

Metropolitan Tulsa Transit Authority
A Component Unit of the City of Tulsa, Oklahoma

Financial Report
June 30, 2019

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Independent Auditor's Report

RSM US LLP

To the Board of Trustees
Metropolitan Tulsa Transit Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the Metropolitan Tulsa Transit Authority (the Authority), a discretely presented component unit of the City of Tulsa, Oklahoma, as of and for the years ended June 30, 2019 and 2018, 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 the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

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

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

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit 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 June 30, 2019 and 2018, and the respective changes in its financial position and cash flows, for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

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

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements as a whole. The schedule of expenditures of federal awards, schedule of operating expenses, excluding depreciation and schedule of project costs, listed in the table of contents as supplementary information are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The schedule of expenditures of federal awards, schedule of operating expenses, excluding depreciation and schedule of project costs, listed in the table of contents as supplementary information are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards, schedule of operating expenses, excluding depreciation and schedule of project costs are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 10, 2019, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

RSM US LLP

Kansas City, Missouri
December 10, 2019

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Management's Discussion and Analysis
Year Ended June 30, 2019**

As management of the Metropolitan Tulsa Transit Authority (the Authority), we offer readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal years ended June 30, 2019 and 2018. The Authority is a component unit of the City of Tulsa, Oklahoma. We encourage readers to consider the information presented here in conjunction with the Authority's financial statements, which begin on page 8. All amounts are expressed in thousands of dollars.

Financial Highlights

- The assets and deferred outflows of resources of the Authority exceeded its liabilities and deferred inflows of resources at the close of the most recent fiscal year by approximately \$11,936 (net position). For fiscal year 2018, the assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources by approximately \$14,800.
- During fiscal year 2019, the Authority's total net position decreased by approximately \$2,865. For fiscal year 2018, the Authority's total net position decreased by approximately \$2,525.
- The Authority's total liabilities decreased by approximately \$243 during fiscal year 2019.
- For the year ended June 30, 2019, net capital assets decreased by approximately \$1,360. For the year ended June 30, 2018, net capital assets decreased by approximately \$1,607.

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 include: 1) statement of net position, 2) statement of revenues, expenses and changes in net position, 3) statement of cash flows and 4) notes to basic financial statements. This report also contains other supplementary information to demonstrate compliance with finance-related activities.

Required Financial Statements

The financial statements of the Authority report information using accounting methods similar to those used by private sector companies. These statements offer short- and long-term financial information about its activities. The statement of net position includes all of the Authority's assets, liabilities and deferred outflows and inflows of resources and provides information about the nature and amounts of investments in resources (assets) and the obligations to creditors (liabilities). It also provides the basis for assessing the liquidity and financial flexibility of the Authority. All of the current year's revenues and expenses are accounted for in the statement of revenues, expenses and changes in net position. This statement measures the financial success of the Authority's operations over the past year and can be used to determine whether the Authority has successfully recovered all of its costs through its user fees and other charges. The third required financial statement is the statement of cash flows. The primary purpose of this statement is to provide information about the Authority's cash receipts and cash payments during the reporting period. The statement reports cash receipts, cash payments and changes in cash resulting from operations, noncapital financing, 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 cash balance during the period.

Net Position

The Authority's net position decreased by \$2,865 for the fiscal year ended June 30, 2019. The Authority's net position decreased by \$2,525 for fiscal year ended June 30, 2018. Capital assets decreased by \$1,360 due to depreciation of assets exceeding capital outlay. Long-term liabilities increased by \$802 due to increases in net pension liability for the pension plans in which the Authority participates.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Management's Discussion and Analysis
Year Ended June 30, 2019**

	Net Position (in thousands of dollars)		
	2019	2018	(As Restated) 2017
Assets			
Current and other assets	\$ 4,526	\$ 5,487	\$ 5,343
Capital assets, net	21,944	23,304	24,911
Total assets	26,470	28,791	30,254
Deferred outflows of resources	1,433	1,970	2,760
Liabilities			
Current and other liabilities	1,657	2,702	2,655
Long-term liabilities	12,513	11,711	11,427
Total liabilities	14,170	14,413	14,082
Deferred inflows of resources	1,797	1,548	1,606
Net position			
Investment in capital assets	21,944	23,304	24,911
Restricted for other purposes	903	977	1,581
Unrestricted (deficit)	(10,911)	(9,481)	(9,166)
Total net position	\$ 11,936	\$ 14,800	\$ 17,326

Change in Net Position

For the year ended June 30, 2019, the Authority's total operating revenues increased approximately \$23 and operating expense increased \$659. The key factor for the increase in operating revenues is attributed to the composition of the Authority's fixed route and Lift ridership; that is, although fixed route ridership decreased four percent, discounted fares and free fares increased twelve percent due in large part to the free ride program for Tulsa Public Schools high school students along with an increase of eight percent in consignment vendor Lift tickets sales. The increase in operating expenses was primarily driven by a \$455 increase in Fringe expense, which is due to increases in the net pension liability of the pension plans in which the Authority participates.

For the year ended June 30, 2018, the Authority's total operating revenues decreased approximately \$235 and operating expenses increased \$267. The key factor for the decrease in operating revenues was attributable to the composition of the Authority's fixed route ridership; that is, although fixed route ridership decreased only three percent, discounted fares and free fares increased six percent. The combination of these two changes created the \$235 decrease from prior year. The increase in operating expenses was primarily driven by a \$978 increase in Fringe expense, which is due to increases in the net pension liability of the pension plans in which the Authority participates.

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Management's Discussion and Analysis
Year Ended June 30, 2019

	Changes in Net Position (in thousands of dollars)		
	2019	2018	(As Restated) 2017
Operating revenues	\$ 3,051	\$ 3,028	\$ 3,263
Nonoperating and capital revenues	18,031	17,760	23,057
Total revenues	21,082	20,788	26,320
Operating expenses	23,947	23,288	23,021
Nonoperating expenses	-	25	202
Total expenses	23,947	23,313	23,223
Increase (decrease) in net position	\$ (2,865)	\$ (2,525)	\$ 3,097

Capital Assets

The Authority's investment in capital assets as of June 30, 2019 amounts to approximately \$21,944 (net of accumulated depreciation). This investment in capital assets includes revenue and service equipment, land, buildings and other equipment. The Authority made additional investments in capital assets, primarily new Lift buses, facility improvements and information technology equipment, investments fell from prior year resulting in a \$1,360 decrease in net capital assets.

	Net Capital Assets (in thousands of dollars)		
	2019	2018	2017
Revenue equipment	\$ 30,954	\$ 31,784	\$ 32,454
Service equipment	524	524	529
Passenger shelters	2,057	2,057	1,969
Security equipment	1,140	1,140	1,141
Buildings	12,209	12,114	12,114
Shop and garage equipment	2,596	2,559	2,484
Other equipment	3,542	3,569	3,577
Furniture and fixtures	371	360	349
Construction in progress	1,009	219	181
Land	2,634	2,634	2,634
	57,036	56,960	57,432
Less accumulated depreciation	(35,092)	(33,656)	(32,521)
Net capital assets	\$ 21,944	\$ 23,304	\$ 24,911

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Management’s Discussion and Analysis
Year Ended June 30, 2019**

Economic Factors (in thousands)

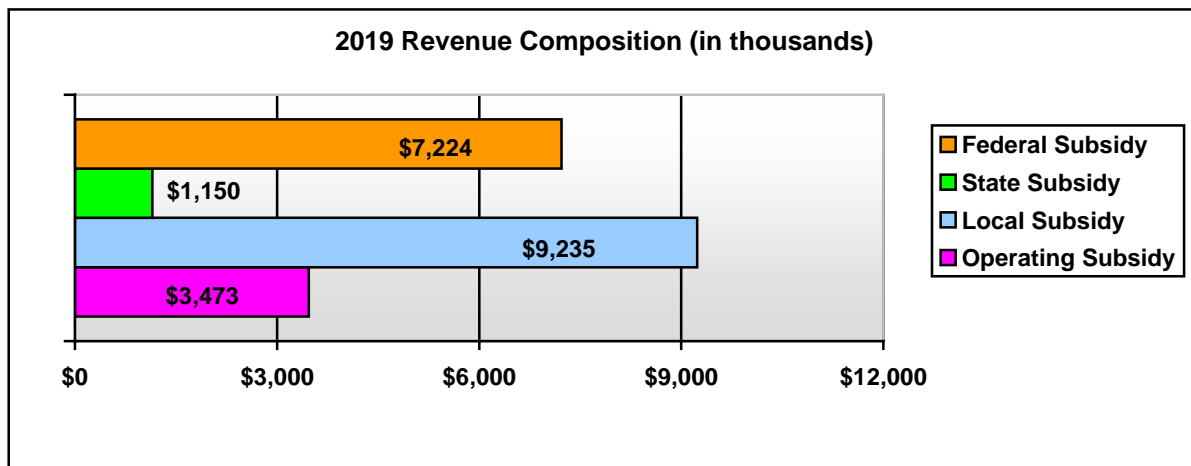
The Authority provides public transportation programs to residents in Tulsa, Broken Arrow, Jenks and Sand Springs. These services include fixed route bus service, ADA paratransit services for the disabled, commuter bus services, and evening deviated fixed-route services. To coordinate these services and provide information to the public, the Authority operates a customer call center, which processes over 600,000 inquiries annually. ADA paratransit services are provided by a 3rd party, First Transit, and are referred to as Lift Program services.

During FY19, the Authority replaced eleven Lift buses totaling \$923. In preparation for the Bus Rapid Transit System and to continue to replace aging rolling stock, the Authority issued procurement contracts for an additional 11 BRT Fixed Route buses totaling \$5,949. Replacement of aging rolling stock continues to be a fiscal challenge; however, to augment local funding, the Authority is aggressive in applying for federal subsidies.

During FY18, the Authority implemented Sunday Service. This was the first time that the Authority has provided a Sunday Service and it has been well received by our customers. Although it is a limited service, annual ridership of 86 exceeded the Authority’s expectations. The General Fund’s FY18 apportionment was consistent with prior year, which was not adequate to cover increases in health insurance premiums and Lift program services; however, due to the carryover of CNG rebates of \$570, the Authority was able to absorb the deficit without reducing service. The Authority’s investment in CNG buses, fueling station, and other CNG technologies continue to provide fuel efficiencies. To date, the Authority has transitioned 100% of their Lift fleet and 65% of their Fixed Route fleet.

Additional capital investments were made for facility improvements and various Information Technology projects. The Authority’s total capital investments for FY19 totaled \$1,948 with a funding ratio of 57% federal and 43% local.

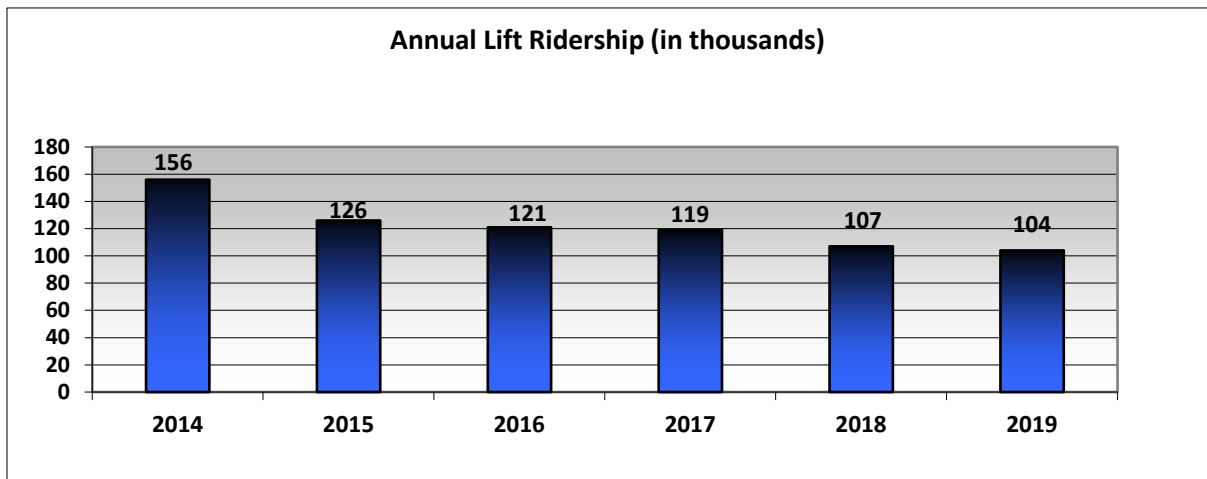
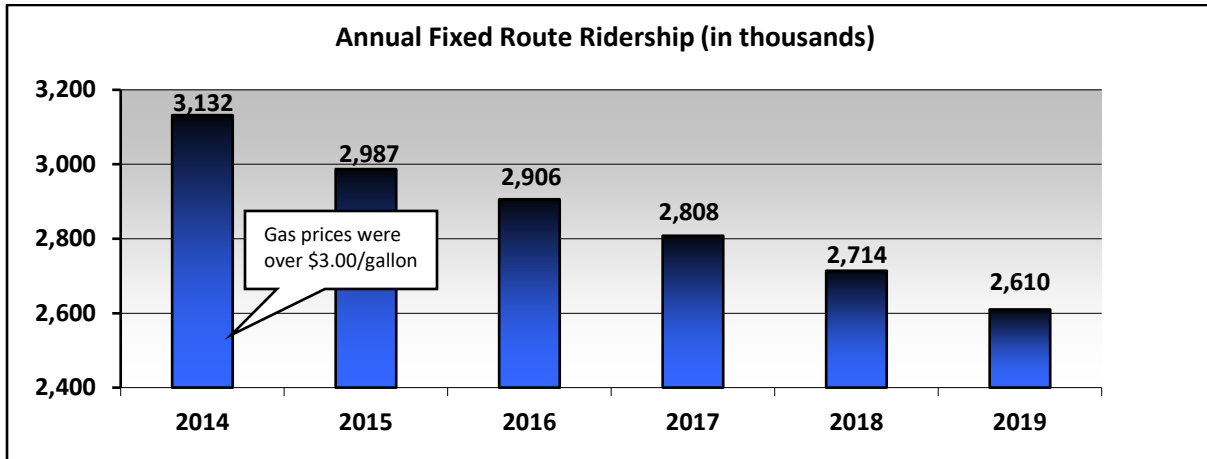
The Authority is funded by fare and advertising revenues, annual apportionments from the City of Tulsa, State of Oklahoma Transit Fund, and Federal subsidies awarded through various Federal Transportation Administration (FTA) grant agreements. Revenues of \$9,235 from the City of Tulsa apportionments funded operating expenses and the aforementioned capital purchases. Including a gain on sale of assets, the Authority’s 2019 total revenues were \$21,082. The following chart details the Authorities revenue composition for 2019:



**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Management's Discussion and Analysis
Year Ended June 30, 2019**

Due to new transportation alternatives, gas prices and nation-wide economics, the Authority has seen a decrease in ridership. This is not an issue that is specific to the City of Tulsa; transit agencies nation-wide are experiencing decreased ridership. The charts below details Fixed Route and Lift Ridership for the last six years:



Request for Information

This financial report is designed to provide a general overview of the Authority's finances for all of those with an interest. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Metropolitan Tulsa Transit Authority, 510 S. Rockford Avenue, Tulsa, Oklahoma 74120.

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Statements of Net Position
June 30, 2019 and 2018

	2019	2018
Assets		
Current assets:		
Cash and cash equivalents	\$ 1,507,780	\$ 2,797,451
Restricted cash	186,753	207,507
Total cash and cash equivalents	1,694,533	3,004,958
Accounts receivable:		
Trade	127,750	136,071
Operating and capital grants	802,797	594,103
Inventories	765,201	670,560
Prepaid expenses and other	419,623	311,623
Total current assets	3,809,904	4,717,315
Noncurrent assets, restricted cash	716,313	769,161
Capital assets, at cost:		
Revenue equipment	30,954,101	31,783,849
Service equipment	524,195	524,195
Passenger shelters	2,057,298	2,057,298
Security equipment	1,140,285	1,140,285
Buildings	12,208,583	12,113,562
Shop and garage equipment	2,596,168	2,558,827
Other equipment	3,541,886	3,569,076
Furniture and fixtures	371,121	359,997
Land	2,633,707	2,633,707
Construction in progress	1,008,680	219,637
	57,036,024	56,960,433
Less accumulated depreciation	35,092,371	33,655,995
	21,943,653	23,304,438
Total assets	26,469,870	28,790,914
Deferred outflows of resources		
Pension related amounts	1,397,213	1,939,701
Other postemployment benefits related amounts	35,585	30,027
Total deferred outflows of resources	1,432,798	1,969,728

See notes to basic financial statements.

	2019	2018
Liabilities		
Current liabilities:		
Accounts payable:		
Trade	\$ 988,486	\$ 1,669,857
Other	38,965	25,120
Accrued wages payable	343,787	304,750
Accrued compensated absences	89,082	81,888
Accrued insurance claims	96,408	519,059
Accrued pension contributions	100,956	100,956
Total current liabilities	1,657,684	2,701,630
Noncurrent liabilities:		
Advances payable to the City of Tulsa	326,000	326,000
Net pension liability—MERP	4,379,463	3,789,382
Net pension liability—Union plan	6,963,941	6,815,763
Total OPEB liability	157,866	149,179
Accrued compensated absences	685,546	630,179
Total noncurrent liabilities	12,512,816	11,710,503
Total liabilities	14,170,500	14,412,133
Deferred inflows of resources		
Pension related amounts	1,779,903	1,535,579
Other postemployment benefits related amounts	17,324	12,742
Total deferred inflows of resources	1,797,227	1,548,321
Net position		
Investment in capital assets	21,943,653	23,304,438
Restricted, expendable for capital acquisitions	716,313	769,161
Restricted, expendable for worker's compensation	186,753	207,507
Unrestricted, deficit	(10,911,778)	(9,480,918)
Total net position	\$ 11,934,941	\$ 14,800,188

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Statements of Revenues, Expenses and Changes in Net Position
Years Ended June 30, 2019 and 2018

	2019	2018
Operating revenues:		
Passenger	\$ 2,421,355	\$ 2,407,390
Advertising	591,486	582,029
Other	38,610	38,088
Total operating revenues	3,051,451	3,027,507
Operating expenses:		
Labor	7,045,411	7,164,230
Purchased transportation	2,973,173	2,912,964
Materials and supplies consumed	2,691,161	2,312,693
Fringes	5,533,456	5,077,937
Services	1,179,694	1,022,916
Insurance	223,921	358,933
Utilities	512,596	476,891
Depreciation	3,308,624	3,546,065
Other	479,449	415,342
Total operating expenses	23,947,485	23,287,971
Operating loss	(20,896,034)	(20,260,464)
Nonoperating revenues (expenses):		
Federal Transit Administration operating grants	6,116,002	6,517,999
State of Oklahoma operating grants	1,149,990	1,150,000
City of Tulsa operating appropriations	7,878,686	7,739,000
Interest	8,284	4,472
Gain (loss) on disposal of capital assets	9,686	(24,841)
Other	403,441	362,179
Total nonoperating revenues	15,566,089	15,748,809
Deficiency of revenues over expenses before capital contributions and capital grants	(5,329,945)	(4,511,655)
Capital grants, Federal Transit Administration	1,108,185	936,677
Capital contributions, City of Tulsa	1,356,513	1,049,443
Change in net position	(2,865,247)	(2,525,535)
Net position, beginning of year	14,800,188	17,325,723
Net position, end of year	\$ 11,934,941	\$ 14,800,188

See notes to basic financial statements.

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Statements of Cash Flows
Years Ended June 30, 2019 and 2018

	2019	2018
Cash flows from operating activities:		
Cash received from customers	\$ 3,059,772	\$ 3,074,237
Cash payments to suppliers for goods and services	(9,420,173)	(6,685,689)
Cash payments to employees	(10,944,487)	(11,198,877)
Net cash used in operating activities	(17,304,888)	(14,810,329)
Cash flows from noncapital financing activities:		
Operating grants received from Federal Transit Administration	5,907,308	7,222,227
Operating appropriations received from the City of Tulsa	7,878,686	7,739,000
Operating grants received from the state of Oklahoma	1,149,990	1,150,000
Other assistance received	403,441	362,179
Net cash provided by noncapital financing activities	15,339,425	16,473,406
Cash flows from capital and related financing activities:		
Construction and purchase of capital assets	(1,880,478)	(2,933,356)
Capital contributions from Federal Transit Administration	1,108,185	936,677
Capital contributions from the City of Tulsa	1,356,513	1,049,443
Proceeds from sale of capital assets	9,686	23,884
Net cash provided by (used in) capital and related financing activities	593,906	(923,352)
Cash flows provided by investing activities, interest earned	8,284	4,472
Increase (decrease) in cash and cash equivalents	(1,363,273)	744,197
Cash and cash equivalents, beginning of year	3,774,119	3,029,922
Cash and cash equivalents, end of year	\$ 2,410,846	\$ 3,774,119
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (20,896,034)	\$ (20,260,464)
Depreciation	3,308,624	3,546,065
Changes in operating assets and liabilities:		
Accounts receivable	8,321	46,730
Inventories	(94,641)	12,504
Prepaid expenses and other	(108,000)	(162,991)
Accounts payable	(734,887)	1,170,470
Accrued liabilities	(422,651)	(205,933)
Payable to employees	101,598	42,506
Change in total OPEB liability and other OPEB related amounts	7,711	11,626
Change in net pension liability and other pension related amounts	1,525,071	989,158
Net cash used in operating activities	\$ (17,304,888)	\$ (14,810,329)
Noncash capital and related financing activities, capital assets recorded in accounts payable at year-end	\$ 70,361	\$ 3,000

See notes to basic financial statements.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 1. Nature of Business, Reporting Entity and Significant Accounting Policies

Nature of business: The Metropolitan Tulsa Transit Authority (the Authority) was created by a trust indenture to provide a means of financing and operating municipal public transportation services. The provisions of the trust provide that the Authority will acquire and operate the transportation services, receive all revenue generated from the transportation services, pay all operating expenses and finance future improvements.

Reporting entity: The City of Tulsa, Oklahoma (the City) is the beneficiary of the trust operated by the Authority and upon termination of the trust, title to the assets of the Authority shall pass to the City. The Authority is a component unit of the City and is included in the City's Comprehensive Annual Financial Report as a discretely presented component unit as the City is the sole beneficiary and finances a significant portion of the Authority's annual operations. The Authority cannot incur indebtedness in excess of \$100,000 within a year without the City's approval.

Significant accounting policies:

Basis of accounting and presentation: The financial statements of the Authority are prepared in accordance with generally accepted accounting principles (GAAP) as applied to business-type activities of governmental units. The Governmental Accounting Standards Board (GASB) is the standard-setting body for governmental accounting and financial reporting.

The financial statements of the Authority have been prepared on the accrual basis of accounting using the economic resources measurement focus. Revenues, expenses, gains, losses, assets and liabilities from exchange and exchange-like transactions are recognized when the exchange transaction takes place. Government-mandated nonexchange transactions are recognized when all applicable eligibility requirements are met. Operating revenues and expenses include exchange transactions. Government-mandated nonexchange transactions, interest income and other similar transactions are included in nonoperating revenues and expenses.

Cash and cash equivalents: The Authority considers all investments which have an original maturity of 90 days or less to be cash equivalents. The Authority defines cash and cash equivalents used in the statement of cash flows as all cash and liquid investments with original maturities of 90 days or less (both restricted and unrestricted).

Restricted cash: The Authority is required to maintain a capital match account for its local share of capital assets purchased with the Federal Transit Administration (FTA). The balance is \$716,313 and \$769,161 as of June 30, 2019 and 2018, respectively. Restricted cash also includes reserves to comply with the worker's compensation agreement. The balance is \$186,753 and \$207,507 as of June 30, 2019 and 2018, respectively.

Inventories: The parts and fuel inventories are stated at the lower of cost or market with cost being determined on an average cost basis.

Capital assets: Capital assets are defined by the Authority as assets with an initial, individual cost of more than \$2,500, and an initial useful life of one year or greater. Capital assets are stated at cost. Donated assets are recorded at acquisition value as of the date donated. Depreciation of capital assets is computed using the straight-line method over the estimated useful life of each asset.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 1. Nature of Business, Reporting Entity and Significant Accounting Policies (Continued)

Revenue equipment	4–12 years
Service, shop, garage and other equipment	3–10 years
Furniture and fixtures	4–10 years
Buildings and passenger shelters	10–30 years

Maintenance and repairs are charged against operations, while renewals and betterments are capitalized. When a capital asset is retired or otherwise disposed of, the cost and applicable accumulated depreciation are removed from the respective accounts and the resulting gain or loss is recorded as nonoperating income or expense.

Capital contributions and operating grants: Capital contributions represent capital grants and other capital contributions for which all applicable eligibility requirements have been met by the Authority.

It is the policy of the City to support the Authority's operations at a level which permits the Authority to operate on a break-even basis, exclusive of depreciation and capital transactions.

Compensated absences: Authority policies permit most employees to accumulate vacation and sick leave benefits that may be realized as paid time off or, in limited circumstances, as a cash payment. Expense and the related liability are recognized as vacation benefits when earned whether the employee is expected to realize the benefit as time off or in cash. Expense and the related liability for sick leave benefits are recognized when earned to the extent the employee is expected to realize the benefit in cash and is determined using the termination payment method. Sick leave benefits expected to be realized as paid time off are recognized as expense when the time off occurs. No liability is accrued for such benefits employees have earned but not yet realized. Compensated absence liabilities are computed using the regular pay and termination pay rates in effect at the statement of net position date plus an additional amount for compensation-related payments such as Social Security and Medicare taxes computed using rates in effect at that date.

	2018	Additions	Deletions	2019	Due in One Year
Compensated absences	\$ 712,067	\$ 774,628	\$ 712,067	\$ 774,628	\$ 89,082

	2017	Additions	Deletions	2018	Due in One Year
Compensated absences	\$ 694,693	\$ 712,067	\$ 694,693	\$ 712,067	\$ 81,888

Pensions: For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Municipal Employees' Retirement Plan (MERP) and Union Employees' Pension Plan and additions to/deductions from these fiduciary net positions has been determined on the same basis as they are reported by the plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 1. Nature of Business, Reporting Entity and Significant Accounting Policies (Continued)

Deferred outflows of resources: Deferred outflows of resources represent a consumption of net position that applies to a future period(s) and will not be recognized as an outflow of resources (expense/ expenditure) until then. Deferred outflows of resources consist of unrecognized items not yet charged to pension and OPEB expense.

Deferred inflows of resources: Deferred inflows of resources represent an acquisition of net position that applies to a future period(s) and will not be recognized as an inflow of resources (revenue) until that time. Deferred inflows of resources include pension related amounts not yet recognized against pension and OPEB expense.

Net position: Net position of the Authority represents the difference between assets and deferred outflows of resources and liabilities and deferred inflows of resources. Investment in capital assets consist of capital assets net of accumulated depreciation. Net position is reported as restricted when there are limitations imposed on their use either through enabling legislation adopted by the Authority or through external restrictions imposed by creditors, grantors or, laws or regulations of other governments. When an expense is incurred for purposes for which both restricted and unrestricted resources are available, the Authority first applies restricted resources. Unrestricted net position (deficit) is the remaining assets less the remaining liabilities that do not meet the definition of net investment in capital assets or restricted.

Income taxes: The Authority, as a political subdivision of the City, is excluded from federal income taxes under Section 115(1) of the internal Revenue Code, as amended.

Use of estimates: The preparation of financial statements in accordance with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported on the financial statements and accompanying notes. Actual results could differ from those estimates.

Note 2. Deposits and Investments

Deposits: As of June 30, 2019 and 2018, the Authority's cash equivalents consisted of checking accounts and interest bearing savings accounts. The Authority had no investments. Custodial credit risk is the risk that in the event of a bank failure a government's deposits may not be returned to it. The Authority's deposit policy for custodial credit risk requires compliance with the provisions of state law.

State law requires collateralization of all deposits with federal depository insurance; bonds and other obligations of the U.S. Treasury, U.S. agencies or instrumentalities of the state of Oklahoma; bonds of any city, county, school district or special road district of the state of Oklahoma; bonds of any state; or a surety bond having an aggregate value at least equal to the amount of the deposits.

As of June 30, 2019 and 2018, none of the Authority's bank balances of \$2,422,426 and \$3,963,748, respectively, were uninsured or uncollateralized.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 3. Capital Assets

The changes in capital assets for the years ended June 30, 2019 and 2018 were as follows:

	2019				Ending Balance
	Beginning Balance	Additions	Reductions	Transfers	
Capital assets not being depreciated:					
Construction in progress	\$ 219,637	\$ 935,221	\$ -	\$ (146,178)	\$ 1,008,680
Land	2,633,707	-	-	-	2,633,707
Total capital assets not being depreciated	2,853,344	935,221	-	(146,178)	3,642,387
Capital assets being depreciated:					
Revenue equipment	31,783,849	923,395	(1,753,143)	-	30,954,101
Service equipment	524,195	-	-	-	524,195
Passenger shelters	2,057,298	-	-	-	2,057,298
Security equipment	1,140,285	-	-	-	1,140,285
Buildings	12,113,562	40,758	-	54,263	12,208,583
Shop and garage equipment	2,558,827	37,341	-	-	2,596,168
Other equipment	3,569,076	-	(119,105)	91,915	3,541,886
Furniture and fixtures	359,997	11,124	-	-	371,121
Total capital assets being depreciated	54,107,089	1,012,618	(1,872,248)	146,178	53,393,637
Accumulated depreciation:					
Revenue equipment	16,992,687	2,460,546	(1,753,143)	-	17,700,090
Service equipment	334,084	7,320	-	-	341,404
Passenger shelters	1,787,265	83,144	-	-	1,870,409
Security equipment	1,050,313	54,383	-	-	1,104,696
Buildings	8,651,553	338,162	-	-	8,989,715
Shop and garage equipment	1,425,938	159,348	-	-	1,585,286
Other equipment	3,095,841	190,004	(119,105)	-	3,166,740
Furniture and fixtures	318,314	15,717	-	-	334,031
Total accumulated depreciation	33,655,995	3,308,624	(1,872,248)	-	35,092,371
Total capital assets being depreciated, net	20,451,094	(2,296,006)	-	146,178	18,301,266
Capital assets, net	\$ 23,304,438	\$ (1,360,785)	\$ -	\$ -	\$ 21,943,653

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 3. Capital Assets (Continued)

	2018				
	Beginning Balance	Additions	Reductions	Transfers	Ending Balance
Capital assets not being depreciated:					
Construction in progress	\$ 181,505	\$ 141,130	\$ -	\$ (102,998)	\$ 219,637
Land	2,633,707	-	-	-	2,633,707
Total capital assets not being depreciated	2,815,212	141,130	-	(102,998)	2,853,344
Capital assets being depreciated:					
Revenue equipment	32,454,504	1,616,033	(2,286,688)	-	31,783,849
Service equipment	528,564	24,075	(28,444)	-	524,195
Passenger shelters	1,969,296	60,170	(9,785)	37,617	2,057,298
Security equipment	1,141,271	-	(986)	-	1,140,285
Buildings	12,113,562	-	-	-	12,113,562
Shop and garage equipment	2,483,657	81,283	(6,113)	-	2,558,827
Other equipment	3,577,288	54,542	(128,135)	65,381	3,569,076
Furniture and fixtures	349,189	10,808	-	-	359,997
Total capital assets being depreciated	54,617,331	1,846,911	(2,460,151)	102,998	54,107,089
Accumulated depreciation:					
Revenue equipment	16,662,466	2,590,686	(2,260,465)	-	16,992,687
Service equipment	276,234	63,790	(5,940)	-	334,084
Passenger shelters	1,686,620	110,430	(9,785)	-	1,787,265
Security equipment	992,381	58,920	(988)	-	1,050,313
Buildings	8,313,279	338,274	-	-	8,651,553
Shop and garage equipment	1,261,961	170,090	(6,113)	-	1,425,938
Other equipment	3,024,613	199,363	(128,135)	-	3,095,841
Furniture and fixtures	303,802	14,512	-	-	318,314
Total accumulated depreciation	32,521,356	3,546,065	(2,411,426)	-	33,655,995
Total capital assets being depreciated, net	22,095,975	(1,699,154)	(48,725)	102,998	20,451,094
Capital assets, net	\$ 24,911,187	\$ (1,558,024)	\$ (48,725)	\$ -	\$ 23,304,438

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans

Each qualified Authority employee is included in one of two pension plans depending on their status as union or salaried personnel. Each plan is administered by a separate board of trustees and the assets are held in custody by certain banks.

Municipal Employees' Retirement Plan:

Plan description: Certain employees of the Authority are provided with pensions through the Municipal Employees' Retirement Plan (MERP)—a cost-sharing multiple-employer defined benefit pension plan administered by the City of Tulsa. MERP provides retirement, disability and death benefits which are established by City ordinance to plan members and beneficiaries. MERP's financial statements and required supplementary information are included in the City of Tulsa's Comprehensive Annual Financial Report (CAFR). The report may be obtained by writing to the City of Tulsa Controller, 175 E. 2nd Street, Tulsa, Oklahoma 74103.

Benefits provided: MERP provides retirement, disability and death benefits. Retirement benefits are determined based on the employee's highest 30 months of pensionable wages during the last five-years of service and a multiplier based on the years of service. Employees entering the plan prior to July 1, 2018, are eligible for full retirement at age 65 and at least 5 years of service or when the years of service plus the employee's age equals or exceeds 80. Reduced benefits are available after age 55 and 5 years of service (Early retirement). Benefits for Early retirement are reduced 2.5% per year prior to age 65. Employees entering the plan on or after July 1, 2018 are eligible for full retirement at age 65, with at least five years of service, or when the years of service plus the employee's age equals or exceeds 90. Reduced benefits are available after age 60 and five years of service (Early retirement). Benefits for early retirement are reduced 6% per year prior to age 65. Five years of service is required for nonservice-related disability eligibility. Disability benefits are determined in the same manner as normal retirement. Death benefits for vested participants are, at the spouse's election, a refund of contribution plus interest or a life annuity of 50% of the member's accrued benefit determined based on final average earnings and service as of the date of death.

Contributions: Contributions are set per City of Tulsa ordinance. Employees were required to contribute 6.5% of their pensionable wages for the years ended June 30, 2019 and 2018. The Authority was required to contribute 15.5% of pensionable wages for the years ended June 30, 2019 and 2018. The Authority is also responsible for Actuarially Determined Employer Contributions (ADEC) that exceeds the 15.5% of pensionable wages. Actual contributions to the pension plan from the Authority were \$358,767 and \$355,380 for the years ended June 30, 2019 and 2018, respectively.

There were no nonemployer contributing entities at MERP.

Pension liabilities, pension expense, and deferred outflows of resources and deferred inflows of resources related to pensions: At June 30, 2019, the Authority reported a liability of \$4,379,463 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2019. Standard update procedures were used to roll forward the total pension liability to June 30, 2019. The liability for June 30, 2018 was \$3,789,382. The 2018 liability was measured as of June 30, 2018, determined by an actuarial valuation as of January 1, 2018. Standard update procedures were used to rollforward the total pension liability to June 30, 2018. The Authority's proportion of the net pension liability was based on the Authority's share of contributions to the pension plan relative to the contributions of all participating employers. At June 30, 2019 and 2018, the Authority's proportion was 1.8649% and 1.9302%, respectively.

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans (Continued)

For the years ended June 30, 2019 and 2018, the Authority recognized pension expense of \$865,694 and \$368,586, respectively. At June 30, 2019 and 2018, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2019		2018	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual plan experience	\$ 20,667	\$ (146,243)	\$ 41,456	\$ (93,655)
Changes of assumptions	507,757	-	383,892	(16,263)
Net difference between projected and actual earnings on pension plan investments	130,479	-	-	(32,399)
Changes in proportion and differences between Authority contributions and proportionate share of contributions	146,504	(100,213)	216,845	(24,322)
Total	<u>\$ 805,407</u>	<u>\$ (246,456)</u>	<u>\$ 642,193</u>	<u>\$ (166,639)</u>

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

Years ended June 30:	
2020	\$ 288,490
2021	82,459
2022	140,058
2023	47,944
	<u>\$ 558,951</u>

Actuarial assumptions: The total pension liability was determined by an actuarial valuation as of January 1, 2019, using the following actuarial assumptions, applied to all periods included in the measurement. The assumptions changed from 2018 as follows: Inflation decreased from 3.0% to 2.5%, salary increases changed from 4.00-11.75% to 3.5-11.25%, and investment rate of return decreased from 7.50% to 7.00%.

Inflation	2.50%
Salary increases	3.50% to 11.25%, including inflation
Investment rate of return	7.00% compounded annually, net of investment expense and including inflation

Mortality rates were based on the RP-2014 Combined Health Mortality Table with Blue Collar Adjustment, which is projected on a fully generational basis with scale MP-2015 from the table's base year of 2014.

The actuarial assumptions used in the January 1, 2019 valuation were based on the results of an actuarial experience study for the five-year period ending December 31, 2015.

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans (Continued)

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Asset Class:	Target Allocation	Long-Term Expected Real Rate of Return
Fixed income	24%	1.16%
Domestic equity	36	6.19
International equity	24	6.59
Real estate	8	4.24
Commodities	3	0.95
Timber	4	4.15
Cash	1	0.11
Total	100%	

Discount rate: The discount rate used to measure the total pension liability was 7.0%. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from the participating employers will be made as specified in MERP's funding policy. Beginning July 1, 2017, and all future years, it is assumed that the employer contribution rate will be 15.50% of payroll, which is the actuarially determined contribution rate. Based on those assumptions, MERP's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of the projected benefit payments to determine the total pension liability.

Sensitivity of the Authority's proportionate share of the net pension liability to changes in the discount rate: The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 7.0%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.0%) or 1-percentage-point higher (8.0%) than the current rate. The discount rate in 2018 was 7.50%.

	1% Decrease (6.0%)	Current Discount Rate (7.0%)	1% Increase (8.0%)
2019			
Authority's proportionate share of the net pension liability	\$ 5,961,613	\$ 4,379,463	\$ 3,059,515
	1% Decrease (6.5%)	Current Discount Rate (7.5%)	1% Increase (8.5%)
2018			
Authority's proportionate share of the net pension liability	\$ 5,295,990	\$ 3,789,382	\$ 2,527,035

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans (Continued)

Pension plan fiduciary net position: Detailed information about the pension plan's fiduciary net position is available in the City of Tulsa's CAFR; which can be located at www.cityoftulsa.org.

Union Employees' Pension Plan:

Plan description: The Authority has a pension plan (the Union Plan) covering substantially all of its union employees, which is a single-employer defined benefit pension plan. The Union Plan provides retirement, disability, death and termination benefits to plan members and beneficiaries. The Authority and Local 892 of the Amalgamated Transit Union (the Union) are parties to the Metropolitan Tulsa Transit Authority Union Employees' Pension Plan Agreement (the Agreement) dated July 1, 1975, as amended, and have the authority to establish and amend benefit provisions through renegotiation of the Agreement.

The Union Plan does not issue a stand-alone financial report and is not included in the report of a public employee retirement system or a report of another entity. The Union Plan is excluded from the Authority's reporting entity since the Authority does not perform investment functions and does not have significant administrative involvement.

Benefits provided: The Union Plan provides retirement, disability, death and termination benefits. Retirement benefits for participants who terminated employment prior to July 1, 1998 are determined based on 1.7% times final average earnings, minus 1.25% of primary social security benefit, times years of credited service. Retirement benefits for participants who terminated employment on or after July 1, 1998 and prior to July 1, 2003 are determined based on 1.7% times final average earnings, times years of credited service. Retirement benefits for participants who terminated employment on or after July 1, 2003 and prior to July 1, 2007 are determined based on 1.89% times final average earnings, times years of credited service. Retirement benefits for participants who terminated employment from any position other than a Union position on or after July 1, 2007 are determined based on 1.89% times final average earnings, times years of credited service. Retirement benefits for participants who terminated employment from a Union position on or after July 1, 2007 are determined based on 2.25% times final average earnings, times years of credited service. Participants entering the plan prior to January 1, 2002 and terminating employment prior to July 1, 2001 are eligible for full retirement at age 65. Participants entering the plan prior to January 1, 2002 and terminating employment on or after July 1, 2001 are eligible for full retirement at age 62 or 30 years of service, whichever is earlier. Participants entering the plan on or after January 1, 2002 and prior to January 1, 2018 are eligible for full retirement once the participant has attained both the vesting date and age 62 or has completed 30 years of service, whichever is earlier. Participants entering the plan on or after January 1, 2018 are eligible for full retirement once the participant has attained both the vesting date and age 65 or has completed 30 years of service, whichever is earlier. Reduced benefits are available for participants entering the plan prior to January 1, 2002 after age 55 or the Rule of 85 Date has been attained (early retirement). Reduced benefits are available for participants entering the plan on or after January 1, 2002 after age 55 and the vesting date has been attained or the Rule of 85 Date has been attained. Benefits for early retirement are reduced by 2.5% per year, although there is no reduction in benefits if the Rule of 85 Date has been attained. Participants with at least 10 years of continuous services are eligible for disability benefits. Disability benefits are determined in the same manner as normal retirement. Death benefits for vested participants are, at the spouse's election, a refund of contributions plus interest or a life annuity of 50% of the participant's accrued benefit determined based on final average earnings and credited service as of the date of death.

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans (Continued)

Basis of accounting: The Union Plan's financial information is prepared on the accrual basis of accounting. Member contributions are recognized in the period in which the contributions are due. The Authority's contributions are recognized when due and a formal commitment to provide the contributions is made. Benefits and refunds are recognized when due and payable in accordance with the terms of the plan. All plan investments are reported at fair value. Securities traded on a national exchange are valued at the last reported sales price. Securities without an established market value are reported at estimated fair value. Administrative costs of the Union Plan are financed through investment earnings.

All full-time employees represented by the Union who have both completed one year of employment and attained age 21 are eligible to participate in the Union Plan. Participants become 100% vested after ten years of service. The membership data at June 30, 2019 and 2018 included:

	2019	2018
Active members	123	126
Retirees and beneficiaries currently receiving benefits	84	86
Inactive members entitled to but not yet receiving benefits	13	20
	220	232

Contributions: The employer and employee contribution rates are determined by the Agreement. The employee contribution rate for the period from January 1, 2019 to June 30, 2019 was 6.0%. The employee contribution rate for the period from July 1, 2018 to December 31, 2018 was 5.0%. The required minimum employer contribution rate for the period from January 1, 2019 to June 30, 2019 was 11.0%. The required minimum employer contribution rate for the period from July 1, 2018 to December 31, 2018. The actual employer contribution rate for fiscal years 2019 and 2018 was 10.4% and 10.9%, respectively.

Investments: The Union plan assets consist of fixed income funds, equity securities and short-term investments whose value is determined using market values. There are no investments in any one organization representing more than 5% or more of the Union Plan's net position. There are no investments in, loans to, or leases with related parties. The Union Plan shall diversify the investments so as to minimize the risk of large losses unless under the circumstances, it is clearly prudent not to do so.

Following is the plan's asset allocation policy as of June 30, 2019 and the long-term expected geometric real rate of return for each major asset class.

Asset Class	Asset Allocation	Long-Term Expected Rate of Return
Cash and equivalents	3.16%	1.0%
Corporate equities	15.86	2.0
Pooled equity funds	42.78	8.5
Pooled fixed income funds	38.20	2.3
	100.00%	

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans (Continued)

Rate of return: For the years ended June 30, 2019 and 2018, the annual money weighted rate of return on pension plan investments, net of pension plan investment expense was 6.66% and 5.38%, respectively. The money weighted rate of return expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

Net pension liability: The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of the date.

A schedule of the Authority's changes in its net pension liability for the Union Plan for the years ended June 30, 2019 and 2018 is as follows:

	2019	2018
Total pension liability		
Service cost	\$ 1,035,074	\$ 995,022
Interest	822,281	807,543
Benefit payments, including refunds of member contributions	(947,848)	(913,428)
Changes of benefit terms	147,783	-
Difference between expected and actual experience of the total pension liability	(833,236)	(667,467)
Changes in assumptions	203,379	(95,085)
Net change in total pension liability	427,433	126,585
Total pension liability—beginning	17,267,563	17,140,978
Total pension liability—ending (a)	<u>\$ 17,694,996</u>	<u>\$ 17,267,563</u>
Plan fiduciary net position		
Contributions—employer	\$ 403,824	\$ 383,632
Contributions—employee	233,037	189,386
Net investment income	683,110	543,608
Benefit payments, including refunds of member contributions	(947,848)	(913,428)
Administrative expense	(92,868)	(64,338)
Net change in plan fiduciary net position	279,255	138,860
Plan fiduciary net position—beginning	10,451,800	10,312,940
Plan fiduciary net position—ending (b)	<u>\$ 10,731,055</u>	<u>\$ 10,451,800</u>
Net pension liability—ending (a) - (b)	<u>\$ 6,963,941</u>	<u>\$ 6,815,763</u>
Plan fiduciary net position as a percentage of the total pension liability	60.64%	60.53%

Note: The 2019 change in assumption is due to the decrease of the discount rate in 2018, from 4.75% as of June 30, 2018 to 4.64% as of June 30, 2019. The 2018 change in assumption is due to the increase of the discount rate in 2018, from 4.70% as of June 30, 2017 to 4.75% as of June 30, 2018.

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans (Continued)

Actuarial assumptions: The total pension liability in the June 30, 2019 actuarial valuation was determined using mortality rates based on the RP-2014 Blue Collar Mortality Table, fully generational, projected with the ultimate rates of the MP-2014 projection for males and females, as appropriate. The actuary used a 7.00% long-term rate of return until the projected fiduciary net position of the Union Plan is exhausted at which point a 20-year general obligation municipal bond rate is used (3.13% and 3.62% for fiscal years 2019 and 2018, respectively) resulting in a long-term blended rate of return of 4.64% and 4.75% for 2019 and 2018, respectively. The source of the municipal bond rate is the Fidelity Index's 20-year Municipal GO AA Index.

Discount rate: The discount rate used to measure the total pension liability as of June 30, 2019 and 2018 was 4.64% and 4.75%, respectively. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from the Authority will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the pension plan's fiduciary net position and future contributions were sufficient to finance the future benefit payments through the year 2042 at June 30, 2019. As a result, for fiscal year 2019, the long-term expected rate of return on pension plan investments was applied to projected benefit payments through 2042, and the municipal bond rate was applied to all benefit payments after those dates.

Sensitivity of the Authority's net pension liability to changes in the discount rate: The following presents the Authority's net pension liability calculated using the single discount rate of 4.64%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (3.64%) or 1-percentage-point higher (5.64%) than the current rate. The discount rate in 2018 was 4.75%.

	1% Decrease (3.64%)	Discount Rate (4.64%)	1% Increase (5.64%)
2019 Authority's net pension liability as of June 30, 2019	\$ 9,059,548	\$ 6,963,941	\$ 5,203,271
2018 Authority's net pension liability as of June 30, 2018	\$ 8,889,148	\$ 6,815,763	\$ 5,073,998

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 4. Pension Plans (Continued)

Pension expense, deferred outflows of resources and deferred inflows of resources related to pensions: For the years ended June 30, 2019 and 2018, the Authority recognized pension expense of \$1,422,211 and \$1,361,526, respectively. At June 30, 2019 and 2018, the Authority reported deferred outflows of resources and deferred inflows of resources related to the Union Plan pension from the following sources:

	2019		2018	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 4,882	\$ 1,166,066	\$ 15,084	\$ 782,467
Changes of assumptions	403,339	367,381	874,752	586,473
Net difference between projected and actual earnings on pension plan investments	183,585	-	407,672	-
Total deferred amounts to be recognized in pension expense in future periods	<u>\$ 591,806</u>	<u>\$ 1,533,447</u>	<u>\$ 1,297,508</u>	<u>\$ 1,368,940</u>

Deferred outflows and inflows of resources are being amortized over a closed period equal to the average of the expected service lives of all employees as of the beginning of the measurement period, which was 5.2427 years and 5.4059 years as of June 30, 2019 and 2018, respectively. The deferred outflows related to the difference between expected and actual investment earnings is being amortized over a closed 5-year period beginning in the current year. Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years ended June 30:	Net Deferred Inflows of Resources
2020	\$ (128,391)
2021	(392,078)
2022	(221,495)
2023	(170,520)
2024	(29,157)
	<u>\$ (941,641)</u>

**Metropolitan Tulsa Transit Authority
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Notes to Basic Financial Statements

Note 5. Other Postemployment Benefits (OPEB)

General Information about the OPEB Plan:

Plan description: The Authority provides postemployment health care benefits for retired employees and their dependents through participation in the City of Tulsa Postretirement Medical Plan (the Plan), a multiple-employer defined benefit health care plan. The benefits, coverage levels, employee contributions and employer contributions are governed by the City through its personnel and union contracts and are funded on a pay-as-you-go basis. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement No. 75. The plan does not issue a stand-alone financial report.

Benefits provided: All health care benefits are provided through the City's fully insured health plan. The benefit levels are the same as those offered to active employees. Benefits include general inpatient and outpatient medical services and prescriptions. General employees are eligible for membership in the plan if they retire from the City on or after age 55 with 5 years of service or with age and service totaling 80 points. Coverage ceases upon eligibility of the member (retiree or dependent) for Medicare. Coverage for dependents can continue upon the death of the retiree. Spouses of employees eligible for benefits and who die in active service can receive coverage.

Contributions: Contribution rates are set by the City. Retiree plan participants pay the entire amount of the premium charged by the insurer for coverage thus the City does not directly contribute to the Plan. Retiree and active employee participants are included in the same cost pool used to determine rates set by the insurer. An implicit subsidy results from this method of rate setting.

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

Resources: At June 30, 2019, the Authority reported a liability of \$157,866 for its proportionate share of the total OPEB liability. The total OPEB liability was measured as of June 30, 2019, and was determined by an actuarial valuation as of June 30, 2018. Standard update procedures were used to roll forward the total OPEB liability to June 30, 2019. The OPEB liability for June 30, 2018 was \$149,179. The Authority's proportion of the total OPEB liability was based on the Authority's share of active employee participants relative to the active employees of all participating employers. At June 30, 2019 and 2018, the Authority's proportion was 2.5741% and 2.3626%, respectively.

For the year ended June 30, 2019 the Authority recognized OPEB expense of \$19,658 and for the year ended June 30, 2018, OPEB expense of \$16,406. At June 30, 2019 and 2018, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

2019	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual plan experience	\$ 19,464	\$ 8,113
Changes of assumptions	6,807	3,608
Changes in proportion and differences between Authority's contributions and proportionate share of contributions	9,314	5,603
Total	<u>\$ 35,585</u>	<u>\$ 17,324</u>

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 5. Other Postemployment Benefits (OPEB) (Continued)

2018	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual plan experience	\$ 23,862	\$ -
Changes of assumptions	4,837	4,386
Changes in proportion and differences between Authority's contributions and proportionate share of contributions	1,328	8,356
Total	<u>\$ 30,027</u>	<u>\$ 12,742</u>

Amount reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in the Authority's OPEB expense over the average remaining service lives of plan participants (actives and retirees) as follows:

Years ended June 30:	
2020	\$ 6,155
2021	6,155
2022	2,432
2023	770
2024	2,749
	<u>\$ 18,261</u>

Actuarial assumptions: The total OPEB liability was determined by an actuarial valuation as of June 30, 2018, using the following actuarial assumptions, applied to all periods included in the measurement. The assumptions remained consistent with 2018.

Inflation	3.00%
Salary increases	4.00% to 11.75%, including 3.0% inflation and 1.0% productivity
Health care cost trend rate	9.0% for 2018; 8.5% for 2019, decreasing by 0.5% annually to an ultimate rate of 5%

35% of future retirees with coverage are assumed to elect health care coverage.

Mortality rates were based on RPH-2017 Total Dataset Mortality fully generational using Scale 2017.

The actuarial assumptions used in the June 30, 2018 valuation were based on the results of an actuarial experience study for the five-year period ending December 31, 2015, with the exception of the healthcare election rate which was based on an experience study from June 30, 2010 through 2016.

Discount rate: The OPEB plan is financed on a pay-as-you-go basis, thus a long-term rate of return was not used. The discount rate used to measure the total OPEB liability was 3.87% and 3.51% for June 30, 2018 and 2019, respectively, based on a yield for 20-year tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher. The source of the discount rate used is the Bond Buyer 20-Bond Go Index.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 5. Other Postemployment Benefits (OPEB) (Continued)

Sensitivity of the Authority's proportionate share of the total OPEB liability to changes in the discount rate: The following presents the Authority's proportionate share of the total OPEB liability calculated using the discount rate of 3.51%, as well as what the Authority's proportionate share of the total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.51%) or 1-percentage-point higher (4.51%) than the current rate:

	1% Decrease (2.51%)	Current Discount Rate (3.51%)	1% Increase (4.51%)
2019			
Authority's proportionate share of the total OPEB liability	\$ 169,513	\$ 157,866	\$ 147,197
2018			
Authority's proportionate share of the total OPEB liability	\$ 160,261	\$ 149,179	\$ 139,051

Sensitivity of the Authority's proportionate share of the total OPEB liability to changes in the healthcare cost trend rate: The following presents the Authority's proportionate share of the total OPEB liability calculated using the healthcare cost trend rate of 8.5% decreasing to 5.0%, as well as what the Authority's proportionate share of the total OPEB liability would be if it were calculated using a healthcare cost trend rate that is 1-percentage-point lower (7.5%) or 1-percentage-point higher (9.5%) than the current rate:

	1% Decrease (7.5% decreasing to 4.0%)	Current Rate (8.5% decreasing to 5.0%)	1% Increase (9.5% decreasing to 6.0%)
2019			
Authority's proportionate share of the total OPEB liability	\$ 142,971	\$ 157,866	\$ 175,137
2018			
Authority's proportionate share of the total OPEB liability	\$ 136,585	\$ 149,179	\$ 163,698

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 6. Commitments and Contingencies

In the normal course of operations, the Authority receives grant funds from federal agencies. The grant programs are subject to audit by agents of the granting agency, the purpose of which is to ensure compliance with conditions precedent to the granting of funds. Any liability for reimbursement which may arise as the result of these audits is not believed to be material.

The Authority is party to other legal proceedings which arise in the normal course of operations. Any liability resulting from these proceedings is not believed by management to have a material effect on the financial statements.

As of June 30, 2019, the Authority has entered into contracts totaling approximately \$1,710,000 which will be funded by federal grants.

Note 7. Related-Party Transactions

During the years ended June 30, 2019 and 2018, the Authority received no advances from the City, although \$326,000 of prior advances were outstanding as of June 30, 2019 and 2018.

During the years ended June 30, 2019 and 2018, the Authority received operating appropriations from the City of \$8,376,907 and \$7,739,000, respectively. During the years ended June 30, 2019 and 2018, the Authority received capital appropriations from the City of \$858,292 and \$1,049,443, respectively.

Note 8. Self-Insurance Liability

The Authority is self-insuring its liability for bodily injury and property damage losses incurred. Losses are limited by the Oklahoma Tort Claims Act. The act limits liability to \$125,000 per claimant bodily injuries and \$25,000 per claimant property damage with a maximum loss per occurrence of \$1,000,000. The Authority also self-insured its liability for workers' compensation losses incurred for the first \$350,000 per claim and any excess over \$5,000,000 per claim. The Authority purchased commercial insurance coverage for workers' compensation claims. Losses estimated to have been incurred and not paid as of the statement of net position date are accrued as a liability. These loss estimates are determined using the history of claims activity from prior years to predict losses which have been incurred but not reported to the Authority.

The following is a summary of the self-insurance activity during the fiscal years ended June 30, 2019, 2018 and 2017:

	2019	2018	2017
Liability, beginning of year	\$ 519,059	\$ 724,992	\$ 573,936
Claims incurred (recovered):			
Auto/general	(36,792)	318,149	158,143
Workers' compensation	-	125,031	278,918
Claims paid	(385,859)	(649,113)	(286,005)
Liability, end of year	<u>\$ 96,408</u>	<u>\$ 519,059</u>	<u>\$ 724,992</u>

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

Notes to Basic Financial Statements

Note 9. Future Changes in Accounting Pronouncements

GASB Statement No. 84, *Fiduciary Activities*, effective for reporting periods beginning after December 15, 2018, will enhance consistency and comparability by (1) establishing specific criteria for identifying activities that should be reported as fiduciary activities and (2) clarifying whether and how business-type activities should report their fiduciary activities. The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. The Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. Management is still evaluating the applicability of Statement No. 84 to the Authority.

GASB Statement No. 87, *Leases*, issued June 2017, will be effective for the Authority beginning with its fiscal year ending June 30, 2021. Statement No. 87 establishes a single approach to accounting for and reporting leases by state and local governments. Under this statement, a government entity that is a lessee must recognize (1) a lease liability and (2) an intangible asset representing the lessee's right to use the leased asset. In addition, the Authority must report the (1) amortization expense for using the lease asset over the shorter of the term of the lease or the useful life of the underlying asset, (2) interest expense on the lease liability and (3) note disclosures about the lease. The Statement provides exceptions from the single-approach for short-term leases, financial purchases, leases of assets that are investments and certain regulated leases. This statement also addresses accounting for lease terminations and modifications, sale-leaseback transactions, non-lease components embedded in lease contracts (such as service agreements), and leases with related parties. Management is still evaluating the applicability of Statement No. 87 to the Authority.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Required Supplementary Information
Municipal Employees' Retirement Plan Schedule of Proportionate Share of the
Net Pension Liability and Schedule of Contributions**

	June 30,		
	2019	2018	2017
Authority's proportion of the net pension liability	1.8649%	1.9302%	1.7793%
Authority's proportionate share of the net pension liability	\$ 4,379,463	\$ 3,789,382	\$ 3,515,360
Authority's covered payroll	2,227,322	2,477,181	2,234,017
Authority's proportionate share of the net pension liability as a percentage of its covered payroll	153%	153%	157%
Plan fiduciary net position as a percentage of the total pension liability	66.91%	70.61%	69.39%
Contractually required contribution	\$ 345,235	\$ 383,963	\$ 256,912
Contributions in relation to the contractually required contribution	345,235	383,963	256,912
Contribution deficiency (excess)	\$ -	\$ -	\$ -
Authority's covered payroll	\$ 2,227,322	\$ 2,477,181	\$ 2,234,017
Contributions as a percentage of covered payroll	15.50%	15.50%	11.50%

No information available for years prior to June 30, 2015.

Changes of assumptions. In 2016, amounts reported as changes of assumptions resulted primarily from changes in the mortality table and discount rate from 7.75% to 7.50%.

In 2019, amounts reported as changes of assumptions resulted primarily from an inflation decrease from 3.0% to 2.5%, salary increases changed from 4.00%–11.75% to 3.5%–11.25% and investment rate of return decreased from 7.50% to 7.00%.

June 30,	
2016	2015
1.7994%	1.7895%
\$ 3,892,331	\$ 2,241,425
2,143,730	2,004,148
182%	112%
65.62%	77.13%
\$ 246,529	\$ 230,477
246,529	230,477
\$ -	\$ -
\$ 2,143,730	\$ 2,004,148
11.50%	11.50%

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Required Supplementary Information
Schedule of Changes in Net Pension Liability
Union Employees' Pension Plan**

	June 30,		
	2019	2018	2017
Total Pension Liability			
Service cost	\$ 1,035,074	\$ 995,022	\$ 820,290
Interest	822,281	807,543	740,466
Benefit payments	(947,848)	(913,428)	(918,508)
Difference between expected and actual experience	(833,236)	(667,467)	(211,294)
Changes in assumptions	203,379	(95,085)	(911,983)
Changes in benefit terms	147,783	-	67,797
Net change in total pension liability	427,433	126,585	(413,232)
Total pension liability—beginning of year	17,267,563	17,140,978	17,554,210
Total pension liability—end of year	\$ 17,694,996	\$ 17,267,563	\$ 17,140,978
Plan Net Position			
Contributions—employer	\$ 403,824	\$ 383,632	\$ 310,926
Contributions—employee	233,037	189,386	125,333
Investment income, net of investment expenses	683,110	543,608	925,956
Benefit payments	(947,848)	(913,428)	(918,508)
Administrative expenses	(92,868)	(64,338)	(94,714)
Net change in plan net position	279,255	138,860	348,993
Total plan net position—beginning of year	10,451,800	10,312,940	9,963,947
Total plan net position—end of year	\$ 10,731,055	\$ 10,451,800	\$ 10,312,940
Net pension liability	\$ 6,963,941	\$ 6,815,763	\$ 6,828,038

No information available for years prior to June 30, 2015.

See note to required supplementary information.

June 30,	
2016	2015
\$ 568,416	\$ 532,080
798,109	837,382
(797,315)	(858,804)
45,690	(711,676)
2,234,197	809,630
-	-
2,849,097	608,612
14,705,113	14,096,501
\$ 17,554,210	\$ 14,705,113
\$ 285,705	\$ 285,705
121,365	117,267
70,587	177,578
(797,315)	(858,804)
(67,884)	(79,342)
(387,542)	(357,596)
10,351,489	10,709,085
\$ 9,963,947	\$ 10,351,489
\$ 7,590,263	\$ 4,353,624

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Required Supplementary Information
Schedule of Net Pension Liability and Related Ratio
Union Employees' Pension Plan

	June 30,		
	2019	2018	2017
Total pension liability—end of year	\$ 17,694,996	\$ 17,267,563	\$ 17,140,978
Plan net position—end of year	10,731,055	10,451,800	10,312,940
Net pension liability	\$ 6,963,941	\$ 6,815,763	\$ 6,828,038
Plan net position as a percentage of the total pension liability	60.64%	60.53%	60.17%
Covered payroll	\$ 4,309,219	\$ 4,038,237	\$ 3,180,653
Net pension liability as a percentage of covered payroll	161.61%	168.78%	214.67%

No information available for years prior to June 30, 2015.

See note to required supplementary information.

June 30,	
2016	2015
\$ 17,554,210	\$ 14,705,113
9,963,947	10,351,489
<u>\$ 7,590,263</u>	<u>\$ 4,353,624</u>

56.76% 70.39%

\$ 2,863,557 \$ 3,174,496

265.06% 137.14%

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Required Supplementary Information
Schedule of Money-Weighted Rate of Return
Union Employees' Pension Plan**

Plan year ended June 30:	
2010	9.86%
2011	31.72
2012	1.09
2013	11.07
2014	15.24
2015	1.70
2016	0.70
2017	9.57
2018	5.38
2019	6.66

See note to required supplementary information.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Required Supplementary Information
Schedule of Contributions From the Authority
Union Employees' Pension Plan**

Plan Year Ended June 30	Annual Required Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contributions as a Percent of Covered Payroll
2010	\$ 377,831	\$ 316,813	\$ 61,018	\$ 3,520,150	9.00%
2011	340,700	273,980	66,720	3,044,226	9.00
2012	330,850	252,465	78,385	2,805,171	9.00
2013	408,337	283,904	124,433	3,154,486	9.00
2014	417,630	285,450	132,180	3,171,667	9.00
2015	486,470	285,705	200,765	3,174,496	9.00
2016	436,582	285,705	150,877	2,863,557	9.98
2017	499,725	310,926	188,799	3,180,653	9.78
2018	694,344	383,632	310,712	4,038,237	9.50
2019	704,233	403,824	300,409	4,309,219	9.37 *

* An amendment to the employer contribution rates was executed in August 2019 to retroactively increase employer contribution rates as of January 1, 2019. As the retroactive amendment was not executed until August 2019, the increase is not reflected for the year ended June 30, 2019, but will be in the next fiscal year.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Required Supplementary Information
Note to Required Supplementary Information
Union Employees' Pension Plan**

Actuarial valuation:	
Frequency	Annual
Cost method	Entry Age Normal
Amortization	The amortization method used is Level Percentage of Payroll, Open The weighted average remaining period is 30 years.
Assumptions:	
Single discount rate:	4.64%
Long-term expected rate of return	7.00%
Long-term municipal bond rate	3.13%
Salary increases	3.00%
Retirement age	20% assumed at Rule of 85; 100% retirement assumed at Normal Retirement Age
Mortality	MP-2014 Blue Collar Mortality Table, fully generational, projected with the ultimate rates of the MP-2014 for males and females
Disability	Not applicable to the MP-2014 projection scale

Changes of assumptions:

The 2019 single discount rate decreased from 4.75% as of June 30, 2018 to 4.64% as of June 30, 2019.

Changes of benefits:

The age was increased from 62 to 65 for participants entering the plan on or after January 1, 2018 to be eligible for normal retirement.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Required Supplementary Information
Postemployment Benefits Other than Pension Plan**

Schedule of Proportionate Share—For the Current and Prior Three Years

Year	Authority's Proportion of OPEB Liability	Authority's Proportionate Share of Total OPEB Liability	Authority's Covered Payroll	Authority's Proportionate Share of Total OPEB Liability as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of Total OPEB Liability
2019	2.5741%	\$ 157,866	\$ 2,753,800	5.7%	0.00%
2018	2.3626%	149,179	2,445,557	6.1%	0.00%
2017	2.5310%	142,603	2,640,796	5.4%	0.00%
2016	2.5420%	152,963	2,549,383	6.0%	0.00%

No information available for years prior to June 30, 2016.

Changes of assumptions. Changes of assumptions and other inputs reflect the effects of changes in the discount rate each period. The following are the discount rates used in each period:

2019	3.51%
2018	3.87%
2017	3.56%
2016	4.00%

Schedule of Employer Contributions—Last Four Years

Year	Contractually Required Contributions	Actual Contributions	Contribution Deficiency (Excess)	Covered Payroll	Actual Contributions as a Percentage of Covered Payroll
2019	\$ 11,948	\$ 11,948	\$ -	\$ 2,753,800	0.43%
2018	4,776	4,776	-	2,445,557	0.20%
2017	31,239	31,239	-	2,640,796	1.18%
2016	20,247	20,247	-	2,549,383	0.79%

No information available for years prior to June 30, 2016.

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**

**Supplemental Schedule of Expenditures of Federal Awards
Year Ended June 30, 2019**

Federal Grantor/ Program Title	Project Number	CFDA #	Program or Award Amount	Unexpended Balance at June 30, 2018
U.S Department of Transportation (Direct)				
	OK-2017-025-00	20.526	\$ 645,986	\$ 597,658
	OK-2017-026-00	20.526	642,193	634,673
	OK-2016-016-00	20.507	55,697	108
	OK-2018-018-00	20.526	4,202,870	-
	OK-2018-007-00	20.507	1,092,133	302,750
	OK-95-X008-00	20.507	250,000	60,332
	OK-2016-005-00	20.507	250,000	143,160
	OK-90-X117-00	20.507	6,588,277	24,919
	OK-2016-001-00	20.507	6,692,783	156,902
	OK-2017-009-00	20.507	6,614,777	2,373,280
	OK-2018-011-00	20.507	6,776,061	3,006,983
			<u>\$ 33,810,777</u>	<u>\$ 7,300,765</u>

Grant Amendments/ During Awarded Current Year	Other Income and Matching	Current Year Expenditures Federal	Current Year Expenditures Federal and Local	Unexpended Balance at June 30, 2019
\$ -	\$ 108,252	\$ 433,007	\$ 541,259	\$ 164,651
-	82,001	327,881	409,882	306,792
-	46	108	154	-
4,202,870	-	-	-	4,202,870
570,956	72,156	221,468	293,624	652,238
-	11,221	44,883	56,104	15,449
-	-	-	-	143,160
-	6,230	24,919	31,149	-
-	13,035	52,141	65,176	104,761
-	510,316	2,041,264	2,551,580	332,016
3,669,191	2,348,987	4,205,610	6,554,597	2,470,564
<u>\$ 8,443,017</u>	<u>\$ 3,152,244</u>	<u>\$ 7,351,281</u>	<u>\$ 10,503,525</u>	<u>\$ 8,392,501</u>

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Schedule of Operating Expenses, Excluding Depreciation
Supplementary Information
Year Ended June 30, 2019

Labor:	
Operator salaries and wages	\$ 3,814,780
Transportation administration	233,151
System security	318,997
Servicing of revenue vehicles	157,151
Maintenance administration	289,805
Maintenance and inspection of revenue vehicles	766,183
Service development	330,012
General office administration	1,066,214
Safety and training administration	69,118
Total labor	7,045,411
 Purchased transportation:	
Lift program, ADA	2,309,110
Fixed route	664,063
Total purchased transportation	2,973,173
 Materials and supplies consumed:	
Diesel fuel	465,893
Compressed natural gas	63,302
Gasoline service	33,080
Oil and lubricants	97,419
Tires and tubes	136,770
Shop and garage building repair	504,314
Service and shop equipment	41,571
Other shop and garage expense	97,639
Repair parts for revenue vehicles	821,332
Servicing supplies	282,837
Transportation and safety	17,003
Schedules	17,670
Tickets and transfers	18,682
General office expenses	93,649
Total materials and supplies consumed	2,691,161

(Continued)

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Schedule of Operating Expenses, Excluding Depreciation (Continued)
Supplementary Information
Year Ended June 30, 2019

<hr/>	
Fringes:	
FICA taxes	\$ 585,673
Pension plan and OPEB expenses	2,322,748
Health and dental expense	1,408,492
Life and disability insurance	74,752
Sick leave	291,894
Holiday pay	282,080
Vacation pay	369,525
Uniform allowance—drivers	37,548
Work clothing and tool allowance, mechanics	48,478
Unemployment tax, state	5,702
Other	106,564
Total fringes	<u>5,533,456</u>
Services:	
Legal fees	156,527
Audit and other outside services	44,700
Office equipment maintenance	6,378
Advertising	280,854
Professional and technical services	481,244
Building, vehicle and facility services	191,262
Security services	18,729
Total services	<u>1,179,694</u>
Insurance, property and liability insurance (including self-insurance)	<u>223,921</u>
Utilities:	
Heat, power and water	349,884
Communications	162,712
Total utilities	<u>512,596</u>

(Continued)

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Schedule of Operating Expenses, Excluding Depreciation (Continued)
Supplementary Information
Year Ended June 30, 2019

Other:	
Planning expense	\$ 179,182
Dues and subscriptions	26,358
Travel and meetings, staff	29,248
Marketing and advertising	144,435
Training	15,671
Other miscellaneous expenses	58,393
Leases and rentals	26,162
Total other	<u>479,449</u>
Total operating expenses, excluding depreciation	<u><u>\$ 20,638,861</u></u>

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)

Schedule of Project Costs
Supplementary Information
Year Ended June 30, 2019

<hr/>	
Total operating expenses:	
Labor	\$ 7,045,411
Purchased transportation	2,973,173
Materials and supplies consumed	2,691,161
Fringes	5,533,456
Services	1,179,694
Insurance	223,921
Utilities	512,596
Other	479,449
Total operating expenses, excluding depreciation	<u>20,638,861</u>
Depreciation	3,308,624
Total operating expenses	<u>23,947,485</u>
Less exclusions:	
Ineligible expense, depreciation	3,308,624
Contra-expense, interest earned on working capital	(8,284)
Other exclusions, expenses reimbursable by:	
Planning assistance, FTA	908,361
Revolving transit funds, Oklahoma	1,149,990
CMAQ operating assistance, FTA	45,213
Operating assistance, FTA	1,730,113
Preventative maintenance assistance, FTA	2,648,368
Lift program assistance, FTA	669,000
Lease assistance, FTA	114,947
Total exclusions	<u>10,566,332</u>
Eligible operating expenses	<u>13,381,153</u>
Less:	
Passenger farebox revenues	2,421,355
Contract services and other	38,610
	<u>2,459,965</u>
Net eligible project cost	<u>10,921,188</u>
Less local share of operating assistance:	
City of Tulsa	8,376,907
Advertising revenues	591,486
Other	403,441
	<u>9,371,834</u>
Net revenues before applying FTA operating funds	<u><u>\$ 1,549,354</u></u>

