

Metropolitan Tulsa Transit Authority

A Component Unit of the City of Tulsa, Oklahoma

Financial Report

June 30, 2025

Metropolitan Tulsa Transit Authority

Annual Financial Report

For the Fiscal Year Ended June 30, 2025

Table of Contents

Financial Section

Independent Auditor's Report	1
Management's Discussion and Analysis.....	5

Basic Financial Statements

Statement of Net Position	10
Statement of Revenues, Expenses and Changes in Net Position.....	12
Statement of Cash Flows.....	13
Notes to Basic Financial Statements.....	15

Required Supplementary Information

Municipal Employees' Retirement Plan Schedule of Proportionate	
Share of the Net Pension Liability and Schedule of Contributions	32
Union Employees' Pension Plan:	
Schedule of Changes in Net Pension Liability.....	34
Schedule of Net Pension Liability and Related Ratio	36
Schedule of Money-Weighted Rate of Return	38
Schedule of Contributions from the Authority.....	39
Note to Required Supplementary Information	41

Supplementary Information

Supplemental Schedule of Expenditures of Federal Awards	42
Schedule of Operating Expenses, Excluding Depreciation.....	44
Schedule of Project Costs	46

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Independent Auditor's Report

Board of Trustees
Metropolitan Tulsa Transit Authority

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the Metropolitan Tulsa Transit Authority (the Authority), a component unit of the City of Tulsa, Oklahoma, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2025, and the changes in financial position and its cash flows, for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Emphasis of Matter

As discussed in Note 9 to the basic financial statements, during the year ended June 30, 2025, the Authority implemented Governmental Accounting Standards Board (GASB) Statement No. 101, Compensated Absences. Beginning net position has been restated as a result of the implementation of this statement. Our opinions are not modified with respect to this matter.

Other Matter

The financial statements of the Metropolitan Tulsa Transit Authority for the year ended June 30, 2024 were audited by other auditors whose report dated December 20, 2024, expressed an unmodified opinion on those statements.

Auditor's Responsibilities for the Audits of the Financial Statements

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

In performing audits in accordance with GAAS and Government Auditing Standards, we:

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

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

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, and the pension-related schedules, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, 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 audits 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.

Supplementary Information

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's 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 presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audits 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 GAAS. 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 17, 2025 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.

Weaver and Tidwell, L.L.P.

WEAVER AND TIDWELL, L.L.P.

Dallas, Texas
December 17, 2025

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Management's Discussion and Analysis

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, 2025 and 2024. 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 10. 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 \$25,782 (net position). For fiscal year 2024, the assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources by approximately \$18,930.
- During fiscal year 2025, the Authority's total net position increased by approximately \$6,852. For fiscal year 2024, the Authority's total net position increased by approximately \$1,659.
- The Authority's total liabilities increased by approximately \$6,101 during fiscal year 2025.
- For the year ended June 30, 2025, net capital assets increased by approximately \$11,781. For the year ended June 30, 2024, net capital assets increased by approximately \$152.

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 increased by \$6,852 for the fiscal year ending June 30, 2025. The Authority's net position increased by \$1,678 for the fiscal year ended June 30, 2024. Capital assets increased by \$11,781 Call Center Remodel, 15 Gillig Buses, 4 E-Transit Vehicles, and Digital Signs on Buses. Long-term liabilities decreased by \$1,945 due to decreases in net pension liability for the pension plans in which the Authority participates.

Net Position
(in thousands of dollars)

	2025	2024, as restated
Assets		
Current and other assets	\$ 8,246	\$ 6,768
Capital assets, net	38,371	26,590
 Total assets	 46,617	 33,358
 Deferred outflows of resources	 759	 1,014
 Liabilities		
Current and other liabilities	9,644	1,598
Long-term liabilities	10,003	11,948
 Total liabilities	 19,647	 13,546
 Deferred inflows of resources	 1,947	 2,260
 Net position:		
Investment in capital assets	36,780	24,804
Restricted for other purposes	443	1,088
Unrestricted (deficit)	(11,441)	(6,962)
 Total net position	 \$ 25,782	 \$ 18,930

Change in Net Position

For the year ended June 30, 2025, the Authority's total operating revenues increased by \$287 and operating expenses decreased by \$995. The key factor in the slight decrease in operating revenues is the State of Oklahoma increased their contributions to transit in the last year. The Authority began seeing an increase in our MicroLink service, that replaced Nightline and Sunday services, however, the revenue from that increase ridership is not at the same level for revenues. The increase in operating expense was primarily driven by the continued cost increases of inventory for buses that are aging, along with keeping up with the average salaries for employees and benefits.

For the year ended June 30, 2024, the Authority's total operating revenues decreased by \$115 and operating expenses increased by \$19. The key factor in the slight increase in operating revenues is attributed to the increase in ridership during the fiscal year. The Authority does still find it challenging to hire and maintain the minimum buses drivers needed to provide full fixed route service during the pandemic therefore the Authority has continued the mortified service that it began last fiscal year. The Authority began a pilot in April of 2023 for a new service called Micro Transit that began replacing Nightline and Sunday services which helped increase ridership in those areas. The increase in operating expense was primarily driven by the continued cost increases of inventory for buses that are aging.

Changes in Net Position
(in thousands of dollars)

	2025	2024, as restated
Operating revenues	\$ 2,577	\$ 2,289
Nonoperating and capital revenues	<u>32,404</u>	<u>28,443</u>
 Total revenues	 34,981	 30,732
 Operating expenses	 27,860	 28,854
Nonoperating expenses	<u>269</u>	<u>219</u>
 Total expenses	 <u>28,129</u>	 <u>29,073</u>
 Increase in net position	 <u>\$ 6,852</u>	 <u>\$ 1,659</u>

Capital Assets

The Authority's investment in capital assets as of June 30, 2025 amounts to approximately \$38,371 (net of accumulated depreciation). This investment in capital assets includes revenue and service equipment, land, buildings information technology and other equipment.

Net Capital Assets
(in thousands of dollars)

	2025	2024
Revenue equipment	\$ 49,922	\$ 42,747
Service equipment	660	643
Passenger shelters	2,097	2,093
Security equipment	2,260	2,203
Buildings	13,461	13,014
Shop and garage equipment	3,558	3,518
Other equipment	6,949	6,594
Furniture and fixtures	216	210
Construction in progress	2,634	2,634
Land	8,609	272
Right-use-use leased assets	<u>2,396</u>	<u>2,444</u>
 	 92,762	 76,372
 Less accumulated depreciation	 (54,391)	 (49,782)
 Net capital assets	 <u>\$ 38,371</u>	 <u>\$ 26,590</u>

During FY25, the Authority purchased 15 new Gillig buses to help reduce the carbon footprint and aging buses, remodeled our previous call center as bringing in former contracted services has increased the need for more space for employees. Using the space MTTA currently had was the only option MTTA had. During the year MTTA also invested in new software for ADA applications to help move Tulsa residents with the ability to have faster results with paratransit applications and more local. Lastly MTTA purchased 4 Electric Vans, and a new forklift.

In FY24 the Authority purchased three new Gillig buses to help reduce the carbon footprint and aging buses, a security perimeter fence, a new work truck, AERO signage, lot repairs, on board validators for credit cards, and paved many areas in our employee and bus parking lot.

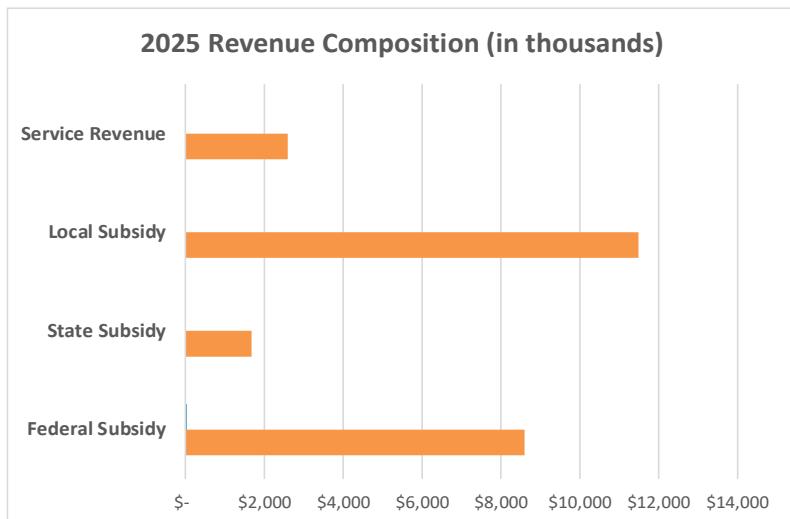
The Authority's total capital investments for FY25 totaled \$16,885,414 with a funding ratio of 64% federal and 36% local.

Economic Factors (in thousands)

The Authority provides public transportation programs to residents in Tulsa, Broken Arrow, Jenks, Sand Springs and Turley. These services include fixed route bus service, ADA paratransit services for the disabled, commuter bus services, with a MicroLink service for evening, Sunday, and areas during the day that fixed route is less able to accommodate. To coordinate these services and provide information to the public, the Authority operates a customer call center, which processes over 261,000 annually. The increase from prior years seems largely on implementing AI into our call center. ADA paratransit services are provided by legal statute that the City has requested to go beyond the FTA requirement, ran by MTTA as of FY24 and the service is called LinkAssist.

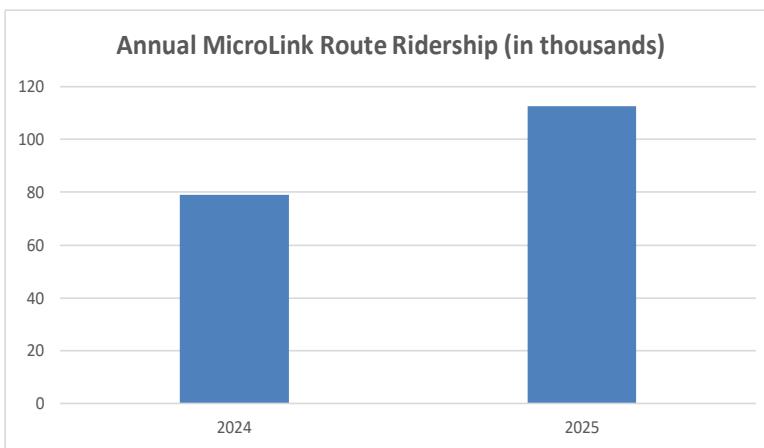
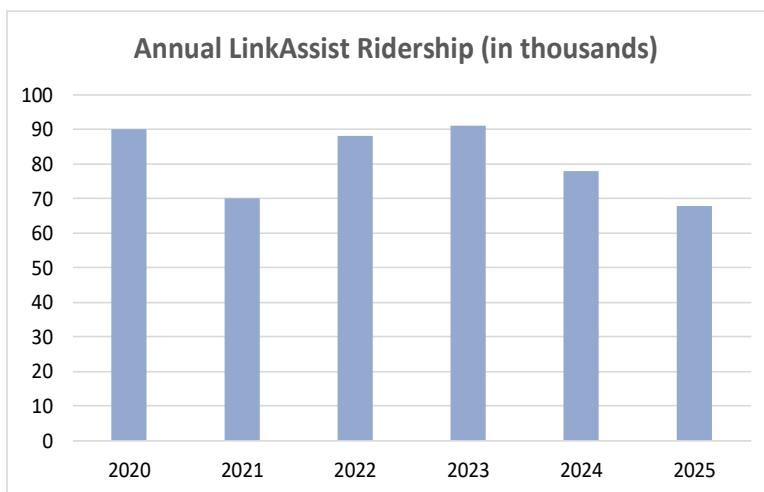
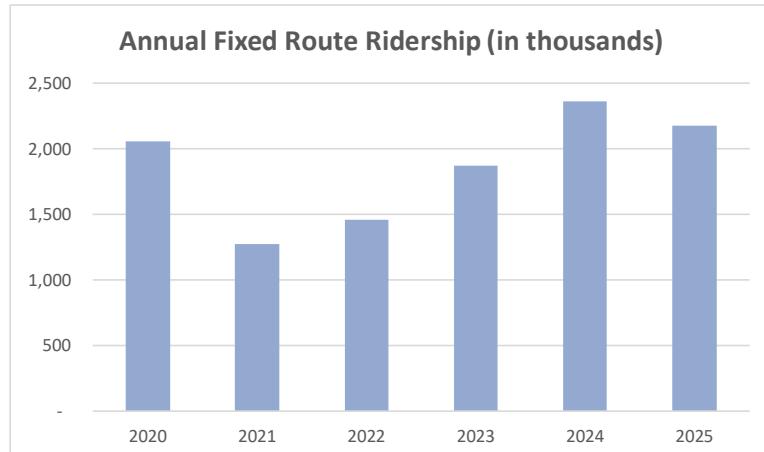
The Authority is funded by fare and advertising revenues, annual apportionments from the City of Tulsa, State of Oklahoma Transit Fund, and Federal subsidies awarded through various Federal Transportation Administration (FTA) grant agreements. Revenues of \$17,177 from the City of Tulsa apportionments funded operating expenses and capital purchases.

The Authority's 2025 total revenues were \$34,980. The following chart details the Authorities revenue composition for 2025:



In FY25 MTTA tried a new "half price" program in July and August for Ozone awareness in partnership with INCOG, although this did seem a slight increase for ridership than with full fare, it was not as significant as when we had historically offered free fares, however, we do appear we had retained majority of the riders.

The charts below details Fixed Route and LinkAssist 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)
Statement of Net Position
June 30, 2025

	2025	2024, as restated
ASSETS		
Current assets		
Cash and cash equivalents	\$ 63,163	\$ 565,396
Designated cash and cash equivalents	2,935,698	2,007,511
Restricted cash	74,537	73,218
	Total cash and cash equivalents	3,073,398
	3,073,398	2,646,125
Accounts receivable:		
Trade	136,170	199,588
Operating and capital grants	3,015,466	1,232,007
Inventories	1,200,733	1,289,317
Prepaid expenses and other	451,642	386,344
	Total current assets	7,877,409
	7,877,409	5,753,381
Noncurrent assets, restricted cash	368,339	1,014,201
Capital assets, at cost:		
Revenue equipment	49,921,969	42,746,890
Service equipment	660,601	642,793
Passenger shelters	2,096,715	2,092,715
Security equipment	2,259,693	2,203,368
Buildings	13,461,014	13,014,096
Shop and garage equipment	3,558,197	3,517,524
Other equipment	6,948,761	6,593,691
Furniture and fixtures	216,404	209,681
Land	2,633,707	2,633,707
Construction in progress	8,608,764	271,876
Right to use asset-subscription based assets	295,594	295,594
Right to use asset-leased equipment	2,101,096	2,149,893
	Less accumulated depreciation and amortization	54,391,271
	54,391,271	49,781,607
	Total capital assets, net	38,371,244
	38,371,244	26,590,221
	Total assets	46,616,992
	46,616,992	33,357,803
DEFERRED OUTFLOWS OF RESOURCES		
Pension related amounts	759,190	1,378,218
	Total deferred outflows of resources	759,190
	759,190	1,378,218

The Notes to the Financial Statements are an integral part of this statement.

	2025	2024, as restated
LIABILITIES		
Current liabilities		
Accounts payable		
Trade	8,790,032	714,143
Other	94,374	143,462
Accrued wages payable	376,307	260,132
Accrued compensated absences	71,568	71,864
Accrued insurance claims	82,610	82,610
Unearned revenue	-	80,341
Lease and SBITA liability	228,905	245,809
	<hr/>	<hr/>
Total current liabilities	9,643,796	1,598,361
Noncurrent liabilities:		
Advances payable to the City of Tulsa	326,674	326,674
Net pension liability—MERP	4,196,942	5,292,612
Net pension liability—Union plan	3,566,408	4,235,164
Accrued compensated absences	550,768	553,047
Lease and SBITA liability	1,362,128	1,540,147
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Total noncurrent liabilities	10,002,920	11,947,644
	<hr/>	<hr/>
Total liabilities	19,646,716	13,546,005
DEFERRED INFLOWS OF RESOURCES		
Pension related amounts	<hr/>	<hr/>
	1,947,323	2,259,956
	<hr/>	<hr/>
Total deferred inflows of resources	1,947,323	2,259,956
NET POSITION		
Investment in capital assets	36,780,211	24,804,265
Restricted, expendable for capital acquisitions	368,339	1,014,201
Restricted, expendable for worker's compensation	74,537	73,218
Unrestricted, deficit	(11,440,944)	(6,961,624)
	<hr/>	<hr/>
TOTAL NET POSITION	\$ 25,782,143	\$ 18,930,060

The Notes to the Financial Statements are an integral part of these statements.

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, 2025 and 2024

	2025	2024, As restated
OPERATING REVENUES		
Passenger	\$ 1,936,875	\$ 1,590,067
Advertising	616,276	677,811
Other	23,558	21,574
	<hr/>	<hr/>
Total operating revenues	2,576,709	2,289,452
OPERATING EXPENSES		
Labor	12,293,449	11,855,181
Materials and supplies consumed	4,337,255	4,462,218
Fringes	2,784,331	4,827,209
Services	1,118,907	948,575
Insurance	674,253	728,717
Utilities	629,827	625,729
Depreciation and amortization	4,609,664	4,494,797
Other	1,411,919	911,935
	<hr/>	<hr/>
Total operating expenses	27,859,605	28,854,361
Operating loss	(25,282,896)	(26,564,909)
NONOPERATING REVENUES (EXPENSES)		
Federal Transit Administration operating grants	8,583,575	8,674,227
State of Oklahoma operating grants	1,669,565	1,666,114
City of Tulsa operating appropriations	11,495,357	11,834,308
Interest income	116,467	123,922
Interest expense	(268,646)	(219,087)
Loss on disposal of capital assets	-	(147)
Other, net	(2,781,409)	591,290
	<hr/>	<hr/>
Total nonoperating revenues	18,814,909	22,670,627
Deficiency of revenues over expenses before capital contributions and capital grants	(6,467,987)	(3,894,282)
Capital grants, Federal Transit Administration	7,698,070	4,164,971
Capital contributions, City of Tulsa	5,622,000	1,388,170
	<hr/>	<hr/>
Total capital contributions	13,320,070	5,553,141
Change in net position	6,852,083	1,658,859
Net position, beginning of year	19,186,639	17,508,240
Change in accounting principle -GASB 101	(256,579)	(237,039)
Net position, beginning of year, as restated	18,930,060	17,271,201
NET POSITION, END OF YEAR	<hr/>	<hr/>
	<hr/>	<hr/>
\$ 25,782,143	<hr/>	<hr/>
\$ 18,930,060	<hr/>	<hr/>

The Notes to the Financial Statements are an integral part of these statements.

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

Statements of Cash Flows

Years Ended June 30, 2025 and 2024

	2025	2024
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	\$ 776,327	\$ 2,275,514
Cash payments to suppliers for goods and services	(5,690,736)	(8,325,159)
Cash payments to employees	<u>(10,853,549)</u>	<u>(17,430,283)</u>
Net cash provided by (used in) operating activities	(15,767,958)	(23,479,928)
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES		
Operating grants received from Federal Transit Administration	8,583,575	8,262,305
Operating appropriations received from the City of Tulsa	11,495,357	11,834,308
Operating grants received from the state of Oklahoma	1,669,565	1,666,114
Other assistance received	<u>(2,781,409)</u>	<u>591,289</u>
Net cash provided by (used in) non-capital financing activities	18,967,088	22,354,016
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Construction and purchase of capital assets	(16,390,687)	(5,491,712)
Capital contributions from Federal Transit Administration	7,698,070	4,164,971
Capital contributions from the City of Tulsa	5,622,000	1,388,170
Payments for lease and SBITA principal	(194,923)	(247,514)
Interest expense	(268,646)	(219,087)
Proceeds from sale of capital assets	<u>-</u>	<u>844,346</u>
Net cash provided by (used in) capital and related financing activities	(3,534,186)	439,174
Cash flows provided by investing activities, interest earned	<u>116,467</u>	<u>123,922</u>
Decrease in cash and cash equivalents	(218,589)	(562,816)
Cash and cash equivalents at beginning of year	<u>3,660,326</u>	<u>4,223,142</u>
Cash and cash equivalents at end of year	<u>\$ 3,441,737</u>	<u>\$ 3,660,326</u>
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (25,282,896)	\$ (26,564,909)
Depreciation and Amortization	4,609,664	4,494,797
Changes in operating assets and liabilities:		
Accounts receivable	(1,720,041)	(22,225)
Inventories	88,584	(84,244)
Prepaid expenses and other	(65,298)	(76,851)
Accounts payable	8,026,801	(496,100)
Accrued liabilities	(80,341)	17,497
Payable to employees	113,600	(161,122)
Change in net pension liability and other pension related amounts	<u>(1,458,031)</u>	<u>(606,311)</u>
NET CASH PROVIDED BY (USED FOR) IN OPERATING ACTIVITIES	\$ (15,767,958)	\$ (23,499,468)

The Notes to the Financial Statements are an integral part of these statements.

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**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 Annual Comprehensive 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 City's Mayor appoints the trustees of the Authority. 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 \$368,339 and \$1,014,201 as of June 30, 2025 and 2024, respectively. Restricted cash includes reserves to comply with the worker's compensation agreement. The balance is \$74,537 and \$73,218 as of June 30, 2025 and 2024, respectively.

Designated cash: Designated cash includes the Financial Reserve Fund, established and approved by the Board of Trustees, to assist the Authority bridge any potential interruptions in funding as well as providing resources to address extraordinary circumstances with the intent to stabilize operations. The balance is \$2,935,698 and \$2,007,511 as of June 30, 2025 and 2024, 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.

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

Notes to Basic Financial Statements

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.

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
Right to use asset-leased equipment	3-30 years
Right to use asset-SBITA leased assets	3-6 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.

	2024			Due in	
	as restated	Additions	Deletions	2025	One Year
Compensated absences	\$ 624,911	\$ -	\$ (2,575)	\$ 622,336	\$ 71,568
2023					
	as restated			Due in	
	Additions	Deletions	2024	One Year	
Compensated absences	\$ 692,702	\$ -	\$ (67,791)	\$ 624,911	\$ 71,864

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

Notes to Basic Financial Statements

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.

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 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 expense.

Leases (lessee) and similar subscription-based information technology arrangements: The Authority is the lessee for noncancelable leases of equipment. The Authority has recognized a lease liability and an intangible right to use lease asset in the financial statements. The Authority also has noncancelable subscription-based IT arrangements (similar to a lease) for the right-to-use information technology hardware and software (subscription IT arrangements).

At the commencement of a lease, the Authority initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, less lease payments made at or before the lease commencement date, plus any initial direct costs ancillary to placing the underlying asset into service, less any lease incentives received at or before the lease commencement date. Subsequently, the lease asset is amortized into depreciation expense on a straight-line basis over its useful life.

At the commencement of a subscription, the Authority initially measures the subscription IT liability at the present value of payments expected to be made during the subscription term. Subsequently, the subscription IT liability is reduced by the principal portion of the subscription payments made. The subscription IT asset is initially measured as the initial amount of the subscription IT liability, less subscription payments made at or before the subscription commencement date, less any vendor incentives received at or before the subscription commencement date, plus the capitalizable implementation costs. Subsequently, the subscription IT asset is amortized into depreciation expense on a straight-line basis over the useful life of the asset.

Key estimates and judgments related to leases include how the Authority determines (1) the discount rate it uses to discount the expected lease payment to present value, (2) lease term, and (3) lease payments.

The Authority uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the Authority generally uses its estimated incremental borrowing rate as the discount rate for the leases. The lease term includes the noncancelable period of the lease. Lease payments include the measurement of the lease liability and are composed of fixed payments and purchase option price that the Authority is reasonably certain to exercise.

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

Notes to Basic Financial Statements

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability. Lease assets are reported with other capital assets.

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. The Board of Trustees has established a Financial Reserve Fund for stabilization purposes, which is included within unrestricted net position (deficit), with a cash balance of \$2,935,698 and \$2,007,511 as of June 30, 2025 and 2024, respectively. The Board of Trustees must approve expenses from this internally designated fund.

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, 2025 and 2024, 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, 2025 and 2024, none of the Authority's bank balances of \$3,447,023 and \$3,808,480, 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, 2025 and 2024 were as follows:

	2025				
	Beginning Balance	Additions	Reductions	Transfers	Ending Balance
Capital assets not being depreciated:					
Construction in progress	\$ 271,876	\$ 16,424,274	\$ -	\$ (8,087,386)	\$ 8,608,764
Land	2,633,707	-	-	-	2,633,707
Total capital assets not being depreciated	2,905,583	16,424,274	-	(8,087,386)	11,242,471
Capital assets being depreciated:					
Revenue equipment	42,746,890	-	-	7,175,079	49,921,969
Service equipment	642,793	-	-	17,808	660,601
Passenger shelters	2,092,715	-	-	4,000	2,096,715
Security equipment	2,203,368	15,210	-	41,115	2,259,693
Buildings	13,014,096	-	-	446,918	13,461,014
Shop and garage equipment	3,517,524	-	-	40,673	3,558,197
Other equipment	6,593,691	-	-	355,070	6,948,761
Furniture and fixtures	209,681	-	-	6,723.00	216,404
Right to use asset-subscriptions	295,594	-	-	-	295,594
Right to use asset-leased equipment	2,149,893	-	(48,797)	-	2,101,096
Total capital assets being depreciated	73,466,245	15,210	(48,797)	8,087,386	81,520,044
Accumulated depreciation:					
Revenue equipment	(27,800,915)	(2,911,341)	-	-	(30,712,256)
Service equipment	(565,074)	(28,708)	-	-	(593,782)
Passenger shelters	(2,039,157)	(30,458)	-	-	(2,069,615)
Security equipment	(971,482)	(335,645)	-	-	(1,307,127)
Buildings	(10,700,678)	(363,818)	-	-	(11,064,496)
Shop and garage equipment	(2,294,057)	(230,813)	-	-	(2,524,870)
Other equipment	(4,454,441)	(559,304)	-	-	(5,013,745)
Furniture and fixtures	(209,681)	(6)	-	-	(209,687)
Right to use assets	(746,122)	(149,571)	-	-	(895,693)
Total accumulated depreciation/amortization	(49,781,607)	(4,609,664)	-	-	(54,391,271)
Total capital assets being depreciated, net	23,684,638	(4,594,454)	(48,797)	8,087,386	27,128,773
Capital assets, net	\$ 26,590,221	\$ 11,829,820	\$ (48,797)	\$ -	\$ 38,371,244

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

Notes to Basic Financial Statements

	2024				
	Beginning Balance	Additions	Reductions	Transfers	Ending Balance
Capital assets not being depreciated:					
Construction in progress	\$ 1,128,408	\$ 5,491,710	\$ (144,889)	\$ (6,203,353)	\$ 271,876
Land	3,333,309	-	(699,602)	-	2,633,707
Total capital assets not being depreciated	4,461,717	5,491,710	(844,491)	(6,203,353)	2,905,583
Capital assets being depreciated:					
Revenue equipment	38,567,739	-	-	4,179,151	42,746,890
Service equipment	574,172	-	-	68,621	642,793
Passenger shelters	2,092,715	-	-	-	2,092,715
Security equipment	908,189	-	-	1,295,179	2,203,368
Buildings	12,920,749	-	-	93,347	13,014,096
Shop and garage equipment	3,276,044	-	-	241,480	3,517,524
Other equipment	6,268,116	-	-	325,575	6,593,691
Furniture and fixtures	209,681	-	-	-	209,681
Right to use asset-subscriptions	295,594	-	-	-	295,594
Right to use asset-leased equipment	2,149,893	-	-	-	2,149,893
Total capital assets being depreciated	67,262,892	-	-	6,203,353	73,466,245
Accumulated depreciation:					
Revenue equipment	(24,876,763)	(2,924,152)	-	-	(27,800,915)
Service equipment	(527,678)	(37,396)	-	-	(565,074)
Passenger shelters	(2,021,204)	(17,953)	-	-	(2,039,157)
Security equipment	(833,458)	(138,024)	-	-	(971,482)
Buildings	(10,347,491)	(353,187)	-	-	(10,700,678)
Shop and garage equipment	(2,070,144)	(223,913)	-	-	(2,294,057)
Other equipment	(3,930,202)	(524,239)	-	-	(4,454,441)
Furniture and fixtures	(209,206)	(475)	-	-	(209,681)
Right to use assets	(470,664)	(275,458)	-	-	(746,122)
Total accumulated depreciation/amortization	(45,286,810)	(4,494,797)	-	-	(49,781,607)
Total capital assets being depreciated, net	21,976,082	(4,494,797)	-	6,203,353	23,684,638
Capital assets, net	\$ 26,437,799	\$ 996,913	\$ (844,491)	\$ -	\$ 26,590,221

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

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 Annual Comprehensive Financial Report (ACFR). 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 7.5% of their pensionable wages from January 1, 2021 to September 24, 2022, and 8.0% thereafter. The Authority was required to contribute 16.5% of pensionable wages from January 1, 2021 to September 24, 2022, and 17.0% thereafter. Actual contributions to the pension plan from the Authority were \$594,343 and \$585,037 for the years ended June 30, 2025 and 2024, 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, 2025, the Authority reported a liability of \$4,196,942 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2025, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2025. Standard update procedures were used to roll forward the total pension liability to June 30, 2025. At June 30, 2024, the Authority reported a liability of \$5,292,612 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2024, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2024. Standard update procedures were used to roll forward the total pension liability to June 30, 2025. 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, 2025 and 2024, the Authority's proportion was 1.9404% and 2.0603%, respectively.

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

Notes to Basic Financial Statements

For the year ended June 30, 2025 and 2024, the Authority recognized pension expense of \$219,632 and \$740,841, respectively. At June 30, 2025 and 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 191,831	\$ -	\$ 341,382	\$ -
Changes in assumptions	-	(8,723)	-	(55,570)
Net difference between projected and actual earnings on pension plan investments	-	(534,412)	-	(175,662)
Changes in proportion and differences between Authority contributions and proportionate share of contributions	266,002	(384,140)	466,558	(323,419)
Total	\$ 457,833	\$ (927,275)	\$ 807,940	\$ (554,651)

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

Year Ended June 30,	
2026	\$ 148,525
2027	(199,494)
2028	(278,196)
2029	(140,277)
Total	\$ (469,442)

Actuarial assumptions: The total pension liability was determined by an actuarial valuation as of January 1, 2025, using the following actuarial assumptions, applied to all periods included in the measurement.

Inflation	2.50%
Salary increases	3.50% to 9.50%, including inflation
Investment rate of return	6.75% compounded annually, net of investment expense and including inflation

Mortality rates were based on the Pub-2010 General Employee Mortality Table, projected with the ultimate rates of scale MP-2021 from the base year 2010.

The actuarial assumptions used in the January 1, 2025 valuation were based on the results of an actuarial experience study for the five-year period ending December 31, 2020.

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

Notes to Basic Financial Statements

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 arithmetic 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	20.00%	2.75%
Domestic equity	37.50%	6.00%
International equity	24.00%	4.50%
Real estate	12.00%	5.25%
Commodities/Timber	5.50%	4.50%
Cash	1.00%	0.50%
		<hr/>
	100%	

Discount rate: The discount rate used to measure the total pension liability was 6.75%. 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 January 1, 2021 to September 24, 2022 the employer contribution rate was 16.50% of payroll and 17.00%, thereafter. 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 6.75%, 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 (5.75%) or 1-percentage-point higher (7.75%) than the current rate.

2025	1% Decrease (5.75%)	Current		1% Increase (7.75%)
		Discount Rate (6.75%)		
Authority's proportionate share of the net pension liability	\$ 6,335,637	\$ 4,196,942		\$ 2,413,904
2024	1% Decrease (5.75%)	Current Discount Rate (6.75%)		1% Increase (7.75%)
Authority's proportionate share of the net pension liability	\$ 7,490,668	\$ 5,292,612		\$ 3,458,090

Pension plan fiduciary net position: Detailed information about the pension plan's fiduciary net position is available in the City of Tulsa's Annual Comprehensive Financial Report (ACFR); which can be located at www.cityoftulsa.org.

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

Notes to Basic Financial Statements

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 due to the fiscal dependency criteria not being met.

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.

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.

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

Notes to Basic Financial Statements

All full-time employees represented by the Union who have attained age 21 are eligible to participate in the Union Plan on the first day of the following month of employment. Participants become 100% vested after ten years of service. The membership data at June 30, 2025 and 2024 included:

	2025	2024
Active members	142	144
Retirees and beneficiaries currently receiving benefits	94	94
Inactive members entitled to but not yet receiving benefits	37	21
	<hr/> 273	<hr/> 259

Contributions: The employer and employee contribution rates are determined by the Agreement. The employee contribution rate for the period from January 1, 2021 to December 31, 2022 is 7.5% and 8.00% thereafter. The required minimum employer contribution rate for the period from January 1, 2019 to June 30, 2025 was 11.0%. The actual employer contribution rate for fiscal years 2025 and 2024 was 11.0% and 10.89%, 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 as of June 30, 2025 and the long-term expected geometric real rate of return for each major asset class.

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Pooled equities and common stock	65.9%	7.20%
Pooled fixed income funds	34.1%	5.20%
	<hr/> 100%	

Rate of return: For the years ended June 30, 2025 and 2024, the annual money weighted rate of return on pension plan investments, net of pension plan investment expense was 7.85% and 9.29%, 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, 2025, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date.

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

Notes to Basic Financial Statements

A schedule of the Authority's changes in its net pension liability for the Union Plan for the years ended June 30, 2025 and 2024 is as follows:

	2025	2024
Total pension liability		
Service cost	\$ 759,365	\$ 750,329
Interest	1,086,085	1,074,581
Benefit payments, including refunds of member contributions	(1,199,514)	(1,342,184)
Difference between expected and actual experience of the total pension liability	<u>(442,928)</u>	<u>(386,112)</u>
Net change in total pension liability	203,008	96,614
Total pension liability - beginning	<u>16,549,394</u>	<u>16,452,780</u>
Total pension liability - ending (a)	<u><u>\$ 16,752,402</u></u>	<u><u>\$ 16,549,394</u></u>
 Plan fiduciary net position		
Contributions - employer	\$ 697,670	\$ 695,798
Contributions - employee	505,882	488,880
Net investment income (loss)	963,045	1,057,769
Benefit payments, including refunds of member contributions	(1,199,514)	(1,342,184)
Administrative expense	<u>(95,319)</u>	<u>(99,664)</u>
Net change in plan fiduciary net position	871,764	800,599
Plan fiduciary net position—beginning	<u>12,314,230</u>	<u>11,513,631</u>
Plan fiduciary net position—ending (b)	<u><u>\$ 13,185,994</u></u>	<u><u>\$ 12,314,230</u></u>
Net pension liability—ending (a) - (b)	<u><u>\$ 3,566,408</u></u>	<u><u>\$ 4,235,164</u></u>
 Plan fiduciary net position as a percentage of the total pension liability	78.71%	74.41%

Actuarial assumptions: The total pension liability was determined by an actuarial valuation using the following assumptions.

Investment rate of return * 6.50%

Projected salary increases * 3.00%

* Includes inflation at 2.50%

Mortality rates Pub-2010 Below Median Employee Mortality Table, fully generational projected with the ultimate rates of the MP-2020 for males and females

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

Notes to Basic Financial Statements

Discount rate: The discount rate used to measure the total pension liability as of June 30, 2025 was 6.50%. The projection of cash flows used to determine the current 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 (employee) 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 2125. As a result, for fiscal year 2025, the long-term expected rate of return on pension plan investments was applied to projected benefit payments for all years.

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 6.50%, 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 or 1-percentage-point higher than the current rate.

	2025	Current		
		1% Decrease (5.50%)	Discount Rate (6.50%)	1% Increase (7.50%)
Authority's net pension liability as of June 30, 2025		\$ 5,353,211	\$ 3,566,408	\$ 2,053,862
	2024	Current		
		1% Decrease (5.50%)	Discount Rate (6.50%)	1% Increase (7.50%)
Authority's net pension liability as of June 30, 2024		\$ 6,001,098	\$ 4,235,164	\$ 2,738,776

Pension expense, deferred outflows of resources and deferred inflows of resources related to pensions: For the year ended June 30, 2025 and 2024, respectively, the Authority recognized pension expense of \$(387,422) and \$(65,266), respectively. At June 30, 2025 and 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to the Union Plan pension from the following sources:

	2025		2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ (681,207)	\$ 341,382	\$ -
Changes in assumptions	137,529	(338,841)	-	(55,570)
Net difference between projected and actual earnings on pension plan investments	163,828	-	143,139	(323,419)
Total deferred amounts to be recognized in pension expense in future periods	\$ 301,357	\$ (1,020,048)	\$ 484,521	\$ (378,989)

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

Notes to Basic Financial Statements

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 3.2864 years as of June 30, 2025. 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:

Year Ended <u>June 30,</u>	
2026	\$ (238,967)
2027	(331,269)
2028	(115,336)
2029	<u>(33,119)</u>
Total	<u>\$ (718,691)</u>

Note 5. Leases and SBITAs

Lease and subscription IT liabilities activity for the years ended June 30, 2025 and 2024, are as follows:

2025	Beginning		Decreases	Balance	One Year
	Balance	Increases			
Leased equipment	\$ 1,636,772	\$ -	\$ 143,941	\$ 1,492,831	\$ 167,425
Subscription IT lease liability	<u>149,184</u>	<u>-</u>	<u>50,982</u>	<u>98,202</u>	<u>61,480</u>
Totals	\$ 1,785,956	\$ -	\$ 194,923	\$ 1,591,033	\$ 228,905

2024	Beginning		Decreases	Balance	One Year
	Balance	Increases			
Leased equipment	\$ 1,797,418	\$ -	\$ 160,646	\$ 1,636,772	\$ 159,161
Subscription IT lease liability	<u>236,052</u>	<u>-</u>	<u>86,868</u>	<u>149,184</u>	<u>86,648</u>
Totals	\$ 2,033,470	\$ -	\$ 247,514	\$ 1,785,956	\$ 245,809

The net book value of the capital assets under lease agreements was \$1,404,440 at June 30, 2025. During the fiscal year ended June 30, 2025, the Authority recorded \$146,572 in amortization expense and \$51,099 in interest expense for the right to use these lease equipment items.

The net book value of the assets under subscription based agreements was \$96,557 at June 30, 2025. During the fiscal year ended June 30, 2025, the Authority recorded \$51,796 in amortization expense and \$4,915 in interest expense for the right to use subscription assets.

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

Notes to Basic Financial Statements

Future principal and interest payments as of June 30, 2025 were as follows:

Authority as lessee:

Years ending June 30:	Principal	Interest	Total
2026	\$ 167,425	\$ 46,038	\$ 213,463
2027	172,948	40,515	213,463
2028	178,654	34,809	213,463
2029	184,547	28,916	213,463
2030	189,767	22,830	212,597
2031-2034	599,490	30,511	630,001
Totals	\$ 1,492,831	\$ 203,619	\$ 1,696,450

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, 2025, the Authority has entered into contracts totaling approximately \$9,510,400 which will be funded by federal grants.

Note 7. Related-Party Transactions

During the years ended June 30, 2025 and 2024, the Authority received no advances from the City, although \$327,000 of prior advances were outstanding as of June 30, 2025 and 2024.

During the years ended June 30, 2025 and 2024, the Authority received operating appropriations from the City of \$11,495,357 and \$11,834,308, respectively. During the years ended June 30, 2025 and 2024, the Authority received capital appropriations from the City of \$5,622,000 and \$1,388,170, respectively.

Note 8. Self-Insurance Liability

In 2024, 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. In 2025, the Authority purchased commercial insurance coverage for bodily injury, property, and workers' compensation claims. The Authority did not liquidate the self-insurance liability as of June 30, 2025.

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

Notes to Basic Financial Statements

The following is a summary of the self-insurance activity during the fiscal years ended June 30, 2025 and 2024:

	<u>2025</u>	<u>2024</u>
Liability, beginning of year	\$ 82,610	\$ 73,400
Claims incurred (recovered):		
Auto/general	- -	99,648
Claims paid	- -	(90,438)
Liability, end of year	<u>\$ 82,610</u>	<u>\$ 82,610</u>

Note 9. Restatement

The Authority adopted GASB Statement No. 101, *Compensated Absences*, in the current year. The Statement replaces the requirements of GASB Statement No. 16, *Accounting for Compensated Absences*. This Statement provides updated guidance on the recognition and measurement of compensated absences and associated salary-related payments. The restatement impacts the compensated absences liability reported on the Statement of Net Position, primarily due to the change from the "probable" threshold to the "more likely than not" threshold for recognizing liabilities related to sick leave and other types of leave. The effect of the restatement on prior period financial statements is as follows:

	2024		2024	
	Previously Presented	Restatement	Restated	Restated
Current Portion of compensated absences liability:	\$ 42,358	\$ 29,506	\$ 71,864	\$ 71,864
Noncurrent compensated absences liability:	325,974	227,073	553,047	553,047
Net position, unrestricted (deficit)	(6,705,045)	(256,579)	(6,961,624)	(6,961,624)
Fringes expense	4,807,669	19,540	4,827,209	4,827,209
Change in net position	1,678,398	(19,539)	1,658,859	1,658,859
Net position, beginning of year	19,186,639	(256,579)	18,930,060	18,930,060

**Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)**
Notes to Basic Financial Statements

Note 10. Accounting Pronouncements

Accounting pronouncements in future years:

GASB Statement No. 103, *Financial Reporting Model Improvements*, Issued in April 2024, this Statement will be effective for the Authority beginning with its fiscal year ending June 30, 2026. This Statement will improve key components of the financial reporting model to enhance its effectiveness in providing information that is essential for decision making and assessing a government's accountability. This statement also addresses certain application issues.

GASB Statement No. 104, *Disclosure of Certain Capital Assets*, issued in September 2024, this Statement will be effective for the Authority beginning with its fiscal year ending June 30, 2026. This Statement will improve financial reporting by providing users of financial statements with essential information about certain types of capital assets in order to make informed decisions and assess accountability. Additionally, the disclosure requirements will improve consistency and comparability between governments.

The Authority's management has not yet determined the effect these statements will have on the Authority's financial statements.

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

Required Supplementary Information (Unaudited)

Municipal Employees' Retirement Plan Schedule of Proportionate Share of the Net Pension Liability and Schedule of Contributions
Last Ten Fiscal Years

	June 30,			
	2025	2024	2023	2022
Authority's proportion of the net pension liability	1.9404%	2.0603%	1.8520%	2.1297%
Authority's proportionate share of the net pension liability	\$ 4,196,942	\$ 5,292,612	\$ 5,192,392	\$ 5,724,544
Authority's covered payroll	2,541,912	3,441,394	2,861,380	2,620,812
Authority's proportionate share of the net pension liability as a percentage of its covered payroll	120%	154%	181%	218%
Plan fiduciary net position as a percentage of the total pension liability	76.19%	70.81%	67.16%	66.62%
Contractually required contribution	\$ 592,571	\$ 585,037	\$ 483,001	\$ 432,434
Contributions in relation to the contractually required contribution	<u>592,571</u>	<u>585,037</u>	<u>483,001</u>	<u>432,434</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's covered payroll \$	\$ 2,541,912	\$ 3,441,394	\$ 2,861,380	\$ 2,620,812
Contributions as a percentage of covered payroll	23.31%	17.00%	16.88%	16.50%

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%.

In 2021, salary increases changed from 3.50%-11.25% to 3.50%-9.50% and investment rate of return (and discount rate) decreased from 7.00% to 6.75%.

In 2022, amounts reported as changes of assumptions resulted from use of an updated mortality projection scale and updated contingent survivor table.

June 30,						
2021	2020	2019	2018	2017	2016	
1.9982%	1.9453%	1.8649%	1.9302%	1.7793%	1.7994%	
\$ 3,613,801	\$ 4,940,348	\$ 4,379,463	\$ 3,789,382	\$ 3,515,360	\$ 3,892,331	
2,535,831	2,548,329	2,316,200	2,477,181	2,234,017	2,143,730	
143%	194%	189%	153%	157%	182%	
76.92%	65.22%	66.91%	70.61%	69.39%	65.62%	
\$ 405,733	\$ 394,991	\$ 359,011	\$ 357,324	\$ 241,312	\$ 252,205	
405,733	394,991	359,011	357,324	241,312	252,205	
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
\$ 2,535,831	\$ 2,548,329	\$ 2,316,200	\$ 2,477,181	\$ 2,234,017	\$ 2,143,730	
16.00%	15.50%	15.50%	14.42%	10.80%	11.76%	

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

Required Supplementary Information (Unaudited)

Schedule of Changes in Net Pension Liability Union Employees' Pension Plan

Last Ten Fiscal Years

	June 30,			
	2025	2024	2023	2022
Total Pension Liability				
Service cost	\$ 759,365	\$ 750,329	\$ 827,016	\$ 824,068
Interest	1,086,085	1,074,581	1,075,410	1,053,791
Benefit payments	(1,199,514)	(1,342,184)	(1,131,742)	(972,990)
Difference between expected and actual experience	(442,928)	(386,112)	(124,822)	(518,118)
Changes in assumptions	-	-	291,552	-
Changes in benefit terms	-	-	-	-
Net Change in Total Pension Liability	203,008	96,614	937,414	386,751
Total pension liability - beginning of year	16,549,394	16,452,780	15,515,366	15,128,615
Total pension liability - end of year	\$ 16,752,402	\$ 16,549,394	\$ 16,452,780	\$ 15,515,366
Plan Net Position				
Contributions - employer	\$ 697,670	\$ 695,798	\$ 608,181	\$ 570,391
Contributions - employee	505,882	488,880	471,809	341,446
Investment income, net of investment expenses	963,045	1,057,769	896,352	(1,846,554)
Benefit payments	(1,199,514)	(1,342,184)	(1,131,742)	(972,990)
Administrative expense	(95,319)	(99,664)	(72,369)	(70,345)
Net Change in Plan Fiduciary Net Position	871,764	800,599	772,231	(1,978,052)
Total plan net position—beginning of year	<u>12,314,230</u>	<u>11,513,631</u>	<u>10,741,400</u>	<u>12,719,452</u>
Total plan net position—end of year	<u>\$ 13,185,994</u>	<u>\$ 12,314,230</u>	<u>\$ 11,513,631</u>	<u>\$ 10,741,400</u>
City's Net Pension Liability - Ending (a) - (b)	\$ 3,566,408	\$ 4,235,164	\$ 4,939,149	\$ 4,773,966

June 30,						
2021	2020	2019	2018	2017	2016	
\$ 1,192,937	\$ 1,061,248	\$ 1,035,074	\$ 995,022	\$ 820,290	\$ 568,416	
849,407	822,905	822,281	807,543	740,466	798,109	
(908,986)	(981,205)	(947,848)	(913,428)	(918,508)	(797,315)	
(91,565)	(412,395)	(833,236)	(667,467)	(211,294)	45,690	
(4,076,346)	-	203,379	(95,085)	(911,983)	2,234,197	
(1,050)	(21,331)	147,783	-	67,797	-	
(3,035,603)	469,222	427,433	126,585	(413,232)	2,849,097	
<u>18,164,218</u>	<u>17,694,996</u>	<u>17,267,563</u>	<u>17,140,978</u>	<u>17,554,210</u>	<u>14,705,113</u>	
<u>\$ 15,128,615</u>	<u>\$ 18,164,218</u>	<u>\$ 17,694,996</u>	<u>\$ 17,267,563</u>	<u>\$ 17,140,978</u>	<u>\$ 17,554,210</u>	
\$ 538,316	\$ 523,337	\$ 403,824	\$ 383,632	\$ 310,926	\$ 285,705	
369,692	312,859	233,037	189,386	125,333	121,365	
2,555,958	(234,314)	683,110	543,608	925,956	70,587	
(908,986)	(981,205)	(947,848)	(913,428)	(918,508)	(797,315)	
(121,672)	(65,588)	(92,868)	(64,338)	(94,714)	(67,884)	
2,433,308	(444,911)	279,255	138,860	348,993	(387,542)	
<u>10,286,144</u>	<u>10,731,055</u>	<u>10,451,800</u>	<u>10,312,940</u>	<u>9,963,947</u>	<u>10,351,489</u>	
<u>\$ 12,719,452</u>	<u>\$ 10,286,144</u>	<u>\$ 10,731,055</u>	<u>\$ 10,451,800</u>	<u>\$ 10,312,940</u>	<u>\$ 9,963,947</u>	
<u>\$ 2,409,163</u>	<u>\$ 7,878,074</u>	<u>\$ 6,963,941</u>	<u>\$ 6,815,763</u>	<u>\$ 6,828,038</u>	<u>\$ 7,590,263</u>	

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

Required Supplementary Information (Unaudited)

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

Last Ten Fiscal Years

	June 30,			
	2025	2024	2023	2022
Total pension liability—end of year	\$ 16,752,402	\$ 16,549,394	\$ 16,452,780	\$ 15,515,366
Plan net position—end of year	<u>13,185,994</u>	<u>12,314,230</u>	<u>11,513,631</u>	<u>10,741,400</u>
Net pension liability	<u>\$ 3,566,408</u>	<u>\$ 4,235,164</u>	<u>\$ 4,939,149</u>	<u>\$ 4,773,966</u>
Plan net position as a percentage of the total pension liability	78.71%	74.41%	69.98%	69.23%
Covered payroll	\$ 6,342,455	\$ 6,391,216	\$ 5,622,136	\$ 5,450,182
Net pension liability as a percentage of covered payroll	56.23%	66.27%	87.85%	87.59%

June 30,						
2021	2020	2019	2018	2017	2016	
\$ 15,128,615	\$ 18,164,218	\$ 17,694,996	\$ 17,267,563	\$ 17,140,978	\$ 17,554,210	
12,719,452	10,286,144	10,731,055	10,451,800	10,312,940	9,963,947	
<u>\$ 2,409,163</u>	<u>\$ 7,878,074</u>	<u>\$ 6,963,941</u>	<u>\$ 6,815,763</u>	<u>\$ 6,828,038</u>	<u>\$ 7,590,263</u>	
84.08%	56.63%	60.64%	60.53%	60.17%	56.76%	
\$ 4,913,251	\$ 4,267,182	\$ 4,309,219	\$ 4,038,237	\$ 3,180,653	\$ 2,863,557	
49.03%	184.62%	161.61%	168.78%	214.67%	265.06%	

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)
Required Supplementary Information (Unaudited)
Schedule of Money-Weighted Rate of Return
Union Employees' Pension Plan
Last Ten Fiscal Years

Plan year ended June 30:

2016	0.70	%
2017	9.57	
2018	5.38	
2019	6.66	
2020	(2.21)	
2021	25.00	
2022	(14.59)	
2023	8.39	
2024	9.29	
2025	7.85	

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)
Required Supplementary Information (Unaudited)
Schedule of Contributions from the Authority
Union Employees' Pension Plan
Last Ten Fiscal Years

Plan Year Ended June 30	Annual Required Contribution		Actual Contribution	Contribution Deficiency (Excess)		Covered Payroll	Actual Contributions as a Percent of Covered Payroll	
2016	\$	436,582	\$	285,705	\$	150,877	\$	2,863,557
2017		499,725		310,926		188,799		3,180,653
2018		694,344		383,632		310,712		4,038,237
2019		704,233		403,824		300,409		4,309,219
2020		698,141		523,337		174,804		4,267,182
2021		690,882		538,316		152,566		4,913,251
2022		688,184		570,391		117,793		5,450,182
2023		648,733		608,181		40,552		5,622,136
2024		594,685		695,798		(101,113)		6,391,216
2025		580,979		697,670		(116,691)		6,342,455

* 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 was in the next fiscal year.

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

Required Supplementary Information (Unaudited)

Note to Required Supplementary Information

Union Employees' Pension Plan

Last Ten Fiscal Years

Actuarial valuation:

Frequency	Annual
Cost method	Entry Age Normal

Amortization

The amortization method used is Level Percentage of Payroll, Closed
The weighted average remaining period is 20 years.

Assumptions:

Single discount rate:	6.50%
Long-term expected rate of return	6.50%
Price inflation	2.50%
Wage inflation	3.00%
Salary increases	3.00%
Retirement age	20% assumed at Rule of 85; 100% retirement assumed at Normal Retirement Age

Mortality

100% of the Pub-2010 Median Mortality Table, fully generational.
projected with the ultimate rates of the MP-2020
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.

The 2021 single discount rate increased from 4.64% as of June 30, 2020 to 7.00% as of June 30, 2021.

The 2023 single discount rate decreased to 6.50%. The other assumption changes also included updated
mortality table, retirement rates, termination rates, and salary increased rates.

Metropolitan Tulsa Transit Authority
(A Component Unit of the City of Tulsa, Oklahoma)
Supplemental Schedule of Expenditures of Federal Awards
Year Ended June 30, 2025

Federal Grantor/Program Title	Project Number	Federal Assistance Listing Number	Program or Award Amount	Unexpended Balance at June 30, 2024
U.S Department of Transportation (Direct)				
	OK-2018-007-00	20.507	\$ 873,706	\$ 47,738
	OK-2020-022-00	20.507	19,669,217	162,926
	OK-2020-030-00	20.507	6,500,000	6,214,669
	OK-2021-021-00	20.507	2,991,000	106,730
	OK-2022-032-00	20.507	13,902,436	446,370
	OK-2024-035-00	20.507	500,000	
	OK-2024-036-00	20.507	7,989,430	(162,334)
	OK-2017-009-00	20.526	6,614,777	146,798
	OK-2017-025-00	20.526	645,986	1,822
	OK-2017-026-00	20.526	642,193	36,038
	OK-2018-011-00	20.526	6,776,061	44,686
	OK-2021-028-00	20.526	3,175,604	1,931,835
	OK-2022-031-00	20.526	2,365,863	29,090
	OK-2022-034-00	20.526	6,713,377	446,438
	OK-2024-030-00	20.526	4,800,375	-
			<hr/>	<hr/>
			\$ 84,160,025	\$ 9,452,806

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, 2025	Provided to Subrecipients
\$ -	\$ 9,600	\$ 47,738	\$ 57,338	\$ -	\$ -
-	-	-	-	162,926	-
-	-	5,477,229	5,477,229	737,440	5,477,229
-	-	-	-	106,730	-
-	100,000	430,151	530,151	16,219	-
500,000	-	-	-	500,000	-
7,989,430	5,200,000	6,834,367	12,034,367	992,729	-
-	-	-	-	146,798	-
-	-	1,822	1,822	-	-
-	4,000	15,200	19,200	20,838	-
-	4,700	23,363	28,063	21,323	-
-	-	322,295	322,295	1,609,540	-
-	1,000	4,524	5,524	24,566	-
-	85,800	429,167	514,967	17,271	-
4,800,375	-	4,800,375	4,800,375	-	-
\$ 13,289,805	\$ 5,405,100	\$ 18,386,231	\$ 23,791,331	\$ 4,356,380	\$ 5,477,229

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, 2025

Labor:

Operator salaries and wages	\$ 5,655,722
Transportation administration	743,444
System security	245,216
Rideshare Salaries and Wages	1,818,447
Servicing of revenue vehicles	365,822
Maintenance administration	394,026
Maintenance and inspection of revenue vehicles	1,041,910
Service development	612,467
General office administration	1,070,166
Safety and training administration	309,187
Facility Maintenance Union	37,042
	<hr/>
Total labor	12,293,449

Materials and supplies consumed:

Diesel fuel	25,190
Compressed natural gas	411,305
Electric fuel	210,000
Gasoline service	282,579
Oil and lubricants	139,098
Tires and tubes	183,948
Shop and garage building repair	936,868
Service and shop equipment	33,994
Other shop and garage expense	83,779
Repair parts for revenue vehicles	1,200,756
Servicing supplies	621,566
Transportation and safety	1,485
Schedules	13,340
Tickets and transfers	43,473
General office expenses	149,874
	<hr/>
Total materials and supplies consumed	4,337,255

Fringes:

FICA taxes	1,015,249
Pension plan and OPEB expenses(contribution)	(1,443,808)
Health and dental expense	1,292,770
Life and disability insurance	190,910
Sick leave	346,672
Holiday pay	538,224
Vacation pay	502,953
Uniform allowance—drivers	83,698
Work clothing and tool allowance, mechanics	34,715
Unemployment tax, state	40,820
Other	182,128
	<hr/>

Total fringes

2,784,331

**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, 2025

Services:	
Legal fees	117,056
Audit and other outside services	50,400
Office equipment maintenance	11,456
Advertising	246,141
Professional and technical services	387,326
Building, vehicle and facility services	288,023
Security services	18,505
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Total services	1,118,907
Insurance, property and liability insurance (including self-insurance)	674,253
Utilities:	
Heat, power and water	429,734
Communications	200,093
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Total utilities	629,827
Other:	
Planning expense	395,712
Dues and subscriptions	41,559
Travel and meetings, staff	65,732
Marketing and advertising	154,402
Training	17,523
Other miscellaneous expenses	50,425
Leases and rentals	686,566
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Total other	1,411,919
Total operating expenses, excluding depreciation	\$ 23,249,941

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

Schedule of Project Costs

Supplementary Information

Year Ended June 30, 2025

Total operating expenses:	
Labor	\$ 12,293,449
Materials and supplies consumed	4,337,255
Fringes	2,784,331
Services	1,118,907
Insurance	674,253
Utilities	629,827
Other	1,411,919
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Total operating expenses, excluding depreciation	23,249,941
Depreciation and amortization	<hr/> 4,609,664
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Total operating expenses	27,859,605
Less exclusions:	
Ineligible expense, depreciation	4,609,664
Contra-expense, interest earned on working capital	(116,467)
Other exclusions, expenses reimbursable by:	
Planning assistance, FTA	537,791
Revolving transit funds, Oklahoma	1,669,565
Operating assistance, FTA	4,452,187
Preventative maintenance assistance, FTA	3,512,172
Lease assistance, FTA	81,425
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Total exclusions	14,746,337
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Eligible operating expenses	13,113,268
Less:	
Passenger farebox revenues	1,936,875
Contract services and other	23,558
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	1,960,433
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Net eligible project cost	11,152,835
Less local share of operating assistance:	
City of Tulsa	11,495,357
Advertising revenues	616,276
Other	(2,781,409)
	<hr/>
	9,330,224
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Net revenues (expenses) before applying FTA operating funds	\$ 1,822,611