7,601,170	\$ 7,142,492	\$ 6,793,551	\$ 6,396,815	\$ 5,902,311	\$ 5,808,570
Fringe Benefits	\$ 10,732,287	\$ 11,583,533	\$ 9,035,782	\$ 8,672,802	\$ 6,783,211	\$ 5,858,125	\$ 5,317,403	\$ 4,853,118	\$ 4,785,964	\$ 4,221,636
General & Administrative	\$ 7,396,221	\$ 7,100,275	\$ 6,450,008	\$ 6,379,034	\$ 5,850,492	\$ 5,486,777	\$ 5,588,517	\$ 5,826,915	\$ 4,909,743	\$ 4,185,785
Depreciation	\$ 3,810,221	\$ 4,309,511	\$ 4,504,509	\$ 4,064,382	\$ 3,755,115	\$ 3,453,601	\$ 2,999,536	\$ 3,586,813	\$ 3,611,443	\$ 3,415,401
<b>Total Expenses</b>	<b>\$ 30,881,541</b>	<b>\$ 32,129,158</b>	<b>\$ 28,310,369</b>	<b>\$ 27,038,651</b>	<b>\$ 23,989,988</b>	<b>\$ 21,940,995</b>	<b>\$ 20,699,007</b>	<b>\$ 20,663,661</b>	<b>\$ 19,209,461</b>	<b>\$ 17,631,392</b>



**EXPENSES BY OBJECT- LAST TEN YEARS  
(UNAUDITED)**

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Wages	\$ 8,942,812	\$ 9,135,839	\$ 8,320,070	\$ 7,922,433	\$ 7,601,170	\$ 7,142,492	\$ 6,793,551	\$ 6,396,815	\$ 5,902,311	\$ 5,808,570
Benefits	\$ 10,732,287	\$ 11,583,533	\$ 9,035,782	\$ 8,672,802	\$ 6,783,211	\$ 5,858,125	\$ 5,317,403	\$ 4,853,118	\$ 4,785,964	\$ 4,221,636
Services	\$ 1,604,585	\$ 1,680,512	\$ 1,483,953	\$ 1,454,817	\$ 1,313,963	\$ 1,375,355	\$ 890,085	\$ 1,146,558	\$ 998,807	\$ 884,687
Supplies	\$ 2,752,416	\$ 3,068,970	\$ 3,150,209	\$ 2,823,060	\$ 2,396,210	\$ 2,936,442	\$ 3,681,947	\$ 3,520,378	\$ 2,959,651	\$ 2,369,740
Utilities	\$ 473,665	\$ 544,078	\$ 532,743	\$ 453,531	\$ 415,293	\$ 414,994	\$ 171,951	\$ 271,048	\$ 326,085	\$ 237,395
Casualty & Liability	\$ 570,203	\$ 710,429	\$ 539,302	\$ 498,287	\$ 683,314	\$ 476,012	\$ 521,659	\$ 465,550	\$ 388,802	\$ 368,469
Depreciation	\$ 3,810,221	\$ 4,309,511	\$ 4,504,509	\$ 4,064,382	\$ 3,755,115	\$ 3,453,601	\$ 2,999,536	\$ 3,586,813	\$ 3,611,443	\$ 3,415,401
Miscellaneous Expense	\$ 1,995,352	\$ 1,096,286	\$ 743,801	\$ 1,149,339	\$ 1,041,712	\$ 283,974	\$ 322,875	\$ 423,381	\$ 236,398	\$ 325,494
<b>Total Expenses</b>	<b>\$ 30,881,541</b>	<b>\$ 32,129,158</b>	<b>\$ 28,310,369</b>	<b>\$ 27,038,651</b>	<b>\$ 23,989,988</b>	<b>\$ 21,940,995</b>	<b>\$ 20,699,007</b>	<b>\$ 20,663,661</b>	<b>\$ 19,209,461</b>	<b>\$ 17,631,392</b>

Depreciation totals are in the total expenses.

STARK AREA REGIONAL TRANSIT AUTHORITY  
 EXPENSES BY SOURCE- LAST TEN YEARS  
 (Unaudited)

Table 8

Capital Assets Inventory	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Revenue Vehicle Inventory										
Heavy Duty Vehicles	47	47	47	50	52	38	43	43	39	38
Light Duty Vehicles	53	53	53	52	42	42	41	41	41	42
Total Revenue Vehicle Inventory	100	100	100	102	94	80	84	84	80	80
Administration/Maintenance Buildings	1	1	1	1	1	1	1	1	1	1
Transit Stations	4	4	4	4	4	4	4	4	4	4

Data compiled from SARTA Inventory count



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## Debt Capacity Information 2020

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(Unaudited)

➤ Table 10 – Debt Service

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STARK AREA REGIONAL TRANSIT AURHTORIY  
DEBT SERVICE  
LAST TEN YEARS  
(Unaudited)

Table 10

YEAR	REVENUES (1)	EXPENSES (2)	AVAILABLE FOR DEBT SERVICE	PRINCIPAL	INTEREST	DEBT	COVERAGE
2020	\$ 33,219,519	\$ 27,223,564	\$ 5,995,955				
2019	\$ 28,384,625	\$ 27,971,527	\$ 413,098				
2018	\$ 24,898,920	\$ 23,955,387	\$ 943,533				
2017	\$ 25,416,575	\$ 23,122,902	\$ 2,293,673				
2016	\$ 37,590,436	\$ 20,382,997	\$ 17,207,439				
2015	\$ 23,882,164	\$ 18,691,387	\$ 5,190,777				
2014	\$ 23,811,889	\$ 17,927,848	\$ 5,884,041				
2013	\$ 23,025,404	\$ 17,122,187	\$ 5,903,217				
2012	\$ 25,827,052	\$ 15,598,018	\$ 10,229,034				
2011	\$ 20,729,589	\$ 14,473,148	\$ 6,256,441				

(1) Gross revenues include interest, planning grants, special fares assistance, local grants, gain on disposal of capital assets, and other non-operating revenues.

(2) Total expenses exclusive of depreciation and inclusive of loss on disposal of assets and sales tax administrative charge.





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## Economic & Demographic Information 2020

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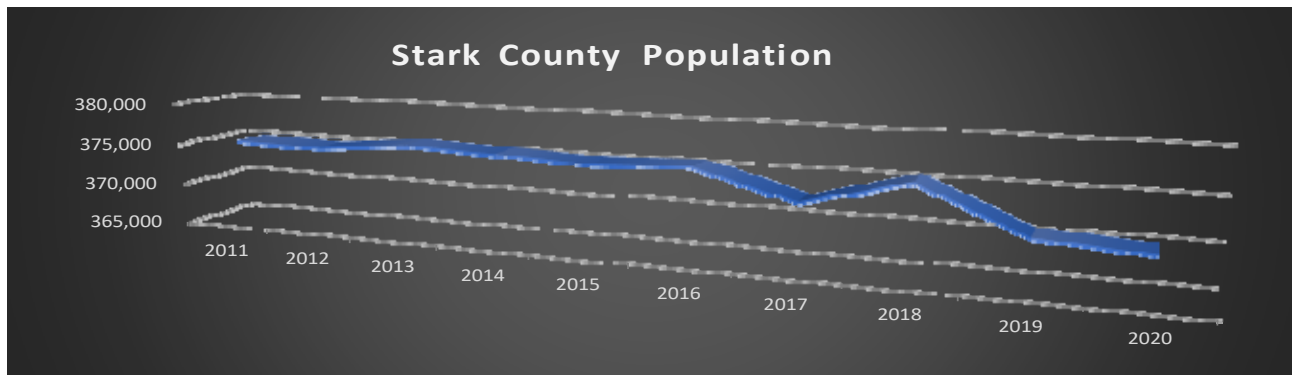
The Economic & Demographic Section includes the Economic Condition and Outlook for Stark County, selected Stark County Demographics, and a list of Major Employers in the county.

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ECONOMIC & DEMOGRAPHIC INFORMATION  
(Unaudited)

Stark County, Ohio covers an area of 581 square miles. SARTA’S service area is within the boundaries of Stark County, Ohio. The County consists of eighteen municipalities (cities and villages) and seventeen townships. The seat of the county government is the City of Canton.

Stark County Population									
2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
375,087	374,868	375,895	375,584	375,165	375,586	372,542	375,586	370,606	369,964



Ten years ago manufacturing jobs drove the economy in Stark County. During the past ten years, Stark County has transitioned from a manufacturing base to a health, education, and social services-based economy. According to estimates from the U.S. Bureau of Labor Statistics, manufacturing jobs declined by nearly a third from 2003 to 2012. Business is moving forward into the new economy with a focus on companies in advanced manufacturing and new emerging technologies such as fuel cells, wind energy and oil shale exploration and development. In addition, the number and variety of national and international companies, such as Timken and Diebold, with facilities in Stark County is also a testimony to the growing strength of the area’s business environment.

The Stark County unemployment rate for 2020 was 5.2%<sup>1</sup> compared with the national average of 6.7%<sup>1</sup>.

<sup>1</sup><http://homefacts.com/unemployment/Ohio/Stark-County.html>

City of Canton Major Employers  
PRIOR YEAR AND NINE YEARS AGO  
(Unaudited)

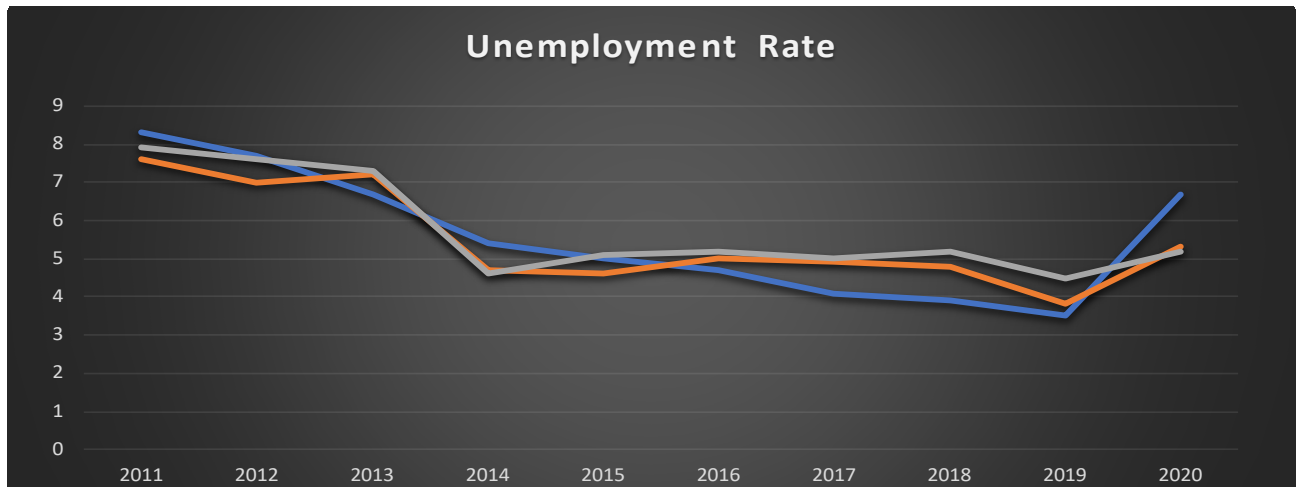
<b>2019 Employers*1</b>	<b>Nature of Activity</b>	<b>Employees</b>	<b>Percentage of Total City Employees</b>
Aultman Hospital	Health Service	4,381	12.84%
Mercy Medical	Health Service	2,802	8.21%
Stark County	Government	2,762	8.09%
Canton City Schools	Education	2,241	6.57%
Fresh Mark Inc	Meat Processing	1,925	5.64%
Timken Steel	Steel	1,359	3.98%
City of Canton	Municipal Government	929	2.72%
MK Morse Co	Saw Blades and Accessories	515	1.51%
Republic Engineer	Hot-rolled and cold finisher steel bars and specialty steels	476	1.39%
Nationwide	Insurance Provider	241	0.71%
<b>Total</b>		<b>17,631</b>	<b>51.66%</b>
	Estimated Total Employment within the City	<b>34,128</b>	

<b>2010 Employers*1</b>	<b>Nature of Activity</b>	<b>Employees</b>	<b>Percentage of Total City Employment</b>
Aultman Hospital	Health Service	4,143	13.02%
Stark County	County Government	2,526	7.94%
Mercy Medical Center	Health Service	2,356	7.40%
The Timken Co.	Tapered roller bearings and steel	2,355	7.40%
Canton City School District	Education	1,359	4.27%
City of Canton	Municipal Government	1,041	3.27%
Fresh Mark Inc.	Meat Processing	859	2.70%
Nationwide Insurance	Insurance Provider	815	2.56%
Republic Engineered Steels, Inc.	Hot-rolled and cold finished steel bars and specialty steels	788	2.48%
United States Postal Service	Federal Government	514	1.62%
<b>Total</b>		<b>16,756</b>	<b>52.66%</b>
	Estimated Total Employment within the City	<b>31,826</b>	

\*1 <http://www.cantonohio.gov/ArchiveCenter/ViewFile/Item/194>  
(Information not updated for 2020)

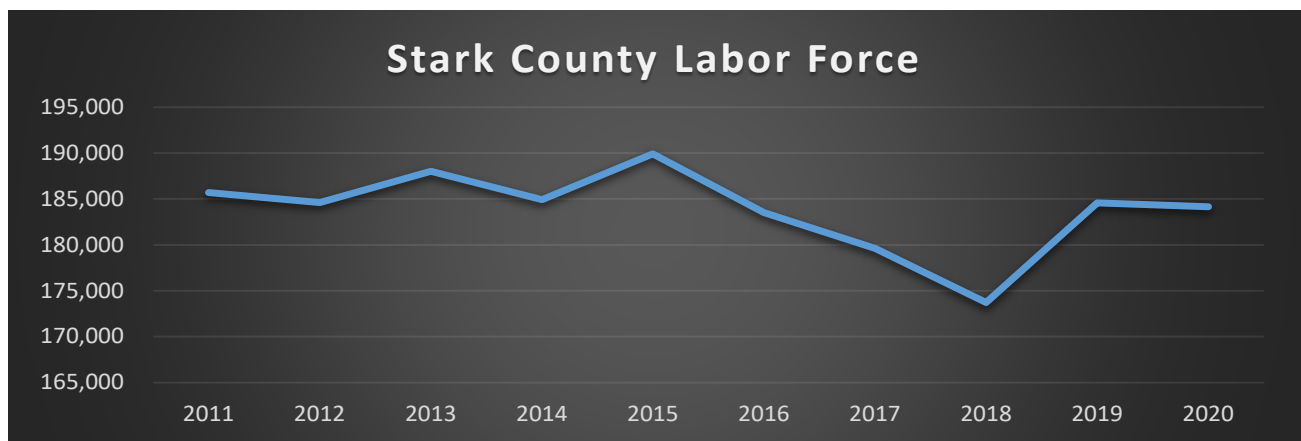
## Unemployment Rate

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
US	8.3	7.7	6.7	5.4	5.0	4.7	4.1	3.9	3.5	6.7
Ohio	7.6	7.0	7.2	4.7	4.6	5.0	4.9	4.8	3.8	5.3
Stark	7.9	7.6	7.3	4.6	5.1	5.2	5.0	5.2	4.5	5.2

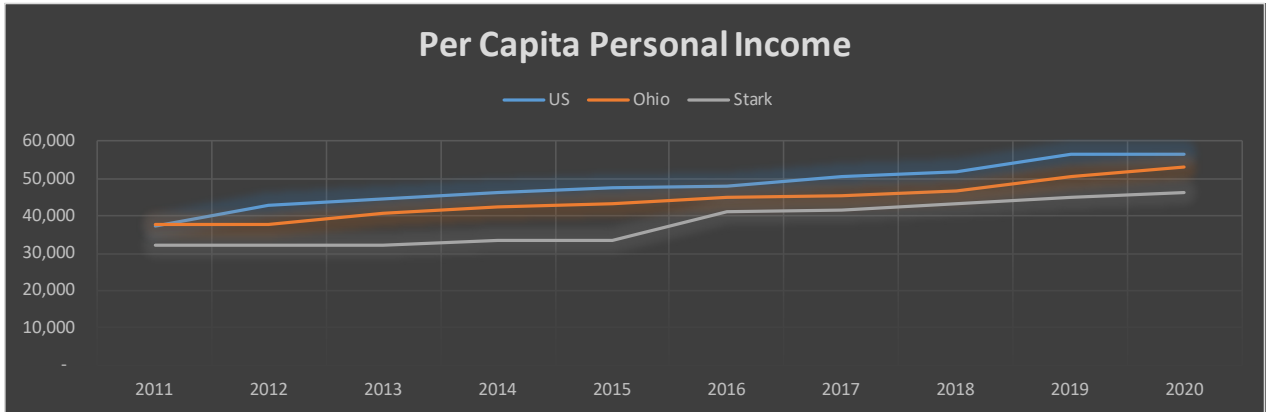


Source: <https://homefacts.com/unemployment/Ohio/Stark-County.html>.

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Stark	185,700	184,600	188,000	184,908	189,900	183,500	179,626	173,722	184,552	184,149



Source: <https://www.bls.gov/lau/laucnty20.txt>



Per Capita Personal Income

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
US	37,345	42,693	44,543	46,280	47,669	48,111	50,392	51,640	56,663	56,490
Ohio	37,791	37,791	40,865	42,377	43,478	44,876	45,615	46,732	50,546	53,296
Stark	32,356	32,356	32,356	33,488	33,488	41,026	41,741	43,293	45,136	46,441

Source: Bureau of Economic Analysis, US Department of Commerce

Source: <https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1>



Personal Income in millions of dollars

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
US	\$13,105,700	\$13,602,600	\$14,309,800	\$14,882,192	\$15,551,891	\$15,463,981	\$16,413,550	\$16,820,250	\$18,599,062	\$18,542,262
Ohio	\$ 436,297	\$ 436,297	\$ 472,845	\$ 487,030	\$ 501,642	\$ 521,208	\$ 531,810	\$ 544,828	\$ 590,838	\$ 623,207
Stark	\$ 13,201	\$ 13,201	\$ 14,141	\$ 14,565	\$ 14,565	\$ 15,408	\$ 15,594	\$ 16,128	\$ 16,771	\$ 17,211

Source: Bureau of Economic Analysis, US Department of Commerce- Link: [www.bea.gov](http://www.bea.gov)

Source: <https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1>

STARK AREA REGIONAL TRANSIT AUTHORITY  
 STARK COUNTY DEMOGRAPHICS  
 2019 Community Survey\*  
 US Census Bureau/ American Fact Finder  
 (Unaudited)

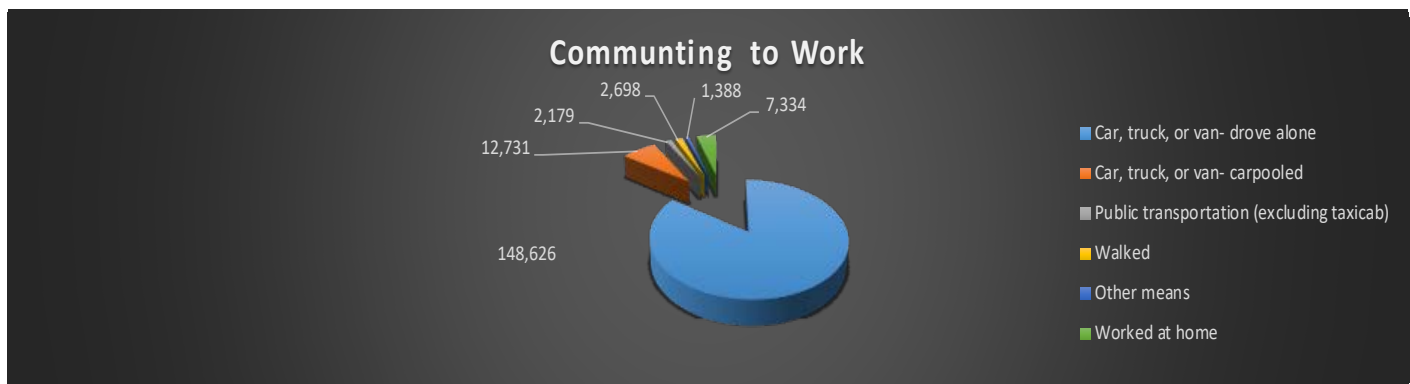
**Employment Status**

	Number	Percent
<b>Population 16 Years and Over</b>	<b>301,461</b>	<b>100%</b>
Employed	178,411	59.18%
Unemployed	10,252	3.41%
Armed forces	105	0.03%
Not in labor Force	112,693	37.38%



**Commuting to Work**

	Number	Percent
<b>Workers 16 Years and Over</b>	<b>174,956</b>	<b>100%</b>
Car, truck, or van- drove alone	148,626	84.95%
Car, truck, or van- carpooled	12,731	7.28%
Public transportation (excluding taxicab)	2,179	1.25%
Walked	2,698	1.54%
Other means	1,388	0.79%
Worked at home	7,334	4.19%
Mean travel time to work (minutes)	22.1	

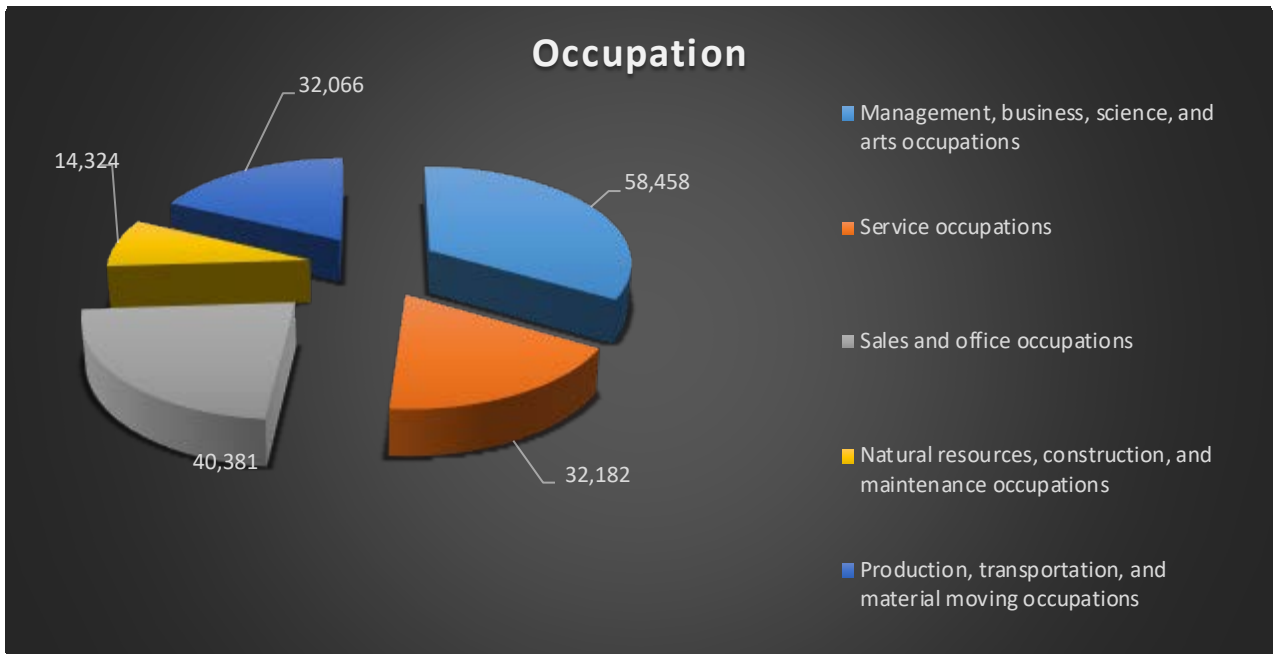


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**Demographics (Continued)**

**Occupation**

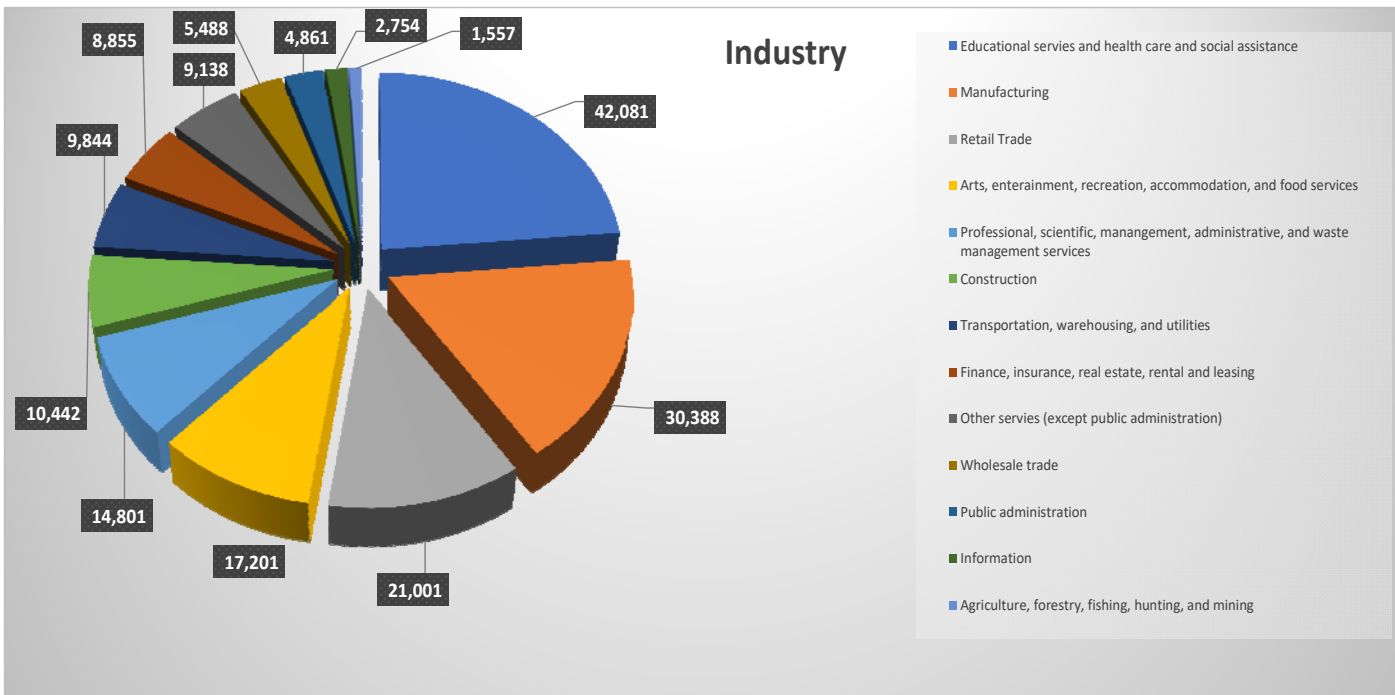
	Number	Percent
<b>Employed Civilian Population 16 Years and Over</b>	<b>178,411</b>	<b>100%</b>
Management, business, science, and arts occupations	59,458	33.33%
Service occupations	32,182	18.04%
Sales and office occupations	40,381	22.63%
Natural resources, construction, and maintenance occupations	14,324	8.03%
Production, transportation, and material moving occupations	32,066	17.97%



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**Demographics (Continued)**

Industry	Number	Percent
<b>Employed Civilian Population 16 Years and Over</b>	<b>178,411</b>	<b>100%</b>
Educational servies and health care and social assistance	42,081	23.59%
Manufacturing	30,388	17.03%
Retail Trade	21,001	11.77%
Arts, entertainment, recreation, accommodation, and food services	17,201	9.64%
Professional, scientific, manangement, administrative, and waste management services	14,801	8.30%
Construction	10,442	5.85%
Transportation, warehousing, and utilities	9,844	5.52%
Finance, insurance, real estate, rental and leasing	8,855	4.96%
Other servies (except public administration)	9,138	5.12%
Wholesale trade	5,488	3.08%
Public administration	4,861	2.73%
Information	2,754	1.54%
Agriculture, forestry, fishing, hunting, and mining	1,557	0.87%



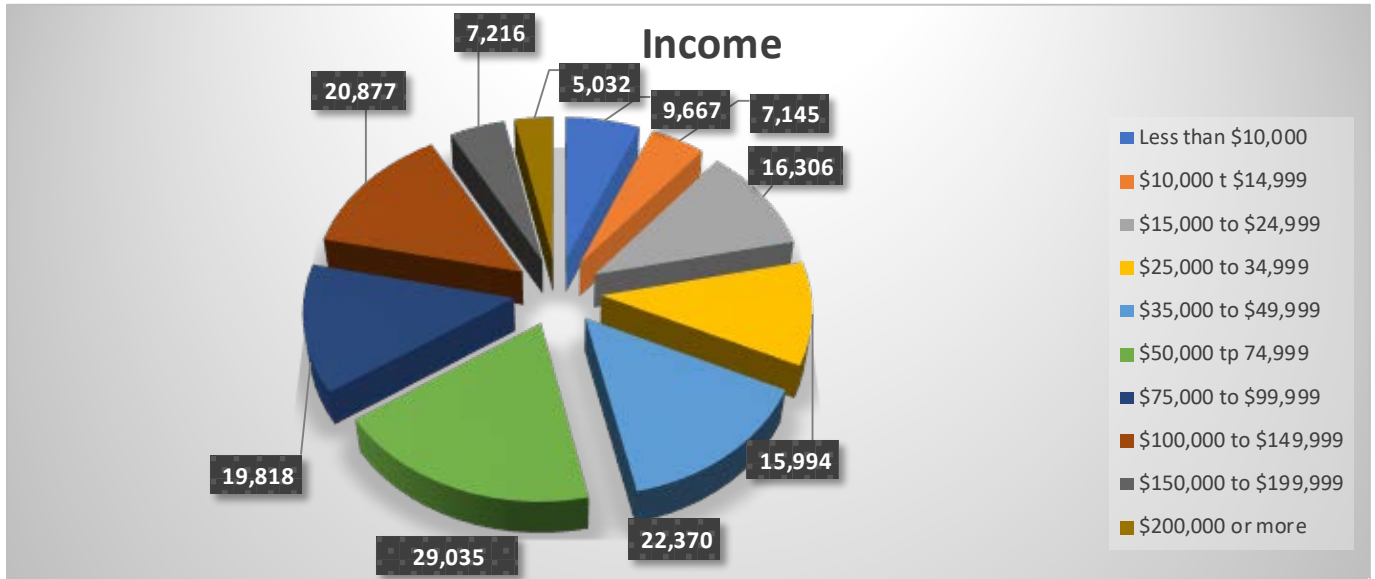


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**Demographics (Continued)**

**Income**

	Number	Percent
<b>Households</b>	<b>153,460</b>	<b>100%</b>
Less than \$10,000	9,667	6.30%
\$10,000 t \$14,999	7,145	4.66%
\$15,000 to \$24,999	16,306	10.63%
\$25,000 to 34,999	15,994	10.42%
\$35,000 to \$49,999	22,370	14.58%
\$50,000 tp 74,999	29,035	18.92%
\$75,000 to \$99,999	19,818	12.91%
\$100,000 to \$149,999	20,877	13.60%
\$150,000 to \$199,999	7,216	4.70%
\$200,000 or more	5,032	3.28%
Median household income (dollars)	53,860	



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# OHIO AUDITOR OF STATE KEITH FABER



**STARK AREA REGIONAL TRANSIT AUTHORITY**

**STARK 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 7/27/2021**

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](http://www.ohioauditor.gov)