

The Transit Authority of the City of Omaha
FINANCIAL STATEMENTS AND
INDEPENDENT AUDITOR'S REPORT
For the year ended December 31, 2018

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
The Transit Authority of the City of Omaha
Omaha, Nebraska

Report on the Financial Statements

We have audited the accompanying financial statements of The Transit Authority of the City of Omaha (the Transit Authority) as of and for the years ended December 31, 2018 and 2017, and the related notes to the financial statements, which collectively comprise the Transit 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 opinions 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 opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Transit Authority, as of December 31, 2018 and 2017, and the respective changes in financial position and, where applicable, cash flows thereof 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, schedules of changes in net pension liability and related ratios, schedules of employer contributions, and schedules of investment returns on pages 1-7 and 24-29 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 opinions on the financial statements that collectively comprise the Transit Authority's basic financial statements. The schedule of expenditures of federal awards and related notes are presented for purposes of additional analysis as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and is not a required part of the basic financial statements. The schedule of expenditures of federal awards 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. 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 is 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 April 25, 2019 on our consideration of the Transit 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 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 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 Transit Authority's internal control over financial reporting and compliance.

Hamilton Associates, P.C.

Council Bluffs, Iowa
April 25, 2019

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
MANAGEMENT'S DISCUSSION AND ANALYSIS
For the years ended December 31, 2018 and 2017

Introduction

This management's discussion and analysis of the financial performance of The Transit Authority of the City of Omaha (the "The Transit Authority") provides an overview of the Transit Authority's financial activities for the year ended December 31, 2018 as compared to December 31, 2017. It should be read in conjunction with the accompanying financial statements of the Transit Authority.

Financial Highlights

The Transit Authority's net position increased in 2018 by \$11,939,268 or 24.3%, this is a large increase for the Transit Authority and is due largely from the purchase of Revenue Vehicles. The increased net position amount is a favorable outcome since this reflects the financial outlook for the Transit Authority.

- The Transit Authority reported operating losses in 2018 of \$30,389,330 as compared to the 2017 amount of \$27,802,427 this is a 9.30% increase or \$2,563,903 over the 2017 operating loss. The three main contributors to this increase is the following, revenue vehicle operations, casualty claims and depreciation expense. The revenues stayed relatively consistent between the years 2018 and 2017. The Transit Authority receives nonoperating revenues in the form of property taxes and governmental grants to support operations. Reporting an operating loss is consistent with the Transit Authority's operating history, since the Transit Authority was formed and is operated primarily to provide public transportation to the residents of Omaha and the surrounding area and is subsidized to that end. The Transit Authority levies property taxes to provide sufficient resources to enable it to serve residents in the metropolitan area.

Total nonoperating revenues net effect increased by \$1,489,342 or 6.18% in 2018 over the 2017 figure, a largest portion of this increased amount is the 2018 contributions to the Federal Operating Grants.

Using This Annual Report

The Transit Authority's financial statements consist of three statements - a statement of net position; a statement of revenues, expenses, and changes in net position; and a statement of cash flow. These statements provide information about the activities of the Transit Authority, including resources held by the Transit Authority but restricted for specific purposes by creditors, contributors, grantors or enabling legislation. The Transit Authority is accounted for as a business-type activity and presents its financial statements on the accrual basis of accounting using the economic resources measurement focus.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
MANAGEMENT'S DISCUSSION AND ANALYSIS
For the years ended December 31, 2018 and 2017

The Statement of Net Position and Statement of Revenues, Expenses, and Changes in Net position

One of the most important questions asked about any of the Transit Authority's finances is "Is the Transit Authority as a whole better or worse off as a result of the year's activities?" The Statement of Net Position and the Statement of Revenues, Expenses and Changes in Net Position report information about the Transit Authority's resources and its activities in a way that helps answer this question. These statements include all restricted and unrestricted assets and all liabilities and deferred inflows and outflows of resources using the accrual basis of accounting. Using the accrual basis of accounting means that all of the current year's revenues and expenses are taken into account regardless of when cash is received or paid.

These two statements report the Transit Authority's net position and changes in the amount. The Transit Authority's total net position, the difference between assets, liabilities, and deferred inflows and outflows of resources, is one measure of the Transit Authority's financial health or financial position. Over time, increases or decreases in the Transit Authority's net position is an indicator of whether its financial health is improving or deteriorating. Other nonfinancial factors, such as changes in legislation and regulations, measures of the quantity and quality of services provided to its passengers, and local economic factors should also be considered to assess the overall financial health of the Transit Authority.

The Statement of Cash Flows

The Statement of Cash Flows reports cash receipts, cash payments and net changes in cash and cash equivalents resulting from four defined types of activities. It provides answers to such questions as where did cash come from, what was cash used for and what was the change in cash and cash equivalents during the reporting period.

The Transit Authority's Net Position

The Transit Authority's net position is the difference between its assets, liabilities, and deferred inflows of resources reported in the Statement of Net Position. The Transit Authority's net position increased in 2018 by \$11,939,268 or 24.3% over 2017, this increase in the Transit Authority's Net Position is due to the large increase in capital assets or the purchasing of the new Revenue Vehicles. **Refer to Table 1.**

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
MANAGEMENT'S DISCUSSION AND ANALYSIS
For the years ended December 31, 2018 and 2017

Table 1: Assets, Liabilities and Net position

	<u>2018</u>	<u>2017</u>
Assets		
Cash and investments	\$ 8,698,532	\$ 11,083,719
Other current assets	28,635,154	23,474,665
Capital assets, net	52,174,371	38,235,524
Other noncurrent assets	<u>97,662</u>	<u>103,939</u>
 Total assets	 <u>\$ 89,605,719</u>	 <u>\$ 72,897,847</u>
Deferred Outflows Of Resources		
Pension related deferred outflows	<u>\$ 2,089,800</u>	<u>\$ 523,428</u>
Liabilities and Net Position		
Current liabilities		
Accounts payable	\$ 7,073,409	\$ 2,452,966
Accrued wages and vacation payable	994,382	931,457
Other accrued salaries and related	640,519	635,579
Accrued expenses	357,754	350,221
Claims liability	<u>1,189,165</u>	<u>807,773</u>
Total current liabilities	<u>\$ 10,255,229</u>	<u>\$ 5,177,996</u>
Noncurrent liabilities		
Net pension liability	15,998,802	12,681,437
Other post employment benefits	<u>248,333</u>	<u>262,333</u>
Total noncurrent liabilities	<u>16,247,135</u>	<u>\$ 12,943,770</u>
 Total liabilities	 <u>\$ 26,502,364</u>	 <u>\$ 18,121,766</u>
Deferred Inflows Of Resources		
Pension related deferred inflows	<u>\$ 4,127,492</u>	<u>\$ 6,173,114</u>
Net Assets		
Net investment in capital assets	\$ 46,239,604	\$ 37,035,706
Restricted	2,357,332	2,122,782
Unrestricted	<u>12,468,727</u>	<u>9,967,907</u>
 Total net position	 <u>\$ 61,065,663</u>	 <u>\$ 49,126,395</u>

Transit Authority continues to capture allowable operating costs and capitalizes these expenditures in the annual appropriation of the 5307 FTA Formula funds. These funds are being invested while giving the Transit Authority a greater means of working capital. The 2018 operating expenses had an increase over what was reported in 2017 the amount increased by \$2,563,949 or 7.86% over 2017, a significant amount of the increase is the additional depreciation expense calculated on the new Revenue Vehicles. The Transit Authority is continuing to be more effective in the managing of grant funds and controlling operating expenses in order to keep them at a minimum. **Refer to Table 2.**

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
MANAGEMENT'S DISCUSSION AND ANALYSIS
For the years ended December 31, 2018 and 2017

Table 2: Operating Results and Changes in Net Assets

	<u>2018</u>	<u>2017</u>
Operating Revenues		
Passenger fares	\$ 3,417,993	\$ 3,618,587
Service contracts	886,644	801,760
Other	<u>475,800</u>	<u>383,044</u>
Total operating revenues	<u>\$ 4,780,437</u>	<u>\$ 4,803,391</u>
Operating Expenses		
Administration of transportation operations	\$ 831,906	\$ 509,688
Revenue vehicle movement control	893,323	711,869
Scheduling of transportation operations	114,274	94,585
Revenue vehicle operations	16,975,784	16,175,329
Maintenance administration	473,161	506,264
Servicing revenue vehicles	839,010	742,565
Maintenance revenue vehicles	3,309,206	3,577,470
Maintenance of other equipment	1,045,325	1,009,742
Ticketing and fare collection	97,807	97,888
Customer services and promotion	677,737	689,032
Personnel, legal and insurance	1,643,663	891,015
Finance, accounting and data processing	639,672	622,302
Purchasing and stores	155,756	210,153
General management	432,126	488,381
M.A.P.A activities	167,680	166,116
General and administrative	593,818	767,223
Depreciation	<u>6,279,519</u>	<u>5,346,196</u>
Total operating expenses	<u>\$ 35,169,767</u>	<u>\$ 32,605,818</u>
Operating (loss) income	(30,389,330)	(27,802,427)
Nonoperating revenues (expenses)		
Property taxes	\$ 17,936,529	\$ 16,651,141
Federal operating grants	5,533,560	4,409,467
State operating grants	2,043,746	2,669,383
Other support and revenue	-	350,000
Investment income	81,093	32,095
Gain (loss) on disposal of capital assets	<u>8,700</u>	<u>2,200</u>
Nonoperating revenues, net	<u>\$ 25,603,628</u>	<u>\$ 24,114,286</u>
Income (loss) before capital contributions	\$ (4,785,702)	\$ (3,688,141)
Capital contributions	16,724,970	4,606,371
Increase (decrease) in net assets	11,939,268	918,230
Net assets, beginning of year	<u>49,126,395</u>	<u>48,208,165</u>
Net assets, end of year	<u>\$ 61,065,663</u>	<u>\$ 49,126,395</u>

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
MANAGEMENT'S DISCUSSION AND ANALYSIS
For the years ended December 31, 2018 and 2017

Operating Losses

The first component of the overall change in the Transit Authority's net position is its operating income or loss - generally, the difference between net passenger service and other operating revenues and the expenses incurred to perform those services. In each of the past two years, the Transit Authority has reported an operating loss. As previously stated, this is consistent with the Transit Authority's operating history as the Transit Authority was formed and is operated primarily to provide public transportation to the residents of Omaha and the surrounding area and is subsidized to that end. The Transit Authority levies property taxes to provide sufficient resources to enable it to serve residents in the metropolitan area.

The operating loss for 2018 increased compared to 2017 by \$2,586,949 or 9.30%. As you can see from the tables, there is a slight decrease in operating revenues of .48% or \$22,954 between 2018 and 2017. The large increase in operating expenses between 2018 and 2017 is the increase in the following: revenue vehicle operations, casualty claims and depreciation expense, which is the net cause of the increased operating loss.

The Transit Authority is a labor intensified industry with employee costs in salaries, wages, and fringe benefits amounting to the majority of the total operating expenses in 2018 as well as previous years.

Nonoperating Revenues

Nonoperating revenues consist primarily of property taxes levied by the Transit Authority, federal and state operating grants, and investment income. Nonoperating revenues increased in 2018 by \$1,489,342 or 6.18% over 2017. The majority of the increase is seen in Federal Operating Grants and the Property Taxes.

The Transit Authority's Cash Flows

Increased changes in the Transit Authority's cash flows are due mainly to the utilization of the grant activities and the more efficient collection of receivables. Net cash used in operating activities increased by \$1,710,541 in 2018 or 7.61% as compared to the 2017 amounts. As discussed earlier, better utilization of federal grants continues to provide an increase in cash and investments giving the Transit Authority better working capital. Emphasis has been placed on how the Transit Authority has managed its cash to increase working capital. Working capital is the value of a company's current assets minus its current liabilities and deferred inflows/outflows of resources. It is considered a good measure of both a company's efficiency and its financial health. Working capital has remained fairly consistent for the last several years.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
MANAGEMENT'S DISCUSSION AND ANALYSIS
For the years ended December 31, 2018 and 2017

Table 3: Statement of Cash Flows

	<u>2018</u>	<u>2017</u>
Operating Activities		
Received from customers and users	\$ 4,741,175	\$ 4,813,598
Payments to suppliers	(11,989,677)	(10,124,931)
Payments to employees	<u>(16,945,920)</u>	<u>(17,172,548)</u>
Net cash provided by operating activities:	<u>\$ (24,194,422)</u>	<u>\$ (22,483,881)</u>
Noncapital Financial Activities		
State grants	2,658,338	\$ 2,896,898
Federal grants	4,262,285	6,375,050
Property taxes received	<u>16,546,829</u>	<u>17,429,917</u>
Net cash provided by (used in) noncapital financing activities	23,467,452	26,701,865
Capital and Related Financing Activities		
Purchase of capital assets	\$ (15,483,415)	\$ (4,432,339)
Proceeds on sale of capital assets	8,700	2,200
Other support and revenue received	-	350,000
Federal capital grants received	<u>13,735,405</u>	<u>3,828,434</u>
Net cash provided by (used in) capital and related financing activities	<u>\$ (1,739,310)</u>	<u>\$ (251,705)</u>
Investing Activities		
Interest income received	<u>\$ 81,093</u>	<u>\$ 32,095</u>
Net cash provided by investing activities	<u>\$ 81,093</u>	<u>\$ 32,095</u>
Net Increase (Decrease) in Cash	<u>\$ (2,385,187)</u>	<u>\$ 3,998,374</u>
Cash - Beginning of Year	<u>11,083,719</u>	<u>7,085,345</u>
Cash - End of Year	<u><u>\$ 8,698,532</u></u>	<u><u>\$ 11,083,719</u></u>
Provided by Operating Activities:		
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	6,279,519	5,346,196
Changes in assets and liabilities:		
Change in receivables	(53,072)	92,215
Change in inventory	(25,481)	93,048
Change in prepaid and other assets	(39,713)	24,655
Change in deferred outflows of resources	(1,566,372)	(6,631,073)
Change in accounts payable and prepaid expenses	328,284	(16,669)
Change in net pension liability	3,317,365	6,000,253
Change in deferred inflows of resources	<u>(2,045,622)</u>	<u>409,921</u>
Net cash provided by (used in) operating activities	<u><u>\$ (24,194,422)</u></u>	<u><u>\$ (22,483,881)</u></u>

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
MANAGEMENT'S DISCUSSION AND ANALYSIS
For the years ended December 31, 2018 and 2017

Capital Assets

The Transit Authorities procured a total of \$14,660,691 in 2018 capital assets as compared to the 2017 amount of \$2,471,365. In 2018 the Transit Authority purchased nine new revenue vehicles-vans for the paratransit service, six used revenue vehicles-fixed route and twenty-nine new revenue vehicles-fixed route, this does not include revenue vehicle purchases that are asset additions in 2019. There is continued engineering and design on the BRT project.

Other Economic Factors

A large segment of ridership is comprised of individuals subsidized by state and local agencies. Government and Social Service agencies' purchases of bus tickets continue to increase each year. The Transit Authority is always looking at new ways to attract new riders and increase ridership.

Contacting the Transit Authority's Financial Management

This financial report is designed to provide a general overview of the Transit Authority's finances and to show the Transit Authority's accountability for the money it receives. Questions about this report and requests for additional financial information should be directed to the Transit Authority's Finance Director or Executive Director by telephoning (402) 341-7560 or emailing dfinken@ometro.com or csimon@ometro.com.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

STATEMENTS OF NET POSITION

December 31, 2018 and 2017

ASSETS	2018	2017
CURRENT ASSETS		
Cash and cash equivalents (Note 2)	\$ 8,698,532	\$ 11,083,719
Accounts and grants receivable	10,361,509	6,662,191
Property taxes receivable	16,989,612	15,599,912
Materials and supplies inventory	833,231	807,750
Prepaid expenses and other	<u>450,802</u>	<u>404,812</u>
Total current assets	\$ 37,333,686	\$ 34,558,384
CAPITAL ASSETS, NET (Note 3)	52,174,371	38,235,524
OTHER ASSETS		
	<u>97,662</u>	<u>103,939</u>
Total assets	<u>\$ 89,605,719</u>	<u>\$ 72,897,847</u>
DEFERRED OUTFLOWS OF RESOURCES		
Pension related deferred outflows (Note 5)	<u>\$ 2,089,800</u>	<u>\$ 523,428</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable	\$ 7,073,409	\$ 2,452,966
Accrued wages and vacation payable	994,382	931,457
Other accrued salaries and related	640,519	635,579
Accrued expenses	357,754	350,221
Claim liabilities (Note 7)	<u>1,189,165</u>	<u>807,773</u>
Total current liabilities	<u>\$ 10,255,229</u>	<u>\$ 5,177,996</u>
NONCURRENT LIABILITIES		
Net pension liability (Note 5)	\$ 15,998,802	\$ 12,681,437
Other employee benefits payable (Note 6)	<u>248,333</u>	<u>262,333</u>
Total noncurrent liabilities	<u>\$ 16,247,135</u>	<u>\$ 12,943,770</u>
Total liabilities	<u>\$ 26,502,364</u>	<u>\$ 18,121,766</u>
DEFERRED INFLOWS OF RESOURCES		
Pension related deferred inflows (Note 5)	<u>\$ 4,127,492</u>	<u>\$ 6,173,114</u>
NET POSITION		
Net investment in capital assets	\$ 46,239,604	\$ 37,035,706
Restricted (Note 4)	2,357,332	2,122,782
Unrestricted	<u>12,468,727</u>	<u>9,967,907</u>
Total net position	<u>\$ 61,065,663</u>	<u>\$ 49,126,395</u>

See Notes to Financial Statements

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

For the years ended December 31, 2018 and 2017

	2018	2017
OPERATING REVENUES		
Passenger fares	\$ 3,417,993	\$ 3,618,587
Service contracts	886,644	801,760
Other	475,800	383,044
Total operating revenues	<u>\$ 4,780,437</u>	<u>\$ 4,803,391</u>
OPERATING EXPENSES		
Administration of transportation operations	\$ 831,906	\$ 509,688
Revenue vehicle movement control	893,323	711,869
Scheduling of transportation operations	114,274	94,585
Revenue vehicle operations	16,975,784	16,175,329
Maintenance administration	473,161	506,264
Servicing revenue vehicles	839,010	742,565
Maintenance of revenue vehicles	3,309,206	3,577,470
Maintenance of other equipment	1,045,325	1,009,742
Ticketing and fare collection	97,807	97,888
Customer services and promotion	677,737	689,032
Personnel, legal and insurance	1,643,663	891,015
Finance, accounting and data processing	639,672	622,302
Purchasing and stores	155,756	210,153
General management	432,126	488,381
M.A.P.A activities	167,680	166,116
General and administrative	593,818	767,223
Depreciation	6,279,519	5,346,196
Total operating expenses	<u>\$ 35,169,767</u>	<u>\$ 32,605,818</u>
Operating (loss) income	<u>\$ (30,389,330)</u>	<u>\$ (27,802,427)</u>
NONOPERATING REVENUES (EXPENSES)		
Property taxes	\$ 17,936,529	\$ 16,651,141
Federal operating grants	5,533,560	4,409,467
State operating grants	2,043,746	2,669,383
Other support and revenue	-	350,000
Investment income	81,093	32,095
Gain (loss) on disposal of capital assets	8,700	2,200
Nonoperating revenues, net	<u>\$ 25,603,628</u>	<u>\$ 24,114,286</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS	\$ (4,785,702)	\$ (3,688,141)
CAPITAL CONTRIBUTIONS	<u>\$ 16,724,970</u>	<u>4,606,371</u>
Change in net position	<u>\$ 11,939,268</u>	<u>\$ 918,230</u>
NET POSITION - BEGINNING	<u>\$ 49,126,395</u>	<u>\$ 48,208,165</u>
NET POSITION - END OF YEAR	<u>\$ 61,065,663</u>	<u>\$ 49,126,395</u>

See Notes to Financial Statements

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

STATEMENTS OF CASH FLOWS

For the years ended December 31, 2018 and 2017

	2018	2017
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from customers	\$ 4,741,175	\$ 4,813,598
Cash paid to suppliers	(11,989,677)	(10,124,931)
Cash paid to employees	<u>(16,945,920)</u>	<u>(17,172,548)</u>
Net cash provided by (used in) operating activities:	<u>\$ (24,194,422)</u>	<u>\$ (22,483,881)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
State grants received	2,658,338	\$ 2,896,898
Federal grants received	4,262,285	6,375,050
Property taxes received	<u>16,546,829</u>	<u>17,429,917</u>
Net cash provided by (used in) noncapital financing activities	<u>\$ 23,467,452</u>	<u>\$ 26,701,865</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Purchase of capital assets	\$ (15,483,415)	\$ (4,432,339)
Proceeds on sale of capital assets	8,700	2,200
Other support and revenue received	-	350,000
Federal capital grants received	<u>13,735,405</u>	<u>3,828,434</u>
Net cash provided by (used in) capital and related financing activities	<u>\$ (1,739,310)</u>	<u>\$ (251,705)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest income received	<u>\$ 81,093</u>	<u>\$ 32,095</u>
Net cash provided by (used in) investing activities	<u>\$ 81,093</u>	<u>\$ 32,095</u>
NET INCREASE (DECREASE) IN CASH	\$ (2,385,187)	\$ 3,998,374
CASH - BEGINNING OF YEAR	<u>11,083,719</u>	<u>7,085,345</u>
CASH - END OF YEAR	<u>\$ 8,698,532</u>	<u>\$ 11,083,719</u>
RECONCILIATION TO BALANCE SHEETS		
Cash	<u>\$ 8,698,532</u>	<u>\$ 11,083,719</u>
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES:		
Operating income (loss)	\$ (30,389,330)	\$ (27,802,427)
Adjustments to reconcile operating income to net cash provided by (used in) operating activities:		
Depreciation	6,279,519	5,346,196
Changes in assets and liabilities:		
(Increase) Decrease in receivables	(53,072)	92,215
(Increase) Decrease in inventory	(25,481)	93,048
(Increase) Decrease in prepaid and other assets	(39,713)	24,655
(Increase) Decrease in deferred outflows of resources	(1,566,372)	(16,669)
Increase (Decrease) in accounts payable and accrued expenses	328,284	409,921
Increase (Decrease) in net pension liability	3,317,365	(6,631,073)
Increase (Decrease) in deferred inflows of resources	<u>(2,045,622)</u>	<u>6,000,253</u>
Net cash provided by (used in) operating activities	<u>\$ (24,194,422)</u>	<u>\$ (22,483,881)</u>
SUPPLEMENTAL CASH FLOWS INFORMATION		
Accounts payable incurred for purchase of property and equipment	\$ 5,934,767	\$ 1,199,818

See Notes to Financial Statements

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS

Years ended December 31, 2018 and 2017

1. Nature of Operations and Summary of Significant Accounting Policies

The Transit Authority of the City of Omaha (the Transit Authority) operates a timed-transfer system offering fixed, express/commuter and circulator route services. The Transit Authority serves 100 square miles or approximately 85% of the City of Omaha. In addition, the Transit Authority offers MOBY, American with Disabilities Act complementary Para the Transit service. MOBY is an origin-to destination, curb-to-curb service operation within Omaha's city limits.

Reporting Entity:

The Transit Authority, a public benefit corporation, was created by the City of Omaha, Nebraska, by Ordinance No. 26335 on May 10, 1972, under statutes of Nebraska known as the Transit Authority Law. The Transit Authority is an independent political subdivision of the State of Nebraska. As a political subdivision, it is distinct from, and is not an agency of, the State of Nebraska or any other local governmental unit. The Transit Authority has the right to eminent domain and the power to enter into contracts and to purchase equipment. The Transit Authority consists of a five-member board appointed by the mayor and confirmed by Omaha's City Council and the County Board of Douglas County, Nebraska. The Transit Authority is solely responsible for financing deficits or the disposition of surplus funds. The Transit Authority collects revenues, controls disbursements and has title to all assets. The Transit Authority has and retains full and exclusive jurisdiction and control over all public passenger transportation systems in the City of Omaha, excluding taxicabs and railroad systems.

The transit service outside of the Omaha city limits is provided by contractual agreement between the Transit Authority and the respective political jurisdictions and agencies.

Basis of Accounting:

The financial statements of the Transit Authority have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting principles.

The Transit Authority's financial statements consist of a single-purpose business type activity which is reported on the accrual basis of accounting using the economic resources measurement focus. Revenues are recognized in the period they are earned and expenses are recognized in the period they are incurred. The Transit Authority is not subject to federal or state income taxes.

Use of Estimates:

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues, expenses and other changes in net position during the reporting period. Significant estimates include the assumptions used in computing the Transit Authority's pension benefit obligation. Actual results could differ from those estimates.

Reclassifications:

Certain reclassifications have been made to the prior years' financial statements to conform to the current year presentation. These reclassifications had no effect on previously reported results of operations or net position.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

1. Nature of Operations and Summary of Significant Accounting Policies – Continued

Cash Equivalents:

The Transit Authority considers all liquid investments with original maturities of three months or less to be cash equivalents. At December 31, 2018 and 2017, cash equivalents consisted primarily of a money market account with a bank.

Certificates of Deposit and Investment Income:

Investments in nonnegotiable certificates of deposit are carried at cost. Investment income consists of interest income.

Accounts, Grants and Property Taxes Receivable:

Accounts receivable consist of amounts due from customers for the Transit services, accrued interest and various other items. Grants receivable consist of amounts due from the federal and state government under grant contracts as reimbursement for funds expended in accordance with those grant agreements. Tax collections receivable consist of uncollected property taxes. The Transit Authority has evaluated outstanding receivables and determined that no allowance is necessary at December 31, 2018 and 2017.

Materials and Supplies Inventory:

Materials and supplies are stated at the lower of cost (first-in, first-out method) or market. Inventory generally consists of maintenance parts and supplies for rolling stock and other miscellaneous items.

Capital Assets:

Assets which cost \$5,000 or more, and with a useful life of more than one year, are capitalized in the year they are placed in service. Capital assets are recorded at cost, or if contributed property, at their fair value at the time of contribution. Costs of maintenance and repairs are charged to operations as incurred; costs of improvements are capitalized and depreciated over the remaining useful lives of the related assets.

The Transit Authority computes depreciation using the straight-line method over the estimated useful lives of the assets as follows:

Building and improvements	3 - 40 years
Motor coaches	2 - 12 years
Service cars and other equipment	3 - 7 years

Accrued Vacation Pay:

The Transit Authority policies permit most employees to accumulate vacation benefits that may be realized as paid time off. Under the terms of the Operating Policy, employees of the Transit Authority are granted vacation varying from one to five weeks based upon length of service. Expense and related liability for accrued vacation pay is earned in the current year to be used in the following year. There is no carryover of unused vacation. Accrued vacation pay is computed using the regular pay rates in effect at the statement of net position date plus an additional amount for compensation-related payments such as pension, social security and Medicare taxes computed using rates in effect at that date.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS

Years ended December 31, 2018 and 2017

1. Nature of Operations and Summary of Significant Accounting Policies – Continued

Net Position:

Net position is required to be classified into three components – net investment in capital assets, restricted, and unrestricted. These classifications are defined as follows:

Net investment in capital assets – This component of net position consists of capital assets, net of accumulated depreciation and costs to be recovered from future revenues, reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets.

Restricted – This component of net position consists of constraints placed on net position use through external constraints imposed by creditors (such as through debt covenants), contributors, or law or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation.

Unrestricted – This component of net position consists of net position that do not meet the definition of "restricted" or "net investment in capital assets." When both restricted and unrestricted resources are available for use, it is the Transit Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

Revenue Recognition:

Operating revenues occur from passenger fares, service contracts, rental of property, and sale of advertising space. Operating expenses include the cost of sales and service, administrative expenses and depreciation on capital assets. All revenue and expenses not meeting this definition are reported as non-operating revenues and expenses. Resources received or recognized as receivable before time requirements are met, are reported as deferred revenues.

Passenger fares are recorded as revenue at the time the service is provided.

Property taxes are recognized as revenues in the year for which they are levied.

The Transit Authority recognizes federal and state grant income when eligibility requirements are met. The Federal Transit Administration ("FTA") and the State of Nebraska provide financial assistance and distribute grants directly to the Transit Authority for operations and acquisition of property and equipment. Operating grants made on the basis of entitlement periods are recorded as grant receivables and revenues over the entitlement periods, based on qualifying expenditures. Capital grants for the acquisition of property and equipment (reimbursement type grants) are recorded as grant receivables when the related grant expenditures are incurred.

Property Taxes:

The tax levies for all political subdivisions in Douglas County are certified by the county board on or before October 15. Real estate taxes are due and become an enforceable lien on property on December 31. The first half of the real estate taxes becomes delinquent on April 1 and the second half become delinquent on August 1 following the levy date. Personal property taxes are due on December 31 and become delinquent on April 1 and August 1 following the levy date. Delinquent taxes bear 14% interest.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

2. Cash and Cash Equivalents

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 Transit Authority's deposit policy for custodial credit risk requires compliance with the provisions of state law. As of December 31, 2018, and 2017, the Transit Authority's banks of deposit and money market balances were \$8,458,090 and \$9,794,326, respectively. As of December 31, 2018, and 2017, the amounts were fully insured or collateralized with collateral in the Transit Authority's name.

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 Nebraska; bonds of any city, county, school district or special road district of the state of Nebraska; bonds or obligations of another state, or political subdivision of another state, which are rated within the two highest classifications of prime by at least one of the standard rating services; or a surety bond having an aggregate value at least equal to the amount of deposits.

The carrying values of cash and deposits are included in the balance sheets as follows:

	2018	2017
Carrying value:		
Deposits	\$ 7,853,649	\$ 9,649,622
Cash at County Treasurer	844,883	1,434,097
	<u>\$ 8,698,532</u>	<u>\$ 11,083,719</u>

Investment income for the year ended December 31, 2018 and 2017, consisted of interest income of \$81,093 and \$32,095, respectively.

3. Capital Assets

Capital assets activity for the year ended December 31, 2018 and 2017, was:

	Balance 1/1/2018	Additions	Adjustments and Retirements	Transfers	Balance 12/31/2018
Land	\$ 2,761,335	\$ -	\$ -	\$ -	2,761,335
Construction in progress	3,372,078	20,440,144	(221,778)	(14,660,691)	8,929,753
Total nondepreciable capital assets	<u>\$ 6,133,413</u>	<u>\$ 20,440,144</u>	<u>\$ (221,778)</u>	<u>\$ (14,660,691)</u>	<u>\$ 11,691,088</u>
Buildings and improvements	\$ 39,024,478	\$ -	\$ -	\$ 200,013	\$ 39,224,491
Motor coaches	38,843,604	-	(5,587,900)	13,451,739	46,707,443
Service cars and other equipment	7,844,984	-	(6,811)	28,710	7,866,883
Office furniture and equipment	2,701,141	-	(22,364)	131,316	2,810,093
Fees and studies	3,099,163	-	-	848,913	3,948,076
Total depreciable assets	<u>\$ 91,513,370</u>	<u>\$ -</u>	<u>\$ (5,617,075)</u>	<u>\$ 14,660,691</u>	<u>\$ 100,556,986</u>
Less: accumulated depreciation	<u>(59,411,259)</u>	<u>(6,279,519)</u>	<u>5,617,075</u>	<u>-</u>	<u>(60,073,703)</u>
Total depreciable capital assets, net	<u>\$ 32,102,111</u>	<u>\$ (6,279,519)</u>	<u>\$ -</u>	<u>\$ 14,660,691</u>	<u>\$ 40,483,283</u>
Net capital assets	<u>\$ 38,235,524</u>	<u>\$ 14,160,625</u>	<u>\$ (221,778)</u>	<u>\$ -</u>	<u>\$ 52,174,371</u>

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

3. Capital Assets – Continued

	Balance <u>1/1/2017</u>	<u>Additions</u>	<u>Adjustments and Retirements</u>	<u>Transfers</u>	Balance <u>12/31/2017</u>
Land	\$ 2,761,335	\$ -	\$ -	\$ -	\$ 2,761,335
Construction in progress	215,742	5,731,186	(103,489)	(2,471,361)	3,372,078
Total nondepreciable capital assets	<u>\$ 2,977,077</u>	<u>\$ 5,731,186</u>	<u>\$ (103,489)</u>	<u>\$ (2,471,361)</u>	<u>\$ 6,133,413</u>
Buildings and improvements	\$ 38,993,769	\$ -	-	\$ 30,709	\$ 39,024,478
Motor coaches	38,722,395	-	(1,331,900)	1,453,109	38,843,604
Service cars and other equipment	7,773,101	-	-	71,883	7,844,984
Office furniture and equipment	1,969,251	-	-	731,890	2,701,141
Fees and studies	2,915,393	-	-	183,770	3,099,163
Total depreciable assets	<u>\$ 90,373,909</u>	<u>\$ -</u>	<u>\$ (1,331,900)</u>	<u>\$ 2,471,361</u>	<u>\$ 91,513,370</u>
Less: accumulated depreciation	<u>(55,396,963)</u>	<u>(5,346,196)</u>	<u>1,331,900</u>	<u>-</u>	<u>(59,411,259)</u>
Total depreciable capital assets, net	<u>\$ 34,976,946</u>	<u>\$ (5,346,196)</u>	<u>\$ -</u>	<u>\$ 2,471,361</u>	<u>\$ 32,102,111</u>
Net capital assets	<u>\$ 37,954,023</u>	<u>\$ 384,990</u>	<u>\$ (103,489)</u>	<u>\$ -</u>	<u>\$ 38,235,524</u>

4. Restricted Net Position

The Transit Authority had \$2,357,332 and \$2,122,782 restricted net position at December 31, 2018 and 2017, respectively. Restricted funds were purpose restricted for the Bus Rapid Transit (BRT) project.

5. Pension Plans

Defined Benefit Plans:

Plan Description:

The Transit Authority contributes, as a single employer, to a separate pension plan for both its hourly and salaried employees ("the Plans") administered by a third-party administrator. Participation is mandatory for all employees. Both plans are defined benefit plans, which provide retirement, death, termination, and disability benefits. The Transit Authority does not issue a separate report that includes financial statements and supplementary information for the Plans.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS

Years ended December 31, 2018 and 2017

5. Pension Plans – Continued

Hourly employees who are covered by a collective bargaining agreement between the Transit Authority and the Transportation Workers of America become eligible under the Hourly Employees' Pension Plan ("Hourly Plan") and salaried employees become eligible under the Salaried Employees' Pension Plan ("Salaried Plan") the first day of the month following completion of 120 days of service. Vesting for employer contributions under both Plans is achieved upon completion of ten years of service. Employee contributions are fully vested. The Plans were established by the Board of Directors and the employer reserves the right to amend, suspend or terminate the plans at any time by action of the Board of Directors. Current membership is comprised of the following:

Salaried Plan

Active plan members:	
Non-vested	12
Partially vested	8
Fully vested	23
Inactive plan members or beneficiaries currently receiving benefits	49
Inactive plan members entitled to but not yet receiving benefits	7
Total active and inactive participants	<u>99</u>

Hourly Plan

Active plan members:	
Non-vested	79
Partially vested	47
Fully vested	86
Inactive plan members or beneficiaries currently receiving benefits	197
Inactive plan members entitled to but not yet receiving benefits	40
Total active and inactive participants	<u>449</u>

Funding Policy:

Salaried Employees' Plan

The Plan requires all salaried participants to contribute 6.00% of their annual salary to the Plan. The Transit Authority is required to contribute the balance of funds needed as determined from an actuarial valuation for the Salaried Employees' Plan. The percentage was 9.28% for 2017 and 2018.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

5. Pension Plans – Continued

Funding Policy-Continued:

Hourly Employees' Plan

The Plan required all hourly participants to contribute 6.00% of their annual salary to the Plan from January 1, 2017 to August 31, 2017. For September 1, 2017 to December 31, 2017 the Plan required participants to contribute 6.50% and as of January 1, 2018 the required percentage is 7.00%. The Transit Authority is required to contribute 7.50% of the hourly participant's annual salary to the Plan.

Funded Status and Funding Progress:

Salaried Employees' Plan

At January 1, 2019, the most recent valuation date, the Plan was 73.72% funded. The actuarial accrued liability for benefits was \$9,451,629 and the actuarial value of assets was \$6,967,446 resulting in a net pension liability (NPL) of \$2,645,012. The covered payroll (payroll on which contributions to a pension plan are based) was \$2,645,012 and the ratio of the NPL to covered payroll was 93.92%. Expected real rates of return are determined by subtracting expected inflation from expected rates of return. Expected real rates of return for each major asset class and asset allocation as of December 31, 2018, are as summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Cash and cash equivalents	2%	0.34%
Fixed income	38%	2.13%
Common stocks	55%	4.97%
Alternative investments	5%	6.38%

Hourly Employees' Plan

At January 1, 2019, the most recent valuation date, the Plan was 62.36% funded. The actuarial accrued liability was \$35,906,116 and the actuarial value of assets was \$22,391,497 resulting in a net pension liability of \$13,514,619. The covered payroll was \$11,485,056 and the ratio of the NPL to covered payroll was 117.67%. Expected real rates of return are determined by subtracting expected inflation from expected rates of return. Expected real rates of return for each major asset class and asset allocation as of December 31, 2018, are as summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Cash and cash equivalents	2%	0.34%
Fixed income	38%	2.13%
Common stocks	55%	4.97%
Alternative investments	5%	6.38%

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

5. Pension Plans – Continued

Annual Pension Cost and Net Pension Obligation:

The Transit Authority's changes in net pension liability are as follows:

Salary Plan

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at 12/31/16	\$ 8,929,631	\$ 6,702,505	\$ 2,227,126
Charges for the year:			
Service cost	175,849	-	175,849
Interest on total pension liability	599,199	-	599,199
Effect of economic/demographic gains or losses	(124,100)	-	(124,100)
Benefit payments	(464,491)	(464,491)	-
Employer contributions	-	211,386	(211,386)
Member contributions	-	136,672	(136,672)
Net investment income	-	962,458	(962,458)
Administrative expenses	-	(62,412)	62,412
Net changes	186,457	783,613	(597,156)
Balances at 12/31/17	\$ 9,116,088	\$ 7,486,118	\$ 1,629,970
Charges for the year:			
Service cost	179,772	-	179,772
Interest on total pension liability	609,316	-	609,316
Effect of economic/demographic gains or losses	93,312	-	93,312
Benefit payments	(546,859)	(546,859)	-
Employer contributions	-	241,858	(241,858)
Member contributions	-	147,545	(147,545)
Net investment income	-	(343,502)	343,502
Administrative expenses	-	(17,714)	17,714
Net changes	335,541	(518,672)	854,213
Balances at 12/31/18	\$ 9,451,629	\$ 6,967,446	\$ 2,484,183

Plan fiduciary net position as a percentage of the total pension liability:

2017	82.12%
2018	73.72%

The following represents the net pension liability for the Transit Authority for 2018 and 2017, calculated using the discount rate of 6.75%, as well as what 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:

	1% Decrease (5.75%)	Current Discount Rate (6.75%)	1% Increase (7.75%)
Authority's net pension liability (asset) - 2018	\$ 3,454,259	\$ 2,484,183	\$ 1,669,146
Authority's net pension liability (asset) - 2017	\$ 2,577,022	\$ 1,629,970	\$ 834,158

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

5. Pension Plans – Continued

Annual Pension Cost and Net Pension Obligation-Continued:

	Hourly Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at 12/31/16	<u>\$ 38,667,937</u>	<u>\$ 21,582,553</u>	<u>\$ 17,085,384</u>
Charges for the year:			
Service cost	1,151,892	-	1,151,892
Interest on total pension liability	2,120,241	-	2,120,241
Effect of economic/demographic gains or losses	90,163	-	90,163
Effect of assumptions changes or inputs	(4,923,550)	-	(4,923,550)
Benefit payments	(1,857,298)	(1,857,298)	-
Employer contributions	-	904,824	(904,824)
Member contributions	-	703,256	(703,256)
Net investment income	-	2,933,598	(2,933,598)
Administrative expenses	-	(56,842)	56,842
Transfer to salaried	-	(12,173)	12,173
Net changes	<u>(3,418,552)</u>	<u>2,615,365</u>	<u>(6,033,917)</u>
Balances at 12/31/17	<u>\$ 35,249,385</u>	<u>\$ 24,197,918</u>	<u>\$ 11,051,467</u>
Charges for the year:			
Service cost	929,833	-	929,833
Interest on total pension liability	2,365,575	-	2,365,575
Effect of economic/demographic gains or losses	(333,721)	-	(333,721)
Benefit payments	(2,304,956)	(2,304,956)	-
Employer contributions	-	855,109	(855,109)
Member contributions	-	797,854	(797,854)
Net investment income	-	(1,103,652)	1,103,652
Administrative expenses	-	(50,776)	50,776
Net changes	<u>656,731</u>	<u>(1,806,421)</u>	<u>2,463,152</u>
Balances at 12/31/18	<u>\$ 35,906,116</u>	<u>\$ 22,391,497</u>	<u>\$ 13,514,619</u>

Plan fiduciary net position as a percentage of the total pension liability:

2017	68.65%
2018	62.36%

The following represents the net pension liability for the Transit Authority for 2018 and 2017, calculated using the discount rate of 6.75%, as well as what 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:

	1% Decrease (5.75%)	Current Discount Rate (6.75%)	1% Increase (7.75%)
Authority's net pension liability (asset) - 2018	\$ 17,195,222	\$ 13,514,619	\$ 10,361,074
Authority's net pension liability (asset) - 2017	\$ 14,746,710	\$ 11,051,467	\$ 7,898,221

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

5. Pension Plans – Continued

Annual Pension Cost and Net Pension Obligation-Continued:

For the current year, the Transit Authority recognized pension expense of \$802,338. The Transit Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Salary Plan

	2018		2017	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 233,416	\$ (96,826)	\$ 173,271	\$ (110,463)
Net difference between projected and actual earnings on pension plan investments	338,180	-	-	(452,732)
Total	<u>\$ 571,596</u>	<u>\$ (96,826)</u>	<u>\$ 173,271</u>	<u>\$ (563,195)</u>

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 December 31:

2019	\$ 71,618
2020	71,618
2021	84,934
2022	188,130
2023	19,530
Thereafter	38,940

Hourly Plan

	2018		2017	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 299,462	\$ (293,514)	\$ 350,157	\$ (4,330,351)
Changes of assumptions	-	(3,737,152)	-	-
Net difference between projected and actual earnings on pension plan investments	1,218,742	-	-	(1,279,568)
Total	<u>\$ 1,518,204</u>	<u>\$ (4,030,666)</u>	<u>\$ 350,157</u>	<u>\$ (5,609,919)</u>

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

5. Pension Plans – Continued

Annual Pension Cost and Net Pension Obligation-Continued:

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 December 31:	
2019	\$ (367,341)
2020	(367,342)
2021	(337,444)
2022	(39,975)
2023	(582,711)
Thereafter	(817,649)

The annual required contribution for the current year was determined as part of the January 1, 2019 actuarial valuation using the entry age cost method. The actuarial assumptions included a rate of return on the investment of present and future assets of 6.75% for the Hourly Plan and Salaried Plan per year and projected salary increases of 4.00% for each plan. The actuarial value of assets was determined using techniques that smooth the effects of short-term volatility in the market value of investments by setting such value equal to the expected value, based on the assumed rate of return, plus 25% of the difference between market and expected values for the Salaried Plan and Hourly Plan. Increases in the net pension liability are amortized over 30 years with a closed period for the Salaried and Hourly Plan.

Additional Information:

The Schedule of Pension Funding Progress, presented as RSI following the Notes to the Financial Statements, presents multiyear trend information about whether the actuarial value of plan assets are increasing or decreasing over time relative to the actuarial accrued liability for benefits. The projection of benefits for the Salary and Hourly Employee Plans for financial reporting purposes does not explicitly incorporate the potential effects of the limitation of funding percentage on the employer's portion.

Deferred Compensation Plan:

The Transit Authority offers its employees a deferred compensation plan created in accordance with Internal Revenue Service Code Section 457. The plan permits employees to defer a portion of their salary until termination, retirement, death or unforeseeable emergency. Participation in the plan is optional.

6. Other Employee Benefits

The Transit Authority provides a death benefit to all employees ranging from \$4,000 to \$5,000 based on the year of retirement. After July 1, 2005 (for bargaining unit employees) and May 2009 for administrative employees, a retiree may opt to take \$4,000 cash at retirement in lieu of the \$5,000 death benefit. The liability is the amount owed to employees who are eligible at their retirement date to receive the benefit. At December 31, 2018 and 2017, the Transit Authority recorded a liability of \$248,333 and \$262,333, respectively. No portion of this liability is considered current as of December 31, 2018 or 2017.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS
Years ended December 31, 2018 and 2017

7. Risk Management

The Transit Authority is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; business interruption, errors and omissions; employee injuries and illnesses; natural disasters and employee health and accident benefits. The Transit Authority is self-insured for workers' compensation risks in Nebraska up to \$550,000 per individual, \$1,000,000 per occurrence; property risks up to \$100,000 per occurrence; public transportation liability risks up to \$500,000 per occurrence; and employee health claims up to \$125,000 per person with an aggregate maximum of \$4,131,573. The self-insurance programs, except for health insurance, are administered through the Human Relations Department.

Commercial insurance is purchased for coverage above self-insurance limits. Workers' compensation above self-insured limits is covered by a policy which provides \$5,000,000 limits above the Transit Authority's retention of \$550,000 per individual and \$1,000,000 per occurrence. Public transportation above self-insured limits is covered by a policy which provides \$4,500,000 limits above the Transit Authority's retention of \$500,000 per occurrence. The Nebraska Political Tort Claims Act limits the Transit Authority's liability for tort claims to \$1,000,000 per individual and \$5,000,000 for all individuals per occurrence. Public official risks continue to be insured through a commercial policy. Settled claims have not exceeded coverage in any of the past three fiscal years.

The Transit Authority funds its self-insurance program on an "incurred loss" basis. Provisions for these liabilities have been made based upon historical experience. The Transit Authority has internally designated approximately \$2,000,000 of its cash equivalents as a reserve for the Transit liability and casualty losses.

The following is a summary of the changes in the estimated claims liability for the year ended December 31:

	2018	2017
Balance, January 1	\$ 807,773	\$ 894,166
Current year claims and change in estimates	4,191,996	3,414,395
Claim payments	(3,810,604)	(3,500,788)
Balance, December 31	<u>\$ 1,189,165</u>	<u>\$ 807,773</u>

8. Commitments and Contingencies

Government Grants:

The Transit Authority is currently participating in numerous grants from various federally assisted grant programs that are subject to review and audit by the grantor agencies. Entitlement to these resources is generally conditional upon compliance with the terms and conditions of grant agreements and applicable federal regulations, including the expenditure of resources for allowable purposes. At December 31, 2018 and 2017, in the opinion of management of the Transit Authority, any disallowance resulting from a federal audit would not be material.

Claims and Litigation:

The Transit Authority is currently involved in various claims and pending legal actions related to matters arising from the ordinary conduct of business. Management believes all outstanding claims are substantially covered by insurance policies and the ultimate disposition of the actions will not have a material effect on the financial statements of the Transit Authority.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS

Years ended December 31, 2018 and 2017

8. Commitments and Contingencies – Continued

Current Economic Conditions:

The current economic environment presents governmental agencies with unprecedented circumstances and challenges, which in some cases have resulted in large declines in the fair value of investments and other assets, declines in governmental support, grant revenue, tax revenue, constraints on liquidity and difficulty obtaining financing. The financial statements have been prepared using values and information currently available to the Transit Authority.

A significant decline in governmental support, grant revenue, tax revenue, etc. could have an adverse impact on the Transit Authority's future operating results.

In addition, given the volatility of current economic conditions, the values of assets and liabilities recorded in the financial statements could change rapidly, resulting in material future adjustments in allowances for accounts receivable and pension obligations that could negatively impact the Transit Authority's ability to maintain sufficient liquidity.

Required Supplementary Information

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS

Salary Plan

Last 10 Calendar Years, ending December 31
(In Thousands)

	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Total pension liability				
Service cost	\$ 180	\$ 175	\$ 154	\$ 158
Interest on total pension liability	609	599	566	550
Effect of economic/demographic gains of member contributions	93	(124)	219	(25)
Benefit payments, including refunds of member contributions	<u>(547)</u>	<u>(464)</u>	<u>(474)</u>	<u>(418)</u>
Net change in total pension liability	335	186	465	265
Total pension liability-beginning	<u>9,116</u>	<u>8,930</u>	<u>8,465</u>	<u>8,200</u>
Total pension liability-ending (a)	<u>\$ 9,451</u>	<u>\$ 9,116</u>	<u>\$ 8,930</u>	<u>\$ 8,465</u>
 Fiduciary net position				
Contributions-employer	\$ 242	\$ 211	\$ 211	\$ 235
Contributions-member	148	137	137	127
Net investment income	(344)	915	489	(94)
Benefit payments, including refunds of member contributions	(547)	(465)	(474)	(418)
Administrative expense	(18)	(62)	(61)	-
Transfer from hourly plan	<u>-</u>	<u>47</u>	<u>97</u>	<u>-</u>
Net change in plan fiduciary net position	(519)	783	399	(150)
Plan fiduciary net position-beginning	<u>7,486</u>	<u>6,703</u>	<u>6,304</u>	<u>6,454</u>
Plan fiduciary net position-ending (b)	<u>\$ 6,967</u>	<u>\$ 7,486</u>	<u>\$ 6,703</u>	<u>\$ 6,304</u>
 Net pension liability (asset)-ending (a) - (b)	\$ 2,484	\$ 1,630	\$ 2,227	\$ 2,161
 Fiduciary net position as a percentage of the total pension liability	73.72%	82.12%	75.06%	74.47%
 Covered-employee payroll	\$ 2,645	\$ 2,401	\$ 2,312	\$ 2,070
 Net pension liability (asset) as a percentage of covered-employee payroll	93.92%	67.88%	96.32%	104.40%

This schedule is being built prospectively until it contains ten years of data.
Data for fiscal years 2009 to 2014 are unavailable

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

SCHEDULE OF EMPLOYER CONTRIBUTIONS

Salary Plan

Last 10 Calendar Years, ending December 31

	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>
Actuarially determined contribution	\$ 195,553	\$ 214,483	\$ 191,504	\$ 193,768	\$ 219,791	\$ 224,671	\$ 240,394	\$ 275,039	\$ 295,364	\$ 278,134
Contributions in relation to the actuarially determined contribution	<u>241,858</u>	<u>211,386</u>	<u>211,056</u>	<u>234,812</u>	<u>218,892</u>	<u>251,577</u>	<u>246,999</u>	<u>257,653</u>	<u>326,529</u>	<u>351,320</u>
Contribution deficiency (excess)	<u>\$ (46,305)</u>	<u>\$ 3,097</u>	<u>\$ (19,552)</u>	<u>\$ (41,044)</u>	<u>\$ 899</u>	<u>\$ (26,906)</u>	<u>\$ (6,605)</u>	<u>\$ 17,386</u>	<u>\$ (31,165)</u>	<u>\$ (73,186)</u>
Covered-employee payroll	\$ 2,645,012	\$ 2,401,367	\$ 2,311,907	\$ 2,069,548	\$ 2,185,380	\$ 2,071,861	\$ 1,905,917	\$ 1,891,652	\$ 1,962,025	\$ 1,912,505
Contributions as a percentage of covered-employee payroll	9.14%	8.80%	9.13%	11.35%	10.02%	12.14%	12.96%	13.62%	16.64%	18.37%

Notes to Schedule

Valuation date:

Actuarial determined contribution rates are calculated as of January 1, 2019

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level dollar, closed period, 30 years
Salary increases including inflation	4.00%
Investment rate of return	6.75%
Withdrawal rates	Varies by age and years of service, ranging from 3%-15%
Mortality	RP-2000 (generational) Mortality Table for Males and Females

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

SCHEDULE OF INVESTMENT RETURNS

Salary Plan

Last 10 Calendar Years, ending December 31

	<u>2018</u>	<u>2017</u>	<u>2016</u>
Annual money-weighted rate of return, net of investment expense	-4.66%	13.81%	7.80%

This schedule is being built prospectively until it contains ten years of data. Data for fiscal years 2009 to 2015 are unavailable.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS

Hourly Plan

Last 10 Calendar Years, ending December 31
(In Thousands)

	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Total pension liability				
Service cost	\$ 930	\$ 1,152	\$ 1,137	\$ 1,158
Interest on total pension liability	2,366	2,120	2,032	2,469
Effect of economic/demographic gains or losses	(334)	90	351	(975)
Effect of assumption changes or inputs	-	(4,924)	-	-
Benefit payments, including refunds of member contributions	<u>(2,305)</u>	<u>(1,857)</u>	<u>(1,982)</u>	<u>(1,857)</u>
Net change in total pension liability	657	(3,419)	1,538	795
Total pension liability-beginning	<u>35,249</u>	<u>38,668</u>	<u>37,130</u>	<u>36,335</u>
Total pension liability-ending (a)	<u>\$ 35,906</u>	<u>\$ 35,249</u>	<u>\$ 38,668</u>	<u>\$ 37,130</u>
Fiduciary net position				
Contributions-employer	855	\$ 905	\$ 706	\$ 748
Contributions-member	798	703	651	663
Net investment income	(1,104)	2,934	1,529	(71)
Benefit payments, including refunds of member contributions	(2,305)	(1,857)	(1,982)	(1,857)
Administrative expense	(51)	(56)	(47)	(246)
Transfer to salary plan	<u>-</u>	<u>(12)</u>	<u>(96)</u>	<u>-</u>
Net change in plan fiduciary net position	<u>(1,807)</u>	<u>2,617</u>	<u>761</u>	<u>(763)</u>
Plan fiduciary net position-beginning	<u>24,198</u>	<u>21,581</u>	<u>20,822</u>	<u>21,585</u>
Plan fiduciary net position-ending (b)	<u>\$ 22,391</u>	<u>\$ 24,198</u>	<u>\$ 21,583</u>	<u>\$ 20,822</u>
Net pension liability (asset)-ending (a) - (b)	13,515	\$ 11,051	\$ 17,085	\$ 16,308
Fiduciary net position as a percentage of the total pension liability	62.36%	68.65%	55.82%	56.08%
Covered-employee payroll	11,485	\$ 12,170	\$ 11,497	\$ 11,391
Net pension liability (asset) as a percentage of covered-employee payroll	117.67%	90.81%	148.62%	143.17%

This schedule is being built prospectively until it contains ten years of data.
Data for fiscal years 2009 to 2014 are unavailable

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

SCHEDULE OF EMPLOYER CONTRIBUTIONS

Hourly Plan

Last 10 Calendar Years, ending December 31

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Actuarially determined contribution	\$ 835,474	\$ 958,333	\$ 901,256	\$ 847,243	\$ 833,212	\$ 847,072	\$ 895,706	\$ 871,783	\$ 888,807	\$ 918,023
Contributions in relation to the actuarially determined contribution	855,109	904,824	705,467	748,129	702,245	726,238	719,065	703,006	689,756	685,452
Contribution deficiency (excess)	\$ (19,635)	\$ 53,509	\$ 195,789	\$ 99,114	\$ 130,967	\$ 120,834	\$ 176,641	\$ 168,777	\$ 199,051	\$ 232,571
Covered-employee payroll	\$ 11,485,056	\$ 12,169,930	\$ 11,497,480	\$ 11,390,621	\$ 11,514,912	\$ 11,362,603	\$ 11,350,348	\$ 11,120,512	\$ 11,120,590	\$ 11,300,899
Contributions as a percentage of covered-employee payroll	7.45%	7.43%	6.14%	6.57%	6.10%	6.39%	6.34%	6.32%	6.20%	6.07%

Notes to Schedule

Valuation date:

Actuarial determined contribution rates are calculated as of January 1, 2019

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level dollar, closed period, 30 years
Salary increases including inflation	4.00%
Investment rate of return	6.75%
Withdrawal rates	Varies by age and years of service, ranging from 3%-15%
Mortality	RP-2000 (generational) Mortality Table for Males and Females

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

SCHEDULE OF INVESTMENT RETURNS

Hourly Plan

Last 10 Calendar Years, ending December 31

	<u>2018</u>	<u>2017</u>	<u>2016</u>
Annual money-weighted rate of return, net of investment expense	-4.63%	13.68%	7.80%

This schedule is being built prospectively until it contains ten years of data. Data for fiscal years 2009 to 2015 are unavailable.

Supplementary Information

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended December 31, 2018

<u>Federal Grantor/Pass-Through Grantor/Program Title</u>	<u>Federal CFDA Number</u>	<u>Agreement Number</u>	<u>Expenditures</u>
U.S. Department of Transportation			
Federal Transit Cluster			
Direct Program			
Federal Transit Capital Investment Grants	20.500	NE-03-X041	\$ 86,006
Federal Transit Capital Investment Grants	20.500	NE-04-X044	715,729
Federal Transit Capital Investment Grants	20.500	NE-04-X045	15,922
			<u>\$ 817,657</u>
Direct Program			
Federal Transit Formula Grants	20.507	NE-90-X104	\$ 862,991
Federal Transit Formula Grants	20.507	NE-90-X107	8,860,052
Federal Transit Formula Grants	20.507	NE-90-X111	2,130,034
Federal Transit Formula Grants	20.507	NE-90-X096	137,260
Federal Transit Formula Grants	20.507	NE-90-X099	135,320
Federal Transit Formula Grants	20.507	NE-90-X101	172,352
Federal Transit Formula Grants	20.507	NE-90-0075	177,266
Federal Transit Formula Grants	20.507	NE-95-0001	839,138
			<u>\$ 13,314,413</u>
Bus and Bus Facilities Formula Program	20.526	NE-34-0002	\$ 463,323
Bus and Bus Facilities Formula Program	20.526	NE-34-0009	3,091,536
Bus and Bus Facilities Formula Program	20.526	NE-34-0004	1,028,499
			<u>\$ 4,583,358</u>
Total Federal Transit Cluster			\$ 18,715,428
Transit Services Programs Cluster			
Direct Program			
New Freedom Program	20.521	NE-57-0010	\$ 210,078
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	NE-16-0102	<u>376,404</u>
Total Transit Services Programs Cluster			\$ 586,482
National Infrastructure Investments	20.933	NE-79-0001	\$ 2,496,307
Passed-Through Metropolitan Area Planning Agency			
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	MAPA-METRO NE-546-600	\$ 66,922
Highway Planning and Construction Cluster Passed-Through Metropolitan Area Planning Agency			
Highway Planning and Construction	20.205	MAPA-METRO TDA	\$ 78,668
Total Expenditures of Federal Awards			<u>\$ 21,943,807</u>

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended December 31, 2018

1. Basis of Presentation

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal award activity of The Transit Authority of the City of Omaha under programs of the federal government for the year ended December 31, 2018. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of The Transit Authority of the City of Omaha, it is not intended to and does not present the financial position, changes in net assets, or cash flows of The Transit Authority of the City of Omaha.

2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement

3. Indirect Cost Rate

The Authority has elected not to charge the 10 percent de minimis indirect cost rate to its federal award programs.

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Independent Auditor's Report

To The Board of Directors
The Transit Authority of the City of Omaha
Omaha, Nebraska

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of The Transit Authority of the City of Omaha, which comprise the statement of financial position as of December 31, 2018, and the related statement of activities and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated April 25, 2019.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered The Transit Authority of the City of Omaha's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of The Transit Authority of the City of Omaha's internal control. Accordingly, we do not express an opinion on the effectiveness of The Transit Authority of the City of Omaha's internal control.

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

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

Compliance and Other Matters

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

Purpose of this Report

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

Hamilton Associates, P.C.

Council Bluffs, Iowa
April 25, 2019

**INDEPENDENT AUDITORS REPORT ON COMPLIANCE FOR EACH
MAJOR FEDERAL PROGRAM AND REPORT ON INTERNAL CONTROL
OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

To the Board of Directors
The Transit Authority of the City of Omaha
Omaha, Nebraska

Report on Compliance for Each Major Federal Program

We have audited The Transit Authority of the City of Omaha's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of The Transit Authority of the City of Omaha's major federal programs for the year ended December 31, 2018. The Transit Authority of the City of Omaha's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of The Transit Authority of the City of Omaha's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about The Transit Authority of the City of Omaha's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of The Transit Authority of the City of Omaha's compliance.

Opinion on Each Major Federal Program

In our opinion, The Transit Authority of the City of Omaha complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2018.

Report on Internal Control Over Compliance

Management of The Transit Authority of the City of Omaha is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered The Transit Authority of the City of Omaha's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of The Transit Authority of the City of Omaha's internal control over compliance.

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

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

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

Hamilton Associates, P.C.

Council Bluffs, Iowa
April 25, 2019

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended December 31, 2018

I. Summary of Auditor's Results:

Financial Statements:

Type of auditor's report issued:	Unmodified
Internal control over financial reporting:	
Material weaknesses identified:	No
Significant deficiency(ies) identified?	None Reported
Noncompliance material to financial statements noted:	No

Federal Awards:

Internal control over major programs:	
Material weaknesses identified:	No
Significant deficiency(ies) identified?	No
Type of auditor's report issued on compliance for major programs:	Unmodified
Any audit findings disclosed that are required to be reported in accordance with section 510(a) of Circular A-133?	No

Identification of major programs:

<u>Name of Federal Program or Cluster</u>	<u>CFDA Number</u>	<u>Expenditures</u>
Federal Transit Cluster	20.500, 20.507 & 20.526	\$ 18,715,428
Dollar threshold used to distinguish between type A and type B programs:	\$ 750,000	
Auditee qualified as low-risk auditee?	No	

II. Financial Statement Findings

None reported

III. Findings and Questioned Costs for Federal Awards

None reported