

The Transit Authority of the City of Omaha  
FINANCIAL STATEMENTS AND  
INDEPENDENT AUDITOR'S REPORT  
For the year ended December 31, 2017

## CONTENTS

	<b>Page</b>
<b>INDEPENDENT AUDITOR'S REPORT ON THE FINANCIAL STATEMENTS</b>	
<b>MANAGEMENT'S DISCUSSION AND ANALYSIS</b>	1-7
<b>GENERAL PURPOSE FINANCIAL STATEMENTS</b>	
Statements of Net Position	8
Statements of Revenues, Expenses, and Changes in Net Position	9
Statements of Cash Flows	10
Notes to Financial Statements	11-24
Required Supplementary Information	
Schedule of Changes in Net Pension Liability and Related Ratios – Salary Plan	25
Schedule of Employer Contributions – Salary Plan	26
Schedule of Investment Returns – Salary Plan	27
Schedule of Changes in Net Pension Liability and Related Ratios – Hourly Plan	28
Schedule of Employer Contributions – Hourly Plan	29
Schedule of Investment Returns – Hourly Plan	30
Supplementary Information	
Schedule of Expenditures of Federal Awards	31
Notes to the Schedule of Expenditures of Federal Awards	32
<b>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 <i>GOVERNMENT AUDITING STANDARDS</i></b>	33-34
<b>INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE</b>	35-36
Schedule of Findings and Questioned Costs	37-38

## 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 year ended December 31, 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 audit. We conducted our audit 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, 2017, and the respective changes in financial position and, where applicable, cash flows thereof for the year 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 25-30 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 audit was 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.

The financial statements of the Transit Authority, as of and for the year ended December 31, 2016, were audited by other auditors, whose report, dated August 18, 2017, expressed an unmodified opinion on those statements.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated March 29, 2018 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  
March 29, 2017

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
For the years ended December 31, 2017 and 2016

**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, 2017 as compared to December 31, 2016. 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 2017 by \$918,230 or 1.90%, a small increase. 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 2017 of \$27,802,427 as compared to the 2016 amount of \$27,679,793 this is a .44% increase or \$122,634. The revenues and expenses stayed relatively consistent between the years 2017 and 2016. 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 decreased by \$632,793 or 2.56% in 2017 over the 2016 figure, a large portion of this decreased amount is due to the 2017 contributions to the Federal Operating Grants – Special Projects BRT received in 2016 is higher.

**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 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 TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
For the years ended December 31, 2017 and 2016

**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 2017 by \$918,230 or 1.9% over 2016, this increase in the Transit Authority's Net Position is due to the increase in cash and investments and capital assets. **Refer to Table 1.**

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
For the years ended December 31, 2017 and 2016

Table 1: Assets, Liabilities and Net position

	2017	2016
<b>ASSETS</b>		
Cash and investments	\$ 11,083,719	\$ 7,085,345
Other current assets	23,474,665	25,872,245
Capital assets, net	38,235,524	37,954,023
Other noncurrent assets	103,939	110,214
 Total assets	 \$ 72,897,847	 \$ 71,021,827
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Pension related deferred outflows	523,428	506,759
	\$ 73,421,275	\$ 71,528,586
<b>LIABILITIES AND NET POSITION</b>		
Current liabilities		
Accounts payable	2,452,966	713,465
Accrued wages and vacation payable	931,457	947,912
Other accrued salaries and related	635,579	546,002
Accrued expenses	350,221	438,505
Claims liability	807,773	894,166
Total Current Liabilities	5,177,996	3,540,050
Noncurrent Liabilities		
Net pension liability	12,681,437	19,312,510
Other Post Employment Benefits	\$ 262,333	\$ 295,000
Total Noncurrent Liabilities	12,943,770	19,607,510
 Total liabilities	 18,121,766	 23,147,560
<b>Deferred Inflows of Resources</b>		
Tax Levy for future period	\$ -	\$ -
Pension related deferred inflows	\$ 6,173,114	\$ 172,861
 Total Deferred Inflows of Resources	 \$ 6,173,114	 \$ 172,861
<b>Net Position</b>		
Net investment in capital assets	\$ 38,235,524	\$ 37,958,483
Restricted	\$ 2,122,782	\$ 1,019,873
Unrestricted	\$ 8,768,089	\$ 9,229,809
 Total net assets	 \$ 49,126,395	 \$ 48,208,165
 Total liabilities, deferred inflow and net assets	 \$ 73,421,275	 \$ 71,528,586

The 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 2017 operating expenses had a slight increase over what was reported in 2016 the amount increased by \$233,204 or 0.72% over 2016, this is consistent with the trend for prior years. 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, 2017 and 2016

Table 2: Operating Results and Changes in Net Assets

	2017	2016
<b>Operating Revenues</b>		
Passenger fares	\$ 3,618,587	\$ 3,570,466
Service contracts	801,760	729,371
Other	383,044	395,984
Total operating revenues	\$ 4,803,391	\$ 4,695,821
<b>Operating Expenses</b>		
Administration of transportation operations	509,688	516,321
Revenue vehicle movement control	711,869	730,688
Scheduling of transportation operations	94,585	44,456
Revenue vehicle operations	16,175,329	16,943,180
Maintenance administration	506,264	492,571
Servicing revenue vehicles	742,565	696,624
Maintenance revenue vehicles	3,577,470	3,363,460
Maintenance of other equipment	1,009,742	909,264
Ticketing and fare collection	97,888	84,684
Customer services and promotion	689,032	599,381
Personnel, legal and insurance	891,015	926,638
Finance, accounting and data processing	622,302	592,962
Purchasing and stores	210,153	215,938
General management	488,381	294,708
Interlocal Expense	-	-
M.A.P.A. activities	166,116	372,590
General and administrative	767,223	522,246
Depreciation	5,346,196	5,066,903
Total operating expenses	32,605,818	32,372,614
<b>Operating Loss</b>	(27,802,427)	(27,676,793)
<b>Nonoperating Revenues</b>		
Property taxes	16,651,141	16,413,059
Federal operating grants	4,409,467	4,793,655
Federal operating grants -Special Projects	350,000	1,019,873
State operating grants	2,669,383	2,500,000
Investment income	32,095	19,082
Gain Loss on disposal of capital assets	2,200	1,410
Total nonoperating revenues	24,114,286	24,747,079
Income (Loss) before Capital Contributions	(3,688,141)	(2,929,714)
Capital Contributions	4,606,371	1,014,150
Increase/Decrease in Net Assets	918,230	(1,915,564)
Net Assets, Beginning of Year	48,208,165	51,417,988
Prior Period Adjustment		15,820,846
Implementation of GASB NO. 68	-	(17,115,105)
Net Assets, End of Year	49,126,395	48,208,165

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
For the years ended December 31, 2017 and 2016

**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 2017 increased compared to 2016 by \$122,634 or .44%. As you can see from the tables, there is a slight increase in operating revenues and a slight increase in operating expenses, 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 2017 as well as previous years. The increase in labor expenses in 2017 over 2016 in the amount of \$233,204 or .72% and is in range with prior 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 decreased in 2017 by \$632,793 or 2.56% over 2016. The majority of the decrease is seen in Federal Operating Grants – Special Projects, this amount is the donations that have been collected for the local match on the BRT project.

**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 decreased slightly by \$135,208 in 2017 or .60% as compared to the 2016 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, 2017 and 2016

Table 3: Statement of Cash Flows

	<u>2017</u>	<u>2016</u>
<b>Operating Activities</b>		
Received from customers and users	\$ 4,813,598	\$ 4,678,716
Payments to suppliers	(10,124,931)	(10,544,427)
Payments to employees	<u>(17,172,548)</u>	<u>(16,482,962)</u>
Net cash used in operating activities	\$ (22,483,881)	\$ (22,348,673)
<b>Noncapital Financial Activities</b>		
State grants	2,896,898	2,597,899
Federal grant revenue	6,375,050	2,540,699
Property taxes received	<u>17,429,917</u>	<u>15,655,058</u>
Net cash provided by noncapital financing activities	26,701,865	20,793,656
<b>Capital and Related Financing Activities</b>		
Purchase of capital assets	(4,432,339)	(2,036,292)
Proceeds on sales of capital assets	2,200	1,410
Other support and revenue received	350,000	1,019,873
Federal capital grants received	<u>3,828,434</u>	<u>1,014,150</u>
Net cash provided by (used in) capital and related financing activities	(251,705)	(859)
<b>Investing Activities</b>		
Investment income	<u>32,095</u>	<u>19,082</u>
Net cash provided by (used in) investing activities	32,095	19,082
<b>Increase (Decrease) in Cash and Cash Equivalents</b>	3,998,374	(1,536,794)
<b>Cash and Cash Equivalents, Beginning of Year</b>	<u>7,085,335</u>	<u>8,622,139</u>
<b>Cash and Cash Equivalents, End of Year</b>	<u><u>7,085,345</u></u>	<u><u>7,085,345</u></u>
<b>Reconciliation of Operating Loss to Net Cash Used in Operating Activities</b>		
Operating loss	(27,802,427)	(27,676,793)
Adjustments to reconcile operating loss to net cash used in operating activities		
Depreciation	5,346,196	5,066,903
Changes in assets and liabilities		
Accounts receivable	92,215	21,198
Inventories	93,048	(86,116)
Prepaid and other assets	24,655	29,647
Change in net pension liability	(6,631,073)	2,197,405
Change in deferred outflows related to pensions	(16,669)	(506,759)
Change in deferred inflows related to pensions	6,000,253	172,861
Change in accounts payable and prepaid expenses	<u>409,921</u>	<u>(1,567,019)</u>
Net cash used in operating activities	(22,483,881)	(22,348,673)

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
For the years ended December 31, 2017 and 2016

**Capital Assets**

The Transit Authorities procured a total of \$4,432,339 in capital assets as compared to the 2016 amount of \$2,036,292. In 2017 the Transit Authority purchased five new revenue vehicles and started 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](mailto:dfinken@ometro.com) or [cSimon@ometro.com](mailto:cSimon@ometro.com).

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**STATEMENTS OF NET POSITION**

December 31, 2017 and 2016

<b>ASSETS</b>	2017	2016
<b>CURRENT ASSETS</b>		
Cash and cash equivalents (Note 2)	\$ 11,083,719	\$ 7,085,345
Accounts and grants receivable	6,662,191	8,169,566
Property taxes receivable	15,599,912	16,378,689
Materials and supplies inventory	807,750	900,798
Prepaid expenses and other	<u>404,812</u>	<u>423,192</u>
Total current assets	\$ 34,558,384	\$ 32,957,590
<b>CAPITAL ASSETS, NET (Note 3)</b>	38,235,524	37,954,023
<b>OTHER ASSETS</b>	<u>103,939</u>	<u>110,214</u>
Total assets	<u>\$ 72,897,847</u>	<u>\$ 71,021,827</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Pension related deferred outflows (Note 5)	<u>\$ 523,428</u>	<u>\$ 506,759</u>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable	\$ 2,452,966	\$ 713,465
Accrued wages and vacation payable	931,457	947,912
Other accrued salaries and related	635,579	546,002
Accrued expenses	350,221	438,505
Claim liabilities (Note 7)	<u>807,773</u>	<u>894,166</u>
Total current liabilities	<u>\$ 5,177,996</u>	<u>\$ 3,540,050</u>
<b>NONCURRENT LIABILITIES</b>		
Net pension liability (Note 5)	\$ 12,681,437	\$ 19,312,510
Other employee benefits payable (Note 6)	<u>262,333</u>	<u>295,000</u>
Total noncurrent liabilities	<u>\$ 12,943,770</u>	<u>\$ 19,607,510</u>
Total liabilities	<u>\$ 18,121,766</u>	<u>\$ 23,147,560</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Pension related deferred inflows (Note 5)	<u>\$ 6,173,114</u>	<u>\$ 172,861</u>
<b>NET POSITION</b>		
Net investment in capital assets	\$ 38,235,524	\$ 37,958,483
Restricted (Note 4)	2,122,782	1,019,873
Unrestricted	<u>8,768,089</u>	<u>9,229,809</u>
Total net position	<u>\$ 49,126,395</u>	<u>\$ 48,208,165</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, 2017 and 2016

	2017	2016
<b>OPERATING REVENUES</b>		
Passenger fares	\$ 3,618,587	\$ 3,570,466
Service contracts	801,760	729,371
Other	<u>383,044</u>	<u>395,984</u>
Total operating revenues	<u>\$ 4,803,391</u>	<u>\$ 4,695,821</u>
<b>OPERATING EXPENSES</b>		
Administration of transportation operations	\$ 509,688	\$ 516,321
Revenue vehicle movement control	711,869	730,688
Scheduling of transportation operations	94,585	44,456
Revenue vehicle operations	16,175,329	16,943,180
Maintenance administration	506,264	492,571
Servicing revenue vehicles	742,565	696,624
Maintenance of revenue vehicles	3,577,470	3,363,460
Maintenance of other equipment	1,009,742	909,264
Ticketing and fare collection	97,888	84,684
Customer services and promotion	689,032	599,381
Personnel, legal and insurance	891,015	926,638
Finance, accounting and data processing	622,302	592,962
Purchasing and stores	210,153	215,938
General management	488,381	294,708
M.A.P.A activities	166,116	372,590
General and administrative	767,223	522,246
Depreciation	<u>5,346,196</u>	<u>5,066,903</u>
Total operating expenses	<u>\$ 32,605,818</u>	<u>\$ 32,372,614</u>
Operating (loss) income	<u>\$ (27,802,427)</u>	<u>\$ (27,676,793)</u>
<b>NONOPERATING REVENUES (EXPENSES)</b>		
Property taxes	\$ 16,651,141	\$ 16,413,059
Federal operating grants	4,409,467	4,793,655
State operating grants	2,669,383	2,500,000
Other support and revenue	350,000	1,019,873
Investment income	32,095	19,082
Gain (loss) on disposal of capital assets	<u>2,200</u>	<u>1,410</u>
Nonoperating revenues, net	<u>\$ 24,114,286</u>	<u>\$ 24,747,079</u>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS</b>	\$ (3,688,141)	\$ (2,929,714)
<b>CAPITAL CONTRIBUTIONS</b>	<u>\$ 4,606,371</u>	<u>1,014,150</u>
Change in net position	<u>\$ 918,230</u>	<u>\$ (1,915,564)</u>
<b>NET POSITION - BEGINNING AS PREVIOUSLY STATED</b>	48,208,165	51,417,988
Implementation of GASB No. 68 (Note 9)	-	(17,115,105)
Prior period adjustment (Note 10)	<u>-</u>	<u>15,820,846</u>
<b>NET POSITION - BEGINNING AS RESTATED</b>	<u>\$ 48,208,165</u>	<u>\$ 50,123,729</u>
<b>NET POSITION - END OF YEAR</b>	<u>\$ 49,126,395</u>	<u>\$ 48,208,165</u>

See Notes to Financial Statements

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**STATEMENTS OF CASH FLOWS**

For the years ended December 31, 2017 and 2016

	2017	2016
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Cash received from customers	\$ 4,813,598	\$ 4,678,716
Cash paid to suppliers	(10,124,931)	(10,544,427)
Cash paid to employees	(17,172,548)	(16,482,962)
Net cash provided by (used in) operating activities:	<u>\$ (22,483,881)</u>	<u>\$ (22,348,673)</u>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>		
State grants received	2,896,898	\$ 2,597,899
Federal grants received	6,375,050	2,540,699
Property taxes received	<u>17,429,917</u>	<u>15,655,058</u>
Net cash provided by (used in) noncapital financing activities	<u>\$ 26,701,865</u>	<u>\$ 20,793,656</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Purchase of capital assets	\$ (4,432,339)	\$ (2,036,292)
Proceeds on sale of capital assets	2,200	1,410
Other support and revenue received	350,000	1,019,873
Federal capital grants received	<u>3,828,434</u>	<u>1,014,150</u>
Net cash provided by (used in) capital and related financing activities	<u>\$ (251,705)</u>	<u>\$ (859)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest income received	\$ 32,095	\$ 19,082
Net cash provided by (used in) investing activities	<u>\$ 32,095</u>	<u>\$ 19,082</u>
<b>NET INCREASE (DECREASE) IN CASH</b>	\$ 3,998,374	\$ (1,536,794)
<b>CASH - BEGINNING OF YEAR</b>	<u>7,085,345</u>	<u>8,622,139</u>
<b>CASH - END OF YEAR</b>	<u>\$ 11,083,719</u>	<u>\$ 7,085,345</u>
<b>RECONCILIATION TO BALANCE SHEETS</b>		
Cash	<u>\$ 11,083,719</u>	<u>\$ 7,085,345</u>
<b>RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES:</b>		
Operating income (loss)	\$ (27,802,427)	\$ (27,676,793)
Adjustments to reconcile operating income to net cash provided by (used in) operating activities:		
Depreciation	5,346,196	5,066,903
Changes in assets and liabilities:		
(Increase) Decrease in receivables	92,215	21,198
(Increase) Decrease in inventory	93,048	(86,116)
(Increase) Decrease in prepaid and other assets	24,655	29,647
(Increase) Decrease in deferred outflows of resources	(16,669)	(506,759)
Increase (Decrease) in accounts payable and accrued expenses	409,921	(1,567,019)
Increase (Decrease) in net pension liability	(6,631,073)	2,197,405
Increase (Decrease) in deferred inflows of resources	<u>6,000,253</u>	<u>172,861</u>
Net cash provided by (used in) operating activities	<u>\$ (22,483,881)</u>	<u>\$ (22,348,673)</u>
<b>SUPPLEMENTAL CASH FLOWS INFORMATION</b>		
Accounts payable incurred for purchase of property and equipment	\$ 1,199,818	\$ 4,460

**See Notes to Financial Statements**

# THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

## NOTES TO FINANCIAL STATEMENTS

Years ended December 31, 2017 and 2016

### 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.

#### Cash Equivalents:

The Transit Authority considers all liquid investments with original maturities of three months or less to be cash equivalents. At December 31, 2017 and 2016, cash equivalents consisted primarily of a money market account with a bank.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS

Years ended December 31, 2017 and 2016

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

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, 2017 and 2016.

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	15 - 40 years
Motor coaches	3 - 12 years
Service cars and other equipment	3 - 20 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, 2017 and 2016

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, 2017 and 2016

**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, 2017 and 2016, the Transit Authority's banks of deposit and money market balances were \$9,794,326 and \$6,665,158, respectively. As of December 31, 2017 and 2016, 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:

	2017	2016
Carrying value:		
Deposits	\$ 9,649,622	\$ 6,438,935
Cash at County Treasurer	1,434,097	646,410
	<u>\$ 11,083,719</u>	<u>\$ 7,085,345</u>

Investment income for the year ended December 31, 2017 and 2016, consisted of interest income of \$32,095 and \$19,082, respectively.

**3. Capital Assets**

Capital assets activity for the year ended December 31, 2017 and 2016, was:

	Balance 1/1/2017	Additions	Adjustments and Retirements	Transfers	Balance 12/31/2017
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	(55,396,963)	(5,346,196)	1,331,900	-	(59,411,259)
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>

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**NOTES TO FINANCIAL STATEMENTS**  
Years ended December 31, 2017 and 2016

**3. Capital Assets – Continued**

	Balance <u>1/1/2016</u>	<u>Additions</u>	<u>Adjustments and Retirements</u>	<u>Transfers</u>	Balance <u>12/31/2016</u>
Land	\$ 2,761,335	\$ -	\$ -	\$ -	2,761,335
Construction in progress	<u>1,438,265</u>	<u>2,182,349</u>	<u>(141,597)</u>	<u>(3,263,275)</u>	<u>215,742</u>
Total nondepreciable capital assets	<u>\$ 4,199,600</u>	<u>\$ 2,182,349</u>	<u>\$ (141,597)</u>	<u>\$ (3,263,275)</u>	<u>\$ 2,977,077</u>
Buildings and improvements	\$ 37,227,763	\$ -	\$ -	\$ 1,766,006	\$ 38,993,769
Motor coaches	39,377,025	-	(1,137,007)	482,377	38,722,395
Service cars and other equipment	7,734,180	-	-	38,921	7,773,101
Office furniture and equipment	1,986,908	-	(17,657)	-	1,969,251
Fees and studies	<u>1,939,422</u>	<u>-</u>	<u>-</u>	<u>975,971</u>	<u>2,915,393</u>
Total depreciable assets	<u>\$ 88,265,298</u>	<u>\$ -</u>	<u>\$ (1,154,664)</u>	<u>\$ 3,263,275</u>	<u>\$ 90,373,909</u>
Less: accumulated depreciation	<u>(51,484,724)</u>	<u>(5,066,903)</u>	<u>1,154,664</u>	<u>-</u>	<u>(55,396,963)</u>
Total depreciable capital assets, net	<u>\$ 36,780,574</u>	<u>\$ (5,066,903)</u>	<u>\$ -</u>	<u>\$ 3,263,275</u>	<u>\$ 34,976,946</u>
Net capital assets	<u>\$ 40,980,174</u>	<u>\$ (2,884,554)</u>	<u>\$ (141,597)</u>	<u>\$ -</u>	<u>\$ 37,954,023</u>

**4. Restricted Net Position**

The Transit Authority had \$2,122,782 and \$1,019,873 restricted net position at December 31, 2017 and 2016, 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, 2017 and 2016

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	3
Partially vested	20
Fully vested	22
Inactive plan members or beneficiaries currently receiving benefits	48
Inactive plan members entitled to but not yet receiving benefits	5
Total active and inactive participants	<u>98</u>

**Hourly Plan**

Active plan members:	
Non-vested	16
Partially vested	109
Fully vested	93
Inactive plan members or beneficiaries currently receiving benefits	185
Inactive plan members entitled to but not yet receiving benefits	41
Total active and inactive participants	<u>444</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. These percentages were 9.25% for 2016 and 9.28% for 2017.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS  
Years ended December 31, 2017 and 2016

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 and prior to January 1, 2017 the percentage required was 6.5%.

Funded Status and Funding Progress:

Salaried Employees' Plan

At January 1, 2018, the most recent valuation date, the Plan was 82.12% funded. The actuarial accrued liability for benefits was \$9,116,088 and the actuarial value of assets was \$7,486,118 resulting in a net pension liability (NPL) of \$1,629,970. The covered payroll (payroll on which contributions to a pension plan are based) was \$2,401,367 and the ratio of the NPL to covered payroll was 67.88%. 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, 2017, 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%	0.58%
Fixed income	38%	2.66%
Common stocks	55%	5.15%
Alternative investments	5%	6.34%

Hourly Employees' Plan

At January 1, 2018, the most recent valuation date, the Plan was 68.65% funded. The actuarial accrued liability was \$35,249,385 and the actuarial value of assets was \$24,197,918 resulting in a net pension liability of \$11,051,467. The covered payroll was \$12,169,930 and the ratio of the NPL to covered payroll was 90.81%. 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, 2017, 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%	0.58%
Fixed income	38%	2.66%
Common stocks	55%	5.15%
Alternative investments	5%	6.34%

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**NOTES TO FINANCIAL STATEMENTS**  
Years ended December 31, 2017 and 2016

**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 12/31/15	\$ 8,464,863	\$ 6,304,449	\$ 2,160,414
Charges for the year:			
Service cost	154,288	-	154,288
Interest on total pension liability	566,041	-	566,041
Effect of economic/demographic gains or losses	218,869	-	218,869
Benefit payments	(474,430)	(474,430)	-
Employer contributions	-	211,056	(211,056)
Member contributions	-	136,901	(136,901)
Net investment income	-	489,112	(489,112)
Administrative expenses	-	(61,432)	61,432
Transfer from hourly plan	-	96,849	(96,849)
Net changes	464,768	398,056	66,712
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

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

2016	75.06%
2017	82.12%

The following represents the net pension liability for the Transit Authority for 2017 and 2016, 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) - 2017	\$ 2,577,022	\$ 1,629,970	\$ 834,158
Authority's net pension liability (asset) - 2016	\$ 3,166,224	\$ 2,227,126	\$ 1,433,274

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**NOTES TO FINANCIAL STATEMENTS**  
Years ended December 31, 2017 and 2016

**5. Pension Plans – Continued**

Annual Pension Cost and Net Pension Obligation-Continued:

	<b>Hourly Plan</b>		
	<u>Total Pension Liability</u>	<u>Plan Fiduciary Net Position</u>	<u>Net Pension Liability</u>
Balances at 12/31/15	<u>\$ 37,129,992</u>	<u>\$ 20,822,382</u>	<u>\$ 16,307,610</u>
Charges for the year:			
Service cost	1,136,991	-	1,136,991
Interest on total pension liability	2,032,263	-	2,032,263
Effect of economic/demographic gains or losses	350,521	-	350,521
Benefit payments	(1,981,830)	(1,981,830)	-
Employer contributions	-	705,467	(705,467)
Member contributions	-	650,978	(650,978)
Net investment income	-	1,529,462	(1,529,462)
Administrative expenses	-	(47,057)	47,057
Transfer to salaried	-	(96,849)	96,849
Net changes	<u>1,537,945</u>	<u>760,171</u>	<u>777,774</u>
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 plan changes	-	-	-
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>

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

2016	55.82%
2017	68.65%

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**NOTES TO FINANCIAL STATEMENTS**  
Years ended December 31, 2017 and 2016

**5. Pension Plans – Continued**

Annual Pension Cost and Net Pension Obligation-Continued:

The following represents the net pension liability for the Transit Authority for 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:

	<u>1% Decrease (5.75%)</u>	<u>Current Discount Rate (6.75%)</u>	<u>1% Increase (7.75%)</u>
Authority's net pension liability (asset) - 2017	\$ 14,746,710	\$ 11,051,467	\$ 7,898,221

The following represents the net pension liability for the Transit Authority for 2016, calculated using the discount rate of 5.45%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (4.45%) or 1-percentage-point higher (6.45%) than the current rate:

	<u>1% Decrease (4.45%)</u>	<u>Current Discount Rate (5.45%)</u>	<u>1% Increase (6.45%)</u>
Authority's net pension liability (asset) - 2016	\$ 21,494,732	\$ 17,085,384	\$ 13,330,651

For the current year, the Transit Authority recognized pension expense of \$507,574. The Transit Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

**Salary Plan**

	<u>2017</u>		<u>2016</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 173,271	\$ (110,463)	\$ 196,070	\$ -
Net difference between projected and actual earnings on pension plan investments	-	(452,732)	-	(53,268)
Total	<u>\$ 173,271</u>	<u>\$ (563,195)</u>	<u>\$ 196,070</u>	<u>\$ (53,268)</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:

2018	\$ (107,350)
2019	(107,350)
2020	(107,350)
2021	(94,034)
2022	9,162
Thereafter	16,998

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**NOTES TO FINANCIAL STATEMENTS**  
 Years ended December 31, 2017 and 2016

**5. Pension Plans – Continued**

Annual Pension Cost and Net Pension Obligation-Continued:

	<b>Hourly Plan</b>			
	2017		2016	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 350,157	\$ (4,330,351)	\$ 310,689	\$ -
Net difference between projected and actual earnings on pension plan investments	-	(1,279,568)	-	(119,593)
Total	<u>\$ 350,157</u>	<u>\$ (5,609,919)</u>	<u>\$ 310,689</u>	<u>\$ (119,593)</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:	
2018	\$ (869,870)
2019	(869,870)
2020	(869,871)
2021	(839,973)
2022	(542,504)
Thereafter	(1,267,674)

The annual required contribution for the current year was determined as part of the January 1, 2018 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.

THE TRANSIT AUTHORITY OF THE CITY OF OMAHA

NOTES TO FINANCIAL STATEMENTS  
Years ended December 31, 2017 and 2016

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, 2017 and 2016, the Transit Authority recorded a liability of \$262,333 and \$295,000, respectively. No portion of this liability is considered current as of December 31, 2017 or 2016.

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 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 \$4,052,188. 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:

	2017	2016
Balance, January 1	\$ 894,166	\$ 761,978
Current year claims and change in estimates	3,414,395	4,879,536
Claim payments	(3,500,788)	(4,747,348)
Balance, December 31	<u>\$ 807,773</u>	<u>\$ 894,166</u>

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**NOTES TO FINANCIAL STATEMENTS**  
Years ended December 31, 2017 and 2016

**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, 2017 and 2016, 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.

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.

**9. Change in Accounting Principle**

Governmental Accounting Standards Board Statement No. 68, Accounting and Financial Reporting for Pensions – an Amendment of GASB No. 27 was implemented during calendar year 2016. The revised requirements establish new financial reporting requirements for state and local governments which provide their employees with pension benefits, including additional note disclosures and required supplementary information. In addition, GASB No. 68 requires a state or local government employer to recognize a net pension liability and changes in the net pension liability, deferred outflows of resources and deferred inflows of resources which arise from other types of events related to pensions. During the transition year, as permitted, beginning balances for deferred outflows of resources and deferred inflows of resources will not be reported, except for deferred outflows of resources related to contributions made after the measurement date of the beginning net pension liability which is required to be reported by Governmental Accounting Standards Board Statement No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date. Beginning 2016 net position balance was restated to retroactively report the beginning net pension liability, there are no deferred outflows of resources related to contributions made after the measurement date.

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**

**NOTES TO FINANCIAL STATEMENTS**

Years ended December 31, 2017 and 2016

**10. Prior Period Adjustment**

GASB Statement No. 65 Items Previously Reported as Assets and Liabilities changed the way that certain assets and liabilities are shown on the financial statements. One of the changes that came from this GASB statement is the way that property tax revenues are shown on the financial statements. Previously a deferred inflow was shown to represent the upcoming year's revenue from the respective tax levy. This has changed to recognizing the revenue from the tax levy at the time of levy's approval. This resulted in a prior-period adjustment that increased 2016 beginning net assets by \$15,820,846. This adjustment also brought the ending unrestricted net assets from a \$7,349,038 deficit, to a surplus of \$9,229,809.

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

This schedule is being built prospectively until it contains ten years of data.  
Data for fiscal years 2008 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>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>	<u>2008</u>
Actuarially determined contribution	\$ 214,483	\$ 191,504	\$ 193,768	\$ 219,791	\$ 224,671	\$ 240,394	\$ 275,039	\$ 295,364	\$ 278,134	\$ 149,773
Contributions in relation to the actuarially determined contribution	<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>	<u>154,824</u>
Contribution deficiency (excess)	<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>	<u>\$ (5,051)</u>
Covered-employee payroll	\$ 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	\$ 1,621,232
Contributions as a percentage of covered-employee payroll	8.80%	9.13%	11.35%	10.02%	12.14%	12.96%	13.62%	16.64%	18.37%	9.55%

Notes to Schedule

Valuation date:

Actuarial determined contribution rates are calculated as of January 1, 2018

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level percentage of payroll, 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>2017</u>	<u>2016</u>
Annual money-weighted rate of return, net of investment expense	13.81%	7.80%

This schedule is being built prospectively until it contains ten years of data. Data for fiscal years 2008 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>2017</u>	<u>2016</u>	<u>2015</u>
<b>Total pension liability</b>			
Service cost	\$ 1,152	\$ 1,137	\$ 1,158
Interest on total pension liability	2,120	2,032	2,469
Effect of economic/demographic gains or losses	90	351	(975)
Effect of assumption changes or inputs	(4,924)	-	-
Benefit payments, including refunds of member contributions	<u>(1,857)</u>	<u>(1,982)</u>	<u>(1,857)</u>
<b>Net change in total pension liability</b>	<u>(3,419)</u>	1,538	795
<b>Total pension liability-beginning</b>	<u>38,668</u>	<u>37,130</u>	<u>36,335</u>
<b>Total pension liability-ending (a)</b>	<u><u>\$ 35,249</u></u>	<u><u>\$ 38,668</u></u>	<u><u>\$ 37,130</u></u>
 <b>Fiduciary net position</b>			
Contributions-employer	\$ 905	\$ 706	\$ 748
Contributions-member	703	651	663
Net investment income	2,934	1,529	(71)
Benefit payments, including refunds of member contributions	(1,857)	(1,982)	(1,857)
Administrative expense	(56)	(47)	(246)
Transfer to salary plan	<u>(12)</u>	<u>(96)</u>	<u>-</u>
<b>Net change in plan fiduciary net position</b>	<u>2,617</u>	761	(763)
<b>Plan fiduciary net position-beginning</b>	<u>21,581</u>	<u>20,822</u>	<u>21,585</u>
<b>Plan fiduciary net position-ending (b)</b>	<u><u>\$ 24,198</u></u>	<u><u>\$ 21,583</u></u>	<u><u>\$ 20,822</u></u>
 <b>Net pension liability (asset)-ending (a) - (b)</b>	\$ 11,051	\$ 17,085	\$ 16,308
 <b>Fiduciary net position as a percentage of the total pension liability</b>	68.65%	55.82%	56.08%
 <b>Covered-employee payroll</b>	\$ 12,170	\$ 11,497	\$ 11,391
 <b>Net pension liability (asset) as a percentage of covered-employee payroll</b>	90.81%	148.62%	143.17%

This schedule is being built prospectively until it contains ten years of data.  
Data for fiscal years 2008 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

	<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>	<u>2008</u>
Actuarially determined contribution	\$ 958,333	\$ 901,256	\$ 847,243	\$ 833,212	\$ 847,072	\$ 895,706	\$ 871,783	\$ 888,807	\$ 918,023	\$ 667,122
Contributions in relation to the actuarially determined contribution	<u>904,824</u>	<u>705,467</u>	<u>748,129</u>	<u>702,245</u>	<u>726,238</u>	<u>719,065</u>	<u>703,006</u>	<u>689,756</u>	<u>685,452</u>	<u>619,335</u>
Contribution deficiency (excess)	<u>\$ 53,509</u>	<u>\$ 195,789</u>	<u>\$ 99,114</u>	<u>\$ 130,967</u>	<u>\$ 120,834</u>	<u>\$ 176,641</u>	<u>\$ 168,777</u>	<u>\$ 199,051</u>	<u>\$ 232,571</u>	<u>\$ 47,787</u>
Covered-employee payroll	\$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	\$10,128,156
Contributions as a percentage of covered-employee payroll	7.43%	6.14%	6.57%	6.10%	6.39%	6.34%	6.32%	6.20%	6.07%	6.11%

Notes to Schedule

Valuation date:

Actuarial determined contribution rates are calculated as of January 1, 2018

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level percentage of payroll, 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>2017</u>	<u>2016</u>
Annual money-weighted rate of return, net of investment expense	13.68%	7.50%

This schedule is being built prospectively until it contains ten years of data. Data for fiscal years 2008 to 2015 are unavailable.

Supplementary Information

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**  
Year Ended December 31, 2017

<u>Federal Grantor/Pass-Through Grantor/Program Title</u>	<u>Federal CFDA Number</u>	<u>Agreement Number</u>	<u>Expenditures</u>
<b>U.S. Department of Transportation</b>			
Federal Transit Cluster			
Direct Program			
Federal Transit Capital Investment Grants	20.500	NE-03-X041	\$ 3,605
Federal Transit Capital Investment Grants	20.500	NE-04-X044	1,936
Federal Transit Capital Investment Grants	20.500	NE-04-X045	28,532
Passed-Through			
Metropolitan Area Planning Agency			
Federal Transit Capital Investment Grants	20.500	MAPA-METRO NE-04-0006	\$ 881,250
			\$ 915,323
Direct Program			
Federal Transit Formula Grants	20.507	NE-90-X104	\$ 4,589,957
Federal Transit Formula Grants	20.507	NE-90-X096	78,072
Federal Transit Formula Grants	20.507	NE-90-X099	72,595
Federal Transit Formula Grants	20.507	NE-90-X101	900,776
Federal Transit Formula Grants	20.507	NE-90-0075	263,698
Federal Transit Formula Grants	20.507	NE-95-0001	614,625
			\$ 6,519,723
Bus and Bus Facilities Formula Program	20.526	NE-34-0004	\$ 133,641
Total Federal Transit Cluster			\$ 7,534,614
Direct Program			
New Freedom Program	20.521	NE-57-0010	\$ 148,099
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	NE-16-0102	\$ 1,001
National Infrastructure Investments	20.933	NE-79-0001	\$ 1,078,802
Passed-Through			
Metropolitan Area Planning Agency			
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	MAPA-METRO NE-546-600	\$ 76,053
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	MAPA-METRO NE-37-0008	51,646
			\$ 127,699
Total Expenditures of Federal Awards			<u>\$ 8,890,215</u>

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**  
Year Ended December 31, 2017

**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, 2017. 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, 2017, 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 March 29, 2018.

**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  
March 29, 2018

**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, 2017. 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, 2017.

## 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  
March 29, 2018

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
Year Ended December 31, 2017

**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	\$ 7,568,687
National Infrastructure Investments	20.933	\$ 1,078,802

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

**THE TRANSIT AUTHORITY OF THE CITY OF OMAHA**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
Year Ended December 31, 2017

**IV. Summary Schedule of Prior Audit Findings**

Reference Number

2016-001

Condition and Criteria

GASB Statement No. 65 changed the way that certain assets and liabilities are shown on the financial statements. One of the changes was that tax levy revenues should be recognized in the period that the levy is approved, opposed to showing it as a deferred inflow. One of the changes that came from GASB Statement No. 65 was that tax levy revenues should be recognized in the period that the levy is approved, opposed to showing it as a deferred inflow.

Recommendation

We recommend that the Transit Authority update the way that the property tax levy is reflected on the financial statements.

Status

Corrective action taken.