

Alameda-Contra Costa Transit District

Comprehensive Annual Financial Report

Fiscal Year Ended June 30, 2019



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Prepared by the Department of Finance
Alameda-Contra Costa Transit District
Oakland, California

1600 Franklin Street Oakland, CA 94612



Alameda-Contra Costa Transit District

Comprehensive Annual Financial Report

Fiscal Year Ended June 30, 2019

The mission of AC Transit is “Connecting our communities with safe, reliable, sustainable service...we’ll get you there.”

Serving Alameda and Contra Costa Counties – Oakland, California

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Year Ended June 30, 2019

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Alameda-Contra Costa Transit District

Claudia Allen
Chief Financial Officer

December 20, 2019

The Honorable Board of Directors
Alameda-Contra Costa Transit District
Oakland, California

The Department of Finance is pleased to submit the Comprehensive Annual Financial Report (CAFR) for the Alameda-Contra Costa Transit District ("District") for the fiscal year ended June 30, 2019, in accordance with the provisions of Sections 25250 and 25253 of the Government Code of the State of California.

The CAFR was prepared by the Department of Finance in compliance with the principles and standards for the financial reporting set forth by the Governmental Accounting Standards Board (GASB). The District assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive internal control framework established for this purpose. In accordance with GAAFR guidance, we are obligated to disclose that the cost of internal controls should not surpass their benefits, and that the objective of internal controls is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

The District's financial records have been audited by our independent certified public accounting firm Crowe LLP. The purpose of the independent audit was to provide reasonable assurance that the financial statements of the District for the year ended June 30, 2019, are free of material misstatements. The independent certified public accounting firm has issued an unmodified ("clean") opinion on the District's financial statements for the year ended June 30, 2019.

GASB 34 requires that management provide a narrative introduction, overview, and analysis to accompany the Basic Financial Statements in the form of a Management's Discussion and Analysis (MD&A) that should be read in conjunction with the statements. The MD&A can be found immediately following the report of the independent auditors.

The CAFR is divided into the following sections:

The **INTRODUCTORY SECTION** contains a table of contents, a transmittal letter, a Certificate of Achievement for Excellence in Financial Reporting, District's organizational chart, and a listing of the members of the Board of Directors (the Board) and the Executive Staff.

The **FINANCIAL SECTION** begins with the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), and the Basic Financial Statements and accompanying notes followed by required and supplementary statements and schedules intended to further enhance an understanding of the District's current financial status.

The **STATISTICAL SECTION** includes selected financial demographic and operational information, generally presented on a multi-year basis.

In addition to the annual audit of the District's Basic Financial Statements with accompanying Supplemental Information and the auditor's review of the CAFR, the District is also required to undergo audit tests to ensure compliance with provisions of laws, regulations, contracts and grant agreements as follows:

- Single Audit: to ascertain compliance with the U.S. Office of Management and Budget (OMB) Circular A-133 *Compliance Supplement* that are applicable to its major federal program; and additionally, to determine that Transportation Development Act Funds allocated to and received by the District were expended in conformance with the applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Metropolitan Transportation Commission as required by Section 667 of Title 21 of the California Code of Regulations.
- Measure B & Measure BB Compliance Attestation: to determine compliance with the requirements described in the Measure B and BB Sales Tax for Mass Transit Funds Agreement between the District and the Alameda County Transportation Commission (ACTC).
- Measure J Compliance Attestation: to determine compliance with the requirements described in the Measure C Cooperative Agreement between the District and the Contra Costa Transportation Authority (CCTA).
- Appropriations Limit Calculation Agreed Upon Procedures Report: between District management and the League of California Cities to assist the District in meeting the requirements of Section 1.5 of Article XIII B of the California Constitution.
- AC Transit Financing Corporation Audit: a component unit of the District.
- Special Transit Service Districts No. 1 and No. 2 Agreed Upon Procedures Review: to evaluate the accuracy of the allocation between Special Transit Service Districts (STSD) No. 1 and No. 2.
- Measure VV Agreed Upon Procedures Report: to evaluate service hours and service miles and the allocation of operations and maintenance expenses by county and STSD in accordance with Measure VV voter approval.
- Evaluation of The Board Expenses Agreed Upon Procedures Report: to evaluate compliance with District policies and guidelines.
- Low Carbon Transit Operations Program (LCTOP) report which confirms compliance with laws, regulations, as well as the terms and conditions of the LCTOP program funds awarded to the District.

- Federal Transit Administration National Transit Database Report Agreed Upon Procedures Report: to ensure compliance with the Federal Transportation Administration (FTA) standards with Federal Funding Allocation Statistics Form FFA-10 of the District's annual NTD report and to ensure eligibility to receive grants under Section 9 of the Urban Mass Transportation Act of 1964.

DISTRICT PROFILE

The District is a special district organized under the Public Utilities Code of the State of California. It was created on November 6, 1956, when residents of Alameda and Contra Costa counties voted to establish the public transit district and subsequently approved a \$16.5 million bond issue in 1959 enabling the District to buy out the failing privately owned Key System Transit Lines. Operations began October 1, 1960, with service to Alameda County and the Western Region of Contra Costa County.

The District is the largest bus-only system in the nation serving 13 cities and nine adjacent unincorporated areas in Alameda and Contra Costa counties (the "Service Area"). The Service Area extends from San Pablo Bay on the North to the Southern city limits of Fremont, and serves the Western portions of Contra Costa and Alameda counties providing trans-bay services to San Francisco, San Mateo and Santa Clara counties. For the location of the Service Area, see the map on the last page in the Statistical Section of this report. The Service Area is divided into two service divisions: "Special Transit District No. 1," which includes the cities of Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, Richmond, San Leandro and San Pablo, and the unincorporated communities of Ashland, Castro Valley, El Sobrante, Kensington and San Lorenzo, and "Special Transit District No. 2," which joined the District in 1974, and includes the cities of Fremont and Newark in Southern Alameda County.

Although legally separate, based upon the foregoing criteria, the financial activities of the AC Transit Financing Corporation and the Alameda-Contra Costa Transit District Employees' Pension Plan are so financially intertwined with the District that they are, in substance, part of the District. They are included in the accompanying financial statements because of the significance of their operational and financial relationships with the District.

The District is a participant with Bay Area Rapid Transit (BART) in a joint exercise of power agreement, the East Bay Paratransit Consortium (Consortium), to provide Americans with Disabilities Act (ADA) Paratransit service in Alameda and Western Contra Costa Counties. The Consortium is a joint exercise of power between these entities. The area served encompasses the District/BART coordinated service area. The Consortium has an executive committee comprised of the General Manager (GM) from each District. The Committee, referred to as the Service Review Committee (SRC), approves policy and procedures for the Consortium after policy direction and/or approval is given by the District and BART Boards of Directors. The Boards act as the policy bodies of the Consortium. The District and BART were responsible for 69% and 31% of the expenses, respectively. In Fiscal Year 2018-19, the District incurred excess operating costs of approximately \$5.8 million related to the Consortium.

The District operates two (2) main types of service, East Bay Local Service and Transbay Service. East Bay Local Service consists of two (2) limited stop rapid bus routes, eight (8) major trunk routes, forty-five (45) local routes in Special Transit Service District 1, ten (10) local routes in Special Transit Service District 2 (Southern Alameda County), and seven (7) All-Nighter/Owl routes. In addition, East Bay Local Service also includes supplemental school service, which provides direct access to junior high schools and senior high schools during the academic year. Transbay Service consists primarily of three (3) all-day routes and twenty-four (24) peak period routes originating from various areas of the East Bay, terminating at the Salesforce Transit Center in Downtown San Francisco. Also under Transbay are four (4) all-day routes and four peak period routes originating in the East Bay and terminating at locations within San Mateo and Santa Clara Counties.

The District is also a member agency of the Transbay Joint Powers Authority (TJPA), created under State law to develop a new Transit Center in downtown San Francisco. Construction of this approximately \$3 billion project began in early 2010 and was completed in September 2018. Bus operations began in the Salesforce Transit Center in September 2018, but were suspended when structural issues were found in parts of the structures crossing city streets. The structural repairs are complete, and the Center is now back in service. This modern, efficient downtown transit terminal has the capacity for up to 300 bus departures per hour. Based on recent ridership studies, the District expects that up to 7,100 passengers per hour will use the new facility by 2030. This number represents nearly double the current demand.

GOVERNANCE

A seven-member Board establishes policy and sets direction for the management of the District. The general population of the service area elects Board members. Five Board members represent wards and two are elected at-large. Board members serve staggered four-year terms, so that three or four are elected every two years. Three officials report directly to the Board: the General Manager (GM), the General Counsel and the District Secretary.

Responsibility for the day-to-day management of the District rests with the GM. The District's Executive Staff consists of the following: Chief Operating Officer (COO), Chief Financial Officer (CFO), Chief Information Services Officer (CIO), Executive Director of Planning & Engineering (ED-P&E), Executive Director of Human Resources (ED-HR), and Executive Director of External Affairs, Marketing & Communications (ED-ExM&C). An organization chart that illustrates the District's organizational structure follows later in the introductory section.

The District follows the provisions of GASB Statement No. 14, *The Financial Reporting Entity*. This Statement sets forth accountability of a government's elected officials to their constituents as the basic criteria for inclusion of an organization in a governmental reporting entity. The governmental reporting entity consists of the District and organizations for which the District is financially accountable. Financial accountability is defined as an appointment of a voting majority of the component unit's Board, and (1) either the District's ability to impose its will on the organization or (2) the potential for the organization to provide a financial benefit to, or impose a financial burden on the District.

BUDGET PROCESS

The District's annual budget serves as the foundation for its financial planning and control. The GM and staff prepare and submit the budget to the Board for approval. The annual budget consists of two budgets: an operating budget and a capital budget.

For fiscal year 2019/20 the District has an approved annual operating budget of approximately \$474 million in revenues, with \$471.0 million dedicated to operations, including 2,268 authorized staff positions. The District also has \$106.8 million approved for capital projects during this period. It is the responsibility of each department manager to administer their operations in such a manner as to insure that the use of funds is consistent with the goals and programs authorized by the Board and that approved spending levels are not exceeded.

FINANCIAL INFORMATION

Fiscal Year Ended June 30, 2019

The District's performance during FY 2018-19 resulted in a \$46.8 million increase in net position from operations. Compared to the prior year, total revenues increased from \$441.2 million to \$480.6 million, an increase of \$39.4 million or 9%, and total expenditures increased from \$476.0 million to \$505.6 million, an increase of \$29.6 million or 6 %. A more detailed analysis of revenue and expense variances can be found in the Management's Discussion and Analysis (MD&A) section of this report.

Local Economy

The District's operating revenue sources are composed of Sales Taxes (all sources) of 41%, Property Taxes 29%, Farebox, inclusive of auxiliary revenue 16% , with Federal, State (gas tax), and Local Subsidies and other revenues making up the balance.

The forecast from Beacon Economics supports an outlook of stable growth in the economic factors behind most of these revenue sources.

- Taxable sales have had a year over year increase of 8.1% supported with increases of personal income of 3.1%, attributable to a tightening labor market, and an increase in job growth of 1.8% and inflation, (noted for its effect on total taxable sales) of 1.5%.
- For property tax, lower interest rates are expected to benefit home sales which are important due to a statewide ballot proposition ("Prop 13") passed in the mid-1970's which fixed appraised values of residential properties until sold, at which time they are appraised at their current value, thus increasing the assessed valuation. This has allowed the District to enjoy year over year increases in property tax revenues for many years. Property tax is anticipated to be further enhanced by 21,200 new housing units under construction or recently completed.

- Fares, and other operating revenues are helped by the District's Board of Directors approving automatic annual fare increases through 2024, continued job growth in the region, as well as an uptick in its "Transbay" (East Bay to San Francisco) commuter bus ridership.
- Federal, State (largely gas tax related) Local (inclusive of tolls) and other revenues for the most part have at least stable support behind them.

Long Term Financial Planning

Long-term financial planning at AC Transit is primarily accomplished via the Short Range Transportation Plan (SRTP) and the Regional Transportation Plan (RTP). The SRTP is a ten-year plan that is mandated by MTC to be updated every two years and adopted by the Board. The SRTP uses the most recent Adopted Annual Budget as the baseline for the period it covers. The Metropolitan Transportation Commission does the RTP for the region and it forecasts over a 25-30 year period. The RTP is updated every 4 years. The RTP prioritizes the transit infrastructure projects and transit services for the entire region.

Relevant Financial Policies

Financial policies for the District are the responsibility of the Board and remain in effect until amended by the Board. The District has four significant financial policies: (1) Accounting Policy, (2) Budget Policy, (3) Capital Projects Policy, and (4) Reserve Policy. The Accounting Policy addresses the District's method of accounting, audit schedule, standards of internal controls and audit committee designation. The Budget Policy provides the requirements for submission and approval of a budget and assigns responsibility for budgetary controls. The Capital Projects Policy establishes the process for review of capital projects by the GM and approval by the Board. The Reserve Policy establishes a comprehensive level of cash reserves for the District to withstand economic disruptions as well as unanticipated expenditures. AC Transit's financial policies can be found at www.actransit.org under Board Policies.

Major Initiatives

New Service Expansion

East Bay Bus Rapid Transit (BRT)

The BRT is currently the District's largest capital project with a total budget of \$230.6 million. BRT will bring better transit to one of the East Bay's most diverse corridors through a combination of dedicated transit lanes, level boarding, pre-payment, and other features that has led this technology to be described as "light rail on wheels." The project groundbreaking was in August 2016, and initial revenue service is planned for 2nd quarter 2020.

AWARDS AND ACKNOWLEDGEMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) has awarded a **Certificate of Achievement for Excellence in Financial Reporting** to the District for its CAFR for the fiscal years ended June 30, 1992 through 2018. The District has further demonstrated outstanding achievement in financial reporting by receipt of the **Certificate of Excellence for the Investment Policy** from the Association of Public Treasurers of the United States and Canada. Additionally, the District has received the GFOA's award for outstanding achievement for its **Popular Annual Financial Report (PAFR)** for 2018, as well as the GFOA **Distinguished Budget Presentation Award** for the fiscal year beginning July 1, 2018.

In order to be awarded a Certificate of Achievement, a governmental unit must establish an easily readable and efficiently organized CAFR, whose contents conform to program standards. Such reports must satisfy both Generally Accepted Accounting Principles (GAAP) and applicable legal requirements. A Certificate of Achievement is valid for the period of one year.

The Department of Finance believes the current report continues to conform to Certificate of Achievement Program requirements and submits the report to the GFOA with high expectations of receiving another award.

The preparation of the CAFR could not have been accomplished without the support of the Controller and the entire Finance Department staff. I also want to express our appreciation to other District departments for their assistance in this effort. Finally, I wish to thank the Board and the Finance and Audit Committee, for without their policy direction and authorization of Fiscal Policy No 308 "Accounting Policy", preparation of this report would not have been possible.

Respectfully Submitted,



Claudia L. Allen
Chief Financial Officer



Government Finance Officers Association

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

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**Alameda-Contra Costa Transit District
California**

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

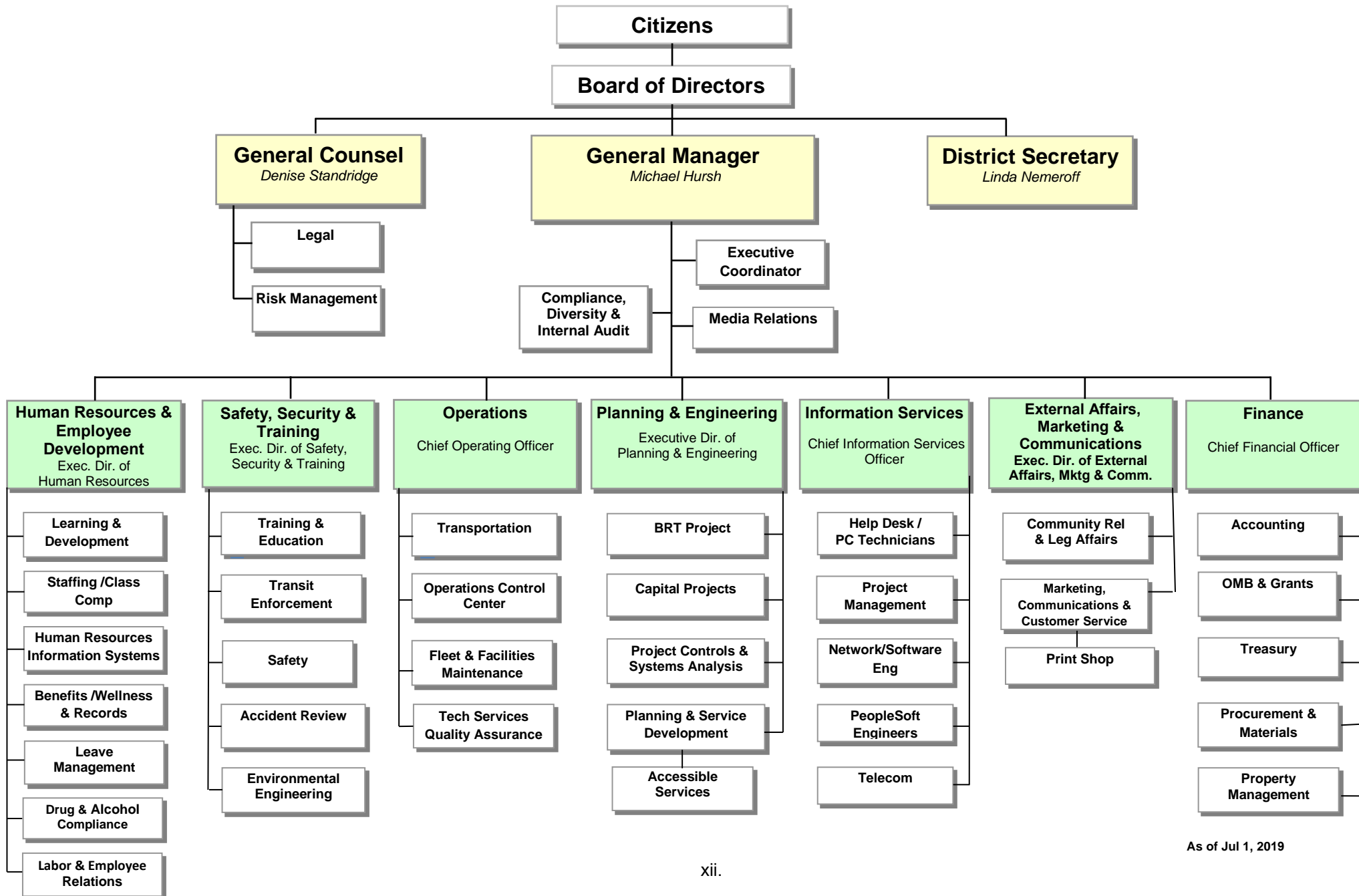
June 30, 2018

Christopher P. Morill

Executive Director/CEO

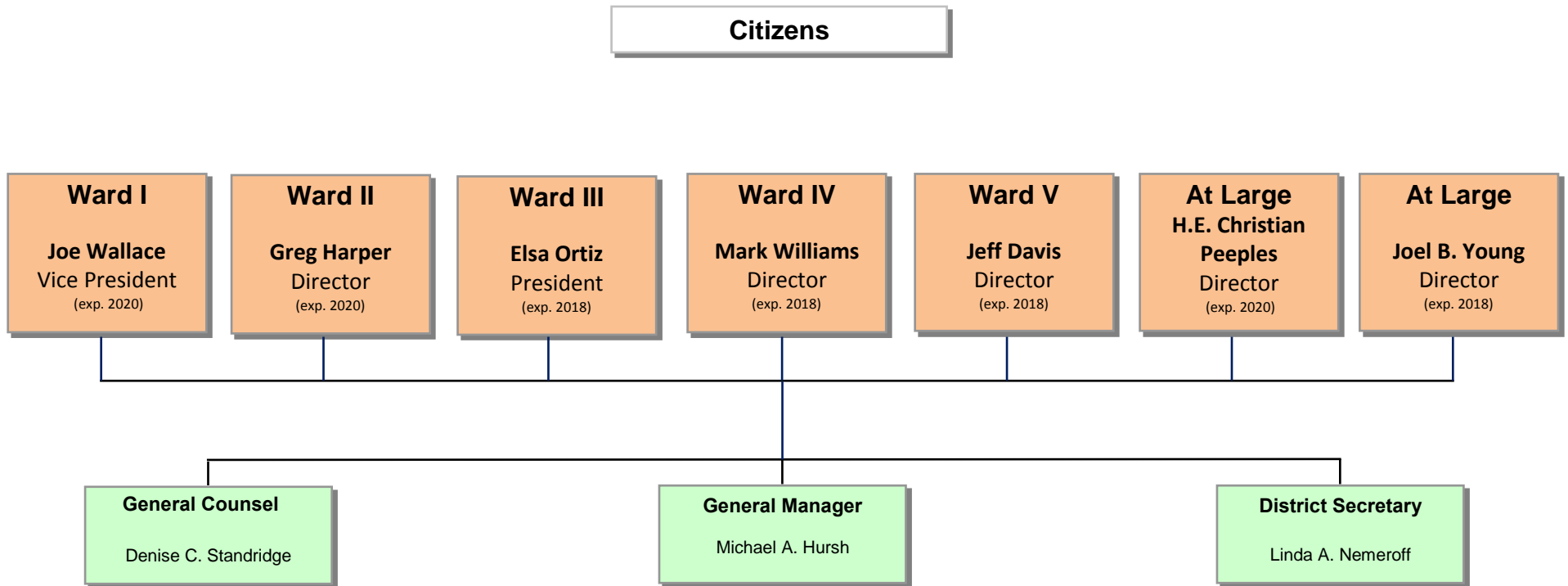


AC Transit District Organizational Chart





AC Transit District Board of Directors



Financial Section

INDEPENDENT AUDITOR'S REPORT

Board of Directors
Alameda-Contra Costa Transit District
Oakland, California

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities and fiduciary activities of Alameda-Contra Costa Transit District (the District), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We did not audit the financial statements of the AC Transit Employees' Retirement Plan, which represents the fiduciary activities of the District. Those statements were audited by other auditors whose report has been furnished to us, and our opinion, insofar as it relates to the amounts included for the AC Transit Employees' Retirement Plan, is based solely on the report of the other auditors. 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. The financial statements of the AC Transit Employees' Retirement Plan were not audited in accordance with *Government Auditing Standards*.

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

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

(Continued)

Opinions

In our opinion, based on our audit and the report of other auditors, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the District, as of June 30, 2019, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Schedule of Changes in Employer's Net Pension Liability and Related Ratios, Schedule of Changes in Net Other Postemployment Benefits (OPEB) Liability and Related Ratios, and Schedule of Employer's Contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We and other auditors 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.

Supplementary Information

Our audit for the year ended June 30, 2019 was conducted for the purpose of forming opinions on the financial statements that collectively comprise the District's basic financial statements. The accompanying Introductory Section, Other Supplementary Information for the year ended June 30, 2019, and Statistical Section, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Other Supplementary Information for the year ended June 30, 2019 is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the 2019 basic financial statements. The Other Supplementary information has been subjected to the auditing procedures applied in the audit of the 2019 basic financial statements for the year ended June 30, 2019 and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the 2019 basic financial statements or to the 2019 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 Other Supplementary Information is fairly stated, in all material respects, in relation to the 2019 basic financial statements as a whole for the year ended June 30, 2019.

We also previously audited, in accordance with auditing standards generally accepted in the United States of America, the basic financial statements of the District as of and for the year ended June 30, 2018 (not presented herein), and have issued our report thereon dated December 19, 2018, which contained unmodified opinions on the respective financial statements of the business-type activities and fiduciary activities. The Comparative Schedules of Net Position, Comparative Schedules of Revenues, Expenses, and Changes in Net Position, Comparative Schedules of Cash Flows, and Comparative Schedules of Revenues, Expenses, and Changes in Net Position – Budgetary Basis (referred to collectively as “Comparative Schedules”) as of and for the year ended June 30, 2018, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the 2018 financial statements. The Comparative Schedules as of and for the year ended June 30, 2018, as listed in the table of contents, have been subjected to the auditing procedures applied in the audit of the 2018 basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare those financial statements or to those financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Comparative Schedules are fairly stated in all material respects in relation to the basic financial statements as a whole for the year ended June 30, 2018.

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.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 13, 2019, on our consideration of the District’s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District’s internal control over financial reporting and compliance.



Crowe LLP

San Francisco, California
November 13, 2019

Management Discussion and Analysis

MANAGEMENT'S DISCUSSION AND ANALYSIS

This discussion and analysis of the Alameda-Contra Costa Transit District's financial performance provides an overview of the District's activities for Fiscal Year 2019 with comparisons to the prior fiscal year.

Financial Highlights

- At June 30, 2019, total assets and deferred outflow of resources were \$777.8 million, an increase of \$110.0 million, or 16 percent, compared to June 30, 2018, when it was \$667.8 million. Total current assets at June 30, 2019 were \$230.2 million, an increase of \$14.6 million, or 7 percent, primarily related to increases in cash and net receivables at year end due to timing. Capital assets, net of accumulated depreciation increased by \$45.4 million or 11 percent, to \$445.5 million due to the District's capital programs. Other Non-Current Assets stayed relatively stable at \$1.2 million. Deferred outflows increased by \$49.9 million, or 98 percent, to \$100.9 million primarily due to the pension related net of investment gains/losses and the amortization of investment losses from prior periods.
- At June 30, 2019, total liabilities and deferred inflow of resources were \$707.5 million, an increase of \$63.2 million, or 10 percent, compared to June 30, 2018 when they were \$644.3 million. Total current liabilities increased by \$6.1 million, or 7 percent, over fiscal year 2018 when they were \$86.0 million due to a net increase in related subcategories at year end, most notably increases in unearned revenue of \$5.1 million and in other accrued liabilities of \$3.2 million offset by decreases in other subcategories. Non-current liabilities increased by \$83.1 million, or 17 percent, from June 30, 2018 when they were \$481.1 million. This was primarily due to the growth in the net pension liability. At June 30, 2019 net pension liability was \$339.5 million, an increase of \$84.6 million, or 33 percent, over fiscal year 2018 when it was \$254.9 million. This change is attributable to investment and actuarial losses. The decrease in deferred inflows of \$26.0 million is the product of the net activity of expected and actual experience as reflected in the pension GASB 68 and GASB 75 actuarial studies.
- For Fiscal Year 2019, operating revenues increased by \$6.0 million, or 8 percent, to \$76.5 million or 8 percent. There was an increase in passenger fare revenues of \$2.5 million, attributable to fare increases, and in contract services of \$3.2 million due to an increase in pass subsidies. At June 30, 2018 operating revenues were \$70.6 million. Farebox revenue of \$2.6 million was attributable to the Joint Powers Agreement (JPA) joint ventures for Paratransit and Dumbarton.
- In Fiscal Year 2019, total expenses were \$505.6 million, an increase of \$29.6 million, or 6 percent, compared to \$476.0 million at June 30, 2018. There were expense increases in all categories, except materials, with salary and wages, outside services, and insurance, showing the larger increases. Salary and wages increased by \$8.9 million or 6%, due in part to collective bargaining agreement (CBA) driven wage increases, insurance increased by \$3.6 million or 49 percent, mainly due to the absence of a favorable offsetting actuarial adjustment as was the case in 2018. The increase in the outside services number of \$9.8 million is primarily attributable to the increase in "Pass Through" expenditures which during the period grew by \$8.0 million. ("Pass Through" revenues and expenditures are generated from projects belonging to other agencies, which may directly or indirectly benefit the District's operations.) There were minor offsets in other categories. Fringe Benefits increased by \$2.8 million or 2 percent, and while fringe had typical incremental increases in its component sub categories, it also had a major increase in pension of \$19.2 million, due to actuarial results, and conversely actuarial results for in OPEB and workers compensation drove favorable offsets, leading to this net result in fringe benefits for the period

- For Fiscal Year 2019, non-operating revenues were \$404.1 million, an increase of 33.5 million, or 9 percent, compared to Fiscal Year 2018 when it was \$370.6 million. Increases occurred in all categories with the most notable increases occurring in Local sales taxes of \$8.3 million, state of \$7.2 million, and property tax of \$5.5 million. While federal revenues did show a year over year increase of \$8.1 million this was primarily due to “pass through” funds which are not available to fund District operations.
- At June 30, 2019, net position was \$70.3 million, an increase of \$46.8 million, or 199 percent, from June 30, 2018 when it was \$23.5 million. This 2019 increase in net position was driven by the net result of total operating and non-operating revenues during the fiscal year of \$480.6 million, combined with capital funds earned during the period of \$71.9 million, totaling \$552.5 million, over total expenses of \$505.6 million.

Overview of the Financial Statements

The Financial Section of this report presents the District's financial statements as two components: basic financial statements and notes to the financial statements. It also includes other supplemental information in addition to the basic financial statements.

Basic Financial Statements

The *Statement of Fund Net Position* presents information about assets and liabilities with the difference between the two reported as *net position*. The change in net position over time is an indicator of whether the financial position of the District is improving or deteriorating.

The *Statement of Revenues, Expenses and Changes in Net Position* report shows the changes during the year and presents a comparison between operating revenues and operating expenses. Operating revenues and expenses are related to the District's principal business of providing bus transit services. Operating expenses include the cost of direct services to passengers, administrative expenses, contracted services and depreciation on capital assets. All other revenues and expenses not included in these categories are reported as non-operating.

The *Statement of Cash Flows* reports inflows and outflows of cash and is classified into four major components:

- *Cash flows from operating activities* which includes transactions and events reported as components of operating income in the statement of revenues, expenses and changes in net position.
- *Cash flows from non-capital financing activities* which include operating grant proceeds as well as operating subsidy payments from third parties and other non-operating items.
- *Cash flows from capital and related financing activities* which arise from the borrowing and repayment (principal and interest) of capital-related debt, the acquisition and construction of capital assets and the proceeds of capital grants and District contributions.
- *Cash flows from investing activities* which includes the proceeds from the sale of investments and receipt of interest. Outflows in this category include the purchase of investments.

Notes to the Financial Statements

Various notes provide additional information that is essential to a full understanding of the information provided in the basic financial statements. These are found immediately following the financial statements to which they refer.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2019

Other Information

This report also presents certain required supplementary information in accordance with the requirements of GASB. In addition, supplementary information and associated notes concerning compliance with the District's annual budget appear immediately following the required supplementary information.

Analysis of Basic Financial Statements

Alameda-Contra Costa Transit District Net Position (in thousands) Fiscal Year Ended June 30, 2019				
	2019	2018	Change	%
Assets				
Current Assets	\$ 230,176	\$ 215,578	\$ 14,598	7%
Capital Assets, net	445,540	400,106	45,434	11%
Other Non-Current Assets	1,169	1,138	31	3%
Total Assets	676,885	616,822	60,063	10%
Deferred Outflows	100,907	50,994	49,913	98%
Total Assets and Deferred Outflow of Resources	777,792	667,816	109,976	16%
Liabilities				
Current Liabilities	\$ 92,090	\$ 86,010	\$ 6,080	7%
Long Term Portion of COPS	10,704	11,169	(465)	-4%
Net Pension Liability	339,538	254,935	84,603	33%
Net OPEB Liability	150,336	151,324	(988)	-1%
Other Non-Current Liabilities	63,627	63,667	(40)	0%
Total Liabilities	656,295	567,105	89,190	16%
Deferred Inflows	51,153	77,168	(26,015)	-34%
Total Liabilities and Deferred Inflow of Resources	707,448	644,273	63,175	10%
Net Position				
Invested in Capital Assets, net of related debt	434,371	386,714	47,657	12%
Restricted for Capital Purchases	19,239	22,769	(3,530)	-16%
Restricted for Debt Service	836	763	73	10%
Unrestricted	(384,102)	(386,703)	2,601	-1%
Total Net Position	70,344	23,543	46,801	199%
Total Liabilities and Net Position	\$ 777,792	\$ 667,816	\$ 109,976	16%

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2019

Assets:

At June 30, 2019, total assets and deferred outflow of resources were \$777.8 million, an increase of \$110.0 million, or 16 percent, compared to June 30, 2018, when it was \$667.8 million. Current assets at June 30, 2019 were \$230.2 million, an increase of \$14.6 million, or 7 percent, primarily due to a net increase in cash and receivables at yearend. This net increase was comprised of a net increase in cash and investments of \$10.4 million which was inclusive of a spend down of restricted capital funds on related programs of \$3.5 million. Capital and operating receivables increased by a net of \$4.3 million primarily due to timing. Additionally, there was a year over year decrease in the receivable due from the pension trust fund of \$4.4 million again due to timing which was partially offset by an increase in inventory of \$1.2 million, and prepaids of \$2.7 million mainly due to prepaid insurance and deferred election expense. Non-Current assets increased by \$45.5 million primarily due to capital asset additions related to District programs. Deferred outflows related to pension and OPEB increased by \$49.9 million, or 98 percent, to \$100.9 million over June 30, 2018 when it was \$51.0 million. Pension was responsible for \$47.5 million of this difference. The change in this number is the product of changes in actuarial assumptions, and the difference between actuarially projected and actual earnings of pension investments.

Liabilities:

At June 30, 2019, total liabilities and deferred inflows of resources were \$707.4 million, an increase of \$63.2 million, or 10 percent, compared to June 30, 2018 when they were \$644.3 million. Current liabilities at June 30, 2019 were \$92.1 million an increase of \$6.1 million, or 7 percent, over June 30, 2018 when it was \$86.0 million. Several factors contributed to this net result, including increases of \$5.1 million in unearned revenue primarily from state sources in support of the District's Bus Rapid Transit (BRT) project, net increases in benefit carrier liabilities of \$2.1 million due to timing and an increase in paid time off categories of \$1.1 million related to wage increases and timing. The increases in current liabilities were offset by a decrease in short term claims liability of \$1.0 million due net favorable actuarial results, a reduction in the short-term certificates of participation (COPS) liability of \$1.8 million, due to normal scheduled payments.

Total other non-current liabilities were \$564.2 million, an increase of \$83.1 million or 17 percent, from June 30, 2018 when it was \$481.1 million. This result was almost solely due to an increase in net pension liability of \$84.6 million due to the net of assumption changes, along with actuarial gains and investment returns. The long-term portion of the COPS, liability is \$10.7 million, a decrease of \$0.5 million over the June 30, 2018 balance when the liability was \$11.2 million, due to normal progression on the related amortization tables.

Deferred Inflows was \$51.2 million at June 30, 2019, a decrease of \$26.0 million or 34 percent, comprised of a decrease in Pension deferred inflows of \$22.4 million and OPEB related of \$3.6 million as the net of expected and actual actuarial experience related to the pension and OPEB plans.

Net Position:

At June 30, 2019, net position was \$70.3 million, an increase of \$46.8 million, or 199 percent, from June 30, 2018 when it was \$23.5 million. During the current fiscal year revenues grew by \$39.4 million, or 9 percent and expenses grew by 29.6 million or 6%. Total operating and non-operating revenues during the fiscal year ended June 30, 2019 were \$480.6 million and capital revenues of \$71.9 million totaling \$552.4 million, over total expenses of \$505.6 million.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2019

Alameda-Contra Costa Transit District
Statement of Revenues, Expenses and Changes in Net Position
(in thousands)
For the Years Ended June 30, 2019 and June 30, 2018

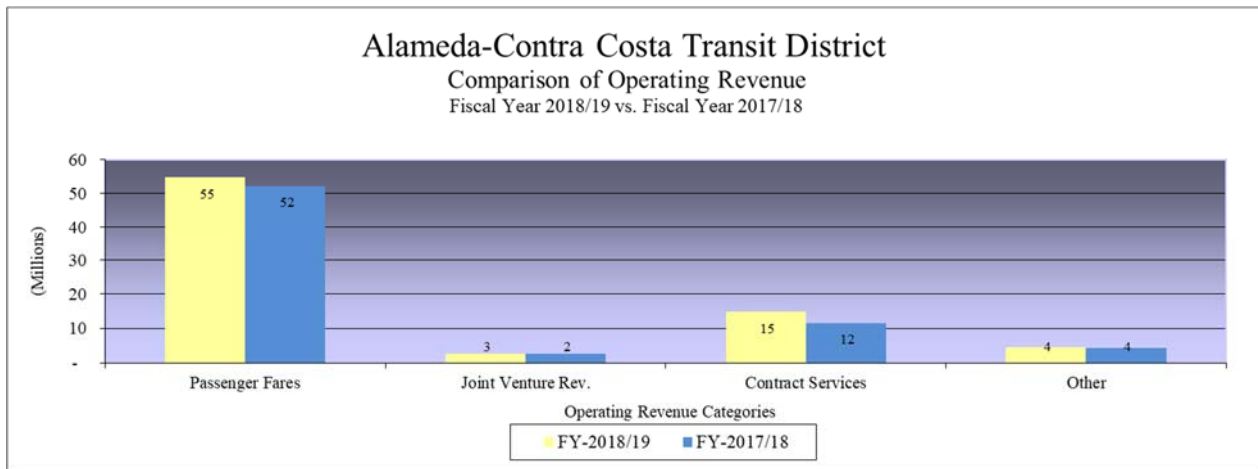
	<u>2019</u>	<u>2018</u>	<u>Changes</u>	<u>%</u>
Revenues				
Operating Revenues				
Passenger Fares	\$ 54,794	\$ 52,245	\$ 2,549	5%
Operating Revenues of JPA and Consortium	2,552	2,477	75	3%
Contract Services	14,827	11,579	3,248	28%
Other	4,341	4,261	80	2%
Total Operating Revenues	<u>76,514</u>	<u>70,562</u>	<u>5,952</u>	<u>8%</u>
Non-Operating Revenues				
Property Taxes	140,194	134,694	5,500	4%
Local Sales Taxes (Note 7)	108,343	99,982	8,361	8%
Local Funds (Note 7)	92,517	91,555	962	1%
Federal	13,659	5,598	8,061	144%
State	20,843	13,681	7,162	52%
Non-Oper. Revenues of JPA and Consortium	28,106	25,878	2,228	9%
Gain (Loss) on sale of capital assets	10	(1)	11	-1100%
Interest Income	1,292	575	717	125%
Interest Expense	(893)	(1,346)	453	-34%
Total Non-Operating Revenues	<u>404,071</u>	<u>370,616</u>	<u>33,455</u>	<u>9%</u>
Total Revenues	<u>480,585</u>	<u>441,178</u>	<u>39,407</u>	<u>9%</u>
Expenses				
Operating Expenses				
Operator Wages	90,074	85,733	4,341	5%
Other Wages	68,913	64,353	4,560	7%
Fringe Benefits	175,138	172,335	2,803	2%
Depreciation	43,075	40,230	2,845	7%
Fuel & Oil	14,499	12,734	1,765	14%
Other Materials & Supplies	11,212	13,951	(2,739)	-20%
Services	49,966	40,858	9,108	22%
Insurance	11,064	7,425	3,639	49%
Expenses of JPA and Consortium	32,430	30,177	2,253	7%
Other	9,277	8,243	1,034	13%
Total Operating Expenses	<u>505,648</u>	<u>476,039</u>	<u>29,609</u>	<u>6%</u>
Loss before Capital Contributions	<u>(25,063)</u>	<u>(34,861)</u>	<u>9,798</u>	<u>-28%</u>
Capital Contributions	<u>71,863</u>	<u>74,470</u>	<u>(2,607)</u>	<u>-4%</u>
Change in Net Position	<u>46,800</u>	<u>39,609</u>	<u>7,191</u>	<u>18%</u>
Net Position, beginning of year	<u>23,544</u>	<u>(16,065)</u>	<u>39,609</u>	<u>-247%</u>
Net Position, end of year	<u>\$ 70,344</u>	<u>\$ 23,544</u>	<u>\$ 46,800</u>	<u>199%</u>

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2019

Operating Revenue:

For Fiscal Year 2019, operating revenues increased by \$6.0 million, or 8 percent, to \$76.5 million, over June 30, 2018 when they were \$70.6 million. Passenger fares increased by \$2.5 million or 5 percent. There was a general fare increase at the beginning of the fiscal year, and an increase of the Transbay fare mid-year. The portion of passenger fares attributable to JPA joint venture are \$2.6 million and showed a 3 percent increase over June 30, 2018.

Contract fares grew by \$3.2 million and included youth pass subsidies of \$1.8 million, and subsidies for running augmentation service of \$1.5 million, additionally, there was growth of the District's "EZ pass" and "Eco Pass" programs.



Non-Operating Revenue:

For fiscal year 2019, non-operating revenues were \$404.1 million, which is a net increase of \$33.5 million, or 9 percent, compared to fiscal year 2018 when it was \$370.6 million. This overall net increase included year over year increases in Property Taxes and local sources of \$14.8 million, as well as net increases in both federal and state funds.

At fiscal yearend 2019 property taxes were \$140.2 million an increase of \$5.5 million or 4 percent, over fiscal year 2018. The property tax number contains both regular property tax of \$110.5 million, and a fixed parcel tax which came in at \$29.7 million, the latter is accessed in a portion of our service area and is stable year over year. The regular property tax component has been growing over the previous three fiscal years at an average of 8.7 percent per year. This year the growth was 5 percent, potentially indicating a change in the more recent trend. Local sales tax revenues went from \$100.1 million at June 30, 2018, to \$108.3 million as of June 30, 2019, an increase of \$8.4 million, or 8 percent. These included increases in Measure B, Measure BB, Measure J and AB1107 funds, of \$2.0 Million, \$2.4 million, \$0.2 million, and \$3.8 million respectively.

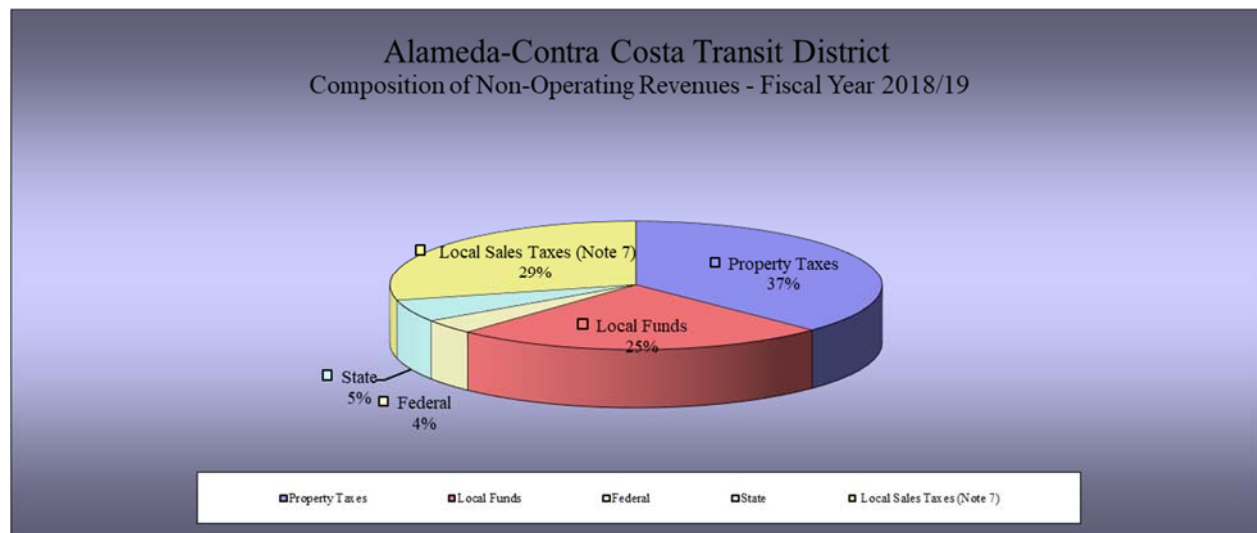
Local funds, totaling \$92.5 million at June 30, 2019 grew by \$1.0 million, or 1 percent, over June 30, 2018 when it was \$91.5 million. Local funds at June 30, 2019 were comprised of Transportation Development Act (TDA) of \$72.4 million, and Regional Measure 2 (RM2) operating funds of \$9.9 million, Local "Pass Through" which also came in at \$9.9 million, and local operating assistance funds of \$0.3 million. While the overall year over year change in Local funds appears small, there were items of note, namely a decrease in RM2 funds of \$6.1 Million due to the cessation of the reimbursements to run the temporary Transbay Terminal and a decrease in Local operating assistance of \$1.5 million. These decreases were offset by an increase in local "pass through" funds of \$3.6 million and increase of TDA funds of \$4.9 million, or 7 percent, over June 30, 2018 when they were \$67.4 million.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2019

State revenues, which includes state transit assistance (STA), funds which are inclusive of the more recent voter approved ballot initiative “SB-1” funding based upon gasoline tax, state pass through funds, AB2972 “home to school” funds, increased by \$7.2 million to \$20.8 million, or 52 percent, over June 30, 2018, when it was \$13.7 million. While state pass through funds decreased by \$0.7 million due to less state participation in the period, and AB2972 funds were \$0.5 million representing the residual funds left in this funding source. STA funds increased by \$ \$6.2 million or 44 percent.

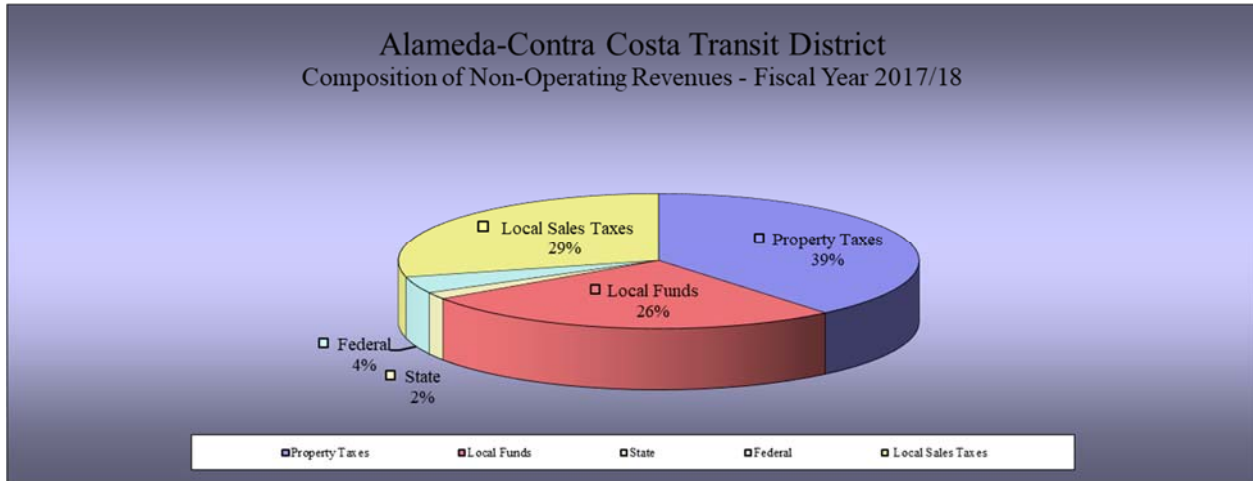
Federal operating funds increased by \$8.1million, to \$13.7 Million, or 144 percent, over June 30, 2018 when they were \$5.6 million. In fiscal year 2019 included, for the first time in several years, \$5.7 million in preventive maintenance funding. Federal “pass through” funds increased by \$4.6 million to \$8.0 million.

Non-Operating revenues of joint venture includes discretely allocated revenues from the categories of Local, State and Federal sources. As of June 30, 2019, these combined sources contributed \$28.1 million, or 9 percent, more than in June 30, 2018 when they were \$25.9 million. They include Local Sales Taxes comprised of Measure B of \$6.4 million, Measure BB of \$7.1 million, and Measure J of \$0.2 million, Local Sales Tax grew year over year by \$1.1 million or 8 percent. Local funds comprised of Transportation Development Act of \$ 4.4 million, Regional Measure 2 operating funds of \$3.0 million for Dumbarton service, grew by \$0.4 million or 6 percent over June 30, 2018 when they were \$7.0 million. State contributions come from State Transit Assistance (STA) funds totaling \$6.9 million for the fiscal year ended June 30, 2019, an increase of \$5.8 million over June 30, 2018 when they were \$1.1 million, due to the implementation of voter approved SB-1 funds. Federal funding, which was \$5.0 million for June 30, 2018, was zero for the fiscal year ended June 30, 2019. Federal funds in the category typically consist of “ADA Set Aside” and “Paratransit Lease” funds, however, due to the timing of the funding cycle, none were available during the period.



When comparing the “Composition of Non-Operating Revenue” pie charts from FY-17/18 (below) to FY-18/19 (above) shift in composition between these fiscal years, as percent of total non-operating revenue in each respective fiscal year included a reductions of minus 2 percent in the category of Property tax and minus 1 percent in Local Funds, and increases of 3 percent in State funds due to the influx of state transit assistance which was significantly enhanced by voter approved “SB-1” funds. Local Sales Taxes stayed constant at 29 percent.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2019



Operating Expenses:

In Fiscal Year 2019, total operating expenses were \$505.6 million, an increase of \$29.6 million or 6 percent compared to \$476.0 million in Fiscal Year 2018.

Increases in operating expense categories include operator wages of \$4.3 million, or 5 percent, due to contractual wage increases of 3.5 percent and includes an increase in bus operators overtime of 20 percent, or \$3.2 million primarily due to staffing related considerations. Other salary and wages increased by \$4.6 million, or 7 percent. Most of the employees in the Other Salary and Wages category did receive CBA scheduled increases. Notable increases included Salaried employees regular time, which increased by \$2.3 million or 7 percent due to a year over year headcount increase of 6% and is inclusive of salaried employee overtime of \$0.6 million or an increase of 84 percent traceable to the overtime incurred while bringing a new dispatch control/vehicle location system on-line. Maintenance overtime increased by 27 percent or \$0.4 million due to the availability of qualified mechanics, finally expense for bus operator training increased by 11 percent during the period.

Fringe benefits at June 30, 2019 were \$175.1 million, an increase of \$2.8 million or 2 percent over June 30, 2018 when it was \$172.3 million. There were increases in medical and dental expense of \$1.8 million, or 4 percent. Due to a favorable actuarial result workers comp expense decreased by \$5.4 million, to 10.0 million as of June 30, 2019 over the prior period. Paid time off and FICA increases largely followed the contractual wage increases, and while OPEB expense benefitted from a favorable actuarial result, Pension did not, and recorded an increase of \$19.2 million, or 38 percent, over June 30, 2018 when it was \$50.9 million.

Depreciation increased by \$2.8 million due to growth in the depreciable base. Fuel and Oil increased slightly by \$1.8 million or 14 percent, which is similar to last fiscal year's year over year increase in that category. Materials and Supplies consumption showed an apparent decrease, mainly due to the lack of provision for the write down of obsolete inventory related to disposed fleets as was the case the period ended June 30, 2018.

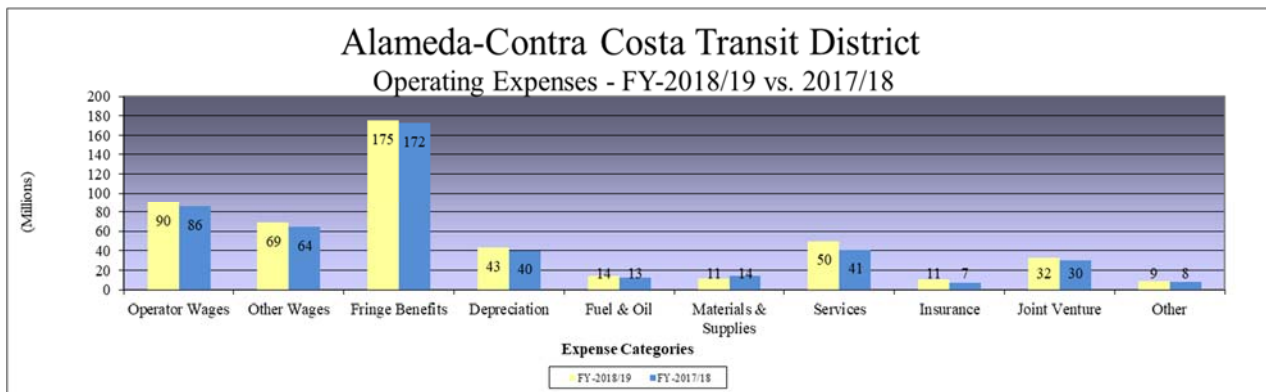
Outside services increased by \$9.1 million, or 22 percent, over fiscal year 2018 when it was \$40.9 million. "Pass through" expenditures which are exclusively reported in this object class were \$21.0 million in 2019, or \$8.1 million more than fiscal 2018 when they were \$12.9 million. Other notable year over year increases in this outside services category include security services \$0.6 million, professional & technical services \$0.5 million, maintenance contracts \$0.4 million, Clipper expense \$0.3 million, and "other services" of \$0.4 million, totaling \$2.2 million, partially offset by reductions in other outside services categories of \$1.0 million.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2019

In fiscal year 2019 insurance was \$11.1 million, an increase of \$3.6 million over 2018, or 49 percent, when it was \$7.4 million. While the cost of policy coverage increased by \$0.7 million during the period, a less than favorable actuarial result for public liability and property damage was mainly responsible for the year over year increase.

The “expenses of joint venture” category which includes the Paratransit and Dumbarton consortium expenses, showed an increase of \$2.3 million, or 7 percent, over fiscal 2018 when it was \$30.2 million. Paratransit Consortium expense increased by \$1.8 million due to allowable expenses associated the first contract option year, for this purchased transportation contract. Dumbarton increased by \$0.4 due to service enhancements.

In fiscal year 2019 the category of “other” expenses is \$9.3 million, an increase of \$1.0 million over fiscal year 2018 when it was \$8.2 million. In this series, election expense increased by \$0.6 million. While election expense was a nominal bi-annual expense line item at one time, it has grown significantly, especially in Alameda county, making it prudent to create a prepaid, and amortizing it over the term of the associated elected officials. This will have the effect of better matching and will start leveling out the election expense year over year. Leases and rentals also increased by \$0.3 million due to the start of the leasing of the bus storage facility at the Transbay terminal. An increase in telecom expenses of \$0.3 million, due to minor equipment purchased for the rollout of the new Dispatch Control system, was offset by a reduction in “Biogas” purchases due to that contract’s expiration.



Capital Asset Program

The District received capital contributions of \$71.9 million in Fiscal Year 2019 compared to \$74.5 million in Fiscal Year 2018, a decrease of \$2.6 million, or 4 percent. In fiscal year 2019 capital contributions came from the following sources, federal \$42.9 million, State \$4.8 million, and local \$24.2 million. On-going capital investment is crucial to an asset intensive industry such as ours.

Capital assets were \$445.4 million at June 30, 2019 and capital asset additions were \$88.5 million during the year. Some of the capital acquisitions during the period included:

- Revenue Vehicle Replacement (\$28.8 million)
- Bus Rapid Transit program (\$35.1 million)
- CAD/AVL (Dispatch/Automated Vehicle Location) System (\$4.3 million)
- Hydrogen Program (\$1.2 million)
- Facilities, and building rehabilitation (\$0.8 million)
- Transit Stations/Corridors (\$1.4 million)

Additional information concerning the District’s Capital Asset Program can be found in *Note #4 - Capital Assets* and in *Note #6 - Capital Assistance* in the *Notes to the Financial Statements*.

Long Term Debt

In February 2009, the District issued a \$15.0 million COPS to help fund the July 2008 purchase of property located at 66th avenue in East Oakland. At June 30, 2019, the principal component of the annual lease payment was \$11.0 million. The COPS are secured by specified capital assets and the District is currently scheduled to repay the obligation over twenty-five years, which will conclude by August 2034.

On February 1, 2012, the District issued Refunding Certificates of Participation Series 2012 to take advantage of lower interest rates. The proceeds from the issuance, \$9.8 million, were used to refund the 2001 COPS. At June 30, 2018, the outstanding principal component of the annual lease payment was \$3.5 million. The remaining obligation is scheduled to be paid in full in August 2019.

Additional information on the District's long-term debt can be found in note (8) to the basic financial statements.

Currently Known Facts, Decisions, or Conditions

- The District acquired a revolving credit line for \$35 million dollars, with a three-year term, to cover Bus Rapid Transit (BRT) project related cash flow and to cover anticipated costs in excess of grant funding. The first draw on this credit line for \$7 million occurred in September 2019.
- The District plans to refund its remaining Certificate of Participation to take advantage of lower interest rates. Refunding is expected to conclude before December 1, 2019.
- The District moved back into the new "Salesforce Transbay Terminal", located in San Francisco which had been closed due to structural defects, in August 2019.
- Fares increases went into effect as scheduled in July 2019.
- The District's Retirement Board adopted a revised rate of return assumption of 7.0 percent (down from 7.125 percent) in September 2019, effective for the valuation dated January 1, 2019.
- The District plans to begin its Bus Rapid Transit service in March of 2020.

Requests for Information

This financial report is designed to provide our citizens, taxpayers, customers and creditors with a general overview of the District's finances and to demonstrate accountability for the funds the District receives. If you have questions about this report or need additional financial information, please contact the Alameda-Contra Costa Transit District, Attn: Chief Financial Officer, 1600 Franklin St. Oakland, California 94612.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - STATEMENT OF NET POSITION

June 30, 2019
(In thousands)

ASSETS

Current assets

Cash and cash equivalents (Note 3)	\$ 71,333
Restricted cash and cash equivalents:	
Restricted for capital purchases (Note 3)	19,239
Investments (Note 3)	39,549
Receivables:	
Federal and local grants:	
Capital	22,104
Planning, operating and other (Note 7)	9,020
Property tax	13,553
Local sales tax	11,861
Other trade receivables	15,563
Total receivables, net	<u>72,101</u>
Due from Pension Trust Fund (Note 5)	5,245
Inventory	12,486
Prepaid expenses	10,223
Total current assets	<u>230,176</u>

Noncurrent assets

Restricted cash and cash equivalents:	
Restricted for certificates of participation - debt service (Note 3)	1,169
Capital assets (Note 4)	
Nondepreciable	133,764
Depreciable, net	311,776
Total capital assets, net	<u>445,540</u>
Total noncurrent assets	<u>446,709</u>
Total assets	<u>676,885</u>

DEFERRED OUTFLOWS OF RESOURCES

Pension related (Note 9)	96,052
OPEB related (Note 10)	4,855
Total deferred outflows of resources	<u>100,907</u>
Total assets and deferred outflows of resources	<u>\$ 777,792</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - STATEMENT OF NET POSITION

June 30, 2019
(In thousands)

LIABILITIES

Current liabilities

Accounts payable and accrued expenses	\$ 19,098
Accrued salaries and wages	3,590
Current portion of accrued vacation and sick leave	17,575
Due to Pension Trust Fund (Note 5)	4,154
Unearned revenue	13,508
Other accrued liabilities	15,357
Accrued interest payable	333
Current portion of claims liabilities (Note 13)	17,943
Current portion of remediation obligations (Note 12)	67
Current portion of certificates of participation (Note 8)	465
Total current liabilities	<u>92,090</u>

Noncurrent liabilities

Accrued vacation and sick leave	9,020
Claims liabilities (Note 13)	53,655
Remediation obligations (Note 12)	952
Certificates of participation (Note 8)	10,704
Net pension liability (Note 9)	339,538
Net OPEB liability (Note 10)	150,336
Total noncurrent liabilities	<u>564,205</u>

Total liabilities	<u>656,295</u>
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DEFERRED INFLOWS OF RESOURCES

Pension related (Note 9)	5,074
OPEB related (Note 10)	46,079
Total deferred inflows of resources	<u>51,153</u>

Total liabilities and deferred inflows of resources	<u>707,448</u>
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NET POSITION

Net investment in capital assets	434,371
Restricted for capital purchases (Note 11)	19,239
Restricted for debt service	836
Unrestricted	<u>(384,102)</u>
Total net position	<u>\$ 70,344</u>

The accompanying notes are an integral part of these financial statements.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
Year ended June 30, 2019
(In thousands)

Operating Revenues

Passenger fares	\$ 54,794
Contract services	14,827
Operating revenues of JPA and consortium (Note 14)	2,552
Other	4,341
Total operating revenues	<u>76,514</u>

Operating expenses

Operator wages	90,074
Other wages	68,913
Fringe benefits	175,138
Depreciation (Note 4)	43,075
Fuel and oil	14,499
Other material and supplies	11,212
Services	49,966
Insurance	11,064
Expenses of JPA and consortium (Note 14)	32,430
Other	9,277
Total operating expenses	<u>505,648</u>

Operating loss (429,134)

Non-operating revenues (expenses)

Operating assistance:	
Property taxes	140,194
Local sales tax (Note 7)	108,343
Local funds (Note 7)	92,517
State (Note 7)	20,843
Federal (Note 7)	13,659
Non-operating revenues of JPA and consortium	28,106
Loss on sale of capital assets	10
Interest income	1,292
Interest expense	(893)
Net non-operating revenues (expenses)	<u>404,071</u>

Loss before capital contributions (25,063)

Capital contributions (Note 6) 71,863

Change in net position 46,800

Net position at beginning of year 23,544

Net position at end of year 70,344

The accompanying notes are an integral part of these financial statements.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - STATEMENT OF CASH FLOWS
Year ended June 30, 2019
(In thousands)

Cash flows from operating activities	
Cash received from customers	\$ 70,496
Cash payments to suppliers for goods and services	(129,044)
Cash payments to employees for services and benefit payments	(322,601)
Other operating receipts	<u>6,893</u>
Net cash used in operating activities	<u>(374,257)</u>
Cash flows from noncapital financing activities	
Operating assistance received	<u>406,879</u>
Net cash provided by noncapital financial activities	<u>406,879</u>
Cash flows from capital and related financing activities	
Acquisition and construction of capital assets	(88,513)
Capital contributions received	68,220
Proceeds from sale of capital assets	9
Principal paid on certificates of participation	(2,220)
Interest paid on certificates of participation	<u>(935)</u>
Net cash used in capital and related financial activities	<u>(23,439)</u>
Cash flows from investing activities	
Proceeds from investments	143,135
Purchase of investments	(145,153)
Investment income	<u>1,292</u>
Net cash used in investing activities	<u>(726)</u>
Change in cash and cash equivalents	8,457
Cash and cash equivalents, beginning of year	<u>83,284</u>
Cash and cash equivalents, end of year	<u><u>\$ 91,741</u></u>
Summary of cash and cash equivalents reported on on the Statement of Net Position:	
Unrestricted cash and cash equivalents	\$ 71,333
Restricted cash and cash equivalents - capital purchases	19,239
Restricted cash and cash equivalents - certificates of participation – debt service	<u>1,169</u>
Total cash and cash equivalents reported on the Statement of Net Position	<u><u>\$ 91,741</u></u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - STATEMENT OF CASH FLOWS
Year ended June 30, 2019
(In thousands)

Reconciliation of operating loss to net cash used

in operating activities:

Operating loss	\$ (429,134)
Adjustments to reconcile operating loss to net cash used in operating activities:	
Depreciation	43,075
Effect of changes in assets and liabilities:	
Other trade receivables	(4,217)
Inventory	(1,277)
Due to/from Pension Trust Fund	3,620
Prepaid expenses	(2,653)
Accounts payable and accrued expenses	1,217
Accrued salaries and wages	(159)
Accrued vacation and sick leave	375
Unearned revenue	5,094
Other accrued liabilities	3,216
Claims liabilities	(1,101)
Net pension liability and deferred outflows/inflows from pension	14,706
Net pension OPEB and deferred outflows/inflows from OPEB	<u>(7,019)</u>
Net cash used in operating activities	<u>\$ (374,257)</u>

Supplemental disclosure of cash flow information

Non-cash investing, capital and financing transactions:	
Net appreciation in fair value of investments	\$ (2)

The accompanying notes are an integral part of these financial statements.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
PENSION TRUST FUND - STATEMENT OF FIDUCIARY NET POSITION
December 31, 2018
(In thousands)

ASSETS

Contributions receivable from the District (Note 5)	\$ 4,432
Interest receivable and other investment receivables	68
Investments at fair value (Note 3):	
Short-term investments	9,675
Equity securities	73,056
Equity funds	243,868
Fixed income funds	277,936
Real estate funds	<u>37,830</u>
Total investments	<u>642,365</u>
Total assets	<u>646,865</u>

LIABILITIES

Accounts payable and accrued expenses	602
Due to the District (Note 5)	<u>4,728</u>
Total liabilities	<u>5,330</u>
Net position restricted for pensions	<u>\$ 641,535</u>

The accompanying notes are an integral part of these financial statements.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
PENSION TRUST FUND
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
Year ended December 31, 2018
(In thousands)

Additions:	
Employer contributions	\$ 54,723
Employee contributions	19
Investment loss:	
Dividends and interest income	6,754
Net depreciation in fair value of investments	(39,388)
Investment expenses	<u>(1,710)</u>
Net investment loss	<u>(34,344)</u>
Total additions	20,398
Deductions:	
Benefit payments	56,697
Administrative expenses	<u>1,050</u>
Total deductions	<u>57,747</u>
Net decrease in net position	(37,349)
Net position restricted for pensions, at beginning of year	<u>678,884</u>
Net position restricted for pensions, at end of year	<u>\$ 641,535</u>

The accompanying notes are an integral part of these financial statements.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 1 – THE FINANCIAL REPORTING ENTITY

Organization: The Alameda-Contra Costa Transit District (the District) is a political subdivision of the State of California established in 1956 and is subject to Transit District Law as codified in the California Public Utilities Code.

Reporting Entity: The District follows the provisions of Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, as amended. This statement sets forth accountability of a government's elected officials to their constituents as the basic criteria for inclusion of an organization in a governmental reporting entity. The governmental reporting entity consists of the District (primary government) and organizations for which the District is financially accountable. Financial accountability is defined as the appointment of a voting majority of the component unit's board, and (i) either the District's ability to impose its will on the organization or (ii) the potential for the organization to provide a financial benefit to, or impose a financial burden on the District.

The basic financial statements include a legally separate component unit, which are so financially intertwined with the District that they are, in substance, part of the District and are therefore considered blended component units. The component units discussed below are included in the District's reporting entity because of the significance of their operational or financial relationships with the District.

For financial reporting purposes, the District's basic financial statements include all financial activities that are controlled by or are dependent upon actions taken by the District's Board of Directors. As such, the basic financial statements include the financial activities of the District's Special Transit Service Districts (Special Districts) No. 1 and No. 2 and other areas in which the District has contracted to provide transit service. Because these districts are not legally separate entities, they are not considered component units under GASB Statement No. 14. Special District No. 1 was the designation used from the creation of the District for its original territory, consisting of the cities and unincorporated areas from roughly Richmond and San Pablo through Hayward. Special District No. 2 was created by annexation agreements among the cities of Fremont and Newark, the County of Alameda and the District and ratified by a subsequent special election in November 1974 in Fremont and Newark. All property within the Special Districts is subject to taxes that may be levied by the District.

In May 1988, the District created AC Transit Financing Corporation (the Corporation), a nonprofit public benefit corporation incorporated in the State of California under the guidelines of the Nonprofit Public Benefit Corporation Law. Legally separate from the District, the Corporation is blended with the primary government because its sole purpose is to provide financial assistance to the District by financing, refinancing, acquiring, constructing, improving, leasing and selling buildings, equipment, land, building improvements, and other public improvements.

The financial activities of the Alameda-Contra Costa Transit District Employees' Pension Plan (the Plan) are reported within a fiduciary fund in the basic financial statements because the Plan exclusively serves the employees of the District. The financial position and changes in financial position of the Plan are reported on a calendar year basis.

The Plan is administered by the five-member Retirement Board made up of two representatives of the general public selected by the District's Board, two District employees who are elected officials of the Amalgamated Transit Union, Local 192 (ATU) and one District employee selected by the District's Board of Directors from the employees who are not represented by ATU. The Retirement Board has administrative and fiduciary responsibility over the Plan. The Retirement Board utilizes a third-party banking institution as custodian over the Plan's assets.

Separate financial statements for the Corporation and the Plan may be obtained from the District Controller.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation: The accounting policies of the District conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. The basic financial statements provide information about the District's enterprise fund and the pension trust fund. Separate statements for each fund category - enterprise and fiduciary - are presented. The basic 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 the related cash flows. On an accrual basis, revenues from property taxes are recognized in the fiscal year for which the taxes are levied; revenue from sales taxes are recognized in the fiscal year when the underlying exchange occurs; revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied; and revenue from investments is recognized when earned.

Enterprise Fund (proprietary fund): The accounts of the District are organized on the basis of a proprietary fund-type, specifically an enterprise fund. The activities of this fund are accounted for with a set of self-balancing accounts that comprise the District's assets, deferred outflows, liabilities, deferred inflows and net position, revenues and expenses. Enterprise funds account for activities (i) that are financed with debt that is secured solely by a pledge of the net revenues from fees and charges of the activity; or (ii) that are required by laws or regulations that the activity's cost of providing services, including capital costs (such as depreciation or debt service), be recovered with fees and charges, rather than with taxes or similar revenues; or (iii) with pricing policies that establish fees and charges designed to recover its costs, including capital costs (such as depreciation or debt service).

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with an enterprise fund's principal ongoing operations. The principal operating revenues of the District's enterprise fund are charges to passengers for services provided. Operating expenses include the cost of services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

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

Pension Trust Fund: The Pension Trust Fund accounts for the accumulated resources to be used for retirement annuity payments to all members of the Plan.

Cash and Cash Equivalents: For purposes of the statement of cash flows, the District considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents. Any restricted cash and investments used to service debt principal and interest payments of the District would not be considered cash equivalents.

Investments: The District applies the provisions of GASB Statement No. 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools*, which required governmental entities to report certain investments at fair value in the statement of net position and the statement of plan net position and recognize the corresponding change in fair value of investments in the year in which the change occurred. In accordance with GASB Statement No. 72, *Fair Value Measurement and Application*, the District has reported its investments at fair value based on quoted market information obtained from fiscal agents or other sources.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Restricted for Certificates of Participation: In connection with the 2009A Certificates of Participation, the District was required to establish and maintain a reserve fund in the amount of \$1.138 million. Pursuant to a trust agreement by and among the Corporation, the District, and the trustee, the restricted assets in the fund can only be used to service lease payments on the outstanding certificates of participation. The balance in the reserve fund at June 30, 2019 is \$1.169 million.

The reserves are reported as non-current assets.

Pension Plan: The District's noncontributory pension plan provides retirement benefits for all qualifying union and non-union employees. The District's annual contribution to fund the Plan is actuarially determined based on a percentage of gross payroll, which includes the normal cost of the Plan plus amortization of prior service costs over a period of not more than thirty years. Cash and investments in the Plan are restricted by law to provide for the future payment of pension benefits and related expenses. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Inventories: Inventories consist primarily of bus replacement parts and fuel and are stated at average cost. Inventory usages are charged to expense, on a weighted-average basis, at the time that individual items are withdrawn from inventory.

Capital Assets: Capital assets are stated at cost and are depreciated using the straight-line method over the estimated useful lives of the assets, as follows:

Building, structures and other improvements	30 years
Revenue equipment	12 years
Service vehicles and other equipment	3 to 10 years
Engines and transmissions	5 years
Revenue vehicles (Mini Vans)	7 years

The District's policy is to capitalize all property and equipment with a cost greater than \$5,000 and a useful life of more than one year.

Operating Assistance: Grants are accounted for as non-operating revenue as soon as all eligibility requirements have been met.

Contract Services: The District entered in to an agreement with San Francisco Bay Area Rapid Transit District's (BART) in which payments are allocated to the District from BART for feeder services to facilitate the coordination of transit service and encourage transit use and improve the quality of transit service. See Note 14 for related party disclosures on the Consortium.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Property Taxes, Collection and Maximum Rates: The State of California (State) Constitution Article XIII A provides that the maximum basic property tax rate on any given property may not exceed 1% of its assessed value unless an additional amount for general obligation debt has been approved by voters. Assessed value is calculated at 100% of market value as defined by Article XIII A and may be increased by no more than 2% per year unless the property is sold, transferred or improved. The State Legislature has determined the method of distribution of receipts of the tax levy among the counties, cities, school districts and other districts, including the District.

Alameda and Contra Costa Counties assess properties, bill for, collect and distribute property taxes. Property taxes are recorded as non-operating revenue (including secured delinquent property taxes) net of estimated uncollectible amounts, in the fiscal year of levy.

Assessed values are determined annually by the Assessor's Offices of Alameda and Contra Costa Counties on January 1, and become a lien on the real properties at January 1. The levy date for secured and unsecured properties is July 1 of each year. Secured taxes are due November 1 and February 1 and are delinquent if not paid by December 10 and April 10, respectively. Unsecured property tax is due on July 1 and becomes delinquent after August 31.

The District accrues delinquent property taxes from Contra Costa County. The cumulative amount of delinquent taxes uncollected for the current and prior years has been recorded as a receivable. The District, through the County of Alameda (County), is under the Teeter plan whereby, delinquent taxes are received by the District from the County's own funds in the event that delinquent taxes are not received by a certain due date. In return, the District forgoes the penalties and interests that would accrue on these delinquent property taxes.

On November 30, 2004, the voters approved Measure BB, which superseded the Measure AA parcel tax. Measure BB increased the amount of annual parcel tax to \$48 per year and the term of the tax to 10 years from the date of implementation. The tax became effective on July 1, 2005 and was to terminate on June 30, 2015. However, on November 4, 2008, the voters approved Measure VV, which supersedes the Measure BB parcel tax. Measure VV became effective July 1, 2009 and increased the annual parcel tax to \$96 per parcel. Measure VV is effective through June 30, 2019. On November 8, 2016, the voters approved Measure C1, which supersedes Measure VV effective July 1, 2019 and renews the existing parcel tax through June 30, 2039. The revenue derived from this measure is to be used to sustain public transportation services provided by the District in Special District No. 1. The District received approximately \$29.7 million in Measure VV taxes during the year ended June 30, 2019.

Compensated Absences: The personnel policies of the District generally allow employees to accrue up to 240 hours of vacation and 140 days of sick leave. Unused accrued vacation is paid to the employee upon termination from District employment. Unused accrued, vested sick leave is paid, upon retirement, to those employees with ten or more years of District service.

Capital Contributions: The District receives grants from the Federal Transit Administration (FTA) and state and local transportation funds for the acquisition of buses and other equipment and improvements. Capital contributions are recorded as revenues after net non-operating revenues, and the cost of the related assets is included in capital assets.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Net Position: The financial statements utilize a net position presentation. Net position is subdivided into net investment in capital assets, restricted and unrestricted.

- Net investment in capital assets - This category groups all capital assets into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce the balance in this category.
- Restricted net position - This category represents restrictions on net position externally imposed by creditors or imposed by law through constitutional provisions or enabling legislation. At June 30, 2019, the District has restricted net position in the amount of \$0.836 million related to the 2009 Certificates of Participation (COPS) and \$19.2 million for the future acquisition of buses (See Note 11) and other capital expenditures. The net position restricted for debt service is maintained in a reserve fund to service lease payments on the outstanding 2009 COPS.

Unrestricted net position - This category represents net position of the District, not restricted for any projects or other purposes.

Use of Estimates: Management has made estimates and assumptions relating to the reporting of assets and liabilities and revenues and expenses to prepare the basic financial statements in conformity with US GAAP. Actual results could differ from those estimates.

Deferred Outflows/Inflows of Resources: Deferred outflows of resources represent a consumption of net position that applies to a future period(s). Deferred inflows of resources represent an acquisition of net position that applies to a future period(s). These amounts will not be recognized as expense or revenue until the applicable period. The District's activities are related to recognition of changes in its defined benefit plan's net pension liability and net OPEB liability that will be amortized in future periods.

Recent Accounting Pronouncements Adopted:

GASB Statement No. 83, *Certain Asset Retirement Obligations*, issued November 2016. The provisions of this Statement are effective for periods beginning after June 15, 2018. This statement addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital asset should recognize a liability based on the guidance in this Statement. This Statement also requires disclosure of information about the nature of a government's ARO, the methods and assumptions used for the estimates of the liabilities, and the estimated remaining useful life of the associated tangible capital assets. The adoption of this Statement has no effect on the District's net position or changes therein.

GASB Statement No. 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*, issued April 2018. The provisions of this Statement are effective for periods beginning after June 15, 2018. The primary objective of this Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. The adoption of this Statement has no effect on the District's net position or changes therein.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 3 – CASH AND INVESTMENTS

Investment Policy: The District's investment policy, which is more restrictive than required by the California Government Code, stipulates the type, maturity limit, and diversification of securities held by the District. The objectives of the policy, in order of priority, are compliance with applicable laws, preservation of capital, liquidity to meet required cash demands and maximization of income. The District's investment policy does not permit investments in medium term notes, municipal securities or reverse repurchase agreements, which are permitted by the California Government Code. In accordance with the District's investment policy, the District may invest in the following types of investments, subject to certain restrictions, such as rating quality or maximum percentages of the portfolio:

- Repurchase agreements
- Securities of U.S. government and its agencies
- California Local Agency Investment Fund
- Negotiable certificates of deposit
- Commercial paper
- Bankers' acceptances
- Money market accounts (Non U.S. government)

The AC Transit Employees' Retirement Plan's (Plan) investments are invested pursuant to investment policy guidelines established by the Retirement Board. The long-term asset allocation of the investment portfolio is to have 28% of the portfolio invested in domestic equities, 17% in international equities, 32% in domestic fixed income securities, 12% in global asset allocation funds, 5% in real estate, 5% in private debt, and 1% in cash. The portfolio is managed by investment managers hired by the Retirement Board. The Retirement Board utilizes both active and passive management in the domestic equity portfolio. The Retirement Board has chosen to manage the investment risks described by GASB Statement No. 40 by requiring investment managers to abide by certain guidelines that are tailored to the portfolio that the manager manages. These guidelines specify the amount of credit, interest, and foreign currency risk that a manager may take and the performance objective of the portfolio.

The allocation to global asset allocation funds allow the investment managers to adjust the portfolio managed based on which asset classes (primarily stocks and bonds) they consider desirable. The specific asset allocation decisions are made by the investment managers within their investment policy limits. Global asset allocation results in the placement of the asset allocation decision on the investment manager, rather than the Retirement Board.

Presentation: At June 30, 2019 (December 31, 2018 for the Plan), the District's cash and investments consisted of the following (in thousands):

Cash and cash equivalents	\$ 91,741
Investments	<u>681,914</u>
Total	<u>\$ 773,655</u>
Reported in the Enterprise Fund as:	
Cash and cash equivalents	\$ 71,333
Restricted – current cash and cash equivalents	19,239
Restricted – noncurrent cash and cash equivalents	1,169
Investments	<u>39,549</u>
	131,290
Reported in the Pension Trust Fund as:	
Investments restricted for payment of accrued pension costs (at December 31, 2018)	<u>642,365</u>
Total	<u>\$ 773,655</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 3 – CASH AND INVESTMENTS (Continued)

Fair Value: The District categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation inputs used to measure fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The District has the following recurring fair value measurements as of June 30, 2019:

- U.S. Treasury bills and notes of \$39.5 million are based on quoted market prices in active markets for identical assets using the market approach (Level 1 inputs).

The fair value of mutual funds, some U.S. equity securities, and some international equity securities held by the Plan are based on quoted prices in active markets using the market approach. (Level 1 inputs) The fair value of short term investment funds, pooled investments, some U.S. equity securities, and some international equity securities held by the Plan are based on pricing vendors using matrix pricing. (Level 2 inputs)

	Fair Value Measurements Using		
	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Total
Plan Investments:			
Short term investment funds	\$ -	\$ 9,675	\$ 9,675
Mutual funds – fixed income	44,924	-	44,924
Pooled investments – fixed income	-	211,024	211,024
U.S. equity securities and funds	73,056	115,658	188,714
International equity securities – equity funds	58,653	69,557	128,210
	<u>\$ 176,633</u>	<u>\$ 405,914</u>	<u>\$ 582,547</u>

Plan Investments Measured at Net Asset Value (NAV):

	Balance	Unfunded Commitments	Redemption
Fixed income	\$ 21,988	\$ 21,473	Not eligible for redemption
Real estate	<u>37,830</u>	<u>\$ 5,982</u>	Quarterly redemption with 45-60 day notice
	<u>\$ 59,818</u>		

Fixed Income – The fixed income portfolio consists of investments in two funds that make direct loans to companies. These funds are valued at the net asset value of the units held at the end of the period based upon the fair value of the underlying investments. These funds are not eligible for redemption but rather distribute proceeds over the funds' lifespans.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 3 – CASH AND INVESTMENTS (Continued)

Real Estate – The primary objective of the real estate portfolio is income and appreciation. The real estate portfolio consists of investments in four commingled funds. These funds invest primarily in U.S. commercial real estate (office, industrial, retail, multi-family, and other). These funds are structured as open-end commingled funds and closed-end limited partnerships. The fair value of the investments in each fund is determined using third-party appraisals or internal valuations. For the two open-end funds, distribution of income is made quarterly and redemptions can be made from these funds on a quarterly basis with 45-60 days' notice. Under certain conditions, the fund manager may not allow redemptions from the open-end funds. The two closed-end limited partnerships pay distributions of income and investment sale proceeds at the manager's discretion. They do not allow client-directed redemptions.

Enterprise Fund – Specific Risks:

Interest Rate Risk - The District has limited exposure to interest rate risk due to its liquidity needs to meet cash flow demand requirements. All its investments have a remaining maturity at date of purchase of eighteen months or less. None of the District's investments are highly sensitive to interest rate changes.

Credit Risk - The District's credit rating risk is governed by the California Government Code 53601 which limits investments in money markets to the highest ranking attained by the rating agency which is Aaa/AA+. The District had no investments in money market accounts as of June 30, 2019. There are no credit limits on the securities of U.S. Treasury since these investments are backed by the full faith and credit of the United States government.

The District had \$39.5 million of U.S. Treasury notes and bills as of June 30, 2019, which were all rated Aaa/AA.

Concentration of Credit Risk - The District manages this risk by requiring that no more than 20% of its total investment portfolio (with the exception of securities of the U.S. Treasury or U.S. government agencies) be invested in a single security type or with a single financial institution. The District did not have any individual security holdings meeting or exceeding 20% of its total portfolio as of June 30, 2019.

Custodial Credit Risk - Custodial credit risk for deposits is the risk that in the event of a bank failure, the District's deposits may not be returned to it. The California Government Code requires California banks and savings and loan associations to secure governmental deposits by pledging government securities as collateral. The market value of pledged securities must equal at least 110% of the District's deposits. California law also allows financial institutions to secure governmental deposits by pledging first trust deed mortgage notes having a value of 150% of the District's total deposits. Such collateral is considered to be held in the District's name.

Foreign Currency Risk - Foreign currency risk is the risk that the changes in foreign exchange rates will affect the fair value of an investment denominated in a foreign currency. At June 30, 2019, there was no exposure to foreign currency risk as all the District's cash equivalents and investments are denominated in U.S. dollar currency.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 3 – CASH AND INVESTMENTS (Continued)

Pension Trust Fund – Specific Risks

Interest Rate Risk - For the Plan, interest rate risk is managed through the duration of its fixed income securities. Bond prices are highly sensitive to the movement of interest rates. A decline in interest rates will tend to increase bond prices while an increase in rates will depress prices. Duration is a measure of interest rate risk with a higher duration signifying greater price volatility in response to a change in interest rates. As of December 31, 2018, the Plan had the following investments in fixed income funds. (Amounts are in thousands, Duration in years)

<u>Fund</u>	<u>Amount</u>	<u>Duration</u>
SSgA Aggregate Bond Index Fund	\$ 126.7	5.9
Loomis, Sayles Credit Asset Fund	42.3	5.5
PIMCO Diversified Income Fund	44.9	4.9
Investec Emerging Market Debt Fund	42.0	4.9
Park Square	11.9	0.4
Monroe	3.8	0.2
Crescent	<u>6.3</u>	<u>2.0</u>
Total fixed income funds	<u>\$ 277.9</u>	

Credit Risk - For the Plan, fixed income assets are invested in two pooled investment vehicles and with an outside money manager. As of December 31, 2018, \$9.6 million was invested in a short-term pooled investment fund managed by State Street Corporation. This fund is not rated.

Concentration of Credit Risk - Concentration of credit risk is the risk of loss attributed to the magnitude of the Plan's investment in a single issuer. As of December 31, 2018, the Plan had no investments in a single issuer that equaled or exceeded 5% of the Plan's net position or the Plan's total investments.

Custodial Credit Risk - Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to a transaction, the Plan will not be able to recover the value of investments or collateral securities that are in the possession of an outside party. All of the Plan's securities except those owned in a mutual fund or a commingled fund are held by the Plan's custodial bank in the Plan's name.

Foreign Currency Risk - Foreign currency risk is the risk that the changes in foreign exchange rates will affect the fair value of an investment denominated in a foreign currency. The Plan has, or could have, exposure to foreign currencies through its investment in several commingled investments. As of December 31, 2018, investments in international equity funds (including emerging markets) totaled \$128.2 million. The Plan had \$144.9 million as of December 31, 2018 in fixed income investments that could have foreign currency exposure.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 4 – CAPITAL ASSETS

Following is a summary of capital assets at June 30, 2019 (in thousands):

	June 30, <u>2018</u>	<u>Additions</u>	<u>Retirements</u>	<u>Transfers</u>	June 30, <u>2019</u>
Non-depreciable capital assets:					
Land	\$ 28,686	\$ -	\$ -	\$ -	\$ 28,686
Work in progress	<u>68,092</u>	<u>88,536</u>	<u>-</u>	<u>(51,550)</u>	<u>105,078</u>
Total	<u>96,778</u>	<u>88,535</u>	<u>-</u>	<u>(51,550)</u>	<u>133,764</u>
Depreciable capital assets:					
Revenue equipment	398,882	-	(2,861)	34,448	430,469
Service vehicles and other equipment	123,943	-	(621)	2,171	125,493
Buildings, structure and Improvements	<u>307,380</u>	<u>-</u>	<u>(26)</u>	<u>14,931</u>	<u>322,285</u>
Total	<u>830,205</u>	<u>-</u>	<u>(3,508)</u>	<u>51,550</u>	<u>878,247</u>
Less accumulated depreciation:					
Revenue equipment	(227,620)	(27,292)	2,861	-	(252,051)
Service vehicles and other equipment	(114,128)	(3,686)	620	-	(117,194)
Buildings, structure and improvements	<u>(185,129)</u>	<u>(12,097)</u>	<u>-</u>	<u>-</u>	<u>(197,226)</u>
Total	<u>(526,877)</u>	<u>(43,075)</u>	<u>3,484</u>	<u>-</u>	<u>(566,471)</u>
Depreciable capital assets net of accumulated depreciation	<u>303,328</u>	<u>(43,075)</u>	<u>(27)</u>	<u>51,550</u>	<u>311,776</u>
Capital assets, net of accumulated depreciation	<u>\$ 400,106</u>	<u>\$ 45,461</u>	<u>\$ (27)</u>	<u>\$ -</u>	<u>\$ 445,540</u>

NOTE 5 – INTERFUND RECEIVABLES/PAYABLES

The Enterprise Fund in the accompanying basic financial statements is reported as of June 30, 2019 and the Pension Trust Fund is reported as of December 31, 2018; therefore, interfund payables and receivables do not equal. Interfund receivables and payables arise due to the following two reasons:

First, the timing of reimbursements from the Pension Trust Fund for administration costs and retiree benefits payments made by the District. At June 30, 2019 and December 31, 2018, the Pension Trust Fund had a payable to the Enterprise Fund of \$5.2 million and \$4.7 million, respectively, for these administration costs and retiree benefits payments made by the District.

Second, payments to the Pension Trust Fund for contributions based on covered payroll. At June 30, 2019 and December 31, 2018, the Pension Trust Fund had a receivable from the Enterprise Fund of \$4.2 million and \$4.4 million, respectively, for contributions to be made by the Enterprise Fund to the Pension Trust Fund.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 6 – CAPITAL CONTRIBUTIONS ASSISTANCE

The District has several grant contracts in process with the FTA that provide federal funds for the acquisition of buses, other equipment and improvements. Under the terms of the grants, proceeds from equipment sold or retired are refundable to the federal government in proportion to the original federal capital grant funds used in the purchase. The District has also received allocations of funds generated from net bridge toll revenues of the San Francisco-Oakland Bay Bridge and from PTMISEA grants, see Note 11. These funds are received under provisions of the California Streets and Highways Code and are allocated based on claims approved by the Metropolitan Transportation Commission (MTC). These grants are summarized for the year ended June 30, 2019 as follows (in thousands):

Federal grants	\$ 42,928
State and local grants	<u>28,935</u>
	<u>\$ 71,863</u>

NOTE 7 – OPERATING ASSISTANCE

State and Local Operating Assistance: The Transportation Development Act (TDA) creates in each local jurisdiction a Local Transportation Fund that is funded by a 1/4 cent from the retail sales tax collected statewide. State Transit Assistance (STA) funds are generated by the state's sales tax on diesel fuel. The California Department of Tax and Fee Administration (CDTFA) (previously known as the State Board of Equalization) returns these funds to the local jurisdiction according to the amount of sales taxes collected in that jurisdiction. TDA funds are allocated to the District from Alameda and Contra Costa counties to meet, in part, the District's operating requirements. The allocation is based on population within the District.

In 2004, voters approved Regional Measure 2 (RM2), raising the toll on regional state-owned toll bridges by \$1. The measure established a Regional Traffic Relief Plan to help finance highway, transit, bicycle and pedestrian projects in the bridge corridors and their approaches, and to provide operating funds for key transit services.

Below is a summary of state and local operating assistance for the year ended June 30, 2019 (in thousands):

Local operating assistance:	
Operating revenues	\$ 10,224
Transportation Development Act	76,795
Regional Measure 2	12,906
Less amount reported within non-operating revenues of JPA and consortium	<u>(7,408)</u>
	<u>\$ 92,517</u>
State operating assistance:	
State Transit Assistance	\$ 27,132
Supplementary service/Welfare-to-Work	500
Pass thru	110
Less amount reported within non-operating revenues of JPA and consortium	<u>(6,899)</u>
	<u>\$ 20,843</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 7 – OPERATING ASSISTANCE (Continued)

Local Sales Tax: The local sales tax assistance (AB 1107) is derived from the one-half percent retail tax imposed on the three BART counties (Alameda, Contra Costa and San Francisco). Of the total amount collected, 75% is a direct BART subsidy with the District and the San Francisco Municipal Railway System (MUNI) sharing the remaining 25% equally.

In 1987, the District began receiving local sales tax revenue under Measure B. Approved by the voters of Alameda County, Measure B provides for the collection and distribution by the Alameda County Transportation Authority of a one-half percent transactions and use tax. The District is authorized to receive 11.617% of the annual tax collected under the condition that the money be used for service exclusively in Alameda County.

In 2009, the District began receiving local sales tax revenue under Measure J, which is an extension of existing Measure C one-half percent sales tax for financing of transportation projects in Contra Costa County. As a transit operator in Contra Costa County, the District is eligible to submit project proposals to the Contra Costa Transportation Authority (CCTA) for funding under Measure J.

In 2015, the District began receiving local sales tax revenue under Measure BB. Approved by the voters of Alameda County, Measure BB provides for the collection and distribution by the Alameda County Transportation Authority of an existing one-half percent transaction and use tax scheduled to terminate on March 31, 2022 and the augmentation of the tax by an additional one-half percent. The District is authorized to receive 23.3% of the annual tax collected under the condition that money be used for transportation improvements benefitting Alameda County.

Local sales tax assistance for the year ended June 30, 2019, is summarized below (in thousands):

AB 1107	\$ 46,776
Measure B	33,367
Measure J	5,064
Measure BB	36,935
Less amount reported within non-operating revenues of JPA and consortium	<u>(13,799)</u>
	<u>\$ 108,343</u>

Section 5307 and 5309 Funding Sources: All federal funding sources are distributed by FTA after approval by the MTC. Federal funding sources for the year ended June 30, 2019 are summarized below (in thousands):

5307 and 5309 Operating grants	\$ <u>13,659</u>
	<u>\$ 13,659</u>

At June 30, 2019, Federal Section 5307 and 5309 funds totaling \$1.1 million were recorded as a receivable.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 8 – LONG-TERM LIABILITIES

The following is a summary of changes in the District's long-term liabilities for the year ended June 30, 2019 (in thousands):

	Original Issue Amount	Balance June 30, 2018	Additions	Retirements	Balance June 30, 2019	Amount Due Within One Year
Direct Placements						
2009A COP						
3% - 6.125%, due						
August 1, 2034	15,000	11,910	-	(445)	11,465	465
Less unamortized discount		(296)	-	-	(296)	-
2012 Refunding COP						
4% - 4.75%, due						
August 1, 2018	9,840	<u>1,775</u>	<u>-</u>	<u>(1,775)</u>	<u>-</u>	<u>-</u>
Total long-term debt		<u>13,389</u>	<u>-</u>	<u>(2,220)</u>	<u>11,169</u>	<u>465</u>
Other Long-term liabilities						
Accrued vacation and sick leave		26,220	15,207	(14,832)	26,595	17,575
Claims liabilities (Note 13)		72,699	14,205	(15,306)	71,598	17,943
Remediation obligations (Note 12)		<u>1,019</u>	<u>-</u>	<u>-</u>	<u>1,019</u>	<u>67</u>
Total long-term liabilities		<u>\$ 113,327</u>	<u>\$ 29,412</u>	<u>\$ (32,358)</u>	<u>\$ 110,381</u>	<u>\$ 36,050</u>

On February 1, 2009, proceeds from the issuance of \$15 million of Certificates of Participation Series 2009A (2009A COPS) were used to acquire the land at 66th Avenue and all existing facilities and improvements. Interest on the 2009A COPS is payable semiannually on February 1 and August 1 of each year through the year 2034.

The lease payments are irrevocably pledged for the benefit of the owners of 2009A COPS and will be used for the punctual payment of the interest and principal and will not be used for any other purpose while any of 2009A COPS remain outstanding. In the event of default described under the provisions of the 2009A Agreement, the owners, upon providing notice in writing have the right to exercise remedies outlined in the agreement. There is no right under any circumstances to accelerate the payments or otherwise declare any payments not then in default to be immediately due and payable.

On February 1, 2012, the District issued Refunding Certificates of Participation Series 2012 (2012 COPS). The proceeds from the issuance of the \$9.84 million were used to refund and retire the 2001 COPS. Interest on the 2012 COPS is payable semi-annually on February 1 and August 1 of each year through the year 2018. The final principal payments were made in fiscal year 2019.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 8 – LONG-TERM LIABILITIES (Continued)

The District's debt service requirements to maturity for each of the next five fiscal years and thereafter are summarized as follows (in thousands):

<u>Year Ended</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2020	\$ 465	\$ 660	\$ 1,125
2021	485	637	1,122
2022	510	611	1,121
2023	535	584	1,119
2024	565	555	1,120
Thereafter			
2025-2029	3,340	2,237	5,577
2030-2034	4,495	1,049	5,544
2035-2036	<u>1,070</u>	<u>33</u>	<u>1,103</u>
Total	<u>11,465</u>	<u>\$ 6,366</u>	<u>\$ 17,831</u>
Unamortized premium and discount	<u>(296)</u>		
Total	<u>\$ 11,169</u>		

Debt Limit: Board policy on debt management (as defined by Board Policy 316) states that "total annual debt service expenses shall not exceed ten percent of operating revenue (including subsidies) provided that in no event shall such indebtedness exceed twenty percent of assessed value of all real and personal property within the District." The District's legal annual debt service limit as June 30, 2019, is approximately \$45.2 million.

Arbitrage: The Tax Reform Act of 1986 instituted certain arbitrage restrictions with respect to the issuance of tax-exempt bonds after August 31, 1986. Arbitrage regulations deal with the investment of all tax-exempt bond proceeds at an interest yield greater than the interest yield paid to bondholders. Generally, all interest paid to bondholders can be retroactively rendered taxable if applicable rebates are not reported and paid to the Internal Revenue Service (IRS) at least every five years.

NOTE 9 – PENSION PLAN

Plan Description: The AC Transit Employees' Retirement Plan (Plan) is a single-employer defined benefit pension plan, which provides retirement benefits for all qualifying union and non-union employees. Administration of the Plan is performed by the Plan's management staff and overseen by the Plan's Retirement Board. The Plan issues stand-alone financial statements on a calendar year basis. Copies of these financial statements can be obtained from the District Controller, 1600 Franklin Street, Oakland, CA 94621.

The Plan's members are members of the Amalgamated Transit Union (ATU), the American Federation of State, County and Municipal Employees (AFSCME), the International Brotherhood of Electrical Workers (IBEW) and unrepresented employees. Each union vesting period is based upon its individual collective bargaining entity, which is five years for all employees other than ATU employees, who have an eight-year vesting requirement.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 9 – PENSION PLAN (Continued)

Benefits Provided: Benefit provisions are established in the Plan document. The Plan document cannot be changed by the Retirement Board. Any change to the Plan document must be made by the District Board and for represented employees no changes can be made without the consent of the applicable union. Retirement benefits vest after either eight years of service or five years of service, depending on the employee's classification. Most District employees who retire at or after age 55 with vested benefits are entitled to an annual retirement benefit, payable monthly for life, at a rate based upon age, the higher of either the average of the last 36 months of employment or the average of the highest three years of earnings and the completed years of service with the District.

Participants Covered by Benefit Terms: As of December 31, 2018, employee membership in the Plan was as follows:

Retirees and beneficiaries currently receiving benefits	2,118
Terminated employees entitled to benefits but not yet receiving them	<u>181</u>
	<u>2,299</u>
Current employees:	
Vested	1,108
Non-vested	<u>1,105</u>
	<u>2,213</u>

Contributions: The District makes contributions, based upon the Plan's actuarial calculation each fiscal year. As of January 1, 2013 (January 1, 2016 for public transit districts), California law required all new participants in a public retirement system to make employee contributions that covered at least 50% of the normal cost of the retirement benefits accrued each year. This contribution obligation did not apply to unrepresented District employees hired prior to January 1, 2016. The application of that obligation to employees who are in bargaining units represented by employee organizations and who were hired after that date remains under consideration. For the year ended June 30, 2019, the District's average contribution rate was 31.82% of annual covered payroll and the District's contributions to the Plan were \$56.3 million.

Actuarial Methods and Assumptions: The actuary used the following assumptions and methods in calculating the annual required contributions and the funded status:

Valuation date	January 1, 2018
Actuarial cost method	Entry Age Normal
Amortization method	Level percentage of payroll (10 years remaining as of 1/1/2018) with separate periods of Extraordinary Actuarial Gains or Losses (21 years as of 1/1/2018) and 20-year closed periods for all UAL changes after 1/1/17 due to actuarial gains and losses or changes in assumptions and methods
Asset valuation method	5-year smoothed market, 80%/120% corridor around market during the prior four years, phased in at 20% per year, but required to be within 20% of market value.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 9 – PENSION PLAN (Continued)

Actuarial assumptions:

Investment rate of return	7.125%
Amortization growth rate	3.00%
Price inflation	3.00%
Salary increases	3.00% plus merit component based on employee classification and years of service
Health Mortality	Sex distinct RP-2000 Combined Mortality (130% of Blue Collar rates for ATU/IBEW, 120% of White Collar rates for AFSCME/Non-Union), with generational improvement using MP-2015

Measurements as of the reporting date are based on the fair value of assets as of December 31, 2018, and the total pension liability as of the valuation date, January 1, 2018, rolled forward to December 31, 2018. There were no significant events between the valuation date and the measurement date.

Mortality rates were based on the Sex distinct RP-2000 Combined Mortality tables with ages set forward one year for ATU/IBEW members and no set-forward for AFSCME/Non-Union members.

The actuarial assumptions used in the January 1, 2018 valuation were based on the results of an actuarial experience study for the period January 1, 2011 - December 31, 2014.

The long-term expected rate of return on the pension plan investments was determined using a building block method which estimates expected future rates of return (net of inflation) for each major asset class.

Best estimates of the arithmetic real rates of return for each major asset class included in the pension plan's target asset allocation as of December 31, 2018 (see the discussion of the pension plan's investment policy) are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long Term Expected Real Rate of Return</u>
Large Cap Domestic Equity	22%	5.9%
Domestic Small Cap Equity	6%	6.7%
International Equity	14%	6.8%
International Small Cap Equity	3%	7.3%
Emerging Market Equity	6%	9.7%
Fixed Income (Core)	19%	1.8%
Fixed Income (Credit)	13%	3.8%
Emerging Market Debt	6%	4.5%
Real Estate	5%	5.0%
Private Debt	5%	6.0%
Cash	1%	0.0%
	<u>100%</u>	

Changes in Assumptions and Benefit Terms Since Prior Measurement Date – In fiscal year 2019 the discount rate was reduced from 7.25% to 7.125%. Additionally, there were minor changes in the mortality tables.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 9 – PENSION PLAN (Continued)

Changes Since the Measurement Date – There were no changes between the measurement date and the District's reporting date.

Discount Rate: The discount rate used to measure the total pension liability was 7.125%. The projection of cash flows used to determine the discount rate assumed that the District will continue to contribute to the Plan based on an actuarially determined contribution, reflecting a payment equal to annual normal cost, the expected Administrative Expenses, and an amount necessary to amortize the remaining unfunded actuarial liability (UAL) as a level percentage of payroll. The remaining portion of the extraordinary investment loss from 2008 is being amortized over a closed period, with 21 years remaining as of January 1, 2018. The remainder of the UAL is being amortized over a closed period, with 10 years remaining as of January 1, 2018. Any future changes in the UAL will be amortized over new closed layers. Actuarial gains or losses and changes in assumptions are amortized over a closed 20-year period. Based on these policies, the plan's fiduciary net position is expected to be available to make all projected future benefit payments of current plan members. 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.

Net Pension Liability: The components of the net pension liability of the District at the measurement date of December 31, 2018 are as follows (in thousands):

Total pension liability	\$ 981,073
Less Plan fiduciary net position	<u>(641,535)</u>
District's net pension liability	<u>\$ 339,538</u>
Funded ratio (Plan's fiduciary net position / total pension liability)	65.4%

The changes in the net pension liability for the Plan follows (in thousands):

	<u>Increase (Decrease)</u>		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) - (b)
Balance at December 31, 2018	\$ 933,819	\$ 678,884	\$ 254,935
Changes for the year:			
Service cost	22,789	-	22,789
Interest	66,063	-	66,063
Difference between expected and actual experience	5,058	-	5,058
Change of assumptions	10,041	-	10,041
Contributions – employer	-	54,723	(54,723)
Contributions – member	-	19	(19)
Net investment income	-	(34,344)	34,344
Benefit payments	(56,697)	(56,697)	-
Administrative expense	<u>-</u>	<u>(1,050)</u>	<u>1,050</u>
Net changes	<u>47,254</u>	<u>(37,349)</u>	<u>84,603</u>
Balance at December 31, 2019	<u>\$ 981,073</u>	<u>\$ 641,535</u>	<u>\$ 339,538</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 9 – PENSION PLAN (Continued)

Sensitivity of the net pension liability to changes in the discount rate: In accordance with GASB 68 regarding the disclosure of the sensitivity of the net pension liability to changes in the discount rate, the following table presents the net pension liability (in thousands) as of June 30, 2019, calculating using the discount rate of 7.125%, as well as what the District's net pension liability would be if it were calculated using a discount rate of 1-percent-point lower (6.125%) or one-percentage-point higher (8.125%) than the current rate.

	(6.125%) 1% <u>Decrease</u>	(7.125%) Current <u>Discount</u>	(8.125%) 1% <u>Increase</u>
Net pension liability	\$ 443,201	\$ 339,538	\$ 251,085

Pension plan fiduciary net position: Detailed information about the pension plan's fiduciary net position is available in the separately issued AC Transit Employees' Retirement Plan audited financial statements and may be obtained from the District Controller.

For the year ended June 30, 2019, the District recognized pension expense of \$70.3 million. At June 30, 2019, the District reported deferred outflows of resources related to pensions from the following sources (in thousands):

	<u>Outflows of Resources</u>	<u>Inflows of Resources</u>
Employer contributions subsequent to measurement date	\$ 28,112	\$ -
Differences between expected and actual experience	4,267	5,074
Changes in assumptions	18,549	-
Net difference between projected and actual earnings on pension plan investments	<u>45,124</u>	<u>-</u>
Total	<u>\$ 96,052</u>	<u>\$ 5,074</u>

Deferred outflows of resources related to contributions subsequent to the measurement date of \$28.1 million will be recognized as a reduction of the net pension liability in the year ended June 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows (in thousands):

	<u>Deferred Outflows/ Inflows of Resources</u>
June 30, 2020	\$ 25,535
June 30, 2021	7,071
June 30, 2022	10,719
June 30, 2023	<u>19,541</u>
	<u>\$ 62,866</u>

Payable to the Pension Plan: As disclosed in Note 5, the District reported a payable of \$4.2 million for the outstanding amount of contributions to the Plan for the year ended June 30, 2019.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS

ATU Local 192 Benefit Trust

Plan Description: The ATU Local 192 Benefits Trust (the Trust) administers a single-employer defined benefit post-employment plan to assist eligible retirees with their medical costs. The Trust consists of three programs that provide other post-employment benefits: The ATU Retiree Health & Welfare Program, the AFSCME Retiree Medical Program and the IBEW Retiree Medical Program. The Trust provides medical benefits to all vested retirees at least 55 years old by paying a portion of the medical insurance premiums or reimbursement of eligible medical expenses not to exceed the maximum negotiated rates. Rates are negotiated between the District and the respective bargaining units. The Trust's board of trustees has historically adopted rates based on the premiums offered by participating providers. The Trust issues stand-alone financial statements and copies of these statements can be obtained from the District Controller, 1600 Franklin Street, Oakland, CA 94621.

Benefits Provided: Individuals are eligible for retiree benefits with the following subsidies at age 55 with eight years of service for ATU and at age 55 with 10 years of service for AFSCME/IBEW. The Trust subsidizes a portion of medical insurance premiums or reimburses eligible medical expenses in an amount not to exceed the following negotiated monthly amounts:

ATU Local 192	Pre-Age 65: \$691	Post-Age 65: \$335
AFSCME	Pre-Age 65: \$691	Post-Age 65: \$335
IBEW	Pre-Age 65: \$691	Post-Age 65: \$335

No subsidy is provided for spouse coverage for IBEW and AFSCME. After the death of an ATU retiree, a subsidy of \$150 per month is available for the life of the surviving spouse. No dental, vision, or life insurance benefits are included.

Participants Covered by Benefit Terms: As of July 1, 2018, employee membership in the Trust was as follows:

Inactive plan members or beneficiaries currently receiving benefits	1,030
Active plan members	<u>2,140</u>
	<u>3,170</u>

Contributions: The District is required to make contributions to the Trust based on the number of hours worked by active union employees. The establishment and modification of the memorandums of understanding between the District and the respective bargaining units creates the authority under which the District is obligated to make its contributions. For fiscal year 2019, the required contribution rates were as follows:

ATU Local 192	\$1.40 per hour per employee (will increase to \$1.50 per hour If the Trust's funds fall below \$2 million in assets.)
AFSCME	\$1.10 per hour per employee
IBEW	\$1.04 per hour per employee

For the year ended June 30, 2019, the District's contributions to the Trust were \$4.5 million. As of June 30, 2019, no employee contributions have been received by the Trust.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (Continued)

Actuarial Methods and Assumptions: The actuary used the following assumptions and methods in calculating the annual required contributions and the funded status:

Valuation date	July 1, 2018
Measurement date	June 30, 2019
Actuarial cost method	Entry Age Normal
Amortization method	Level percentage of payroll
Asset valuation method	Market value
Actuarial assumptions:	
Investment rate of return	1.00%
Administrative expenses	3.00% of benefits
Salary increases	3.50%
Health Mortality	RP-2014 headcount weighted Blue Collar Mortality Table (backed off to 2006 using MP-2014) with application of the MP-2018 improvement scale on a fully generational basis.

Measurements as of the reporting date are based on the fair value of assets as of June 30, 2019 and the total OPEB liability as of the valuation date, July 1, 2018, rolled forward to June 30, 2019. There were no significant events between the valuation date and the measurement date.

The actuarial assumptions used in the July 1, 2018 valuation were based on the results of an actuarial experience study performed in 2015.

Best estimates of the arithmetic real rates of return for each major asset class included in the Trust's target asset allocation as of June 30, 2019 are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long Term Expected Real Rate of Return</u>
Short term investments	100%	1.0%

Changes in Assumptions and Benefit Terms Since Prior Measurement Date – The discount rate decreased from 2.98% to 2.79% and the mortality improvement scale was updated from MP-2017 on a fully generational basis to MP-2018 on a fully generational basis.

Discount Rate: The discount rate used to measure the total OPEB liability was 2.79%. The projection of cash flows used to determine the discount rate assumed that the District will continue to contribute to the Trust based on the negotiated required contribution for each bargaining unit. Based on those assumptions, the Trust's fiduciary net position was never projected to be greater than the benefits to be made in all years. The plan fiduciary net position will not be sufficient to make all benefit payments due for current participants in the coming year and will not be sufficient to make any benefit payments thereafter. As a result, the discount rate was determined using the June 30, 2019 municipal bond rate.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (Continued)

Net OPEB Liability: The components of the net OPEB liability of the District at the measurement date of June 30, 2019 are as follows (in thousands):

Total OPEB liability	\$ 102,588
Less: Trust fiduciary net position	<u>(3,900)</u>
District's net OPEB liability	<u>\$ 98,688</u>
Funded ratio (Trust's fiduciary net position / total OPEB liability)	3.8%

The changes in the net OPEB liability for the Trust follows (in thousands):

	Increase (Decrease)		
	Total OPEB Liability (a)	Trust Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balance at June 30, 2018	\$ 101,746	\$ 3,669	\$ 98,077
Changes for the year:			
Service cost	3,821	-	3,821
Interest	3,206	-	3,206
Difference between expected and actual experience	(3,880)	-	(3,880)
Changes of assumptions	1,781	-	1,781
Contributions – employer	-	4,541	(4,541)
Net investment loss	-	(89)	89
Benefit payments	(4,086)	(4,086)	-
Administrative expense	<u> </u>	<u>(135)</u>	<u>135</u>
Net changes	<u>842</u>	<u>231</u>	<u>611</u>
Balance at June 30, 2019	<u>\$ 102,588</u>	<u>\$ 3,900</u>	<u>\$ 98,688</u>

Sensitivity of the net OPEB liability to changes in the discount rate: The following table presents the net OPEB liability (in thousands) as of June 30, 2019, calculating using the discount rate of 2.79%, as well as what the District's net OPEB liability would be if it were calculated using a discount rate of 1-percent-point lower (1.79%) or 1-percentage-point higher (3.79%) than the current rate.

	(1.79%) 1% <u>Decrease</u>	(2.79%) Current <u>Discount</u>	(3.79%) 1% <u>Increase</u>
Net OPEB liability	\$ 111,354	\$ 98,688	\$ 88,106

Sensitivity of the net OPEB liability to changes in the health care trend rate: The Trust Plan only provides for a fixed subsidy to retirees. Therefore, the total liability is not affected by changes in the health care trend rate. Sensitivity analysis is not applicable.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (Continued)

OPEB plan fiduciary net position: For the year ended June 30, 2019, the District recognized OPEB gain of \$1.2 million. At June 30, 2019, the District reported deferred outflows of resources related to OPEB from the following sources (in thousands):

	<u>Outflows of Resources</u>	<u>Inflows of Resources</u>
Differences between expected and actual experience	\$ -	\$ 41,885
Changes in assumptions	2,239	3,003
Net difference between projected and actual earnings on OPEB plan investments	<u>149</u>	<u>-</u>
Total	<u>\$ 2,388</u>	<u>\$ 44,888</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows (in thousands):

	<u>Deferred Outflows/ Inflows of Resources</u>
June 30, 2020	\$ (8,317)
June 30, 2021	(8,317)
June 30, 2022	(7,229)
June 30, 2023	(6,144)
June 30, 2024	(6,177)
June 30, 2025	(5,567)
June 30, 2026	<u>(249)</u>
	<u>\$ (42,000)</u>

Retiree Benefits Non-Trust Plan

Plan Description: The District administers a single-employer defined benefit post-employment plan called the Retiree Benefits Non-Trust Plan (the OPEB Plan) to assist eligible retirees with their medical costs. The OPEB Plan provides medical, dental, vision and life insurance benefits to all vested retirees and their spouses at least 55 years old by paying the current participating providers' insurance premiums. The medical insurance benefit is also available for a retiree's dependent, if applicable. The OPEB Plan differs from the Trust in that it provides Trust plan members supplemental healthcare benefits in addition to medical benefits, as well as providing medical benefits to District employees who are unrepresented. Insurance premium rates are negotiated between the District and the respective bargaining units. The District has historically adopted rates based on the premiums offered by participating providers.

During fiscal year 2018, the District joined the California Employer's Retirement Benefit Trust Program (CERBT) to pre-fund OPEB liabilities. The CERBT is an agent multiple employer plan consisting of an aggregation of single-employer plans, with pooled administrative and investment functions that are administered by CalPERS. A copy of the aggregate CERBT annual financial report may be obtained at www.calpers.ca.gov. CERBT serves as an irrevocable trust, ensure that funds contributed into the Trust are dedicated to service the needs of member districts, and their employees and retirees. The OPEB Plan does not issue stand-alone financial statements.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (Continued)

Benefits Provided: Individuals are eligible for retiree benefits with the following subsidies at age 55 with eight years of service for ATU and at age 55 with 10 years of service for AFSCME/IBEW.

Medical benefits before age 65 (HMO) – The District does not subsidize directly.

Medical benefits after age 65 (HMO) – The District subsidizes a fixed \$40.00 per month for single coverage and \$80.00 per month for dual coverage directly from the District assets. This amount is in addition to subsidy provided under the Trust Plan.

Dental benefits – The District subsidizes a fixed \$20.00 per month for any level of dental coverage. If retiree waives dental coverage, the retiree is given \$20.00 as additional earnings in pension. If the retiree dies and surviving spouse was enrolled in the dental plan, the spouse also receives \$20.00 subsidy. If the surviving spouse waives dental coverage, the spouse receives \$20.00 as additional earnings.

Vision benefits – The District subsidizes the full cost (currently \$14.90 per month) for single coverage only. If the spouse was enrolled in vision plan at the time of retiree's death, the spouse is eligible to elect vision at no cost.

Life insurance benefits – The District subsidizes \$14.18 per month for retiree only.

Non-represented participants are eligible for retiree benefits with the following subsidies at age 50 with 5 years of service.

Medical benefits before age 65 (HMO) – The District subsidizes a percentage of the lowest offered premium (currently \$1,022.07 per month). The spouse is also eligible for the lowest offered premium, but the spouse must contribute \$100.00 per month.

Medical benefits after age 65 (HMO) – The District subsidizes a percentage of the lowest offered premium (currently \$371.74 per month) for the retiree. The District also gives the retiree and the spouse \$40.00 each if they are enrolled in Medicare Parts A and B. The spouse is also eligible for lowest offered premium, but the spouse must contribute \$100.00 per. Subsidized spouse medical benefit coverage continues after the death of the retiree if the spouse continues to make the requisite \$100 per month contribution. The spouse of an employee who dies in active service is not eligible for subsidized coverage.

Dental benefits – The District subsidizes \$76.58 per month for single coverage. No additional subsidy is assumed for dependent coverage.

Vision benefits – The District Subsidizes \$14.75 per month for single coverage. No subsidy is assumed for dependent coverage.

Life insurance benefits – The District subsidizes \$14.18 per month for single coverage. No subsidy is assumed for dependent coverage.

Participants Covered by Benefit Terms: As of July 1, 2018, employee membership in the OPEB Plan was as follows:

Inactive plan members or beneficiaries currently receiving benefits	1,582
Active plan members	<u>2,212</u>
	<u><u>3,794</u></u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (Continued)

Contributions: The District has historically funded the OPEB Plan on a pay-as-you-go basis. There is currently no requirement for either the District or the OPEB Plan members to make contributions to the OPEB Plan. For the year ended June 30, 2019, the District's contributions to the OPEB Plan were \$3.8 million (\$2.3 million in benefit payments and \$1.5 million to the CERBT). As of June 30, 2019, no employee contributions have been received by the OPEB Plan.

Actuarial Methods and Assumptions: The actuary used the following assumptions and methods in calculating the annual required contributions and the funded status:

Valuation date	July 1, 2018
Measurement date	June 30, 2019
Actuarial cost method	Entry Age Normal
Amortization method	Level percentage of payroll
Asset valuation method	Market value
Actuarial assumptions:	
Investment rate of return	7.59%
Health care trend rate	Pre-65: 7.5% for FY2019, decreasing 0.5% per year to an ultimate rate of 5.0% for FY2025 and later Post-65: 5.75% for FY2019, decreasing 0.25% per year to an ultimate rate of 5.0% for FY2023 and later
Salary increases	3.50%
Health Mortality	RP-2014 headcount weighted Blue Collar Mortality Table (backed off to 2006 using MP-2014) with application of the MP-2018 improvement scale on a fully generational basis for Union employees and retirees. RP-2014 headcount weighted White Collar Mortality Table (backed off to 2006 using MP-2014) with application of the MP-2018 improvement scale on a fully generational basis used for non-represented employees and retirees.

Measurements as of the reporting date are based on the fair value of assets as of June 30, 2019 and the total OPEB liability as of the valuation date, July 1, 2018, rolled forward to June 30, 2019. There were no significant events between the valuation date and the measurement date.

The actuarial assumptions used in the July 1, 2018 valuation were based on the results of an actuarial experience study performed in 2015.

Best estimates of the arithmetic real rates of return for each major asset class included in the OPEB Plan's target asset allocation as of June 30, 2019 are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long Term Expected Real Rate of Return Years 1-10</u>	<u>Long Term Expected Real Rate of Return Years 11-60</u>
Global equity	59%	5.25%	5.71%
Fixed income	25%	1.79%	2.40%
Real Estate Investment Trusts	8%	3.25%	7.88%
Treasury Inflation-Protected Securities	5%	1.00%	2.25%
Commodities	3%	0.34%	4.95%

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (Continued)

Changes in Assumptions and Benefit Terms Since Prior Measurement Date – The discount rate decreased from 2.98% to 2.79%, the mortality improvement scale was updated from MP-2017 on a fully generational basis to MP-2018 on a fully generational basis, and the actuarial cost method was changed to Entry Age Normal, which is required by GASB Statement No. 75.

Discount Rate: The discount rate used to measure the total OPEB liability was 2.79%. The projection of cash flows used to determine the discount rate assumed that the District will continue to contribute to the OPEB Plan based on the negotiated required contribution for each bargaining unit. Based on those assumptions, the OPEB Plan's fiduciary net position was never projected to be greater than the benefits to be made in all years. The plan fiduciary net position will not be sufficient to make all benefit payments due for current participants in the coming year, and will not be sufficient to make any benefit payments thereafter. As a result, the discount rate was determined using the June 30, 2019 municipal bond rate.

Net OPEB Liability: The components of the net OPEB liability of the District at the measurement date of June 30, 2019 are as follows (in thousands):

Total OPEB liability	\$ 56,894
Less OPEB Plan fiduciary net position	<u>(2,623)</u>
District's net OPEB liability	<u>\$ 54,271</u>
Funded ratio (OPEB Plan's fiduciary net position / total OPEB liability)	4.61%

The changes in the net OPEB liability for the OPEB Plan follows (in thousands):

	Increase (Decrease)		
	Total OPEB Liability (a)	Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balance at June 30, 2018	\$ 55,247	\$ 1,000	\$ 54,247
Changes for the year:			
Service cost	2,327	-	2,327
Interest	1,681	-	1,681
Difference between expected and actual experience	(1,286)	-	(1,286)
Changes of assumptions	1,256	-	1,256
Contributions – employer		3,831	(3,831)
Net investment income		124	(124)
Administrative expenses		(1)	1
Benefit payments	<u>(2,331)</u>	<u>(2,331)</u>	<u>-</u>
Net changes	<u>1,647</u>	<u>1,623</u>	<u>24</u>
Balance at June 30, 2019	<u>\$ 56,894</u>	<u>\$ 2,623</u>	<u>\$ 54,271</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 10 – POST EMPLOYMENT BENEFITS OTHER THAN PENSIONS (Continued)

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate: The following table presents the net OPEB liability (in thousands) as of June 30, 2019, calculating using the discount rate of 2.79%, as well as what the District's net OPEB liability would be if it were calculated using a discount rate of one-percent-point lower (1.79%) or one-percentage-point higher (3.79%) than the current rate.

	(1.79%) <u>1% Decrease</u>	(2.79%) <u>Current Discount</u>	(3.79%) <u>1% Increase</u>
Net OPEB liability	\$ 63,807	\$ 54,271	\$ 46,416

Sensitivity of the Net OPEB Liability to Changes in the Health Care Trend Rate: The following table presents the net OPEB liability (in thousands) as of June 30, 2019, calculating using the health care trend rate of 7.50% (pre-65) and 5.75% (post-65), as well as what the District's net OPEB liability would be if it were calculated using a health care trend rate of one-percent-point lower (6.50% and 4.75%) or one-percentage-point higher (8.50% and 6.75%) than the current rate.

	(6.50% pre-65) (4.75% pre-65) <u>1% Decrease</u>	(7.50% pre-65) (5.75% pre-65) <u>Current Discount</u>	(8.50% pre-65) (6.75% pre-65) <u>1% Increase</u>
Net OPEB liability	\$ 47,781	\$ 54,271	\$ 62,083

OPEB plan fiduciary net position: For the year ended June 30, 2019, the District recognized OPEB expense of \$4.1 million. At June 30, 2019, the District reported deferred outflows of resources related to OPEB from the following sources (in thousands):

	<u>Outflows of Resources</u>	<u>Inflows of Resources</u>
Differences between expected and actual experience	\$ 525	\$ 1,100
Changes in assumptions	1,942	-
Difference between projected and actual investment earnings	<u>-</u>	<u>91</u>
Total	<u>\$ 2,467</u>	<u>\$ 1,191</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows (in thousands):

	<u>Deferred Outflows/ Inflows of Resources</u>
June 30, 2020	\$ 257
June 30, 2021	257
June 30, 2022	257
June 30, 2023	257
June 30, 2024	251
June 30, 2025	<u>(3)</u>
	<u>\$ 1,276</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 11 – COMMITMENTS

PTMISEA Grants: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding in the amount of \$4 billion to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). Of this amount, \$3.6 billion in the PTMISEA is available to project sponsors in California for allocation to eligible public transportation projects.

During fiscal year 2010, the District submitted a Corrective Action Plan requesting additional PTMISEA grant funding on top of its fiscal year 2009 allocation to purchase buses.

The California Department of Transportation (CalTrans) determined that the District was eligible to receive an additional allocation totaling \$8.8 million (2009 allocation). The funds were sent to the District prior to its purchase of the buses but are committed to funding future bus purchases. The funds must be encumbered within three years and expended within three years of being encumbered.

The District also acts a pass-through agency for the Transbay Joint Powers Authority (the TJPA) for various transportation projects such as the Transbay Transit Center.

In fiscal year 2019, the District did not receive any additional funding, and \$8.7 million of cost was incurred for the purchase of buses and Transit Access Improvement projects.

The following table shows the changes in activity related to the PTMISEA grant funds during the fiscal year as well as the remaining commitment as of June 30, 2019 (in thousands):

<u>Total Allocations as of June 30, 2019</u>	<u>Less Allocations Passed-through to TJPA as of June 30, 2019</u>	<u>Total Allocations Received in FY 2019</u>	<u>Cumulative Expenses Incurred through June 30, 2019</u>	<u>Interest Income</u>	<u>Commitment at June 30, 2019</u>
\$ 112,515	\$ 24,444	\$ -	\$ 79,791	\$ 475	\$ 8,756

NOTE 12 – CONTINGENCIES

Claims and Potential Litigation: There are claims and litigation pending, which are considered normal to the District's operation of the transit system. The District maintains insurance coverage for such incidents, as summarized in Note 13, and provisions have been made in the financial statements for estimated losses under the self-insurance retention limits of insurance policies.

Pollution Remediation: The District has an estimated \$1.0 million in liabilities for the monitoring and potential clean-up costs for pollution remediation obligations. The District has several locations where soil and groundwater have been contaminated.

The Alameda County Health Care Services Agency (ACHCS) and the Alameda County Water District (ACWD) issued directives to the District to perform groundwater monitoring and require conceptual models and feasibility studies to address possible mitigation measures. The estimated liabilities were measured at current value using the expected cash flow technique for each obligating event based on current and estimated costs. Changes to estimated liabilities will be made when new information, such as changes in remediation plans, technology and legal or regulatory requirements, becomes available. There were no changes in estimates for the year ending June 30, 2019.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 12 – CONTINGENCIES (Continued)

Lease and Use Agreement for the Temporary Terminal and Transit Center: In September 2008, the District approved a Lease and Use Agreement for the Temporary Terminal and the new Transit Center with the TJPA. The agreement sets forth the parties' use of rights and obligations up to the year 2050 with respect to (a) the District's bus operations in the Temporary Terminal and the new Transit Center; (b) the District's contribution to offset annual operating costs for the Temporary Terminal and Transit Center; and (c) the District's capital contributions to build the Transit Center in the sum of \$57 million (in 2011 dollars). The District's \$57 million contribution will be funded through a combination of payments from various grant funded sources and a proposed passenger facilities charge.

Remaining projected contributions are scheduled as follows (in thousands):

	<u>Payments</u>
2020	\$ 1,000
2021	1,500
2022	2,000
2023	2,000
2024	2,000
2025 – 2029	13,352

NOTE 13 – RISK MANAGEMENT

As of June 30, 2019, the District has the following coverages:

<u>Type of Coverage</u>	<u>Deductible</u>	<u>Coverage Limit</u>
General Liability	\$1,000,000	\$2,000,000 per occurrence with excess up to \$53,000,000
Auto Liability	\$2,000,000	\$2,000,000 per occurrence with excess up to \$53,000,000
Workers' Compensation	\$1,000,000	Statutory Limit
Property, Boiler and Machinery, Auto Physical Damage	\$100,000	\$100,000,000

The District accrues a liability for claims and litigation (including a reserve for claims incurred but not reported) based on an actuarial study. The liability includes allocated and unallocated claims adjustment expenses and incremental claim expense. In addition, the District is partially self-insured for health and dental exposure. Management has evaluated the potential liability and recorded an accrual, which includes an amount for incurred but not reported claims.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 13 – RISK MANAGEMENT (Continued)

Changes in the reported liability resulted from the following (in thousands):

	Workers' Compensation <u>Liability</u>	Public <u>Liability</u>	Dental <u>Liability</u>	<u>Total</u>
Balance at June 30, 2017	\$ 54,926	\$ 17,716	\$ 156	\$ 72,798
Claims and changes in estimates	15,442	788	5,618	21,848
Claim payments	<u>(10,951)</u>	<u>(5,477)</u>	<u>(5,519)</u>	<u>(21,947)</u>
Balance at June 30, 2018	\$ 59,417	\$ 13,027	\$ 255	\$ 72,699
Claims and changes in estimates	10,224	3,147	834	14,205
Claim payments	<u>(12,939)</u>	<u>(2,123)</u>	<u>(245)</u>	<u>(15,306)</u>
Balance at June 30, 2019	<u>\$ 56,702</u>	<u>\$ 14,051</u>	<u>\$ 845</u>	<u>\$ 71,598</u>

Settled claims have not exceeded the commercial coverage in any of the past three fiscal years. There have been no significant reductions in insurance coverage from the previous year.

The classification of the current and long-term portion of the self-insurance liabilities for the year ended June 30, 2019 are summarized as follows (in thousands):

	<u>Current</u>	<u>Long-term</u>	<u>Total</u>
Workers' compensation liability	\$ 14,041	\$ 42,661	\$ 56,702
Public liability	3,057	10,994	14,051
Dental liability	<u>845</u>	<u>-</u>	<u>845</u>
	<u>\$ 17,943</u>	<u>\$ 53,655</u>	<u>\$ 71,598</u>

NOTE 14 – JOINT POWERS AUTHORITY (JPA) AND CONSORTIUM

In 1994, the District and BART executed a joint powers authority (JPA) agreement establishing the East Bay Paratransit Consortium. In addition to self-generated farebox revenues by these services, the District supports the project primarily through Federal, State, and local subsidies, designated at source to these programs with short falls covered by its own operating funds. The purpose of the Consortium is to provide Americans with Disabilities complementary paratransit services in Alameda and western Contra Costa counties. The area served encompasses the AC Transit/BART coordinated service area. Revenues and expenses for the Consortium are split 69/31 between the District and BART, respectively, and the District's financial statements reflect its portion of revenues and expenses as operating activities. The District has no equity interest in the Consortium.

Effective October 1, 2003, the Consortium discontinued the practice of rotating lead agency responsibilities on an annual basis. Key administrative support functions are now permanently assigned to each participating agency. Also, effective October 1, 2003, a Service Review Advisory Committee (SRAC) was established to serve in an advisory capacity to the Service Review Committee. The primary mission of the SRAC will be to advise on planning, policy and other matters related to the Consortium; advocate for high quality, safe, reliable and courteous paratransit services; and to provide a forum for public input and participation in the review, assessment and evaluation of the ADA paratransit service.

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
June 30, 2019

NOTE 14 – JOINT POWERS AUTHORITY (JPA) AND CONSORTIUM (Continued)

Since July 1, 1993, under a cooperative agreement, the District has also been serving as the lead agency in a consortium that also includes BART, The City of Union City, San Mateo County Transit District (SamTrans) and the Santa Clara Valley Transportation Authority (VTA) to provide Dumbarton Express Bus Service which runs from the Union City Bart Station across the Dumbarton Bridge into Santa Clara and San Mateo counties, including a connection with CalTrain. Over this timespan this service has been periodically put out to bid, and typically it has been run by a third party purchased transportation provider. While the District is the lead agency, funding from other agencies is directed to the District to support this consortium service.

In fiscal year 2019, the District recognized \$30.6 million of revenue and subsidy and incurred \$32.4 million of expenses related to the JPA and the Consortium. Neither the JPA nor the Consortium issue separate financial statements.

REQUIRED SUPPLEMENTARY INFORMATION

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
PENSION PLAN - SCHEDULE OF CHANGES IN THE EMPLOYER'S
NET PENSION LIABILITY AND RELATED RATIOS – LAST 10 FISCAL YEARS
Year ended June 30, 2019
(In thousands)

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Total pension liability:					
Service cost	\$ 22,789	\$ 21,186	\$ 18,740	\$ 16,614	\$ 16,698
Interest	66,063	64,249	62,964	57,571	55,840
Differences between expected and actual experience	5,058	369	(11,563)	(2,243)	-
Changes of assumptions	10,041	-	-	52,583	-
Benefit payments, including refunds of member contributions	<u>(56,697)</u>	<u>(54,631)</u>	<u>(52,560)</u>	<u>(49,875)</u>	<u>(47,410)</u>
Net changes in total pension liability	47,254	31,173	17,581	74,649	25,127
Total pension liability, beginning	<u>933,819</u>	<u>902,646</u>	<u>885,065</u>	<u>810,416</u>	<u>785,289</u>
Total pension liability, ending	<u>\$ 981,073</u>	<u>\$ 933,819</u>	<u>\$ 902,646</u>	<u>\$ 885,065</u>	<u>\$ 810,416</u>
Plan fiduciary net position:					
Contributions – employer	\$ 54,723	\$ 52,369	\$ 48,479	\$ 42,274	\$ 40,384
Contributions – member	19	-	-	-	-
Net investment income (loss)	(34,344)	87,481	46,601	(1,458)	23,507
Benefit payments, including refunds of member contributions	(56,697)	(54,631)	(52,560)	(49,875)	(47,410)
Administrative expense	<u>(1,050)</u>	<u>(1,033)</u>	<u>(1,007)</u>	<u>(863)</u>	<u>(867)</u>
Net change in plan fiduciary net position	(37,349)	84,186	41,513	(9,922)	15,614
Plan fiduciary net position, beginning	<u>678,884</u>	<u>594,698</u>	<u>553,185</u>	<u>563,107</u>	<u>547,493</u>
Plan fiduciary net position, ending	<u>\$ 641,535</u>	<u>\$ 678,884</u>	<u>\$ 594,698</u>	<u>\$ 553,185</u>	<u>\$ 563,107</u>
Net pension liability, ending	<u>\$ 339,538</u>	<u>\$ 254,935</u>	<u>\$ 307,948</u>	<u>\$ 331,880</u>	<u>\$ 247,309</u>
Plan fiduciary net position as a percentage of the total pension liability	65.40%	72.70%	65.88%	62.50%	69.48%
Covered payroll	\$ 176,763	\$ 167,786	\$ 150,234	\$ 133,012	\$ 129,310
Net pension liability as a percentage of covered payroll	192.09%	151.94%	204.98%	249.51%	191.25%

Notes to Schedule:

Benefit changes

Changes in assumptions

There were no changes in benefits in FY2019, FY2018, or FY2017.

In FY2019 the discount rate was reduced from 7.25% to 7.125%. Additionally, there were minor changes in the mortality tables. There were no changes in assumptions in FY2018 or FY2017. In FY2016, there were changes in the demographic assumptions, which among other things included the adoption of generational mortality assumptions. Additionally, there were minor changes in the mortality tables.

This is a 10-year schedule. The information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

The amounts presented for each fiscal year were determined as of the December 31 year-end that occurred within the fiscal year.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
PENSION PLAN - SCHEDULE OF EMPLOYER'S CONTRIBUTIONS – LAST 10 FISCAL YEARS
Year ended June 30, 2019
(In thousands)

<u>Year Ended June 30</u>	<u>Actuarially Determined Contributions</u>	<u>Contributions In Relation To the Actuarially Determined Contribution</u>	<u>Contributions Deficiency (Excess)</u>	<u>Covered Payroll*</u>	<u>Contributions as a Percentage of Covered Payroll</u>
2015	\$ 40,384	\$ 40,384	\$ -	\$ 129,310	31.23%
2016	42,274	42,274	-	133,012	31.78%
2017	48,479	48,479	-	150,234	32.27%
2018	52,369	52,369	-	167,786	31.21%
2019	54,723	54,723	-	176,763	30.96%

* Payroll is based on total actual calendar year covered payroll, provided by the Plan.

Notes to Schedule:

Valuation date	January 1, 2018
Actuarial cost method	Entry Age Normal
Amortization method	Level percentage of payroll (10 years remaining as of 1/1/2018) with separate periods of Extraordinary Actuarial Gains or Losses (21 years as of 1/1/2018) and 20 year closed periods for all UAL changes after 1/1/17 due to actuarial gains and losses or changes in assumptions and methods
Asset valuation method	5-year smoothed market, 80% / 120% corridor around market during the prior four years, phased in at 20% per year, but required to be within 20% of market value.
Actuarial assumptions:	
Discount rate	7.125%
Amortization growth rate	3.00%
Price inflation	3.00%
Salary increases	3.00% plus merit component based on employee classification and years of service
Mortality	Sex distinct RP-2000 Combined Mortality (130% of Blue Collar rates for ATU/IBEW, 120% of White Collar rates for AFSCME/Non-Union), with generational improvement using MP-2015

This is a 10-year schedule. The information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
OPEB PLAN (TRUST) - SCHEDULE OF CHANGES IN THE EMPLOYER'S
NET OPEB LIABILITY AND RELATED RATIOS – LAST 10 FISCAL YEARS
Year ended June 30, 2019
(In thousands)

	<u>2019</u>	<u>2018</u>
Total OPEB liability:		
Service cost	\$ 3,821	\$ 3,475
Interest	3,206	4,713
Differences between expected and actual experience	(3,880)	(48,101)
Changes of assumptions	1,781	857
Benefit payments	<u>(4,086)</u>	<u>(4,220)</u>
Net changes in total OPEB liability	842	(43,276)
Total OPEB liability, beginning	<u>101,746</u>	<u>145,022</u>
Total OPEB liability, ending	<u>\$ 102,588</u>	<u>\$ 101,746</u>
Plan fiduciary net position:		
Contributions – employer	\$ 4,541	\$ 4,739
Net investment income (loss)	(89)	177
Benefit payments	(4,086)	(4,220)
Administrative expense	<u>(135)</u>	<u>(142)</u>
Net change in plan fiduciary net position	231	554
Plan fiduciary net position, beginning	<u>3,669</u>	<u>3,115</u>
Plan fiduciary net position, ending	<u>\$ 3,900</u>	<u>\$ 3,669</u>
Net OPEB liability, ending	<u>\$ 98,688</u>	<u>\$ 98,077</u>
Plan fiduciary net position as a percentage of the total OPEB liability	3.80%	3.61%
Covered payroll	\$ 214,000	\$ 215,200
Net OPEB liability as a percentage of covered payroll	46.12%	45.57%

Notes to Schedule:

Benefit changes

There were no changes in benefits in FY2019.

Changes in assumptions

In FY2019, the discount rate decreased from 2.98% to 2.79% and the mortality improvement scale was updated from MP-2017 on a fully generational basis to MP-2018 on a fully generational basis.

In FY2018, the discount rate decreased from 3.13% to 2.98% and the mortality improvement scale was updated from MP-2016 on a fully generational basis to MP-2017 on a fully generational basis.

This is a 10-year schedule. The information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
OPEB PLAN (TRUST) - SCHEDULE OF EMPLOYER'S CONTRIBUTIONS
LAST 10 FISCAL YEARS
Year ended June 30, 2019
(In thousands)

<u>Year Ended June 30</u>	<u>Actuarially Determined Contributions</u>	<u>Contributions In Relation To the Actuarially Determined Contribution</u>	<u>Contributions Deficiency (Excess)</u>	<u>Covered Payroll*</u>	<u>Contributions as a Percentage of Covered Payroll</u>
2018	\$ 7,963	\$ 4,739	\$ 3,224	\$ 215,200	2.2%
2019	6,857	4,541	2,316	214,000	2.1%

* Payroll is based on total actual calendar year covered payroll, provided by the Plan.

Notes to Schedule:

Valuation date	July 1, 2018
Actuarial cost method	Entry Age Normal
Amortization method	Level percentage of payroll
Asset valuation method	Market value

Actuarial assumptions:

Discount rate	2.79%
Salary increases	3.50%
Mortality	RP-2014 headcount weighted Blue Collar Mortality Table (backed off to 2006 using MP-2014) with application of the MP-2018 improvement scale on a fully generational basis for Union employees and retirees.
	RP-2014 headcount weighted White Collar Mortality Table (backed off to 2006 using MP-2014) with application of the MP-2018 improvement scale on a fully generational basis used for non-represented employees and retirees.
Health care trend rate	Pre-65: 7.5% for FY2019, decreasing 0.5% per year to an ultimate rate of 5.0% for FY2024 and later Post-65: 5.75% for FY2019, decreasing 0.25% per year to an ultimate rate of 5.0% for FY2023 and later

This is a 10-year schedule. The information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
OPEB PLAN (NON-TRUST)- SCHEDULE OF CHANGES IN THE EMPLOYER'S
NET OPEB LIABILITY AND RELATED RATIOS – LAST 10 FISCAL YEARS
Year ended June 30, 2019
(In thousands)

	<u>2019</u>	<u>2018</u>
Total OPEB liability:		
Service cost	\$ 2,327	\$ 2,136
Interest	1,681	1,655
Differences between expected and actual experience	(1,286)	739
Changes of assumptions	1,256	223
Benefit payments	<u>(2,331)</u>	<u>(2,505)</u>
Net changes in total OPEB liability	1,647	2,249
Total OPEB liability, beginning	<u>54,247</u>	<u>51,998</u>
Total OPEB liability, ending	<u>\$ 56,894</u>	<u>\$ 54,247</u>
Plan fiduciary net position:		
Contributions – employer	3,831	3,505
Net investment income	124	-
Administrative expenses	(1)	-
Benefit payments	<u>(2,331)</u>	<u>(2,505)</u>
Net change in plan fiduciary net position	1,623	1,000
Plan fiduciary net position, beginning	<u>1,000</u>	<u>-</u>
Plan fiduciary net position, ending	<u>\$ 2,623</u>	<u>\$ 1,000</u>
Net OPEB liability, ending	<u>\$ 54,271</u>	<u>\$ 53,247</u>
Plan fiduciary net position as a percentage of the total OPEB liability	4.61%	1.81%
Covered payroll	\$ 228,600	\$ 229,600
Net OPEB liability as a percentage of covered payroll	23.74%	23.19%

Notes to Schedule:

Benefit changes	There were no changes in benefits in FY2019.
Changes in assumptions	In FY2019, the discount rate decreased from 2.98% to 2.79% and the mortality improvement scale was updated from MP-2017 on a fully generational basis to MP-2018 on a fully generational basis In FY2018, the discount rate decreased from 3.13% to 2.98% and the mortality improvement scale was updated from MP-2016 on a fully generational basis to MP-2017 on a fully generational basis, and the actuarial cost method was changed to Entry Age Normal, which is required by GASB Statement No. 75.

This is a 10-year schedule. The information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
OPEB PLAN (NON-TRUST) - SCHEDULE OF EMPLOYER'S CONTRIBUTIONS
LAST 10 FISCAL YEARS
Year ended June 30, 2019
(In thousands)

<u>Year Ended June 30</u>	<u>Actuarially Determined Contributions</u>	<u>Contributions In Relation To the Actuarially Determined Contribution</u>	<u>Contributions Deficiency (Excess)</u>	<u>Covered Payroll*</u>	<u>Contributions as a Percentage of Covered Payroll</u>
2018	\$ 3,781	\$ 3,505	\$ 276	\$ 229,600	1.5%
2019	4,006	3,831	175	228,600	1.6%

* Payroll is based on total actual calendar year covered payroll, provided by the Plan.

Notes to Schedule:

Valuation date	July 1, 2018
Actuarial cost method	Entry Age Normal
Amortization method	Level percentage of payroll
Asset valuation method	Market value

Actuarial assumptions:

Discount rate	2.79%
Salary increases	3.50%
Mortality	RP-2014 headcount weighted Blue Collar Mortality Table (backed off to 2006 using MP-2014) with application of the MP-2018 improvement scale on a fully generational basis for Union employees and retirees.

RP-2014 headcount weighted White Collar Mortality Table (backed off to 2006 using MP-2014) with application of the MP-2018 improvement scale on a fully generational basis used for non-represented employees and retirees.

Health care trend rate	Pre-65: 7.5% for FY2019, decreasing 0.5% per year to an ultimate rate of 5.0% for FY2024 and later Post-65: 5.75% for FY2019, decreasing 0.25% per year to an ultimate rate of 5.0% for FY2023 and later
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This is a 10-year schedule. The information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

SUPPLEMENTARY INFORMATION

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - COMPARATIVE SCHEDULES OF NET POSITION
June 30, 2019 and 2018
(In thousands)

	<u>2019</u>	<u>2018</u>
ASSETS		
Current assets		
Cash and cash equivalents	\$ 71,333	\$ 59,375
Restricted cash and cash equivalents	19,239	22,769
Investments	39,549	37,531
Receivables:		
Federal and local grants		
Capital	22,104	18,461
Planning, operating and other	9,020	12,987
Property tax	13,553	13,030
Local sales tax	11,861	11,635
Other trade receivables	15,563	11,344
Total receivables, net	<u>72,101</u>	<u>67,457</u>
Due from Pension Trust Fund	5,245	9,670
Inventory	12,486	11,209
Prepaid expenses	<u>10,223</u>	<u>7,567</u>
Total current assets	230,176	215,578
Noncurrent assets		
Restricted for cash and cash equivalents:		
Restricted for certificates of participation – debt service	1,169	1,138
Capital assets		
Nondepreciable	133,764	96,778
Depreciable, net	<u>311,776</u>	<u>303,328</u>
Total capital assets, net	<u>445,540</u>	<u>400,106</u>
Total noncurrent assets	<u>446,709</u>	<u>401,244</u>
Total assets	<u>676,885</u>	<u>616,822</u>
DEFERRED OUTFLOWS OF RESOURCES		
Pension related	96,052	48,534
OPEB related	<u>4,855</u>	<u>2,460</u>
Total deferred outflows of resources	<u>100,907</u>	<u>50,994</u>
Total assets and deferred outflows of resources	<u>777,792</u>	<u>667,816</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - COMPARATIVE SCHEDULES OF NET POSITION
June 30, 2019 and 2018
(In thousands)

	<u>2019</u>	<u>2018</u>
LIABILITIES		
Current liabilities		
Accounts payable and accrued expenses	\$ 19,098	\$ 17,881
Accrued salaries and wages	3,590	3,749
Due to Pension Trust Fund	4,154	4,959
Unearned revenue	13,508	8,414
Other accrued liabilities	15,357	12,141
Accrued interest payable	333	375
Current portion of accrued vacation and sick leave	17,575	17,257
Current portion of claims liabilities	17,943	18,947
Current portion of remediation obligations	67	67
Current portion of certificates of participation	465	2,220
Total current liabilities	<u>92,090</u>	<u>86,010</u>
Noncurrent liabilities		
Accrued vacation and sick leave	9,020	8,963
Claims liabilities	53,655	53,752
Remediation obligations	952	952
Certificates of participation	10,704	11,169
Net pension liability	339,538	254,935
Net OPEB liability	150,336	151,324
Total noncurrent liabilities	<u>564,205</u>	<u>481,095</u>
Total liabilities	<u>656,295</u>	<u>567,105</u>
DEFERRED INFLOWS OF RESOURCES		
Pension related	5,074	27,453
OPEB related	46,079	49,715
Total deferred inflows of resources	<u>51,153</u>	<u>77,168</u>
Total liabilities and deferred inflows of resources	<u>707,448</u>	<u>644,273</u>
NET POSITION		
Net investment in capital assets	434,371	386,714
Restricted for capital purchases	19,239	22,769
Restricted for debt service	836	763
Unrestricted	<u>(384,102)</u>	<u>(386,703)</u>
Total net position	<u>\$ 70,344</u>	<u>\$ 23,543</u>

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - COMPARATIVE SCHEDULES OF REVENUES,
EXPENSES, AND CHANGES IN NET POSITION
For the years ended June 30, 2019 and 2018
(In thousands)

	<u>2019</u>	<u>2018</u>
Operating revenues		
Passenger fares	\$ 54,794	\$ 52,245
Contract services	14,827	11,579
Operating revenues of JPA and consortium	2,552	2,477
Other	<u>4,341</u>	<u>4,261</u>
Total operating revenues	<u>76,514</u>	<u>70,562</u>
Operating expenses		
Operator wages	90,074	85,733
Other wages	68,913	64,353
Fringe benefits	175,138	172,335
Depreciation	43,075	40,230
Fuel and oil	14,499	12,734
Other material and supplies	11,212	13,951
Services	49,966	40,858
Insurance	11,064	7,425
Expenses of JPA and consortium	32,430	30,177
Other	<u>9,275</u>	<u>8,243</u>
Total operating expenses	<u>505,648</u>	<u>476,039</u>
Operating loss	<u>(429,134)</u>	<u>(405,477)</u>
Nonoperating revenues (expense)		
Operating assistance:		
Property taxes	140,194	134,694
Local sales tax	108,343	99,982
Local funds	92,517	91,555
Federal	20,843	5,598
State	13,659	13,681
Non-operating revenues of JPA and consortium	28,106	25,878
Gain (loss) on sale of capital assets	9	(1)
Interest income	1,292	575
Interest expense	<u>(893)</u>	<u>(1,346)</u>
Net nonoperating revenues	<u>404,071</u>	<u>370,616</u>
Loss before capital contributions	(25,063)	(34,861)
Capital contributions	<u>71,863</u>	<u>74,470</u>
Change in net position	46,800	(39,609)
Net position at beginning of year	<u>23,544</u>	<u>(16,065)</u>
Net position at end of year	<u>\$ 70,344</u>	<u>\$ 23,544</u>

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - COMPARATIVE SCHEDULES OF CASH FLOWS
For the years ended June 30, 2019 and 2018
(In thousands)

	<u>2019</u>	<u>2018</u>
Cash flows from operating activities		
Cash received from customers	\$ 70,496	\$ 63,899
Cash payments to suppliers for goods and services	(129,044)	(117,906)
Cash payments to employees for services	(322,601)	(320,576)
Other operating receipts	6,893	4,261
Net cash used in operating activities	<u>(374,257)</u>	<u>(370,322)</u>
Cash flows from noncapital financing activities		
Operating assistance received	406,879	362,417
Net cash provided by noncapital financial activities	<u>406,879</u>	<u>362,417</u>
Cash flows from capital and related financing activities		
Acquisition and construction of capital assets	(88,513)	(91,612)
Capital contributions received	68,220	71,657
Proceeds from sale of capital assets	9	-
Principal paid on certificates of participation	(2,220)	(3,754)
Interest paid on certificates of participation	(935)	(1,355)
Net cash used in capital and related financial activities	<u>(23,439)</u>	<u>(25,064)</u>
Cash flows from investing activities		
Proceeds from investments	143,135	62,117
Purchase of investments	(145,153)	(68,065)
Investment income	1,292	575
Net cash provided by (used in) investing activities	<u>(726)</u>	<u>(5,373)</u>
Change in cash and cash equivalents	8,457	(38,342)
Cash and cash equivalents, beginning of year	<u>83,284</u>	<u>121,624</u>
Cash and cash equivalents, end of year	<u>\$ 91,741</u>	<u>\$ 83,282</u>
Summary of cash and cash equivalents reported on on the Statement of Net Position:		
Unrestricted cash and cash equivalents	\$ 71,333	\$ 59,375
Restricted cash and cash equivalents – capital purchases	19,239	22,769
Restricted cash and cash equivalents – certificates of participation	<u>1,169</u>	<u>1,138</u>
Total cash and cash equivalents reported on the Statement of Net Position	<u>\$ 91,741</u>	<u>\$ 83,282</u>

(Continued)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
ENTERPRISE FUND - COMPARATIVE SCHEDULES OF CASH FLOWS
For the years ended June 30, 2019 and 2018
(In thousands)

	<u>2019</u>	<u>2018</u>
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (429,134)	\$ (405,477)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation and amortization	43,075	40,230
Effect of changes in assets and liabilities:		
Other trade receivables	(4,217)	(6,155)
Inventories	(1,277)	(411)
Due to/from Pension Trust Fund	3,620	(5,930)
Prepaid expenses	(2,653)	(1,788)
Accounts payable and accrued expenses	1,217	(352)
Accrued salaries and wages	(159)	(151)
Accrued vacation and sick leave	375	211
Unearned revenue	5,094	3,753
Other accrued liabilities	3,216	(1,868)
Claims liabilities	(1,101)	(99)
Net pension liability and deferred outflows/inflows from pension	14,706	(1,681)
Net OPEB liability and deferred outflows/inflows from pension	<u>(7,019)</u>	<u>9,396</u>
Net cash used in operating activities	<u>\$ (374,257)</u>	<u>\$ (370,322)</u>

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
BUDGETARY BASIS - ENTERPRISE FUND - TRANSIT ONLY
COMPARATIVE SCHEDULES OF REVENUES, EXPENSES, AND
CHANGES IN NET POSITION
For the years ended June 30, 2019 and 2018
(In thousands)

	<u>2019</u>	<u>2018</u>
Operating revenues:		
Passenger fares	\$ 57,346	\$ 54,722
Bart transfers	6,186	4,263
Contract services	8,641	7,316
Advertising	1,717	1,365
Interest income	1,292	575
Other	2,576	2,895
Total operating revenues	<u>77,758</u>	<u>71,136</u>
Subsidies		
Property taxes	110,467	105,023
Property taxes - Measure VV	29,727	29,671
Local sales tax - Measure B	33,368	30,827
Local sales tax - Measure BB	36,934	33,990
Local sales tax - Measure J	5,064	4,878
Local operating assistance	23,130	26,958
State - AB 1107	46,777	43,009
State - AB2972 Home to School	500	(1,150)
State - TDA	76,795	71,618
State - STA	27,243	15,940
Federal operating assistance	13,659	10,624
Total subsidies	<u>403,664</u>	<u>371,388</u>
Total revenue and subsidies	<u>481,422</u>	<u>442,524</u>
Expenses:		
Operator wages	90,074	85,733
Other wages	68,913	64,353
Fringe benefits	105,033	121,411
Pension expense	70,105	50,923
Services	49,966	40,858
Fuel and lubricants	14,499	12,734
Office/printing supplies	640	743
Other materials and supplies	13,036	14,849
Utilities	3,504	3,310
Insurance	11,064	7,425
Expenses of JPA and consortium	32,430	30,177
Other expenses	3,299	3,605
Interest expense	893	1,329
Total expenses	<u>463,456</u>	<u>437,450</u>
Net revenues	17,966	5,074
Capital contributions	71,864	74,470
Depreciation	<u>(43,075)</u>	<u>(40,230)</u>
Excess of revenues over expenses	<u>\$ 46,755</u>	<u>\$ 39,314</u>

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
BUDGETARY BASIS- ENTERPRISE FUND - TRANSIT ONLY
SCHEDULE OF REVENUES, SUBSIDIES AND EXPENSES, BUDGET VERSUS ACTUAL
For the year ended June 30, 2019
(In thousands)

	<u>Actual</u>	<u>Final Budget</u>	<u>Variance Favorable (Unfavorable)</u>
Revenues:			
Passenger fares	\$ 57,346	\$ 55,350	\$ 1,996
Bart transfers	6,186	4,376	1,810
Contract services	8,642	8,584	58
Advertising	1,717	1,195	522
Interest income	1,292	600	692
Other	<u>2,576</u>	<u>2,782</u>	<u>(206)</u>
Total operating revenues	<u>77,759</u>	<u>72,887</u>	<u>4,872</u>
Subsidies			
Property taxes	110,467	104,950	5,517
Property taxes - Measure VV	29,727	29,500	227
Local sales tax - Measure B	33,368	30,900	2,468
Local sales tax - Measure BB	36,934	33,789	3,145
Local sales tax - Measure J	5,064	5,000	64
Local operating assistance	23,130	19,675	3,455
State - AB1107	46,777	43,268	3,509
State - AB2972 Home to School	500	500	-
State - TDA	76,795	71,677	5,118
State - STA	27,243	24,302	2,941
Federal operating assistance	<u>13,658</u>	<u>6,115</u>	<u>7,543</u>
Total subsidies	<u>403,663</u>	<u>369,676</u>	<u>33,987</u>
Total revenue & subsidies	<u>481,422</u>	<u>442,563</u>	<u>38,859</u>
Expenses:			
Operator wages	90,075	87,756	(2,319)
Other wages	68,913	67,712	(1,201)
Fringe benefits	105,033	113,325	8,292
Pension expense	70,105	54,459	(15,646)
Services	49,966	32,429	(17,537)
Fuel and lubricants	14,499	15,194	695
Office/printing supplies	640	496	144
Other materials and supplies	13,036	12,873	(163)
Utilities	3,504	3,945	441
Insurance	11,064	15,173	4,109
Expenses of JPA and consortium	32,430	32,456	26
Other expenses	3,299	5,719	2,420
Interest expense	<u>897</u>	<u>737</u>	<u>(160)</u>
Total operating expenses	<u>463,461</u>	<u>442,274</u>	<u>(21,187)</u>
Excess of revenues over expenses	<u>17,961</u>	<u>\$ 289</u>	<u>\$ 17,672</u>
Depreciation and amortization	(43,075)		
Capital contributions	<u>71,864</u>		
Change in net position	<u>\$ 46,750</u>		

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
BUDGETARY BASIS - ENTERPRISE FUND - TRANSIT ONLY
SCHEDULE OF REVENUES AND EXPENSES BY SERVICE AREA
For the year ended June 30, 2019

	Special Transit <u>District 1</u>	Special Transit <u>District 2</u>	<u>Total</u>	STSD 2 as a % of <u>Total</u>
Revenues				
Passenger fares	\$ 53,520,787	\$ 3,824,902	\$ 57,345,689	6.67%
BART transfers	5,772,837	412,560	6,185,397	6.67%
Contract services	8,641,950	-	8,641,950	0.00%
Advertising	1,535,938	180,716	1,716,654	10.53%
Interest income	1,124,387	168,093	1,292,480	13.01%
Other income	<u>2,305,579</u>	<u>271,101</u>	<u>2,576,680</u>	10.53%
Total revenue	<u>72,901,478</u>	<u>4,857,372</u>	<u>77,758,850</u>	6.25%
Subsidies				
Property taxes	88,565,862	21,901,411	110,467,273	19.83%
Property taxes - Measure VV	29,727,022	-	29,727,022	0.00%
Local sales tax - Measure B	30,860,641	2,506,843	33,367,484	7.51%
Local sales tax - Measure BB	33,046,428	3,888,196	36,934,624	10.53%
Local sales tax - Measure J	5,063,883	-	5,063,883	0.00%
Local operating assistance	18,040,276	5,089,569	23,129,845	22.00%
State - AB1107	41,317,649	5,458,813	46,776,462	11.67%
State - AB2972 Home to School	500,000	-	500,000	0.00%
State - TDA	62,683,713	14,111,040	76,794,753	18.38%
State - STA	23,882,944	3,359,757	27,242,701	12.33%
Federal operating assistance	<u>12,221,243</u>	<u>1,437,934</u>	<u>13,659,177</u>	10.53%
Total subsidies	<u>345,909,661</u>	<u>57,753,563</u>	<u>403,663,224</u>	14.31%
Total revenue and subsidies	<u>418,811,139</u>	<u>62,610,935</u>	<u>481,422,074</u>	19.24%
Expenses				
Operator wages	80,994,979	9,079,508	90,074,487	10.08%
Other wages	61,658,150	7,254,611	68,912,761	10.53%
Fringe benefits	94,246,352	10,786,917	105,033,269	10.27%
Pension expenses	62,904,650	7,199,719	70,104,369	10.27%
Services	44,706,323	5,260,083	49,966,406	10.53%
Fuel & lubricants	12,973,070	1,526,393	14,499,463	10.53%
Office and printing supplies	573,239	67,446	640,685	10.53%
Bus parts and maintenance supplies	11,664,451	1,372,423	13,036,874	10.53%
Utilities	3,134,557	368,807	3,503,364	10.53%
Insurance	9,899,197	1,164,725	11,063,922	10.53%
Other expenses	2,950,869	347,195	3,298,064	10.53%
Expenses of JPA and consortium	26,136,261	6,294,180	32,430,441	19.41%
Interest expense	798,612	97,981	896,593	10.93%
Depreciation	<u>38,540,310</u>	<u>4,534,598</u>	<u>43,074,908</u>	10.53%
Total expenses	<u>451,181,020</u>	<u>55,354,586</u>	<u>506,535,606</u>	10.93%
Income (loss) before capital contributions	(32,369,881)	7,256,349	(25,113,532)	
Capital contributions - federal and local	<u>67,794,721</u>	<u>4,068,593</u>	<u>71,863,314</u>	5.66%
Change in net position	<u>\$ 35,424,840</u>	<u>\$ 11,324,942</u>	<u>\$ 46,749,782</u>	

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NOTES TO SUPPLEMENTARY INFORMATION
For the year ended June 30, 2019
(In thousands)

NOTE 1 - BUDGETARY BASIS OF ACCOUNTING

The District's fiscal policies establish the framework for the management and control of the District's resources to ensure that the District remains fiscally sound. The District's goals and policies, which are approved by the Board of Directors, determine where and how District resources should be dedicated. For this reason, District goals, objectives, short and long-range planning and performance analyses are incorporated into the budget development process.

It is the policy of the District that the Board of Directors approves an annual budget prior to the beginning of each fiscal year. The budget is developed generally using the accrual basis of accounting. See the following section for a reconciliation of budget versus generally accepted accounting principles.

NOTE 2 - BUDGETARY BASIS DIFFERENCES

As discussed in Note 2, the accompanying basic financial statements have been prepared on the accrual basis of accounting in conformity with accounting principles generally accepted in the United States of America (GAAP). The following is a summary of the differences between GAAP and budgetary basis:

- Perspective differences resulting from the Corporation and the Paratransit operations not budgeted.
- Capital outlay presented represents capital outlay funded by the District's operations and this is reported as an outflow of budgetary resources but is not considered an expense for financial reporting purposes.
- Depreciation on capital assets funded by District operations is not budgeted, as it is not an outflow of budgetary resources.

The effect of these differences between budgetary and GAAP accounting on the June 30, 2019 basic financial statements of the District's budgeted fund is as follows (in thousands):

Change in net position on GAAP basis	\$ 46,800
Perspective differences	<u>(45)</u>
Change in net position on the budgetary basis	<u>\$ 46,755</u>

NOTE 3 - SCHEDULE OF REVENUES AND EXPENSE BY SERVICE AREA

As discussed in Note 1 to the financial statements, the District's basic financial statements include the financial activities of the District's Special Transit Service Districts No. 1 and No. 2. The amounts recorded in this schedule do not reflect paratransit activity and activity of the AC Transit Financing Corporation. The District's revenues between these Special Transit Service Districts are allocated based predominantly either on estimated actual revenues, farebox revenue allocations or on a ratio that uses service hours and service miles in Special Transit Service Districts No. 1 and No. 2. The District's expenses between these Special Transit Districts are allocated based predominantly either on operator wages or on a ratio that uses service hours and service miles in both Special Transit Service Districts No. 1 and No. 2.

Statistical Section

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
NET POSITION
LAST TEN FISCAL YEARS
(in thousands)

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u> ³	<u>2016</u>	<u>2017</u>	<u>2018</u> ⁴	<u>2019</u>
Net Position:										
Net invested in capital assets,	\$209,056	\$207,548	\$187,570	\$202,095	\$260,221	\$272,831	\$298,323	\$331,581	\$386,714	\$434,371
Restricted for capital purchases ²	14,567	14,897	46,893	74,531	44,528	33,583	46,131	26,899	22,769	19,239
Restricted for debt service ¹	1,350	1,350	1,174	1,605	1,505	1,505	2,084	2,104	763	836
Unrestricted	16,922	26,730	33,124	40,781	40,891	(171,891)	(193,466)	(210,470)	(386,703)	(384,102)
Total net position	<u>\$241,895</u>	<u>\$250,525</u>	<u>\$268,761</u>	<u>\$319,012</u>	<u>\$347,145</u>	<u>\$136,028</u>	<u>\$153,072</u>	<u>\$150,114</u>	<u>\$23,543</u>	<u>\$70,344</u>

Notes:

¹ Restricted amounts relate to payments on the Certificates of Participation.

² Restricted for capital purchases was required starting FY 2011.

³ Net Position for FY 2015 was reduced by the Net Pension Obligation required by GASB 68

⁴ Net Position for FY 2018 was reduced by the cumulative effect of the OPEB Obligation required by GASB 75

Source: Office of Controller, AC Transit

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
REVENUES BY SOURCE - ENTERPRISE FUND - TRANSIT ONLY
LAST TEN FISCAL YEARS
(in thousands)**

OPERATING REVENUES

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Farebox	\$53,229	\$50,648	\$49,363	\$50,357	\$54,945	\$56,470	\$55,349	\$52,567	\$54,722	\$57,346
Other Transit Fares	110	120	55	207	-	-	-	-	-	-
Bart Transfers	4,026	2,460	2,855	2,460	6,322	3,240	3,402	3,914	4,263	6,186
Contract Service	5,553	4,849	4,873	5,826	5,607	6,338	7,198	8,265	7,315	8,642
Advertising	1,250	1,212	1,174	1,819	1,821	1,969	1,776	1,554	1,365	1,717
Other Income	3,234	2,043	2,234	3,953	1,880	1,596	2,323	2,772	2,896	2,576
TOTAL	67,402	61,332	60,554	64,622	70,575	69,613	70,048	69,072	70,561	76,467

NONOPERATING REVENUES

Property Taxes	96,610	94,539	100,151	108,798	105,807	111,812	117,497	124,543	134,694	140,194
State Funding	2,225	13,800	14,985	26,117	19,878	15,198	42,649	13,986	14,790	27,743
Sales Tax (AB1107)	27,767	30,145	32,501	34,812	36,912	38,810	40,262	41,214	43,009	46,777
Sales Tax TDA ⁴	54,458	54,883	52,840	57,282	61,264	62,868	63,708	67,360	71,618	76,795
Capital Contribution - Fed & State	8,238	26,664	47,878	64,014	51,517	41,751	51,652	45,155	74,470	71,864
Operating Assistance										
Federal Sec. 8 & 9	55,175	44,421	45,212	28,486	24,920	18,279	23,222	24,297	37,590	36,788
Measure "B" ¹	19,723	17,400	23,038	24,657	24,328	26,447	27,395	28,563	30,827	33,368
Measure "BB" ⁵	-	-	-	-	-	5,843	30,403	31,421	33,990	36,934
Measure "J" ²	3,528	3,585	3,522	3,978	3,940	4,930	4,516	4,705	4,878	5,064
Interest Income	130	187	585	764	64	68	146	315	575	1,292
TOTAL	267,854	285,624	320,712	348,908	328,630	326,006	401,450	381,559	446,441	476,819

**REVENUES &
SUBSIDIES**

\$335,256	\$346,956	\$381,266	\$413,530	\$399,205	\$395,619	\$471,498	\$450,631	\$517,002	\$553,286
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Notes:

¹ Sales Tax-Measure "B" is administered by Alameda County Transportation Authority

² Sales Tax-Measure "J" is administered by Contra Costa County Transportation Authority

³ There were no ADA Paratransit Service Revenues during FY 2010-2011

⁴ RM2 revenues were reclassified from State Funding to Sales Tax TDA starting in FY 2010

⁵ Sales Tax-Measure "BB" is administered by Alameda County Transportation Authority

Source: Office of Controller, AC Transit

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
REVENUES AND OPERATING ASSISTANCE - COMPARISON TO INDUSTRY TREND DATA
LAST TEN FISCAL YEARS**

TRANSPORTATION INDUSTRY

<u>YEAR</u>	<u>OPERATING AND OTHER MISCELLANEOUS REVENUE</u>			<u>OPERATING ASSISTANCE</u>				<u>TOTAL REVENUES</u>
	<u>PASSENGER</u>	<u>OTHER</u>	<u>TOTAL</u>	<u>LOCAL</u>	<u>STATE</u>	<u>FEDERAL</u>	<u>TOTAL</u>	
2010	0.321	0.054	0.375	0.065	0.216	0.25	0.531	1.000
2011	0.328	0.049	0.377	0.065	0.221	0.243	0.529	1.000
2012	0.325	0.046	0.371	0.284	0.256	0.089	0.629	1.000
2013	0.325	0.038	0.363	0.286	0.262	0.089	0.637	1.000
2014	0.320	0.039	0.359	0.301	0.254	0.086	0.641	1.000
2015	0.325	0.049	0.374	0.311	0.232	0.083	0.626	1.000
2016	0.313	0.05	0.363	0.314	0.242	0.08	0.636	0.999
2017	0.314	0.05	0.364	0.322	0.229	0.085	0.636	1.000
2018	*	*	*	*	*	*	*	*
2019	*	*	*	*	*	*	*	*

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

<u>YEAR</u>	<u>OPERATING AND OTHER MISCELLANEOUS REVENUE</u>			<u>OPERATING ASSISTANCE</u>				<u>TOTAL REVENUES</u>
	<u>PASSENGER</u>	<u>OTHER</u> ¹	<u>TOTAL</u>	<u>LOCAL</u> ²	<u>STATE</u>	<u>FEDERAL</u>	<u>TOTAL</u>	
2010	0.164	0.044	0.208	0.621	0.007	0.164	0.792	1.000
2011	0.158	0.033	0.191	0.627	0.043	0.139	0.809	1.000
2012	0.153	0.036	0.188	0.670	0.041	0.101	0.812	1.000
2013	0.152	0.033	0.185	0.651	0.082	0.082	0.815	1.000
2014	0.158	0.045	0.203	0.644	0.081	0.072	0.797	1.000
2015	0.159	0.037	0.196	0.653	0.052	0.099	0.804	1.000
2016	0.134	0.037	0.171	0.726	0.087	0.016	0.829	1.000
2017	0.130	0.043	0.173	0.781	0.033	0.014	0.827	1.000
2018	0.124	0.036	0.160	0.785	0.034	0.021	0.840	1.000
2019	0.119	0.040	0.159	0.763	0.058	0.020	0.841	1.000

Notes:

* - Not Available

¹ Other miscellaneous revenue includes interest income, advertising, and other non-operating income.

² Includes sales and use tax revenue.

Source: The American Public Transportation Association, "APTA 2018 Transportation Fact Book"

**ALAMEDA -CONTRA COSTA TRANSIT DISTRICT
SALES TAX REVENUE-OVERLAPPING GOVERNMENTS
LAST TEN FISCAL YEARS**

SALES TAX (AB 1107) RECEIPTS ¹

2009-10	222,061,988
2010-11	270,405,651
2011-12	344,169,564
2012-13	339,957,670
2013-14	367,991,334
2014-15	378,664,574
2015-16	395,572,853
2016-17	429,091,916
2017-18	436,284,385
2018-19	442,954,243

LOCAL TRANSPORTATION FUNDS ²

	<u>ALAMEDA COUNTY</u>	<u>CONTRA COSTA COUNTY</u>	<u>TOTAL</u>
2009-10	50,359,342	28,866,624	79,225,966
2010-11	52,185,762	32,700,534	84,886,296
2011-12	65,188,207	38,486,598	103,674,805
2012-13	66,773,139	42,343,841	109,116,980
2013-14	70,647,277	50,300,617	120,947,894
2014-15	77,022,649	48,246,414	125,269,063
2015-16	79,014,940	48,391,982	127,406,922
2016-17	89,705,891	49,516,739	139,222,630
2017-18	95,961,547	50,017,295	145,978,842
2018-19	98,718,477	51,727,495	150,445,972

Notes:

¹ AB1107 Sales Tax receipts are shared by AC Transit, San Francisco Municipal Railways and Bay Area Rapid Transit. AC Transit received \$46.8 million in the fiscal year 2019

² The distribution of Local Transportation Funds derived from a one-quarter percent (1/4%) Retail Sales Tax is based on population. For fiscal year 2019, AC Transit received \$55.2 million from Alameda County and \$7.0 million from Contra Costa County.

Source: Metropolitan Transportation Commission State Board of Equalization

ALAMEDA-CONTRA COSTA COUNTY TRANSIT DISTRICT
ASSESSED VALUE OF TAXABLE PROPERTY
LAST TEN FISCAL YEARS
(in thousands)

ALAMEDA COUNTY									
Fiscal Year	Residential Property	Commercial Property	Industrial Property	Agricultural Property	Institutional Property	Utility and Unsecured Property¹	Less: Tax-Exempt Property	Total Taxable Assessed Value	Total Direct Tax Rate
2010	139,524,668	27,086,816	19,319,349	1,499,707	2,437,587	14,398,367	5,476,280	198,790,214	1.00
2011	137,082,662	26,746,547	19,385,756	1,435,643	2,450,098	14,454,882	5,793,021	195,762,567	1.00
2012	138,442,842	27,114,991	18,540,107	1,412,736	2,506,623	14,447,692	6,560,413	195,904,578	1.00
2013	140,479,280	27,958,514	19,450,625	1,412,563	2,599,792	15,321,277	6,549,698	200,672,353	1.00
2014	149,092,989	29,348,915	20,120,895	1,456,520	2,689,140	15,633,013	7,566,667	210,774,805	1.00
2015	161,954,196	29,475,074	20,596,312	1,501,740	2,871,593	15,748,875	8,858,490	223,289,300	1.00
2016	174,707,996	30,784,933	21,604,658	1,573,372	3,008,754	16,840,363	7,931,121	240,588,955	1.00
2017	186,918,732	32,806,144	23,888,234	1,756,511	3,170,216	17,221,687	8,558,188	257,203,336	1.00
2018	200,674,894	34,676,697	25,376,448	1,894,968	3,298,031	17,548,323	9,106,096	274,363,265	1.00
2019	215,427,058	36,533,521	27,666,681	1,876,129	3,469,343	18,506,333	10,161,638	293,317,427	

CONTRA COSTA COUNTY							
Fiscal Year	Real Property²	Personal Property²	Total	Less: Tax-Exempt Property	Net Assessed Value	Total Direct Tax Rate	
2010	149,232,578	3,518,009	152,750,587	4,106,372	148,644,215	1.00	
2011	145,251,206	3,388,408	148,639,614	4,495,004	144,144,610	1.00	
2012	144,914,804	3,464,048	148,378,852	4,756,022	143,622,830	1.00	
2013	146,175,023	3,550,351	149,725,374	4,916,847	144,808,527	1.00	
2014	152,094,496	3,117,109	155,211,605	5,081,776	150,129,829	1.00	
2015	165,375,782	3,381,581	168,757,363	5,245,692	163,511,671	1.00	
2016	177,534,793	3,543,798	181,078,591	5,471,705	175,606,886	1.00	
2017	188,155,283	3,548,242	191,703,525	5,747,702	185,955,823	1.00	
2018	198,906,818	3,514,927	202,421,745	6,032,619	196,389,126	1.00	
2019	211,201,650	3,652,530	214,854,180	6,274,639	208,579,541	1.00	

Notes:

¹ The utility and unsecured rolls are not available by property type.

² Assessed values are those defined under California Revenue and Taxation Code Sections: 601 and 721 et. seq.

Source: Auditor-Controller, County of Alameda and County Assessor - County of Contra Costa

**ALAMEDA-CONTRA COSTA COUNTY TRANSIT DISTRICT
PROPERTY TAX RATES - DIRECT AND OVERLAPPING GOVERNMENTS
LAST TEN FISCAL YEARS**

ALAMEDA COUNTY

Fiscal Year	County Direct Rate	Overlapping Rates					Total¹
	County General	County Special District	Local Special District	Agency Districts	School	Cities	
2010	1.0000	0.0042	0.0015	0.0195	0.1164	0.0582	1.1998
2011	1.0000	0.0052	0.0017	0.0179	0.1163	0.0582	1.1993
2012	1.0000	0.0063	0.0018	0.0176	0.1273	0.0584	1.2114
2013	1.0000	0.0048	0.0016	0.0159	0.1289	0.0560	1.2072
2014	1.0000	0.0054	0.0015	0.0240	0.1346	0.0529	1.2184
2015	1.0000	0.0054	0.0022	0.0183	0.1393	0.0546	1.2198
2016	1.0000	0.0074	0.0018	0.0177	0.1310	0.0469	1.2048
2017	1.0000	0.0071	0.0019	0.0198	0.1279	0.0513	1.2080
2018	1.0000	0.0077	0.0020	0.0244	0.1406	0.0526	1.2273
2019	1.0000	0.0071	0.0051	0.0251	0.1407	0.0501	1.2281

CONTRA COSTA COUNTY

Fiscal Year	County Direct Rate	Overlapping Rates					Total
	Countywide Rate²	County Special District	Local Special District	Agency Districts	School	Cities	
2010	1.0000	0.0000	0.0015	0.0167	0.0911	0.0126	1.1219
2011	1.0000	0.0000	0.0026	0.0114	0.1070	0.0127	1.1337
2012	1.0000	0.0000	0.0024	0.0114	0.1070	0.0127	1.1335
2013	1.0000	0.0000	0.0024	0.0096	0.1070	0.0144	1.1334
2014	1.0000	0.0000	0.0024	0.0155	0.1168	0.0122	1.1469
2015	1.0000	0.0000	0.0021	0.0131	0.1254	0.0125	1.1531
2016	1.0000	0.0000	0.0020	0.0094	0.1227	0.0128	1.1469
2017	1.0000	0.0000	0.0019	0.0113	0.1112	0.0126	1.1370
2018	1.0000	0.0000	0.0017	0.0105	0.1116	0.0127	1.1365
2019	1.0000	0.0000	0.0016	0.0091	0.1165	0.0132	1.1404

Notes:

¹ Rates reflect voter approved Proposition 13 provisions limiting property tax levy to 1 percent of full cash value plus levies to pay for indebtedness approved by voters. The rates shown under special districts, schools and cities represent the levies for indebtedness.

² In June 1978, California voters approved Proposition 13 which restricted the taxing power of local government agencies. Individual agencies do not establish in their own property tax rates, except for voter approved indebtedness. Instead, a countywide rate is levied with the proceeds distributed to all agencies according to formulas specified by the state legislature. The countywide rate is 1 percent of assessed value (\$1 per \$100 of taxable assessed valuation). The rates shown above are allocations of the 1% tax on assessed valuation.

Source: Auditor-Controller, County of Alameda and County Assessor - County of Contra Costa

ALAMEDA-CONTRA COSTA COUNTY TRANSIT DISTRICT
PRINCIPAL PROPERTY TAXPAYERS
JUNE 30, 2019
(in thousands)

ALAMEDA COUNTY

Taxpayer	2019			2010		
	Secured Assessed Value	Rank	Percentage of Total Secured Assessed Value	Secured Assessed Value	Rank	Percentage of Total Secured Assessed Value
Tesla Motors Inc	\$ 2,424,307	1	0.87 %			
Pacific Gas & Electric Co.	2,388,621	2	0.85	1,346,299	1	0.72 %
Kaiser Foundation Hospitals	528,383	3	0.19	387,117	4	0.21
Kaiser Foundation Health Plan	398,668	4	0.14	355,441	5	0.19
Russell City Energy Company, LLC	387,800	5	0.14			
BMR Gateway Boulevard LLC	383,876	6	0.14			
AT&T	361,957	7	0.13	436,906	3	0.23
Bayer Healthcare LLC	353,961	8	0.13	278,224	7	0.15
BRE Properties	341,918	9	0.12			
5616 Bay Street Investors LLC	319,450	10	0.11			
New United Motor Manufacturing, Inc.				1,073,296	2	0.57
Catellus Development Corporation				334,364	6	0.18
Northern California Industrial Portfolio Inc				268,824	9	0.14
SCI Limited Partnership I				269,201	8	0.14
NOP Watergate LLC				253,404	10	0.14
	<u>\$ 7,888,941</u>		<u>2.82 %</u>	<u>\$ 5,003,076</u>		<u>2.67 %</u>

CONTRA COSTA COUNTY

Taxpayer	2019			2010		
	Secured Assessed Value	Rank	Percentage of Total Secured Assessed Value	Secured Assessed Value	Rank	Percentage of Total Secured Assessed Value
Chevron USA	\$ 3,705,236	1	1.84 %	\$ 4,062,139	1	2.62 %
Equilon Enterprises LLC	1,766,214	2	0.88	2,035,939	2	1.45
Tesoro Refining & Marketing	1,133,562	3	0.56	1,347,011	3	0.97
Phillips 66 Company	1,127,286	4	0.56			
SDC7	841,268	5	0.42			
Golden Rain Foundation	841,024	6	0.42			
Mcd-Rcca-El Cerrito LLC	639,546	7	0.32			
BRE Properties, Inc	629,690	8	0.31			
Sierra Pacific Properties Inc.	567,879	9	0.28			
NRG Delta LLC	479,700	10	0.24			
Pacific Gas & Electric				1,340,271	4	0.95
Tosco Corporation				1,078,776	5	0.77
Sunset Land Company				765,844	6	0.54
Seeno Construction Co.				578,207	7	0.41
ATT/Pac Bell (SBC Communications)				530,292	8	0.38
Mirant Delta/Delta Energy Co				529,115	9	0.38
Shappel Industries, Inc.				514,358	10	0.37
	<u>\$ 11,731,405</u>		<u>5.83 %</u>	<u>\$ 12,781,952</u>		<u>8.84 %</u>

Source: Auditor-Controller, County of Alameda and County of Contra Costa

**ALAMEDA-CONTRA COSTA COUNTY TRANSIT DISTRICT
PRINCIPAL EMPLOYERS
JUNE 30, 2019
(in thousands)**

ALAMEDA COUNTY

Employer	Type of Business	2019			2010		
		Employees JUNE 8, 2019 ¹	Rank	Percentage of Total County Employment ²	Employees JUNE 30, 2009 ¹	Rank	Percentage of Total County Employment ²
Kaiser Permanente Medical Group Inc. ³	Health Care	58,269	1	7.12 %	-	20+	- %
Sutter Health ³	Health Care	24,347	2	2.97	-	20+	-
Wells Fargo Bank ³	Financial Services	14,000	3	1.71	5,862	4	0.88
Safeway Inc. ³	Supermarkets & Other Grocery	13,397	4	1.64	-	20+	-
Tesla ³	Electric Vehicle Manufacturer	10,000	5	1.22	-	20+	-
PG&E Corporation ³	Energy	9,600	6	1.17	-	20+	-
Oracle Corp. ³	Software and Technology	7,535	7	0.92	-	20+	-
UPS ³	Trucking/Shipping/Freight	6,700	8	0.82	-	20+	-
John Muir Health ³	Health Care	6,518	9	0.80	-	20+	-
County of Alameda	Local Government	9,428	10	1.15	9,094	2	1.36
Total		<u>159,794</u>		<u>19.52</u>	<u>% 14,956</u>		<u>2.24 %</u>

CONTRA COSTA COUNTY

Taxpayer	2019 ⁵			2011 ⁶		
	Estimated Employees	Rank	Percentage of Total County Employment	Estimated Employees	Rank	Percentage of Total County Employment
Chevron Corporation	10,000+	1	1.82%	4,700	1	0.99 %
Bay Alarm Co.	1,000-4,999	T-2	0.55%			
St Mary's College	1,000-4,999	T-2	0.55%			
Bio-Rad Laboratories, Inc	1,000-4,999	T-2	0.55%	1,700	4	0.36 %
Job Connections	1,000-4,999	69	0.55%			
John Muir Medical Center	1,000-4,999	T-2	0.55%	1,900	3	0.40 %
Kaiser Permanente	1,000-4,999	T-2	0.55%			
La Raza Market	1,000-4,999	T-2	0.55%			
Martinez Medical Offices	1,000-4,999	T-2	0.55%			
USS Posco Industries	1,000-4,999	T-2	0.55%	975	8	0.20 %
Doctors Medical Center				2,300	2	0.49 %
Contra Costa Newspapers, Inc				1,500	5	0.32 %
All Others				1,300	6	0.27 %
				1,000	7	0.21 %
				900	9	0.19 %
				800	10	0.17 %
	<u>506,800</u>		<u>93.26%</u>	<u>456,725</u>		<u>96.40 %</u>
	<u>543,800 ⁷</u>		<u>100.00%</u>	<u>473,800 ⁶</u>		<u>100.00%</u>

Notes:

Source: SFBT research for June 14, 2019 employment data. The County of Alameda number of employees as of June 30, 2010 is obtained from the County of Alameda Comprehensive Annual Financial Report for Fiscal Year ended June 30, 2010.

¹ The number of employees, except for County of Alameda include Alameda County and Contra Costa County employees.
Total employment within County of Alameda is unavailable.

² Percentage calculated based on Alameda County's Employment of 818,500 for June 2019 and 669,200 for 2010 (Source: Employment Development Department)

³ Information from SFBT research as of June 14, 2019. Information as of June 30, 2019 is not available, except for County of Alameda employer.

⁴ Source: InfoGroup USA for 2016 employment data and San Francisco Business Times Book of Lists 2008 for 2006 employment data

⁵ pending

⁵ State of California Employment Development Department, June 2019

⁶ Rich's Everyday Sales, Prospectin Direcctoy (2011) - Contra Costa County

⁶ State of California Employment Development Department, June 2019

**ALAMEDA-CONTRA COSTA COUNTY TRANSIT DISTRICT
PROPERTY TAX LEVIES AND COLLECTIONS
LAST TEN FISCAL YEARS
(in thousands)**

ALAMEDA COUNTY

Fiscal Year	Taxes Levied for the Fiscal Year ¹	Collected within the Fiscal Year of the Levy		Collections in Subsequent Years ^{2,3}	Total Collections to Date	
		Amount	Percentage of Levy		Amount	Percentage of Levy
2010	2,360,181	2,283,101	96.73	-	-	-
2011	2,327,545	2,264,442	97.29	58,540	2,322,982	99.80
2012	2,358,081	2,300,192	97.55	51,842	2,352,035	99.74
2013	2,402,703	2,359,713	98.21	39,369	2,399,083	99.85
2014	2,539,344	2,503,557	98.59	32,880	2,536,437	99.89
2015	2,711,822	2,675,977	98.68	29,372	2,705,349	99.76
2016	2,880,728	2,840,578	98.61	36,329	2,876,906	99.87
2017	3,082,262	3,040,805	98.65	37,419	3,078,223	99.87
2018	3,350,221	3,313,841	98.91	20,508	3,334,350	99.53
2019	3,618,407	3,581,759	98.99			

CONTRA COSTA COUNTY

Fiscal Year	Taxes Levied for the Fiscal Year	Collected within the Fiscal Year of the Levy ³		Collections in Subsequent Years ³	Total Collections to Date	
		Amount	Percentage of Levy		Amount ³	Percentage of Levy ³
2010	1,964,724	1,909,306	97.18	55,128	1,964,434	99.99
2011	1,932,504	1,896,819	98.15	35,310	1,932,129	99.98
2012	1,973,646	1,918,653	97.21	54,424	1,973,077	99.97
2013	1,974,838	1,953,215	98.91	20,896	1,974,111	99.96
2014	2,092,732	2,072,121	99.44	19,564	2,091,685	99.95
2015	2,286,998	2,266,716	99.11	18,593	2,285,309	99.93
2016	2,425,972	2,405,237	99.15	17,570	2,422,807	99.87
2017	2,554,066	2,532,723	99.16	16,550	2,549,273	99.81
2018	2,707,459	2,686,909	99.24	12,421	2,699,330	99.70
2019	2,875,385	2,852,201	99.19		2,852,201	99.19

Notes:

¹ Taxes levied for the fiscal year are based on the original charge and are not adjusted for any value changes that may reduce or increase taxes levied and impact percentage of levy collections, including collections to be greater than one hundred percent.

² Data only available beginning fiscal year 2012.

³ Revised

Source: Auditor-Controller, County of Alameda and County of Contra Costa

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
RATIOS OF OUTSTANDING DEBT BY TYPE
LAST TEN FISCAL YEARS
(in thousands)**

Fiscal Year	Certificates of Participation	ACTC	Premiums and Discounts	Total Primary Government	Percentage of Taxable Assessed Value ¹	Per Capita ²
2010	40,335	7,000	(552)	46,783	0.013%	1.811%
2011	37,465	-	(523)	36,942	0.011%	1.435%
2012	32,735	-	(265)	32,470	0.010%	1.250%
2013	31,085	-	(274)	30,811	0.009%	1.174%
2014	28,060	-	(283)	27,777	0.008%	1.043%
2015	24,630		(292)	24,338	0.006%	0.898%
2016	21,100		(167)	20,933	0.005%	0.760%
2017	17,455		(312)	17,143	0.004%	0.617%
2018	13,685		(296)	13,389	0.003%	0.476%
2019	11,465		(296)	11,169	0.002%	0.396%

Notes:

¹ See Schedule of Assessed Value of Taxable Property for taxable assessed value.

² See Schedule of Demographic and Economic Statistics for population data

Details regarding the District's outstanding debt can be found in the notes to the financial statements
Source: Office of Controller, AC Transit

**ALAMEDA-CONTRA COSTA COUNTY TRANSIT DISTRICT
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS**

ALAMEDA COUNTY

Fiscal Year	Population	Total Personal Income (amounts expressed in thousands) ²	Per Capita Personal Income	Unemployment Rate ³
2010	1,510,271	72,757,457	48,087	11.3
2011	1,517,756	75,908,145	49,617	10.8
2012	1,530,176	85,017,099	54,683	9.5
2013	1,548,681	85,173,987	53,798	7.4
2014	1,573,254	90,631,392	56,261	5.8
2015	1,599,888	- ¹	- ¹	4.6
2016	1,627,865	- ¹	- ¹	4.7
2017	1,638,215	101,370,460	61,879	4.0
2018	1,663,190	118,554,685	71,282	3.3
2019	1,666,753	127,746,433	76,644	3.1

CONTRA COSTA COUNTY

Fiscal Year	Population ⁴	Total Personal Income (amounts expressed in thousands) ⁵	Per Capita Personal Income ⁵	Unemployment Rate ⁶
2010	1,073,055	56,882,501	54,030	11.3
2011	1,056,064	61,498,902	57,681	11.0
2012	1,066,602	66,772,041	61,878	9.4
2013	1,076,429	67,290,115	61,435 [#]	7.3
2014	1,089,519	71,164,468	64,056	6.0
2015	1,111,143	77,914,957	69,195	4.9
2016	1,126,824	82,204,425	72,195	4.9
2017	1,139,313	87,810,279	76,527	4.1
2018	1,147,879	N/A ¹	N/A ¹	3.5
2019	1,155,879	N/A ¹	N/A ¹	3.2

Notes:

[#] Estimated

¹ Data not yet published.

² Dollar estimates are in current dollars (not adjusted for inflation); Per Capita Personal Income was computed using Census Bureau's midyear population estimates, which differ from the population column of this page.

³ Unemployment rates reflected as of June of each year

⁴ California Department of Finance Estimate for January 1 of each year.

⁵ U.S. Department of Commerce - Bureau of Economic Analysis (thousands) CCC revised prior

⁶ State of California - Employment Development Department - June Data

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
APPROPRIATIONS LIMITATION CALCULATION
For the Fiscal Year Ending June 30, 2019**

2017-18 Appropriations Limit, Budgetary Purposes	\$483,182,862
Change in Consumer Price Index	1.0367
Weighted Average Change in Population	1.0088
Total Adjustment Factor (rounded)	1.0458
Annual adjustment in dollars (rounded)	\$22,140,869
2018-19 Appropriations Limit	\$505,323,731

Source: Office of Controller, AC Transit

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
FARE HISTORY
LAST TEN FISCAL YEARS**

<u>FARE CATEGORY ¹</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<u>LOCAL CASH</u>										
<u>LOCAL SINGLE RIDE</u>										
Adult	\$2.00	\$2.00	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.10	\$2.25	\$2.35
Youth (5-18)	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.10	1.15
Child (0-4)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Sr/Disabled	1.00	1.00	1.05	1.05	1.05	1.05	1.05	1.05	1.10	1.15
<u>LOCAL PASSES</u>										
Adult	80.00	80.00	80.00	80.00	80.00	75.00	75.00	75.00	81.00	84.60
Youth/Child (5-18)	15.00	15.00	20.00	20.00	20.00	20.00	20.00	20.00	26.50	34.00
Sr/Disabled	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	26.50	34.00
10-ride pass										
Adult	20	20	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Sr/Dis/Youth	10	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
BART-to-Bus Transfer										
Adult	1.75	1.75	1.85	1.85	1.85	1.85	1.85	\$1.85	\$2.00	
Sr/Dis/Youth ³	0.75	0.75	0.8	0.8	0.8	0.8	0.8	0.80	0.85	
Sports Special	2.5	2.5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<u>TRANSBAY BASIC CASH</u>										
Adult	4.00	4.00	4.20	4.20	4.20	4.20	4.20	4.20	4.50	5.50
Youth (5-18)	2.00	2.00	2.10	2.10	2.10	2.10	2.10	2.10	2.20	2.20
Child (0-4)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Sr/Disabled	2.00	2.00	2.10	2.10	2.10	2.10	2.10	2.10	2.20	2.20
<u>TRANSBAY BASIC PASS</u>										
Adult	132.5	132.5	151.2	151.2	151.2	151.2	151.2	151.2	162	198
<u>CLIPPER FARES AND PASSES ⁴</u>										
<u>LOCAL CASH</u>										
Adult	n/a	n/a	n/a	n/a	n/a	\$2.00	\$2.00	\$2.00	\$2.25	\$2.25
Youth/Child (5-18)	n/a	n/a	n/a	n/a	n/a	\$1.00	\$1.00	\$1.00	\$1.10	\$1.12
Sr/Disabled	n/a	n/a	n/a	n/a	n/a	\$1.00	\$1.00	\$1.00	\$1.10	\$1.12
<u>LOCAL DAY PASSES</u>										
Adult	n/a	n/a	n/a	n/a	n/a	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
Youth/Child (5-18)	n/a	n/a	n/a	n/a	n/a	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50
Sr/Disabled	n/a	n/a	n/a	n/a	n/a	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50
<u>TRANSBAY SINGLE RIDE</u>										
Adult	n/a	n/a	n/a	n/a	n/a	\$4.20	\$4.20	\$4.20	\$4.50	\$5.50
Youth/Child (5-18)	n/a	n/a	n/a	n/a	n/a	\$2.10	\$2.10	\$2.10	\$2.20	\$2.75
Sr/Disabled	n/a	n/a	n/a	n/a	n/a	\$2.10	\$2.10	\$2.10	\$2.20	\$2.75
<u>LOCAL 31-DAY PASS</u>										
Adult	n/a	n/a	n/a	n/a	n/a	\$75.00	\$75.00	\$75.00	\$81.00	\$84.60
Youth/Child (5-18)	n/a	n/a	n/a	n/a	n/a	\$20.00	\$20.00	\$20.00	\$26.50	\$34.00
Sr/Disabled	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$20.00	\$26.50	\$34.00
<u>TRANSBAY 31-DAY PASS</u>										
Adult	n/a	n/a	n/a	n/a	n/a	\$151.20	\$151.20	\$151.20	\$162.00	\$198.00
Youth/Child (5-18)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Sr/Disabled	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<u>TRANSFER FEE See Note ²</u>	0.25	0.25	0.25	0.25	0.25	n/a	n/a	n/a	n/a	n/a

Notes:

¹ Effective Sept. 2003, Child Fare was eliminated and became part of Youth Fare.

² Valid for 2 hours and a 1-use only. This Transfer fee was eliminated in July 2014

³ Bart-to-Bus transfer is a \$0.25 credit toward all fares

⁴ Clipper fares were implemented in FY 2014-2015

Source: Office of Controller, AC Transit

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
MISCELLANEOUS STATISTICS
June 30, 2019**

EMPLOYEES: 2,371 (2,056 in Vehicle Operations, which includes 1,630 drivers;
434 in Maintenance; and 315 in General Administration)

SERVICE AREA: Approximately 364 Sq. Miles, with a population of 1.43 million ⁵
District 1 - 279 Sq. Miles
District 2 (Fremont and Newark) - 85 Sq. Miles

Cities Served:	Alameda	Milpitas	Richmond ¹
	Albany	(Milpitas Blvd., Dixon	San Francisco
	Berkeley	Landing Rd. only)	(Sales Force Tower)
	El Cerrito ¹		
	Emeryville	Newark	San Mateo ²
	Foster City ²	Oakland	San Leandro
	Fremont	Palo Alto ³	San Pablo ¹
	Hayward	Piedmont	Union City
	Menlo Park ³		

Major Unincorporated Areas Served:	Ashland	El Sobrante ¹	Kensington ¹
	Castro Valley	North Richmond ¹	San Lorenzo
	Cherryland		

BASIC FARES	EAST BAY	TRANSBAY
Adults	\$2.35	\$5.50
Youth (5-17)	1.15	2.20
Sr/Disabled	1.15	2.20
Discounts available for all fare categories with tickets and passes		

PASSENGER TRIPS - 171,308 average weekday (53.0 million annually) ⁵

Youth . . . (13-17)	21 percent of riders ⁴
Adults . . . (18-64)	74 percent of riders
Seniors . . (65 and older)	5 percent of riders

ROUTES - 109, most of which connect with BART, and seven connecting with ferry boats

Transbay - 29 routes	East Bay District 1 - 67 routes
District 2 (Fremont & Newark) - 9 routes	Special Service - 4

FLEET - Total Buses: 712. Weekday Peak Hour Requirement: 550. Basic Service: 274
ADA Accessible Buses: 712

MILEAGE - Annual Total Vehicle Miles - 23,835,000

Notes:

¹ Contra Costa County

² San Mateo County Express Bus Service.

³ Contract Service with a consortium led by AC Transit.

⁴ Based on survey data. Riders under the age of 13 are not surveyed due to 'Human Subject Privacy' issues.

⁵ NTD Report 2018-19

Source: Office of Controller, AC Transit

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
EMPLOYEE HISTORY
LAST TEN FISCAL YEARS**

	<u>Vehicle Operations</u>	<u>Vehicle Maintenance</u>	<u>Non Vehicle Maintenance</u>	<u>Capital Labor</u>	<u>General & Administration</u>	<u>Total Permanent Employees</u>	<u>Total Part-Time Employees</u>	<u>Total Employees</u>
2010	1,361	377	44	1	249	2,032	6	2,038
2011	1,332	325	45	0	234	1,936	6	1,942
2012	1,276	349	45	0	223	1,893	9	1,902
2013	1,333	341	48	0	243	1,965	9	1,974
2014	1,352	368	52	1	240	2,013	9	2,022
2015	1,408	346	39	0	231	2,024	7	2,031
2016	1,434	340	42	0	260	2,076	11	2,087
2017	1,583	372	46	0	271	2,272	10	2,282
2018	1,444	381	49	0	287	2,161	8	2,169
2019	1,630	372	54	0	315	2,371	8	2,379

Source: AC Transit - National Transit Database Reports

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
FINANCIAL TRENDS
LAST TEN FISCAL YEARS
(in thousands)

Operating Revenues

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u> ²	<u>2016</u>	<u>2017</u>	<u>2018</u> ³	<u>2019</u>
Passenger fares	\$53,229	\$50,648	\$51,323	\$52,976	\$52,508	\$54,002	\$52,955	\$50,157	\$52,245	\$54,794
Contract service	9,689	7,520	7,728	8,335	11,929	9,616	10,601	12,179	11,579	14,827
Other	4,484	3,164	3,408	5,772	4,165	3,589	4,100	4,326	4,260	4,341
Total operating revenues	\$ 67,402	\$ 61,332	\$ 62,459	\$ 67,083	\$ 68,602	\$ 67,207	\$ 67,656	\$ 66,662	\$ 68,084	\$ 73,962

Non-operating revenues

Property taxes	\$ 96,610	\$ 94,539	\$ 100,151	\$108,799	\$105,807	\$111,812	\$117,497	\$124,543	\$134,694	\$140,194
Local sales tax	51,018	51,130	26,560	28,634	60,280	70,920	97,283	100,386	106,749	108,343
Local funds ¹	54,458	54,883	12,101	15,329	70,234	71,858	72,863	78,327	91,555	92,517
Federal	53,502	44,421	33,111	13,157	8,746	1,682	6,520	5,224	7,251	20,843
State	2,225	13,800	100,326	118,211	16,853	13,847	34,698	12,699	9,455	13,659
Gain on sale of capital assets	1,441	204			(90)	(216)	(475)	(14)	(1)	9
Interest income	130	187	34	72	674	590	151	315	575	1,292
Total non-operating revenues	\$259,384	\$259,164	\$272,283	\$284,202	\$262,504	\$270,493	\$328,537	\$321,480	\$350,278	\$376,857

Total Revenues

	\$326,786	\$320,496	\$334,742	\$351,285	\$331,106	\$337,700	\$396,193	\$388,142	\$418,362	\$450,819
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Expenses

Operator wages	67,206	61,115	58,384	58,525	58,529	62,154	68,248	78,963	85,733	90,074
Other wages	56,751	50,267	48,328	46,361	47,106	51,018	55,694	62,865	64,353	68,913
Fringe benefits	122,016	116,399	117,593	116,850	128,755	134,236	157,637	173,037	167,795	175,138
Depreciation and amortization	38,990	35,531	37,899	35,420	39,495	40,587	38,477	35,502	40,808	43,075
Fuel and oil	13,581	16,209	18,593	18,613	17,359	14,471	10,129	10,831	12,734	14,499
Other material and supplies	13,895	11,775	13,913	13,277	11,345	11,441	11,359	11,973	13,951	11,212
Services	20,064	20,261	20,547	26,592	26,510	24,984	57,467	36,530	40,858	49,966
Insurance	6,983	4,267	9,262	11,529	7,115	13,190	19,731	1,380	7,425	11,064
Net expenses of joint venture	9,263	10,292	24,238	26,754	8,515	10,698	4,848	11,681	6,016	1,772
Interest expense	2,425	1,996	1,847	654	1,898	1,515	251	1,677	1,346	893
Other	7,139	10,417	14,164	8,132	7,863	8,982	6,960	11,816	7,662	9,276
Total expenses	\$358,313	\$338,529	\$364,768	\$362,707	\$354,490	\$373,276	\$430,801	\$436,255	\$448,681	\$475,882

Income (Loss) before capital contributions	\$ (31,527)	\$ (18,033)	\$ (30,026)	\$ (11,422)	\$ (23,384)	\$ (35,576)	\$ (34,608)	\$ (48,113)	\$ (30,319)	\$ (25,063)
CAPITAL CONTRIBUTIONS	8,238	26,663	47,878	64,014	51,517	41,750	51,652	45,155	74,471	71,863
CHANGE IN NET POSITION	\$ (23,289)	\$ 8,630	\$ 17,852	\$ 52,592	\$ 28,133	\$ 6,174	\$ 17,044	\$ (2,958)	\$ 44,152	\$ 46,800

Notes:

¹ RM2 revenues were reclassified from State Funding to Sales Tax TDA starting in FY 2010

² Prior Period Adjustment per implementation of GASB 68 of \$217,291,000 not included in Change in net position for 2015

³ Prior Period Adjustment per implementation of GASB 75 of \$166,757,000 not included in Change in net position for 2018

Source: Office of Controller, AC Transit

ALAMEDA CONTRA-COSTA TRANSIT DISTRICT
FARE BOX RATIO
LAST TEN FISCAL YEARS
(in Thousands)

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
NTD - MB/DO ¹										
Fare Revenue	\$53,236	\$50,670	\$57,121	\$58,234	\$64,403	\$63,595	\$64,217	\$68,314	\$69,052	\$72,984
Operating Cost	299,691	284,897	294,246	292,493	300,279	316,885	386,563	376,632	372,030	393,685
Fair Box Recovery	17.76%	17.79%	19.41%	19.91%	21.45%	20.07%	16.61%	18.14%	18.56%	18.54%
NTD - MB/PT ²										
Fare Revenue	\$0	\$0	\$0	\$575	\$622	\$540	\$695	\$649	\$625	\$744
Operating Cost	0	0	0	2,725	3,423	3,025	2,733	2,806	2,949	3,363
Fair Box Recovery	0.00%	0.00%	0.00%	21.10%	18.17%	17.85%	25.43%	23.13%	21.19%	22.12%
NTD - DR/PT ³										
Fare Revenue	\$2,119	\$2,526	\$2,798	\$1,856	\$1,850	\$1,913	\$1,929	\$1,917	\$1,982	\$1,909
Operating Cost	31,291	33,501	35,959	26,237	26,663	27,732	25,639	26,629	41,056	43,432
Fair Box Recovery	6.77%	7.54%	7.78%	7.07%	6.94%	6.90%	7.52%	7.20%	4.83%	4.40%
NTD - DR/PT BART ⁴										
Fare Revenue	\$0	\$0	\$0	\$834	\$831	\$860	\$867	\$861	\$890	\$858
Operating Cost	0	0	0	10,545	10,564	11,031	11,917	12,382	28,002	34,294
Fair Box Recovery	0.00%	0.00%	0.00%	7.91%	7.87%	7.80%	7.28%	6.95%	3.18%	2.50%
Grand Total										
Fare Revenue	\$55,355	\$53,196	\$59,919	\$61,499	\$67,706	\$66,908	\$67,708	\$71,741	\$72,549	\$76,495
Operating Cost	330,982	318,398	330,205	332,000	340,929	358,673	426,852	418,449	444,037	474,774
Fair Box Recovery	16.72%	16.71%	18.15%	18.52%	19.86%	18.65%	15.86%	17.14%	16.34%	16.11%

¹ Revenue pertains to Motorbus - Directly Operated

² Revenue pertains to Motorbus - Purchased Transportation (Dumbarton Service)

³ Revenue pertains to Motorbus - Directly Operated Purchased Transportation

⁴ Revenue pertains to Motorbus - Directly Operated Purchased Transportation - Bay Area Rapid Transit (BART)

Source: National Transit Database Report

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
EXPENSES BY TYPE
LAST TEN FISCAL YEARS
(in thousands)

OPERATING EXPENSES (excluding depreciation & amortization)

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Operator Wages	67,206	61,115	58,384	58,526	58,529	62,154	68,248	78,963	85,733	90,074
Other Wages	56,751	50,265	48,328	46,363	47,106	51,018	55,694	62,865	64,353	68,913
Fringe Benefits	122,016	120,217	117,593	116,849	128,755	134,236	157,637	173,037	167,795	175,138
Fuel and Oil	13,581	16,209	18,593	18,613	17,359	14,471	10,129	10,831	12,734	14,499
Other Materials/Supplies	13,895	11,777	13,913	12,393	11,345	11,441	11,359	11,973	13,951	11,212
Services	20,064	20,063	20,547	26,593	26,510	24,984	57,467	36,530	40,858	49,966
Insurance	6,983	4,266	9,262	11,529	7,115	13,190	19,731	1,380	7,425	11,064
Leases & Rentals	336	567	559	475	-	-	-	-	-	-
Purchased Transportation - ADA	9,263	14,579	11,396	2,249	8,515	10,698	4,848	11,681	6,016	6,223
Other	6,803	9,850	13,605	7,367	7,863	8,982	6,960	11,816	7,662	9,275
TOTAL	316,898	308,908	312,180	300,957	313,097	331,174	392,073	399,076	406,527	436,364

NONOPERATING ITEMS

Loss/(Gain) on Disposal of Personal Property and Equipment	(1,441)	(204)	293	1,175	(90)	(216)	(475)	(14)	(1)	9
Interest	2,425	1,983	1,720	1,338	1,898	1,515	(251)	(1,677)	(771)	399
TOTAL	984	1,779	2,013	2,513	1,808	1,299	(726)	(1,691)	(772)	408
GRAND TOTAL	\$317,882	\$310,687	\$314,193	\$303,470	\$314,905	\$332,473	\$391,347	\$397,385	\$405,755	\$436,772

Source: Office of Controller, AC Transit.

**ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
OPERATING EXPENSES - COMPARISON TO INDUSTRY TREND DATA
LAST TEN FISCAL YEARS**

TRANSPORTATION INDUSTRY:

<u>YEAR</u>	<u>SALARIES & WAGES</u>	<u>FRINGE BENEFITS</u>	<u>SERVICES</u>	<u>MATERIALS & SUPPLIES</u>	<u>UTILITIES</u>	<u>CASUALTY & LIABILITY COSTS</u>	<u>PURCHASED TRANSPORTATION</u>	<u>OTHER</u>	<u>TOTAL OPERATING EXPENSES</u>
2010	37.8%	27.4%	6.6%	10.7%	3.4%	2.6%	13.8%	-2.3%	100.0%
2011	37.4%	27.6%	6.6%	11.4%	3.3%	2.6%	13.3%	-2.2%	100.0%
2012	36.2%	27.8%	6.9%	11.7%	3.2%	2.2%	13.8%	-1.8%	100.0%
2013	34.5%	26.2%	7.1%	11.2%	3.1%	2.4%	13.7%	1.8%	100.0%
2014	34.7%	26.4%	6.9%	11.0%	3.2%	2.5%	13.6%	1.7%	100.0%
2015	35.1%	26.4%	7.3%	9.8%	3.0%	2.4%	14.2%	1.7%	100.0%
2016	35.3%	27.5%	7.6%	8.9%	2.7%	2.7%	13.7%	1.6%	100.0%
2017	35.1%	26.7%	8.1%	8.7%	2.8%	2.8%	14.2%	1.6%	100.0%
2018	*	*	*	*	*	*	*	*	*
2019	*	*	*	*	*	*	*	*	*

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

<u>YEAR</u>	<u>SALARIES & WAGES</u>	<u>FRINGE BENEFITS</u>	<u>SERVICES</u>	<u>MATERIALS & SUPPLIES</u>	<u>UTILITIES</u>	<u>CASUALTY & LIABILITY COSTS</u>	<u>PURCHASED TRANSPORTATION</u>	<u>OTHER</u>	<u>TOTAL OPERATING EXPENSES</u>
2010	39.1%	38.5%	6.3%	4.4%	4.3%	2.2%	2.9%	2.3%	100.0%
2011	36.1%	38.9%	6.5%	9.1%	0.9%	1.4%	4.7%	2.4%	100.0%
2012	34.2%	37.7%	6.6%	10.4%	0.8%	3.0%	3.7%	3.7%	100.0%
2013	30.0%	36.7%	8.4%	10.0%	0.9%	3.6%	6.1%	4.3%	100.0%
2014	33.7%	41.1%	7.6%	9.2%	0.9%	2.3%	2.7%	2.5%	100.0%
2015	34.2%	40.5%	7.8%	6.7%	0.9%	4.0%	3.2%	2.7%	100.0%
2016	31.6%	40.2%	14.0%	5.5%	0.7%	5.0%	1.2%	1.8%	100.0%
2017	35.5%	43.4%	8.4%	5.7%	0.8%	0.3%	2.9%	3.0%	100.0%
2018	36.9%	41.3%	9.2%	6.6%	0.8%	1.8%	1.5%	1.9%	100.0%
2019	36.4%	40.1%	10.6%	5.9%	0.9%	2.5%	1.4%	2.1%	100.0%

Notes:

* - Not Available

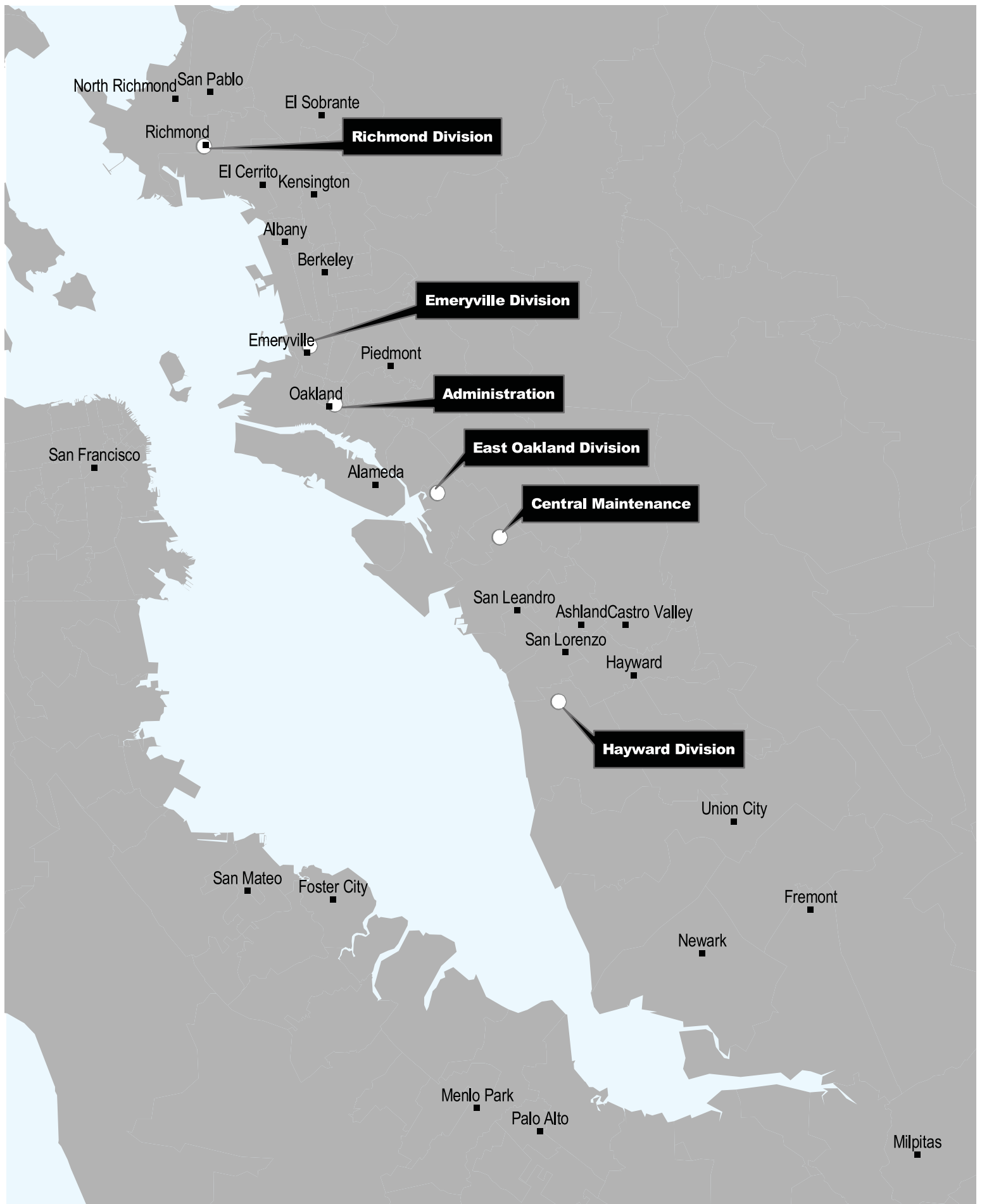
Source: The American Public Transportation Association, "APTA 2018 Transit Fact Book"

**ALAMEDA CONTRA-COSTA TRANSIT DISTRICT
OPERATING STATISTICS
LAST TEN FISCAL YEARS**

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<u>Revenue Vehicle Statistics</u>										
Active Fleet Size	643	604	637	611	576	593	598	629	658	712
Maximum Peak Vehicles	518	475	436	438	465	466	485	574	564	643
Average Age of Active Revenue Vehicles (Yrs)	8.0	9.0	9.3	8.1	7.3	8.3	5.8	6.6	7.0	5.7
<u>General Operating Statistics</u>										
Vehicle miles (000's)	25,283	22,496	21,556	21,557	21,735	22,083	22,782	23,497	23,590	23,835
Platform hours (000's)	2,025	1,832	1,763	1,762	1,787	1,842	1,918	2,087	2,149	2,132
Miles per hour	12.5	12.3	12.2	12.2	12.2	12.0	11.9	11.3	11.0	11.2
Revenue vehicle fuel: Gallons (000's)	6,789	5,822	5,618	5,650	5,423	5,358	4,572	4,572	4,806	5,326
<u>Ridership Statistics</u>										
Unlinked Passengers (000's)	61,369	57,333	53,643	53,721	55,740	54,987	53,563	52,425	51,760	53,041
Passengers per hour	30.3	31.3	30.4	30.5	31.2	29.9	27.9	25.1	24.1	24.9
<u>Reliability</u>										
Collision accidents	48	33	32	35	49	63	44	38	28	33
Miles between accidents (000's)	526.7	681.7	673.6	615.9	443.6	350.5	517.8	618.3	842.5	722.3

Notes:

Source: AC Transit, National Transportation Database Report, and Monthly Safety and Security data.



ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



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