



COMPREHENSIVE ANNUAL FINANCIAL REPORT

for the Fiscal Year Ended
June 30, 2018

San Diego, California



San Diego Metropolitan Transit System

San Diego Metropolitan Transit System

San Diego, California

*Comprehensive Annual Financial Report
and Independent Auditors' Report*

For the Year Ended June 30, 2018

PREPARED BY SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE DEPARTMENT

San Diego Metropolitan Transit System

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San Diego Metropolitan Transit System

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INTRODUCTORY SECTION

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1255 Imperial Avenue, Suite 1000
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Board of Directors and Transit Riders
San Diego Metropolitan Transit System

The comprehensive annual financial report of the San Diego Metropolitan Transit System (MTS) for the fiscal year ended June 30, 2018 is hereby submitted. Responsibility for both the accuracy of the data, and the completeness and fairness of the presentation, including all disclosures, rests with management. The MTS Board of Directors has established an Audit Oversight Committee to provide an additional level of scrutiny to the preparation of the comprehensive annual financial report. Management of MTS is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of MTS are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for preparation of financial statements in conformity with generally accepted accounting principles in the United States of America (U.S. GAAP). The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived and (2) the valuation of costs and benefits requires estimates and judgments by management. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

State statutes require an annual audit by independent certified public accountants. The Pun Group LLP, Accountants and Advisors, has been retained to meet this requirement. The goal of the independent audit was to provide reasonable assurance that the financial statements of MTS for the fiscal year ended June 30, 2018 are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that MTS's financial statements for the fiscal year ended June 30, 2018 are fairly presented, in all material respects, in conformity with U.S. GAAP. The independent auditors' report is presented as the first component of the financial section of this report.

The independent audit was also designed to meet the requirements of a broader, federally mandated "Single Audit" and to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements required the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards. The reports related specifically to the Single Audit are issued under separate cover.

U.S. GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The MD&A can be found immediately following the report of the independent auditors.



REPORTING ENTITY

The San Diego Metropolitan Transit System was created effective January 26, 1976 to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 3 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and San Diego and the unincorporated area of the County of San Diego.

MTS's mission statement, adopted by the Board of Directors, is to enhance the personal mobility of San Diego metropolitan area residents and visitors by:

- Obtaining maximum benefit for every dollar spent.
- Being the community's major public transportation advocate.
- Increasing public transportation usage per capita.
- Taking a customer-oriented approach.
- Implementing capital projects on schedule and within budget.
- Offering high-quality public transportation services.
- Responding to the community's socioeconomic interests.

California law establishes the San Diego Association of Governments (SANDAG) as the planning agency for San Diego County. The responsibility and decision-making for all transportation-related planning, programming and development activities occurs within SANDAG's ten member Transportation Committee. Approved transportation plans and programs are subsequently executed by SANDAG staff. Within this structure, MTS and the North County Transit District (NCTD) focus primarily on operating activities.

MTS is effectively an umbrella agency. MTS owns the assets of San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC), the area's two largest transit operators. These two transit units were formed under California law as not-for-profit public corporations and function as operating subsidiaries of MTS. SDTI and SDTC are considered component units and are blended component units for financial reporting purposes. SDTI operates three Light Rail Transit (LRT) routes: the UC San Diego Blue Line from the America Plaza Station to San Ysidro at the International Border, the Orange Line from the Courthouse station through Centre City and then east to El Cajon, and the Sycuan Green Line from the 12th and Imperial Transit Center Bayside platform to Santee. SDTI operates on a total of 54.3 miles of track. SDTC operates 27 routes with an active fleet of 270 buses.

The relationship between MTS and the transit operating subsidiaries, SDTI and SDTC, is formally established through operating agreements and MTS-adopted corporate policies. These agreements and corporate policies specify the roles and responsibilities of each of the organizations and outline the procedures in numerous functional areas including accounting and budgeting, fare setting, marketing and public information, revenue-producing advertising, service contracts, and programming of federal, state and local subsidies. The MTS Board of Directors has the policy-setting responsibility for the operation and development of MTS's transit operating subsidiaries as well as for the planning and approval of capital expenditures by or on behalf of these entities. The day-to-day operating functions, labor matters and maintenance of facilities are managed by the individual transit operators. MTS has centralized and consolidated Security, Planning, Human Resources, Finance, Information Technology, Stores, and Purchasing for MTS and all subsidiaries.

In addition to the bus routes operated by SDTC, MTS is financially accountable for the operation of certain additional bus routes. MTS contracts with outside parties for the operation of 74 fixed-route bus lines and paratransit services with an active fleet of 527 buses. The contracts require full operation and maintenance of the bus services. Contract services are accounted for in the MTS - Contracted Services Fund for financial reporting purposes.

MTS owns the San Diego and Arizona Eastern Railway Company (SD&AE), a not-for-profit railroad holding company entrusted with assets which include 108 miles of rail line and over 2,000 acres of property. MTS has a contract with the San Diego and Imperial Valley Railway Co. (SDIV) for the operation of freight rail services over the UC San Diego Blue Line (downtown San Diego south to San Ysidro) and Orange Line (downtown San Diego east to El Cajon) trolley segments. MTS provides no subsidy to SDIV, but does receive a portion of its gross revenue. SD&AE is considered a blended component unit for financial reporting purposes.

In December 2012, SD&AE entered into a 99-year lease and operating agreement with Pacific Imperial Railroad, Inc. (PIR) over the 70-mile Desert Line freight right of way in East San Diego County. PIR filed for bankruptcy in September 2016 and the lease was transferred to Baja California Rail Road, Inc. (BJRR) as part of the bankruptcy process. In September 2017, MTS executed an amended and restated Desert Line lease agreement with BJRR. The BJRR agreement provides specific performance milestones which begin after the US and Mexico governments formally approve construction and operation of a customs inspection facility serving the Desert Line, with a minimum of \$1 million in annual revenue required. The agreement may be terminated if BJRR fails to meet the specified milestones, or at BJRR's election with six months' notice. If BJRR meets all milestones and commences freight operations along the Desert Line, MTS's revenue will increase to 7% of gross freight revenue.

MTS is financially accountable for the operation of Taxicab Administration and currently has contracts with the following cities through June 30, 2019: San Diego, National City, El Cajon, Imperial Beach, La Mesa, Lemon Grove, Poway, and Santee. The agreements include licensing and regulating taxicabs, jitneys, nonemergency medical, charter, low speed vehicle, and sightseeing for-hire vehicles.

The MTS Board of Directors is comprised of 15 members with four appointed from the City of San Diego (the Mayor of San Diego and three San Diego City Council Members), two appointed from the City of Chula Vista (the Mayor of Chula Vista and a Chula Vista City Council Member), one appointed from each City Council of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, and one appointed from the San Diego County Board of Supervisors.

ECONOMIC CONDITION AND OUTLOOK

San Diego region's economy is geared toward continued prosperity in 2018. Industries projected to lead the region's growth are PST Services, Manufacturing and Construction. San Diego's gross domestic product (GDP), the total value of the region's economy, soared to \$223.0 billion in 2016 compared to the \$211.8 billion earned in 2015, and is forecasted to grow 2.8 percent in 2018. Unemployment is projected to remain between 3.0 and 3.5 percent during most of the year, and compares favorably to the unemployment rate in California and the national average.

Long-term financial planning

The long-term goal of MTS is to fund operations solely with recurring revenues. While sales tax receipts throughout California, which impacts subsidy revenue available to MTS from both TDA and TransNet funds, increased again for the eighth consecutive year, MTS is currently in the third year of ridership declines, with overall passenger levels down by almost 12% compared to the FY15 peaks. This had a similar impact on passenger revenue levels, and to compensate, MTS utilized one-time funding to balance both the FY18 amended budget and the FY19 operating budget. MTS still has a contingency reserve balance of 12.5% of the operating budget at its disposal.

Major Initiatives

MTS has been addressing this ridership decline in a number of different ways. In Fall 2016, MTS launched its Transit Optimization Plan (TOP) to evaluate MTS' current network of services and ensure that it is efficient and effective for the region's travel needs. MTS collected nearly 4,000 online surveys, as well as valuable feedback at 15 outreach events. MTS then analyzed the findings in conjunction with system performance data, route segments and ridership patterns. MTS hosted more than 20 open house events at transit centers/stations across the county, asking the public for feedback on the proposed route and schedule changes that are aimed at realigning current transit services to meet market needs. The proposed system adjustments were approved by the Board in September 2017. The changes are intended to attract new riders to the system by optimizing and reallocating services to areas of the greatest need. The changes will include an additional \$2 million of funding to provide more efficient and effective service, and have been implemented throughout calendar year 2018.

As part of this ridership review and ease of use of the system, MTS had undertaken an initiative upgrading the region's current fare collection system. A fare collection working group was established in 2016 to spearhead the creation of a set of preliminary requirements for the future electronic fare collection system. The working group developed a Concept of Operations (ConOps), completed in summer of 2017, which reviewed the current system components and contract terms, produced detailed system requirements for the new system (E.g. design of equipment, reporting system, sales channel review), provided direction for the procurement strategy and provided an updated cost estimate. The ConOps also generated plans for Mobile ticketing integration, implementation and transition to the new system. In January 2018, MTS received responses from eight firms about their abilities to build the new fare system based on the ConOps. MTS staff, along with our consultant CH2M, then deemed seven of these firms qualified to build the system MTS envisions. Staff issued a Request for Proposals in March 2018, and upon review of these proposals this summer and negotiations of scope and price shortly after, staff anticipates a contract to be awarded in November 2018 to build our next fare system.

While the replacement of the current fare collection system is being reviewed, enhancements to the existing system are being rolled out to give added functionality to the system. Beginning in May 2018, discounted fares for Senior, Disabled, and Medicare recipients (collectively called S/D/M) and Youth (ages 6-18) were made available on the Compass Cloud mobile ticketing app. Introduced in March 2017, Compass Cloud is the region's anytime, anywhere, mobile ticketing solution for San Diego transit riders. There are now more than 100,000 account holders. MTS also conducted a successful pilot with UC San Diego (UCSD) to put the student U-Pass on the Compass Cloud mobile ticketing app. This "portal" functionality allows MTS to make available this mobile functionality to all UCSD students. Additionally, in April 2018, UCSD students approved a referendum to extend the U-Pass agreement with MTS for an additional six years through 2025. The referendum achieved a 72% approval. The fee was increased to an average of \$45.69 per quarter (from \$37.50) to cover anticipated ridership increases induced by the completion of the Mid-Coast Trolley extension and enrollment increases.

MTS has also expanded the customer facilities in its service area. MTS opened its first new Trolley station since 2005 – the Courthouse Station in downtown San Diego. The Courthouse Station will be the new downtown terminus for the Orange Line, which runs from El Cajon to downtown San Diego and serves approximately nine million passengers annually. The Courthouse Station is located on the south side of C Street, between State and Union streets. It will provide convenient Trolley access for downtown's growing community, and is adjacent to the new State Superior Court Building that will have 1.2 million people passing through its doors each year. To help pay for construction, MTS was awarded a TIRCP competitive grant. MTS's application was one of only 14 projects in the state funded by the State of California's 2015 and 2016 cap-and-trade budget and will also help fund the purchase of eight new light rail vehicles to increase capacity on the Trolley system. MTS's first-ever freeway-level transit stations, the Mid-City Centerline Rapid Transit Stations, were built by SANDAG and Caltrans to serve Rapid 235 along State Route 15 at University Avenue and El Cajon Boulevard. In addition to the stations, a new 2.5-mile segment of transit-only lanes (MTS bus only dedicated lanes) were built within the existing SR-15 median from just north of Interstate 805 to just south of Interstate 8.

To help offset the declining passenger fare revenues, MTS continues to maximize non-fare operating revenues. MTS reached an agreement with Sycuan Casino that will generate up to \$25.5 million in non-fare revenue for MTS operations over a 30-year term. The 24-mile Green Line serves as an attractive area for Sycuan to promote their brand along the high visibility assets of Interstate 8. The MTS Marketing Department will incorporate the Sycuan Green Line name to all MTS materials. This is in addition to the UC San Diego Blue Line naming rights partnership that will generate about \$36 million over its 30-year term. MTS is in the third year of that partnership. MTS continues to seek naming rights for its other assets, including the Orange Line, Rapid services and Trolley Stations. MTS also entered a new agreement with Clear Channel Outdoor to install, at no cost to MTS, digital advertising panels at up to 30 locations in the City of San Diego that will enable electronic advertising to be pushed out remotely. The new contract calls for an increase in the minimum annual guarantee paid to MTS from \$9.5 million to \$11.75 million over the 10-year extension. Clear Channel Outdoor was selected as the vendor for management of vehicle advertising on MTS's fleet of buses and trolleys. Clear Channel Outdoor will generate a minimum of \$9.8 million of non-fare revenue for MTS over the next 10 years, which could grow to as much as \$15 million based on projected sales volumes.

Over the last decade, MTS has made funding the Capital Improvement Plan (CIP) a priority to bring the system up to a state of good repair, with over \$900 million of funding spent on Capital. MTS and SANDAG completed the rehabilitation of the UC San Diego Blue Line and also replaced both the East County and South Bay Bus facilities. The bus fleet replacement plan has been adjusted to keep the number of buses replaced to a manageable figure each year. The U2 light rail vehicle (LRV) fleet has been replaced and \$61M has already been saved towards SD100 LRVs as they approach the end of their useful lives. MTS has committed \$82 million for CIP in FY19, funding 40 projects focused on fleet replacement, maintaining a state of good repair, and a number of rehabilitation projects along the Orange Line.

MTS conducted an agency-wide review of its capital needs for the next 20-years. Each department reviewed the assets for their areas and submitted projects to address the anticipated investment required to keep all MTS infrastructure in a state of good repair. The total project needs over the twenty-year term are projected to be just under \$2 billion, with recurring funding expected to total \$1.4 billion, resulting in a \$632 million funding deficit. Efforts to minimize the funding deficit will be a top priority of staff in the coming years.

Finally, a major service enhancement is now underway. The Federal Transit Administration (FTA) signed a Full Funding Grant Agreement between SANDAG and the FTA to pay for half the cost of the Mid-Coast Trolley extension. The Mid-Coast Trolley extension is the largest public transit project in the history of the San Diego region. It will cost \$2.1 billion to build, and MTS rail operations are expected to commence in 2021. The extension will extend the UC San Diego Blue Line from Santa Fe Depot to the University City community, serving major activity centers such as Old Town, UC San Diego, the VA Hospital and the Westfield UTC mall. MTS will have 11 more miles of track to serve, nine new stations, more trains to operate, and up to 20,000 more daily riders as a result of this project. In November 2016, MTS submitted an order to Siemens to build 45 new S70 light rail vehicles, of which the first 4 have been received. These new vehicles have a redesigned middle section to improve passenger flow, greater wheelchair accessibility and bicycle storage. MTS will utilize 36 of the 45 new LRVs on the Mid-Coast Trolley expansion. The additional nine vehicles will be used to increase frequency on the UC San Diego Blue and Orange lines.

AWARDS AND ACKNOWLEDGMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to MTS for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ended June 30, 2017. This was the twelfth consecutive year and the twenty second year overall that MTS has achieved this prestigious award. To be awarded a Certificate of Achievement, MTS must publish an easily readable and efficiently organized Comprehensive Annual Financial Report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

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

Acknowledgments

The staff of the finance department is to be commended for their efficient and dedicated service to the production of this report. In addition, we express our appreciation for the assistance and cooperation provided by management and staff in all departments throughout the organization.



Paul Jablonski
Chief Executive Officer



Larry Marinesi
Chief Financial Officer

November 01, 2018

San Diego Metropolitan Transit System

Listing of Board of Directors and Management

BOARD OF DIRECTORS

Members	Board position (elected position)
Georgette Gómez	Chair, since 1/18; Board Member since 1/17
Mona Rios	Vice Chair since 1/18; Board Member since 9/11 (Councilmember, National City)
David Alvarez	Board Member, since 1/12 (Councilmember, City of San Diego)
David Arambula	Board Member, since 1/17 (Councilmember, City of Lemon Grove)
Lorie Bragg	Board Member, since 1/12 (Councilmember, Imperial Beach)
Myrtle Cole	Board Member, since 9/13 (Councilmember, City of San Diego)
Mike Diaz	Board Member, since 1/18 (Councilmember, City of Chula Vista)
Kevin Faulconer	Board Member, since 1/18 (Mayor, City of San Diego)
Ronn Hall	Board Member, since 5/17 (Councilmember, City of Santee)
Bob McClellan	Board Member, since 4/08 (Councilmember, City of El Cajon)
Guy McWhirter	Board Member, since 1/15 (Councilmember, City of La Mesa)
John Mullin	Board Member, since 5/18 (Councilmember, City of Poway)
Ron Roberts	Board Member since 11/89 (Supervisor, County Board of Supervisors)
Mary Salas	Chair Pro Tem, since 1/17, Board Member, since 2/13 (Mayor, City of Chula Vista)
Bill Sandke	Board Member, since 1/17 (Councilmember, City of Coronado)

BOARD COMMITTEE MEMBERSHIP

Executive Committee	Accessible Services Advisory Committee	Airport Authority Advisory Committee	Public Security Committee
Georgette Gómez, Chair David Arambula Myrtle Cole Guy McWhirter Mona Rios Ron Roberts	Lorie Bragg, Chair	Bill Sandke	Myrtle Cole Mike Diaz Ron Hall Guy McWhirter Bill Sandke
Audit Oversight Committee	Budget Development Committee	Los Angeles-San Diego Rail Corridor Agency	Taxicab Advisory Committee
Ernie Ewin, Chair David Arambula Myrtle Cole Georgette Gómez Guy McWhirter Mona Rios Ron Roberts	Mary Salas, Chair David Alvarez Georgette Gómez Bob McClellan Ron Roberts	Lorie Bragg	Lorie Zapf
SANDAG Board	SANDAG Regional Planning Committee	SANDAG Transportation Committee	
Mona Rios	Ronn Hall	David Arambula	

San Diego Metropolitan Transit System

Listing of Board of Directors and Management

MTS MANAGEMENT

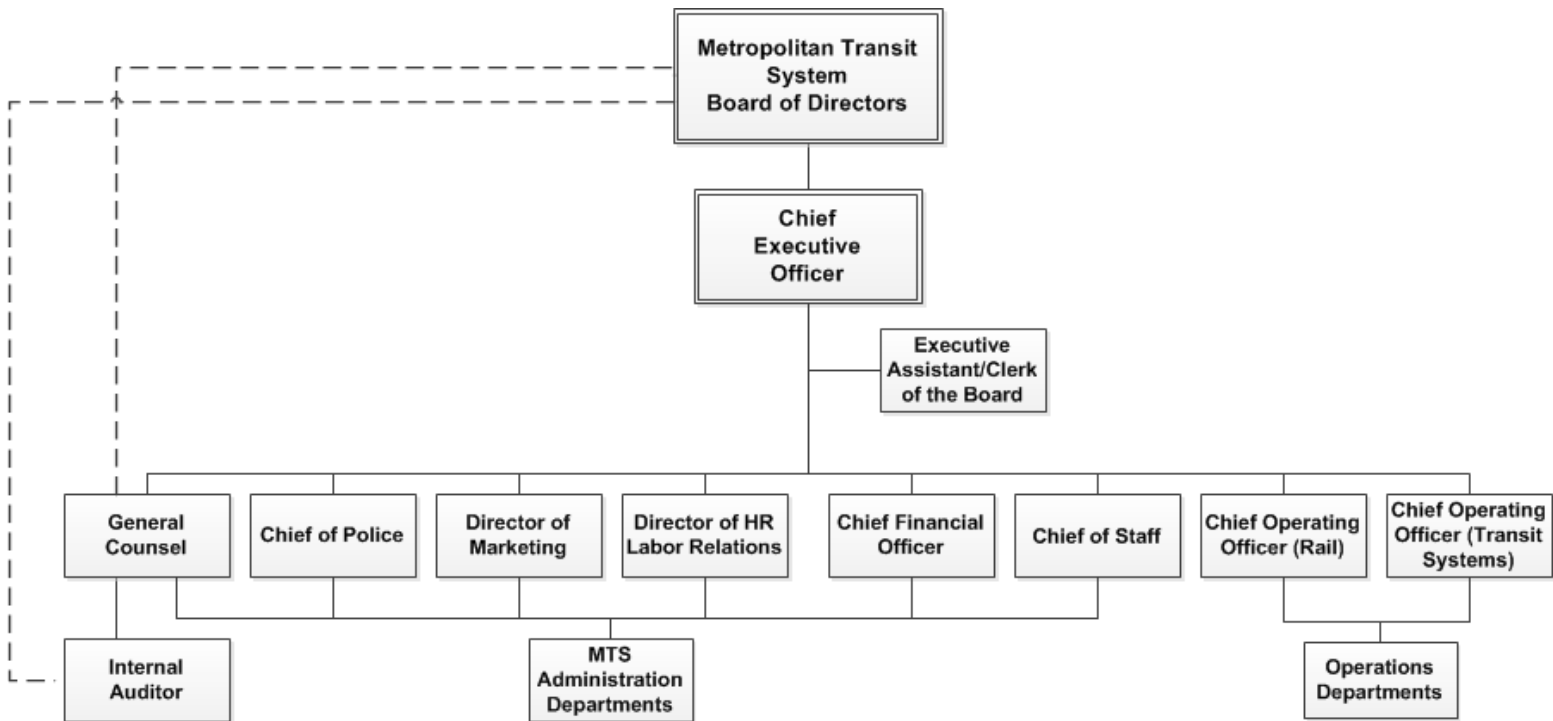
Staff

Position

Paul Jablonski	Chief Executive Officer
Sharon Cooney	Chief of Staff
Karen Landers	General Counsel
Larry Marinesi	Chief Financial Officer
William Spraul	Chief Operating Officer, Transit Systems
E. Wayne Terry	Chief Operating Officer, Rail
Robert Schupp	Director, Marketing and Communications
Jeff Stumbo	Director, Human Resources and Labor Relations
Manuel Guaderrama	Chief of Police

San Diego Metropolitan Transit System

Executive Level Organization Chart



San Diego Metropolitan Transit System

Certificate of Achievement for Excellence in Financial Reporting – GFOA



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

**San Diego Metropolitan Transit System
California**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

June 30, 2017

Christopher P. Morill

Executive Director/CEO

FINANCIAL SECTION

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INDEPENDENT AUDITORS' REPORT

To the Board of Directors
San Diego Metropolitan Transit System
San Diego, California

Report on Financial Statements

We have audited the accompanying basic financial statements of the San Diego Metropolitan Transit System (MTS), which comprise the statement of net position as of June 30, 2018 and the related statements of revenues, expenses and changes in net position, and cash flows for the year then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our 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. Our responsibility is to express an opinion 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of MTS, as of June 30, 2018, and the respective changes in financial position, and cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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Emphasis of Matter

Change in Accounting Principle

As discussed in Note 12 to the financial statements, in 2018, MTS adopted new accounting guidance, GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. The adoption of this statement requires retrospective application of previously reported net position at July 1, 2017 as described in Note 14 to the basic financial statements. In addition, Total OPEB Liability is reported in the Statement of Net Position in the amount of \$45,396,829 as of June 30, 2017, the measurement date. This Total OPEB Liability is calculated by actuaries using estimates and actuarial techniques from an actuarial valuation as of June 30, 2018. Our opinion is not modified with respect to this matter.

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 Proportionate Share of the Net Pension Liability and Related Ratio, Schedules of Changes in Net Pension Liability and Related Ratios, Schedules of Contributions – Pension Plans, and Schedules of Changes in Total OPEB Liability and Related Ratios 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 MTS's basic financial statements. The introductory section, combining and individual fund financial statements, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual fund financial statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

To the Board of Directors
San Diego Metropolitan Transit System
San Diego, California
Page 3

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 01, 2018, on our consideration of MTS'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 MTS's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "The PwC Group, LLP". The signature is written in a cursive, flowing style.

San Diego, California
November 01, 2018

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San Diego Metropolitan Transit System

Management's Discussion and Analysis

June 30, 2018

The following discussion and analysis of the financial performance of the San Diego Metropolitan Transit System (MTS) is intended to provide an overview of MTS's financial activities for the fiscal year ended June 30, 2018. This information should be used in conjunction with the Letter of Transmittal, which can be found on pages i through vi of this report.

Financial Highlights

- Net position, as reported in the statement of net position, totaled \$1,735 million as of June 30, 2018 and \$1,724 million as of June 30, 2017. Of this amount, \$(65) million was the unrestricted deficit as of June 30, 2018 and \$(20) million was the unrestricted deficit as of June 30, 2017. Total net position increased by \$11 million in the current year. The current year increase is attributable to an increase in federal revenue, State Transit Assistance (STA) funding and contributed capital, partially offset by increased operating expenses and decreases in other state revenue funding.
- For the year ended June 30, 2018, the combined farebox recovery ratio (the measure of the ability to recover operating costs through fare revenue) for San Diego Trolley, Inc., San Diego Transit Corporation, and MTS - Contracted Services was 33.33% compared to 36.14% for the year ended June 30, 2017. The current year decrease is primarily due to an increase in personnel costs and a decrease in passenger revenue.

Overview of the Financial Statements

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

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

The *statement of net position* presents information on all of MTS's assets, deferred outflow of resources, liabilities, and deferred inflow of resources with the difference between the four reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of MTS is improving or deteriorating.

The *statement of revenues, expenses and changes in net position* presents information showing how net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

The *statement of cash flows* presents information showing the sources and uses of cash related to operating activities, noncapital financing activities, capital and related financing activities and investing activities. In addition, the statement provides information about significant non-cash investing, capital and financing activities.

Since MTS's primary function is to provide transportation services to the region's citizens and recover costs through user fees and charges, the financial statements include business-type activities. In addition, the financial statements include not only MTS itself (*known as the primary government*), but also two legally separate transit operators and one legally separate freight railway, for which MTS is financially accountable: San Diego and Arizona Eastern Railway Company (SD&AE).

**San Diego Metropolitan Transit System
Management's Discussion and Analysis (Continued)
June 30, 2018**

Notes to basic financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the financial statements.

Other information. In addition to the financial statements and accompanying notes, this report also presents certain required supplementary information concerning MTS's net pension liability and net other post-employment benefits liability for its employees.

Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of an entity's financial stability. In the case of MTS, net position was \$1,735 million at the close of the most recent fiscal year and \$1,724 million at the end of FY2017.

The largest portion of MTS's net position reflects the investment in capital assets, net of accumulated depreciation and reduced by any outstanding bonds or other borrowings and deferred inflows and outflows of resources (Net Investment in Capital Asset). Most of the investment in capital assets is comprised of trolley system assets, buses, and construction-in-progress totaling \$53 million, of which the largest projects are the procurement of 45 new Siemens SD8 Light Rail Vehicles (LRVs) and the Courthouse trolley station, at \$12.8 and \$12.4 million respectively. Prior year construction-in-progress totaled \$36 million, of which the largest projects were the Enterprise Resource Planning (ERP) and Transit Asset Management System (TAM) and the procurement of new Siemens SD8 Light Rail Vehicles (LRVs), at \$9.5 and \$9.2 million respectively. The capital assets that are represented by construction-in-progress will be used to provide services to citizens; consequently, these assets are not available for future spending. In FY2018, MTS transferred completed projects worth \$51 million to SDTC, SDTI and Other MTS - Contracted Services compared to \$59 million in FY2017.

The balance in the unrestricted component of net position decreased by \$(45.7) million during the current year and increased \$12 million in the prior year. Total assets increased by \$49 million primarily due to capital assets increasing by \$46 million. In FY2017, total assets decreased by \$13 million. In the current fiscal year, total liabilities increased by \$26 million primarily due to the increase in total OPEB liability of \$27 million. In the previous year, total liabilities increased by \$38 million.

	2018	2017	\$ Change
Current and other assets	\$ 215,737,517	\$ 212,694,682	\$ 3,042,835
Capital assets	1,787,009,020	1,741,107,404	45,901,616
Total assets	<u>2,002,746,537</u>	<u>1,953,802,086</u>	<u>48,944,451</u>
Deferred outflows of resources	<u>61,966,235</u>	<u>70,889,473</u>	<u>(8,923,238)</u>
Current and other liabilities	57,240,387	58,940,833	(1,700,446)
Long-term liabilities outstanding	<u>256,544,202</u>	<u>228,646,665</u>	<u>27,897,537</u>
Total liabilities	<u>313,784,589</u>	<u>287,587,498</u>	<u>26,197,091</u>
Deferred inflows of resources	<u>15,981,871</u>	<u>12,919,118</u>	<u>3,062,753</u>
Net position:			
Net investment in capital assets	1,785,807,650	1,739,359,691	46,447,959
Restricted	14,447,013	4,440,262	10,006,751
Unrestricted (deficit)	<u>(65,308,351)</u>	<u>(19,615,010)</u>	<u>(45,693,341)</u>
Total net position	<u>\$ 1,734,946,312</u>	<u>\$ 1,724,184,943</u>	<u>\$ 10,761,369</u>

San Diego Metropolitan Transit System
Management's Discussion and Analysis (Continued)
June 30, 2018

Decreases in operating revenue are attributable to a decrease in passenger revenue of \$3 million, a decrease in Compressed Natural Gas (CNG) credits totaling \$800 thousand, and a real estate transaction in FY2017 for \$900 thousand. Variances between FY2018 and FY2017 nonoperating revenues are attributable to significant increases in Federal and State Transit Assistance revenue, partially offset by a decrease in other state revenues. The current year increase in operating expenses is attributable to an increase in personnel costs and outside services.

	2018	2017	\$ Change
Revenues:			
Operating revenues:			
Passenger revenue	\$ 90,235,809	\$ 93,279,455	\$ (3,043,646)
Other operating revenue	18,535,281	20,241,852	(1,706,571)
Nonoperating revenues:			
Federal revenue	86,930,893	72,404,730	14,526,163
Transportation Development Act	94,111,445	94,915,733	(804,288)
State Transit Assistance	21,680,915	12,918,834	8,762,081
State revenue - other	4,886,993	14,183,196	(9,296,203)
TransNet funds	40,195,362	37,270,235	2,925,127
Other nonoperating revenue	5,623,649	2,114,713	3,508,936
Total revenues	362,200,347	347,328,748	14,871,599
Expenses:			
Operating expenses	423,132,790	407,991,373	15,141,417
Nonoperating expenses	809,318	962,775	(153,457)
Total expenses	423,942,108	408,954,148	14,987,960
Increase (Decrease) in net position before capital contributions	(61,741,761)	(61,625,400)	(116,361)
Capital contributions	99,550,659	48,301,025	51,249,634
Increase (decrease) in net position	37,808,898	(13,324,375)	51,133,273
Net position:			
Beginning of year, as previously reported	1,724,184,943	1,737,509,318	(13,324,375)
Restatements due to implementation of GASB 75	(27,047,529)	-	(27,047,529)
Beginning of year, as restated	1,697,137,414	1,737,509,318	(40,371,904)
End of year	\$ 1,734,946,312	\$ 1,724,184,943	\$ 10,761,369

**San Diego Metropolitan Transit System
Management's Discussion and Analysis (Continued)
June 30, 2018**

Capital Asset and Debt Administration

Capital assets. MTS's investment in capital assets net of accumulated depreciation as of June 30, 2018 and 2017 amounted to \$1,787 million and \$1,741 million, respectively. This investment in capital assets includes land, buildings, vehicles, equipment, and construction-in-progress. Major capital asset events during the current fiscal year included the following:

- MTS continues to modernize the bus fleet. In FY2018, 92 buses were placed into service for a total cost of \$52 million.
- MTS completed construction on a new East County Bus Maintenance Facility at a total cost of \$6 million.
- Completed capital projects totaling \$100 million (primarily passenger stations and buses) were transferred from SANDAG to MTS and its component units during FY2018.

CAPITAL ASSETS
(Net of Accumulated Depreciation)

	2018	2017
Land	\$ 256,922,883	\$ 256,922,883
Buildings	996,361,733	968,444,183
Vehicles	432,560,716	426,479,686
Equipment & other	48,553,881	53,087,922
Construction-in-progress	52,609,807	36,172,730
Total	\$ 1,787,009,020	\$ 1,741,107,404

Additional information on MTS's capital assets can be found in Note 5 to the financial statements.

Long-term debt. At the end of the current fiscal year, MTS has one capital lease obligation outstanding in the amount of \$1.1 million. In addition, MTS has one finance obligation outstanding relating to Pension Obligation Bonds issued in fiscal year 2005 for a total obligation of \$15.3 million.

Additional information about MTS's long-term debt can be found in Note 8 to the financial statements.

Bond Ratings

Standard & Poor's Ratings Services provided an underlying rating for the Pension Obligation Bonds at "AA-" with a stable outlook in 2018, the same rating that was received in 2016. Additional information on MTS's long-term debt can be found in Note 8 to the financial statements.

Requests for Information

This financial report is designed to provide a general overview of MTS's finances for all those with an interest in the government's finances. If you have questions concerning any of the information provided in this report or need additional financial information, visit our website at www.sdmts.com or direct inquiries to the Controller, MTS, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

BASIC FINANCIAL STATEMENTS

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San Diego Metropolitan Transit System
Statement of Net Position
June 30, 2018

ASSETS

Current assets:

Cash and cash equivalents	\$ 84,588,129
Cash restricted for capital support	17,246,933
Accounts and other receivables	9,431,211
Due from other governments	82,572,920
Inventory	18,246,303
Prepaid items and other current assets	<u>3,652,021</u>
Total current assets	<u>215,737,517</u>

Noncurrent assets:

Capital assets, net of accumulated depreciation	<u>1,787,009,020</u>
Total noncurrent assets	<u>1,787,009,020</u>
Total assets	<u>2,002,746,537</u>

DEFERRED OUTFLOWS OF RESOURCES

Pension related deferred outflows of resources

Contributions made after measurement date	18,722,293
Differences between projected and actual investment earnings	20,179,460
Differences between expected and actual experience	1,038,158
Changes in employer's proportion	1,162,548
Differences between employer contributions and proportionate share	597,880
Changes in assumption	<u>18,972,003</u>
Total pension related deferred outflows of resources	<u>60,672,342</u>

OPEB related deferred outflows of resources

Contributions made after measurement date	<u>1,293,893</u>
Total deferred outflows of resources	<u>61,966,235</u>

San Diego Metropolitan Transit System
Statement of Net Position (Continued)
June 30, 2018

LIABILITIES

Current liabilities:

Accounts payable	18,584,841
Due to other governments	8,574,860
Unearned revenue	9,419,707
Accrued expenses	2,990,766
Retentions payable	290,779
Retentions payable from restricted assets	2,799,920
Due within one year	
Compensated absences	6,179,497
Accrued damage, injury, and employee claims	5,261,820
Long-term debt, current portion	3,138,197
Total current liabilities	57,240,387

Noncurrent liabilities:

Due in more than one year:	
Compensated absences	4,574,257
Accrued damage, injury, and employee claims	12,028,332
Long-term debt	13,273,072
Aggregate net pension liability	181,271,712
Aggregate total OPEB liability	45,396,829
Total noncurrent liabilities	256,544,202
Total liabilities	313,784,589

DEFERRED INFLOWS OF RESOURCES

Deferred gain on debt refunding related to capital assets	130,101
Pension related deferred inflows of resources	
Differences between projected and actual investment earnings	7,678,722
Differences between expected and actual experience	3,480,013
Changes in employer's proportion	166,559
Changes in assumptions	1,167,117
Total pension related deferred inflows of resources	12,492,411
OPEB related deferred inflows of resources	
Changes in assumptions	3,359,359
Total deferred inflows of resources	15,981,871

NET POSITION

Net investment in capital assets	1,785,807,650
Restricted for capital assets	14,447,013
Unrestricted (deficit)	(65,308,351)
Total net position	\$ 1,734,946,312

See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statement of Revenues, Expenses, and Changes in Net Position
For the Year Ended June 30, 2018

Operating Revenues:	
Passenger revenue	\$ 90,235,809
Advertising	1,130,974
Miscellaneous	17,404,307
Total operating revenues	<u>108,771,090</u>
Operating Expenses:	
Personnel costs	146,282,491
Outside services	101,573,956
Transit operations funding	487,825
Materials and supplies	14,918,022
Energy costs	26,413,555
Risk management	6,675,072
Miscellaneous	5,854,008
Depreciation	120,927,861
Total operating expenses	<u>423,132,790</u>
Operating (Loss)	<u>(314,361,700)</u>
Public Support and Nonoperating Revenues (Expenses):	
Federal revenue	86,930,893
Transportation Development Act (TDA) funds	94,111,445
State Transit Assistance (STA) funds	21,680,915
State revenue - other	4,886,993
<i>TransNet</i> funds	40,195,362
Other local subsidies	5,492,305
Investment earnings	940,538
Interest expenses	(809,318)
(Loss) on disposal of assets	(809,194)
Total public support and nonoperating revenues (expenses):	<u>252,619,939</u>
Income (Loss) Before Contributed Capital	(61,741,761)
Contributed capital, net	<u>99,550,659</u>
Changes in Net Position	37,808,898
Net Position:	
Beginning of year, as restated (Note 14)	<u>1,697,137,414</u>
End of year	<u><u>\$ 1,734,946,312</u></u>

See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statement of Cash Flows
For the Year Ended June 30, 2018

Cash Flows From Operating Activities:	
Receipts from customers and users	\$ 107,429,785
Payments to suppliers	(151,152,671)
Payments to employees	(131,934,361)
Payments for damage and injury	<u>(1,541,026)</u>
Net cash (used in) operating activities	<u>(177,198,273)</u>
Cash Flows From Noncapital Financing Activities:	
Public support funds received	<u>251,301,566</u>
Net cash provided by noncapital financing activities	<u>251,301,566</u>
Cash Flows From Capital and Related Financing Activities:	
Debt service costs	(3,825,507)
Property acquisition	(67,493,671)
Proceeds from disposal of assets	<u>998,974</u>
Net cash (used in) capital and related financing activities	<u>(70,320,204)</u>
Cash Flows From Investing Activities:	
Interest received on investments	<u>965,283</u>
Net cash provided by investing activities	<u>965,283</u>
Net increase in cash and cash equivalents	4,748,372
Cash and Cash Equivalents:	
Beginning of year	<u>97,086,690</u>
End of year	<u><u>\$ 101,835,062</u></u>
Reconciliation of Cash and Cash Equivalents to Statement of Net Position:	
Cash and cash equivalents	\$ 84,588,129
Cash restricted for capital support	<u>17,246,933</u>
Total cash and cash equivalents	<u><u>\$ 101,835,062</u></u>

See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statement of Cash Flows (Continued)
For the Year Ended June 30, 2018

Reconciliation of Operating (Loss) to Net Cash (Used In) Operating Activities:

Operating (loss)	\$ (314,361,700)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities:	
Depreciation	120,927,861
(Increase) decrease in:	
Accounts and other receivables	420,923
Due from other governments	(1,762,228)
Inventory	1,688,973
Prepaid items and other current assets	(864,219)
Increase (decrease) in:	
Accounts payable	(1,277,354)
Due to other governments	1,042,817
Accrued expenses	(29,847)
Unearned revenue	3,083,287
Aggregate net pension liability	12,259,210
Aggregate total OPEB liability	3,292,972
Compensated absences payable	36,342
Accrued damage, injury and employee claims	(1,655,310)
Total adjustments	<u>137,163,427</u>
Net cash (used in) operating activities	<u><u>\$ (177,198,273)</u></u>

Noncash investing, capital, and financing activities:

Contributions of capital assets from SANDAG	\$ 99,550,659
Increase (decrease) in fair value of investments	<u><u>\$ (33,508)</u></u>

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NOTES TO BASIC FINANCIAL STATEMENTS

San Diego Metropolitan Transit System
Notes to Basic Financial Statements
For the Year Ended June 30, 2018

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San Diego Metropolitan Transit System
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For the Year Ended June 30, 2018

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San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies

The accompanying basic financial statements of the San Diego Metropolitan Transit System (MTS) have been prepared in conformity with generally accepted accounting principles in the United States (U.S. 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 standards. The more significant of MTS's accounting policies are described below.

A. Reporting Entity

MTS (also known as San Diego Metropolitan Transit Development Board) was formed on January 26, 1976 by passage of California Senate Bill 101 to plan, construct, and operate (or let contracts to operate) exclusive public mass transit guideways in the urbanized south coastal area of San Diego County. MTS has certain responsibilities for near-term transportation planning and administration of federal and state transportation funds within the area under its jurisdiction. The Board of Directors of MTS consists of 15 members composed of four appointees from the City of San Diego (the Mayor and three Council Members), two appointees from the City of Chula Vista (the Mayor and one Council Member), one appointee from the cities of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, and one appointee from the San Diego County Board of Supervisors.

On January 1, 2003, California Senate Bill 1703 (SB 1703) became effective. SB 1703 required the consolidation of the planning and programming functions of MTS and the North County Transit District (NCTD) into the San Diego Association of Governments (SANDAG) in an initial transfer to take place prior to July 1, 2003. SB 1703 also required the consolidation of certain project development and construction functions of MTS and NCTD into SANDAG in a subsequent transfer to take place prior to January 30, 2004. The initial transfer occurred on July 1, 2003, and the subsequent transfer occurred on October 13, 2003. With these actions, employees were transferred from MTS and NCTD to SANDAG, and certain planning, development, and construction functions were also transferred. As a result, MTS's activities since the consolidation have been focused on operating public transit systems in the urbanized area identified above. In addition to the consolidation required by SB 1703, MTS dissolved the independent Board of Directors of San Diego Transit Corporation (SDTC) and Board of Directors of San Diego Trolley, Inc. (SDTI). MTS now acts as the Board of Directors for all three agencies: MTS, SDTC, and SDTI. Beginning in FY2004, SDTC and SDTI are presented as blended component units.

These basic financial statements present MTS and its legally separate component units, entities for which MTS is considered to be financially accountable. Because MTS appoints a majority of the component units' boards of directors, the boards are substantively the same, and MTS is able to impose its will on the component units, MTS presents blended component units. Blended component units, although legally separate entities, are, in substance, part of MTS's operations. Included within the reporting entity as blended component units:

San Diego Transit Corporation: On July 1, 1985, MTS purchased the assets used by and acquired sole ownership of San Diego Transit Corporation (SDTC) from the City of San Diego for \$1. SDTC has entered into an operating agreement with MTS to operate a public transportation bus system in the City of San Diego and certain regional routes within MTS's jurisdictions. The current agreement, which was approved in December 2006, was renewed on June 23, 2011, as an open-ended agreement terminable upon six months' notice by either party. SDTC continues to provide local service to a number of adjoining cities under pre-existing contracts. Purchases or construction of bus capital items are made by MTS, with whom title remains, and are contributed to SDTC upon completion of a project or when individually purchased by MTS. SDTC's assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. This agency has the same governing board as MTS and provides services directly to the public.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

A. Reporting Entity (Continued)

San Diego Trolley, Inc.: San Diego Trolley, Inc. (SDTI) was organized by MTS in August 1980. SDTI was created to operate and maintain the Light Rail Transit (LRT) system pursuant to an operating agreement with MTS. The current agreement, which was approved in December 2006, was renewed on June 23, 2011, as an open-ended agreement terminable upon six months' notice by either party. Purchases or construction of LRT capital items are made by MTS, with whom title remains, and are contributed to SDTI upon completion of a project or when individually purchased by MTS. SDTI's assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. This agency has the same governing board as MTS and provides services directly to the public.

San Diego and Arizona Eastern Railway Company: MTS purchased the San Diego and Arizona Eastern Railway Company (SD&AE) in 1979. SDTI operates on a portion of the line and private operators provide freight service on a portion of the line. Purchases of capital items are made by MTS, with whom title remains, and are contributed to SD&AE. Since SD&AE provides almost exclusive benefit to MTS, its assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. Separate financial reports are not available.

B. Financial Statements

The Financial Statements (i.e., the statement of net position, the statement of revenues, expenses and changes in net position, and statement of cash flows) report information on all of the activities of the primary government and its component units. The statement of revenues, expenses, and changes in net position demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The Financial Statements are reported using the “*economic resources*” measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as all eligibility requirements have been met. Interest associated with the current fiscal period is considered to be susceptible to accrual and so has been recognized as revenue of the current fiscal period.

In accordance with GASB Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*, the Statement of Net Position reports separate sections for Deferred Outflows of Resources, and Deferred Inflows of Resources, when applicable.

Deferred Outflows of Resources represent outflows of resources (consumption of net position) that apply to future periods and that, therefore, will not be recognized as an expense until that time.

Deferred Inflows of Resources (acquisition of net position) that apply to future periods and that, therefore, are not recognized as revenue until that time.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

MTS receives funding primarily from the following revenue sources:

Passenger Revenue

Passenger fares comprised approximately 32 percent of MTS's \$277.8 million operating budget for FY 2018.

Other Operating Revenues

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, naming rights, interest income, energy credits, rental and land management income, income related to Taxicab administration, income from the SD&AE Railway Company, and other miscellaneous income.

Nonoperating Revenues

MTS receives subsidies that are derived from federal, state and local tax revenues. MTS does not levy or collect any tax funds, but receives allocated portions of tax funds through federal, state and local granting agencies.

Federal Transit Administration (FTA)

FTA revenues are funded by a federal gas tax and revenues of the federal general fund. Moving Ahead for Progress in the 21st Century (MAP-21) was reauthorized on a short-term basis multiple times before being replaced by the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015. The FAST Act reauthorized surface transportation programs through September 30, 2020. Under the FAST Act, MTS receives Section 5307 and Section 5337 grants which are earmarked for capital assistance and preventive maintenance. Under MAP-21, transit agencies were not eligible to be direct recipients of Section 5339 Bus and Bus Facilities Funding. However, under FAST Act, MTS is now an eligible direct recipient of Section 5339 formula funds. In addition, MTS also receives Section 5311 and Section 5311F grants for operations.

Transportation Development Act (TDA)

TDA provides funding for public transit operators. This state fund is one quarter of a percent of the 7.75 percent sales tax assessed in the region. SANDAG is responsible for apportionment of these funds within the San Diego region. As economic conditions improve, sales tax receipts have increased over the prior year, and as a result the TDA funds available for disbursement have increased as well.

State Transit Assistance (STA)

STA funding comes from the Public Transportation Act (PTA) which derives its revenue from the state sales tax on gasoline. These funds are designated as discretionary or formula. The former is appropriated by the legislature. The latter is a formula based upon population and fares generated.

STA State of Good Repair Program (SGR)

The SGR Program is another new revenue source as a result of SB1 and is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. The funds are allocated with the same STA Program formula.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

TransNet

TransNet funds are derived from the Proposition A one-half cent local transportation sales tax that was approved by area voters in November 1987. The original ordinance expired in 2008, but has since been extended to 2048 by subsequent voter approval. The ordinance allocated one-third of the sales tax proceeds for transit purposes, which are further divided between MTS and NCTD based on the proportion of the population within the area of each jurisdiction. The *TransNet* Program also reimburses MTS for the net operating cost of the Bus Rapid Transit and Superloop projects that were approved as part of the extension. These costs are billed to SANDAG on a monthly basis. *TransNet* funds are also apportioned by SANDAG.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP is a discretionary program that was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles travelled throughout California. MTS was awarded \$40.1 million in 2018 for the Blue Line Rail Corridor Transit Enhancements projects.

Low Carbon Transit Operations Program (LCTOP):

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP.

Proposition 1B Revenue (Prop 1B)

The California Public Transportation Modernization, Improvement and Service Enhancement Act of 2006, approved by the voters as Proposition 1B (Prop 1B) in November 2006, authorizes the issuance of \$19.9 billion in general obligation bonds for the purpose of improving highway safety, traffic reduction, air quality, and port security. MTS is not expected to receive Prop 1B revenue after Fiscal Year 2018.

Other State Revenue

MediCal provides further funding support specifically tied to several ADA Paratransit routes to aid patients in their transportation to medical appointments.

Compressed Natural Gas Rebate

Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program is reviewed annually and has not yet been approved for calendar year 2018.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. In addition, SANDAG provides funds for the operation of certain express bus routes and NCTD provides partial subsidy for the Sorrento Valley Coaster Connection.

D. Use of Restricted/Unrestricted Assets

When both restricted and unrestricted resources are available for use, it is MTS's policy to use restricted resources first, then unrestricted resources as they are needed.

E. Cash, Cash Equivalents, and Investments

Investments of pooled cash consist primarily of bankers' acceptances, certificates of deposit, pooled investment funds, liquidity funds, governmental bonds, and commercial paper. Investments are stated at fair value, which is based on quoted market price. Money market investments and participating interest earning investment contracts that have a remaining maturity at the time of purchase of one year or less are reported at amortized cost, which approximates fair value.

For purposes of the statement of cash flows, all highly liquid temporary investments purchased with a maturity of three months or less are considered cash equivalents.

MTS participates in an investment pool managed by the State of California titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in structured notes and asset-backed securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these structured notes and asset-backed securities are subject to market risk and to change in interest rates. The reported value of the pool is the same as the fair value of the pool shares. MTS also participates in the San Diego County Investment Pool, which is a local government investment pool managed by the County Treasurer's Office on behalf of the Investment Pool participants.

Certain disclosure requirements, if applicable for deposit and investment risk, are specified for the following areas:

- Interest Rate Risk
- Credit Risk
 - Overall
 - Custodial Credit Risk
 - Concentration of Credit Risk
- Foreign Currency Risk

U.S. GAAP defines fair value, establishes a framework for measuring fair value, and establishes disclosures about fair value measurement. Investments, unless otherwise specified, recorded at fair value in the Statements of Net Position, are categorized based upon the level of judgement associated with the inputs used to measure their fair value.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

E. Cash, Cash Equivalents, and Investments (Continued)

Levels of inputs are as follows:

Level 1 - Inputs are unadjusted, quoted prices for identical assets and liabilities in active markets at the measurement date.

Level 2 - Inputs, other than quoted prices included in Level 1, that are observable for the asset or liability through corroboration with market data at the measurement date.

Level 3 - Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the asset or liability at the measurement date.

F. Inventory

Inventories are valued at the weighted average unit cost.

G. Prepaid Items and Other Current Assets

Payments made to vendors for services that will benefit periods beyond the fiscal year ended are recorded as prepaid items.

H. Capital Assets

Capital assets include land and right-of-way, buildings and infrastructure assets, vehicles, and equipment. Capital assets are defined by the government as assets with an initial, individual cost of more than \$5,000. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets, donated works of art and similar items, and capital assets received in a service concession arrangement are recorded at acquisition value. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the asset's life are not capitalized. Major outlays for capital asset improvements are recorded as assets.

Under the operating agreements between MTS and SDTC and SDTI, SDTC and SDTI are required to pay a license fee to MTS for the use of certain capital assets. Due to SDTC's and SDTI's continued shortage of operating funds sufficient to cover recurring expenditures, the payment of these fees is considered remote, and therefore, these amounts were not recorded in the accompanying basic financial statements. Buildings, vehicles, and equipment of the primary government, as well as the component units, are depreciated using the straight-line method over the following estimated useful lives:

Assets	Years
Building and structures	20 to 30
Vehicles and buses	5 to 25
Equipment and other capital assets	3 to 10
Capital leases	3 to 40

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

I. Construction-in-Progress

Costs incurred for construction associated with the bus and trolley systems are capitalized as construction-in-progress until such time as they are complete and operational. Upon completion, they are contributed to SDTC, SDTI and MTS - Contracted Services to reflect their custodial accountability for the assets. Depreciation commences at the time of contribution. Assets acquired through capital leases are capitalized.

J. Compensated Absences

It is MTS's policy to permit employees to accumulate earned but unused personal leave time up to a maximum of 400 hours, which includes both vacation and sick pay benefits. All personal leave time is accrued when incurred.

K. Long-Term Obligations

Debt premiums and discounts, if any, are deferred and amortized over the life of the debt using the straight-line method. Long-term debt is reported net of the applicable bond premium or discount. Debt issuance costs are expensed when incurred.

L. Refunding of Debt

Gains or losses occurring from current or advance refunding of debt are reported as deferred inflows or outflows of resources and are being amortized using the straight-line method over the original remaining life of the old debt or the life of the new debt, whichever is less.

M. Pension

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions and pension expense, information about the fiduciary net position of MTS, SDTC and SDTI's pension plans and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms.

N. Other Postemployment Benefits

For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, of the MTS, SDTC, and SDTI's OPEB Plan ("OPEB Plan") have been determined on the same basis as they are reported by the Plan (Note 12). For this purpose, the OPEB Plan recognizes benefit payments when due and payable in accordance with the benefit terms.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

O. Net Position

Net Position is classified as follows:

Net investments in capital assets - This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of debt and deferred inflows and outflows of resources that are attributable to the acquisition, construction, or improvement of those assets.

Restricted - This component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted - This component of net position is the amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investments in capital assets or the restricted component of net position.

P. Use of Estimates

The preparation of the basic financial statements in conformity with generally accepted accounting principles in the United States requires management to make estimates and assumptions that affect certain 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 and expenditures during the reported period. Actual results could differ from these estimates.

Q. Implementation of New GASB Pronouncements for the Year Ended June 30, 2018

During fiscal year ended June 30, 2018, MTS has implemented the following new GASB Pronouncements:

GASB Statement No. 75 - In June 2015, GASB issued Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. This statement applies to government employers who provide OPEB to their employees and for governments that finance OPEB for employees of other governments. This statement basically parallels GASB Statement 68 and replaces GASB Statement 45. Application of this statement is effective for MTS's fiscal year ending June 30, 2018.

GASB Statement No. 81 - In December 2015, GASB issued Statement No. 81, *Irrevocable Split-Interest Agreements*. This Statement requires that a government that receives resources pursuant to an irrevocable split-interest agreement recognize assets, liabilities and deferred inflows of resources at the inception of the agreement. Furthermore, the Statement requires that a government recognize assets representing its beneficial interests in irrevocable split-interest agreements that are administered by a third party, if the government controls the present service capacity of the beneficial interest. This Statement requires that a government recognize revenue when the resources become applicable to the reporting period. Application of this statement is effective for MTS's fiscal year ending June 30, 2018.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

Q. Implementation of New GASB Pronouncements for the Year Ended June 30, 2018 (Continued)

GASB Statement No. 82 - In December 2015, GASB issued Statement No. 82, *Pension Issues - An Amendment of GASB Statements No. 67, No. 68 and No. 73*. This Statement clarifies that payments that are made by an employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements should be classified as plan member contributions for purposes of Statement 67 and as employee contributions for purposes of Statement 68. It also requires that an employer's expense and expenditures of those amounts be recognized in the period for which the contribution is assessed and classified in the same manner as the employer classifies similar compensation other than pensions (for example, as salaries and wages or as fringe benefits). Application of this statement is effective for MTS's fiscal year ending June 30, 2018.

GASB Statement No. 85 - In March 2017, GASB issued Statement No. 85, *Omnibus 2017*. This statement addresses practice issues that have been identified during implementation and application of certain GASB statements. This statement addresses a variety of areas including issues related to blending component units, goodwill, fair value measurement and application, and postemployment benefits (pensions and other postemployment benefits (OPEB)). Application of this statement is effective for MTS's fiscal year ending June 30, 2018.

GASB Statement No. 86 - In May 2017, GASB issued Statement No. 86, *Certain Debt Extinguishment Issues*. This statement improves consistency in accounting and financial reporting for in-substance defeasance of debt by providing guidance for transactions in which cash and other monetary assets acquired with only existing resources - resources other than the proceeds of refunding debt - are placed in an irrevocable trust for the sole purpose of extinguishing debt. This statement also improves accounting and financial reporting for prepaid insurance on debt that is extinguished and notes to financial statements for debt that is defeased in substance. Application of this statement is effective for MTS's fiscal year ending June 30, 2018.

R. Upcoming Government Accounting Standards for the Year Ended June 30, 2019

For the fiscal year ending June 30, 2019, MTS will implement the following new GASB Pronouncements:

GASB Statement No. 83 - In November 2016, GASB issued Statement No. 83, *Certain Asset Retirement Obligations*. This Statement addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability based on the guidance in this Statement. Application of this statement is effective for MTS's fiscal year ending June 30, 2019.

GASB Statement No. 88 - In April 2018, GASB issued Statement No. 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*. This Statement improves the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. Application of this statement is effective for MTS's fiscal year ending June 30, 2019.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 2 – Cash, Cash Equivalents, and Investments

Cash and investments are reported in the accompanying statements of net position as follows on June 30, 2018:

Cash and cash equivalents	\$	84,588,129
Cash and cash equivalents restricted for capital support		17,246,933
Total cash and investments		\$ 101,835,062

Cash and cash equivalents consisted as follows on June 30, 2018:

Investment Type	Measurement Input	Fair Value
Cash and cash equivalents:		
Demand Deposits	N/A	\$ 37,898,684
Retention Trust Account	N/A	2,799,920
San Diego County Investment Pool	Level 2	43,281,259
State of California - Local Agency Investment Fund	Uncategorized	17,855,199
Total cash and cash equivalents		\$ 101,835,062

Demand Deposits

As of June 30, 2018, the carrying amount of demand deposits was \$37,898,684 and the bank balance was \$43,038,639 of which the total amount was collateralized or insured with securities held by the pledging financial institutions in MTS's name as discussed below.

All cash accounts are pooled and swept nightly to a concentration account. Funds required to be held by fiscal agents under the provisions of bond indentures are not included in the pooled cash account.

Investments

Under the provisions of MTS's investment policy and in accordance with California Government Code, MTS is authorized to invest or deposit in the following:

- Securities of the U.S. Government, its agencies and instrumentalities
- Obligations of the State of California or any local agency within the state rated "A" or higher by Standard and Poor's Corporation or Moody's Investor Services, Inc.
- Repurchase agreements
- Bankers' acceptances
- Commercial paper rated "A" or higher by Standard and Poor's Corporation or Moody's Investor Services, Inc.
- Medium-term corporate notes rated "A" or higher by Standard and Poor's Corporation or Moody's Investor Services, Inc.
- Negotiable certificates of deposit
- Local Agency Investment Fund (LAIF) established by the State Treasurer
- San Diego County Pooled Money Fund
- Passbook savings or money market demand deposits with an FDIC, SIPC, or SAIF insured financial institution

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

Local Agency Investment Funds

MTS's investments with Local Agency Investment Fund (LAIF) include a portion of the pool funds invested in structured notes and asset-backed securities. These investments include the following:

- Structured Notes - debt securities (other than asset-backed securities) whose cash flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options. They are issued by corporations and by government-sponsored enterprises.
- Asset-Backed Securities - entitle their purchaser to receive a share of the cash flows from a pool of assets such as principal and interest repayments from a pool of mortgages (such as CMO's), small business loans or credit card receivables.

LAIF is overseen by the Local Investment Advisory Board, which consists of five members, in accordance with State statute. The fair value of our position in the pool is the same as the value of the pool shares.

As of June 30, 2018, MTS had \$17,855,199 invested in LAIF, which had invested 2.67% of the pool investment funds in structured notes and asset-backed securities.

San Diego County Investment Pool

The San Diego County Investment Pool is a local government investment pool managed by the County Treasurer's Office on behalf of Investment Pool participants. Depositors in the Investment Pool include both mandatory participants, those agencies required by law to deposit their funds with the County Treasurer's Office, and voluntary participants, agencies that place their funds in the Investment Pool as an investment option. As of June 30, 2018, voluntary participants, including cities, fire districts, and various special districts accounted for approximately 7.88% of the Investment Pool. At June 30, 2018, the fair value of our position in the pool is 99.48% of the value of the pool shares.

Pursuant to Section 27130-27137 of the California Government Code, the County Board of Supervisors has established the Treasurer's Oversight Committee ("TOC") that monitors and reviews the Investment Policy. The TOC consists of members appointed from the districts or offices that they represent, and up to five members of the public having expertise in, or an academic background in public finance.

To mitigate credit risk, the Investment Pool's Investment Policy, which is more restrictive than the Government Code, places a minimum standard on the ratings of investments held in the Investment Pool. Investments in securities other than those guaranteed by the U.S. Treasury or Government Sponsored Enterprises must have a credit rating of no less than "A" for long-term or "A1" for short-term. Non-rated securities include sweep accounts, collateralized certificates of deposit and repurchase agreements. Sweep accounts and collateralized certificates of deposit must be FDIC insured and collateralized with securities held by a named agent of the depository. Repurchase agreements are collateralized by securities, authorized by the California Government Code Section 53601, having fair market value of 102% or greater than the amount of the repurchase agreement. The Investment Pool does not hold any investments in structured notes.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

San Diego County Investment Pool (Continued)

MTS's investments with the County Treasurer's Office include a portion of the pool funds invested in asset-backed securities as defined in the preceding section for LAIF investments. As of June 30, 2018, MTS had \$43,281,259 invested with the San Diego County Investment Pool, which had invested 2.11% of the pool investment funds in asset-backed securities.

Disclosures Relating to Interest Rate Risk

As a means of limiting its exposure to market value losses arising from rising interest rates, MTS's investment policy limits investments to a maximum of five years unless otherwise approved by the Board.

Disclosures Relating to Credit Risk

MTS's investment policy limits investments in commercial paper and negotiable certificates of deposit to instruments rated "A" or better by Standard and Poor's or Moody's Investor Services, Inc. In the current year, MTS does not hold investments in commercial papers or certificates of deposit. Other investment instruments, including deposits in LAIF; San Diego County Investment Pool; and U.S. Government taxable bonds, are not rated and do not require ratings.

Disclosures Relating to Concentration of Credit Risk

The investment policy limits the amount of the percentage of the portfolio that can be invested by the type of investment for certain types of investments. MTS is in compliance with investment type percentages of the total portfolio of the investment policy.

Disclosures Relating to Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the broker or dealer to a transaction, a government will not be able to recover the value of its investments or collateral securities that are in the possession of another party. The California Government Code requires California banks and savings and loan associations to secure MTS's cash deposits by pledging securities as collateral. This Code states that collateral pledged in this manner shall have the effect of perfecting a security interest in such collateral superior to those of a general creditor. Thus, collateral for cash deposits is considered to be held in MTS's name.

The fair value of pledged securities must equal at least 110% of MTS's cash deposits. California law also allows institutions to secure MTS deposits by pledging first trust deed mortgage notes having a value of 150% of MTS's total cash deposits. MTS may waive collateral requirements for cash deposits which are fully insured up to \$250,000 by the Federal Deposit Insurance Corporation. MTS, however, has not waived the collateralization requirements.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

Summary of Investments to Maturity

Investments held by MTS grouped by maturity date at June 30, 2018, are shown below:

Maturity	
Current to one year	\$ 101,835,062
Total	\$ 101,835,062

Note 3 – Accounts Receivable

A. Accounts and Other Receivables

At June 30, 2018, the net realizable accounts and other receivables consisted of the following:

Passenger revenue - General Public	\$ 3,239,372
Other trade receivables	4,582,072
Pension plan receivable	1,609,767
Total accounts and other receivables	\$ 9,431,211

B. Due from Other Governments

At June 30, 2018, amounts due from other governments consisted of the following:

FTA Grant Funds	\$ 59,537,420
STA Funds	6,875,454
SANDAG - <i>TransNet</i>	6,248,861
County of San Diego	4,692,714
Passenger Revenue - Other Governments	1,762,228
State of California	1,638,020
North County Transit District - shared costs	957,362
SANDAG - Project/Route reimbursement	753,333
Other Local Governments	52,444
Department of Homeland Security	35,869
City of San Diego	19,215
Total due from other governments	\$ 82,572,920

Note 4 – Inventory

At June 30, 2018, inventory consisted of the following repair and maintenance parts and administrative supplies:

San Diego Transit Corp.	\$ 3,458,589
San Diego Trolley, Inc.	14,787,714
Total inventory	\$ 18,246,303

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 5 – Capital Assets

A summary of changes in capital assets for the year ended June 30, 2018 is as follows:

	Balance July 1, 2017	Additions	Deletions	Balance June 30, 2018
Capital assets, not depreciated				
Land and right-of-way	\$ 256,922,883	\$ -	\$ -	\$ 256,922,883
Construction-in-progress	36,172,730	69,128,731	(52,691,654)	52,609,807
Total capital assets, not depreciated	<u>293,095,613</u>	<u>69,128,731</u>	<u>(52,691,654)</u>	<u>309,532,690</u>
Capital assets, depreciated:				
Buildings and structures	1,903,169,196	92,423,892	-	1,995,593,088
Buses and vehicles	788,558,176	52,157,135	(82,453,201)	758,262,110
Equipment and other	141,534,519	7,661,286	(42,895)	149,152,910
Capital lease property	12,091,981	-	-	12,091,981
Total capital assets, depreciated	<u>2,845,353,872</u>	<u>152,242,313</u>	<u>(82,496,096)</u>	<u>2,915,100,089</u>
Less accumulated depreciation for:				
Buildings and structures	(934,725,013)	(64,506,342)	-	(999,231,355)
Buses and vehicles	(362,078,490)	(44,226,192)	80,603,288	(325,701,394)
Equipment and other	(89,769,157)	(11,817,453)	42,895	(101,543,715)
Capital lease property	(10,769,421)	(377,874)	-	(11,147,295)
Total accumulated depreciation	<u>(1,397,342,081)</u>	<u>(120,927,861)</u>	<u>80,646,183</u>	<u>(1,437,623,759)</u>
Total capital assets, depreciated, net	<u>1,448,011,791</u>	<u>31,314,452</u>	<u>(1,849,913)</u>	<u>1,477,476,330</u>
Total capital assets, net	<u>\$ 1,741,107,404</u>	<u>\$ 100,443,183</u>	<u>\$ (54,541,567)</u>	<u>\$ 1,787,009,020</u>

Contributed Capital

MTS converted \$53 million in capital assets from CIP to assets in service in FY2018 as follows:

MTS - General Operations	\$ 1,448,245
MTS - Contracted Services	36,947,032
San Diego Transit Corporation	7,394,755
San Diego Trolley, Inc.	6,901,622
Total	<u>\$ 52,691,654</u>

Capital asset additions totaling \$100 million were contributed by SANDAG in FY2018 as follows:

MTS - Contracted Services	\$ 2,724,742
San Diego Transit Corporation	89,506,033
San Diego Trolley, Inc.	7,319,884
Total	<u>\$ 99,550,659</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 5 – Capital Assets (Continued)

Depreciation Expense

Depreciation expense for capital assets for the year ended June 30, 2018 was comprised of the following:

MTS - General Operations	\$ 3,098,695
MTS - Contracted Services	21,236,046
San Diego Transit Corporation	25,998,089
San Diego Trolley, Inc.	70,595,031
	<u>70,595,031</u>
Total	<u>\$ 120,927,861</u>

Note 6 - Due to Other Governments

At June 30, 2018, amounts due to other governments consisted of the following:

SANDAG - subsidy revenue for construction projects in process	\$ 5,165,754
North County Transit District-passenger revenue	1,509,661
SANDAG - project reimbursements	859,163
State of California - miscellaneous	561,701
City of Lemon Grove - TDA Funds	126,065
County of San Diego - miscellaneous	103,362
City of El Cajon - TDA Funds	94,555
Other Governments - miscellaneous	50,956
City of Coronado - TDA Funds	46,431
City of San Diego - miscellaneous	39,726
City of La Mesa - TDA Funds	17,486
	<u>17,486</u>
Total due to other governments	<u>\$ 8,574,860</u>

Note 7 - Unearned Revenue

At June 30, 2018, unearned revenue consisted of the following:

STA State of Good Repair funds received in advance	\$ 3,046,020
Fare media payments received in advance	2,806,245
Caltrans LCTOP funds received in advance	1,689,717
Lease payments received in advance	1,577,725
Naming Rights payment received in advance	300,000
	<u>300,000</u>
Total unearned revenue	<u>\$ 9,419,707</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 8 – Long-Term Debt

A. Summary

A summary of changes in long-term obligations for the year ended June 30, 2018 is as follows:

	Balance July 1, 2017 (As Restated)	Additions	Reductions	Balance June 30, 2018	Amounts due within one year	Amounts due in more than one year
MTS:						
Capital lease obligations	\$ 1,747,713	\$ -	\$ (676,444)	\$ 1,071,269	\$ 708,197	\$ 363,072
Compensated absences payable	1,081,927	972,967	(910,589)	1,144,305	910,589	233,716
Accrued damage, injury, and employee claims	531,592	828,363	(407,000)	952,955	359,151	593,804
Aggregate net pension liability	11,480,319	7,401,043	(5,462,609)	13,418,753	-	13,418,753
Aggregate total OPEB liability	<u>5,562,352</u>	<u>109,394</u>	<u>(96,621)</u>	<u>5,575,125</u>	<u>-</u>	<u>5,575,125</u>
Total MTS	<u>20,403,903</u>	<u>9,311,767</u>	<u>(7,553,263)</u>	<u>22,162,407</u>	<u>1,977,937</u>	<u>20,184,470</u>
San Diego Transit Corporation:						
Pension Obligation Bonds	17,655,000	-	(2,315,000)	15,340,000	2,430,000	12,910,000
Compensated absences payable	7,244,573	2,637,867	(3,050,499)	6,831,941	3,050,499	3,781,442
Accrued damage, injury, and employee claims	12,189,894	6,656,672	(5,500,000)	13,346,566	3,604,736	9,741,830
Aggregate net pension liability	136,322,951	24,966,384	(26,913,630)	134,375,705	-	134,375,705
Aggregate total OPEB liability	<u>29,858,990</u>	<u>(206,937)</u>	<u>(929,170)</u>	<u>28,722,883</u>	<u>-</u>	<u>28,722,883</u>
Total San Diego Transit Corporation	<u>203,271,408</u>	<u>34,053,986</u>	<u>(38,708,299)</u>	<u>198,617,095</u>	<u>9,085,235</u>	<u>189,531,860</u>
San Diego Trolley, Inc.:						
Compensated absences payable	2,663,379	2,332,538	(2,218,409)	2,777,508	2,218,409	559,099
Accrued damage, injury, and employee claims	2,913,356	1,180,275	(1,103,000)	2,990,631	1,297,933	1,692,698
Aggregate net pension liability	30,302,011	20,276,699	(17,101,456)	33,477,254	-	33,477,254
Aggregate total OPEB liability	<u>11,414,062</u>	<u>(126,202)</u>	<u>(189,039)</u>	<u>11,098,821</u>	<u>-</u>	<u>11,098,821</u>
Total San Diego Trolley, Inc.	<u>47,292,808</u>	<u>23,663,310</u>	<u>(20,611,904)</u>	<u>50,344,214</u>	<u>3,516,342</u>	<u>46,827,872</u>
Total	<u>\$270,968,119</u>	<u>\$ 67,029,063</u>	<u>\$(66,873,466)</u>	<u>\$271,123,716</u>	<u>\$ 14,579,514</u>	<u>\$256,544,202</u>

Long-term debt is reported in the accompanying statement of net position as follows:

	Due Within One Year	Noncurrent Liabilities
Long-Term Liabilities:		
Compensated absences payable	\$ 6,179,497	\$ 4,574,257
Accrued damage, injury, and employee claims	5,261,820	12,028,332
Long-term debt	3,138,197	13,273,072
Aggregate net pension liability	-	181,271,712
Aggregate total OPEB liability	-	45,396,829
Total long-term liabilities	<u>\$ 14,579,514</u>	<u>\$ 256,544,202</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 8 – Long-Term Debt (Continued)

B. Capital Lease

The County of San Diego (the County) has a master lease agreement with the MTS Joint Powers Agency (Agency) for the lease of the MTS Tower building. MTS entered into a sublease agreement with the County for a portion (27.61%) of the MTS Tower building. The sublease is classified as a capital lease because 27.61% of the title transfers to MTS at the end of the County’s master lease. The master lease terminates on November 1, 2086; however, the County has the option to terminate the agreement on November 1, 2041 and each tenth anniversary thereafter. In May 2011, San Diego County refunded the underlying debt obligation in order to secure a more favorable interest rate, which results in a \$1.3 million reduction in future principal and interest payments under the terms of the lease agreement. A \$788,266 net economic capital gain from the refunding, which is the difference between the present value of the minimum payments on the refunded debt and the present value of the minimum payments on the refunding debt, has been deferred. The deferred gain will be amortized as a component of interest expense over the life of the refunding debt, which is the same life as the refunded debt.

The asset acquired through the capital lease is as follows:

Building – MTS Tower		\$	12,091,981
Less accumulated depreciation			(11,147,295)
Total			944,686

At June 30, 2018 the future minimum payments under the capital lease were \$1,071,269 summarized below:

Year ending June 30:			Tower Lease Payments
2019		\$	744,055
2020			372,148
Total minimum lease payments			1,116,203
Less amount representing interest			(44,934)
Present value of minimum lease payments		\$	1,071,269

C. Pension Obligation Bonds

In October 2004, MTS issued \$77,490,000 of Taxable Pension Obligation Bonds (POBs) for the benefit of SDTC. The purpose of the bonds was to make contributions to the San Diego Transit Corporation Retirement Plan and reduce its unfunded liability. This is in essence a hedge versus the assumed investment rate of 8% used by the actuary to determine the Actuarial Accrued Liability. The proceeds less fees were invested into the retirement plan. The bonds consist of the following:

Series A Bonds of \$38,690,000 are fixed rate bonds that mature in annual installments between 2006 and 2024 and bear an interest rate from 2.58% to 5.15% increasing progressively over the maturities. Interest is due and payable semi-annually on June 1 and December 1. Principal is due and payable each year on December 1.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 8 – Long-Term Debt (Continued)

C. Pension Obligation Bonds (Continued)

At June 30, 2018, the outstanding balance of the Pension Obligation Bonds is \$15,340,000. The required payments for the Pension Obligation Bonds, including interest, are:

Year ending June 30	Principal	Interest	Total
2019	\$ 2,430,000	\$ 723,671	\$ 3,153,671
2020	2,555,000	599,074	3,154,074
2021	2,690,000	464,015	3,154,015
2022	2,835,000	321,746	3,156,746
2023	2,985,000	171,881	3,156,881
2024	1,845,000	47,509	1,892,509
Total	<u>\$ 15,340,000</u>	<u>\$ 2,327,896</u>	<u>\$ 17,667,896</u>

Note 9 – Risk Management

MTS (including SDTI, SDTC, and MTS - Contracted Services) is self-insured for third party liability claims to a maximum of \$2,000,000 per occurrence. Amounts in excess of the self-insured retention limits for public liability are covered through commercial insurance carriers up to \$75,000,000. No stop loss or cap coverage is purchased above the \$75,000,000 limits. MTS, SDTI, and SDTC purchase all-risk (excluding earthquake) insurance coverage for property damage up to \$600,000,000 per occurrence with deductibles ranging from \$25,000 to \$250,000, depending on the type of property and peril involved. In addition, MTS, SDTC, and SDTI are self-insured for costs arising from employee workers' compensation act benefit claims including employer's liability to a retained limit of \$1,000,000 per occurrence. Amounts in excess of \$1,000,000 are insured up to statutory limits. MTS, SDTC, and SDTI all finance their respective unemployment insurance liabilities. MTS, SDTC and SDTI have policies for crime coverage through commercial insurance as well as cyber liability insurance to protect the agencies from third party claims alleging computer security breaches. The crime coverage policy has a limit of \$1,000,000 subject to a \$25,000 deductible and the cyber liability policy has a limit of \$3,000,000 subject to a \$100,000 deductible. These policies protect against theft, loss or unauthorized disclosure of personally identifiable information.

Claim expenditures and liabilities in connection with these self-insurance programs are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. These losses include an estimate of claims that have been incurred but not reported based upon past experience, modified for current trends and information. Claim payments up to \$2,000,000 per incident are recorded as risk management expenses in the statements of revenues, expenses, and changes in net position. Claim payments did not exceed insurance coverage in any of the past three years.

	Beginning of fiscal year	Current year claims and changes in estimates	Claims payments	End of fiscal year
2016	\$ 14,208,750	\$ 6,955,400	\$ (5,569,000)	\$ 15,595,150
2017	15,595,150	3,599,692	(3,560,000)	15,634,842
2018	15,634,842	8,665,310	(7,010,000)	17,290,152

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 9 – Risk Management (Continued)

Following is a summary of accrued damage, injury, and employee claims for fiscal year 2018:

Current portion	\$ 5,261,820
Non-current portion	<u>12,028,332</u>
Total	<u><u>\$ 17,290,152</u></u>

MTS has established a policy to consolidate the minimum balances required in the liability claims reserve accounts of SDTC and SDTI to be held by MTS. The policy also established eligible uses for the MTS reserve account, which included the reimbursement to SDTC and SDTI of awards/settlements of individual liability claims for personal injury and/or property damage in excess of \$300,000, but within the self-insurance retention at SDTC and SDTI. In connection with these self-insurance programs, liabilities for SDTC, SDTI and MTS were \$17,290,152 at June 30, 2018.

The Board has designated \$2,000,000 for the purposes of funding the future claims liabilities of MTS, SDTI, and SDTC.

Note 10 – Contingencies

Pending legal actions. MTS, SDTC and SDTI have been named in certain legal actions pending at June 30, 2018. While the outcome of these lawsuits is not presently determinable, in the opinion of management of MTS, SDTC and SDTI, based in part on the advice of counsel, the resolution of these matters is not expected to have a material adverse effect on the financial position or results of operations of MTS, SDTC, or SDTI, or is adequately covered by insurance.

Pledged Revenue. SDTC has pledged future revenues pursuant to the provision of the Pension Obligation Bonds issued by SDTC in FY 2004.

Note 11 – Employee Retirement Systems

A. Summary

Aggregate Net Pension Liability

Aggregate Net Pension Liability at June 30, 2018 is reported in the accompanying statements of net position as follows:

MTS CalPERS Plans	\$ 13,418,753
SDTI CalPERS Plans	31,326,755
SDTI PARS Plan	2,150,499
SDTC Retirement Plan	<u>134,375,705</u>
Total	<u><u>\$ 181,271,712</u></u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

A. Summary (Continued)

Deferred Outflows of Resources

Deferred Outflows of Resources at June 30, 2018 are reported in the accompanying statement of net position as follows:

	Contributions Made After Measurement Date	Differences Between Expected and Actual Experience	Differences Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Differences Between Employer's Contributions and Proportionate Share of Contributions	Total
MTS CalPERS Plans	\$ 1,896,639	\$ 16,501	\$ 463,033	\$ 2,047,380	\$ 1,162,548	\$ 597,880	\$ 6,183,981
SDTI CalPERS Plans	3,266,081	231,199	6,343,671	6,839,732	-	-	16,680,683
SDTI PARS Plan	539,350	-	336,497	184,933	-	-	1,060,780
SDTC Retirement Plan	13,020,223	790,458	13,036,259	9,899,958	-	-	36,746,898
Total	<u>\$ 18,722,293</u>	<u>\$ 1,038,158</u>	<u>\$ 20,179,460</u>	<u>\$ 18,972,003</u>	<u>\$ 1,162,548</u>	<u>\$ 597,880</u>	<u>\$ 60,672,342</u>

Deferred Inflows of Resources

Deferred Inflows of Resources at June 30, 2018 are reported in the accompanying statement of net position as follows:

	Differences Between Expected and Actual Experience	Changes in Assumption	Changes in Employer's Proportion	Differences Between Projected and Actual Earnings on Pension Plan Investments	Total
MTS CalPERS Plans	\$ 236,407	\$ 156,115	\$ 166,559	\$ -	\$ 559,081
SDTI CalPERS Plans	2,423,342	1,011,002	-	4,848,230	8,282,574
SDTI PARS Plan	95,439	-	-	208,147	303,586
SDTC Retirement Plan	724,825	-	-	2,622,345	3,347,170
Total	<u>\$ 3,480,013</u>	<u>\$ 1,167,117</u>	<u>\$ 166,559</u>	<u>\$ 7,678,722</u>	<u>\$ 12,492,411</u>

Pension Expense

Pension expenses are included in the accompanying statements of revenues, expenses, and changes in net position as follows:

MTS CalPERS Plans	\$ 3,230,287
SDTI CalPERS Plans	5,391,273
SDTI PARS Plan	528,123
SDTC Retirement Plan	24,640,931
Total	<u>\$ 33,790,614</u>

**San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018**

Note 11 – Employee Retirement Systems (Continued)

B. MTS

General Information about the Pension Plans

Plan Description – All MTS management employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the MTS Miscellaneous, MTS Miscellaneous PEPR, or MTS Miscellaneous Second Tier cost-sharing multiple employer defined benefit plans administered by California Public Employees’ Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee’s Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment and can only be amended by the MTS Board of Directors.

The Plan’s provisions and benefits in effect as of June 30, 2018 are summarized as follows:

**MTS Miscellaneous Plan-1223
CLOSED TO NEW MEMBERS**

Hire date	Prior to December 24, 2012
Benefit formula	2.7% @ 55
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50-55
Monthly benefits, as a % of eligible compensation	2.0%-2.7%
Required employee contribution rates	8.00%
Required employer contribution rates	22.08%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service
COLA	2.00%

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

B. MTS (Continued)

General Information about the Pension Plans (Continued)

MTS Miscellaneous Second Tier Plan - 30134

Hire date	On or Between December 24 and 31, 2012 or Grandfathered classic members
Benefit formula	2.0% @ 60
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50-63
Monthly benefits, as a % of eligible compensation	1.092%-2.418%
Required employee contribution rates	7.00%
Required employer contribution rates	7.65%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service
COLA	2.00%

MTS PEPRA Miscellaneous Plan - 26789

Hire date	On or after January 1, 2013
Benefit formula	2.0% @ 62
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	36 months
Retirement age	52-67
Monthly benefits, as a % of eligible compensation	1.0-2.5%
Required employee contribution rates	6.25%
Required employer contribution rates	6.53%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service
COLA	2.00%

Employees Covered – At June 30, 2018 (measurement date of June 30, 2017), the following employees were covered by the benefit terms for each Plan:

Inactive employees or beneficiaries currently receiving benefits	126
Inactive employees entitled to but not yet receiving benefits	47
Active employees	159

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Contributions

Section 20814(c) of the California Public Employees’ Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through the CalPERS’ annual actuarial valuation process. For public agency cost-sharing plans, the Plan’s actuarially determined rate is based on the estimated amount necessary to pay the Plan’s allocated share of the risk pool’s costs of benefits earned by employees during the year, and any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the year ended June 30, 2017 (measurement date), the active employee contribution rates and average employer contribution rates were as follows:

	Employee Contribution Rate	Employer Contribution Rate
MTS - Miscellaneous Plan-1223	8.00%	22.08%
MTS Miscellaneous Second Tier Plan - 30134	7.00%	7.65%
MTS PEPRA Miscellaneous Plan - 26789	6.25%	6.53%

For the year ended June 30, 2017 (measurement date), the plan's proportionate share of aggregate contributions recognized as part of pension expense were:

Contributions - employer	\$	1,348,728
Contributions - employee		496,615

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2018 (measurement date 2017), MTS reported \$13,418,753 net pension liabilities for its proportionate share of the aggregate net pension liability.

MTS Plans' net pension liability is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2017, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2016 rolled forward to June 30, 2017 using standard update procedures. MTS’s proportion of the net pension liability was based on a projection of the MTS’s long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

The following is the approach established by the plan actuary to allocate the net pension liability and pension expense to the individual employers within the risk pool:

- (1) In determining a cost-sharing plan's proportionate share, total amounts of liabilities and assets are first calculated for the risk pool as a whole on the valuation date (June 30, 2016). The risk pool's fiduciary net position ("FNP") subtracted from its total pension liability ("TPL") determines the net pension liability ("NPL") at the valuation date.
- (2) Using standard actuarial roll forward methods, the risk pool TPL is then computed at the measurement date (June 30, 2017). Risk pool FNP at the measurement date is then subtracted from this number to compute the NPL for the risk pool at the measurement date. For purposes of FNP in this step and any later reference thereto, the risk pool's FNP at the measurement date denotes the aggregate risk pool's FNP at June 30, 2017 less the sum of all additional side fund (or unfunded liability) contributions made by all employers during the measurement period (FY2017).
- (3) The individual plan's TPL, FNP, and NPL are also calculated at the valuation date.
- (4) Two ratios are created by dividing the plan's individual TPL and FNP as of the valuation date from step (3) by the amounts in step (1), the risk pool's total TPL and FNP, respectively.
- (5) The plan's TPL as of the measurement date is equal to the risk pool TPL generated in step (2) multiplied by the TPL ratio generated in step (4). The plan's FNP as of the measurement date is equal to the FNP generated in step (2) multiplied by the FNP ratio generated in step (4) plus any additional side fund (or unfunded liability) contributions made by the employer on behalf of the plan during the measurement period.
- (6) The plan's NPL at the measurement date is the difference between the TPL and FNP calculated in step (5).

MTS's proportionate share of the net pension liability as of June 30, 2017 and 2016 (measurement dates) were as follows:

Proportion June 30, 2016	0.13477%
Proportion June 30, 2017	0.13531%
Change - Increase (Decrease)	<u>0.00054%</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

For the year ended June 30, 2018, MTS recognized pension expense of \$3,230,287. At June 30, 2018, MTS reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after the measurement date	\$ 1,896,639	\$ -
Differences between expected and actual experience	16,501	(236,407)
Changes in assumptions	2,047,380	(156,115)
Change in employer's proportion	1,162,548	(166,559)
Differences between actual and proportionate share of employer contributions	597,880	-
Differences between projected and actual earnings on pension plan investments	463,033	-
Total	<u>\$ 6,183,981</u>	<u>\$ (559,081)</u>

The \$1,896,639 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2019.

As of the measurement date June 30, 2017, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2019	\$ 1,430,994
2020	1,567,698
2021	1,004,481
2022	(274,911)
2023	-
Total	<u>\$ 3,728,262</u>

**San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018**

Note 11 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

Actuarial Assumptions – The total pension liability in the June 30, 2016 actuarial valuation was determined using the following actuarial assumptions:

Valuation Date	June 30, 2016
Measurement Date	June 30, 2017
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.75%
Payroll Growth	3.00%
Projected Salary Increase	varies by entry age and service (1)
Investment Rate of Return	7.50% (2)
Mortality	derived using CalPERS's membership data for all funds (3)

(1) Depending on age, service and type

(2) Net of pension plan investment

(3) The mortality table used was developed based on CalPERS's specific data.

The table includes 20 years of mortality improvements using Society of Actuaries Scales BB.

Change in Assumptions – GASB 68, paragraph 30 states that the long-term expected rate of return should be determined net of pension plan investment expense, but without reduction for pension plan administrative expense. In the current year, the discount rate was reduced from 7.65 percent to 7.15 percent. All other actuarial assumptions used in the June 30, 2016 valuation were based on the results of an actuarial experience study for the period 1997 to 2011, including updates to salary increase, mortality and retirement rates. Further details of the Experience Study can be found on the CalPERS website.

Discount Rate – The discount rate used to measure the total pension liability was 7.15 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15 percent is applied to all plans in the Public Employees Retirement Fund. The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called “GASB Crossover Testing Report” that can be obtained at CalPERS’ website under the GASB 68 section.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, staff took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class	New Strategic Allocation	Real Return Years 1-10 (a)	Real Return Years 11+ (b)
Global Equity	47.00%	4.90%	5.38%
Global Fixed Income	19.00%	0.80%	2.27%
Inflation Sensitive	6.00%	0.60%	1.39%
Private Equity	12.00%	6.60%	6.63%
Real Estate	11.00%	2.80%	5.21%
Infrastructure and Forestland	3.00%	3.90%	5.36%
Liquidity	2.00%	-0.40%	-0.90%

(a) an expected inflation of 2.50% for this period

(b) an expected inflation of 3.00% for this period

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents MTS’s proportionate share of the net pension liability as of June 30, 2018, calculated using the discount rate, as well as what MTS’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

1% Decrease		6.15%
Net Pension Liability	\$	20,167,504
Current Discount Rate		7.15%
Net Pension Liability	\$	13,418,753
1% Increase		8.15%
Net Pension Liability	\$	7,829,316

Pension Plan Fiduciary Net Position – Detailed information about MTS's pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan

At June 30, 2018, MTS reported a payable of \$154,017 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2018.

C. SDTI

1. CalPERS Plans

Plan Description – All SDTI employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the SDTI Miscellaneous or PEPRAs Miscellaneous single employer defined benefit plans administered by California Public Employees’ Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee’s Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Plan members include both contract and non-contract employees. Benefits are based on years of credited service, equal to one year of full time employment and can only be amended by the MTS Board of Directors.

**San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018**

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

1. CalPERS Plans (Continued)

The Plans' provisions and benefits in effect as of June 30, 2018 are summarized as follows:

**San Diego Trolley Miscellaneous Plan - 1406
Closed to New Members**

	Management Employees	Union Employees
Hire date	Prior to January 1, 2013	Prior to January 1, 2013
Benefit formula	2.0% @ 55	2.0% @ 55
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	12 months	12 months
Retirement age	50-63	50-63
Monthly benefits, as a % of eligible compensation	1.426-2.418%	1.426-2.418%
Required employee contribution rates	8.00%	7.26%
Required employer contribution rates	10.53%	11.26%
Pre-Retirement Death Benefit	1959 Survivor Benefit Level 2	1959 Survivor Benefit Level 2
Post-Retirement Death Benefit	\$500 Lump Sum	\$500 Lump Sum
COLA	2.00%	2.00%
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service	1.8% of final compensation multiplied by service

San Diego Trolley PEPRA Miscellaneous Plan - 26965

Hire date	On or After January 1, 2013
Benefit formula	2.0% @ 62
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	36 months
Retirement age	52-67
Monthly benefits, as a % of eligible compensation	1.0-2.5%
Required employee contribution rates	5.75%
Required employer contribution rates	11.53%
Pre-Retirement Death Benefit	1959 Survivor Benefit Level 2
Post-Retirement Death Benefit	\$500 Lump Sum
COLA	2.00%
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

2. PARS

Plan Description – All full-time SDTI management employees employed between October 1, 2003 and December 24, 2012 are eligible to participate in the PARS Retirement Enhancement Plan, a defined benefit plan held by the Public Agency Retirement System Trust, an agent multiple employer retirement trust under Internal Revenue Service Code Section 401(a). The Plan is administered by Public Agency Retirement Services (PARS). Separate information for the Plan is included in another financial report issued by PARS. Copies of the financial report can be obtained in writing from Public Agency Retirement Services, 4350 Von Karman Ave., Suite 100, Newport Beach, CA 92660.

Benefits Provided – PARS provides supplemental service retirement benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Members are eligible to receive benefits if they, have retired under CalPERS, have terminated employment, or had their position eliminated due to internal reorganization or mandatory operating budget reductions after January 1, 2004. The Plan benefit supplements member's CalPERS benefit to provide members with an enhanced retirement benefit and MTS management has the authority to amend the Plan's benefit terms. The monthly lifetime benefit is calculated by taking the difference between (1) and (2) below and multiplying it by one-twelfth (1/12):

- (1) PARS Age Factor x Benefit Service x Highest Average Annual Compensation (Subject to CalPERS Deductions) during the Last 12 Months of Employment
- (2) CalPERS Age Factor x Benefit Service x Highest Average Annual Compensation (Subject to CalPERS Deductions) during the Last 12 Months of Employment

The Plan's provisions and benefits in effect as of June 30, 2018 are summarized as follows:

San Diego Trolley PARS Plan
CLOSED TO NEW MEMBERS

Hire date	Prior to January 1, 2013
Benefit formula	2.7% @ 55
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50-63
Monthly benefits, as a % of eligible compensation	0.282-0.574%
Required employee contribution rates	Not Required or Permitted
Required employer contribution rates	9.96%
Pre-Retirement Death Benefit	None
Post-Retirement Death Benefit	Joint-and-100% Survivor Option
Disability Retirement Benefit	None
COLA	2.00%

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

2. PARS (Continued)

Employees Covered

At June 30, 2018 (measurement date 2017), the following employees were covered by the benefit terms for each Plan:

	SDTI CalPERS Plans	SDTI PARS Plan
Inactive employees or beneficiaries currently receiving benefits	241	45
Inactive employees entitled to but not yet receiving benefits	92	0
Active employees	549	54

*SDTI PEPRA Plan is included in the SDTI Miscellaneous Plan June 30, 2016 valuation report.

Contributions

1. CalPERS Plans

Section 20814(c) of the California Public Employees’ Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. SDTI is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the year ended June 30, 2017 (measurement date), the active employee contribution rates and average employer contribution rates were as follows:

	Employee	Employer
SDTI Miscellaneous Plan 1406 - Management EE	8.00%	10.53%
SDTI Miscellaneous Plan 1406 - Union EE	7.26%	11.26%
SDTI Miscellaneous PEPRA Plan 26965	5.75%	11.53%

For the year June 30, 2017 (measurement date), the contributions recognized as part of pension expense were:

Contributions - employer	\$	2,835,680
Contributions - employee		1,806,506

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Contributions (Continued)

2. PARS

Employer contribution rates for the PARS plan are contractually established by the Plan's administrator and agreed to by the employer, and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan are determined biannually on an actuarial basis as of June 30 by PARS. For the period ended June 30, 2017 (measurement date), the employer's contribution rate is 9.96%.

For the year June 30, 2017 (measurement date), the contributions recognized as part of pension expense were:

Contributions - employer	\$	605,864
Contributions - employee		-

Net Pension Liability

1. CalPERS Plans

SDTI's net pension liability is measured as the total pension liability less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2017, using an annual actuarial valuation as of June 30, 2016 rolled forward to June 30, 2017 using standard update procedures.

A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Valuation Date	June 30, 2016
Measurement Date	June 30, 2017
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.75%
Payroll Growth	3.00%
Projected Salary Increase	varies by entry age and service (1)
Investment Rate of Return	7.50% (2)
Mortality	derived using CalPERS's membership data for all funds (3)

(1) Depending on age, service and type

(2) Net of pension plan investment

(3) The mortality table used was developed based on CalPERS's specific data.

The table includes 20 years of mortality improvements using Society of Actuaries Scales BB.

Changes in Assumptions – GASB 68, paragraph 30 states that the long-term expected rate of return should be determined net of pension plan investment expense, but without reduction for pension plan administrative expense. In the current year, the accounting discount rate was reduced from 7.65 percent to 7.15 percent. All other actuarial assumptions used in the June 30, 2016 valuation were based on the results of an actuarial experience study for the period 1997 to 2011, including updates to salary increase, mortality and retirement rates. Further details of the Experience Study can be found on the CalPERS website.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

1. CalPERS Plans (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 7.15 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15 percent is applied to all plans in the Public Employees Retirement Fund (PERF). The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called “GASB Crossover Testing Report” that can be obtained at CalPERS’ website under the GASB 68 section.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, staff took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds’ asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class	New Strategic Allocation	Real Return Years 1-10 (a)	Real Return Years 11+ (b)
Global Equity	47.00%	4.90%	5.38%
Global Fixed Income	19.00%	0.80%	2.27%
Inflation Sensitive	6.00%	0.60%	1.39%
Private Equity	12.00%	6.60%	6.63%
Real Estate	11.00%	2.80%	5.21%
Infrastructure and Forestland	3.00%	3.90%	5.36%
Liquidity	2.00%	-0.40%	-0.90%

(a) an expected inflation of 2.50% for this period

(b) an expected inflation of 3.00% for this period

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

2. PARS Plan

The net pension liability for the PARS Plan is measured as the total pension liability, less the pension plan’s fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2017, using an actuarial valuation as of June 30, 2015 rolled forward to June 30, 2017 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Actuarial Assumptions – The total pension liability in the June 30, 2015 actuarial valuation was determined using the following actuarial assumptions:

Valuation Date	June 30, 2015
Measurement Date	June 30, 2017
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.00%
Inflation	2.75%
Salary Increases Including Inflation	Graded rates based on years of services, 3.50% after 30 years of services
Investment Rate of Return	7.00%
Pre-Retirement Mortality	Consistent with Non-Industrial rates used to value the Miscellaneous CALPERS Pension Plans (1)
Post Retirement Benefit Increase	Any benefit in payment status will increase by 2% per annum on the anniversary of the participant's date of retirement

(1) CalPERS 1997-2011 Healthy Retiree Table (sex-distinct) with an assumed based year of 2008 and full generational projections using Scale AA.

Change in Assumptions – In the current report, the salary scale, retirement and pre-retirement mortality assumptions were updated to be consistent with those recommended for CalPERS actuarial valuations of public agency pension plans. These new demographic assumptions are described in the January 2014 experience study of the California Public Employees Retirement System. The study used data from the 1997 to 2011. The post-retirement mortality was updated to the CalPERS 1997-2011 Healthy Retiree Mortality Tables (sex-distinct) with an assumed base year of 2008 and full generational projections using Scale AA. The inflation rate was lowered from 3.0% to 2.75% to be consistent with CalPERS economic assumptions.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

2. PARS Plan (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 7.00 percent.

A formal cash flow projection was not performed as described under Paragraph 27 of GASB Statement 68. However, Paragraph 29 allows for alternative methods to confirm the sufficiency of the Net Position if the evaluations “can be made with sufficient reliability without a separate projection of cash flows into and out of the pension plan...” In our professional judgment, adherence to the actuarial funding policy described above will result in the pension plan’s projected Fiduciary Net Position being greater than or equal to the benefit payments projected for each future period. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

The best estimate for the long-term expected rate of return of 7.00% was determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. The table below reflects long-term expected real rate of return presented as arithmetic and geometric means by asset class.

Asset Class	Target Allocation	Long-Term Expected Arithmetic Real Rate of Return (a)	Long-Term Expected Geometric Real Rate of Return (b)
U.S. Cash	5.35%	0.36%	0.35%
U.S. Core Fixed Income	36.76%	2.17%	2.04%
U.S. Equity Market	42.57%	4.83%	3.57%
Foreign Developed Equity	11.30%	5.76%	4.15%
Emerging Market Equities	3.95%	8.06%	4.84%
U.S. REITs	0.07%	5.04%	3.27%

(a) Assumed inflation: 2.32% mean and 1.85% standard deviation

(b) Assumed inflation: 2.30% mean and 1.85% standard deviation

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents SDTI's net pension liability at June 30, 2018 (measurement date 2017), calculated using the discount rate, as well as what SDTI's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	CalPERS Plans		PARS Plan
1% Decrease	6.15%		6.00%
Net Pension Liability	\$ 52,557,834	\$	3,175,995
Current Discount Rate	7.15%		7.00%
Net Pension Liability	\$ 31,326,755	\$	2,150,499
1% Increase	8.15%		8.00%
Net Pension Liability	\$ 13,888,356	\$	1,293,730

Changes in the Net Pension Liability

1. CalPERS Plans

At June 30, 2018 (measurement date 2017), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2017	\$ 129,098,911	\$ 101,392,319	\$ 27,706,592
Changes in the year:			
Service cost	3,882,206	-	3,882,206
Interest on the total pension liability	9,611,237	-	9,611,237
Changes of assumptions	8,593,509	-	8,593,509
Differences between expected and actual experience	(2,759,754)	-	(2,759,754)
Benefit payments, including refunds of member contributions	(4,901,765)	(4,901,765)	-
Contributions - employer	-	2,835,680	(2,835,680)
Contributions - employee	-	1,806,506	(1,806,506)
Net investment income	-	11,214,548	(11,214,548)
Administrative expense	-	(149,699)	149,699
Net Changes	14,425,433	10,805,270	3,620,163
Balance at June 30, 2018	\$ 143,524,344	\$ 112,197,589	\$ 31,326,755

Pension Plan Fiduciary Net Position – Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Changes in the Net Pension Liability (Continued)

2. PARS Plan

At June 30, 2018 (measurement date 2017), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2017	\$ 7,862,504	\$ 5,267,085	\$ 2,595,419
Changes in the year:			
Service cost	230,296	-	230,296
Interest on the total pension liability	556,089	-	556,089
Changes of assumptions	-	-	-
Differences between expected and actual experience	-	-	-
Benefit payments, including refunds of member contributions	(302,460)	(302,460)	-
Contributions - employer	-	605,864	(605,864)
Contributions - employee	-	-	-
Net investment income	-	638,858	(638,858)
Administrative expense	-	(13,417)	13,417
Net Changes	483,925	928,845	(444,920)
Balance at June 30, 2018	\$ 8,346,429	\$ 6,195,930	\$ 2,150,499

Pension Plan Fiduciary Net Position – Detailed information about the PARS Plan’s fiduciary net position is available in the separately issued financial reports.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2018, SDTI recognized pension expense of \$5,919,396. At June 30, 2018, SDTI reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	SDTI CalPERS Plans		SDTI PARS Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 3,266,081	\$ -	\$ 539,350	\$ -
Differences between expected and actual experience	231,199	(2,423,342)	-	(95,439)
Changes in assumptions	6,839,732	(1,011,002)	184,933	-
Net differences between projected and actual earnings on pension plan investments	6,343,671	(4,848,230)	336,497	(208,147)
Total	\$ 16,680,683	\$ (8,282,574)	\$ 1,060,780	\$ (303,586)

The combined \$3,805,431 reported as deferred outflows of resources related to contributions subsequent to the measurement date for the two plans will be recognized as a reduction of the net pension liability in the year ended June 30, 2019.

As of the measurement date, June 30, 2017, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	SDTI CalPERS Plan	SDTI PARS Plan
2019	\$ 766,947	\$ 106,995
2020	2,413,386	106,994
2021	1,666,185	55,891
2022	285,510	(52,036)
2023	-	-
Total	\$ 5,132,028	\$ 217,844

Payable to the Pension Plan

At June 30, 2018, SDTI reported a payable of \$446,881 to CalPERS and \$75,283 to PARS for the outstanding amount of contributions to the pension plans required for the fiscal year.

**San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018**

Note 11 – Employee Retirement Systems (Continued)

D. SDTC

General Information about the Pension Plans

Plan Description - The San Diego Transit Corporation (SDTC) Employee Retirement Plan (Plan), a single-employer defined benefit plan, is currently open to all full-time non-contract employees and certain part-time noncontract employees who have completed one year of service in which they have worked at least 1,000 hours. For contract employees to be eligible for participation in the defined benefit plan, the employee must have been hired before November 25, 2012 if they are an Amalgamated Transit Union (ATU), Local 1309 member, or before April 28, 2011 if they are an International Brotherhood of Electrical Workers (IBEW) Local 465 member.

Beginning in FY 2011, SDTC negotiated changes to retirement benefits for ATU Local 1309 members and IBEW Local 465 members. ATU Local 1309 represented employees hired after November 25, 2012 and IBEW local 465 represented employees hired after April 28, 2011 will receive their retirement benefits from a defined contribution 401(a) plan. Based on the applicable Collective Bargaining Agreement, SDTC contributes a fixed percentage of each employee’s gross wages to a 401(a) account and matches voluntary employee contributions up to a maximum of 2% of the employees’ gross wages.

The SDTC Plan issues a publicly available financial report that includes financial statements and required supplementary information. The financial report may be obtained by writing to San Diego Transit Corporation, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Benefits Provided – The SDTC Plan provides retirement, termination, and disability benefits, annual cost-of-living adjustments, and death benefits to eligible Plan members and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment and can only be amended by the MTS Board of Directors.

The Plan’s provisions and benefits as of June 30, 2018 are as follows:

San Diego Transit Pension Plan - Non-Contract Employees

	Prior to January 1, 2013	On or after January 1, 2013
Hire date		
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	12 months	36 months
Retirement age	53-63	52-67
Monthly benefits, as a % of eligible compensation	1.742%-2.418%	1.0%-2.5%
Required employee contribution rates	8.00%	6.25%
Required employer contribution rates	43.08%	44.83%
Pre-Retirement Death Benefit		50% Joint & Survivor
Post-Retirement Death Benefit		Based on benefit election
Non-Industrial Standard Disability COLA	1.5% times average monthly final earnings times credited years of service Lesser of CPI or 2.0%	

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

General Information about the Pension Plans (Continued)

	SDTC Contract Employees	
	ATU - Closed Plan	IBEW - Closed Plan
Hire date	Prior to November 25, 2012	Prior to January 1, 2013
Benefit formula	2% @ 55	2% @ 55
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	36 months	36 months
Retirement age	53-63	55-65
Monthly benefits, as a % of eligible compensation	1.742%-2.418%	2.0%-2.418%
Required employee contribution rates	8.00%	8.00%
Required employer contribution rates	43.08%	43.08%
Pre-Retirement Death Benefit	50% Joint & Survivor	
Post-Retirement Death Benefit	Based on benefit election	
Disability	1.5% times average monthly final earnings times credited years of service	

Employees Covered – At June 30, 2018 (measurement date 2017), the following employees were covered by the benefit terms for each Plan:

Inactive employees or beneficiaries currently receiving benefits	952
Inactive employees entitled to but not yet receiving benefits	214
Active employees	513

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. For the period ended June 30, 2017 (measurement date), the active employee contribution rate is 6.25-8.00% of annual pay and the average employer's contribution rate is 43.52% of annual payroll.

For the year ended June 30, 2017 (measurement date), the contributions recognized as part of pension expense for the Plan were as follows:

Contributions - employer	\$ 12,649,101
Contributions - employee	2,047,593

Net Pension Liability

SDTC's net pension liability is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of July 1, 2017, using an annual actuarial valuation as of July 1, 2017.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Net Pension Liability (Continued)

Actuarial Assumptions – The total pension liabilities in the July 1, 2017 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	July 1, 2017
Measurement Date	July 1, 2017
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.00%
Inflation	2.75%
Payroll Growth	3.25%-8.75% for Drivers 3.25%-10.25% for Mechanics 3.00%-6.25% for Non-Contract members 3.00%-12.75% for Clerical members
Projected Salary Increase	2.75%
Investment Rate of Return (1)	7.00%
Mortality	RP-2000 Tables using male rates for both male and female members with generational improvements using Scale MP-2015
COLA Increase - Non-Contract Members	2.00%

(1) Net of pension plan investment expenses.

Changes in Assumptions – Changes in Actuarial Methods and Assumptions since the prior valuation were based on an experience study report dated April 2016. The assumptions were revised for investment rate of return, inflation, and merit pay increases, as well as decrements, mortality, disability, service retirement, and termination. There were no changes in assumptions during the current year.

Discount Rate – The discount rate used to measure the Total Pension Liability was 7.00%.

We have assumed that the employees will continue to contribute to the Plan at the required rates and the employer will continue the historical and legally required practice of contributing to the Plan based on an actuarially determined contribution, reflecting a payment equal to annual Normal Cost, a portion of the expected Administrative Expenses, and an amount necessary to amortize the remaining Unfunded Actuarial Liability as of June 30, 2012, over a closed 25-year period (20 years remaining as of the July 1, 2017 actuarial valuation). Actuarial gains and losses in plan years after June 30, 2012 are amortized over closed 15-year periods as a level dollar amount.

A formal cash flow projection was not performed as described under Paragraph 27 of GASB Statement 68. However, Paragraph 29 allows for alternative methods to confirm the sufficiency of the Net Position if the evaluations “can be made with sufficient reliability without a separate projection of cash flows into and out of the pension plan...” In our professional judgment, adherence to the actuarial funding policy described above will result in the pension plan’s projected Fiduciary Net Position being greater than or equal to the benefit payments projected for each future period. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Net Pension Liability (Continued)

According to Paragraph 30 of GASB Statement 68, the long-term expected rate of return should be determined net of pension plan investment expenses but without reduction for pension plan administrative expenses. The 7.00% investment return assumption used in the Total Pension Liability is net of investment expenses only.

The table below reflects long-term expected real rate of return by asset class. The critical inputs of the asset allocation model are the expected risk, return and correlations of different asset classes.

Asset Class	Strategic Allocation	Real Return Years 1-10 (a)	Real Return Years 11+ (a)
United States Equity	25.00%	4.25%	4.25%
International Equity	20.00%	5.50%	5.50%
Fixed Income	32.50%	1.00%	1.00%
Alternatives (Multi-Asset)	22.50%	3.50%	3.50%

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability for the SDTC Plan as of June 30, 2018, calculated using the discount rate, as well as what SDTC’s net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

1% Decrease	6.00%
Net Pension Liability	\$ 166,180,628
Current Discount Rate	7.00%
Net Pension Liability	\$ 134,375,705
1% Increase	8.00%
Net Pension Liability	\$ 107,378,009

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 11 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Changes in Net Pension Liability

At June 30, 2018 (measurement date 2017), the change in the Net Pension Liability for the SDTC Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2017	\$ 289,255,802	\$ 152,932,851	\$ 136,322,951
Changes in the year:			
Service cost	3,660,961	-	3,660,961
Interest on the total pension liability	19,885,608	-	19,885,608
Changes of assumptions	-	-	-
Differences between expected and actual experience	1,185,687	-	1,185,687
Benefit payments, including refunds of member contributions	(17,977,346)	(17,977,346)	-
Contributions - employer	-	12,649,101	(12,649,101)
Contributions - employee	-	2,047,593	(2,047,593)
Net investment income	-	12,216,936	(12,216,936)
Administrative expense	-	(234,128)	234,128
Net Changes	6,754,910	8,702,156	(1,947,246)
Balance at June 30, 2018	<u>\$ 296,010,712</u>	<u>\$ 161,635,007</u>	<u>\$ 134,375,705</u>

Pension Plan Fiduciary Net Position – Detailed information about the SDTC Plan’s fiduciary net position is available in the separately issued financial reports. The financial report may be obtained by writing to San Diego Transit Corporation, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2018, SDTC recognized pension expense of \$24,640,931. At June 30, 2018, SDTC reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after the measurement date	\$ 13,020,223	\$ -
Changes in assumptions	9,899,958	-
Differences between expected and actual experience	790,458	(724,825)
Differences between projected and actual earnings on pension plan investments	13,036,259	(2,622,345)
Total	<u>\$ 36,746,898</u>	<u>\$ (3,347,170)</u>

**San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018**

Note 11 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

The \$13,020,223 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2019. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2019	\$ 13,221,231
2020	5,362,383
2021	2,122,404
2022	(326,513)
2023	-
Total	<u>\$ 20,379,505</u>

Payable to the Pension Plan

At June 30, 2018, SDTC reported a payable of \$1,099,401 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2018.

Note 12 – Other Postemployment Benefits

Generally accepted accounting policies require that the reported results for total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense must pertain to certain defined timeframes. For this report, the following timeframes are used:

Valuation Date	June 30, 2017
Measurement Date	June 30, 2017
Measurement Period	July 1, 2016 - June 30, 2017

Plan Description: MTS contracts with a third party to provide MTS retirees, SDTI retirees, and SDTC Management retirees a nationwide private health care exchange. The third party also provides non-commissioned benefit advisors to assist retirees in determining the health plan that best suits their needs. MTS funds a Health Reimbursement Arrangement (HRA) account for each eligible retiree to offset the cost of the healthcare they purchase through the exchange. The amount of the HRA contribution is based on the retiree’s years of service/former position and ranges between \$100 and \$1,000 per month. SDTC union employees receive retirement benefits through health and welfare trust funds established for the benefit of active and retired members of the unions that represent SDTC employees. SDTC contributes \$1,019 per active employee each month to the fund for ATU, Local 1309 represented employees and \$1,042 per active employee each month to the fund for IBEW, Local 465 represented employees. The Trust boards have full discretion on how these funds are spent to provide benefits for active and retired employees. Currently, the Trusts offer retirees the opportunity to participate in a Kaiser HMO plan and retirees who do not live in an area where Kaiser HMO coverage is available receive a capped reimbursement for their health insurance expenditures.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 12 – Other Postemployment Benefits (Continued)

Eligibility. Employees are eligible after attaining age/service years of 55/10 for MTS and SDTI management, 55/15 for SDTI union, 55/10 for SDTC management, and 55/5 for SDTC unions.

Employees Covered

As of the June 30, 2017 actuarial valuation, the following current and former employees were covered by the benefit terms:

	MTS	SDTI	SDTC
Active employees	165	578	825
Inactive employees or beneficiaries currently receiving benefits	19	40	216
Inactive employees entitled to but not yet receiving benefits	-	-	-
Total	<u>184</u>	<u>618</u>	<u>1,041</u>

Actuarial Assumptions

The total OPEB liability, measured as of June 30, 2017, was determined using the following actuarial assumptions:

	MTS	SDTI	SDTC
Actuarial Cost Method		Entry Age Normal	
Valuation Date		June 30, 2017	
Measurement Date		June 30, 2017	
Actuarial Assumptions:			
Discount Rate		3.4% per annum	
Inflation		2.75% per annum	
Salary Increases		3.0% per annum in aggregate	
Investment Rate of Return		N/A	
Medical and Dental Trend Rates		6.5% initial, then decreasing 0.5% per year	
Mortality Rate	Derived using CalPERS Membership data for all funds		RPH-2014 using scale MP 2017
Pre-Retirement Turnover	Derived using CalPERS Membership data for all funds		Management-3-10% Union 2-25%

Discount Rate

The discount rate used to measure the total OPEB liability was 3.4% percent. This discount rate is the average, rounded to 5 basis points, of the range of 3-20 year municipal bond rate indices: S&P Municipal Bond 20 Year High Grade Rate Index, Bond Buyer 20-Bond GO index, Fidelity GO AA 20 year Bond Index.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 12 – Other Postemployment Benefits (Continued)

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability of MTS, SDTC and SDTI, as well as what the total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for the measurement period ended June 30, 2017:

	MTS	SDTI	SDTC	Aggregate
1% Decrease	2.40%	2.40%	2.40%	2.40%
Total OPEB Liability	\$ 6,662,990	\$ 12,922,889	\$ 33,311,275	\$ 52,897,154
Current Discount Rate	3.40%	3.40%	3.40%	3.40%
Total OPEB Liability	\$ 5,575,125	\$ 11,098,821	\$ 28,722,883	\$ 45,396,829
1% Increase	4.40%	4.40%	4.40%	4.40%
Total OPEB Liability	\$ 4,712,679	\$ 9,611,184	\$ 25,015,711	\$ 39,339,574

Sensitivity of the Total OPEB Liability to Changes in Healthcare Cost Trend Rates

The following presents the total OPEB liability of MTS, SDTC and SDTI, as well as what the total OPEB liability would be if it were calculated using a health care cost trend rates that are one percentage point lower or one percentage point higher than the current rates, for the measurement period ended June 30, 2017:

	MTS	SDTI	SDTC	Aggregate
1% Decrease in Healthcare Cost Trend Rate		<u>2.0% HRA Contribution Increase</u>		
Total OPEB Liability	\$ 4,560,975	\$ 9,628,895	\$ 24,713,928	\$ 38,903,798
Current Healthcare Cost Trend Rate		<u>3.0% HRA Contribution Increase</u>		
Total OPEB Liability	\$ 5,575,125	\$ 11,098,821	\$ 28,722,883	\$ 45,396,829
1% Increase in Healthcare Cost Trend Rate		<u>4.0% HRA Contribution Increase</u>		
Total OPEB Liability	\$ 6,915,415	\$ 12,945,048	\$ 33,804,404	\$ 53,664,867

Change in Total OPEB Liability

	MTS	SDTI	SDTC	Aggregate
Balance at June 30, 2017 (as restated)	\$ 5,562,352	\$ 11,414,062	\$ 29,858,990	\$ 46,835,404
Changes Recognized for the Measurement Period:				
Service Cost	504,282	493,375	1,317,293	2,314,950
Interest on the total OPEB liability	171,522	336,668	875,283	1,383,473
Changes in assumptions	(566,410)	(956,245)	(2,399,513)	(3,922,168)
Benefit payments	(96,621)	(189,039)	(929,170)	(1,214,830)
Net Changes	12,773	(315,241)	(1,136,107)	(1,438,575)
Balance at June 30, 2018	\$ 5,575,125	\$ 11,098,821	\$ 28,722,883	\$ 45,396,829

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 12 – Other Postemployment Benefits (Continued)

Contributions

The contribution requirements of plan members and MTS, SDTC and SDTI are established and may be amended by MTS Management or the Board of Directors. The contribution required to be made is based on a pay-as-you-go basis (i.e., as medical insurance premiums become due). For fiscal year 2018, the following contributions were made:

	MTS	SDTI	SDTC	Aggregate
Contributions	\$ 92,802	\$ 168,599	\$ 1,032,492	\$ 1,293,893

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the year ended June 30, 2018, OPEB expense is included in the accompanying statement of revenues, expenses, and changes in net position as follows:

	MTS	SDTI	SDTC	Aggregate
OPEB Expense	\$ 619,163	\$ 723,794	\$ 1,792,657	\$ 3,135,614

At June 30, 2018 MTS, SDTC and SDTI reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	MTS		SDTI	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 92,802	\$ -	\$ 168,599	\$ -
Changes in assumptions	-	(509,769)	-	(849,996)
Total	\$ 92,802	\$ (509,769)	\$ 168,599	\$ (849,996)

	SDTC		Aggregate	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 1,032,492	\$ -	\$ 1,293,893	\$ -
Changes in assumptions	-	(1,999,594)	-	(3,359,359)
Total	\$ 1,032,492	\$ (1,999,594)	\$ 1,293,893	\$ (3,359,359)

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Year Ended June 30, 2018

Note 12 – Other Postemployment Benefits (Continued)

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB (Continued)

The combined \$1,293,893 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the year ended June 30, 2019. Other amounts reported as deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows:

Year Ended June 30,	MTS	SDTI	SDTC	Aggregate
2019	\$ (56,641)	\$ (106,249)	\$ (399,919)	\$ (562,809)
2020	(56,641)	(106,249)	(399,919)	(562,809)
2021	(56,641)	(106,249)	(399,919)	(562,809)
2022	(56,641)	(106,249)	(399,919)	(562,809)
2023	(56,641)	(106,249)	(399,918)	(562,808)
Thereafter	(226,564)	(318,751)	-	(545,315)
Total	<u>\$ (509,769)</u>	<u>\$ (849,996)</u>	<u>\$ (1,999,594)</u>	<u>\$ (3,359,359)</u>

Note 13 – Other Required Individual Disclosures

SDTC and SDTI had unrestricted (deficits) of \$(143,276,697) and \$(13,179,197) as of June 30, 2018. These deficits are primarily a result of the implementation of GASB 68 & 75 as well as timing difference between recognition of expenses on an accrual basis and when those expenses are funded by subsidy transfers for SDTC and SDTI.

Note 14 – Restatement of Net Position

As a result of the implementation of GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, net position as of July 1, 2017 was restated as follows:

Net position at July 1, 2017, as previously reported	\$ 1,724,184,943
Restatement to remove net OPEB liability from the statement of net position	18,573,045
Restatement to recognize total OPEB liability	(46,835,404)
Restatement to recognize OPEB contributions made subsequent to the measurement date as deferred outflow of resources	<u>1,214,830</u>
Total restatements	<u>(27,047,529)</u>
Net position at July 1, 2017, as restated	<u>\$ 1,697,137,414</u>

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REQUIRED SUPPLEMENTARY INFORMATION
(Unaudited)

**San Diego Metropolitan Transit System
Required Supplementary Information
For the Year Ended June 30, 2018**

**SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
MTS CALPERS PLANS**

(LAST TEN YEARS*)

	2018	2017	2016	2015
Proportion of the net pension liability	0.13531%	0.13477%	0.14142%	0.13277%
Proportionate share of the net pension liability	\$ 13,418,753	\$ 11,661,984	\$ 9,707,169	\$ 8,261,550
Covered Payroll	\$ 11,809,510	\$ 11,078,469	\$ 9,954,718	\$ 9,277,782
Proportionate Share of the Net Pension Liability as percentage of covered payroll	113.63%	105.27%	97.51%	89.05%
Plan's fiduciary net position as percentage of the total pension liability	72.65%	72.53%	75.07%	77.50%
Proportionate share of aggregate employer contributions	\$ 1,348,728	\$ 1,896,142	\$ 1,998,897	\$ 755,170

*GASB 68 was implemented in fiscal year 2015, therefore only four years of data is presented.

San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
SDTI CALPERS PLANS

(LAST TEN YEARS*)

	2018	2017	2016	2015
Total Pension Liability				
Service Cost	\$ 3,882,206	\$ 3,580,302	\$ 3,615,793	\$ 3,721,950
Interest on total pension liability	9,611,237	9,201,415	8,554,525	7,982,614
Differences between expected and actual experience	(2,759,754)	375,697	(510,309)	-
Changes in assumptions	8,593,509	-	(2,274,755)	-
Changes in benefit terms	-	-	-	-
Benefit payments, including refunds of employee contributions	(4,901,765)	(4,345,171)	(3,799,240)	(3,155,596)
Net change in total pension liability	14,425,433	8,812,243	5,586,014	8,548,968
Total pension liability - beginning	129,098,911	120,286,668	114,700,654	106,151,686
Total pension liability - ending (a)	\$ 143,524,344	\$ 129,098,911	\$ 120,286,668	\$ 114,700,654
Plan fiduciary net position				
Contributions - employer	\$ 2,835,680	\$ 2,659,911	\$ 2,553,900	\$ 2,498,345
Contributions - employee	1,806,506	1,778,990	1,839,206	2,179,194
Net investment income	11,214,548	628,353	2,204,904	14,416,106
Benefit payments, including refunds of employee contributions	(4,901,765)	(4,345,171)	(3,799,240)	(3,155,596)
Administrative expense	(149,699)	(61,391)	(113,387)	-
Net change in plan fiduciary net position	10,805,270	660,692	2,685,383	15,938,049
Plan fiduciary net position - beginning	101,392,319	100,731,627	98,046,244	82,108,195
Plan fiduciary net position - ending (b)	\$ 112,197,589	\$ 101,392,319	\$ 100,731,627	\$ 98,046,244
Net pension liability - ending (a) - (b)	\$ 31,326,755	\$ 27,706,592	\$ 19,555,041	\$ 16,654,410
Plan fiduciary net position as a percentage of the total pension liability	78.17%	78.54%	83.74%	85.48%
Covered payroll	\$ 26,643,371	\$ 27,247,357	\$ 26,965,416	\$ 26,268,261
Plan net pension liability/(asset) as a percentage of covered payroll	117.58%	101.69%	72.52%	63.40%

Notes to Schedule:

Benefit changes. The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2016 valuation date.

Changes of assumption. : In FY 2018, the accounting discount rate was reduced from 7.65 percent to 7.15 percent. In FY 2016, the discount rate was increased from 7.5 percent (net of administrative expenses) to 7.65 percent to correct for an adjustment to exclude administrative expense.

*GASB 68 was implemented in fiscal year 2015, therefore only four years of data is presented.

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
SDTI PARS PLAN**

(LAST TEN YEARS*)

	2018	2017	2016
Total Pension Liability			
Service Cost	\$ 230,296	\$ 223,588	\$ 267,889
Interest on total pension liability	556,089	523,457	480,808
Differences between expected and actual experience	-	(166,133)	-
Changes in assumptions	-	321,921	-
Changes in benefit terms	-	-	-
Benefit payments, including refunds of employee contributions	(302,460)	(273,201)	(229,364)
Net change in total pension liability	483,925	629,632	519,333
Total pension liability - beginning	7,862,504	7,232,872	6,713,539
Total pension liability - ending (a)	\$ 8,346,429	\$ 7,862,504	\$ 7,232,872
Plan fiduciary net position			
Contributions - employer	\$ 605,864	\$ 547,473	\$ 590,203
Contributions - employee	-	-	-
Net investment income	638,858	(59,981)	127,592
Benefit payments, including refunds of employee contributions	(302,460)	(273,201)	(229,364)
Administrative expense	(13,417)	(14,665)	(12,186)
Net change in plan fiduciary net position	928,845	199,626	476,245
Plan fiduciary net position - beginning	5,267,085	5,067,459	4,591,214
Plan fiduciary net position - ending (b)	\$ 6,195,930	\$ 5,267,085	\$ 5,067,459
Net pension liability - ending (a) - (b)	\$ 2,150,499	\$ 2,595,419	\$ 2,165,413
Plan fiduciary net position as a percentage of the total pension	74.23%	66.99%	70.06%
Covered payroll	\$ 5,170,611	\$ 5,020,011	\$ 4,943,557
Plan net pension liability/(asset) as a percentage of covered payroll	41.59%	51.70%	43.80%

Notes to Schedule:

Benefit changes. The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2015 valuation date.

Changes in Assumption: In FY 2017, the salary scale, retirement and pre-retirement mortality assumptions were updated. The inflation rate was lowered from 3.0 percent to 2.75 percent.

*GASB 68 for PARS was implemented in fiscal year 2016, therefore only three year of data is presented.

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
SDTC PLAN**

(LAST TEN YEARS*)

	2018	2017	2016	2015
Total Pension Liability				
Service Cost	\$ 3,660,961	\$ 3,469,595	\$ 3,590,766	\$ 3,908,376
Interest on total pension liability	19,885,608	18,865,499	18,434,275	17,812,979
Differences between expected and actual experience	1,185,687	(2,174,475)	812,878	2,905,692
Changes in assumptions	-	29,699,872	-	-
Changes in benefit terms	-	-	-	-
Benefit payments, including refunds of employee contributions	(17,977,346)	(17,350,158)	(16,584,043)	(15,466,924)
Net change in total pension liability	6,754,910	32,510,333	6,253,876	9,160,123
Total pension liability - beginning	289,255,802	256,745,469	250,491,593	241,331,470
Total pension liability - ending (a)	\$ 296,010,712	\$ 289,255,802	\$ 256,745,469	\$ 250,491,593
Plan fiduciary net position				
Contributions - employer	\$ 12,649,101	\$ 10,711,282	\$ 11,352,628	\$ 12,628,190
Contributions - employee	2,047,593	1,754,869	1,363,092	899,791
Net investment income	12,216,936	(540,093)	(2,018,866)	18,417,439
Benefit payments, including refunds of employee contributions	(17,977,346)	(17,350,158)	(16,584,043)	(15,466,924)
Administrative expense	(234,128)	(290,381)	(262,808)	(258,142)
Net change in plan fiduciary net position	8,702,156	(5,714,481)	(6,149,997)	16,220,354
Plan fiduciary net position - beginning	152,932,851	158,647,332	164,797,329	148,576,975
Plan fiduciary net position - ending (b)	\$ 161,635,007	\$ 152,932,851	\$ 158,647,332	\$ 164,797,329
Net pension liability - ending (a) - (b)	\$ 134,375,705	\$ 136,322,951	\$ 98,098,137	\$ 85,694,264
Plan fiduciary net position as a percentage of the total pension liability	54.60%	52.87%	61.79%	65.79%
Covered payroll	\$ 31,660,643	\$ 31,048,663	\$ 32,658,827	\$ 32,313,553
Plan net pension liability/(asset) as a percentage of covered payroll	424.43%	439.06%	300.37%	265.20%

Notes to Schedule:

Changes of assumption. In FY 2017, the investment rate of return decreased from 7.5 percent to 7.0 percent. Inflation decreased from 3.0 percent to 2.75 percent and revisions were made to merit pay increases, mortality, disability, service retirements and termination.

*GASB 68 was implemented in fiscal year 2015, therefore only four years of data is presented.

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CONTRIBUTIONS
MTS CALPERS PLANS**

(LAST TEN YEARS*)

	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 1,896,639	\$ 1,731,711	\$ 1,582,497	\$ 1,559,846	\$ 1,537,079
Contributions in relation to the actuarially determined contribution	(1,896,639)	(1,731,711)	(1,582,497)	(1,559,846)	(1,537,079)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 12,873,186	\$ 11,809,510	\$ 11,078,469	\$ 9,954,718	\$ 9,277,782
Contributions as a percentage of covered payroll	14.73%	14.66%	14.28%	15.67%	16.57%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact they may have resulted from plan changes which occurred after June 30, 2016 as they have minimal cost impact.

Changes of assumption: In FY 2018, the accounting discount rate reduced from 7.65 percent to 7.15 percent. In FY 2016, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 percent (without reduction for pension plan administrative expense).

Methods and assumptions used to determine contribution rates:

The actuarial methods and assumption used to set the actuarially determined contributions for Fiscal Year 2016-2017 was derived from the June 30, 2014 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2014 Funding Valuation
Asset valuation method	Actuarial value of assets.
Inflation	2.75%
Salary increases	Varies by entry age and service
Payroll growth	3.00%
Investment rate of return	7.50% net of pension plan investment and administrative expenses, including inflation
Retirement age	The probabilities of retirement are based on the 2010 CalPERS Experience Study for the period from 1997 and 2007.
Mortality	The probabilities of mortality are based on the 2010 CalPERS Experience Study for the period from 1997 to 2007. Pre-retirement and post-retirement mortality rates include 5 years of projected mortality improvement using Scale AA published by the Actuaries.

* GASB 68 was implemented in fiscal year 2015, therefore only five years data are presented.

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CONTRIBUTIONS
SDTI CALPERS PLAN**

(LAST TEN YEARS*)

	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 3,266,081	\$ 2,835,680	\$ 2,659,911	\$ 2,553,900	\$ 2,498,345
Contributions in relation to the actuarially determined contribution	(3,266,081)	(2,835,680)	(2,659,911)	(2,553,900)	(2,498,345)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 29,777,442	\$ 26,643,371	\$ 27,247,357	\$ 26,965,416	\$ 26,268,261
Contributions as a percentage of covered payroll	10.97%	10.64%	9.76%	9.47%	9.51%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014 as they have minimal cost impact.

Changes of assumption: In FY 2018, the discount rate was reduced from 7.65 percent to 7.15 percent. In FY 2016, the discount rate was increased from 7.5 percent (net of administrative expenses) to 7.65 percent to correct for an adjustment to exclude administrative expense.

Methods and assumptions used to determine contribution rates:

The actuarial methods and assumption used to set the actuarially determined contributions for Fiscal Year 2016-2017 was derived from the June 30, 2014 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2014 Funding Valuation
Asset valuation method	Actuarial value of assets. For details, see June 30, 2014 Funding Valuation Report.
Inflation	2.75%
Salary increases	Varies by entry age and service
Payroll growth	3.00%
Investment rate of return	7.50% net of pension plan investment and administrative expenses, including inflation
Retirement age	The probabilities of retirement are based on the 2014 CalPERS Experience Study for the period from 1997 and 2007.
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Pre-retirement and post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Society of Actuaries.

* GASB 68 was implemented in fiscal year 2015, therefore only five years data are presented.

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CONTRIBUTIONS
SDTI PARS PLAN**

(LAST TEN YEARS*)

	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 460,930	\$ 499,993	\$ 445,465	\$ 546,873	\$ 463,079
Contributions in relation to the actuarially determined contribution	(549,296)	(605,864)	(547,473)	(590,203)	(453,934)
Contribution deficiency (excess)	<u>\$ (88,366)</u>	<u>\$ (105,871)</u>	<u>\$ (102,008)</u>	<u>\$ (43,330)</u>	<u>\$ 9,145</u>
Covered payroll	\$ 4,766,641	\$ 5,170,611	\$ 5,020,011	\$ 4,943,557	\$ 5,984,089
Contributions as a percentage of covered payroll	11.52%	11.72%	10.91%	11.94%	7.59%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after July 1, 2015 as they have minimal cost impact.

Changes in Assumption: In FY 2017, the salary scale, retirement and pre-retirement mortality assumptions were updated. The inflation rate was lowered from 3.0 percent to 2.75 percent.

Methods and assumptions used to determine contribution rates:

Valuation date	July 1, 2016
Actuarial cost method	Entry Age Normal
Amortization method	Level percent of payroll
Amortization period	20 years as of valuation date
Asset valuation method	5-year smoothed market
Inflation	2.75%
Salary increases	varies by entry age and service
Payroll growth	3.00%
Investment rate of return	7.00%

* GASB 68 was implemented in fiscal year 2015, therefore only five years data are presented.

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CONTRIBUTIONS
SDTC PLAN**

(LAST TEN YEARS*)

	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 13,020,223	\$ 12,649,101	\$ 10,711,282	\$ 11,352,628	\$ 12,628,190
Contributions in relation to the actuarially determined contribution	(13,020,223)	(12,649,101)	(10,711,282)	(11,352,628)	(12,628,190)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 29,672,305	\$ 31,660,643	\$ 31,048,663	\$ 32,658,827	\$ 32,313,553
Contributions as a percentage of covered payroll	43.88%	39.95%	34.50%	34.76%	39.08%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after July 1, 2017 as they have minimal cost impact.

Changes in Assumptions: In FY 2017, the investment rate of return was decreased from 7.5 percent to 7.0 percent. Inflation decreased from 3.0 percent to 2.75 percent and revisions were made to merit pay increases, mortality, disability, service retirements and termination.

Methods and assumptions used to determine contribution rates:

Valuation date	July 1, 2017
Actuarial cost method	Entry Age
Amortization method/period	Level percent of payroll, closed 25-year period
Asset valuation method	5-year smoothed market
Salary increases	3.25%-8.75% for drivers 3.25%-10.25% for mechanics 3.00%-6.25% for non-contract members 3.00%-12.75% for clerical members
Payroll growth	2.75%
Investment rate of return	7.00% net of pension plan investment expenses.
Mortality	RP-2000 tables using male rates for both male and female members with generational improvements using Scale MP-2015

* GASB 68 was implemented in fiscal year 2015, therefore only five years data are presented.

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS
MTS**

(LAST TEN YEARS*)

Measurement period, year ended June 30:	2017
Total OPEB Liability	
Service Cost	\$ 504,282
Interest	171,522
Changes of benefit terms	-
Differences between expected and actual experience	-
Changes in assumptions	(566,410)
Benefit payments, including refunds of member contributions	(96,621)
Net change in total OPEB liability	12,773
Total OPEB liability - beginning	5,562,352
Total OPEB liability - ending (a)	\$ 5,575,125
 OPEB fiduciary net position	
Contributions - employer	\$ 96,621
Net investment income	-
Benefit payments, including refunds of member contributions	(96,621)
Administrative expense	-
Net change in plan fiduciary net position	-
Plan fiduciary net position - beginning	-
Plan fiduciary net position - ending (b)	\$ -
 Plan net OPEB liability - ending (a) - (b)	 \$ 5,575,125
 Plan fiduciary net position as a percentage of the total OPEB liability	 0.00%
 Covered payroll	 \$ 12,392,000
 Plan net OPEB liability as a percentage of covered payroll	 44.99%

*Ten year historical information is not yet available

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CHANGES IN TOTAL OPEB LIABILITY AND RELATED RATIOS
SDTI**

(LAST TEN YEARS*)

Measurement period, year ended June 30:	2017
Total OPEB Liability	
Service Cost	\$ 493,375
Interest	336,668
Changes of benefit terms	-
Differences between expected and actual experience	-
Changes in assumptions	(956,245)
Benefit payments, including refunds of member contributions	(189,039)
Net change in total OPEB liability	(315,241)
Total OPEB liability - beginning	11,414,062
Total OPEB liability - ending (a)	\$ 11,098,821
 OPEB fiduciary net position	
Contributions - employer	\$ 189,039
Net investment income	-
Benefit payments, including refunds of member contributions	(189,039)
Administrative expense	-
Net change in plan fiduciary net position	-
Plan fiduciary net position - beginning	-
Plan fiduciary net position - ending (b)	\$ -
 Plan net OPEB liability - ending (a) - (b)	 \$ 11,098,821
 Plan fiduciary net position as a percentage of the total OPEB liability	
	0.00%
 Covered payroll	 \$ 30,369,000
 Plan net OPEB liability as a percentage of covered payroll	 36.55%

*Ten year historical information is not yet available

**San Diego Metropolitan Transit System
Required Supplementary Information (Continued)
For the Year Ended June 30, 2018**

**SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS
SDTC**

(LAST TEN YEARS*)

Measurement period, year ended June 30:	2017
Total OPEB Liability	
Service Cost	\$ 1,317,293
Interest	875,283
Changes of benefit terms	-
Differences between expected and actual experience	-
Changes in assumptions	(2,399,513)
Benefit payments, including refunds of member contributions	(929,170)
Net change in total OPEB liability	(1,136,107)
Total OPEB liability - beginning	29,858,990
Total OPEB liability - ending (a)	\$ 28,722,883
 OPEB fiduciary net position	
Contributions - employer	\$ 929,170
Net investment income	-
Benefit payments, including refunds of member contributions	(929,170)
Administrative expense	-
Net change in plan fiduciary net position	-
Plan fiduciary net position - beginning	-
Plan fiduciary net position - ending (b)	\$ -
 Plan net OPEB liability - ending (a) - (b)	 \$ 28,722,883
 Plan fiduciary net position as a percentage of the total OPEB liability	 0.00%
 Covered payroll	 \$ 39,380,000
 Plan net OPEB liability as a percentage of covered payroll	 72.94%

*Ten year historical information is not yet available

SUPPLEMENTARY INFORMATION

Combining Schedule of Net Position

Combining Schedule of Revenues, Expenses, and Changes in Net Position

Combining Statement of Cash Flows

Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual:

 Combined Operations

 General Fund

 Taxicab Administration

 San Diego & Arizona Eastern Railway

 MTS - Contracted Services

 San Diego Transit Corporation

 San Diego Trolley, Inc.

San Diego Metropolitan Transit System
Combining Schedule of Net Position
June 30, 2018

	General Operations	Contracted Services	SDIC	SDTI	Total
ASSETS					
Current assets:					
Cash and cash equivalents	\$ 86,712,477	\$ (1,457,564)	\$ (337,209)	\$ (329,575)	\$ 84,588,129
Cash and cash equivalents restricted for capital support	17,246,933	-	-	-	17,246,933
Accounts and other receivables	7,733,293	81	1,610,641	87,196	9,431,211
Due from other governments	82,253,858	59,797	11,261	248,004	82,572,920
Internal balances	(48,121,968)	9,670,337	21,885,007	16,566,624	-
Inventory	-	-	3,458,589	14,787,714	18,246,303
Prepaid items and other current assets	1,269,487	178,037	908,845	1,295,652	3,652,021
Total current assets	147,094,080	8,450,688	27,537,134	32,655,615	215,737,517
Noncurrent assets:					
Capital assets (net of accumulated depreciation)	110,216,519	220,613,589	311,488,601	1,144,690,311	1,787,009,020
Total noncurrent assets	110,216,519	220,613,589	311,488,601	1,144,690,311	1,787,009,020
Total assets	257,310,599	229,064,277	339,025,735	1,177,345,926	2,002,746,537
DEFERRED OUTFLOWS OF RESOURCES					
Pension related deferred outflows of resources:					
Contributions made after the measurement date	1,896,639	-	13,020,223	3,805,431	18,722,293
Differences between projected and actual earnings on pension plan investments	463,033	-	13,036,259	6,680,168	20,179,460
Differences between expected and actual experience	16,501	-	790,458	231,199	1,038,158
Changes in employer's proportion	1,162,548	-	-	-	1,162,548
Differences between employer contributions and proportionate share	597,880	-	-	-	597,880
Changes in assumption	2,047,380	-	9,899,958	7,024,665	18,972,003
Total pension related deferred outflows of resources	6,183,981	-	36,746,898	17,741,463	60,672,342
OPEB related deferred outflows of resources:					
Contributions made after the measurement date	92,802	-	1,032,492	168,599	1,293,893
Total deferred outflows of resources	6,276,783	-	37,779,390	17,910,062	61,966,235

San Diego Metropolitan Transit System
Combining Schedule of Net Position (Continued)
June 30, 2018

	General Operations	Contracted Services	SDIC	SDTI	Total
LIABILITIES					
Current liabilities:					
Accounts payable	5,760,468	6,947,760	3,325,367	2,551,246	18,584,841
Due to other governments	8,238,777	11,708	113,300	211,075	8,574,860
Unearned revenue	9,356,144	-	-	63,563	9,419,707
Accrued expenses	648,622	16,936	1,190,651	1,134,557	2,990,766
Retentions payable	286,672	-	44	4,063	290,779
Retentions payable from restricted assets	2,799,920	-	-	-	2,799,920
Due within one year:					
Compensated absences payable	910,589	-	3,050,499	2,218,409	6,179,497
Accrued damage, injury, and employee claims	359,151	-	3,604,736	1,297,933	5,261,820
Long-term debt	708,197	-	2,430,000	-	3,138,197
Total current liabilities	29,068,540	6,976,404	13,714,597	7,480,846	57,240,387
Noncurrent liabilities:					
Due in more than one year:					
Compensated absences payable	233,716	-	3,781,442	559,099	4,574,257
Accrued damage, injury, and employee claims	593,804	-	9,741,830	1,692,698	12,028,332
Aggregate net pension liability	13,418,753	-	134,375,705	33,477,254	181,271,712
Aggregate total OPEB liability	5,575,125	-	28,722,883	11,098,821	45,396,829
Long-term debt	363,072	-	12,910,000	-	13,273,072
Total noncurrent liabilities	20,184,470	-	189,531,860	46,827,872	256,544,202
Total liabilities	49,253,010	6,976,404	203,246,457	54,308,718	313,784,589

**San Diego Metropolitan Transit System
Combining Schedule of Net Position (Continued)
June 30, 2018**

	General Operations	Contracted Services	SDTC	SDTI	Total
DEFERRED INFLOWS OF RESOURCES					
Deferred gain on refunding related to capital assets	130,101	-	-	-	130,101
Pension related deferred inflows of resources					
Differences between projected and actual earnings on pension plan investments	-	-	2,622,345	5,056,377	7,678,722
Differences between expected and actual experience	236,407	-	724,825	2,518,781	3,480,013
Changes in employer's proportion	166,559	-	-	-	166,559
Changes in assumptions	156,115	-	-	1,011,002	1,167,117
Total pension related deferred inflows of resources	559,081	-	3,347,170	8,586,160	12,492,411
OPEB related deferred inflows of resources					
Changes in assumptions	509,769	-	1,999,594	849,996	3,359,359
Total deferred inflows of resources	<u>1,198,951</u>	<u>-</u>	<u>5,346,764</u>	<u>9,436,156</u>	<u>15,981,871</u>
NET POSITION					
Net investment in capital assets	109,015,149	220,613,589	311,488,601	1,144,690,311	1,785,807,650
Restricted for:					
Capital projects	14,447,013	-	-	-	14,447,013
Unrestricted (deficit)	89,673,259	1,474,284	(143,276,697)	(13,179,197)	(65,308,351)
Total net position	<u>\$ 213,135,421</u>	<u>\$ 222,087,873</u>	<u>\$ 168,211,904</u>	<u>\$ 1,131,511,114</u>	<u>\$ 1,734,946,312</u>

San Diego Metropolitan Transit System
Combining Schedule of Revenues, Expenses, and Changes in Net Position
For the Year Ended June 30, 2018

	General Operations	Contracted Services	SDTC	SDTI	Eliminations	Total
Operating revenues:						
Passenger revenue	\$ -	\$ 27,847,927	\$ 23,034,059	\$ 39,353,823	\$ -	\$ 90,235,809
Advertising	1,130,974	-	-	-	-	1,130,974
Miscellaneous operating revenues	16,438,879	1,997	186,873	776,558	-	17,404,307
Total operating revenues	17,569,853	27,849,924	23,220,932	40,130,381	-	108,771,090
Operating expenses:						
Personnel costs	20,988,506	604,065	84,914,215	39,775,705	-	146,282,491
Outside services	15,752,161	72,181,432	2,404,776	11,235,587	-	101,573,956
Transit operations funding	127,019,076	-	-	-	(126,531,251)	487,825
Materials and supplies	44,606	94,400	5,700,994	9,078,022	-	14,918,022
Energy costs	211,697	7,979,908	5,146,022	13,075,928	-	26,413,555
Risk management	863,836	15,300	4,351,956	1,443,980	-	6,675,072
Miscellaneous operating expenses	(21,093,092)	2,592,711	8,647,900	15,706,489	-	5,854,008
Depreciation	3,098,695	21,236,046	25,998,089	70,595,031	-	120,927,861
Total operating expenses	146,885,485	104,703,862	137,163,952	160,910,742	(126,531,251)	423,132,790
Operating income (loss)	(129,315,632)	(76,853,938)	(113,943,020)	(120,780,361)	126,531,251	(314,361,700)

San Diego Metropolitan Transit System
Combining Schedule of Revenues, Expenses, and Changes in Net Position (Continued)
For the Year Ended June 30, 2018

	General Operations	Contracted Services	SDTC	SDTI	Eliminations	Total
Public support and nonoperating revenues (expenses):						
Federal revenue	86,930,893	14,599,182	20,224,930	24,247,063	(59,071,175)	86,930,893
Transportation Development Act (TDA) funds	94,111,445	33,619,598	14,417,010	20,020,744	(68,057,352)	94,111,445
State Transit Assistance (STA) funds	21,680,915	3,304,470	1,588,376	1,965,467	(6,858,313)	21,680,915
State revenue - other	4,886,993	1,395,606	461,713	943,318	(2,800,637)	4,886,993
<i>TransNet</i> funds	45,695,361	1,910,548	38,284,814	-	(45,695,361)	40,195,362
Other local subsidies	5,492,305	788,488	603,817	-	(1,392,305)	5,492,305
Investment earnings	940,538	-	-	-	-	940,538
Interest expense	24,745	-	(834,063)	-	-	(809,318)
Gain (loss) on disposal of assets	762,747	-	(1,739,761)	167,820	-	(809,194)
Total public support and nonoperating revenues (expenses):	260,525,942	55,617,892	73,006,836	47,344,412	(183,875,143)	252,619,939
Income (loss) before transfers and contributed capital	131,210,310	(21,236,046)	(40,936,184)	(73,435,949)	(57,343,892)	(61,741,761)
Transfers	(57,343,892)	-	-	-	57,343,892	-
Contributed capital, net	(51,302,238)	39,671,774	96,900,788	14,280,335	-	99,550,659
Changes in net position	22,564,180	18,435,728	55,964,604	(59,155,614)	-	37,808,898
Net Position:						
Beginning of year, as previously reported	190,944,664	203,652,145	135,663,464	1,193,924,670	-	1,724,184,943
Restatements due to implementation of GASB 75	(373,423)	-	(23,416,164)	(3,257,942)	-	(27,047,529)
Beginning of year, as restated	190,571,241	203,652,145	112,247,300	1,190,666,728	-	1,697,137,414
End of year	\$ 213,135,421	\$ 222,087,873	\$ 168,211,904	\$ 1,131,511,114	\$ -	\$ 1,734,946,312

San Diego Metropolitan Transit System
Combining Schedule of Cash Flows
For the Year Ended June 30, 2018

	General Operations	Contracted Services	SDTC	SDTI	Total
Cash flows from operating activities:					
Receipts from customers and users	\$ 16,272,081	\$ 27,850,330	\$ 23,152,350	\$ 40,155,024	\$ 107,429,785
Payments to suppliers	5,752,741	(83,667,807)	(29,583,456)	(43,654,149)	(151,152,671)
Payments to employees	(21,765,119)	(604,065)	(71,665,993)	(37,899,184)	(131,934,361)
Payments for damage and injury	351,249	-	(565,146)	(1,327,129)	(1,541,026)
Net cash (used in) operating activities	610,952	(56,421,542)	(78,662,245)	(42,725,438)	(177,198,273)
Cash flows from noncapital financing activities:					
Public support funds received	72,358,961	54,909,396	81,483,648	42,549,561	251,301,566
Net cash provided by noncapital financing activities	72,358,961	54,909,396	81,483,648	42,549,561	251,301,566
Cash flows from capital and related financing activities:					
Debt service costs	(676,444)	-	(3,149,063)	-	(3,825,507)
Property acquisition	(67,493,671)	-	-	-	(67,493,671)
Proceeds from disposal of assets	740,111	-	91,043	167,820	998,974
Net cash (used in) capital and related financing activities	(67,430,004)	-	(3,058,020)	167,820	(70,320,204)
Cash flows from investing activities:					
Interest received on investments	965,283	-	-	-	965,283
Net cash provided by investing activities	965,283	-	-	-	965,283
Net increase (decrease) in cash and cash equivalents	6,505,192	(1,512,146)	(236,617)	(8,057)	4,748,372
Cash and cash equivalents:					
Beginning of year	97,454,218	54,582	(100,592)	(321,518)	97,086,690
End of year	\$ 103,959,410	\$ (1,457,564)	\$ (337,209)	\$ (329,575)	\$ 101,835,062
Cash and cash equivalents:					
Cash and cash equivalents	\$ 86,712,477	\$ (1,457,564)	\$ (337,209)	\$ (329,575)	\$ 84,588,129
Cash and cash equivalents restricted for capital support	17,246,933	-	-	-	17,246,933
Total cash and cash equivalents	\$ 103,959,410	\$ (1,457,564)	\$ (337,209)	\$ (329,575)	\$ 101,835,062

San Diego Metropolitan Transit System
Combining Schedule of Cash Flows (Continued)
For the Year Ended June 30, 2018

	General Operations	Contracted Services	SDTC	SDTI	Total
Reconciliation of Operating Income (Loss) to Net Cash (Used In) Operating Activities					
Operating (loss):	\$ (2,784,381)	\$ (76,853,938)	\$ (113,943,020)	\$ (120,780,361)	\$ (314,361,700)
Adjustments to reconcile operating income (loss) to net cash (used in) operating activities					
Depreciation and amortization	3,098,695	21,236,046	25,998,089	70,595,031	120,927,861
(Increase) decrease in:					
Accounts and other receivables	464,456	406	(68,582)	24,643	420,923
Due from other governments	(1,762,228)	-	-	-	(1,762,228)
Inventory	-	-	(459,967)	2,148,940	1,688,973
Prepaid expenses and other current assets	(320,440)	131,293	(241,401)	(433,671)	(864,219)
Increase (decrease) in:					
Accounts payable	(1,687,293)	(936,478)	546,076	800,341	(1,277,354)
Due to other governments	1,323,670	(3,591)	8,971	(286,233)	1,042,817
Accrued expenses	(153,439)	4,720	89,634	29,238	(29,847)
Unearned revenue	3,058,500	-	-	24,787	3,083,287
Aggregate net pension liability	(701,162)	-	11,249,586	1,710,786	12,259,210
Aggregate total OPEB liability	433,559	-	(272,327)	3,131,740	3,292,972
Compensated absences payable	62,378	-	(412,632)	386,596	36,342
Accrued damage, injury and employee claims	(421,363)	-	(1,156,672)	(77,275)	(1,655,310)
Total adjustments	3,395,333	20,432,396	35,280,775	78,054,923	137,163,427
Net cash (used in) operating activities	\$ 610,952	\$ (56,421,542)	\$ (78,662,245)	\$ (42,725,438)	\$ (177,198,273)

Supplemental noncash disclosures:

During the year SANDAG contributed \$99,550,659 in capital assets
During the year the fair value of investments decreased by \$33,508

San Diego Metropolitan Transit System
Combined Operations
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts		Variance with Final Budget Positive (Negative)	
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments		Actuals on Budget Basis
Operating revenues:						
Passenger revenue	\$ 95,867,107	\$ 90,631,033	\$ 90,235,809	\$ -	\$ 90,235,809	\$ (395,224)
Advertising	1,150,000	1,225,000	1,130,974	-	1,130,974	(94,026)
Miscellaneous operating revenues	12,714,000	14,273,028	17,404,307	(1,337,466)	16,066,841	1,793,813
Total operating revenues	109,731,107	106,129,061	108,771,090	(1,337,466)	107,433,624	1,304,563
Operating expenses:						
Personnel costs	130,643,373	131,351,795	146,282,491	(16,962,016)	129,320,475	2,031,320
Outside services	95,288,605	94,961,552	101,573,956	(6,416,732)	95,157,224	(195,672)
Transit operations funding	570,084	570,084	487,825	-	487,825	82,259
Materials and supplies	11,338,615	11,900,290	14,918,022	(10,903)	14,907,119	(3,006,829)
Energy costs	27,020,429	26,564,277	26,413,555	-	26,413,555	150,722
Risk management	5,862,530	6,613,400	6,675,072	517,816	7,192,888	(579,488)
Miscellaneous operating expenses	5,902,499	5,816,703	5,854,008	(109,647)	5,744,361	72,342
Depreciation	-	-	120,927,861	(120,927,861)	-	-
Total operating expenses	276,626,135	277,778,101	423,132,790	(143,909,343)	279,223,447	(1,445,346)
Operating income (loss)	(166,895,028)	(171,649,040)	(314,361,700)	142,571,877	(171,789,823)	(140,783)

San Diego Metropolitan Transit System
Combined Operations
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual (Continued)
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Public support and nonoperating revenues (expenses):						
Federal revenue	58,992,100	58,992,100	86,930,893	(27,794,567)	59,136,326	144,226
Transportation Development Act (TDA) funds	64,096,043	64,096,043	94,111,445	(30,015,402)	64,096,043	-
State Transit Assistance (STA) funds	3,600,000	4,600,000	21,680,915	(15,217,085)	6,463,830	1,863,830
State revenue - other	1,400,000	3,400,000	4,886,993	(3,496,493)	1,390,500	(2,009,500)
<i>TransNet</i> funds	38,463,424	39,185,581	40,195,362	-	40,195,362	1,009,781
Other local subsidies	1,034,102	1,055,817	5,492,305	(4,100,000)	1,392,305	336,488
Investment earnings	350,000	920,000	940,538	(12,592)	927,946	7,946
Interest expense	(1,595,248)	(1,595,248)	(809,318)	(785,904)	(1,595,222)	26
Gain (loss) on disposal of assets	200,000	615,000	(809,194)	1,808,168	998,974	383,974
Total public support and nonoperating revenues (expenses):	166,540,421	171,269,293	252,619,939	(79,613,875)	173,006,064	1,736,771
Income (loss) before contributed capital	(354,607)	(379,747)	(61,741,761)	62,958,002	1,216,241	1,595,988
Reserve revenue	354,607	379,747	-	431,327	431,327	51,580
Contributed capital, net	-	-	99,550,659	(99,550,659)	-	-
Changes in net position	\$ -	\$ -	37,808,898	\$ (36,161,330)	\$ 1,647,568	\$ 1,647,568
Net Position:						
Beginning of year			1,697,137,414			
End of year			<u>\$ 1,734,946,312</u>			

San Diego Metropolitan Transit System
General Operations
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts		Variance with Final Budget Positive (Negative)	
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments		Actuals on Budget Basis
Operating revenues:						
Advertising	\$ 1,150,000	\$ 1,225,000	\$ 1,130,974	\$ -	\$ 1,130,974	\$ (94,026)
Miscellaneous operating revenues	10,719,000	12,344,428	14,338,551	(337,466)	14,001,085	1,656,657
Total operating revenues	11,869,000	13,569,428	15,469,525	(337,466)	15,132,059	1,562,631
Operating expenses:						
Personnel costs	20,545,363	19,742,834	20,046,625	(57,005)	19,989,620	(246,786)
Outside services	14,711,184	15,133,714	15,514,315	(185,647)	15,328,668	(194,954)
Transit operations funding	570,084	570,084	127,019,076	(126,531,251)	487,825	82,259
Materials and supplies	43,300	120,434	43,565	-	43,565	76,869
Energy costs	214,050	199,750	196,188	-	196,188	3,562
Risk management	441,613	392,800	789,371	(421,364)	368,007	24,793
Miscellaneous operating expenses	(24,140,047)	(21,253,641)	(21,354,005)	(50,818)	(21,404,823)	151,182
Depreciation	-	-	3,075,009	(3,075,009)	-	-
Total operating expenses	12,385,547	14,905,975	145,330,144	(130,321,094)	15,009,050	(103,075)
Operating income (loss)	(516,547)	(1,336,547)	(129,860,619)	129,983,628	123,009	1,459,556

San Diego Metropolitan Transit System
General Operations
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual (Continued)
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Public support and nonoperating revenues (expenses):						
Federal revenue	140,000	140,000	86,930,893	(86,818,679)	112,214	(27,786)
Transportation Development Act (TDA) funds	570,084	570,084	94,111,445	(93,623,620)	487,825	(82,259)
State Transit Assistance (STA) funds	-	-	21,680,915	(21,680,915)	-	-
State revenue - other	-	-	4,886,993	(4,886,993)	-	-
<i>TransNet</i> funds	-	-	45,695,361	(45,695,361)	-	-
Other local subsidies	-	-	5,492,305	(5,492,305)	-	-
Investment earnings	350,000	920,000	940,538	(12,592)	927,946	7,946
Interest expense	(743,537)	(743,537)	24,745	(768,282)	(743,537)	-
Gain (loss) on disposal of assets	200,000	450,000	762,747	(22,636)	740,111	290,111
Total public support and nonoperating revenues (expenses):	516,547	1,336,547	260,525,942	(259,001,383)	1,524,559	188,012
Income (loss) before transfers and contributed capital	-	-	130,665,323	(129,017,755)	1,647,568	1,647,568
Transfers	-	-	(57,343,892)	57,343,892	-	-
Contributed capital, net	-	-	(50,302,238)	50,302,238	-	-
Changes in net position	\$ -	\$ -	23,019,193	\$ (21,371,625)	\$ 1,647,568	\$ 1,647,568
Net Position:						
Beginning of year, as restated			171,161,375			
End of year			<u>\$ 194,180,568</u>			

San Diego Metropolitan Transit System
Taxicab Administration
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Miscellaneous operating revenues	\$ 1,140,000	\$ 1,048,600	\$ 953,536	\$ -	\$ 953,536	\$ (95,064)
Total operating revenues	1,140,000	1,048,600	953,536	-	953,536	(95,064)
Operating expenses:						
Personnel costs	959,685	885,334	886,327	-	886,327	(993)
Outside services	83,110	86,110	56,326	-	56,326	29,784
Materials and supplies	7,000	8,000	1,041	-	1,041	6,959
Energy costs	11,500	14,000	15,509	-	15,509	(1,509)
Risk management	9,000	8,000	7,692	-	7,692	308
Miscellaneous operating expenses	284,312	227,403	236,286	-	236,286	(8,883)
Depreciation	-	-	6,598	(6,598)	-	-
Total operating expenses	1,354,607	1,228,847	1,209,779	(6,598)	1,203,181	25,666
Operating income (loss)	(214,607)	(180,247)	(256,243)	6,598	(249,645)	(69,398)
Reserve revenue	214,607	180,247	-	249,645	249,645	69,398
Changes in net position	\$ -	\$ -	(256,243)	\$ 256,243	\$ -	\$ -
Net Position:						
Beginning of year			499,860			
End of year			\$ 243,617			

San Diego Metropolitan Transit System
San Diego Arizona and Eastern Railway
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Miscellaneous operating revenues	\$ 130,000	\$ 145,000	\$ 1,146,792	\$ (1,000,000)	\$ 146,792	\$ 1,792
Total operating revenues	130,000	145,000	1,146,792	(1,000,000)	146,792	1,792
Operating expenses:						
Personnel costs	50,500	37,200	55,554	-	55,554	(18,354)
Outside services	200,000	220,000	181,520	-	181,520	38,480
Risk management	15,500	67,300	66,773	-	66,773	527
Miscellaneous operating expenses	4,000	20,000	24,627	-	24,627	(4,627)
Depreciation	-	-	17,088	(17,088)	-	-
Total operating expenses	270,000	344,500	345,562	(17,088)	328,474	16,026
Operating income (loss)	(140,000)	(199,500)	801,230	(982,912)	(181,682)	17,818
Reserve revenue	140,000	199,500	-	181,682	181,682	(17,818)
Contributed capital, net	-	-	(1,000,000)	1,000,000	-	-
Changes in net position	-	-	(198,770)	\$ 198,770	\$ -	\$ -
Net Position:						
Beginning of year			18,910,006			
End of year			<u>\$ 18,711,236</u>			

San Diego Metropolitan Transit System
Contracted Services
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Passenger revenue	\$ 30,450,000	\$ 28,872,700	\$ 27,847,927	\$ -	\$ 27,847,927	\$ (1,024,773)
Miscellaneous operating revenues	-	-	1,997	-	1,997	1,997
Total operating revenues	30,450,000	28,872,700	27,849,924	-	27,849,924	(1,022,776)
Operating expenses:						
Personnel costs	499,612	438,532	604,065	-	604,065	(165,533)
Outside services	72,974,065	71,992,394	72,181,432	(78,834)	72,102,598	(110,204)
Materials and supplies	49,700	30,500	94,400	(10,903)	83,497	(52,997)
Energy costs	8,421,707	8,185,027	7,979,908	-	7,979,908	205,119
Risk management	15,300	15,300	15,300	-	15,300	-
Miscellaneous operating expenses	2,485,087	2,568,906	2,592,711	-	2,592,711	(23,805)
Depreciation	-	-	21,236,046	(21,236,046)	-	-
Total operating expenses	84,445,471	83,230,659	104,703,862	(21,325,783)	83,378,079	(147,420)
Operating income (loss)	(53,995,471)	(54,357,959)	(76,853,938)	21,325,783	(55,528,155)	(1,170,196)

San Diego Metropolitan Transit System
Contracted Services
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual (Continued)
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Public support and nonoperating revenues (expenses):						
Federal revenue	14,952,100	14,952,100	14,599,182	-	14,599,182	(352,918)
Transportation Development Act (TDA) funds	35,015,209	33,558,360	33,619,598	(61,238)	33,558,360	-
State Transit Assistance (STA) funds	-	-	3,304,470	(23,393)	3,281,077	3,281,077
State revenue - other	1,400,000	3,400,000	1,395,606	(5,106)	1,390,500	(2,009,500)
<i>TransNet</i> funds	1,872,060	1,669,682	1,910,548	-	1,910,548	240,866
Other local subsidies	756,102	777,817	788,488	-	788,488	10,671
Total public support and nonoperating revenues (expenses):	53,995,471	54,357,959	55,617,892	(89,737)	55,528,155	1,170,196
Income (loss) before contributed capital	-	-	(21,236,046)	21,236,046	-	-
Contributed capital, net	-	-	39,671,774	(39,671,774)	-	-
Changes in net position	\$ -	\$ -	18,435,728	\$ (18,435,728)	\$ -	\$ -
Net Position:						
Beginning of year			203,652,145			
End of year			<u>\$ 222,087,873</u>			

San Diego Metropolitan Transit System
San Diego Transit Corporation
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Passenger revenue	\$ 24,292,400	\$ 21,735,500	\$ 23,034,059	\$ -	\$ 23,034,059	\$ 1,298,559
Miscellaneous operating revenues	5,000	15,000	186,873	-	186,873	171,873
Total operating revenues	24,297,400	21,750,500	23,220,932	-	23,220,932	1,470,432
Operating expenses:						
Personnel costs	72,373,084	73,236,857	84,914,215	(13,734,546)	71,179,669	2,057,188
Outside services	1,989,107	1,995,656	2,404,776	(462,634)	1,942,142	53,514
Materials and supplies	4,521,828	5,429,556	5,700,994	-	5,700,994	(271,438)
Energy costs	5,856,672	5,364,000	5,146,022	-	5,146,022	217,978
Risk management	3,535,406	3,985,500	4,351,956	609,633	4,961,589	(976,089)
Miscellaneous operating expenses	10,543,435	8,693,785	8,647,900	-	8,647,900	45,885
Depreciation	-	-	25,998,089	(25,998,089)	-	-
Total operating expenses	98,819,532	98,705,354	137,163,952	(39,585,636)	97,578,316	1,127,038
Operating income (loss)	(74,522,132)	(76,954,854)	(113,943,020)	39,585,636	(74,357,384)	2,597,470

San Diego Metropolitan Transit System
San Diego Transit Corporation
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual (Continued)
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Public support and nonoperating revenues (expenses):						
Federal revenue	19,700,000	19,700,000	20,224,930	-	20,224,930	524,930
Transportation Development Act (TDA) funds	20,204,479	15,712,666	14,417,010	(921)	14,416,089	(1,296,577)
State Transit Assistance (STA) funds	3,600,000	4,600,000	1,588,376	-	1,588,376	(3,011,624)
State revenue - other	-	-	461,713	(461,713)	-	-
<i>TransNet</i> funds	31,591,364	37,515,899	38,284,814	-	38,284,814	768,915
Other local subsidies	278,000	278,000	603,817	-	603,817	325,817
Interest expense	(851,711)	(851,711)	(834,063)	(17,622)	(851,685)	26
Gain (loss) on disposal of assets	-	-	(1,739,761)	1,830,804	91,043	91,043
Total public support and nonoperating revenues (expenses):	74,522,132	76,954,854	73,006,836	1,350,548	74,357,384	(2,597,470)
Income (loss) before contributed capital	-	-	(40,936,184)	40,936,184	-	-
Contributed capital, net	-	-	96,900,788	(96,900,788)	-	-
Changes in net position	\$ -	\$ -	55,964,604	\$ (55,964,604)	\$ -	\$ -
Net Position:						
Beginning of year, as restated			112,247,300			
End of year			<u>\$ 168,211,904</u>			

San Diego Metropolitan Transit System
San Diego Trolley Incorporated
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2018

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Passenger revenue	\$ 41,124,707	\$ 40,022,833	\$ 39,353,823	\$ -	\$ 39,353,823	\$ (669,010)
Miscellaneous operating revenues	720,000	720,000	776,558	-	776,558	56,558
Total operating revenues	41,844,707	40,742,833	40,130,381	-	40,130,381	(612,452)
Operating expenses:						
Personnel costs	36,215,129	37,011,038	39,775,705	(3,170,465)	36,605,240	405,798
Outside services	5,331,139	5,533,678	11,235,587	(5,689,617)	5,545,970	(12,292)
Materials and supplies	6,716,787	6,311,800	9,078,022	-	9,078,022	(2,766,222)
Energy costs	12,516,500	12,801,500	13,075,928	-	13,075,928	(274,428)
Risk management	1,845,711	2,144,500	1,443,980	329,547	1,773,527	370,973
Miscellaneous operating expenses	16,725,712	15,560,250	15,706,489	(58,829)	15,647,660	(87,410)
Depreciation	-	-	70,595,031	(70,595,031)	-	-
Total operating expenses	79,350,978	79,362,766	160,910,742	(79,184,395)	81,726,347	(2,363,581)
Operating income (loss)	(37,506,271)	(38,619,933)	(120,780,361)	79,184,395	(41,595,966)	(2,976,033)

San Diego Metropolitan Transit System
San Diego Trolley Incorporated
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual (Continued)
For the Year Ended June 30, 2018

	Budgeted Amounts		Actuals per Statement of Revenues, Expenses, and Changes in Net Position	Actual Amounts		Variance with Final Budget Positive (Negative)
	Original	Final		Budget Basis Adjustments	Actuals on Budget Basis	
Public support and nonoperating revenues (expenses):						
Federal revenue	24,200,000	24,200,000	24,247,063	(47,063)	24,200,000	-
Transportation Development Act (TDA) funds	8,306,271	14,254,933	20,020,744	(4,386,975)	15,633,769	1,378,836
State Transit Assistance (STA) funds	-	-	1,965,467	(371,090)	1,594,377	1,594,377
State revenue - other	-	-	943,318	(943,318)	-	-
<i>TransNet</i> funds	5,000,000	-	-	-	-	-
Gain (loss) on disposal of assets	-	165,000	167,820	-	167,820	2,820
Total public support and nonoperating revenues (expenses):	37,506,271	38,619,933	47,344,412	(5,748,446)	41,595,966	2,976,033
Income (loss) before contributed capital	-	-	(73,435,949)	73,435,949	-	-
Contributed capital, net	-	-	14,280,335	(14,280,335)	-	-
Changes in net position	\$ -	\$ -	(59,155,614)	\$ 59,155,614	\$ -	\$ -
Net Position:						
Beginning of year			1,190,666,728			
End of year			<u>\$ 1,131,511,114</u>			

Statistical Section

(Unaudited)

Included in this section of the Metropolitan Transit System comprehensive annual financial report is detailed information to assist in analysis and understanding of the information presented in the financial statements, notes and required supplementary information.

Contents

Financial trends

These schedules contain trend information to help the reader understand how MTS's financial position has changed over time.

Revenue Capacity

These schedules contain detailed information about the fare structures and revenue generated from transit operations provided by MTS.

Debt Capacity

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

Demographic and Economic Information

These schedules provide service and infrastructure data to help the reader understand how the information in MTS's financial report relates to the services MTS provides.

Operating Information

These schedules provide service and infrastructure data to help the reader understand how the information in MTS's financial report relates to the services MTS provides.

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FINANCIAL TRENDS

San Diego Metropolitan Transit System
Net Position by Component (in 000's)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Business-type activities:										
Net investment in capital assets	\$ 1,785,808	\$ 1,739,360	\$ 1,760,427	\$ 1,699,222	\$ 1,395,206	\$ 1,296,217	\$ 1,172,816	\$ 1,073,562	\$ 1,078,178	\$ 1,075,105
Restricted	14,447	4,440	8,750	5,309	6,742	7,255	78,378	7,007	2,548	2,700
Unrestricted	(65,308)	(19,615)	(31,668)	(31,900)	181,114	189,837	157,609	173,128	177,158	172,344
Total business-type activities net position	\$ 1,734,947	\$ 1,724,185	\$ 1,737,509	\$ 1,672,631	\$ 1,583,062	\$ 1,493,309	\$ 1,408,803	\$ 1,253,697	\$ 1,257,884	\$ 1,250,149
Primary government:										
Net investment in capital assets	\$ 1,785,808	\$ 1,739,360	\$ 1,760,427	\$ 1,699,222	\$ 1,395,206	\$ 1,296,217	\$ 1,172,816	\$ 1,073,562	\$ 1,078,178	\$ 1,075,105
Restricted	14,447	4,440	8,750	5,309	6,742	7,255	78,378	7,007	2,548	2,700
Unrestricted	(65,308)	(19,615)	(31,668)	(31,900)	181,114	189,837	157,609	173,128	177,158	172,344
Total primary government net position	\$ 1,734,947	\$ 1,724,185	\$ 1,737,509	\$ 1,672,631	\$ 1,583,062	\$ 1,493,309	\$ 1,408,803	\$ 1,253,697	\$ 1,257,884	\$ 1,250,149

Source: Audited financial statements

San Diego Metropolitan Transit System
Changes in Net Position (in 000's)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Operating revenues:										
Passenger revenue	\$ 90,236	\$ 93,279	\$ 97,914	\$ 97,615	\$ 93,995	\$ 90,652	\$ 88,094	\$ 84,764	\$ 84,167	\$ 85,192
Advertising	1,131	1,379	968	816	870	972	784	621	783	925
Charter	-	-	-	6	30	1	186	129	128	69
Miscellaneous	17,404	18,863	15,781	9,349	9,531	4,934	4,445	4,688	4,264	4,874
Total operating revenues	108,771	113,521	114,663	107,786	104,426	96,559	93,509	90,202	89,342	91,060
Operating expenses:										
Personnel costs	146,282	137,021	121,921	114,575	117,092	123,720	112,537	104,329	109,512	101,913
Outside services	101,574	97,800	94,802	84,302	73,859	67,414	66,050	64,037	63,574	65,140
Transit operations funding	488	463	491	2,692	4,243	3,571	3,721	4,053	3,758	3,004
Materials and supplies	14,918	13,065	9,715	10,307	9,276	8,469	7,977	7,678	6,680	7,190
Energy costs	26,414	25,552	24,531	28,003	26,044	22,572	22,689	21,932	22,892	25,283
Risk management	6,675	4,276	4,864	5,849	3,610	2,902	4,030	3,924	4,859	4,074
Miscellaneous	5,854	5,934	4,978	4,975	6,244	6,493	5,116	4,899	3,571	2,052
Depreciation	120,928	123,880	119,520	108,199	103,198	92,788	84,811	81,041	98,238	75,499
Total operating expenses	423,133	407,991	380,822	358,902	343,566	327,929	306,931	291,893	313,084	284,155
Operating income (loss)	(314,362)	(294,470)	(266,159)	(251,116)	(239,140)	(231,370)	(213,422)	(201,691)	(223,742)	(193,095)

San Diego Metropolitan Transit System
Changes in Net Position (in 000's) (Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Public support and nonoperating revenues (expenses):										
Grants and contributions	253,298	232,775	235,763	235,755	211,517	183,945	325,658	170,850	224,506	176,979
Investment earnings	941	636	292	3,065	6,087	6,267	7,622	7,695	9,708	10,584
Interest expense	(809)	(963)	(1,071)	(6,883)	(6,982)	(7,520)	(8,014)	(8,420)	(12,702)	(11,153)
Gain (loss) on disposal of assets	(809)	396	2,433	67	(273)	804	(620)	712	(69)	294
Other expenses	-	-	-	-	(13)	(13)	(5)	(139)	(1,075)	(705)
Total public support and nonoperating revenues (expenses)	252,621	232,844	237,417	232,004	210,336	183,483	324,641	170,698	220,368	175,999
Income (loss) before contributed capital	(61,741)	(61,626)	(28,742)	(19,112)	(28,804)	(47,887)	111,219	(30,993)	(3,374)	(17,096)
Contributed capital, net	99,551	48,301	93,619	245,717	118,768	132,182	44,118	26,806	11,110	1,668
Changes in net position	\$ 37,810	\$ (13,325)	\$ 64,877	\$ 226,605	\$ 89,964	\$ 84,295	\$ 155,337	\$ (4,187)	\$ 7,736	\$ (15,428)

REVENUE CAPACITY

San Diego Metropolitan Transit System
Operating Revenue by Source (in 000's)
Last Ten Fiscal Years

Fiscal Year Ended	Passenger Fares	Federal Operating Funds	State Operating Funds	Local Operating Funds	Other
San Diego Transit Corporation					
2009	\$ 27,882	\$ 17,177	\$ 24,496	\$ 14,416	\$ 141
2010	26,708	18,267	16,249	21,456	182
2011	26,056	19,894	29,435	18,307	152
2012	27,498	20,709	20,497	17,549	196
2013	28,621	20,266	31,954	18,886	6
2014	27,781	19,336	16,489	20,897	34
2015	27,156	18,096	18,085	28,982	5
2016	26,169	18,000	15,993	35,558	2
2017	24,864	20,000	17,138	31,038	10
2018	23,034	20,225	16,467	38,889	187
San Diego Trolley					
2009	\$ 33,454	\$ 16,616	\$ 787	\$ 7,043	\$ 1,012
2010	33,050	16,449	5,637	5,000	462
2011	34,673	14,912	5,497	5,000	528
2012	35,216	14,989	7,208	5,492	552
2013	35,554	22,426	3,379	5,000	574
2014	40,188	22,913	1,501	5,000	1,256
2015	41,140	21,151	5,047	5,000	628
2016	41,113	21,148	6,040	5,000	698
2017	38,968	23,149	13,609	5,000	704
2018	39,354	24,247	22,930	-	777
MTS - Contracted Services					
2009	\$ 23,857	\$ 4,681	\$ 29,581	\$ 1,456	\$ 64
2010	24,410	10,420	21,524	1,636	47
2011	24,036	4,641	28,857	2,002	-
2012	25,380	7,155	26,635	1,984	-
2013	26,476	5,595	28,132	2,368	-
2014	26,025	10,362	26,906	2,665	-
2015	29,318	14,127	30,543	2,123	79
2016	30,631	13,827	33,796	2,258	(2)
2017	29,447	13,838	36,162	2,296	2
2018	27,848	14,599	38,320	2,699	2

Source: Audited Financial Statements.

San Diego Metropolitan Transit System

Fare Structure

Last Ten Fiscal Years

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Bus Cash Fares										
One-way fare, local routes	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Senior/disabled, local routes	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Urban	-	-	-	-	-	-	-	-	-	-
Rapid/Express	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Senior/disabled Rapid/Express	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Rapid Express/Premium	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Senior/disabled Rapid Express/Premium	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Rural bus	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00
Senior/disabled Rural bus	2.5-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00
Sorrento Valley Coaster Connection	-	-	-	-	-	-	-	-	-	1.00
Senior/disabled Coaster Connection	-	-	-	-	-	-	-	-	-	0.50
Trolley Cash Fares										
One-way fare, all stations	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Senior/disabled one-way fare all stations	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Downtown	-	-	-	-	-	-	-	-	-	1.25
Senior/disabled Downtown	-	-	-	-	-	-	-	-	-	0.60
Bus and Trolley Day Passes										
Regional day pass	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	-
Region plus day pass	12.00	12.00	12.00	12.00	12.00	12.00	12.00	14.00	14.00	-
Bus and Trolley Monthly Passes										
Regional monthly pass	72.00	72.00	72.00	72.00	72.00	72.00	72.00	72.00	72.00	68.00
Senior/disabled Regional	18.00	18.00	18.00	18.00	18.00	18.00	18.00	18.00	18.00	17.00
Youth Regional	36.00	36.00	36.00	36.00	36.00	36.00	36.00	36.00	36.00	34.00
14-Day/Half-month	43.00	43.00	43.00	43.00	43.00	43.00	43.00	43.00	43.00	41.00
Rapid Express/Premium monthly pass	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	90.00
Senior/disabled Rapid Express/Premium	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	22.50
Youth Rapid Express/Premium	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	45.00
14-Day/Half-month Rapid Express/Premium	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	54.00

SOURCE: SANDAG Comprehensive Fare Ordinance, amendments effective July 2014.

**San Diego Metropolitan Transit System
Farebox Recovery Percentage
Last Ten Fiscal Years**

Fiscal Year Ended	San Diego Transit	San Diego Trolley	MTS-Contracted Services
2009	34.31	57.15	40.00
2010	28.46	54.26	42.06
2011	31.22	57.41	40.37
2012	30.50	55.63	41.50
2013	29.01	53.98	42.31
2014	30.34	56.52	39.46
2015	29.50	56.64	38.48
2016	27.39	54.76	38.05
2017	26.21	47.81	36.02
2018	23.12	44.89	33.36

Source: Audited financial statements; calculated as passenger revenue divided by operating expenses (less depreciation, GASB 68 related pension expense and GASB 75 related OPEB expenses), and interest expense.

DEBT CAPACITY

San Diego Metropolitan Transit System
Ratio of Outstanding Debt by Type
Last Ten Fiscal Years

Year ended June 30	Capital Lease - Tower	Capital Lease- Equipment	1995 LRV Lease/ Leaseback	Pension Obligation Bonds	Total	Percentage of Personal Income	Debt per Capita
2009	\$ 7,141,327	\$ 117,470	\$121,292,645	\$ 71,565,000	\$200,116,442	0.15%	\$ 65
2010	6,647,108	44,190	119,948,726	61,150,000	187,790,024	0.13%	61
2011	5,317,686	-	118,501,460	47,265,000	171,084,146	0.11%	55
2012	4,766,867	-	116,942,900	40,510,000	162,219,767	0.10%	51
2013	4,189,818	-	115,264,486	25,880,000	145,334,304	0.09%	46
2014	3,614,149	-	113,457,002	23,965,000	141,036,151	0.08%	44
2015	3,006,729	-	18,108,323	21,960,000	43,075,052	0.02%	13
2016	2,393,787	-	-	19,860,000	22,253,787	0.01%	7
2017	1,747,713	-	-	17,655,000	19,402,713	0.01%	6
2018	1,071,269	-	-	15,340,000	16,411,269	0.01%	5

Details regarding MTS's outstanding debt can be found in the notes to the financial statements.

- MTS retired the capital equipment lease and refunded the Tower capital lease in FY2011
- MTS retired the 1995 LRV Lease/Leaseback obligation in FY2016

DEMOGRAPHIC AND ECONOMIC STATISTICS

**San Diego Metropolitan Transit System
Regional Population and Personal Income Statistics
Last Ten Fiscal Years**

	County of San Diego Population (1)	County of San Diego Personal Income (thousands) (1)	Per Capita Personal Income (1)	San Diego County Average Unemployment Rate (2)
2009	3,077,633	137,300,000	48,464	10.20%
2010	3,102,852	136,600,000	48,566	10.50%
2011	3,135,806	145,700,000	49,938	10.40%
2012	3,174,446	152,700,000	50,670	9.30%
2013	3,208,946	157,800,000	51,223	7.40%
2014	3,248,547	167,100,000	52,889	6.10%
2015	3,275,546	175,900,000	54,708	5.00%
2016	3,300,891	184,200,000	55,797	5.10%
2017	3,327,564	192,500,000	56,437	4.30%
2018	3,352,564	202,800,000	57,473	3.70%

Source:

(1) California Department of Transportation - Actuals 2009-2016, Forecast 2017-2018

(2) California Employment Development Department, June 2018

**San Diego Metropolitan Transit System
Full-Time and Part-Time Employees by Function
Last Ten Fiscal Years**

	<u>MTS</u>	<u>San Diego Transit</u>	<u>San Diego Trolley</u>	<u>Total</u>
2009	114	824	530	1,468
2010	110	782	528	1,420
2011	116	758	543	1,417
2012	122	761	568	1,451
2013	136	786	599	1,521
2014	149	785	600	1,534
2015	154	852	595	1,601
2016	163	823	571	1,557
2017	165	825	578	1,568
2018	166	802	593	1,561

Source: MTS payroll records

San Diego Metropolitan Transit System Ten Largest Employers in San Diego County

Company Name	Number of Employees (1)	Percent of 1,525,500 County Total (2)
Federal Government*	35,488	2.33%
University of California, San Diego	34,448	2.26%
Naval Base San Diego	34,185	2.24%
Sharp HealthCare	18,364	1.20%
County of San Diego	17,413	1.14%
Scripps Health	14,941	0.98%
San Diego Unified School District	13,815	0.91%
Qualcomm Inc.	11,800	0.77%
City of San Diego	11,462	0.75%
Kaiser Permanente	9,606	0.63%

Source:

- (1) San Diego Business Journal - 2018 Book of Lists. *U.S. Office of Personnel Management data reported for Executive Branch
- (2) Employment Development Department, State of California

Note: County of San Diego employment information is presented. Employer information is not currently available for the area served by the Metropolitan Transit System within San Diego County. MTS presents only current employment data for the county of San Diego.

OPERATING INFORMATION

San Diego Metropolitan Transit System
Operating Indicator by Function
Last Ten Fiscal Years

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Operating Cost (in 000's)										
San Diego Transit	\$ 99,619	\$ 94,878	\$ 95,526	\$ 92,059	\$ 91,568	\$ 98,666	\$ 90,153	\$ 83,457	\$ 93,831	\$ 81,271
San Diego Trolley	87,666	81,501	75,086	72,637	71,098	65,859	63,309	60,395	60,913	58,537
MTS-Contract Services	83,468	81,744	80,511	76,190	65,959	62,573	61,154	59,536	58,037	59,639
Farebox Revenue (in 000's)										
San Diego Transit	\$ 23,034	\$ 24,864	\$ 26,169	\$ 27,156	\$ 27,781	\$ 28,621	\$ 27,498	\$ 26,056	\$ 26,708	\$ 27,882
San Diego Trolley	39,354	38,968	41,113	41,140	40,188	35,554	35,216	34,673	33,050	33,454
MTS-Contract Services	27,848	29,447	30,631	29,318	26,025	26,476	25,380	24,036	24,410	23,857
Total Passengers (in 000's)										
San Diego Transit	\$ 22,867	\$ 24,315	\$ 25,628	\$ 27,264	\$ 28,541	\$ 28,927	\$ 28,802	\$ 27,252	\$ 26,921	\$ 29,762
San Diego Trolley	36,995	37,639	39,614	40,082	39,695	29,699	32,655	31,613	30,469	36,928
MTS-Contract Services	25,567	26,241	27,194	27,574	23,761	23,479	23,780	22,664	21,988	21,645
Revenue Miles (in 000's)										
San Diego Transit	\$ 9,684	\$ 9,626	\$ 9,702	\$ 9,561	\$ 8,695	\$ 8,557	\$ 8,221	\$ 8,178	\$ 8,624	\$ 9,221
San Diego Trolley	8,656	8,728	8,424	8,596	8,516	7,758	7,544	7,519	7,743	7,895
MTS-Contract Services	14,983	15,144	14,969	13,328	12,139	11,607	11,214	11,196	11,450	12,179
Subsidy / Total Passenger										
San Diego Transit	\$ 3.35	\$ 2.88	\$ 2.71	\$ 2.38	\$ 2.24	\$ 2.42	\$ 2.18	\$ 2.11	\$ 2.50	\$ 1.79
San Diego Trolley	1.31	1.13	0.86	0.79	0.78	1.02	0.86	0.81	0.92	0.68
MTS-Contract Services	2.18	1.99	1.83	1.70	1.68	1.54	1.50	1.57	1.53	1.66

Source: NTD Report, and audited financial statements.

San Diego Metropolitan Transit System
Service Performance Data
Last Ten Fiscal Years

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Service Provided										
San Diego Transit										
Vehicle Revenue Miles (in 000's)	9,684	9,626	9,702	9,561	8,695	8,557	8,221	8,178	8,624	9,221
Vehicle Revenue Hours (in 000's)	821	822	825	806	795	787	757	754	789	843
Passengers (in 000's)	22,867	24,315	25,628	27,264	28,541	28,927	28,802	27,252	26,921	29,762
Passenger Miles (in 000's)	104,545	109,727	111,639	117,585	110,009	108,222	106,804	100,500	98,163	107,408
Number of Vehicles	270	278	279	272	310	260	236	236	238	247
San Diego Trolley										
Vehicle Revenue Miles (in 000's)	8,656	8,728	8,424	8,596	8,516	7,758	7,544	7,519	7,743	7,895
Vehicle Revenue Hours (in 000's)	478	490	493	496	504	472	428	423	442	410
Passenger Car Hours (in 000's)	486	504	507	509	512	476	433	429	448	416
Passengers (in 000's)	36,995	37,639	39,614	40,082	39,695	29,699	32,655	31,613	30,469	36,928
Passenger Miles (in 000's)	214,376	210,971	223,185	224,422	228,531	173,151	194,822	193,063	186,509	220,639
Number of Vehicles	177	177	177	177	179	178	151	128	134	133
MTS-Contracted Services										
Vehicle Revenue Miles (in 000's)	14,983	15,144	14,969	13,328	12,139	11,607	11,214	11,196	11,450	12,179
Vehicle Revenue Hours (in 000's)	1,256	1,269	1,252	1,112	998	961	933	927	946	986
Passengers (in 000's)	25,567	26,241	27,194	27,573	23,761	23,479	23,780	22,664	21,988	21,645
Passenger Miles (in 000's)	94,665	95,940	97,479	94,504	85,269	84,021	79,789	82,125	79,237	80,104
Number of Vehicles	544	526	520	520	449	427	404	407	369	388
Total										
Passengers (in 000's)	85,429	88,195	92,436	94,919	91,997	82,105	85,237	81,529	79,378	88,335
Passenger Miles (in 000's)	413,586	416,638	432,303	436,511	423,809	365,394	381,415	375,688	363,909	408,151

Source: NTD Report and MTS internal capital asset system

San Diego Metropolitan Transit System
Capital Assets Statistics by Function
Last Ten Fiscal Years

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
General Operations										
Buildings and structures	1	1	1	1	1	1	1	1	1	1
Nonrevenue vehicles	-	-	1	3	3	3	5	5	5	7
San Diego Transit										
Land (parcels)	2	2	2	2	2	2	2	2	2	2
Buildings and structures	2	2	2	2	2	2	2	2	2	2
Buses	270	278	279	272	310	260	236	236	238	247
Nonrevenue vehicles	14	12	12	12	12	14	19	22	32	39
San Diego Trolley										
Trolley stations	54	54	54	54	54	54	54	54	54	54
Track miles	54	54	54	54	54	54	54	54	54	54
Light rail vehicles (total inventory)	177	177	177	177	179	178	151	128	134	133
Nonrevenue vehicles	12	12	12	16	16	15	31	43	51	68
MTS - Contracted Services										
Land (parcel)	2	2	2	2	2	2	2	1	1	1
Buildings and structures	4	4	4	4	4	4	4	3	3	3
Buses	544	526	520	520	449	427	404	407	369	388
Nonrevenue vehicles	8	9	9	10	8	8	8	10	7	7
Taxicab Administration										
Buildings and structures	1	1	1	1	1	1	1	1	1	1
Nonrevenue vehicles	1	1	1	2	2	2	4	3	3	3

Source: MTS ERP System

**San Diego Metropolitan Transit System
Ridership
Last Ten Fiscal Years**

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Ridership (in 000's)										
San Diego Transit % Change	22,867 -5.96%	24,315 -5.12%	25,628 -6.00%	27,264 -4.48%	28,541 -1.33%	28,927 0.43%	28,802 5.69%	27,252 1.23%	26,921 -9.55%	29,762 5.94%
San Diego Trolley % Change	36,995 -1.71%	37,639 -4.99%	39,614 -1.17%	40,082 0.98%	39,695 33.65%	29,699 -9.05%	32,655 3.30%	31,613 3.75%	30,469 -17.49%	36,928 -1.84%
MTS - Contracted Services % Change	25,567 -2.57%	26,241 -3.51%	27,194 -1.38%	27,574 16.05%	23,761 1.20%	23,479 -1.27%	23,780 4.92%	22,664 3.07%	21,988 1.58%	21,645 0.86%

Source: NTD Report

**San Diego Metropolitan Transit System
Operating Subsidy
Last Ten Fiscal Years**

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Average Fare per Rider										
San Diego Transit	1.01	1.02	1.02	1.00	0.97	0.99	0.95	0.96	0.99	0.94
San Diego Trolley	1.06	1.04	1.04	1.03	1.01	1.20	1.08	1.10	1.08	0.91
MTS - Contract Services	1.09	1.12	1.13	1.06	1.10	1.13	1.07	1.06	1.11	1.10
Operating Expense per Rider										
San Diego Transit	4.36	3.90	3.73	3.38	3.21	3.41	3.13	3.06	3.49	2.73
San Diego Trolley	2.37	2.17	1.90	1.81	1.79	2.22	1.94	1.91	2.00	1.59
MTS - Contract Services	3.27	3.12	2.96	2.76	2.78	2.67	2.57	2.63	2.64	2.76
Subsidy per Rider										
San Diego Transit	3.35	2.88	2.71	2.38	2.24	2.42	2.18	2.11	2.50	1.79
San Diego Trolley	1.31	1.13	0.86	0.79	0.78	1.02	0.86	0.81	0.92	0.68
MTS - Contract Services	2.18	1.99	1.83	1.70	1.68	1.54	1.50	1.57	1.53	1.66

}

Source: NTD report and Audited financial statements



**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**

To the Board of Directors
San Diego Metropolitan Transit System
San Diego, California

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 San Diego Metropolitan Transit System (MTS), which comprise of the statement of net position as of June 30, 2018 and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated November 01, 2018.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered MTS'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 opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of MTS's internal control. Accordingly, we do not express an opinion on the effectiveness of MTS'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 MTS's financial statements are free from 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*.

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To the Board of Directors
San Diego Metropolitan Transit System
San Diego, California
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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 entity'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.

A handwritten signature in black ink that reads "The PwC Group, LLP". The signature is written in a cursive, flowing style.

San Diego, California
November 01, 2018