



# Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2015



San Diego Metropolitan Transit System    

San Diego, California



# **San Diego Metropolitan Transit System**

San Diego, California

*Comprehensive Annual Financial Report and  
Independent Auditors' Reports*

*For the year ended June 30, 2015*

PREPARED BY SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FINANCE DEPARTMENT



# San Diego Metropolitan Transit System

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## **INTRODUCTORY SECTION**

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Metropolitan Transit System

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, 2015 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 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 firm of Pun & McGeedy LLP, Certified Public Accountants, 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, 2015 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, 2015 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 also was designed to meet the requirements of a broader, federally mandated "Single Audit" 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 nine-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 Blue Line from the America Plaza Station to San Ysidro at the International Border, the Orange Line from the Santa Fe Depot through Centre City and then east to El Cajon Transit Center, and the 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 273 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 auditing 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 520 buses. The contracts require full operation and maintenance of the bus services. Contract services are accounted for in the 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 SD&AE rail line. MTS provides no subsidy to SDIV, but does receive a portion of its gross revenue. SD&AE is considered a component unit and 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. The agreement provides specific performance milestones for the first 5 years of the term, with a minimum of \$1 million in annual revenue required. The agreement may be terminated if PIR fails to meet the specified milestones. If PIR meets all milestones and commences freight operations along the Desert Line, MTS's revenue will increase over time to 15% 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, 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 San Diego City Council, one appointed from the San Diego County Board of Supervisors, one appointed from each city council of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, and one member of the public elected by other Board members to serve as Chairman.

## **ECONOMIC CONDITION AND OUTLOOK**

The San Diego economy is projected to outpace economic growth in the rest of California and the U.S. in 2015. We expect the advanced technology industry to continue to thrive, which will benefit various industries including biotech, pharmaceutical, medical devices, renewable energy, and others. San Diego's gross domestic product (GDP), the total value of the region's economy, has been forecasted to reach \$208.2 billion in 2014 and \$218.6 billion in 2015, increasing from the \$197.9 billion earned in 2013. Unemployment is projected to further decrease to an annual average of 5.7 percent in 2015, 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. MTS has recovered from the financial implications of the recession and is beginning to grow its service base. Sales tax receipts throughout California, which impacts subsidy revenue available to MTS from both TDA and TransNet funds, increased again for the fifth consecutive year and sales tax receipts have finally exceeded fiscal year 2007 high on a cash basis. MTS continues to monitor its costs and initiate additional revenue programs. As directed by the MTS Board of Directors, MTS has budgeted to bring its contingency reserve balance from 10.0% of the operating budget up to 12.5% by the end of fiscal year 2016.

### **Major Initiatives**

MTS has implemented three of four new bus rapid transit (Rapid) routes, which feature high-frequency, seven-day-a-week, extended hour, bi-directional service to connect suburban commuters with major employment and entertainment centers. The first Rapid route (235), which started in June 2014, connects the I-15 corridor and downtown. Route 237, which began operation in October 2014, offers high-frequency, peak-hour service to Sorrento Mesa and UC San Diego. Route 215 also began operation in October 2014. This Mid-City Rapid travels between San Diego State University and Downtown San Diego, primarily on El Cajon Boulevard and Park Boulevard. MTS also implemented substantial changes on its existing services in order to feed the Rapid service and maximize their use. The fourth Rapid route will connect South Bay and Downtown San Diego, and is anticipated to open for revenue service in calendar year 2018.

MTS continues to focus on keeping the system's capital infrastructure in a state of good repair. After 30 years of operation, an extensive system-wide rehabilitation and upgrade of the MTS's Trolley operation is now complete, which enabled low floor service on the entire trolley system.

MTS and SANDAG completed work on the South Bay project which included a new 48,000 square foot maintenance building, a new 14,000 square foot administration and operations building, a new bus wash facility, and the renovation of the existing main building. This project was a Design-Build project with a budget of approximately \$30 million. Construction began in January 2013 and the new facility opened in September 2014. The new Maintenance Building was designed and built as a Leadership in Energy and Environmental Design (LEED) Silver project. The expanded capacity at this facility will accommodate the vehicles for the South Bay Rapid.

MTS and SANDAG continue to work on the expanded East County operations and maintenance facilities. The project is a Design-Bid-Build project. The existing site is 5.2 acres and currently accommodates 83 transit buses. The final layout will be able to accommodate up to 120 buses and 120 employee/support vehicles. A budget of approximately \$30 million is planned for the project. A contractor team has been selected and construction began in August 2014. The project is designed and to be built as a LEED Silver project. The new building facility is expected to be completed by Summer 2016. A CNG fueling station for the East County facility was completed in April 2014. Completion of this project will facilitate bringing alternative fuel vehicles to East County bus routes.

The Mid-Coast extension of the trolley system is another regional project. The project team is currently putting together an application for a full-funding grant agreement from the FTA. When complete, this extension will span 11 miles between Old Town and north University City. It is anticipated to open for revenue service in calendar year 2021.

Also, MTS continues to fund a capital reserve for the replacement of 52 SD100 light rail vehicles that are 20 years old. To date, MTS has funded \$9 million for this reserve, and has budgeted an additional \$9.1 million with the FY 2016 Capital Improvement Plan.

## AWARDS AND ACKNOWLEDGEMENTS

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, 2014. This was the ninth consecutive year and the nineteenth 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 comprehensive annual financial report 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

October 30, 2015

# San Diego Metropolitan Transit System

## List of Board of Directors and Management

### BOARD OF DIRECTORS

<b>Members</b>	<b>Board position (elected position)</b>
Harry Mathis	Chairman, since 1/06; Board Member since 12/94
Ron Roberts	Vice Chairman, since 1/11; Board Member since 11/89 (Supervisor, County Board of Supervisors)
Lorie Bragg	Board Member, since 1/12 (Mayor Pro Tem, Imperial Beach)
Myrtle Cole	Board Member, since 9/13 (Councilmember, City of San Diego)
Jim Cunningham	Board Member, since 1/09 (Councilmember, City of Poway)
Marti Emerald	Board Member, since 12/09 (Councilmember, City of San Diego)
George Gastil	Board Member, since 11/12 (Councilmember, City of Lemon Grove)
Todd Gloria	Chair Pro Tem, since 1/15, Board Member, since 1/09 (Councilmember, City of San Diego)
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 Minto	Board Member, since 1/11 (Councilmember, City of Santee)
Mona Rios	Board Member, since 9/11 (Councilmember, National City)
Mary Salas	Board Member, since 2/13 (Councilmember, City of Chula Vista)
Mike Woiwode	Board Member, since 12/14 (Councilmember, City of Coronado)
Lorie Zapf	Board Member, since 12/14 (Councilmember, City of San Diego)

### BOARD COMMITTEE MEMBERSHIP

<b>Executive Committee</b>	<b>Accessible Services Advisory Committee</b>	<b>Airport Authority Advisory Committee</b>	<b>Ad Hoc Public Security Committee</b>
Harry Mathis, Chair	Lorie Bragg, Chair	Harry Mathis	Jim Cunningham
Lorie Bragg			Harry Mathis
Jim Cunningham			John Minto
Todd Gloria			Mona Rios
Ron Roberts			Lorie Zapf
<b>Audit Oversight Committee</b>	<b>Budget Development Committee</b>	<b>Joint Committee on Regional Transit</b>	<b>Los Angeles-San Diego Rail Corridor Agency</b>
Ernie Ewin, Chair	Myrtle Cole	Jim Cunningham	George Gastil
Lorie Bragg	Harry Mathis	George Gastil	
Jim Cunningham	Bob McClellan	Harry Mathis	
Todd Gloria	John Minto		
Harry Mathis	Ron Roberts		
Ron Roberts			
<b>SANDAG Board</b>	<b>SANDAG Regional Planning Committee</b>	<b>SANDAG Transportation Committee</b>	<b>Taxicab Committee</b>
Harry Mathis	Mona Rios	Harry Mathis	Myrtle Cole

# San Diego Metropolitan Transit System

## List of Board of Directors and Management (Continued)

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### MTS MANAGEMENT

<b>Staff</b>	<b>Position</b>
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

## Certificate of Achievement for Excellence in Financial Reporting – GFOA

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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, 2014**

A handwritten signature in cursive script, reading "Jeffrey R. Egan".

Executive Director/CEO



## **FINANCIAL SECTION**

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## **INDEPENDENT AUDITORS' REPORT**

To the Board of Directors  
of the 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 of the statement of net position as of June 30, 2015, and the related statements of revenues, expenses, and changes in net position, and cash flows for the year then ended, and related notes to basic 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

### **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of MTS as of June 30, 2015, and the changes in its net position and its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

## **Emphasis of Matters**

### ***Implementation of GASB Statements No. 68 and 71***

As discussed in Note 12 to the basic financial statements, MTS implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pension Plans-an amendment of GASB Statement No. 27*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date-an amendment of GASB Statement No. 68*. The adoption of these statements requires retrospective application of previously reported net position at July 1, 2014 as described in Note 14 to the basic financial statements. In addition, Net Pension Liability is reported in the Statement of Net Position in the amount of \$110,610,221 as of June 30, 2014, the measurement date. This Net Pension Liability is calculated by actuaries using estimates and actuarial techniques from an actuarial valuation as of June 30, 2013 which was then rolled-forward by the actuaries to June 30, 2014, the measurement date. 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, schedule of proportionate share of the net pension liability, schedules of changes in net pension liability and related ratios, schedules of contributions, and schedule of funding progress of the other postemployment benefits healthcare plan be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Government 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  
of the 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 October 30, 2015, 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.

Handwritten signature in black ink that reads "Paul J. McGeady LLP". The signature is written in a cursive style with a large, stylized initial "P" and "M".

San Diego, California  
October 30, 2015

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

**Independent Auditors' Report**

To the Board of Directors  
of the 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 the San Diego Metropolitan Transit System (MTS), which comprise the statement of net position as of June 30, 2015, 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 October 30, 2015.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered MTS' 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' internal control. Accordingly, we do not express an opinion on the effectiveness of MTS' 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' 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*.

To the Board of Directors  
of the 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 "Paul J. McGeady LLP". The signature is written in a cursive style with a large, stylized initial "P" and "M".

San Diego, California  
October 30, 2015



# San Diego Metropolitan Transit System

## Management's Discussion and Analysis

### June 30, 2015

---

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, 2015. This information should be used in conjunction with the Letter of Transmittal, which can be found on pages i through iv of this report.

#### Financial Highlights

- Net position, as reported in the statement of net position, totaled \$1,673 million as of June 30, 2015 and \$1,583 million as of June 30, 2014. Of this amount, \$(32) million was an unrestricted deficit as of June 30, 2015 and \$181 million was unrestricted as of June 30, 2014. Total net position increased by \$90 million in the current year. The current year increase is attributable to an increase operating revenues, TDA, State revenue, and contributed capital, partially offset by increases in operating expenses and a decrease in *TransNet* funds. With the implementation of GASB 68, the beginning net position was reduced by \$137 million, resulting in a restated beginning net position of \$1,446 million.
- For the year ended June 30, 2015, 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 40.52% compared to 41.11% for the year ended June 30, 2014. The current year decrease is due primarily to an increase in outside services related to increased rates for purchased transportation, partially offset by an increase in passenger revenue.
- In the current fiscal year, we are not presenting comparative financial statements due to the implementation of GASB 68, however we will present comparative statements in FY16.

#### 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, 2015**

**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 progress in funding its obligation to provide other post-employment benefits to 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 \$1,673 million at the close of the most recent fiscal year and \$1,583 million at the end of FY2014.

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. Most of the investment in capital assets is comprised of trolley system assets, buses, and construction-in-progress totaling \$20.2 million, of which the largest project under construction is the Regional Transportation Management System, \$8 million. This project will expand our communication system to the contracted bus operations. Prior year construction-in-progress totaled \$13 million, of which the largest projects under construction included the procurement of 65 light rail vehicles, \$5 million. 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 FY2015, MTS transferred completed projects worth \$61 million to SDTC, SDTI and Other Contracted Services compared to \$90 million in FY2014.

The balance in the unrestricted component of net position decreased by \$213 million during the current year and decreased \$9 million in the prior year. Total assets increased by \$93 million primarily due to capital assets increasing by \$208 million, partially offset by the reduction of cash restricted for debt service of \$98 million. In FY 2014, total assets increased by \$89 million. In the current fiscal year, total liabilities increased by \$7 million primarily due to the net pension liability of \$111 million, partially offset by the reduction in long term debt for the LRV Lease of \$95 million. In the previous year, total liabilities decreased by \$1 million.

	June 30, 2015	June 30, 2014	Changes
Current and other assets	\$ 194,475,830	\$ 308,583,122	\$ (114,107,292)
Capital assets	1,720,337,305	1,512,774,675	207,562,630
Total assets	<u>1,914,813,135</u>	<u>1,821,357,797</u>	<u>93,455,338</u>
Deferred outflows of resources	<u>17,417,561</u>	-	<u>17,417,561</u>
Long-term liabilities outstanding	163,147,079	152,721,866	10,425,213
Other liabilities	81,837,558	85,076,529	(3,238,971)
Total liabilities	<u>244,984,637</u>	<u>237,798,395</u>	<u>7,186,242</u>
Deferred inflows of resources	<u>14,614,264</u>	497,449	<u>14,116,815</u>
Net position:			
Net investment of capital assets	1,699,222,253	1,395,206,075	304,016,178
Restricted	5,309,440	6,741,898	(1,432,458)
Unrestricted Deficit	<u>(31,899,898)</u>	<u>181,113,980</u>	<u>(213,013,878)</u>
Total net position	<u>\$ 1,672,631,795</u>	<u>\$ 1,583,061,953</u>	<u>\$ 89,569,842</u>

**San Diego Metropolitan Transit System**  
**Management's Discussion and Analysis (Continued)**  
**June 30, 2015**

Increases in operating revenue are attributable to 3.2% increase in ridership throughout the region. Variances between FY2015 and FY2014 nonoperating revenues are attributable to significant increases in TDA, Proposition 1B funding and *TransNet* operations funding, partially offset by *TransNet* capital funds returned to SANDAG. These funds were advanced to MTS to cover the purchase of 65 light rail vehicles in FY2013 and FY2014 while MTS waited on Proposition 1B funding from the State of CA to be apportioned. The current year increase in operating expenses is attributable to an increase in depreciation expense associated with the acquisition of new capital assets, as well as increases in outside services and energy costs..

	<u>June 30, 2015</u>	<u>June 30, 2014</u>	<u>Changes</u>
Revenues:			
Operating revenues:			
Charges for services	\$ 97,620,664	\$ 94,024,708	\$ 3,595,956
Other operating revenues	10,165,340	10,400,773	(235,433)
Nonoperating revenues:			
Federal revenue	60,474,595	60,851,717	(377,122)
Transportation Development Act	87,358,869	82,565,009	4,793,860
State Transit Assistance	18,787,817	17,870,768	917,049
State revenue - other	42,953,271	4,211,454	38,741,817
<i>TransNet</i> funds	21,625,551	42,694,815	(21,069,264)
Other nonoperating revenue	7,687,264	9,138,116	(1,450,852)
Total revenues	<u>346,673,371</u>	<u>321,757,360</u>	<u>24,916,011</u>
Expenses:			
Operating expenses	358,901,485	343,566,429	15,335,056
Nonoperating expenses	6,882,602	6,994,987	(112,385)
Total expenses	<u>365,784,087</u>	<u>350,561,416</u>	<u>15,222,671</u>
(Decrease) in net position before capital contributions	(19,110,716)	(28,804,056)	9,693,340
Capital contributions	<u>245,716,854</u>	<u>118,768,399</u>	<u>126,948,455</u>
Increase in net position	226,606,138	89,964,343	136,641,795
Net position:			
Beginning of year, as previously reported	1,583,061,953	1,493,097,610	89,964,343
Restatement due to implementation of GASB 68	<u>(137,036,296)</u>	<u>-</u>	<u>(137,036,296)</u>
Beginning of year, as restated	<u>1,446,025,657</u>	<u>1,493,097,610</u>	<u>(47,071,953)</u>
End of year	<u>\$ 1,672,631,795</u>	<u>\$ 1,583,061,953</u>	<u>\$ 89,569,842</u>

**San Diego Metropolitan Transit System**  
**Management's Discussion and Analysis (Continued)**  
**June 30, 2015**

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**Capital Asset and Debt Administration**

**Capital assets.** MTS's investment in capital assets net of depreciation as of June 30, 2015 and 2014 amounted to \$1,720 million and \$1,513 million. 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 has completed its multi-year program to acquire 65 light rail vehicles for a total cost of \$266 million.
- MTS continues to modernize the bus fleet. In FY2015, 75 buses were placed into service for a total cost of \$27 million as well as 57 new ADA buses for a total cost of \$4 million.
- MTS contributed \$21 million in station improvements, rail infrastructure, and platforms to SDTI along the Blue Line.
- Completed capital projects totaling \$245 million were transferred from SANDAG to MTS and its component units during FY2015.

**CAPITAL ASSETS**  
(Net of depreciation)

	2015	2014
Land	\$ 256,922,883	\$ 256,922,883
Buildings	948,071,187	742,531,433
Vehicles	447,072,544	449,499,941
Equipment & other	48,024,563	50,675,910
Construction-in-progress	20,246,128	13,144,508
Total	\$ 1,720,337,305	\$ 1,512,774,675

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 \$3.0 million. In addition, MTS has two finance obligations outstanding relating to a lease/leaseback transaction entered into in 1995 and Pension Obligation Bonds issued in fiscal year 2005 for a total obligation of \$40.1 million. In connection with the lease/leaseback transaction, MTS placed funds on deposit, which, together with the interest earned on the deposits, will be sufficient to cover the amount due under the finance obligation.

The pension obligation bonds were issued in fiscal year 2005 for \$77.5 million to make a contribution to the SDTC retirement plan and reduce its unfunded liability. During 2010, MTS retired 14% and refunded 41%, or \$30 million, of the bonds outstanding; this refunding was retired in FY2013. 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-Positive" in 2015, an improvement from the "AA-" we received in 2014. Additional information on MTS's long-term debt can be found in Note 8 to the financial statements.

**San Diego Metropolitan Transit System**  
**Management's Discussion and Analysis (Continued)**  
**June 30, 2015**

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**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](http://www.sdmts.com) or direct inquiries to the Controller, MTS, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

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## **BASIC FINANCIAL STATEMENTS**

**San Diego Metropolitan Transit System**  
**Statement of Net Position**  
**June 30, 2015**

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**ASSETS**

**Current assets:**

Cash and cash equivalents	\$	66,381,529
Investments restricted for debt service payable within one year		18,109,712
Cash and certificates of deposit restricted for capital support		9,799,597
Accounts and other receivables		4,877,084
Due from other governments		74,512,894
Inventory		18,376,748
Prepaid items and other current assets		2,418,266
<b>Total current assets</b>		194,475,830

**Noncurrent assets:**

Capital assets (net of accumulated depreciation)		1,720,337,305
<b>Total noncurrent assets</b>		1,720,337,305
<b>Total assets</b>		1,914,813,135

**DEFERRED OUTFLOWS OF RESOURCES**

Deferred pension employer contributions		15,479,359
Deferred difference between expected and actual experience		1,937,128
Deferred adjustments due to differences in proportions		1,074
<b>Total deferred outflows of resources</b>		17,417,561

See accompanying notes to basic financial statements.



**San Diego Metropolitan Transit System**  
**Statement of Net Position (Continued)**  
**June 30, 2015**

**LIABILITIES**

**Current liabilities:**

Accounts payable	12,657,289
Due to other governments	20,615,743
Unearned revenue	3,113,367
Accrued expenses	7,469,527
Retentions payable	602,421
Retentions payable from restricted assets	4,758,582
Due within one year:	
Compensated absences payable	7,242,413
Accrued damage, injury, and employee claims	4,556,951
Long-term debt	2,712,942
Long-term debt payable from restricted assets	18,108,323
<b>Total current liabilities</b>	<b>81,837,558</b>

**Noncurrent liabilities:**

Due in more than one year:	
Compensated absences payable	4,216,302
Accrued damage, injury, and employee claims	9,651,799
Aggregate net pension liability	110,610,221
Net other post employment benefits obligation	16,414,970
Long-term debt	22,253,787
<b>Total noncurrent liabilities</b>	<b>163,147,079</b>
<b>Total liabilities</b>	<b>244,984,637</b>

**DEFERRED INFLOWS OF RESOURCES**

Deferred pension investment earnings	13,769,114
Deferred gain on refundings	405,612
Deferred adjustments due to differences in proportions	439,538
<b>Total deferred inflows of resources</b>	<b>14,614,264</b>

**NET POSITION**

Net investment in capital assets	1,699,222,253
Restricted for:	
Capital projects	5,041,015
Debt service	268,425
Unrestricted (Deficit)	(31,899,898)
<b>Total net position</b>	<b>\$ 1,672,631,795</b>

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, 2015**

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<b>Operating revenues:</b>	
Passenger revenue	\$ 97,614,714
Advertising	815,944
Charter	5,950
Miscellaneous operating revenues	9,349,396
<b>Total operating revenues</b>	<u>107,786,004</u>
<b>Operating expenses:</b>	
Personnel costs	114,574,758
Outside services	84,302,285
Transit operations funding	2,691,551
Materials and supplies	10,307,131
Energy costs	28,002,524
Risk management	5,849,167
Miscellaneous operating expenses	4,975,418
Depreciation	108,198,651
<b>Total operating expenses</b>	<u>358,901,485</u>
<b>Operating (loss)</b>	(251,115,481)
<b>Public support and nonoperating revenues (expenses)</b>	
Federal revenue	60,474,595
Transportation Development Act	87,358,869
State Transit Assistance	18,787,817
State revenue - other	42,953,271
<i>TransNet</i> funds	21,625,551
Other local subsidies	4,555,281
Investment earnings	3,064,756
Interest expense	(6,882,602)
Gain on disposal of assets	67,227
<b>Total public support and nonoperating revenues (expenses)</b>	<u>232,004,765</u>
<b>(Loss) before contributed capital</b>	(19,110,716)
Contributed capital, net	<u>245,716,854</u>
<b>Change in net position</b>	226,606,138
<b>Net Position:</b>	
Beginning of year, as restated (note 14)	<u>1,446,025,657</u>
End of year	<u>\$ 1,672,631,795</u>

See accompanying notes to basic financial statements.

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**San Diego Metropolitan Transit System**  
**Statement of Cash Flows**  
**For the Year Ended June 30, 2015**

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<b>Cash flows from operating activities:</b>	
Receipts from customers and users	\$ 110,304,627
Payments to suppliers	(136,142,038)
Payments to employees	(115,127,890)
Payments for damage and injury	(2,308,664)
<b>Net cash (used in) operating activities</b>	<u>(143,273,965)</u>
<b>Cash flows from noncapital financing activities:</b>	
Public support funds received	<u>230,050,473</u>
<b>Net cash provided by noncapital financing activities</b>	<u>230,050,473</u>
<b>Cash flows from capital and related financing activities:</b>	
Debt service costs	(3,805,400)
Property acquisition	(74,322,604)
Proceeds from disposal of assets	93,457
<b>Net cash (used in) capital and related financing activities</b>	<u>(78,034,547)</u>
<b>Cash flows from investing activities:</b>	
Interest received on investments	<u>139,674</u>
<b>Net cash provided by investing activities</b>	<u>139,674</u>
<b>Net increase in cash and cash equivalents</b>	8,881,635
<b>Cash and cash equivalents:</b>	
Beginning of year	<u>67,299,491</u>
End of year	<u>\$ 76,181,126</u>
<b>Cash and cash equivalents:</b>	
Cash and cash equivalents	\$ 66,381,529
Cash and certificates of deposit restricted for capital support	<u>9,799,597</u>
<b>Total cash and cash equivalents</b>	<u>\$ 76,181,126</u>

See accompanying notes to basic financial statements.

**San Diego Metropolitan Transit System**  
**Statement of Cash Flows (Continued)**  
**For the Year Ended June 30, 2015**

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

Operating (loss):	\$ (251,115,481)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities:	
Depreciation and amortization	108,198,651
(Increase) decrease in:	
Accounts and other receivable	3,093,211
Inventory	652,792
Prepaid items and other current assets	(58,253)
Increase (decrease) in:	
Accounts payable	(1,616,238)
Accrued expenses	(941,318)
Unearned revenue	(574,588)
Aggregate net pension liability	402,376
Net other postemployment benefits obligation	1,355,285
Compensated absences	(152,908)
Accrued damage, injury and employee claims	(2,517,494)
Total adjustments	107,841,516
<b>Net cash (used in) operating activities</b>	<b>\$ (143,273,965)</b>

**Noncash investing, capital, and financing activities:**

Contributions of capital assets from SANDAG	\$ 245,234,709
Contributions/adjustments of capital assets from outside parties	482,145
Total contributions of capital assets	<b>\$ 245,716,854</b>
 Increase in fair value of investments	 \$ 78,505

See accompanying notes to basic financial statements.

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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, 2015**

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**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements**  
**For the Year Ended June 30, 2015**

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**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 San Diego City Council; one appointee each from the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee; one appointee from the San Diego County Board of Supervisors; and a chairman elected by the other 14 members.

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

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 1 – Summary of Significant Accounting Policies (Continued)**

**A. Reporting Entity (Continued)**

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 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 are 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 a revenue until that time.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**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 39 percent MTS's \$252.4 million operating budget for FY2015.

**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, interest income, rental and land management income, income related to Taxicab administration, income from the SD&AE, and other miscellaneous income.

**Non Operating 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. Effective October 1, 2012 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Legislation was replaced with Moving Ahead for Progress in the 21st Century (MAP-21) which reauthorized surface transportation programs and has been extended through October 29, 2015. No new legislation for surface transportation programs has been reauthorized to replace Map-21, and additional extensions are expected until the new legislation is approved. Under MAP-21, MTS receives Section 5307 and Section 5337 grants which are earmarked for capital assistance and preventive maintenance. In addition, MTS also receives Section 5311 and Section 5311F grants for operations. The Job Access Reverse Commute (JARC) grants which are used for operations have been eliminated. MTS expects to receive JARC funding through FY16 from grants previously awarded.

**Transit Security Grant Program (TSGP)**

The Transit Security Grant Program (TSGP) is administered by the Department of Homeland Security (DHS). The program provides funds to owners and operators of transit systems to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters, and other emergencies.

**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 as part of the federal tax code, and was approved again for calendar year 2014.

**Transportation Development Act (TDA)**

TDA provides funding for public transit operators. This state fund is one quarter of a percent of the 8.0 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.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 1 - Summary of Significant Accounting Policies (Continued)**

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

**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.

**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.

**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, beginning in 2015-16.

**Transit and Intercity Rail Capital Program (TIRCP)**

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 (Chapter 36, Statutes of 2014) to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California. The goals of the TIRCP are revenue to fund capital improvements and operational investments that will reduce greenhouse gas emissions, modernize California's intercity rail, and bus and rail transit systems. The TIRCP is a discretionary program in which funds are distributed upon a competitive basis. In FY15, MTS was awarded \$31.9 million in TIRCP funds to construct a new station at the Courthouse Complex and purchase additional light rail vehicles.

**Other State Revenue**

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

***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. *TransNet* funds are also apportioned by SANDAG.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**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

***F. Inventory***

Inventories are valued at the weighted average unit cost.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 1 - Summary of Significant Accounting Policies (Continued)**

**G. Prepaid Items and Other 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 are recorded at estimated fair market value at the date of donation.

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. SDTC has recorded assets received from the City of San Diego and the County Transit System at net book value in order to reflect SDTC's custodial accountability for the 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

**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 and SDTI 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.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 1 - Summary of Significant Accounting Policies (Continued)**

***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 of the governmental funds have been deferred 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. Pensions***

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 Plan's 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. Investments are reported at fair value.

***N. 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.

***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 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.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 1 - Summary of Significant Accounting Policies (Continued)**

***P. Accounting Changes***

During fiscal year ended June 30, 2015, MTS has implemented the following new GASB pronouncements:

Statement No. 68, *Accounting and Financial Reporting for Pensions; an amendment of GASB Statement No. 27*. This Statement replaces the requirements of Statements No. 27 and No. 50 related to pension plans that are administered through trusts and equivalent arrangements. The requirements of No. 27 and No. 50 remain applicable for pensions that are not administered as trusts or equivalent arrangements. The requirements of this Statement are effective for financial statements for fiscal years beginning after June 15, 2014.

Statement No. 69, *Government Combinations and Disposals of Government Operations*. The requirements of this Statement should be applied prospectively and are effective for government combinations and disposals of government operations occurring in financial reporting periods beginning after December 15, 2013.

Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date; an amendment of GASB Statement No. 68*. The provisions of this Statement are required to be applied simultaneously with the provisions of Statement 68. The requirements of this Statement are effective for financial statements for fiscal years beginning after June 15, 2014.

**Note 2 – Cash, Cash Equivalents, and Investments**

Cash and investments are reported in the accompanying statement of net position as follows:

Cash and cash equivalents	\$ 66,381,529
Cash and certificates of deposit restricted for capital support	9,799,597
Investments restricted for debt service	<u>18,109,712</u>
Total cash and investments	<u><u>\$ 94,290,838</u></u>



**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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

Cash, cash equivalents, and investments consisted as follows on June 30, 2015:

<u>Investment Type</u>	<u>Fair Value</u>
<b>Cash and cash equivalents:</b>	
Demand Deposits	\$ 29,028,684
Retention Trust Account	4,758,582
San Diego County Investment Pool	5,041,015
State of California - Local Agency Investment Fund	37,352,845
<b>Total cash and cash equivalents</b>	<u>76,181,126</u>
<b>Investments:</b>	
U.S. Treasuries	18,109,712
<b>Total investments</b>	<u>18,109,712</u>
<b>Total cash, cash equivalents, and investments</b>	<u>\$ 94,290,838</u>

**Demand Deposits**

At year end the carrying amount of demand deposits was \$29,028,684 and the bank balance was \$32,342,484 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 in MTS, including SDTC and SDTI, 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, 2015**

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

**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. Voluntary participants, including cities, fire districts, and various special districts accounted for approximately 6.83% of the Investment Pool as of June 30, 2015 and the fair value of our position in the pool is 99.93% 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 or asset-backed securities.

As of June 30, 2015, MTS had \$5,041,015 invested in the San Diego County Investment Pool.

**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, 2015, MTS had \$37,352,845 invested in LAIF, which had invested 2.08% of the pool investment funds in Structured Notes and Asset-Backed Securities.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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

**Disclosures Relating to Interest Rate Risk**

As a means of limiting its exposure to fair 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; U.S. Government taxable bonds; and a bank investment contract, 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 the 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 market value of pledged securities must equal at least 110% of the 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 the 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.

**Summary of Investments to Maturity**

Investments held by MTS grouped by maturity date at June 30, 2015, are shown below:

	<u>Maturity</u>
Current to one year	<u>\$ 94,290,938</u>
Total	<u><u>\$ 94,290,938</u></u>

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 3 – Accounts Receivable**

**A. Accounts and Other Receivables**

At June 30, 2015, the net realizable accounts and other receivables consisted of the following:

Passenger revenue - General Public	\$ 2,081,329
Pension plan receivable	1,425,103
Other trade receivables	<u>1,370,652</u>
Total accounts and other receivables	<u><u>\$ 4,877,084</u></u>

**B. Due from Other Governments**

At June 30, 2015, amounts due from other governments consisted of the following:

FTA Grant Funds	\$ 53,569,291
SANDAG - project/route reimbursements	6,437,045
STA Funds	5,007,667
SANDAG - <i>TransNet</i>	3,307,458
County of San Diego	2,960,120
Passenger Revenue	1,772,600
North County Transit District - shared costs	789,663
Department of Homeland Security	343,427
City of San Diego	269,610
State of California	<u>56,013</u>
Total due from other governments	<u><u>\$ 74,512,894</u></u>

**Note 4 – Inventory**

At June 30, 2015, inventory consists of the following repair and maintenance parts and administrative supplies:

San Diego Transit Corp	\$ 2,232,776
San Diego Trolley, Inc.	<u>16,143,972</u>
Total inventory	<u><u>\$ 18,376,748</u></u>

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 5 - Capital Assets**

A summary of changes in capital assets for the year ended June 30, 2015 is as follows:

	Balance July 1, 2014	Additions	Deletions	Balance June 30, 2015
Capital assets, not depreciated				
Land and right-of-way	\$ 256,922,883	\$ -	\$ -	\$ 256,922,883
Construction-in-progress	13,144,508	71,130,646	(64,029,026)	20,246,128
Total capital assets, not depreciated	<u>270,067,391</u>	<u>71,130,646</u>	<u>(64,029,026)</u>	<u>277,169,011</u>
Capital assets, depreciated:				
Buildings and structures	1,485,731,298	263,715,438	-	1,749,446,736
Buses and vehicles	755,187,407	37,159,413	(11,119,481)	781,227,339
Equipment and other	108,513,421	8,239,380	(386,421)	116,366,380
Capital lease property	12,091,981	-	-	12,091,981
Total capital assets, depreciated	<u>2,361,524,107</u>	<u>309,114,231</u>	<u>(11,505,902)</u>	<u>2,659,132,436</u>
Less accumulated depreciation for:				
Buildings and structures	(745,656,049)	(57,797,810)	-	(803,453,859)
Buses and vehicles	(305,687,466)	(39,164,882)	10,697,553	(334,154,795)
Equipment and other	(57,837,511)	(10,858,085)	353,779	(68,341,817)
Capital lease property	(9,635,797)	(377,874)	-	(10,013,671)
Total accumulated depreciation	<u>(1,118,816,823)</u>	<u>(108,198,651)</u>	<u>11,051,332</u>	<u>(1,215,964,142)</u>
Total capital assets, depreciated, net	<u>1,242,707,284</u>	<u>200,915,580</u>	<u>(454,570)</u>	<u>1,443,168,294</u>
Total capital assets	<u>\$1,512,774,675</u>	<u>\$ 272,046,226</u>	<u>\$ (64,483,596)</u>	<u>\$1,720,337,305</u>

**Contributed Capital**

MTS converted \$64 million in capital assets from CIP to assets in service. Capital asset additions totaling \$245 million were contributed by SANDAG and the City of Chula Vista as follows:

Other contracted services	\$ 40,840,817
San Diego Transit Corporation	42,430,059
San Diego Trolley, Inc.	<u>162,445,978</u>
Total	<u>\$ 245,716,854</u>

**Depreciation**

Depreciation expense for capital assets for the year ended June 30, 2015:

General operations	\$ 1,843,765
Other contracted services	12,927,189
San Diego Transit Corporation	20,346,856
San Diego Trolley, Inc.	<u>73,080,841</u>
Total	<u>\$ 108,198,651</u>

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 6 – Due To Other Governments**

At June 30, 2015, amounts due to other governments consisted of the following:

SANDAG - Subsidy revenue for construction projects in process	\$ 18,745,588
State of California	567,499
North County Transit District	490,235
SANDAG - CIP Reimbursement	222,245
City of San Diego	149,949
City of Lemon Grove - TDA Funds	121,170
City of El Cajon - TDA Funds	101,325
City of Chula Vista - TDA Funds	84,561
City of La Mesa - TDA Funds	56,500
County of San Diego	44,730
City of Coronado - TDA Funds	20,600
City of Poway - TDA Funds	11,341
	<u>11,341</u>
Total due to other governments	<u>\$ 20,615,743</u>

**Note 7 – Unearned Revenues**

At June 30, 2015, unearned revenue consisted of the following:

Fare media payments received in advance	\$ 2,666,819
Lease payments received in advance	446,548
	<u>446,548</u>
Total unearned revenue	<u>\$ 3,113,367</u>

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 8 – Long-Term Debt**

**A. Summary**

A summary of changes in long-term obligations for the year ended June 30, 2015 is as follows:

	Balance July 1, 2014 (As Restated)	Additions	Reductions	Balance June 30, 2015	Amounts due within one year	Amounts due in more than one year
<b>MTS:</b>						
Capital lease obligations	\$ 3,614,149	\$ -	\$ (607,420)	\$ 3,006,729	\$ 612,942	\$ 2,393,787
Finance obligation	113,457,002	-	(95,348,679)	18,108,323	18,108,323	-
Compensated absences payable	923,899	923,986	(850,802)	997,083	850,802	146,281
Accrued damage, injury, and employee claims	402,817	344,073	(257,000)	489,890	489,890	-
Net pension liability	10,209,377	4,295,621	(6,243,451)	8,261,547	-	8,261,547
Net other postemployment benefits	3,938,925	665,200	(268,780)	4,335,345	-	4,335,345
<b>Total MTS</b>	<b>132,546,169</b>	<b>6,228,880</b>	<b>(103,576,132)</b>	<b>35,198,917</b>	<b>20,061,957</b>	<b>15,136,960</b>
<b>San Diego Transit Corporation:</b>						
Pension Obligation Bonds	23,965,000	-	(2,005,000)	21,960,000	2,100,000	19,860,000
Compensated absences payable	7,985,875	3,678,530	(3,863,317)	7,801,088	3,863,318	3,937,770
Accrued damage, injury, and employee claims	8,839,917	5,043,660	(2,700,000)	11,183,577	3,138,989	8,044,588
Net pension liability	92,754,495	24,627,047	(31,687,278)	85,694,264	-	85,694,264
Net other postemployment benefits	4,458,327	1,567,600	(1,073,699)	4,952,228	-	4,952,228
<b>Total San Diego Transit Corporation</b>	<b>138,003,614</b>	<b>34,916,837</b>	<b>(41,329,294)</b>	<b>131,591,157</b>	<b>9,102,307</b>	<b>122,488,850</b>
<b>San Diego Trolley, Inc.:</b>						
Compensated absences payable	2,701,849	3,199,175	(3,240,480)	2,660,544	2,528,293	132,251
Accrued damage, injury, and employee claims	2,448,522	969,761	(883,000)	2,535,283	928,072	1,607,211
Net pension liability	24,043,491	11,704,564	(19,093,645)	16,654,410	-	16,654,410
Net other postemployment benefits	6,662,433	923,800	(458,836)	7,127,397	-	7,127,397
<b>Total San Diego Trolley, Inc.</b>	<b>35,856,295</b>	<b>16,797,300</b>	<b>(23,675,961)</b>	<b>28,977,634</b>	<b>3,456,365</b>	<b>25,521,269</b>
<b>Total</b>	<b>\$ 306,406,078</b>	<b>\$ 57,943,017</b>	<b>\$ (168,581,387)</b>	<b>\$ 195,767,708</b>	<b>\$ 32,620,629</b>	<b>\$ 163,147,079</b>

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

	Due within One Year	Noncurrent Liabilities
<b>Liabilities:</b>		
Compensated absences payable	\$ 7,242,413	\$ 4,216,302
Accrued damage, injury, and employee claims	4,556,951	9,651,799
Long-term debt	2,712,942	22,253,787
Long-term debt payable from restricted assets	18,108,323	-
Aggregate Net Pension Liability	-	110,610,221
Net other postemployment benefits	-	16,414,970
	<b>\$ 32,620,629</b>	<b>\$ 163,147,079</b>

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**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 will result 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 a capital lease is as follows:

Building – MTS Tower	\$ 12,091,981
Less accumulated depreciation	<u>(10,013,672)</u>
Total	<u>\$ 2,078,309</u>

The following is a summary of future minimum payments under the capital lease as of June 30, 2015:

Year Ending June 30:	Tower Lease Payments
2016	\$ 731,665
2017	739,617
2018	743,537
2019	744,055
2020	<u>372,148</u>
Total minimum lease payments	3,331,022
Less amount representing interest	<u>(324,293)</u>
Present value of minimum lease payments	<u>\$ 3,006,729</u>

At June 30, 2015, the future minimum payments were \$3,006,729.



**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 8 – Long-Term Debt (Continued)**

**C. 1995 LRV Lease/Leaseback**

In FY96, MTS entered into a master lease to lease 52 light rail vehicles to an investor and then simultaneously entered into a sublease agreement to lease them back. MTS received prepayments of the master lease from the investor of approximately \$102.7 million, of which it used approximately \$90.7 million to place two investments that will be used to make the interest and principal payments on the finance obligation. MTS placed \$78.8 million in a fixed rate deposit and invested \$11.9 million in government zero-coupon bonds. The interest earned on the deposit, together with the principal amount of the deposit and the maturities of the zero-coupon bonds, are sufficient to cover the amounts due under the finance obligation. In the current fiscal year, MTS exercised their option to purchase the Head Lease Rights to these vehicles. The predetermined purchase option required payments totaling \$95,348,679 in FY15, and the remaining payments will be made in FY16.

As of June 30, 2015, the remaining future obligations total \$18,108,323.

Year Ending June 30:	Principal
2016	\$ 18,108,323
Total	\$ 18,108,323

For the above lease transaction, MTS is obligated to insure and maintain the equipment. The lease agreement also provide for MTS’s right to continued use and control of the equipment. The LRVs acquired under the various finance obligations have been transferred to and are recorded by SDTI. For the 1995 LRV lease/leaseback, MTS has also agreed to indemnify the lessors for any taxes imposed by United States taxing authorities.

**D. 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.

The Taxable Pension Obligation Refunding Bonds 2009 Series A of \$30,000,000 were retired in December 2012.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 8 – Long-Term Debt (Continued)**

**D. Pension Obligation Bonds (Continued)**

At June 30, 2015, the outstanding balance of the Pension Obligation Bonds is \$21,960,000.

Year ending June 30:	Principal	Interest	Total
2016	\$ 2,100,000	\$ 1,052,065	\$ 3,152,065
2017	2,205,000	947,884	3,152,884
2018	2,315,000	838,500	3,153,500
2019	2,430,000	723,671	3,153,671
2020	2,555,000	599,074	3,154,074
2021-2024	10,355,000	1,005,151	11,360,151
Total	<u>\$ 21,960,000</u>	<u>\$ 5,166,345</u>	<u>\$ 27,126,345</u>

**Note 9 – Risk Management**

MTS (including SDTI, SDTC, and Other Contracted Services) is self-insured for 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. 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 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. SDTC and MTS are self-insured for unemployment claims. 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 policies have limits of \$2,000,000 subject to a \$100,000 retention and protect against theft, loss or unauthorized disclosure of personally identifiable information.

Claims 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 were recorded as general and administrative 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
MTS:				
2012-2013	\$ 14,264,000	\$ 1,689,176	\$ (3,704,213)	\$ 12,248,963
2013-2014	12,248,963	4,417,293	(4,975,000)	11,691,256
2014-2015	11,691,256	6,357,494	(3,840,000)	14,208,750

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 9 – Risk Management (Continued)**

Following is summary of accrued damage injury, and employee claims for fiscal year 2015:

Current portion	\$ 4,556,951
Non-current portion	<u>9,651,799</u>
Total	<u><u>\$ 14,208,750</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 \$14,208,750 at June 30, 2015.

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, 2015. 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 FY2004.

***Contingent Tax Liability Related to Leaseback Agreements.*** During 1990 and 1995 MTS entered into sale/leaseback and lease/leaseback arrangements related to the acquisition of trolley cars. These agreements provided tax benefits for the purchaser/lessor. Certain terms of the agreements call for repayment to the purchaser/lessor if the tax consequences of the agreement are lost or changed due to changes in the Internal Revenue Code. Subsequent changes in the Internal Revenue Code may cause an amount to be repaid to the purchaser/lessor, which is essentially the portion of the proceeds relating to the tax benefits lost by the purchaser/lessor. No repayment has been requested to date, and the amount of any future request is not estimable at this time.

***Contingent Tax Liability Related to Component Unit.*** MTS learned in FY07 that the freight operator who has managed SD&AE operations in the past filed federal and state corporate tax returns through calendar year 2005, which are not required for not for profit corporations that are deemed to be instrumentalities of a political subdivision such as MTS. Under the direction of tax consultants, MTS directed that the freight operator prepare a final return for calendar year 2007. SD&AE was formally recognized as an exempt organization by the Franchise Tax Board in FY2015 and expects formal recognition by the IRS in FY2016. Although it is anticipated that SD&AE will be granted exemption under federal laws as an instrumentality of MTS and, therefore, exempt from filing any form of tax return, there is a risk of audit of returns that should have been filed by SD&AE for FY11, FY12, FY13, and FY14 pending formal recognition of SD&AE's exempt status.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 11 – Postemployment Health Care Benefits**

**Plan Description:** All employees at MTS, SDTI and all management employees at SDTC, participated in HMO and PPO plans offered by Kaiser and Anthem. As in years past, SDTC has provided payments to operator and maintenance employee unions for provision of postemployment benefits as determined by each union.

For the year ended June 30, 2015 total MTS payments were \$99,980 for 14 retirees, total SDTI payments were \$173,436 for 30 retirees, and total SDTC payments were \$432,134 for 47 management retirees plus \$450,565 for 169 union retirees currently receiving postemployment health care benefits.

Because the three plans are funded as expenses are incurred, there are no accumulated plan assets and no separate benefit plan reports are available at this time.

The Plan's Net OPEB Obligation (NOO) is the cumulative excess of prior Annual Required Contribution (ARC) over benefit payments and contributions, with annual adjustments for interest and amortization. The reconciliation of NOO for fiscal year 2015 is as follows:

Net OPEB Obligation (NOO):

	MTS	SDTI	SDTC	Total
NOO at June 30, 2014	\$ 3,938,925	\$ 6,662,433	\$ 4,458,327	\$ 15,059,685
Benefit payments paid outside of a trust	(99,980)	(173,436)	(882,699)	(1,156,115)
Estimated contributions to a trust	-	-	-	-
Annual required contribution	487,900	624,000	1,367,000	2,478,900
Accrued interest on June 30, 2014 NOO	177,300	299,800	200,600	677,700
Amortization of June 30, 2014 NOO	(168,800)	(285,400)	(191,000)	(645,200)
NOO at June 30, 2015	<u>\$ 4,335,345</u>	<u>\$ 7,127,397</u>	<u>\$ 4,952,228</u>	<u>\$ 16,414,970</u>

**Eligibility.** Employees are eligible after attaining age/service years of 50/10 for MTS and SDTI management, 50/15 for SDTI union, 53/10 for SDTC management, and 55/5 for SDTC unions.

	Participants as of June 30, 2015
Current retirees and surviving spouses	260
Active employee eligible for benefits	<u>1,570</u>
Total	<u>1,830</u>

**Funding policy.** The contribution requirements of plan members and MTS are established by management and may be amended. The contribution is based on projected pay-as-you-go financing requirements. For fiscal year 2015, MTS contributions to the plan were \$1,156,115 (or 50.13% of total gross health costs), while retirees contributed \$1,149,911 (or 49.87% of total gross health costs).

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 11 – Postemployment Health Care Benefits (Continued)**

**Annual OPEB Cost and Net OPEB Obligation.** MTS' annual OPEB cost (expense) is calculated based on the sponsoring employer's Annual Required Contribution (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any Unfunded Actuarial Accrued Liabilities (UAAL) as a level percentage of projected payroll on a closed basis over a period not to exceed thirty years. The following table shows the components of MTS' ARC and Annual OPEB Cost for the year ended June 30, 2015, the amount actually contributed to the plans, and the changes in MTS' Net OPEB Obligation to the Plan:

	All Groups
Normal Cost	\$ 956,500
Amortization of Unfunded AAL	1,522,400
Annual Required Contribution	2,478,900
Interest on beginning of year NOO	677,700
Amortization of beginning of year NOO	(645,200)
Annual OPEB cost	2,511,400
Contributions or Benefit Payments	(856,815)
Implicit subsidy payments	(299,300)
Increase in net OPEB obligation	1,355,285
Net OPEB obligation - beginning of year	15,059,685
Net OPEB obligation - end of year	\$ 16,414,970

MTS's Annual OPEB Cost, the percentage of Annual OPEB Cost contributed to the plan and the Net OPEB Obligation for fiscal years 2013, 2014 and 2015 were as follows:

Fiscal Year Ended	Annual OPEB Cost	% of Annual OPEB Cost Contributed	Net OPEB Obligation
June 30, 2013	\$ 2,619,900	39.80%	\$ 13,695,813
June 30, 2014	2,524,100	45.97%	15,059,685
June 30, 2015	2,511,400	46.03%	16,414,970

**Funded Status and Funding Progress.** As of June 30, 2015, the most recent actuarial valuation date, the Plan was not funded. The Actuarial Accrued Liability (AAL) for benefits was \$33,628,566 and the actuarial value of assets was \$0. The covered payroll (annual payroll of active employees covered by the plan) as of June 30, 2015 was \$73,896,000 and the ratio of Unfunded AAL to covered payroll was 46% percent.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 11 – Postemployment Health Care Benefits (Continued)**

The most recent funding progress schedules available for MTS, SDTI and SDTC are presented below:

**MTS (in 000s):**

Valuation Date	Actuarial Value of Assets	Entry Age Normal AAL	Unfunded AAL	Funded Status	Annual Covered Payroll	UAAL as a % of Payroll
6/30/2015	\$ -	\$ 3,863	\$ 3,863	0.00%	\$ 10,416	37.09%

**SDTI (in 000s):**

Valuation Date	Actuarial Value of Assets	Entry Age Normal AAL	Unfunded AAL	Funded Status	Annual Covered Payroll	UAAL as a % of Payroll
6/30/2015	\$ -	\$ 7,700	\$ 7,700	0.00%	\$ 26,709	28.83%

**SDTC (in 000s):**

Valuation Date	Actuarial Value of Assets	Entry Age Normal AAL	Unfunded AAL	Funded Status	Annual Covered Payroll	UAAL as a % of Payroll
6/30/2015	\$ -	\$ 22,066	\$ 22,066	0.00%	\$ 36,771	60.01%

**Total (in 000s):**

Valuation Date	Actuarial Value of Assets	Entry Age Normal AAL	Unfunded AAL	Funded Status	Annual Covered Payroll	UAAL as a % of Payroll
6/30/2015	\$ -	\$ 33,629	\$ 33,629	\$ -	\$ 73,896	45.51%

Actuarial review and analysis of OPEB liability and funding status is required every two years, or annually if there are significant changes in the plan. The June 30, 2015 report was completed in FY2016. The next study, which we will based on activity through June 2017, will be completed during FY2018 and ready for the FY2017 financial report.

**Actuarial Methods and Assumptions.** Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in Actuarial Accrued Liabilities consistent with the long-term perspective of the calculations.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 11 – Postemployment Health Care Benefits (Continued)**

In the June 30, 2015 actuarial valuation, the Entry Age Normal actuarial cost method was used. The actuary assumed 4.5% investment rate of return (net of administrative expenses) which is the expected long-term investment returns on the employer's own investments, and a compensation increase of 3%. The annual healthcare cost trend rate varies depending on the plan and type of health care service involved. Beginning in fiscal year 2015/2016, medical/drug trends generally grade down from 7.0% and 6.5% to an ultimate of 4.5% by 2021, while dental expense trends stay flat at 4.0%. A general inflation rate of 2.75% was included in the investment rate, compensation rate, and the health care cost trend rate. The UAAL is being amortized as a level percentage of projected payroll over a rolling 30 years.

**Note 12 – Employee Retirement Systems**

**A. Summary**

**Net Pension Liability**

Net Pension Liability is reported in the accompanying statement of net position as follows:

	Net Pension Liability
MTS Miscellaneous Plan - 1223	\$ 8,259,452
MTS PEPRA Miscellaneous Plan - 26789	2,019
MTS Miscellaneous Second Tier Plan - 30134	76
SDTI Miscellaneous Plan - 1406	16,654,410
SDTC Retirement Plan	85,694,264
Total Aggregate Net Pension Liability	\$ 110,610,221

**Deferred Outflows of Resources**

Deferred Outflows of Resources are reported in the accompanying statement of net position as follows:

	Employer Contributions	Difference between expected and actual experience	Adjustments due to differences in proportions
MTS Miscellaneous Plan - 1223	\$ 1,368,359	\$ -	\$ -
MTS PEPRA Miscellaneous Plan - 26789	146,007	-	-
MTS Miscellaneous Second Tier Plan - 30134	45,480	-	1,074
SDTI Miscellaneous Plan - 1406	2,566,885	-	-
SDTC Retirement Plan	11,352,628	1,937,128	-
Total	\$ 15,479,359	\$ 1,937,128	\$ 1,074

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 12 – Employee Retirement Systems (Continued)**

**A. Summary (Continued)**

**Deferred Inflows of Resources**

Deferred Inflows of Resources are reported in the accompanying statement of net position as follows:

	Pension Investment Earnings	Adjustments due to differences in proportions
MTS Miscellaneous Plan - 1223	\$ 1,917,506	\$ 431,030
MTS PEPRA Miscellaneous Plan - 26789	678	8,508
MTS Miscellaneous Second Tier Plan - 30134	25	-
SDTI Miscellaneous Plan - 1406	6,585,757	-
SDTC Retirement Plan	5,265,148	-
Total	\$ 13,769,114	\$ 439,538

**Pension Expense**

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

	<u>Pension Expense</u>
MTS Miscellaneous Plan - 1223	\$ 1,156,369
MTS PEPRA Miscellaneous Plan - 26789	8,713
MTS Miscellaneous Second Tier Plan - 30134	(1,066)
SDTI Miscellaneous Plan - 1406	1,695,021
SDTC Retirement Plan	8,508,553
Total	\$ 11,367,590



**San Diego Metropolitan Transit System  
Notes to Basic Financial Statements (Continued)  
For the Year Ended June 30, 2015**

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**Note 12 – Employee Retirement Systems (Continued)**

**B. MTS**

**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, 2015, 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	4.00%
Required employer contribution rates	22.73%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation X multiplied by service
COLA	2.00%

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**B. MTS (Continued)**

**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	6.31%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation X multiplied by service
COLA	2.00%

**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	8.37%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation X multiplied by service
COLA	2.00%

**Employees Covered** – At June 30, 2015 the following employees were covered by the benefit terms for each Plan:

	Misc. Plan - 1223	PEPRA Misc. Plan - 26789	Misc. Second Tier Plan - 30134
Inactive employees or beneficiaries currently receiving benefits	93	0	0
Inactive employees entitled to but not yet receiving benefits	14	0	0
Active employees	89	57	8

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – 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 covered by either the Miscellaneous or Safety risk pools, 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 period ended June 30, 2014 (the measurement date), the active employee contribution rate is 7.947 percent of annual pay, and the average employer’s contribution rate is 18.786 percent of annual payroll for the Miscellaneous Plan, 6.880 and 8.486 for the Second Tier Plan, and 6.308 and 6.250 for the PEPRA Plan.

For the year ended June 30, 2015, the plan’s proportionate share of aggregate employer contributions made for each Plan were as follows:

	Misc. Plan - 1223	PEPRA Misc. Plan - 26789	Misc. Second Tier Plan - 30134
Contributions - employer	\$ 754,893	\$ 267	\$ 10
Contributions - employee	604,332	79,887	26,377

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

– As of June 30, 2015, MTS reported net pension liabilities for its proportionate shares of the net pension liability of each Plan as follows:

	Proportionate Share of Net Pension Liability
Miscellaneous Plan-1223	\$ 8,259,452
PEPRA Miscellaneous Plan - 26789	2,019
Miscellaneous Second Tier Plan - 30134	76
Aggregate Net Pension Liability	\$ 8,261,547

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**B. MTS (Continued)**

MTS’s net pension liability for each Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plans is measured as of June 30, 2014, and the total pension liability for each Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2013 rolled forward to June 30, 2014 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.

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, 2013). 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, 2014). 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, 2014 less the sum of all additional side fund (or unfunded liability) contributions made by all employers during the measurement period (2013-14).
- (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 (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 (2) multiplied by the TPL ratio generated in (4). The plan’s FNP as of the Measurement Date is equal to the FNP generated in (2) multiplied by the FNP ratio generated in (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 (5).

MTS’s proportionate share of the net pension liability for each Plan as of June 30, 2013 and 2014 was as follows:

	<u>Misc. Plan - 1223</u>	<u>PEPRA Misc. Plan - 26789</u>	<u>Misc. Second Tier Plan - 30134</u>
Proportion June 30, 2013	0.13%	0.00%	0.00%
Proportion June 30, 2014	0.13%	0.00%	0.00%
Change - Increase (Decrease)	0.00%	0.00%	0.00%

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**B. MTS (Continued)**

For the year ended June 30, 2015, MTS recognized pension expense of \$1,156,369. At June 30, 2015 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
Pension contributions subsequent to measurement date	\$ 1,559,846	\$ -
Differences between actual and expected experience	-	-
Changes in assumptions	-	-
Changes in employer's proportion and difference between the employer's contributions and the employers' proportionate share of contributions	1,074	(439,538)
Net differences between projected and actual earnings on plan investments	-	(1,918,209)
Total	\$ 1,560,920	\$ (2,357,747)

The \$1,559,846 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, 2016. 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
2016	\$ (636,148)
2017	(636,148)
2018	(604,827)
2019	(479,553)
2020	-
Thereafter	-

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**B. MTS (Continued)**

**Actuarial Assumptions** – The total pension liabilities in the June 30, 2013 actuarial valuations were determined using the following actuarial assumptions:

	MTS Misc. Plan - 1223	MTS PEPRA Misc. Plan - 26789	MTS Misc. Second Tier Plan - 30134
Valuation Date	June 30, 2013	June 30, 2013	June 30, 2013
Measurement Date	June 30, 2014	June 30, 2014	June 30, 2014
Actuarial Cost Method	Entry Age Normal	Entry Age Normal	Entry Age Normal
Actuarial Assumptions:			
Discount Rate	7.50%	7.50%	7.50%
Inflation	2.75%	2.75%	2.75%
Payroll Growth	3.00%	3.00%	3.00%
Projected Salary Increase	varies by entry age and service (1)	varies by entry age and service (1)	varies by entry age and service (1)
Investment Rate of Return	7.50% (2)	7.50% (2)	7.50% (2)
Mortality	Derived using CalPERS' Membership Data for all funds (3)	Derived using CalPERS' Membership Data for all funds (3)	Derived using CalPERS' Membership Data for all funds (3)

(1) Depending on age, service, and type of employment

(2) Net of pension plan investment expenses, including inflation

(3) The mortality table used was developed based on CalPERS' specific data. The table includes 20 years of mortality improvement using Society of actuaries Scale BB.

There were no changes in assumptions, benefit terms or other inputs that affected the measurement of the net pension liability. There were no changes between the measurement date of the net pension liability and the reporting date. The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2013 valuations were based on the results of a January 2014 actuarial experience study for the period 1997 to 2011. 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 7.50 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 7.50 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.50 percent is applied to all plans in the Public Employees Retirement Fund. 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.

According to Paragraph 30 of Statement 68, the long-term discount rate should be determined without reduction for pension plan administrative expense. The 7.50 percent investment return assumption used in this accounting valuation is net of administrative expenses. Administrative expenses are assumed to be 15 basis points. An investment return excluding administrative expenses would have been 7.65 percent. Using this lower discount rate has resulted in a slightly higher total pension liability and net pension liability. This difference was deemed immaterial to the Public Agency Cost-Sharing Multiple-Employer Defined Benefit Pension Plan.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**B. MTS (Continued)**

CalPERS is scheduled to review all actuarial assumptions as part of its regular Asset Liability Management review cycle that is scheduled to be completed in February 2018. Any changes to the discount rate will require Board action and proper stakeholder outreach. For these reasons, CalPERS expects to continue using a discount rate net of administrative expenses for GASB 67 and 68 calculations through at least the 2017-18 fiscal year. CalPERS will continue to check the materiality of the difference in calculation until such time as we have changed our methodology.

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. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. 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. These geometric rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1-10 (a)	Real Return Years 11+ (b)
Global Equity	47.00%	5.25%	5.71%
Global Fixed Income	19.00	0.99	2.43
Inflation Sensitive	6.00	0.45	3.36
Private Equity	12.00	6.83	6.95
Real Estate	11.00	4.50	5.13
Infrastructure and Forestland	3.00	4.50	5.09
Liquidity	2.00	(0.55)	(1.05)

(a) an expected inflation of 2.5% for this period

(b) an expected inflation of 3.0% for this period

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – 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 for each Plan, calculated using the discount rate for each Plan, 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:

	Misc. Plan - 1223	PEPRA Misc. Plan - 26789	Misc. Second Tier Plan - 30134	Aggregate
1% Decrease	6.50%	6.50%	6.50%	6.50%
Net Pension Liability	\$ 13,058,580	\$ 3,598	\$ 135	\$ 13,062,313
Current Discount Rate	7.50%	7.50%	7.50%	7.50%
Net Pension Liability	\$ 8,259,453	\$ 2,019	\$ 76	\$ 8,261,548
1% Increase	8.50%	8.50%	8.50%	8.50%
Net Pension Liability	\$ 4,276,636	\$ 709	\$ 27	\$ 4,277,372

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

**Payable to the Pension Plan** – At June 30, 2015, MTS reported a payable of \$56,672 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2015.

**C. SDTI**

**Plan Description** – All SDTI employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the SDTI Miscellaneous or PEPRA 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, 2015**

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**Note 12 – Employee Retirement Systems (Continued)**

**C. SDTI (Continued)**

The Plan’s provisions and benefits in effect as of June 30, 2015, are summarized as follows:

**SDTI Miscellaneous Plan-1406  
CLOSED TO NEW MEMBERS**

Hire date	Prior to Jan 1, 2013
Benefit formula	2.0% @ 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	1.426-2.418%
Required employee contribution rates	4.00%
Required employer contribution rates	12.68%
Pre-Retirement Death Benefit	1959 Survivor Benefit Level 2
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation X multiplied by service
COLA	2.00%

**SDTI PEPRA Miscellaneous Plan-26965**

Hire date	On or After Jan 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	9.71%
Pre-Retirement Death Benefit	1959 Survivor Benefit Level 2
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation X multiplied by service
COLA	2.00%

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 12 – Employee Retirement Systems (Continued)**

**C. SDTI (Continued)**

**Employees Covered** – At June 30, 2015 the following employees were covered by the benefit terms for each Plan:

	SDTI Misc. Plan - 1406	SDTI PEPRA Misc. Plan - 26965
Inactive employees or beneficiaries currently receiving benefits	184	0
Inactive employees entitled to but not yet receiving benefits	24	0
Active employees	436	113

**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. 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 period ended June 30, 2014 (the measurement date), the active employee contribution rate is 6.976 percent of annual pay, and the average employer’s contribution rate is 9.708 percent of annual payroll.

For the year ended June 30, 2015, the contributions recognized as part of pension expense were:

Contributions - employer	\$	2,498,345
Contributions - employee		2,179,194

**Net Pension Liability**

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, 2014, using an annual actuarial valuation as of June 30, 2013 rolled forward to June 30, 2014 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown on the following page.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 12 – Employee Retirement Systems (Continued)**

**C. SDTI (Continued)**

**Actuarial Assumptions** – The total pension liabilities in the June 30, 2013 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	June 30, 2013
Measurement Date	June 30, 2014
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.50%
Inflation	2.75%
Payroll Growth	3.00%
Projected Salary Increase	varies by entry age and service
Investment Rate of Return	7.50% (1)
Mortality	Derived using CalPERS' Membership Data for all Funds (2)
Post Retirement Benefit Increase	Contract COLA up to 2.75% until Purchasing Power applies, 2.75% thereafter

(1) Net of pension plan investment and administrative expenses, including inflation

(2) The mortality table used was developed based on CalPERS' specific data. The table includes 20 years of mortality improvements using Society of Actuaries Scale BB.

There were no changes in assumptions, benefit terms or other inputs that affected the measurement of the net pension liability. There were no changes between the measurement date of the net pension liability and the reporting date. The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2013 valuations were based on the results of a January 2014 actuarial experience study for the period 1997 to 2011. 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 7.50 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 7.50 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.50 percent is applied to all plans in the Public Employees Retirement Fund. 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.

According to Paragraph 30 of Statement 68, the long-term discount rate should be determined without reduction for pension plan administrative expense. The 7.50 percent investment return assumption used in this accounting valuation is net of administrative expenses. Administrative expenses are assumed to be 15 basis points. An investment return excluding administrative expenses would have been 7.65 percent. Using this lower discount rate has resulted in a slightly higher total pension liability and net pension liability. This difference was deemed immaterial to the agent multiple-employer plan.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**C. SDTI (Continued)**

CalPERS is scheduled to review all actuarial assumptions as part of its regular Asset Liability Management review cycle that is scheduled to be completed in February 2018. Any changes to the discount rate will require Board action and proper stakeholder outreach. For these reasons, CalPERS expects to continue using a discount rate net of administrative expenses for GASB 67 and 68 calculations through at least the 2017-18 fiscal year. CalPERS will continue to check the materiality of the difference in calculation until such time as we have changed our methodology.

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. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. 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. These geometric rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1-10 (a)	Real Return Years 11+ (b)
Global Equity	47.00%	5.25%	5.71%
Global Fixed Income	19.00	0.99	2.43
Inflation Sensitive	6.00	0.45	3.36
Private Equity	12.00	6.83	6.95
Real Estate	11.00	4.50	5.13
Infrastructure and Forestland	3.00	4.50	5.09
Liquidity	2.00	(0.55)	(1.05)

(a) an expected inflation of 2.5% for this period

(b) an expected inflation of 3.0% for this period

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – 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, 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:

1% Decrease		6.50%
Net Pension Liability	\$	33,081,879
Current Discount Rate		7.50%
Net Pension Liability	\$	16,654,410
1% Increase		8.50%
Net Pension Liability	\$	3,069,404

**Changes in the Net Pension Liability**

The following table shows the changes in net pension liability recognized over the measurement period:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2014	\$ 106,151,686	\$ 82,108,195	\$ 24,043,491
Changes in the year:			
Service cost	3,721,950	-	3,721,950
Interest on the total pension liabilities	7,982,614	-	7,982,614
Differences between expected and actual experience	-	-	-
Benefit payments, including refunds of members contributions	(3,155,596)	(3,155,596)	-
Contributions - employer	-	2,498,345	(2,498,345)
Contributions - employee	-	2,179,194	(2,179,194)
Net investment income	-	14,416,106	(14,416,106)
Administrative expenses	-	-	-
Net changes	8,548,968	15,938,049	(7,389,081)
Balance at June 30, 2015	\$ 114,700,654	\$ 98,046,244	\$ 16,654,410

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**C. SDTI (Continued)**

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

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

For the year ended June 30, 2015, SDTI recognized pension expense of \$1,695,021. At June 30, 2015 SDTI 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
Pension contributions subsequent to measurement date	\$ 2,566,885	\$ -
Net differences between projected and actual earnings on plan investments	-	(6,585,757)
Total	\$ 2,566,885	\$ (6,585,757)

The \$2,566,885 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, 2016. 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
2016	\$ 1,646,439
2017	1,646,439
2018	1,646,439
2019	1,646,438
2020	-
Thereafter	-

**Payable to the Pension Plan**

At June 30, 2015, SDTI reported a payable of \$452,100 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2015.

**San Diego Metropolitan Transit System  
Notes to Basic Financial Statements (Continued)  
For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**D. SDTC**

**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 in effect as of June 30, 2015, are summarized as follows:

<b>San Diego Transit Pension Plan - Non-Contract Employees</b>		
Hire date	Prior to Jan 1, 2013	On or after Jan 1, 2013
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	4.00%	6.25%
Required employer contribution rates	34.65%	32.40%
Pre-Retirement Death Benefit	50% Joint & Survivor	
Post-Retirement Death Benefit	Based on benefit election	
Non-Industrial Standard Disability	1.5% times average monthly final earnings times credited years of service	
COLA	Lesser of CPI or 2.0%	

**San Diego Metropolitan Transit System  
Notes to Basic Financial Statements (Continued)  
For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**D. SDTC (Continued)**

<b>SDTC Contract Employees</b>		
	<b>ATU - Closed Plan</b>	<b>IBEW - Closed Plan</b>
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	3.00%	4.00%
Required employer contribution rates	35.65%	34.65%
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, 2015 the following employees were covered by the benefit terms for each Plan:

Inactive employees or beneficiaries currently receiving benefits	909
Inactive employees entitled to but not yet receiving benefits	223
Active employees	591

**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, 2014 (the measurement date), the active employee contribution rate is 6.0-6.25% of annual pay, and the average employer’s contribution rate is 34.35% of annual payroll.

For the year ended June 30, 2015, the contributions recognized as part of pension expense for the Plan were as follows:

Contributions - employer	\$ 12,628,190
Contributions - employee	899,791



**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 12 – Employee Retirement Systems (Continued)**

**D. SDTC (Continued)**

**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, 2014, using an annual actuarial valuation as of July 1, 2014.

**Actuarial Assumptions** – The total pension liabilities in the July 1, 2014 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	July 1, 2014
Measurement Date	July 1, 2014
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.50%
Inflation	3.00%
Payroll Growth	3.50% - 10.50% for Drivers and Mechanics 3.25% - 12.00% for Non-Contract Members 3.50% - 14.00% for Clerical Members
Projected Salary Increase	3.00%
Investment Rate of Return (1)	7.50%
Mortality	RP-2000 Combined Healthy Tables set forward one year for females-Drivers & Mechanics. 1994 Group Annuity Mortality Table, weighting male rates by 50% and female rates by 50% for Clerical & Non-Contract employees
COLA Increase - Non-Contract Members	2.00%

(1) Net of pension plan investment expenses

There were no changes in assumptions, benefit terms or other inputs that affected the measurement of the net pension liability. There were no changes between the measurement date of the net pension liability and the reporting date.

**Discount Rate**-The discount rate used to measure the Total Pension Liability was 7.50%

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 July 1, 2012, over a closed 25-year period (23 years remaining as of the July 1, 2014 actuarial valuation), and amounts necessary to amortize the June 30, 2013 and June 30, 2014 gains/losses over closed layered 15-year periods. Future gains and losses will be recognized over separate 15 year closed periods. All amortization payments are level dollar amounts.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**D. SDTC (Continued)**

We have not performed a formal cash flow projection as described under Paragraph 65 of GASB Statement 68. However, Paragraph 67 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.

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 7.50% 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. The arithmetic rate of return is net of administrative expenses.

Asset Class	Strategic Allocation	Real Return Years 1-10 (a)	Real Return Years 11+ (a)
United States Equity	20.00%	4.55%	4.55%
Global Equity	20.00	6.10	6.10
Fixed Income	25.00	1.00	1.00
Absolute Return	15.00	4.00	4.00
Real Return	20.00	3.15	3.15

(a) an expected inflation of 2.5% is used

**Sensitivity of the Net Pension Liability to Changes in the Discount Rate** - The following presents the net pension liability for the SDTC Plan, 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	6.50%
Net Pension Liability	\$ 110,642,733
Current Discount Rate	7.50%
Net Pension Liability	\$ 85,694,263
1% Increase	8.50%
Net Pension Liability	\$ 64,231,535

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

**Note 12 – Employee Retirement Systems (Continued)**

**D. SDTC (Continued)**

**Changes in Net Pension Liability**

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 June 30, 2014	\$ 241,331,470	\$ 148,576,975	\$ 92,754,495
Changes in the year:			
Service cost	3,908,376	-	3,908,376
Interest on the total pension liabilities	17,812,979	-	17,812,979
Differences between expected and actual experience	2,905,692	-	2,905,692
Benefit payments, including refunds of members contributions	(15,466,924)	(15,466,924)	-
Contributions - employer	-	12,628,190	(12,628,190)
Contributions - employee	-	899,791	(899,791)
Net investment income	-	18,417,439	(18,417,439)
Administrative expenses	-	(258,142)	258,142
Net changes	<u>9,160,123</u>	<u>16,220,354</u>	<u>(7,060,231)</u>
Balance at June 30, 2015	<u>\$ 250,491,593</u>	<u>\$ 164,797,329</u>	<u>\$ 85,694,264</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, 2015, SDTC recognized pension expense of \$8,895,979. At June 30, 2015 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
Pension contributions subsequent to measurement date	\$ 11,352,628	\$ -
Differences between actual and expected experience	1,937,128	-
Net differences between projected and actual earnings on plan investments	-	(5,265,148)
Total	\$ 13,289,756	\$ (5,265,148)

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 12 – Employee Retirement Systems (Continued)**

**D. SDTC (Continued)**

The \$11,352,628 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, 2016. 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
2016	\$ 347,723
2017	347,723
2018	1,316,287
2019	1,316,287
2020	-
Thereafter	-

**Payable to the Pension Plan**

At June 30, 2015 SDTC reported a payable of \$222,888 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2015.

**Note 13 – Other Required Individual Disclosures**

At June 30, 2015, SDTC and SDTI had unrestricted (deficits) of \$126,630,215 and \$16,627,567, respectively. These deficits are primarily a result of the implementation of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions-An Amendment of GASB Statement No. 27*, of recording the pension liability on a full accrual basis of accounting instead of funding basis. MTS expects that these deficits will be funded with future subsidies.

**San Diego Metropolitan Transit System**  
**Notes to Basic Financial Statements (Continued)**  
**For the Year Ended June 30, 2015**

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**Note 14 – Restatement of Net Position**

As a result of the implementation of GASB Statements No. 68 and 71, net position as of July 1, 2014 was restated as follows:

Net position at July 1, 2014, as previously reported	\$ 1,583,061,953
Restatement to recognize pension contributions subsequent to the measurement date as deferred outflows of resources	15,881,705
Restatement to recognize net pension liability	(127,007,363)
Restatement to remove net pension assets from the statement of net position	<u>(25,910,638)</u>
Total restatements	<u>(137,036,296)</u>
Net position at July 1, 2014, as restated	<u><u>\$ 1,446,025,657</u></u>

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**REQUIRED SUPPLEMENTARY INFORMATION**  
**(Unaudited)**

**San Diego Metropolitan Transit System  
Required Supplementary Information  
For the Year Ended June 30, 2015**

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**SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY**

**MTS'S PLANS  
(LAST TEN YEARS\*)**

	2015
<b><u>Miscellaneous Plan</u></b>	
Proportion of the net pension liability	0.13274%
Proportionate share of the net pension liability	\$ 8,259,452
Covered - employee payroll	\$ 8,422,933
Proportionate share of the net pension liability as percentage of covered-employee payroll	98.06%
Plan's fiduciary net position as percentage of the total pension liability	77.17%
Proportionate share of aggregate employer contributions	\$ 754,893
 <b><u>PEPRA Miscellaneous Plan</u></b>	
Proportion of the net pension liability	0.00003%
Proportionate share of the net pension liability	\$ 2,019
Covered - employee payroll	\$ 685,453
Proportionate share of the net pension liability as percentage of covered-employee payroll	0.29%
Plan's fiduciary net position as percentage of the total pension liability	83.03%
Proportionate share of aggregate employer contributions	\$ 267
 <b><u>Miscellaneous Second Tier Plan</u></b>	
Proportion of the net pension liability	0.00000%
Proportionate share of the net pension liability	\$ 76
Covered - employee payroll	\$ 169,396
Proportionate share of the net pension liability as percentage of covered-employee payroll	0.04%
Plan's fiduciary net position as percentage of the total pension liability	82.96%
Proportionate share of aggregate employer contributions	\$ 10

\* Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only one year is shown.  
The reported figures have a measurement date of June 30, 2014



**San Diego Metropolitan Transit System  
Required Supplementary Information (Continued)  
For the Year Ended June 30, 2015**

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

**SDTI'S PLAN  
(LAST TEN YEARS\*)**

	2015
<b>Total Pension Liability</b>	
Service Cost	\$ 3,721,950
Interest on total pension liability	7,982,614
Differences between expected and actual experience	-
Changes in assumptions	-
Changes in benefit terms	-
Benefit payments, including refunds of employee contributions	(3,155,596)
<b>Net change in total pension liability</b>	8,548,968
<b>Total pension liability - beginning of year</b>	106,151,686
<b>Total pension liability - end of year (a)</b>	\$ 114,700,654
 <b>Plan Fiduciary Net Position</b>	
Contributions - Employer	\$ 2,498,345
Contributions - Employee	2,179,194
Net investment income	14,416,106
Benefit payments	(3,155,596)
<b>Net change in plan fiduciary net position</b>	15,938,049
<b>Plan fiduciary net position - beginning of year</b>	82,108,195
<b>Plan fiduciary net position - end of year (b)</b>	\$ 98,046,244
 Net Pension Liability - End of Year (a) - (b)	\$ 16,654,410
 Plan fiduciary net position as a percentage of the total pension liability	85.48%
 Covered Payroll	\$ 26,268,261
 Plan Net Pension Liability/(Asset) as a Percentage of Covered Employee Payroll	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 June 30, 2013 as they have minimal cost impact.

**Changes of Assumption** - There were no changes in assumptions.

\* Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only one year is shown. The reported figures have a measurement date of June 30, 2014

**San Diego Metropolitan Transit System  
Required Supplementary Information (Continued)  
For the Year Ended June 30, 2015**

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

**SDTC'S PLAN  
(LAST TEN YEARS\*)**

	2015
<b>Total Pension Liability</b>	
Service Cost	\$ 3,908,376
Interest on total pension liability	17,812,979
Differences between expected and actual experience	2,905,692
Changes in assumptions	-
Changes in benefit terms	-
Benefit payments, including refunds of employee contributions	(15,466,924)
<b>Net change in total pension liability</b>	9,160,123
<b>Total pension liability - beginning of year</b>	241,331,470
<b>Total pension liability - end of year (a)</b>	\$ 250,491,593
 <b>Plan Fiduciary Net Position</b>	
Contributions - Employer	\$ 12,628,190
Contributions - Employee	899,791
Net investment income	18,159,297
Benefit payments	(15,466,924)
<b>Net change in plan fiduciary net position</b>	16,220,354
<b>Plan fiduciary net position - beginning of year</b>	148,576,975
<b>Plan fiduciary net position - end of year (b)</b>	\$ 164,797,329
 Net Pension Liability - End of Year (a) - (b)	\$ 85,694,264
 Plan fiduciary net position as a percentage of the total pension liability	65.79%
 Covered Payroll	\$ 32,313,553
 Plan Net Pension Liability/(Asset) as a Percentage of Covered Employee Payroll	265.20%

**Notes to Schedule:**

**Changes of Assumption** - There were no changes in assumptions.

\* Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only one year is shown.  
The reported figures have a measurement date of June 30, 2014

**San Diego Metropolitan Transit System  
Required Supplementary Information (Continued)  
For the Year Ended June 30, 2015**

**SCHEDULE OF CONTRIBUTIONS**

**MTS'S PLANS  
(LAST TEN YEARS\*)**

	2015	2014
<b><u>Miscellaneous Plan</u></b>		
Actuarially determined contribution	\$ 1,368,359	\$ 1,424,726
Contributions in relation to the actuarially determined contribution	(1,368,359)	(1,424,726)
Contribution deficiency (excess)	\$ -	\$ -
Covered-employee payroll	\$ 7,016,370	\$ 8,422,933
Contributions as a percentage of covered-employee payroll	19.50%	16.91%
 <b><u>PEPRA Miscellaneous Plan</u></b>		
Actuarially determined contribution	\$ 146,007	\$ 79,778
Contributions in relation to the actuarially determined contribution	(146,007)	(79,778)
Contribution deficiency (excess)	\$ -	\$ -
Covered-employee payroll	\$ 2,399,171	\$ 685,453
Contributions as a percentage of covered-employee payroll	6.09%	11.64%
 <b><u>Miscellaneous Second Tier Plan</u></b>		
Actuarially determined contribution	\$ 45,480	\$ 32,575
Contributions in relation to the actuarially determined contribution	(45,480)	(32,575)
Contribution deficiency (excess)	\$ -	\$ -
Covered-employee payroll	\$ 539,177	\$ 169,396
Contributions as a percentage of covered-employee payroll	8.44%	19.23%

**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, 2013 as they have minimal cost impact.

**Changes of Assumption** - There were no changes in assumptions.

Valuation Date:	June 30, 2011
Actuarial cost method	Entry age normal
Amortization method	Level percent of payroll
Average Remaining Period	20 years as of the valuation date
Assets Valuation Method	15 years smoothed market
Inflation	2.75%
Salary increases	3.30% - 14.20% depending on age, service and type of employment
Payroll growth	3.00%
Investment rate of return	7.50% net of administrative expenses

\* Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only two years are shown.

**San Diego Metropolitan Transit System  
Required Supplementary Information (Continued)  
For the Year Ended June 30, 2015**

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**SCHEDULE OF CONTRIBUTIONS**

**SDTI'S PLAN  
(LAST TEN YEARS\*)**

	2015	2014
Actuarially determined contribution	\$ 2,566,885	\$ 2,498,345
Contributions in relation to the actuarially determined contribution	(2,566,885)	(2,498,345)
Contribution deficiency (excess)	\$ -	\$ -
Covered-employee payroll	\$ 23,497,865	\$ 26,268,261
Contributions as a percentage of covered-employee payroll	10.92%	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, 2013 as they have minimal cost impact.

**Changes of Assumption** - There were no changes in assumptions.

Valuation Date:	June 30, 2011
Actuarial cost method	Entry age normal
Amortization method	Level percent of payroll
Average Remaining Period	27 years as of the valuation date
Assets Valuation Method	15 years smoothed market
Inflation	2.75%
Salary increases	3.30% - 14.20% depending on age, service and type of employment
Payroll growth	3.00%
Investment rate of return	7.50% net of administrative expenses

\* Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only two years are shown.

**San Diego Metropolitan Transit System  
Required Supplementary Information (Continued)  
For the Year Ended June 30, 2015**

**SCHEDULE OF CONTRIBUTIONS**

**SDTC'S PLAN  
(LAST TEN YEARS\*)**

	2015	2014
Actuarially determined contribution	\$ 11,352,628	\$ 12,628,190
Contributions in relation to the actuarially determined contribution	(11,352,628)	(12,628,190)
Contribution deficiency (excess)	\$ -	\$ -
Covered-employee payroll	\$ 32,658,827	\$ 32,313,553
Contributions as a percentage of covered-employee payroll	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 June 30, 2013 as they have minimal cost impact.

**Changes of Assumption** - There were no changes in assumptions.

Valuation Date:	June 30, 2013
Actuarial cost method	Entry age normal
Amortization method/period	5 years smoothed market
Assets valuation method	Level percent of payroll, closed 25-year period
Inflation	3.00%
Salary increases	3.50% - 10.50% for drivers and mechanics 3.25% - 12.00% for non-contract members 3.50% - 14.00% for clerical members
Payroll growth	3.00%
Investment rate of return	7.50% net of administrative expenses
Mortality	Drivers and mechanics: RP-2000 Combined healthy table set forward one year for females Clerical and non-contract: 1994 Group annuity mortality (GAM) table, weighting male rate by 50% and female rate by 50%

\* Fiscal Year 2015 was the first year of implementation of GASB 68, therefore, only two years are shown.

**San Diego Metropolitan Transit System  
Required Supplementary Information (Continued)  
For the Year Ended June 30, 2015**

**SCHEDULE OF FUNDING PROGRESS OF OTHER POSTEMPLOYMENT HEALTHCARE PLAN (OPEB)**

The following Schedule of Funding Progress shows the recent history of the actuarial value of assets, actuarial accrued liability, their relationship, and the relationship of the unfunded actuarial accrued liability to payroll. (Amounts in thousands of dollars).

**MTS (in 000s):**

Valuation Date	Actuarial Value of Assets	Entry Age Normal AAL	Unfunded AAL	Funded Status	Annual Covered Payroll	UAAL as a % of Payroll
6/30/2011	\$ -	\$ 3,276	\$ 3,276	0.00%	\$ 8,023	40.83%
6/30/2013	-	3,855	3,855	0.00%	8,698	44.32%
6/30/2015	-	3,863	3,863	0.00%	10,416	37.09%

**SDTI (in 000s):**

Valuation Date	Actuarial Value of Assets	Entry Age Normal AAL	Unfunded AAL	Funded Status	Annual Covered Payroll	UAAL as a % of Payroll
6/30/2011	\$ -	\$ 9,417	\$ 9,417	0.00%	\$ 24,617	38.25%
6/30/2013	-	9,545	9,545	0.00%	25,277	37.76%
6/30/2015	-	7,700	7,700	0.00%	26,709	28.83%

**SDTC (in 000s):**

Valuation Date	Actuarial Value of Assets	Entry Age Normal AAL	Unfunded AAL	Funded Status	Annual Covered Payroll	UAAL as a % of Payroll
6/30/2011	\$ -	\$ 24,326	\$ 24,326	0.00%	\$ 33,136	73.41%
6/30/2013	-	23,111	23,111	0.00%	34,070	67.83%
6/30/2015	-	22,066	22,066	0.00%	36,771	60.01%

Actuarial review and analysis of OPEB liability and funding status is performed every two years or annually if there are significant changes in the plan. The next scheduled actuarial review and analysis of OPEB liability and funding status will be performed in FY2018 based on the year ending June 30, 2017.

## **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

    Contracted Services

    San Diego Transit Corporation

    San Diego Trolley, Inc.

**San Diego Metropolitan Transit System**  
**Combining Schedule of Net Position**  
**June 30, 2015**

	General Operation	Contracted Services	SDTC	SDTI	Total
<b>ASSETS</b>					
<b>Current assets:</b>					
Cash and cash equivalents	\$ 67,190,053	\$ -	\$ (614,373)	\$ (194,151)	\$ 66,381,529
Investments restricted for debt service payable within one year	18,109,712	-	-	-	18,109,712
Cash and certificates of deposit restricted for capital support	9,799,597	-	-	-	9,799,597
Accounts and other receivables	3,152,816	4,092	1,475,238	244,938	4,877,084
Due from other governments	72,861,819	138,428	143,535	1,369,112	74,512,894
Internal balances	(7,326,155)	6,838,299	(1,713,403)	2,201,259	-
Inventory	-	-	2,232,776	16,143,972	18,376,748
Prepaid items and other current assets	1,050,393	267,835	651,597	448,441	2,418,266
<b>Total current assets</b>	<u>164,838,235</u>	<u>7,248,654</u>	<u>2,175,370</u>	<u>20,213,571</u>	<u>194,475,830</u>
<b>Noncurrent assets:</b>					
Capital assets (net of accumulated depreciation)	77,944,360	146,252,696	244,331,086	1,251,809,163	1,720,337,305
<b>Total noncurrent assets</b>	<u>77,944,360</u>	<u>146,252,696</u>	<u>244,331,086</u>	<u>1,251,809,163</u>	<u>1,720,337,305</u>
<b>Total assets</b>	<u>242,782,595</u>	<u>153,501,350</u>	<u>246,506,456</u>	<u>1,272,022,734</u>	<u>1,914,813,135</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>					
Deferred pension employer contributions	1,559,846	-	11,352,628	2,566,885	15,479,359
Deferred difference between expected and actual experience	-	-	1,937,128	-	1,937,128
Deferred adjustments due to differences in proportions	1,074	-	-	-	1,074
<b>Total deferred outflows of resources</b>	<u>1,560,920</u>	<u>-</u>	<u>13,289,756</u>	<u>2,566,885</u>	<u>17,417,561</u>



**San Diego Metropolitan Transit System**  
**Combining Schedule of Net Position (Continued)**  
**June 30, 2015**

	General Operation	Contracted Services	SDTC	SDTI	Total
<b>LIABILITIES</b>					
<b>Current liabilities:</b>					
Accounts payable	4,479,412	6,265,119	1,558,460	354,298	12,657,289
Due to other governments	20,189,997	82,125	55,109	288,512	20,615,743
Unearned revenue	3,097,617	-	-	15,750	3,113,367
Accrued expenses	657,988	-	3,625,467	3,186,072	7,469,527
Retentions payable	602,421	-	-	-	602,421
Retentions payable from restricted assets	4,758,582	-	-	-	4,758,582
Due within one year:					
Compensated absences payable	850,802	-	3,863,318	2,528,293	7,242,413
Accrued damage, injury, and employee claims	489,890	-	3,138,989	928,072	4,556,951
Long-term debt	612,942	-	2,100,000	-	2,712,942
Long-term debt payable from restricted assets	18,108,323	-	-	-	18,108,323
<b>Total current liabilities</b>	<b>53,847,974</b>	<b>6,347,244</b>	<b>14,341,343</b>	<b>7,300,997</b>	<b>81,837,558</b>
<b>Noncurrent liabilities:</b>					
Due in more than one year:					
Compensated absences payable	146,281	-	3,937,770	132,251	4,216,302
Accrued damage, injury, and employee claims	-	-	8,044,588	1,607,211	9,651,799
Aggregate net pension liability	8,261,547	-	85,694,264	16,654,410	110,610,221
Net other post employment benefits obligation	4,335,345	-	4,952,228	7,127,397	16,414,970
Long-term debt	2,393,787	-	19,860,000	-	22,253,787
<b>Total noncurrent liabilities</b>	<b>15,136,960</b>	<b>-</b>	<b>122,488,850</b>	<b>25,521,269</b>	<b>163,147,079</b>
<b>Total liabilities</b>	<b>68,984,934</b>	<b>6,347,244</b>	<b>136,830,193</b>	<b>32,822,266</b>	<b>244,984,637</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>					
Deferred pension investment earnings	1,918,209	-	5,265,148	6,585,757	13,769,114
Deferred gain on refundings	405,612	-	-	-	405,612
Deferred adjustments due to differences in proportions	439,538	-	-	-	439,538
<b>Total deferred inflows of resources</b>	<b>2,763,359</b>	<b>-</b>	<b>5,265,148</b>	<b>6,585,757</b>	<b>14,614,264</b>

**San Diego Metropolitan Transit System  
Combining Schedule of Net Position (Continued)  
June 30, 2015**

	General Operation	Contracted Services	SDTC	SDTI	Total
<b>NET POSITION</b>					
Net investment in capital assets	56,829,308	146,252,696	244,331,086	1,251,809,163	1,699,222,253
Restricted for:					
Capital projects	5,041,015	-	-	-	5,041,015
Debt service	268,425	-	-	-	268,425
Unrestricted (Deficit)	110,456,474	901,410	(126,630,215)	(16,627,567)	(31,899,898)
<b>Total net position</b>	<u>\$ 172,595,222</u>	<u>\$ 147,154,106</u>	<u>\$ 117,700,871</u>	<u>\$ 1,235,181,596</u>	<u>\$ 1,672,631,795</u>

**San Diego Metropolitan Transit System**  
**Combining Schedule of Revenues, Expenses and Changes in Net Position**  
**For the Year Ended June 30, 2015**

	General Operations	Contracted Services	SDTC	SDTI	Eliminations	Total
<b>Operating revenues:</b>						
Passenger revenue	\$ -	\$ 29,318,217	\$ 27,156,322	\$ 41,140,175	\$ -	\$ 97,614,714
Advertising	815,944	-	-	-	-	815,944
Charter	-	-	-	5,950	-	5,950
Miscellaneous operating revenues	8,643,417	78,902	5,286	621,791	-	9,349,396
<b>Total operating revenues</b>	<b>9,459,361</b>	<b>29,397,119</b>	<b>27,161,608</b>	<b>41,767,916</b>	<b>-</b>	<b>107,786,004</b>
<b>Operating expenses:</b>						
Personnel costs	19,019,545	625,294	63,806,728	31,123,191	-	114,574,758
Outside services	13,728,735	64,386,284	1,774,998	4,412,268	-	84,302,285
Transit operations funding	102,817,714	-	-	-	(100,126,163)	2,691,551
Materials and supplies	47,328	38,390	4,685,264	5,536,149	-	10,307,131
Energy costs	233,823	8,962,423	6,125,789	12,680,489	-	28,002,524
Risk management	510,922	15,300	3,366,399	1,956,546	-	5,849,167
Miscellaneous operating expenses	(26,231,881)	2,162,229	11,651,762	17,393,308	-	4,975,418
Depreciation	1,843,765	12,927,189	20,346,856	73,080,841	-	108,198,651
<b>Total operating expenses</b>	<b>111,969,951</b>	<b>89,117,109</b>	<b>111,757,796</b>	<b>146,182,792</b>	<b>(100,126,163)</b>	<b>358,901,485</b>
<b>Operating income (loss)</b>	<b>(102,510,590)</b>	<b>(59,719,990)</b>	<b>(84,596,188)</b>	<b>(104,414,876)</b>	<b>100,126,163</b>	<b>(251,115,481)</b>

**San Diego Metropolitan Transit System**  
**Combining Schedule of Revenues, Expenses and Changes in Net Position (Continued)**  
**For the Year Ended June 30, 2015**

	General Operations	Contracted Services	SDTC	SDTI	Eliminations	Total
<b>Public support and nonoperating revenues (expenses)</b>						
Federal revenue	60,474,595	14,126,804	18,095,707	21,150,743	(53,373,254)	60,474,595
Transportation Development Act	87,358,869	29,130,231	14,451,685	5,038,110	(48,620,026)	87,358,869
State Transit Assistance	18,787,817	-	3,632,936	-	(3,632,936)	18,787,817
State revenue - other	42,953,270	1,412,636	-	8,911	(1,421,546)	42,953,271
<i>TransNet</i> funds	27,125,551	1,347,551	28,704,072	5,000,000	(40,551,623)	21,625,551
Other local subsidies	4,555,281	775,579	278,000	-	(1,053,579)	4,555,281
Investment earnings	3,064,756	-	-	-	-	3,064,756
Interest expense	(5,740,916)	-	(1,141,686)	-	-	(6,882,602)
Gain (loss) on disposal of assets	(29,785)	-	21,226	75,786	-	67,227
<b>Total public support and nonoperating revenues (expenses)</b>	<b>238,549,438</b>	<b>46,792,801</b>	<b>64,041,940</b>	<b>31,273,550</b>	<b>(148,652,964)</b>	<b>232,004,765</b>
<b>Income (loss) before contributed capital</b>	<b>136,038,848</b>	<b>(12,927,189)</b>	<b>(20,554,248)</b>	<b>(73,141,326)</b>	<b>(48,526,801)</b>	<b>(19,110,716)</b>
Transfers	(48,526,801)	-	-	-	48,526,801	-
Contributed capital, net	(67,986,936)	67,810,471	54,859,095	191,034,224	-	245,716,854
<b>Change in net position</b>	<b>19,525,111</b>	<b>54,883,282</b>	<b>34,304,847</b>	<b>117,892,898</b>	<b>-</b>	<b>226,606,138</b>
<b>Net Position:</b>						
Beginning of year, as previously reported	162,524,318	92,270,824	189,432,967	1,138,833,844	-	1,583,061,953
Restatements due to implementation of GASB 68	(9,454,207)	-	(106,036,943)	(21,545,146)	-	(137,036,296)
Beginning of year, as restated	153,070,111	92,270,824	83,396,024	1,117,288,698	-	1,446,025,657
End of year	\$ 172,595,222	\$ 147,154,106	\$ 117,700,871	\$ 1,235,181,596	\$ -	\$ 1,672,631,795

**San Diego Metropolitan Transit System**  
**Combining Schedule of Cash Flows**  
**For the Year Ended June 30, 2015**

	General Operations	Contracted Services	SDTC	SDTI	Total
<b>Cash flows from operating activities:</b>					
Receipts from customers and users	\$ 9,680,397	\$ 30,084,038	\$ 27,796,290	\$ 42,743,902	\$ 110,304,627
Payments to suppliers	9,020,447	(75,572,376)	(27,607,043)	(41,983,066)	(136,142,038)
Payments to employees	(19,111,365)	(628,313)	(64,114,768)	(31,273,444)	(115,127,890)
Payments for damage and injury	(125,867)	-	(1,854,255)	(328,542)	(2,308,664)
<b>Net cash (used in) operating activities</b>	<b>(536,388)</b>	<b>(46,116,651)</b>	<b>(65,779,776)</b>	<b>(30,841,150)</b>	<b>(143,273,965)</b>
<b>Cash flows from noncapital financing activities:</b>					
Public support funds received	84,485,049	46,116,651	69,153,469	30,295,304	230,050,473
<b>Net cash provided by noncapital financing activities</b>	<b>84,485,049</b>	<b>46,116,651</b>	<b>69,153,469</b>	<b>30,295,304</b>	<b>230,050,473</b>
<b>Cash flows from capital and related financing activities:</b>					
Debt service costs	(658,714)	-	(3,146,686)	-	(3,805,400)
Property acquisition	(74,322,604)	-	-	-	(74,322,604)
Proceeds from disposal of assets	2,858	-	21,226	69,373	93,457
<b>Net cash provided by (used in) capital and related financing activities</b>	<b>(74,978,460)</b>	<b>-</b>	<b>(3,125,460)</b>	<b>69,373</b>	<b>(78,034,547)</b>
<b>Cash flows from investing activities:</b>					
Interest received on investments	139,674	-	-	-	139,674
<b>Net cash provided by investing activities</b>	<b>139,674</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>139,674</b>
<b>Net increase (decrease) in cash and cash equivalents</b>	<b>9,109,875</b>	<b>-</b>	<b>248,233</b>	<b>(476,473)</b>	<b>8,881,635</b>
<b>Cash and cash equivalents:</b>					
Beginning of year	67,879,775	-	(862,606)	282,322	67,299,491
End of year	\$ 76,989,650	\$ -	\$ (614,373)	\$ (194,151)	\$ 76,181,126
<b>Cash and cash equivalents:</b>					
Cash and cash equivalents	\$ 67,190,053	\$ -	\$ (614,373)	\$ (194,151)	\$ 66,381,529
Cash and certificates of deposit restricted for capital support	9,799,597	-	-	-	9,799,597
<b>Total cash and cash equivalents</b>	<b>\$ 76,989,650</b>	<b>\$ -</b>	<b>\$ (614,373)</b>	<b>\$ (194,151)</b>	<b>\$ 76,181,126</b>

**San Diego Metropolitan Transit System**  
**Combining Schedule of Cash Flows (Continued)**  
**For the Year Ended June 30, 2015**

	General Operations	Contracted Services	SDIC	SDTI	Total
<b>Reconciliation of Operating (Loss) to Net Cash (Used In) Operating Activities</b>					
Operating (loss):	\$ (2,384,427)	\$ (59,719,990)	\$ (84,596,188)	\$ (104,414,876)	\$ (251,115,481)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities:					
Depreciation and amortization	1,843,765	12,927,189	20,346,856	73,080,841	108,198,651
(Increase) decrease in:					
Accounts and other receivable	4,074,102	(504,021)	296,715	(773,585)	3,093,211
Inventory	-	-	(98,968)	751,760	652,792
Prepaid items and other current assets	(580,032)	15,237	148,505	358,037	(58,253)
Increase (decrease) in:					
Accounts payable	(307,578)	1,164,934	(1,926,054)	(547,540)	(1,616,238)
Accrued expenses	(2,598,106)	-	808,342	848,446	(941,318)
Unearned revenue	(161,997)	-	-	(412,591)	(574,588)
Net pension liability	(804,646)	-	1,275,562	(68,540)	402,376
Net other postemployment benefits obligation	396,420	-	493,901	464,964	1,355,285
Compensated absences	73,184	-	(184,787)	(41,305)	(152,908)
Accrued damage, injury and employee claims	(87,073)	-	(2,343,660)	(86,761)	(2,517,494)
Total adjustments	1,848,039	13,603,339	18,816,412	73,573,726	107,841,516
<b>Net cash (used in) operating activities</b>	<b>\$ (536,388)</b>	<b>\$ (46,116,651)</b>	<b>\$ (65,779,776)</b>	<b>\$ (30,841,150)</b>	<b>\$ (143,273,965)</b>

**Supplemental Noncash Disclosures:**

During the year, SANDAG and outside parties contributed \$245,234,709 in capital assets.  
During the year, the fair value of investments increased by \$78,505.

**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, 2015**

	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		
<b>Operating revenues:</b>							
Passenger revenue	\$ 98,375,330	\$ 98,426,269	\$ 97,614,714	\$ -	\$ 97,614,714	\$ (811,555)	
Advertising	1,050,000	1,050,000	815,944	-	815,944	(234,056)	
Charter	-	-	5,950	-	5,950	5,950	
Miscellaneous operating revenues	9,411,827	9,068,757	9,349,396	(410,751)	8,938,645	(130,112)	
<b>Total operating revenues</b>	<b>108,837,157</b>	<b>108,545,026</b>	<b>107,786,004</b>	<b>(410,751)</b>	<b>107,375,253</b>	<b>(1,169,773)</b>	
<b>Operating expenses:</b>							
Personnel costs	120,224,870	119,342,087	114,574,758	1,853,877	116,428,635	2,913,452	
Outside services	82,406,924	83,714,849	84,302,285	-	84,302,285	(587,436)	
Transit operations funding	3,003,009	3,020,532	2,691,551	-	2,691,551	328,981	
Materials and supplies	10,179,701	10,066,660	10,307,131	(361,305)	9,945,826	120,834	
Energy costs	27,497,097	28,102,745	28,002,524	-	28,002,524	100,221	
Risk management	4,438,278	3,875,065	5,849,167	(1,849,409)	3,999,758	(124,693)	
Miscellaneous operating expenses	4,100,277	4,327,388	4,975,418	(800,807)	4,174,611	152,777	
Depreciation	-	-	108,198,651	(108,198,651)	-	-	
<b>Total operating expenses</b>	<b>251,850,156</b>	<b>252,449,326</b>	<b>358,901,485</b>	<b>(109,356,295)</b>	<b>249,545,190</b>	<b>2,904,136</b>	
<b>Operating income (loss)</b>	<b>(143,012,999)</b>	<b>(143,904,300)</b>	<b>(251,115,481)</b>	<b>108,945,544</b>	<b>(142,169,937)</b>	<b>1,734,363</b>	

**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, 2015**

	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	
<b>Public support and nonoperating revenues (expenses)</b>						
Federal revenue	51,152,465	53,397,000	60,474,595	(6,954,256)	53,520,339	123,339
Transportation Development Act	53,627,792	51,427,792	87,358,869	(35,801,927)	51,556,942	129,150
State Transit Assistance	3,632,936	3,632,936	18,787,817	(14,399,798)	4,388,019	755,083
State revenue - other	1,600,000	1,600,000	42,953,271	(41,511,723)	1,441,548	(158,452)
<i>TransNet</i> funds	36,299,327	36,299,327	21,625,551	13,426,072	35,051,623	(1,247,704)
Other local subsidies	1,036,574	1,034,102	4,555,281	(3,501,702)	1,053,579	19,477
Investment earnings	27,141,013	101,128,302	3,064,756	98,112,601	101,177,357	49,055
Interest expense	(28,950,663)	(102,937,952)	(6,882,602)	(96,047,936)	(102,930,538)	7,414
Gain (loss) on disposal of assets	-	-	67,227	454,571	521,798	521,798
<b>Total public support and nonoperating revenues (expenses)</b>	<b>145,539,444</b>	<b>145,581,507</b>	<b>232,004,765</b>	<b>(86,224,098)</b>	<b>145,780,667</b>	<b>199,160</b>
<b>Income (loss) before contributed capital</b>	<b>2,526,445</b>	<b>1,677,207</b>	<b>(19,110,716)</b>	<b>22,721,446</b>	<b>3,610,730</b>	<b>1,933,523</b>
Reserve revenue	(26,444)	22,793	-	51,205	51,205	28,412
Contributed capital, net	-	-	245,716,854	(245,716,854)	-	-
<b>Change in net position</b>	<b>\$ 2,500,001</b>	<b>\$ 1,700,000</b>	<b>226,606,138</b>	<b>\$ (222,944,203)</b>	<b>\$ 3,661,935</b>	<b>\$ 1,961,935</b>
<b>Net Position:</b>						
Beginning of year, as restated			1,446,025,657			
End of year			<u>\$ 1,672,631,795</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, 2015**

	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	
<b>Operating revenues:</b>						
Advertising	\$ 1,050,000	\$ 1,050,000	\$ 815,944	\$ -	\$ 815,944	\$ (234,056)
Miscellaneous operating revenues	7,578,827	7,207,577	6,539,109	589,249	7,128,358	(79,219)
<b>Total operating revenues</b>	<b>8,628,827</b>	<b>8,257,577</b>	<b>7,355,053</b>	<b>589,249</b>	<b>7,944,302</b>	<b>(313,275)</b>
<b>Operating expenses:</b>						
Personnel costs	18,685,551	18,498,053	18,232,520	(73,771)	18,158,749	339,304
Outside services	13,142,350	13,330,716	13,614,461	-	13,614,461	(283,745)
Transit operations funding	3,003,009	3,020,532	102,817,714	(100,126,163)	2,691,551	328,981
Materials and supplies	23,024	28,920	44,734	-	44,734	(15,814)
Energy costs	225,625	219,200	223,826	-	223,826	(4,626)
Risk management	368,511	451,677	495,521	(87,073)	408,448	43,229
Miscellaneous operating expenses	(26,836,785)	(26,491,539)	(26,458,103)	(157,677)	(26,615,780)	124,241
Depreciation	-	-	1,819,567	(1,819,567)	-	-
<b>Total operating expenses</b>	<b>8,611,285</b>	<b>9,057,559</b>	<b>110,790,240</b>	<b>(102,264,251)</b>	<b>8,525,989</b>	<b>531,570</b>
<b>Operating income (loss)</b>	<b>17,542</b>	<b>(799,982)</b>	<b>(103,435,187)</b>	<b>102,853,500</b>	<b>(581,687)</b>	<b>218,295</b>

**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, 2015**

	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	
<b>Public support and nonoperating revenues (expenses)</b>						
Federal revenue	140,000	140,000	60,474,595	(60,176,767)	297,828	157,828
Transportation Development Act	3,003,009	3,020,532	87,358,869	(83,579,522)	3,779,347	758,815
State Transit Assistance	-	-	18,787,817	(18,032,734)	755,083	755,083
State revenue - other	-	-	42,953,270	(42,933,270)	20,000	20,000
<i>TransNet</i> funds	-	-	27,125,551	(27,125,551)	-	-
Other local subsidies	-	-	4,555,281	(4,555,281)	-	-
Investment earnings	27,141,013	101,128,302	3,064,756	98,112,601	101,177,357	49,055
Interest expense	(27,801,563)	(101,788,852)	(5,740,916)	(96,047,936)	(101,788,852)	-
Gain (loss) on disposal of assets	-	-	(29,785)	32,643	2,858	2,858
<b>Total public support and nonoperating revenues (expenses)</b>	<b>2,482,459</b>	<b>2,499,982</b>	<b>238,549,438</b>	<b>(234,305,817)</b>	<b>4,243,621</b>	<b>1,743,639</b>
<b>Income (loss) before contributed capital</b>	<b>2,500,001</b>	<b>1,700,000</b>	<b>135,114,251</b>	<b>(131,452,317)</b>	<b>3,661,934</b>	<b>1,961,934</b>
Transfers	-	-	(48,526,801)	48,526,801	-	-
Contributed capital, net	-	-	(66,986,936)	66,986,936	-	-
<b>Change in net position</b>	<b>\$ 2,500,001</b>	<b>\$ 1,700,000</b>	<b>19,600,514</b>	<b>\$ (15,938,580)</b>	<b>\$ 3,661,934</b>	<b>\$ 1,961,934</b>
<b>Net Position:</b>						
Beginning of year, as restated			133,795,593			
End of year			<u>\$ 153,396,107</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, 2015**

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
<b>Operating revenues:</b>						
Miscellaneous operating revenues	\$ 989,000	\$ 1,047,180	\$ 946,543	-	\$ 946,543	\$ (100,637)
<b>Total operating revenues</b>	<b>989,000</b>	<b>1,047,180</b>	<b>946,543</b>	<b>-</b>	<b>946,543</b>	<b>(100,637)</b>
<b>Operating expenses:</b>						
Personnel costs	647,012	690,692	684,432	-	684,432	6,260
Outside services	85,610	85,510	46,207	-	46,207	39,303
Materials and supplies	7,000	19,000	2,594	-	2,594	16,406
Energy costs	8,000	9,850	9,997	-	9,997	(147)
Miscellaneous operating expenses	219,715	220,702	225,913	-	225,913	(5,211)
Depreciation	-	-	7,118	(7,118)	-	-
<b>Total operating expenses</b>	<b>967,337</b>	<b>1,025,754</b>	<b>976,261</b>	<b>(7,118)</b>	<b>969,143</b>	<b>56,611</b>
<b>Operating income (loss)</b>	<b>21,663</b>	<b>21,426</b>	<b>(29,718)</b>	<b>7,118</b>	<b>(22,600)</b>	<b>(44,026)</b>
Reserve revenue	(21,663)	(21,426)	-	22,600	22,600	44,026
<b>Change in net position</b>	<b>\$ -</b>	<b>\$ -</b>	<b>(29,718)</b>	<b>\$ 29,718</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Position:</b>						
Beginning of year			226,591			
End of year			<u>\$ 196,873</u>			

**San Diego Metropolitan Transit System**  
**San Diego and Arizona Eastern Railway**  
**Schedule of Revenues, Expenses and Changes in Net Position – Budget and Actual**  
**For the Year Ended June 30, 2015**

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
<b>Operating revenues:</b>						
Miscellaneous operating revenues	\$ 135,000	\$ 135,000	\$ 1,157,765	\$ (1,000,000)	\$ 157,765	\$ 22,765
<b>Total operating revenues</b>	<b>135,000</b>	<b>135,000</b>	<b>1,157,765</b>	<b>(1,000,000)</b>	<b>157,765</b>	<b>22,765</b>
<b>Operating expenses:</b>						
Personnel costs	92,719	92,719	102,593	-	102,593	(9,874)
Outside services	20,000	70,000	68,067	-	68,067	1,933
Risk management	17,000	16,000	15,401	-	15,401	599
Miscellaneous operating expenses	500	500	309	-	309	191
Depreciation	-	-	17,080	(17,080)	-	-
<b>Total operating expenses</b>	<b>130,219</b>	<b>179,219</b>	<b>203,450</b>	<b>(17,080)</b>	<b>186,370</b>	<b>(7,151)</b>
<b>Operating income (loss)</b>	<b>4,781</b>	<b>(44,219)</b>	<b>954,315</b>	<b>(982,920)</b>	<b>(28,605)</b>	<b>15,614</b>
Reserve revenue	(4,781)	44,219	-	28,605	28,605	(15,614)
Contributed capital, net	-	-	(1,000,000)	1,000,000	-	-
<b>Change in net position</b>	<b>-</b>	<b>-</b>	<b>(45,685)</b>	<b>\$ 45,685</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Position:</b>						
Beginning of year			19,047,927			
End of year			<u>\$ 19,002,242</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, 2015**

	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	
<b>Operating revenues:</b>						
Passenger revenue	\$ 30,029,559	\$ 29,953,915	\$ 29,318,217	\$ -	\$ 29,318,217	\$ (635,698)
Miscellaneous operating revenues	-	-	78,902	-	78,902	78,902
<b>Total operating revenues</b>	<b>30,029,559</b>	<b>29,953,915</b>	<b>29,397,119</b>	<b>-</b>	<b>29,397,119</b>	<b>(556,796)</b>
<b>Operating expenses:</b>						
Personnel costs	464,395	635,558	625,294	-	625,294	10,264
Outside services	63,429,651	64,349,089	64,386,284	-	64,386,284	(37,195)
Materials and supplies	82,140	71,727	38,390	-	38,390	33,337
Energy costs	9,455,687	9,038,505	8,962,423	-	8,962,423	76,082
Risk management	15,300	15,300	15,300	-	15,300	-
Miscellaneous operating expenses	2,208,966	2,157,995	2,162,229	-	2,162,229	(4,234)
Depreciation	-	-	12,927,189	(12,927,189)	-	-
<b>Total operating expenses</b>	<b>75,656,139</b>	<b>76,268,174</b>	<b>89,117,109</b>	<b>(12,927,189)</b>	<b>76,189,920</b>	<b>78,254</b>
<b>Operating income (loss)</b>	<b>(45,626,580)</b>	<b>(46,314,259)</b>	<b>(59,719,990)</b>	<b>12,927,189</b>	<b>(46,792,801)</b>	<b>(478,542)</b>

**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, 2015**

	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	
<b>Public support and nonoperating revenues (expenses)</b>						
Federal revenue	12,912,465	14,161,000	14,126,804	-	14,126,804	(34,196)
Transportation Development Act	29,096,707	28,368,757	29,130,231	-	29,130,231	761,474
State revenue - other	1,600,000	1,600,000	1,412,636	-	1,412,636	(187,364)
<i>TransNet</i> funds	1,258,834	1,428,400	1,347,551	-	1,347,551	(80,849)
Other local subsidies	758,574	756,102	775,579	-	775,579	19,477
<b>Total public support and nonoperating revenues (expenses)</b>	<b>45,626,580</b>	<b>46,314,259</b>	<b>46,792,801</b>	<b>-</b>	<b>46,792,801</b>	<b>478,542</b>
<b>Income (loss) before contributed capital</b>	<b>-</b>	<b>-</b>	<b>(12,927,189)</b>	<b>12,927,189</b>	<b>-</b>	<b>-</b>
Contributed capital, net	-	-	67,810,471	(67,810,471)	-	-
<b>Change in net position</b>	<b>-</b>	<b>-</b>	<b>54,883,282</b>	<b>\$ (54,883,282)</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Position:</b>						
Beginning of year, as restated			92,270,824			
End of year			<u>\$ 147,154,106</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, 2015**

	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	
<b>Operating revenues:</b>						
Passenger revenue	\$ 26,768,186	\$ 27,215,850	\$ 27,156,322	-	\$ 27,156,322	\$ (59,528)
Miscellaneous operating revenues	5,000	5,000	5,286	-	5,286	286
<b>Total operating revenues</b>	<b>26,773,186</b>	<b>27,220,850</b>	<b>27,161,608</b>	<b>-</b>	<b>27,161,608</b>	<b>(59,242)</b>
<b>Operating expenses:</b>						
Personnel costs	67,296,282	67,343,043	63,806,728	1,388,214	65,194,942	2,148,101
Outside services	1,771,253	1,522,467	1,774,998	-	1,774,998	(252,531)
Materials and supplies	4,912,877	4,681,753	4,685,264	-	4,685,264	(3,511)
Energy costs	6,799,949	6,210,290	6,125,789	-	6,125,789	84,501
Risk management	1,928,899	1,596,566	3,366,399	(1,584,345)	1,782,054	(185,488)
Miscellaneous operating expenses	11,695,732	11,645,892	11,651,762	(11,261)	11,640,501	5,391
Depreciation	-	-	20,346,856	(20,346,856)	-	-
<b>Total operating expenses</b>	<b>94,404,992</b>	<b>93,000,011</b>	<b>111,757,796</b>	<b>(20,554,248)</b>	<b>91,203,548</b>	<b>1,796,463</b>
<b>Operating income (loss)</b>	<b>(67,631,806)</b>	<b>(65,779,161)</b>	<b>(84,596,188)</b>	<b>20,554,248</b>	<b>(64,041,940)</b>	<b>1,737,221</b>

**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, 2015**

	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	
<b>Public support and nonoperating revenues (expenses)</b>						
Federal revenue	19,100,000	18,096,000	18,095,707	-	18,095,707	(293)
Transportation Development Act	15,729,477	15,050,398	14,451,685	-	14,451,685	(598,713)
State Transit Assistance	3,632,936	3,632,936	3,632,936	-	3,632,936	-
<i>TransNet</i> funds	30,040,493	29,870,927	28,704,072	-	28,704,072	(1,166,855)
Other local subsidies	278,000	278,000	278,000	-	278,000	-
Interest expense	(1,149,100)	(1,149,100)	(1,141,686)	-	(1,141,686)	7,414
Gain (loss) on disposal of assets	-	-	21,226	-	21,226	21,226
<b>Total public support and nonoperating revenues (expenses)</b>	<b>67,631,806</b>	<b>65,779,161</b>	<b>64,041,940</b>	<b>-</b>	<b>64,041,940</b>	<b>(1,737,221)</b>
<b>Income (loss) before contributed capital</b>	<b>-</b>	<b>-</b>	<b>(20,554,248)</b>	<b>20,554,248</b>	<b>-</b>	<b>-</b>
Contributed capital, net	-	-	54,859,095	(54,859,095)	-	-
<b>Change in net position</b>	<b>-</b>	<b>-</b>	<b>34,304,847</b>	<b>\$ (34,304,847)</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Position:</b>						
Beginning of year, as restated			83,396,024			
End of year			<u>\$ 117,700,871</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, 2015**

	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	
<b>Operating revenues:</b>						
Passenger revenue	\$ 41,577,585	\$ 41,256,504	\$ 41,140,175	\$ -	\$ 41,140,175	\$ (116,329)
Charter	-	-	5,950	-	5,950	5,950
Miscellaneous operating revenues	704,000	674,000	621,791	-	621,791	(52,209)
<b>Total operating revenues</b>	<b>42,281,585</b>	<b>41,930,504</b>	<b>41,767,916</b>	<b>-</b>	<b>41,767,916</b>	<b>(162,588)</b>
<b>Operating expenses:</b>						
Personnel costs	33,038,911	32,082,022	31,123,191	539,434	31,662,625	419,397
Outside services	3,958,060	4,357,067	4,412,268	-	4,412,268	(55,201)
Transit operations funding	-	-	-	-	-	-
Materials and supplies	5,154,660	5,265,260	5,536,149	(361,305)	5,174,844	90,416
Energy costs	11,007,836	12,624,900	12,680,489	-	12,680,489	(55,589)
Risk management	2,108,568	1,795,522	1,956,546	(177,991)	1,778,555	16,967
Miscellaneous operating expenses	16,812,149	16,793,838	17,393,308	(631,869)	16,761,439	32,399
Depreciation	-	-	73,080,841	(73,080,841)	-	-
<b>Total operating expenses</b>	<b>72,080,184</b>	<b>72,918,609</b>	<b>146,182,792</b>	<b>(73,712,572)</b>	<b>72,470,220</b>	<b>448,389</b>
<b>Operating income (loss)</b>	<b>(29,798,599)</b>	<b>(30,988,105)</b>	<b>(104,414,876)</b>	<b>73,712,572</b>	<b>(30,702,304)</b>	<b>285,801</b>

**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, 2015**

	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	
<b>Public support and nonoperating revenues (expenses)</b>						
Federal revenue	19,000,000	21,000,000	21,150,743	(150,743)	21,000,000	-
Transportation Development Act	5,798,599	4,988,105	5,038,110	(842,431)	4,195,679	(792,426)
State Transit Assistance	-	-	-	-	-	-
State revenue - other	-	-	8,911	-	8,911	8,911
<i>TransNet</i> funds	5,000,000	5,000,000	5,000,000	-	5,000,000	-
Gain (loss) on disposal of assets	-	-	75,786	421,928	497,714	497,714
<b>Total public support and nonoperating revenues (expenses)</b>	<b>29,798,599</b>	<b>30,988,105</b>	<b>31,273,550</b>	<b>(571,246)</b>	<b>30,702,304</b>	<b>(285,801)</b>
<b>Income (loss) before contributed capital</b>	-	-	(73,141,326)	73,141,326	-	-
Contributed capital, net	-	-	191,034,224	(191,034,224)	-	-
<b>Change in net position</b>	<b>\$ -</b>	<b>\$ -</b>	<b>117,892,898</b>	<b>\$ (117,892,898)</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Position:</b>						
Beginning of year, as restated			1,117,288,698			
End of year			<u>\$ 1,235,181,596</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.

## **FINANCIAL TRENDS**

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

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
<b>Governmental activities:</b>										
Net investment in capital assets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,960
Unrestricted	-	-	-	-	-	-	-	-	-	35,868
<b>Total government activities net position</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>147,828</b>
<b>Business-type activities:</b>										
Net investment in capital assets	1,699,222	1,395,206	1,296,217	1,172,816	1,073,562	1,078,178	1,075,105	1,079,967	1,097,676	1,134,243
Restricted	5,309	6,742	7,255	78,378	7,007	2,548	2,700	-	-	-
Unrestricted	(31,900)	181,114	189,837	157,609	173,128	177,158	172,344	185,610	163,244	(33,761)
<b>Total business-type activities net position</b>	<b>1,672,631</b>	<b>1,583,062</b>	<b>1,493,309</b>	<b>1,408,803</b>	<b>1,253,697</b>	<b>1,257,884</b>	<b>1,250,149</b>	<b>1,265,577</b>	<b>1,260,920</b>	<b>1,100,482</b>
<b>Primary government:</b>										
Net investment in capital assets	1,699,222	1,395,206	1,296,217	1,172,816	1,073,562	1,078,178	1,075,105	1,079,967	1,097,676	1,246,203
Restricted	5,309	6,742	7,255	78,378	7,007	2,548	2,700	-	-	-
Unrestricted	(31,900)	181,114	189,837	157,609	173,128	177,158	172,344	185,610	163,244	2,107
<b>Total primary government net position</b>	<b>\$1,672,631</b>	<b>\$1,583,062</b>	<b>\$1,493,309</b>	<b>\$1,408,803</b>	<b>\$1,253,697</b>	<b>\$1,257,884</b>	<b>\$1,250,149</b>	<b>\$1,265,577</b>	<b>\$1,260,920</b>	<b>\$1,248,310</b>

Source: Audited Financial Statements

In FY 2013, MTS implemented GASB Statement 63. In accordance with the provisions of GASB Statement 63, some line descriptions have been modified. There were no reclassifications resulting from the implementation of GASB Statement 63.

In FY 2011, MTS elected to present additional information regarding restricted net assets and accordingly provides this information.

In FY 2007, MTS determined that all of its activities were truly business-type activities and presented all funds as Enterprise funds in 2007 and all subsequent years.

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

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
<b>Operating revenues:</b>										
Passenger revenue	97,615	93,995	90,652	88,094	84,764	84,167	85,192	75,939	68,635	67,580
Advertising	816	870	972	784	621	783	925	1,119	1,001	839
Charter	6	30	1	186	129	128	69	63	45	31
Miscellaneous	9,349	9,531	4,934	4,445	4,688	4,264	4,874	3,671	3,703	1,734
<b>Total operating revenues</b>	<b>107,786</b>	<b>104,426</b>	<b>96,559</b>	<b>93,509</b>	<b>90,202</b>	<b>89,342</b>	<b>91,060</b>	<b>80,792</b>	<b>73,384</b>	<b>70,184</b>
<b>Operating expenses:</b>										
Personnel costs	114,575	117,092	123,720	112,537	104,329	109,512	101,913	102,847	91,206	90,490
Outside services	84,302	73,859	67,414	66,050	64,037	63,574	65,140	64,940	62,630	57,709
Transit operations funding	2,692	4,243	3,571	3,721	4,053	3,758	3,004	3,853	5,438	6,758
Materials and supplies	10,307	9,276	8,469	7,977	7,678	6,680	7,190	7,590	7,266	8,158
Energy costs	28,003	26,044	22,572	22,689	21,932	22,892	25,283	27,211	22,767	24,305
Risk management	5,849	3,610	2,902	4,030	3,924	4,859	4,074	3,898	5,615	5,078
Miscellaneous	4,975	6,244	6,493	5,116	4,899	3,571	2,052	1,975	944	2,336
Depreciation	108,199	103,198	92,788	84,811	81,041	98,238	75,499	85,543	74,473	66,799
<b>Total operating expenses</b>	<b>358,902</b>	<b>343,566</b>	<b>327,929</b>	<b>306,931</b>	<b>291,893</b>	<b>313,084</b>	<b>284,155</b>	<b>297,857</b>	<b>270,339</b>	<b>261,633</b>
<b>Operating (loss)</b>	<b>(251,116)</b>	<b>(239,140)</b>	<b>(231,370)</b>	<b>(213,422)</b>	<b>(201,691)</b>	<b>(223,742)</b>	<b>(193,095)</b>	<b>(217,065)</b>	<b>(196,955)</b>	<b>(191,449)</b>

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

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
<b>Public support and nonoperating revenues (expenses):</b>										
Grants and contributions	235,755	211,517	183,945	325,658	170,850	224,506	176,979	200,879	184,332	155,746
Investment earnings	3,065	6,087	6,267	7,622	7,695	9,708	10,584	13,394	13,349	7,095
Indirect cost recovery	-	-	-	-	-	-	-	-	-	1,685
Interest expense	(6,883)	(6,982)	(7,520)	(8,014)	(8,420)	(12,702)	(11,153)	(10,666)	(14,230)	(11,499)
Gain (loss) on disposal of assets	67	(273)	804	(620)	712	(69)	294	88	(1,260)	(1,800)
Other expenses	-	(13)	(13)	(5)	(139)	(1,075)	(705)	(465)	(355)	(188)
<b>Total public support and nonoperating revenues (expenses)</b>	<b>232,004</b>	<b>210,336</b>	<b>183,483</b>	<b>324,641</b>	<b>170,698</b>	<b>220,368</b>	<b>175,999</b>	<b>203,230</b>	<b>181,836</b>	<b>151,039</b>
Income (loss) before contributed capital	(19,112)	(28,804)	(47,887)	111,219	(30,993)	(3,374)	(17,096)	(13,835)	(15,119)	(40,410)
Contributed capital, net	245,717	118,768	132,182	44,118	26,806	11,110	1,668	18,492	27,729	23,013
<b>Changes in net position</b>	<b>\$ 226,605</b>	<b>\$ 89,964</b>	<b>\$ 84,295</b>	<b>\$ 155,337</b>	<b>\$ (4,187)</b>	<b>\$ 7,736</b>	<b>\$ (15,428)</b>	<b>\$ 4,657</b>	<b>\$ 12,610</b>	<b>\$ (17,397)</b>

Source: Audited Financial Statements.

In FY2013, MTS implemented GASB Statement 63. In accordance with the provisions of GASB Statement 63, some line descriptions have been modified. There were no reclassifications resulting from the implementation of GASB Statement 63.

In FY2007, MTS determined that all of its activities were truly business-type activities and presented all funds as Enterprise funds in 2007 and all subsequent years.

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## **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	Interest	Other
<b>San Diego Transit</b>						
2006	\$ 22,264	\$ 15,000	\$ 23,415	\$ 13,383	\$ 129	\$ (526)
2007	22,298	15,000	29,360	9,901	63	1,115
2008	23,680	13,934	21,863	10,507	-	868
2009	27,882	17,177	24,496	14,416	-	271
2010	26,708	18,267	16,249	21,456	-	31
2011	26,056	19,894	29,435	18,307	-	166
2012	27,498	20,709	20,497	17,549	-	214
2013	28,621	20,266	31,954	18,886	-	33
2014	27,781	19,336	16,489	20,897	-	7
2015	27,156	18,096	18,085	28,982	-	27
<b>San Diego Trolley</b>						
2006	27,934	12,788	7,415	6,000	-	695
2007	27,402	15,325	6,279	6,000	-	469
2008	31,120	13,881	4,479	6,000	-	664
2009	33,454	16,616	787	7,043	-	997
2010	33,050	16,449	5,637	5,000	-	462
2011	34,673	14,912	5,497	5,000	-	1,220
2012	35,216	14,989	7,208	5,492	-	361
2013	35,554	22,426	3,379	5,000	-	625
2014	40,188	22,913	1,501	5,000	-	1,312
2015	41,140	21,151	5,047	5,000	-	704
<b>MTS - Contracted Services</b>						
2006	17,382	-	137	455	-	(345)
2007	18,935	200	36,300	1,778	-	(974)
2008	21,138	921	38,020	1,285	-	75
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	-	-

Source: Audited Financial Statements.

# San Diego Metropolitan Transit System

## Fare Structure

### Last Nine Fiscal Years

	2015	2014	2013	2012	2011	2010	2009	2008	2007
<b>Bus Cash Fares</b>									
One-way fare, local routes	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.00	1.75
Senior/disabled, local routes	1.00	1.10	1.10	1.10	1.10	1.10	1.10	0.75	0.75
Urban	-	-	-	-	-	-	-	2.25	2.25
Rapid/Express	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50-4.00
Senior/disabled Rapid/Express	1.25	1.25	1.25	1.25	1.25	1.25	1.25	0.75	0.75
Rapid Express/Premium	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	0.75	0.75
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	-
Senior/disabled Rural bus	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	-	-
Shuttles	-	-	-	-	-	-	-	1.00	1.00
<b>Trolley Cash Fares</b>									
One-way fare, all stations	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	1.00	1.00
Downtown	-	-	-	-	-	-	-	1.25	1.25
Senior/disabled Downtown	-	-	-	-	-	-	0.60	-	-
1 station-20+ stations	-	-	-	-	-	-	-	1.50-3.00	1.50-3.00
<b>Bus and Trolley Day Passes</b>									
Regional day pass	5.00	5.00	5.00	5.00	5.00	5.00	-	-	-
Region plus day pass	12.00	12.00	12.00	12.00	14.00	14.00	-	-	-
<b>Bus and Trolley Monthly Passes</b>									
Regional monthly pass	72.00	72.00	72.00	72.00	72.00	72.00	68.00	64.00	-
Senior/disabled Regional	18.00	18.00	18.00	18.00	18.00	18.00	17.00	16.00	14.50
Youth Regional	36.00	36.00	36.00	36.00	36.00	36.00	34.00	32.00	29.00
14-Day/Half-month	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	90.00	-	-
Senior/disabled Rapid Express/Premium	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	45.00	-	-
14-Day/Half-month Rapid Express/Premium	60.00	60.00	60.00	60.00	60.00	60.00	54.00	-	-
Local/Urban Bus/Express/Trolley	-	-	-	-	-	-	-	-	58.00
Express Bus (multi-zones)	-	-	-	-	-	-	-	-	64.00-84.00

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

In FY2007, MTS elected to present fare structure statistical data prospectively from 2007 forward, and will present one additional year of activity to a maximum of ten years as of 2016. There were no changes to the fare structure for several years prior to 2008.

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

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Fiscal Year Ended	San Diego Transit	San Diego Trolley	MTS-Contracted Services
2006	30.38	50.78	31.96
2007	30.44	48.97	33.05
2008	29.59	55.62	34.40
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

Source: Audited Financial Statements; calculated as passenger revenue divided by operating expenses (less depreciation and OPEB), 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	1990 LRV Sale Leaseback	1995 LRV Lease/ Leaseback	Certificates of Participation 2002	Certificates of Participation 2003	Pension Obligation Bonds	Total	Percentage of Personal Income	Debt per Capita
	2006	\$ 8,516,304	\$ 319,719	\$ 13,174,798	\$ 124,775,518	\$ 7,430,000	\$ 26,065,000	\$ 76,075,000	\$ 256,356,339	0.20%
2007	8,075,925	255,113	3,823,388	123,699,432	3,770,000	19,155,000	74,620,000	233,398,858	0.17%	77
2008	7,617,599	187,737	-	122,540,596	-	-	73,120,000	203,465,932	0.14%	67
2009	7,141,327	117,470	-	121,292,645	-	-	71,565,000	200,116,441	0.15%	65
2010	6,647,108	44,190	-	119,948,726	-	-	61,150,000	187,790,023	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

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

- MTS retired three financial obligations in FY 2008
- MTS retired the capital equipment lease and refunded the Tower capital lease in FY2011
- MTS retired the variable rate Pension Obligation Bonds in FY2013

## **DEMOGRAPHIC AND ECONOMIC STATISTICS**

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

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	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)
2006	2,982,816	\$ 130,700,000	\$ 50,461	4.10%
2007	3,014,165	136,300,000	50,452	4.80%
2008	3,051,262	141,800,000	50,069	6.40%
2009	3,077,633	137,300,000	48,464	10.20%
2010	3,102,852	141,200,000	48,854	10.50%
2011	3,125,734	151,500,000	50,652	10.40%
2012	3,153,376	160,900,000	52,276	9.30%
2013	3,176,770	165,000,000	52,641	7.40%
2014	3,212,298	173,500,000	54,004	6.10%
2015	3,245,170	183,800,000	56,109	5.00%

Source:

(1) California Department of Transportation - Actuals 2006-2014, Forecast 2015

(2) California Employment Development Department, July 2015



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

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**Full-time and Part-time Employees at June 30**

	<u>MTS</u>	<u>San Diego Transit</u>	<u>San Diego Trolley</u>	<u>Total</u>
2006	90	880	539	1,509
2007	121	866	527	1,514
2008	117	844	533	1,494
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

Source: MTS payroll records

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

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<u>Company Name</u>	<u>Number of Employees (1)</u>	<u>Percent of 1,565,900 County Total (2)</u>
State of California	40,100	2.56%
University of California, San Diego	28,341	1.81%
Sharp Healthcare	16,477	1.05%
Scripps Health	13,717	0.88%
Qualcomm Inc.	13,700	0.87%
City of San Diego	10,584	0.68%
UC San Diego Health System	7,726	0.49%
Kaiser Permanente	7,549	0.48%
General Atomics (and affiliated companies)	6,714	0.43%
San Diego State University	6,042	0.39%

Source:

San Diego Business Journal - 2015 Book of Lists  
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 Indicators by Function**  
**Last Ten Fiscal Years**

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
<b>Operating Cost (in 000's)</b>										
San Diego Transit	\$ 92,059	\$ 91,568	\$ 98,666	\$ 90,153	\$ 83,457	\$ 93,831	\$ 81,271	\$ 80,031	\$ 73,257	\$ 73,284
San Diego Trolley	72,637	71,098	65,859	63,309	60,395	60,913	58,537	55,949	55,952	55,015
MTS-Contract Services	76,190	65,959	62,573	61,154	59,536	58,037	59,639	61,451	57,287	54,387
<b>Farebox Revenue (in 000's)</b>										
San Diego Transit	27,156	27,781	28,621	27,498	26,056	26,708	27,882	23,680	22,298	22,264
San Diego Trolley	41,140	40,188	35,554	35,216	34,673	33,050	33,454	31,120	27,402	27,934
MTS-Contract Services	29,318	26,025	26,476	25,380	24,036	24,410	23,857	21,138	18,935	17,382
<b>Total Passengers (in 000's)</b>										
San Diego Transit	27,264	28,541	28,927	28,802	27,252	26,921	29,762	28,094	26,076	24,890
San Diego Trolley	40,082	39,695	29,699	32,655	31,613	30,469	36,928	37,621	35,114	33,830
MTS-Contract Services	27,574	23,761	23,479	23,780	22,664	21,988	21,645	21,460	21,143	18,907
<b>Revenue Miles (in 000's)</b>										
San Diego Transit	9,561	8,695	8,557	8,221	8,178	8,624	9,221	9,522	9,622	9,958
San Diego Trolley	8,596	8,516	7,758	7,544	7,519	7,743	7,895	8,003	7,940	8,180
MTS-Contract Services	13,328	12,139	11,607	11,214	11,196	11,450	12,179	12,501	12,454	12,242
<b>Subsidy / Total Passenger</b>										
San Diego Transit	2.38	2.24	2.42	2.18	2.11	2.50	1.79	2.01	1.95	2.05
San Diego Trolley	0.79	0.78	1.02	0.86	0.81	0.92	0.68	0.66	0.81	0.80
MTS-Contract Services	1.70	1.68	1.54	1.50	1.57	1.53	1.66	1.88	1.81	1.96

Source: NTD Report, and audited financial statements.

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

Service Provided	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
<b>San Diego Transit</b>										
Vehicle Revenue Miles (in 000's)	9,561	8,695	8,557	8,221	8,178	8,624	9,221	9,522	9,622	9,958
Vehicle Revenue Hours (in 000's)	806	795	787	757	754	789	843	870	853	840
Passengers (in 000's)	27,264	28,541	28,927	28,802	27,252	26,921	29,762	28,094	26,076	24,890
Passenger Miles (in 000's)	117,585	110,009	108,222	106,804	100,500	98,163	107,408	100,256	98,203	93,580
Number of Vehicles	272	310	260	236	236	238	247	267	267	274
<b>San Diego Trolley</b>										
Vehicle Revenue Miles (in 000's)	8,596	8,516	7,758	7,544	7,519	7,743	7,895	8,003	7,940	8,180
Vehicle Revenue Hours (in 000's)	496	504	472	428	423	442	410	439	432	469
Passenger Car Hours (in 000's)	509	512	476	433	429	448	416	445	439	480
Passengers (in 000's)	40,082	39,695	29,699	32,655	31,613	30,469	36,928	37,621	35,114	33,830
Passenger Miles (in 000's)	224,422	228,531	173,151	194,822	193,063	186,509	220,639	206,924	207,727	208,875
Number of Vehicles	160	179	178	151	128	134	133	134	134	134
<b>MTS-Contracted Services</b>										
Vehicle Revenue Miles (in 000's)	13,328	12,139	11,607	11,214	11,196	11,450	12,179	12,501	12,454	12,242
Vehicle Revenue Hours (in 000's)	1,112	998	961	933	927	946	986	1,019	996	928
Passengers (in 000's)	27,573	23,761	23,479	23,780	22,664	21,988	21,645	21,460	21,143	18,907
Passenger Miles (in 000's)	94,504	85,269	84,021	79,789	82,125	79,237	80,104	77,173	78,304	73,343
Number of Vehicles	520	449	427	404	407	369	388	358	348	337
<b>Total</b>										
Passengers (in 000's)	94,919	91,997	82,105	85,237	81,529	79,378	88,335	87,175	82,333	77,672
Passenger Miles (in 000's)	436,511	423,809	365,394	381,415	375,688	363,909	408,151	384,353	384,234	375,798

Source: NTD Report and MTS internal capital asset system

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

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
<b>General Operations</b>										
Buildings and structures	1	1	1	1	1	1	1	1	1	1
Nonrevenue vehicles	3	3	3	5	5	5	7	7	10	10
<b>San Diego Transit</b>										
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	272	310	260	236	236	238	247	267	267	274
Nonrevenue vehicles	12	12	14	19	22	32	39	53	47	45
<b>San Diego Trolley</b>										
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)	160	179	178	151	128	134	133	134	134	134
Nonrevenue vehicles	16	16	15	31	43	51	68	72	69	58
<b>MTS - Contracted Services</b>										
Land (parcel)	2	2	2	2	1	1	1	1	1	1
Buildings and structures	4	4	4	4	3	3	3	3	1	1
Buses	520	449	427	404	407	369	388	358	348	337
Nonrevenue vehicles	10	8	8	8	10	7	7	9	4	2
<b>Taxicab Administration</b>										
Buildings and structures	1	1	1	1	1	1	1	1	1	1
Nonrevenue vehicles	2	2	2	4	3	3	3	3	2	1

Source: MTS internal capital asset system.

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

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Ridership (in 000's)										
San Diego Transit	27,264	28,541	28,927	28,802	27,252	26,921	29,762	28,094	26,076	24,890
% Change	-4.48%	-1.33%	0.43%	5.69%	1.23%	-9.55%	5.94%	7.74%	4.77%	1.90%
San Diego Trolley	40,082	39,695	29,699	32,655	31,613	30,469	36,928	37,621	35,114	33,830
% Change	0.98%	33.65%	-9.05%	3.30%	3.75%	-17.49%	-1.84%	7.14%	3.80%	15.32%
MTS - Contracted Services	27,574	23,761	23,479	23,780	22,664	21,988	21,645	21,460	21,143	18,907
% Change	16.05%	1.20%	-1.27%	4.92%	3.07%	1.58%	0.86%	1.50%	11.83%	2.49%

Source: NTD Report

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

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Average Fare per Rider										
San Diego Transit	1.00	0.97	0.99	0.95	0.96	0.99	0.94	0.84	0.86	0.90
San Diego Trolley	1.03	1.01	1.20	1.08	1.10	1.08	0.91	0.83	0.78	0.83
MTS - Contract Services	1.06	1.10	1.13	1.07	1.06	1.11	1.10	0.98	0.90	0.92
Operating Expense per Rider										
San Diego Transit	3.38	3.21	3.41	3.13	3.06	3.49	2.73	2.85	2.81	2.74
San Diego Trolley	1.81	1.79	2.22	1.94	1.91	2.00	1.59	1.49	1.59	1.63
MTS - Contract Services	2.76	2.78	2.67	2.57	2.63	2.64	2.76	2.86	2.71	2.88
Subsidy per Rider										
San Diego Transit	2.38	2.24	2.42	2.18	2.11	2.50	1.79	2.01	1.95	2.05
San Diego Trolley	0.79	0.78	1.02	0.86	0.81	0.92	0.68	0.66	0.81	0.80
MTS - Contract Services	1.70	1.68	1.54	1.50	1.57	1.53	1.66	1.88	1.81	1.96

Source: NTD report and Audited financial statements