

METRO TRANSIT SYSTEM

An Enterprise Fund of the
City of Madison, Wisconsin

FINANCIAL STATEMENTS

As of and for the Years Ended December 31, 2015 and 2014

METRO TRANSIT SYSTEM

An Enterprise Fund of the City of Madison, Wisconsin

TABLE OF CONTENTS

As of and for the Years Ended December 31, 2015 and 2014

| | |
|--|---------|
| Independent Auditors' Report | 1 – 3 |
| Required Supplementary Information | |
| Management's Discussion and Analysis | 4 – 21 |
| Financial Statements | |
| Statements of Net Position | 22 – 23 |
| Statements of Revenues, Expenses and Changes in Net Position | 24 |
| Statements of Cash Flows | 25 – 26 |
| Notes to Financial Statements | 27 – 51 |
| Required Supplementary Information | |
| Schedule of Proportionate Share of the Net Pension Liability (Asset) – WRS | 52 |
| Schedule of Contributions – WRS | 52 |
| Supplemental Information | |
| Operating Revenues and Expenses | 53 |
| Detailed Schedule of Revenues and Expenses – Regulatory Basis | 54 |
| Reconciliation of Revenues and Expenses to WisDOT and Federal Recognized Revenues and Expenses – Regulatory Basis | 55 |
| Computation of the Deficit Distribution Among the Subsidy Grantors – Regulatory Basis | 56 |

INDEPENDENT AUDITORS' REPORT

To the Transit and Parking Commission
Metro Transit System
Madison, Wisconsin

Report on the Financial Statements

We have audited the accompanying financial statements of Metro Transit System, an enterprise fund of the City of Madison, as of and for the years ended December 31, 2015 and 2014, and the related notes to the 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.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' 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 over financial reporting relevant to the Metro Transit System'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 Metro Transit System's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Metro Transit System as of December 31, 2015 and 2014, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

To the Transit and Parking Commission
Metro Transit System

Emphasis of Matters

As discussed in Note 1, the financial statements present only the Metro Transit System enterprise fund and do not purport to, and do not, present fairly the financial position of the City of Madison, as of December 31, 2015 and 2014 and the respective changes in financial position, or cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

As discussed in the Note 1, Metro Transit System has adopted the provisions of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27*, and GASB Statement No 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*, effective January 1, 2015. The cumulative effect of the change is shown in the current year. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information as listed in the table of contents be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audit of the 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.

Metro Transit System has omitted the Schedule of Funding Progress for the post employee benefit program that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Our opinion on the financial statements is not affected by this missing information. We note this information is included in the City of Madison's financial statements.

Supplementary Information

Our audits were conducted for the purpose of forming an opinion on the financial statements as a whole. The supplemental information as listed in the table of contents are presented for purposes of additional analysis and is not a required part of the 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 financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplemental information is fairly stated in all material respects in relation to the financial statements as a whole.

To the Transit and Parking Commission
Metro Transit System

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we will also issue a report on our consideration of the overall City of Madison'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, including those systems applicable to Metro Transit System. 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 the 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 City of Madison's internal control over financial reporting and compliance.

Baker Tilly Virchow Krause, LLP

Madison, Wisconsin
July 8, 2016

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

The following report of Metro Transit's activities and financial performance provides the reader with an introduction and overview to the financial statements for the fiscal year ended December 31, 2015 and 2014.

The information contained in this report should be considered in conjunction with the information contained in the other historical summaries and activities and financial performance section of this report.

Mission

It is the mission of Metro Transit (Metro), through the efforts of dedicated, well-trained employees to provide safe, reliable, convenient and efficient public transportation to the citizens and visitors of the Metro service area.

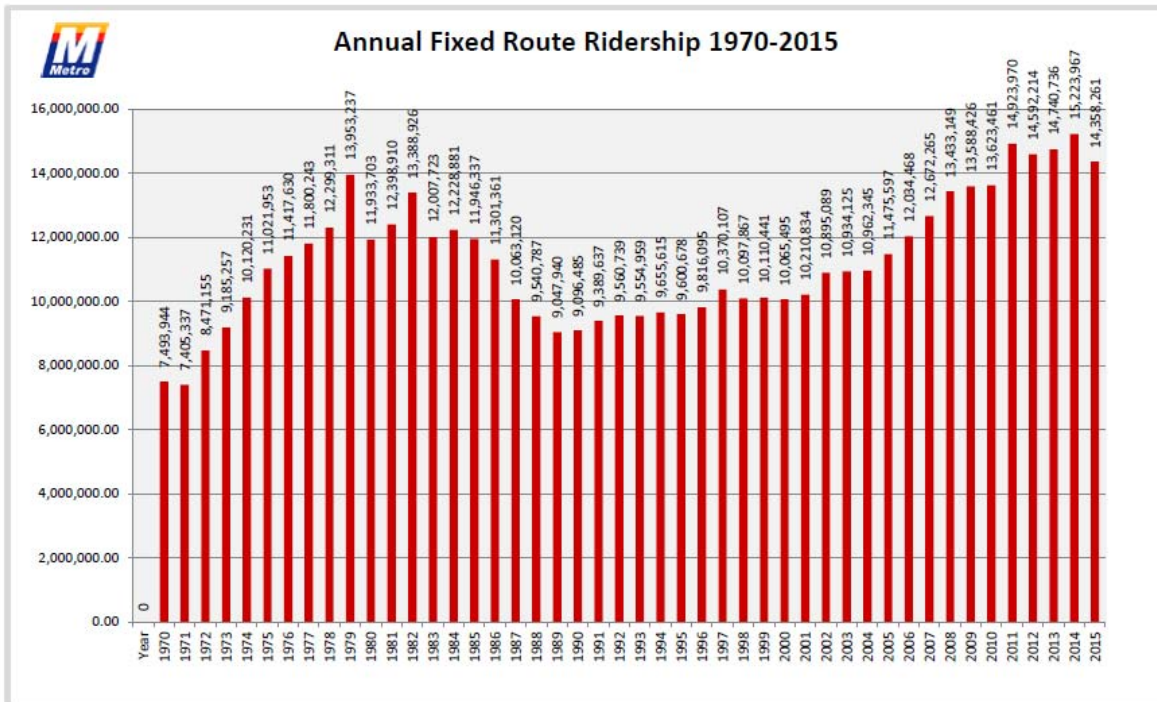
Metro provides extensive fixed route and ADA paratransit service in a 72 square mile regional service area with a population of 253,075 and also provides contributions to Dane County for the delivery of Group Access Services (providing transportation of the elder to meal-sites), Exceptional Rides Services and Volunteer Driver Escort programs in the Metro service area. Metro is an Enterprise Fund of the City of Madison. Local investment partners are the Cities of Fitchburg, Middleton, and Verona, Town of Madison, Madison Area Technical College, Madison Metropolitan School District, the University of Wisconsin-Madison and the Village of Shorewood Hills. Unlimited ride pass program participants include the UW-Madison, Madison College, Edgewood College, St. Mary's and Meriter Hospitals and the City of Madison.

Annual Overview

Metro's 2015 bus ridership was 14.4 million, down 5.7% from the record level in 2014, as the attached chart shows.

METRO TRANSIT SYSTEM

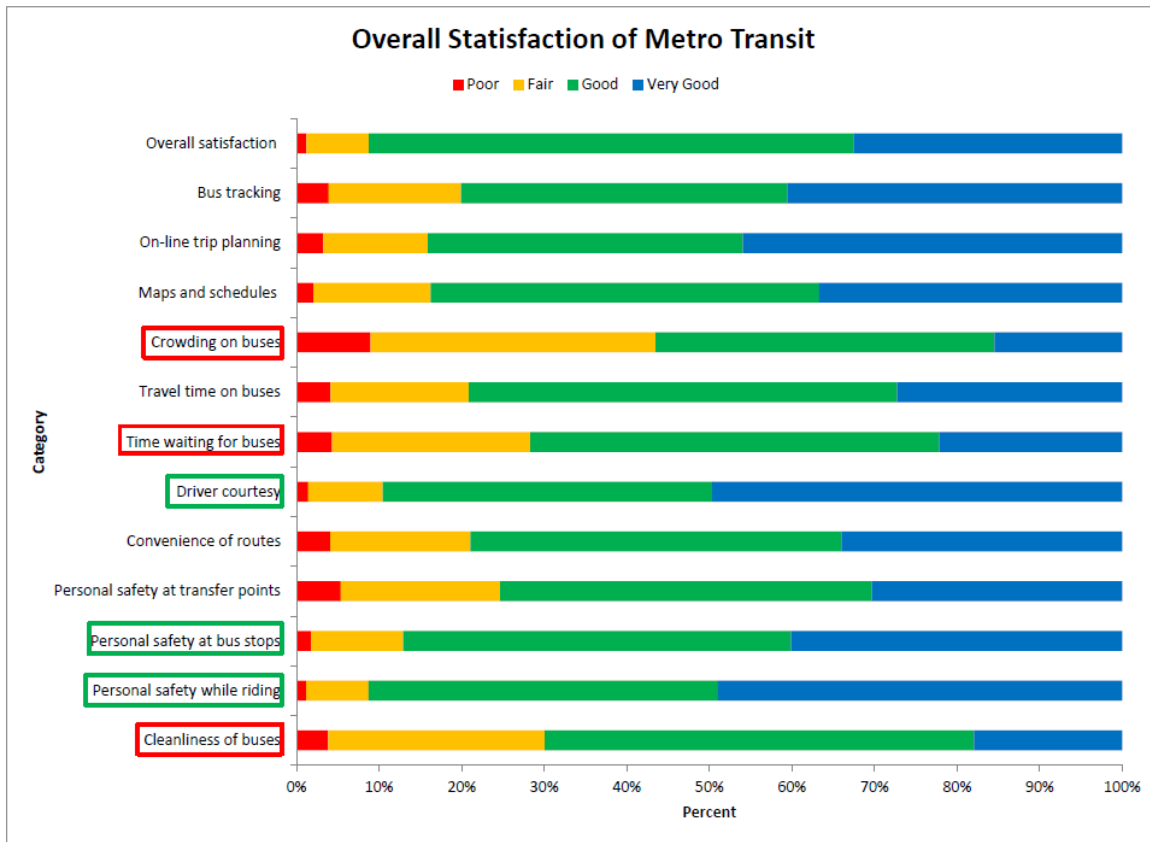
MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT



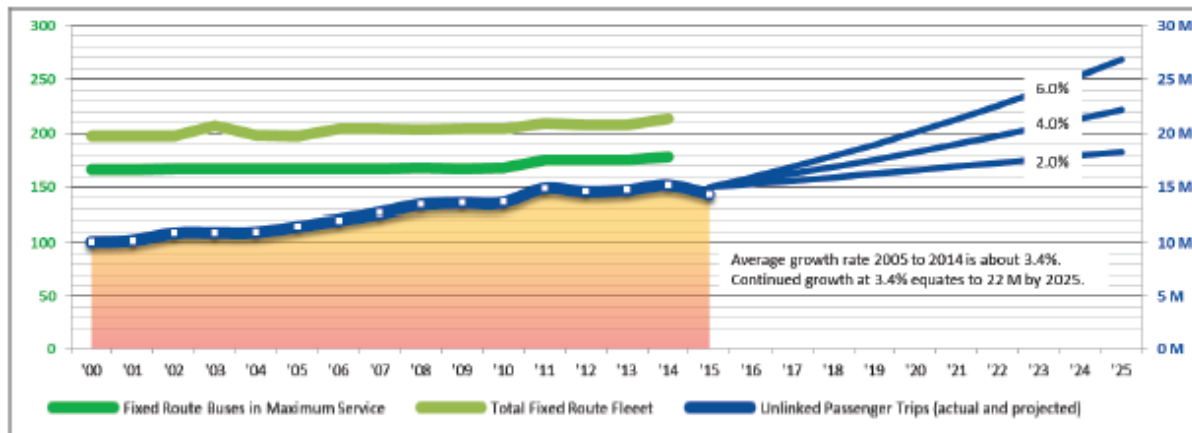
The sustained drop in gasoline prices to \$2 (and occasionally less) per gallon appears to be the main reason. Nationally, bus systems Metro's size dropped 4%, whereas larger cities with rail systems did not drop. In such large urban areas, gas prices are less of a factor than parking, congestion, highway and bridge tolls, and other factors. Even so, a passenger survey here in 2015 indicated overcrowding on buses was still the #1 customer concern, so it may be working alongside gas prices to cause the overall ridership drop in 2015 vs. 2014.

METRO TRANSIT SYSTEM

MANAGEMENT’S DISCUSSION AND ANALYSIS REPORT



Since 2000, the # of buses in Metro’s fleet increased 0.5% annually while ridership has grown on average 3.4% per year.



Although a request for federal funding for a \$35 million satellite facility was rejected in November 2015, a 2nd Tiger grant application for a facility at Nakoosa Trail was submitted in early 2016. The emphasis will be on building the first phase of bus rapid transit, because

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

without the garage, no capacity increases are feasible. The new Tiger grant also places greater emphasis on the equity and economic development implications of not keeping pace with need transit capacity in the Madison area. In November, the Common Council, despite the recent federal rejection, authorized moving ahead with a \$1.5 million locally funded (100%) detailed engineering and design plan to be developed for Nakoosa Trail. This speaks volumes to the priority our local leaders place on this needed infrastructure investment.

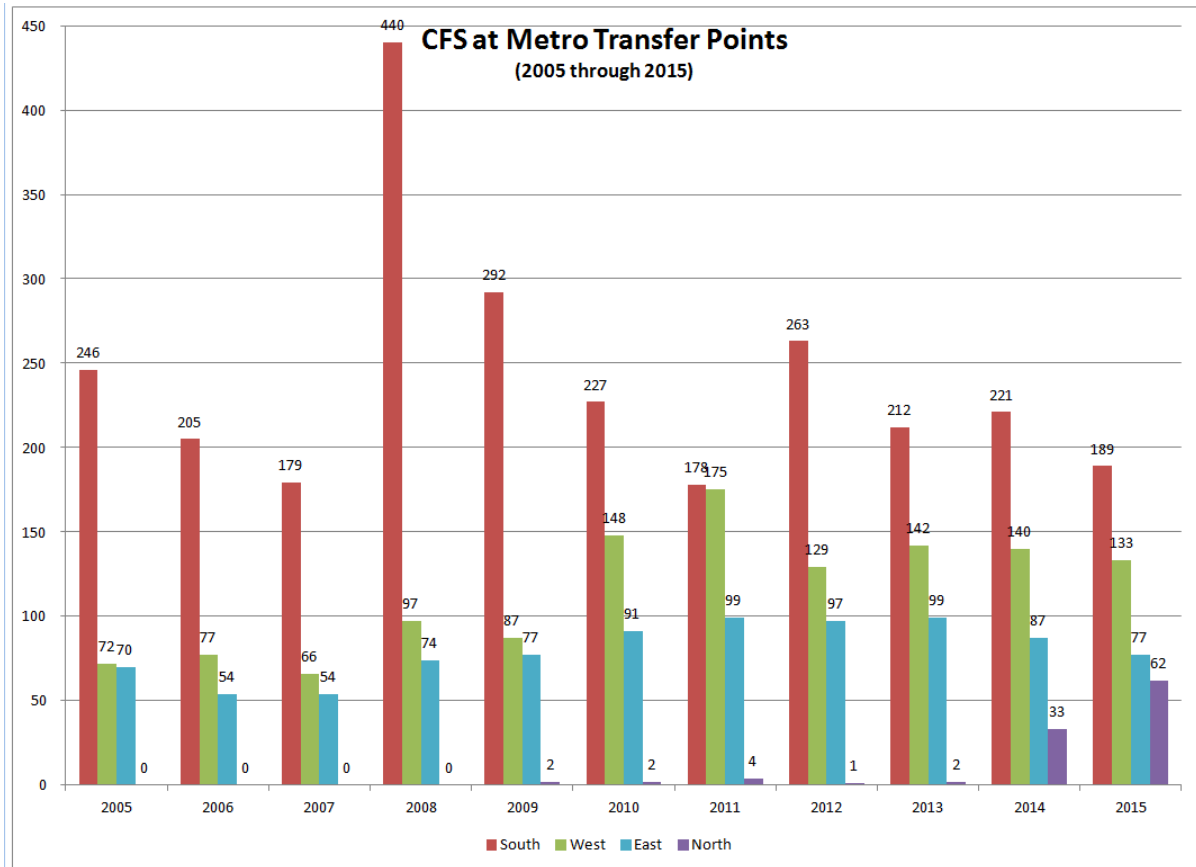
Financially, Metro again finished the year with a positive outcome, adding to the reserve funding level to bring it to \$7.5 million. This was largely due to expenses being under budget, particularly in salaries and wages, and despite the ridership drop, revenues tracked very closely with the budgeted level for the year.

With the gradual realization and acceptance that Metro will remain in the 1101 E. Washington bus garage for many years to come, a comprehensive inventory of needed buildings and grounds investments has begun. Metro is working with city facilities/engineering staff to complete this process and anticipate several million dollars will be needed in upgrades to mechanical and electrical systems, including the roof, the service lane wash racks, the plumbing system, and more. One immediate need was identified in 2015 when the underground diesel fuel tanks were found to be contaminated with algae. A complete inspection revealed small cracks near the top of the 35 year old tanks were letting water in that in turn led to the contamination. In 2016, contingency reserves are being used to install underground tank liners that will extend the life of the tanks by at least 10 years.

Metro's work with the local police department, school district, and others to address security concerns continues to be a top priority. The attached chart shows that incidents at transfer points requiring police assistance dropped 4% from 481 to 461, with 3 of the 4 transfer points showing declines. Incidents reported by bus drivers also dropped during the year from 643 to 568. A group called 4M (Mayor, Metro, MPD, MMSD) continues to meet to develop strategies to address security, and this process is an important contributing factor to the decline. All indicators are that security will be a continued top management area of focus.

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT



2015 Financial Highlights

A breakdown of revenues and expenses by mode is shown in the following chart.

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Madison Metro Transit
Income Statement
For the Year Ended December 31, 2015

| | All Modes | | Fixed Route | | Paratransit | |
|---------------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|
| | Actual | Budget | Actual | Budget | Actual | Budget |
| Revenue | | | | | | |
| Farebox | \$ 1,559,406 | \$ 1,635,000 | \$ 1,541,967 | \$ 1,613,000 | \$ 17,439 | \$ 22,000 |
| Passes & Tickets | \$ 5,056,640 | \$ 5,105,500 | \$ 4,788,750 | \$ 4,895,500 | \$ 267,890 | \$ 210,000 |
| Unlimited Ride Programs | \$ 6,649,196 | \$ 6,738,000 | \$ 6,622,813 | \$ 6,709,500 | \$ 26,383 | \$ 28,500 |
| Passenger Revenue | \$ 13,265,242 | \$ 13,478,500 | \$ 12,953,530 | \$ 13,218,000 | \$ 311,712 | \$ 260,500 |
| County Programs | \$ 4,250,430 | \$ 3,820,000 | \$ - | \$ - | \$ 4,250,430 | \$ 3,820,000 |
| Federal Operating Assistance | \$ 6,513,440 | \$ 6,216,200 | \$ 5,731,827 | \$ 5,470,256 | \$ 781,613 | \$ 745,944 |
| State Operating Assistance | \$ 17,375,936 | \$ 17,336,300 | \$ 15,290,824 | \$ 15,255,944 | \$ 2,085,112 | \$ 2,080,356 |
| Local Subsidies | \$ 3,533,200 | \$ 3,583,300 | \$ 3,109,216 | \$ 3,153,304 | \$ 423,984 | \$ 429,996 |
| Other Subsidies | \$ 16,242 | \$ - | \$ 16,242 | \$ - | \$ - | \$ - |
| Advertising | \$ 468,304 | \$ 465,000 | \$ 468,304 | \$ 465,000 | \$ - | \$ - |
| Miscellaneous | \$ 89,567 | \$ 59,500 | \$ 89,567 | \$ 59,500 | \$ - | \$ - |
| Total Revenue | \$ 45,512,361 | \$ 44,958,800 | \$ 37,659,510 | \$ 37,622,004 | \$ 7,852,851 | \$ 7,336,796 |
| Expenditures | | | | | | |
| Salaries | \$ 27,766,241 | \$ 29,420,126 | \$ 25,544,942 | \$ 27,066,516 | \$ 2,221,299 | \$ 2,353,610 |
| Benefits | \$ 12,645,125 | \$ 12,518,734 | \$ 11,633,515 | \$ 11,517,235 | \$ 1,011,610 | \$ 1,001,499 |
| Utilities/Telephone | \$ 531,960 | \$ 596,000 | \$ 489,403 | \$ 548,320 | \$ 42,557 | \$ 47,680 |
| Repairs & Maint B&G | \$ 338,984 | \$ 89,000 | \$ 311,865 | \$ 81,880 | \$ 27,119 | \$ 7,120 |
| Repairs & Maint Equip | \$ 458,029 | \$ 480,000 | \$ 421,387 | \$ 441,600 | \$ 36,642 | \$ 38,400 |
| Rentals | \$ 240,718 | \$ 227,200 | \$ 221,461 | \$ 209,024 | \$ 19,257 | \$ 18,176 |
| Employee Services | \$ 75,140 | \$ 61,000 | \$ 69,129 | \$ 56,120 | \$ 6,011 | \$ 4,880 |
| Insurance & Financial | \$ 625,664 | \$ 923,696 | \$ 575,611 | \$ 849,800 | \$ 50,053 | \$ 73,896 |
| Purchased Transportation | \$ 5,286,193 | \$ 5,435,000 | \$ - | \$ - | \$ 5,286,193 | \$ 5,435,000 |
| Other Services | \$ 608,113 | \$ 369,300 | \$ 587,954 | \$ 347,460 | \$ 20,159 | \$ 21,840 |
| Office Supplies | \$ 71,773 | \$ 76,000 | \$ 66,031 | \$ 69,920 | \$ 5,742 | \$ 6,080 |
| Equipment Supplies | \$ 1,444,394 | \$ 1,100,000 | \$ 1,328,842 | \$ 1,012,000 | \$ 115,552 | \$ 88,000 |
| Bldg & Const Supplies | \$ 212,574 | \$ 210,000 | \$ 195,568 | \$ 193,200 | \$ 17,006 | \$ 16,800 |
| Fuels, Oils & Lubricants | \$ 4,054,620 | \$ 4,274,000 | \$ 3,730,250 | \$ 3,932,080 | \$ 324,370 | \$ 341,920 |
| Other Supplies | \$ 211,005 | \$ 260,000 | \$ 194,125 | \$ 239,200 | \$ 16,880 | \$ 20,800 |
| Interdepartmental Charges | \$ 328,609 | \$ 223,300 | \$ 302,320 | \$ 205,436 | \$ 26,289 | \$ 17,864 |
| Depreciation | \$ 6,426,535 | \$ 6,600,000 | \$ 5,944,545 | \$ 6,105,000 | \$ 481,990 | \$ 495,000 |
| Interest & Bad Expenses | \$ 331,984 | \$ 345,700 | \$ 305,425 | \$ 318,044 | \$ 26,559 | \$ 27,656 |
| Total Expenses | \$ 61,657,661 | \$ 63,209,056 | \$ 51,922,373 | \$ 53,192,835 | \$ 9,735,288 | \$ 10,016,221 |
| Income(Deficit) | \$ (16,145,300) | \$ (18,250,256) | \$ (14,262,863) | \$ (15,570,831) | \$ (1,882,437) | \$ (2,679,425) |
| Less: Depreciation | \$ (6,426,535) | \$ (6,600,000) | \$ (5,944,545) | \$ (6,105,000) | \$ (481,990) | \$ (495,000) |
| Less: Unfunded OPEB | \$ (588,484) | \$ - | \$ (541,405) | \$ - | \$ (47,079) | \$ - |
| Less: Unfunded Pension | \$ 125,855 | \$ - | \$ 115,787 | \$ - | \$ 10,068 | \$ - |
| Debt | \$ 1,211,569 | \$ 1,207,500 | \$ 1,175,222 | \$ 1,171,275 | \$ 36,347 | \$ 36,225 |
| Fixed Assets | \$ 301,778 | \$ 477,000 | \$ 60,356 | \$ 95,400 | \$ 241,422 | \$ 381,600 |
| Federal Portion of Fixed Assets | \$ (230,542) | \$ (381,600) | \$ (46,108) | \$ (76,320) | \$ (184,434) | \$ (305,280) |
| Total Expenditures(City) | \$ 56,051,302 | \$ 57,911,956 | \$ 46,741,680 | \$ 48,278,190 | \$ 9,309,622 | \$ 9,633,766 |
| Added To/(Taken From)Reserves | \$ 2,435,985 | \$ 21,770 | \$ 1,362,645 | \$ 19,583 | \$ 1,073,340 | \$ 2,187 |
| Income/(Deficit) (City) | \$ (12,974,926) | \$ (12,974,926) | \$ (10,444,815) | \$ (10,675,769) | \$ (2,530,111) | \$ (2,299,157) |

Metro added to its contingent reserve in the amount of \$2,435,984 in 2015 to balance revenues and expenses. The following table shows Metro's contingent reserve balances and changes in those balances over the past six years.

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

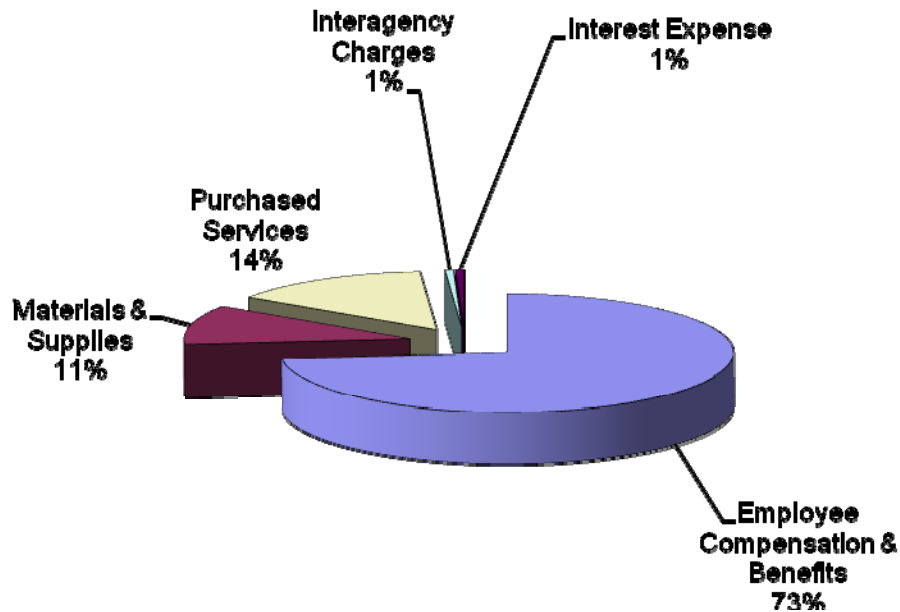
| Year | Beginning Balance | Reserves +/- | Ending Balance |
|------|-------------------|--------------|----------------|
| 2010 | \$866,956 | (\$770,603) | \$96,353 |
| 2011 | \$96,353 | \$101,830 | \$198,183 |
| 2012 | \$198,183 | \$585,967 | \$784,150 |
| 2013 | \$784,150 | \$1,889,142 | \$2,673,292 |
| 2014 | \$2,673,292 | \$2,342,141 | \$5,015,433 |
| 2015 | \$5,015,433 | \$2,435,984 | \$7,451,417 |

As can be seen from the following chart, employee compensation and benefits accounted for 73% of total expenses excluding depreciation in 2015.

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

2015 Expenses excluding Depreciation

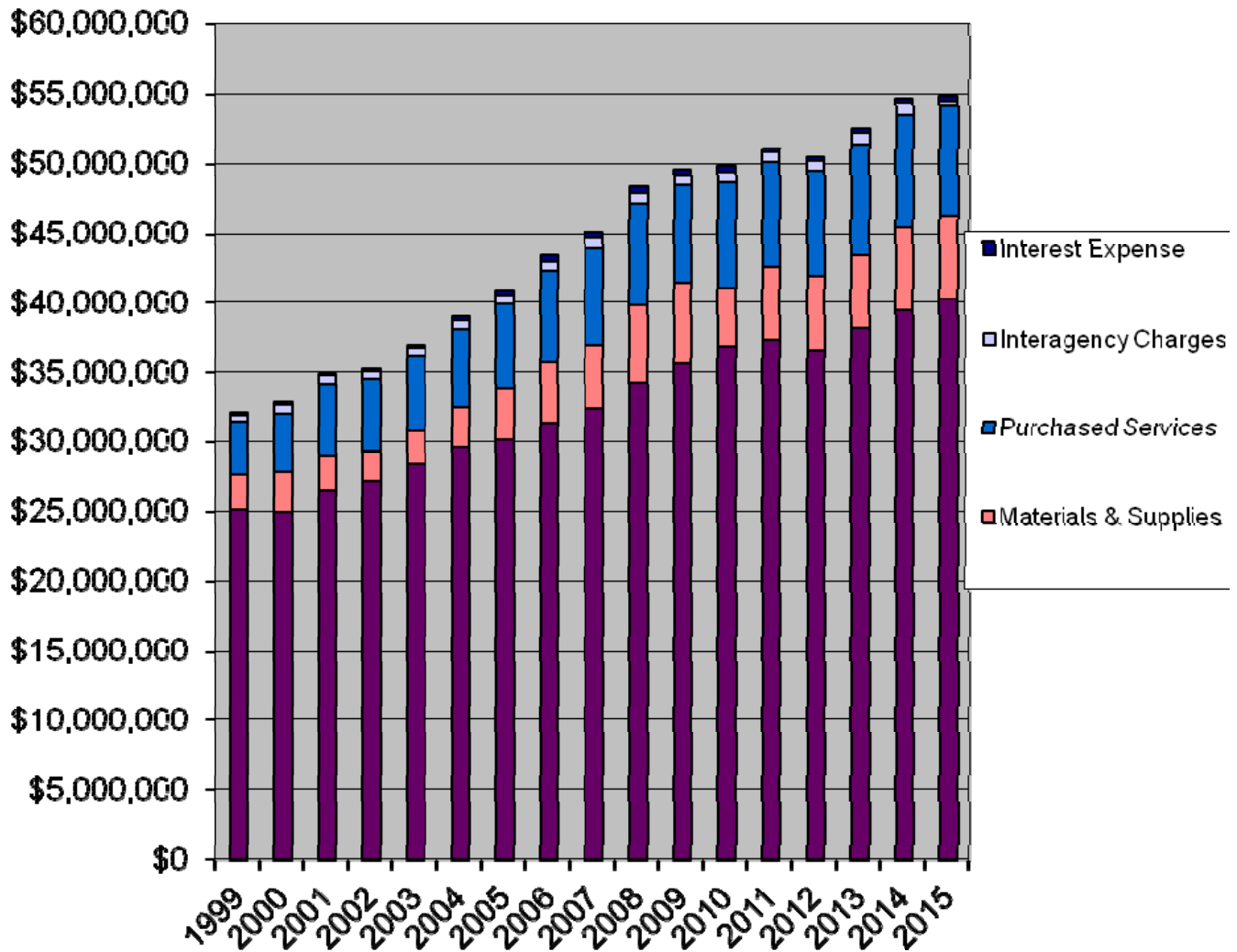


The first of the following charts shows that total operating expenses increased by 0.3% between 2014 and 2015. Between 2010 and 2015 Metro experienced an average increase in total operating costs of 2.0% per year. The second chart compares Metro's revenue sources for the same period of time. Passenger revenue has increased by an average of 4.0% per year during the last 5 years whereas state aid, which provides the largest portion of Metro's revenue, decreased 0.1% per year during the same time period.

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

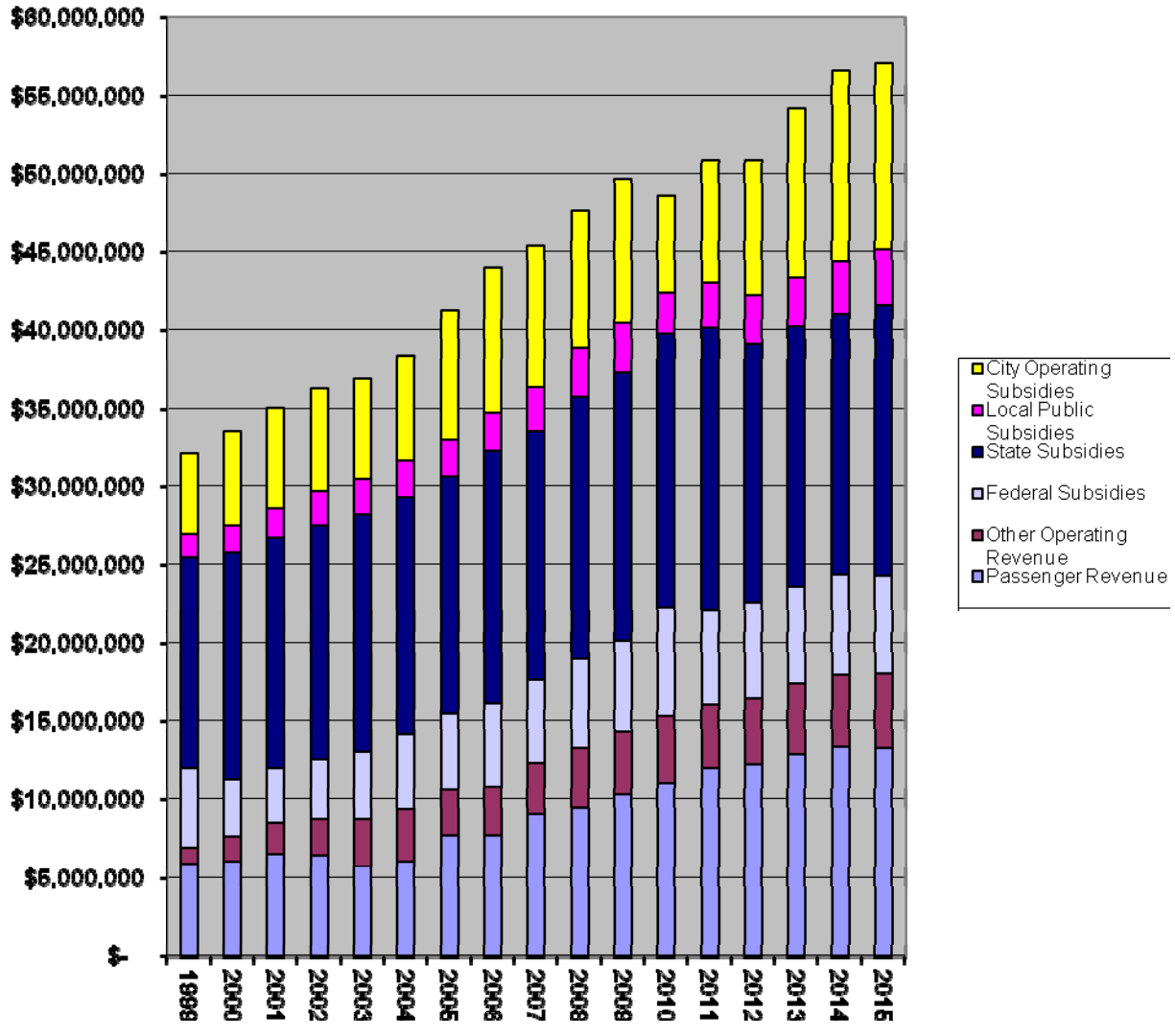
Madison Metro Transit
Historical Expense Comparison Excluding Depreciation



METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Madison Metro Transit Historical Revenue Comparison



METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

GRANT STATUS

Metro is fortunate to have strong federal and state support for capital funding for rolling stock (buses), ITS hardware/software, transit enhancements, facilities improvements and other capital projects. The following chart shows the year-end grant status of each grant against which expenditures were charged during the year. Note that where balances are available as of 12/31/15 future capital project plans are budgeted to draw down those balances.

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Madison Metro Transit

Year End Grant Status as of 12/31/15

Note: All amounts listed are "Eligible Funds" at 100 % of cost not the FTA or State amount.

| CAPITAL GRANTS | Funding Year | Total Funds Apportionment | Prior years expenditures | Beginning Balance | 2015 expenditures | Balance available as of 12/31/15 | Future Budgeted projects | Balance after budgeted projects | Detail of future budgeted projects- see page 2. |
|------------------------------------|--------------|---------------------------|--------------------------|----------------------|----------------------|----------------------------------|--------------------------|---------------------------------|---|
| Federal Section 5307 Grants | | | | | | | | | |
| WI900573 | 2010 | \$ 8,832,424 | \$ 8,661,115 | \$ 171,309 | \$ - | \$ 171,309 | \$ 171,309 | \$ - | Software |
| WI900735 | 2012 | \$ 8,854,944 | \$ 8,828,241 | \$ 26,703 | \$ - | \$ 26,703 | \$ 26,703 | \$ - | Software |
| WI900595 | 2013 | \$ 8,903,040 | \$ 8,362,844 | \$ 540,196 | \$ 148,460 | \$ 391,736 | \$ 391,736 | \$ - | Buses |
| WI900765 | 2014 | \$ 9,637,895 | \$ 7,709,201 | \$ 1,928,694 | \$ 221,461 | \$ 1,707,233 | \$ 1,707,233 | \$ - | Buses |
| FFY 2015 | 2015 | \$ 9,609,144 | \$ - | \$ 9,609,144 | \$ 7,676,237 | \$ 1,932,907 | \$ 1,932,907 | \$ - | Various |
| WI950052 (Surface Transportation) | 2015 | \$ 8,775,000 | \$ - | \$ 8,775,000 | \$ 4,980,000 | \$ 3,795,000 | \$ 3,795,000 | \$ - | Buses |
| FFY 2016 | 2016 | \$ 9,571,838 | \$ - | \$ 9,571,838 | \$ - | \$ 9,571,838 | \$ 9,571,838 | \$ - | Various |
| Total Section 5307 | | \$ 64,184,285 | \$ 33,561,401 | \$ 30,622,884 | \$ 13,026,158 | \$ 17,596,726 | \$ 17,596,726 | \$ - | |
| Federal Section 5309 Grants | | | | | | | | | |
| WI040042 (Wi discretionary) | 2010 | \$ 187,500 | \$ 82,473 | \$ 105,027 | \$ - | \$ 105,027 | \$ 105,027 | \$ - | New facility |
| WI040059 (state of good repair) | 2011 | \$ 6,451,000 | \$ 5,153,869 | \$ 1,297,131 | \$ 1,297,131 | \$ - | \$ - | \$ - | |
| Total Section 5309 | | \$ 6,638,500 | \$ 5,236,342 | \$ 1,402,158 | \$ 1,297,131 | \$ 105,027 | \$ 105,027 | \$ - | |
| Federal Section 5310 Grants | | | | | | | | | |
| WI160005 | 2014 | \$ 310,600 | \$ 69,235 | \$ 241,365 | \$ 241,365 | \$ - | \$ - | \$ - | Mobility management |
| WI160005 | 2015 | \$ 359,834 | \$ - | \$ 359,834 | \$ 139,011 | \$ 220,823 | \$ 220,823 | \$ - | Mobility management |
| FFY 2016 | 2016 | \$ 355,765 | \$ - | \$ 355,765 | \$ - | \$ 355,765 | \$ 355,765 | \$ - | Mobility management |
| Total Section 5310 | | \$ 1,026,199 | \$ 69,235 | \$ 956,964 | \$ 380,376 | \$ 576,588 | \$ 576,588 | \$ - | |
| Federal Section 5337 Grants | | | | | | | | | |
| WI540003 | 2014 | \$ 937,964 | \$ - | \$ 937,964 | \$ - | \$ 937,964 | \$ 937,964 | \$ - | Buses |
| FFY 2015 | 2015 | \$ 934,900 | \$ - | \$ 934,900 | \$ - | \$ 934,900 | \$ 934,900 | \$ - | Buses |
| FFY 2016 | 2016 | \$ 1,058,120 | \$ - | \$ 1,058,120 | \$ - | \$ 1,058,120 | \$ 1,058,120 | \$ - | Buses |
| Total Section 5337 | | \$ 2,930,984 | \$ - | \$ 2,930,984 | \$ - | \$ 2,930,984 | \$ 2,930,984 | \$ - | |
| Federal Section 5339 Grants | | | | | | | | | |
| WI340006 | 2014 | \$ 989,686 | \$ - | \$ 989,686 | \$ - | \$ 989,686 | \$ 989,686 | \$ - | Buses |
| FFY 2015 | 2015 | \$ 985,100 | \$ - | \$ 985,100 | \$ - | \$ 985,100 | \$ 985,100 | \$ - | Buses |
| FFY 2016 | 2016 | \$ 913,408 | \$ - | \$ 913,408 | \$ - | \$ 913,408 | \$ 913,408 | \$ - | Buses |
| Total Section 5339 | | \$ 2,888,194 | \$ - | \$ 2,888,194 | \$ - | \$ 2,888,194 | \$ 2,888,194 | \$ - | |
| Total Capital Grants | | \$ 77,668,162 | \$ 38,866,978 | \$ 38,801,184 | \$ 14,703,665 | \$ 24,097,519 | \$ 24,097,519 | \$ - | |
| OTHER GRANTS | | | | | | | | | |
| WI260012 | 2006 | \$ 1,980,000 | \$ - | \$ 1,980,000 | \$ 90,488 | \$ 1,889,512 | \$ 1,889,512 | \$ - | Preferred alternative study |
| WI390001 | 2006 | \$ 1,485,000 | \$ 1,360,001 | \$ 124,999 | \$ 124,999 | \$ - | \$ - | \$ - | Preferred alternative study |
| WI390002 | 2007 | \$ 1,500,000 | \$ - | \$ 1,500,000 | \$ 126,512 | \$ 1,373,488 | \$ 1,373,488 | \$ - | Preferred alternative study |
| WI791000 (TIGER II) | 2011 | \$ 2,250,000 | \$ 820,500 | \$ 1,429,500 | \$ - | \$ 1,429,500 | \$ 1,429,500 | \$ - | Intermodal terminal study |
| WI791001 (TIGER VI) | 2014 | \$ 600,000 | \$ - | \$ 600,000 | \$ 63,735 | \$ 536,265 | \$ 536,265 | \$ - | Software & planning |
| Total Other Grants | | \$ 7,815,000 | \$ 2,180,501 | \$ 5,634,499 | \$ 405,734 | \$ 5,228,765 | \$ 5,228,765 | \$ - | |

Please refer to Independent Auditors' report.

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

| CAPITAL GRANTS | Transit Enhancements | Support vehicles | Equipment | Facility | Computer hardware & software | Mobility management | Consultants | Buses -Fixed Route | Associated capital maintenance | Total Budgeted Projects |
|------------------------------------|-------------------------|------------------|-------------------|---------------------|------------------------------------|------------------------|---------------------|----------------------|-----------------------------------|-------------------------|
| Federal Section 5307 Grants | | | | | | | | | | |
| WI900573 | | | | | \$ 171,309 | | | | | \$ 171,309 |
| WI900735 | | | | | \$ 26,703 | | | | | \$ 26,703 |
| WI900595 | | | | | | | | \$ 391,736 | | \$ 391,736 |
| WI900765 | \$ 93,955 | | | \$ 20,687 | \$ 550,000 | | | \$ 1,042,591 | | \$ 1,707,233 |
| FFY 2015 | \$ 93,663 | | | \$ 290,000 | \$ 410,000 | | | \$ 1,134,107 | \$ 5,137 | \$ 1,932,907 |
| WI950052 (Surface Transportation) | | | | | | | | \$ 3,795,000 | | \$ 3,795,000 |
| FFY 2016 | \$ 40,000 | \$ 30,000 | \$ 750,000 | \$ 1,000,000 | \$ 121,838 | | | | \$ 7,630,000 | \$ 9,571,838 |
| Total Section 5307 | \$ 227,618 | \$ 30,000 | \$ 750,000 | \$ 1,310,687 | \$ 1,279,850 | | \$ - | \$ 6,363,434 | \$ 7,635,137 | \$ 17,596,726 |
| Federal Section 5309 Grants | | | | | | | | | | |
| WI040042 (Wi discretionary) | | | | \$ 105,027 | | | | | | \$ 105,027 |
| WI040059 (state of good repair) | | | | | | | | | | \$ - |
| Total Section 5309 | \$ - | \$ - | \$ - | \$ 105,027 | \$ - | | \$ - | \$ - | \$ - | \$ 105,027 |
| Federal Section 5310 Grants | | | | | | | | | | |
| WI160005 | | | | | | \$ - | | | | \$ - |
| WI160005 | | | | | | \$ 220,823 | | | | \$ 220,823 |
| FFY 2016 | | | | | | \$ 355,765 | | | | \$ 355,765 |
| Total Section 5310 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 576,588 | \$ - | \$ - | \$ - | \$ 576,588 |
| Federal Section 5337 Grants | | | | | | | | | | |
| WI540003 | | | | | | | | \$ 937,964 | | \$ 937,964 |
| FFY 2015 | | | | | | | | \$ 934,900 | | \$ 934,900 |
| FFY 2016 | | | | | | | | \$ 1,058,120 | | \$ 1,058,120 |
| Total Section 5337 | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 2,930,984 | \$ - | \$ 2,930,984 |
| Federal Section 5339 Grants | | | | | | | | | | |
| WI340006 | | | | | | | | \$ 989,686 | | \$ 989,686 |
| FFY 2015 | | | | | | | | \$ 985,100 | | \$ 985,100 |
| FFY 2016 | | | | | | | | \$ 913,408 | | \$ 913,408 |
| Total Section 5339 | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ 2,888,194 | \$ - | \$ 2,888,194 |
| Total Capital Grants | \$ 227,618 | \$ 30,000 | \$ 750,000 | \$ 1,415,714 | \$ 1,279,850 | | \$ - | \$ 12,182,612 | \$ 7,635,137 | \$ 24,097,519 |
| OTHER GRANTS | | | | | | | | | | |
| WI260012 | | | | | | | \$ 1,889,512 | | | \$ 1,889,512 |
| WI390001 | | | | | | | \$ - | | | \$ - |
| WI390002 | | | | | | | \$ 1,373,488 | | | \$ 1,373,488 |
| WI791000 (TIGER II) | | | | | | | \$ 1,429,500 | | | \$ 1,429,500 |
| WI791001 (TIGER VI) | | | | | | | \$ 536,265 | | | \$ 536,265 |
| Total Other Grants | \$ - | \$ - | \$ - | \$ - | \$ - | | \$ 5,228,765 | \$ - | \$ - | \$ 5,228,765 |

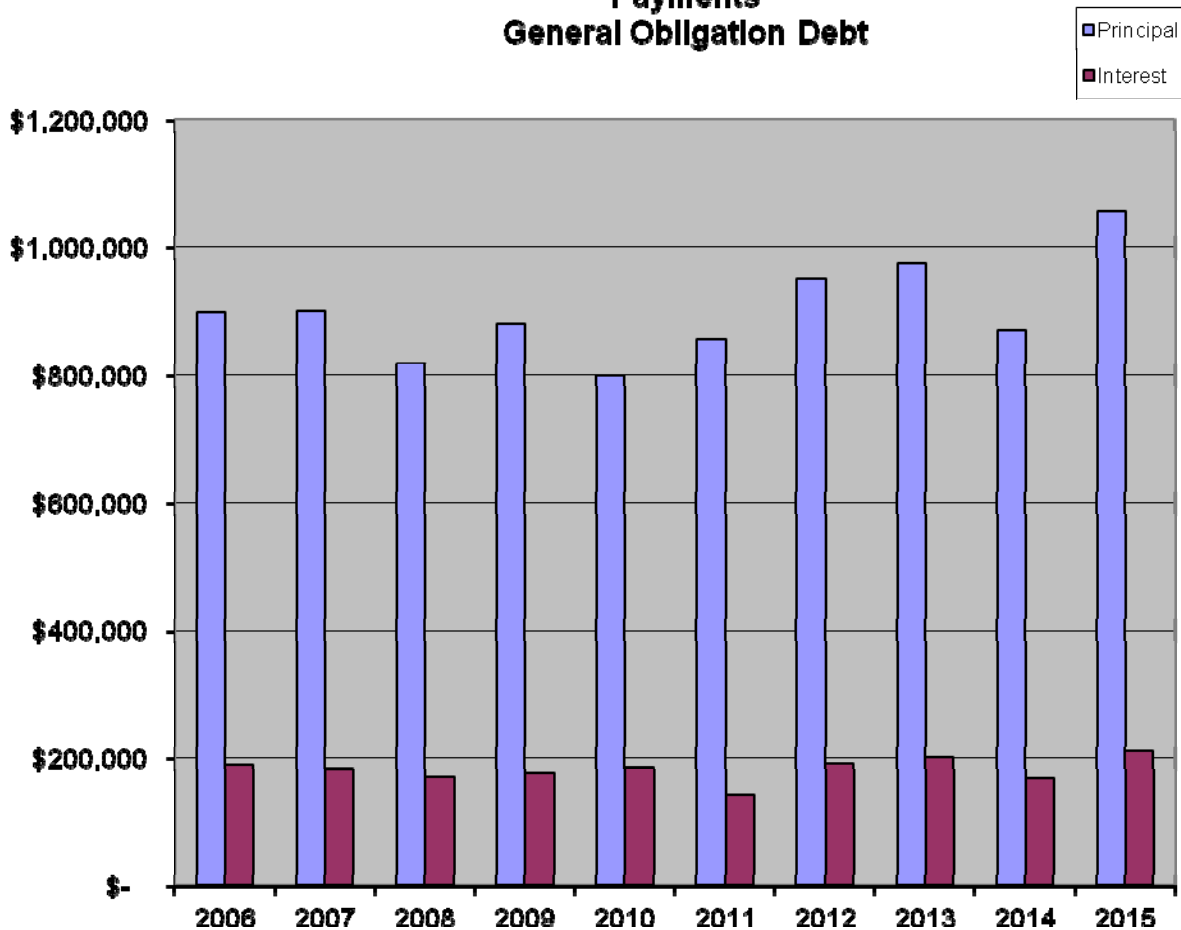
METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Borrowing

As is shown in the information provided below, Metro's debt through the City's General Obligation borrowing (G.O. debt) has been kept to manageable levels. Most borrowing is related to capital purchases where 80 per cent of funding is derived from federal grant sources and the balance from local borrowing. The City has a Aaa bond rating. The City carefully manages the borrowing and debt service.

**Madison Metro Transit
Principal & Interest
Payments
General Obligation Debt**



METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Financial Statements

Metro's basic financial statements are prepared on an accrual basis in accordance with accounting principles generally accepted in the United States of America, promulgated by the Government Accounting Standards Board (GASB). Revenues are recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets, except land, are depreciated over their useful lives. See the notes to the financial report for a summary of Metro's significant accounting policies.

Condensed Statements

The following condensed Statements found in Table 1 and Table 2 below is information required to appear in the Management Discussion and Analysis (MD & A) report. The footnoted references will assist in locating more details in the MD & A and Audit Report.

METRO TRANSIT SYSTEM
MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Table 1

Condensed Statements of Net Position

| | 2015 | 2014 | 2013 |
|--|--------------------------|--------------------------|--------------------------|
| Current and Other Assets | \$ 21,979,737 | \$ 14,878,878 | \$ 11,085,586 |
| Capital Assets ¹ | <u>40,819,706</u> | <u>40,578,929</u> | <u>35,544,949</u> |
| Total Assets | <u>62,799,443</u> | <u>55,457,807</u> | <u>46,630,535</u> |
| Deferred Outflows related to Pensions ² | <u>4,729,370</u> | <u>0</u> | <u>0</u> |
| Long-Term Debt ³ | 10,712,866 | 9,369,436 | 8,205,025 |
| Other Liabilities | <u>14,363,763</u> | <u>13,507,690</u> | <u>11,571,058</u> |
| Total Liabilities | <u>25,076,629</u> | <u>22,877,126</u> | <u>19,776,083</u> |
| Deferred Inflows related to Pensions ² | <u>983</u> | <u>0</u> | <u>0</u> |
| Net Investment in Capital | | | |
| Assets ⁴ | 33,591,706 | 35,115,651 | 31,313,176 |
| Unrestricted (Deficit) | 4,264,916 | (2,534,970) | (4,458,724) |
| Restricted Net Position related to Pensions ² | <u>4,594,579</u> | <u>0</u> | <u>0</u> |
| Total Net Position | <u>\$ 42,451,201</u> | <u>\$ 32,580,681</u> | <u>\$ 26,854,452</u> |

¹ See Note 2 for details in this Audit report

² See Notes 7 and 12 for details in this Audit report

³ See Note 4 for details in this Audit report

⁴ See Note 1 for details in this Audit report

METRO TRANSIT SYSTEM
MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Table 2

Condensed Statements of Revenues, Expenses and Changes in Net Position

| | 2015 | 2014 | 2013 |
|---|----------------------|----------------------|----------------------|
| Operating Revenues | \$ 18,045,485 | \$ 18,010,975 | \$ 17,468,166 |
| Depreciation Expense | 6,426,535 | 6,506,793 | 6,258,427 |
| Other Operating Expenses | 54,548,231 | 54,409,458 | 52,272,836 |
| Non-operating Expenses ¹ | <u>331,984</u> | <u>302,746</u> | <u>318,353</u> |
| Total Expenses | <u>61,306,750</u> | <u>61,218,997</u> | <u>58,849,616</u> |
| Operating Subsidies ¹ | 27,087,906 | 26,399,858 | 25,915,025 |
| Insurance Recovery | 28,054 | 0 | 0 |
| Loss Before Capital | | | |
| Contributions and Transfers | (16,145,305) | (16,808,164) | (15,466,425) |
| Capital Contributions ² | 4,897,419 | 10,292,437 | 1,978,644 |
| Transfers | <u>11,921,295</u> | <u>12,241,956</u> | <u>10,807,435</u> |
| Changes in Net Position | <u>673,409</u> | <u>5,726,229</u> | <u>(2,680,346)</u> |
| Beginning Net Position | 32,580,681 | 26,854,452 | 29,534,798 |
| Cumulative Effect of Change in Accounting Principle ³ | 9,197,111 | 0 | 0 |
| Ending Net Position | <u>\$ 42,451,201</u> | <u>\$ 32,580,681</u> | <u>\$ 26,854,452</u> |

¹ See Statements of Revenues, Expenses and Changes in Net Position for more detail

² See Year End Grant Status in this MD&A report for more detail

³ See Note 12 for details in this Audit report

METRO TRANSIT SYSTEM

MANAGEMENT'S DISCUSSION AND ANALYSIS REPORT

Request for Information

This financial report is designed to provide a general overview of Metro's finances for all those interested. Questions concerning any of the information provided in this report or requests for additional information should be addressed in writing to Charles Kamp, General Manager, Metro Transit 1245 East Washington Avenue, Suite 201, Madison, WI 53703 or by e-mail to: ckamp@cityofmadison.com

Respectfully submitted

A handwritten signature in cursive script that reads "Charles L. Kamp".

Charles L. Kamp
Metro Transit General Manager

Statements of Net Position Follows

METRO TRANSIT SYSTEM

STATEMENTS OF NET POSITION December 31, 2015 and 2014

| | <u>2015</u> | <u>2014</u> |
|--|-------------------|-------------------|
| ASSETS | | |
| CURRENT ASSETS | | |
| Cash | \$ 3,226,504 | \$ 6,162,127 |
| Restricted cash - retiree health insurance escrow | 494,208 | 446,577 |
| Receivable from State of Wisconsin and FTA - capital and maintenance | 6,454,709 | 1,129,844 |
| Receivable from other governmental units | 4,056,807 | 4,156,973 |
| Accounts receivable (net) | 935,875 | 576,377 |
| Materials and supplies | 378,364 | 463,878 |
| Prepaid expenses | 599,765 | 609,252 |
| Current portion of prepaid expense - land and tower lease | 24,141 | 24,941 |
| Total Current Assets | <u>16,170,373</u> | <u>13,569,969</u> |
| NON-CURRENT ASSETS | | |
| Restricted cash - retiree health insurance escrow | 1,145,432 | 1,215,415 |
| Restricted net pension asset | 4,594,579 | - |
| Other Assets | | |
| Prepaid expenses - land and tower lease | 69,353 | 93,494 |
| Capital Assets | | |
| Transit plant in service | 107,817,857 | 104,601,952 |
| Accumulated depreciation | (67,183,522) | (64,208,394) |
| Construction work in progress | 185,371 | 185,371 |
| Total Non-Current Assets | <u>46,629,070</u> | <u>41,887,838</u> |
| Total Assets | <u>62,799,443</u> | <u>55,457,807</u> |
| DEFERRED OUTFLOWS OF RESOURCES | | |
| Deferred outflows related to pensions | <u>4,729,370</u> | <u>-</u> |

LIABILITIES

| | <u>2015</u> | <u>2014</u> |
|--|--------------------------|--------------------------|
| CURRENT LIABILITIES | | |
| Current portion of general obligation debt | 1,114,020 | 982,395 |
| Current portion of advance from other funds | 251,554 | 229,174 |
| Current portion of unearned revenue - land and tower lease | 20,983 | 21,692 |
| Accounts payable | 1,337,854 | 1,747,873 |
| Unearned revenue | 944,911 | 956,575 |
| Accrued compensation, vacation and sick leave | 2,205,257 | 1,519,423 |
| Accrued interest | 82,882 | 82,882 |
| Retiree health insurance escrow payable from restricted assets | 494,208 | 446,577 |
| Total Current Liabilities | <u>6,451,669</u> | <u>5,986,591</u> |
| NON-CURRENT LIABILITIES | | |
| General obligation debt | 6,245,390 | 4,804,411 |
| Advance from other funds | 3,101,902 | 3,353,456 |
| Retiree health insurance escrow payable from restricted assets | 1,145,432 | 1,215,415 |
| Accrued sick leave | 3,292,374 | 3,269,165 |
| Deposits from other governments | 490,715 | 466,442 |
| Other post-employment benefits | 4,285,850 | 3,697,366 |
| Unearned revenue - land and tower lease | 63,297 | 84,280 |
| Total Non-Current Liabilities | <u>18,624,960</u> | <u>16,890,535</u> |
| Total Liabilities | <u>25,076,629</u> | <u>22,877,126</u> |
| DEFERRED INFLOWS OF RESOURCES | | |
| Deferred inflows related to pensions | <u>983</u> | <u>-</u> |
| NET POSITION | | |
| Net investment in capital assets | 33,591,706 | 35,115,651 |
| Restricted net position related to pensions | 4,594,579 | - |
| Unrestricted (deficit) | <u>4,264,916</u> | <u>(2,534,970)</u> |
| TOTAL NET POSITION | <u>\$ 42,451,201</u> | <u>\$ 32,580,681</u> |

See accompanying notes to financial statements.

METRO TRANSIT SYSTEM

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION Years Ended December 31, 2015 and 2014

| | 2015 | 2014 |
|---|----------------------|----------------------|
| OPERATING REVENUES | \$ 18,045,485 | \$ 18,010,975 |
| OPERATING EXPENSES | | |
| Employee compensation and benefits | 40,310,311 | 39,468,159 |
| Materials and supplies | 6,134,932 | 6,073,559 |
| Purchased services | 7,774,379 | 8,086,712 |
| Interagency charges | <u>328,609</u> | <u>781,028</u> |
| Total Operation and Maintenance Expenses | 54,548,231 | 54,409,458 |
| Depreciation expense | <u>6,426,535</u> | <u>6,506,793</u> |
| Total Operating Expenses | <u>60,974,766</u> | <u>60,916,251</u> |
| Operating Loss | <u>(42,929,281)</u> | <u>(42,905,276)</u> |
| OPERATING SUBSIDIES | | |
| Federal subsidies | 6,513,440 | 6,352,153 |
| Federal subsidies pass-through to sub recipient | (350,912) | - |
| State operating subsidies | 17,375,936 | 16,677,514 |
| Other state subsidies | 16,242 | 13,365 |
| Local public subsidies | <u>3,533,200</u> | <u>3,356,826</u> |
| Total Operating Subsidies | <u>27,087,906</u> | <u>26,399,858</u> |
| NON-OPERATING REVENUES (EXPENSES) | | |
| Insurance recoveries | 28,054 | - |
| Interest expense | <u>(331,984)</u> | <u>(302,746)</u> |
| Loss Before Contributions and Transfers | <u>(16,145,305)</u> | <u>(16,808,164)</u> |
| CAPITAL CONTRIBUTIONS - CITY & OTHER | 1,050,382 | 892,244 |
| CAPITAL CONTRIBUTIONS - FEDERAL & STATE | 3,847,037 | 9,400,193 |
| TRANSFERS IN - CITY OPERATING SUBSIDIES | <u>11,921,295</u> | <u>12,241,956</u> |
| Total Contributions and Transfers | <u>16,818,714</u> | <u>22,534,393</u> |
| CHANGE IN NET POSITION | 673,409 | 5,726,229 |
| NET POSITION - Beginning of Year | 32,580,681 | 26,854,452 |
| Cumulative Effect of Change in Accounting Principle | <u>9,197,111</u> | <u>-</u> |
| NET POSITION - End of Year | <u>\$ 42,451,201</u> | <u>\$ 32,580,681</u> |

See accompanying notes to financial statements.

Statements of Cash Flows Follows

METRO TRANSIT SYSTEM

STATEMENTS OF CASH FLOWS Years Ended December 31, 2015 and 2014

| | 2015 | 2014 |
|---|---------------|---------------|
| CASH FLOWS FROM OPERATING ACTIVITIES | | |
| Received from customers | \$ 17,814,207 | \$ 17,599,877 |
| Paid to suppliers for goods and services | (26,639,003) | (25,801,883) |
| Paid to employees for services | (27,079,550) | (26,986,637) |
| Cash Flows from Operating Activities | (35,904,346) | (35,188,643) |
| CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES | | |
| Operating subsidies received - federal | 908,912 | 7,036,573 |
| Federal subsidies pass-through to sub recipient | (350,912) | - |
| Operating subsidies received - state | 17,388,929 | 16,690,879 |
| Operating subsidies received - local | 3,472,658 | 4,565,430 |
| Deposits received from other governments | 24,273 | 17,648 |
| Repayment of non-capital advances from other funds | (229,174) | (210,374) |
| Interest paid on non-capital advances from other funds | (119,055) | (122,793) |
| Operating transfer from city | 11,921,295 | 12,241,956 |
| Cash Flows from Noncapital Financing Activities | 33,016,926 | 40,219,319 |
| CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES | | |
| Debt retired | (1,058,524) | (871,710) |
| Interest paid | (212,929) | (170,190) |
| Proceeds from issuance of general obligation debt | 2,631,128 | 2,246,495 |
| Acquisition and construction of capital assets | (6,607,312) | (11,540,773) |
| Capital contributions - city and other | 1,050,382 | 892,244 |
| Capital contributions - federal and state | 4,126,700 | 9,028,233 |
| Cash Flows From Capital and Related Financing Activities | (70,555) | (415,701) |
| Net Change in Cash and Cash Equivalents | (2,957,975) | 4,614,975 |
| CASH AND CASH EQUIVALENTS – Beginning of Year | 7,824,119 | 3,209,144 |
| CASH AND CASH EQUIVALENTS - END OF YEAR | \$ 4,866,144 | \$ 7,824,119 |
| NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES | | |
| None | | |

| | 2015 | 2014 |
|--|-------------------------------|-------------------------------|
| RECONCILIATION OF OPERATING LOSS TO NET CASH FLOWS FROM OPERATING ACTIVITIES | | |
| Operating loss | \$ (42,929,281) | \$ (42,905,276) |
| Nonoperating income | 28,054 | - |
| Noncash items included in operating loss | | |
| Depreciation expense | 6,426,535 | 6,506,793 |
| Changes in Assets and Liabilities | | |
| Accounts receivable | (259,332) | (435,181) |
| Materials and supplies | 85,514 | (50,788) |
| Prepaid expenses | 34,428 | 49,792 |
| Accrued payroll liabilities | 709,043 | 440,539 |
| Retiree health insurance escrow payable from restricted assets | (22,352) | (57,102) |
| Other post-employment benefits | 588,484 | 615,274 |
| Accounts payable | (406,228) | 623,223 |
| Pension related deferrals and liabilities | (125,855) | - |
| Unearned revenue | (11,664) | 46,525 |
| Unearned revenue - land and tower lease | (21,692) | (22,442) |
| NET CASH FLOWS FROM OPERATING ACTIVITIES | <u>\$ (35,904,346)</u> | <u>\$ (35,188,643)</u> |
| RECONCILIATION OF CASH AND CASH EQUIVALENTS TO STATEMENT OF NET POSITION ACCOUNTS | | |
| Cash | \$ 3,226,504 | \$ 6,162,127 |
| Restricted Cash - Retiree Health Insurance Escrow | <u>1,639,640</u> | <u>1,661,992</u> |
| CASH AND CASH EQUIVALENTS | <u>\$ 4,866,144</u> | <u>\$ 7,824,119</u> |

See accompanying notes to financial statements.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of Metro Transit System (Metro) have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to enterprise funds of government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The significant accounting principles and policies utilized by Metro are described below:

REPORTING ENTITY

Metro provides public bus transportation in the Cities of Madison, Middleton, Fitchburg and Verona, the Town of Madison and the Village of Shorewood Hills. Metro is governed by the City Transit and Parking Commission which consists of City Council members and citizen representatives. Service is provided in two major areas: fixed route service utilizing 220 coaches and paratransit services for the elderly and handicapped using both directly operated and purchased transportation services.

MEASUREMENT FOCUS, BASIS OF ACCOUNTING AND FINANCIAL STATEMENT PRESENTATION

The term measurement focus is used to denote what is being measured and reported in Metro's operating statement. Metro is accounted for on the flow of economic resources measurement focus. The fundamental objective of this focus is to measure whether Metro is better or worse off economically as a result of events and transactions of the period.

The term basis of accounting is used to determine when a transaction or event is recognized on Metro's operating statement. Metro uses the full accrual basis of accounting. Under this basis, revenues are recorded when earned and expenses are recorded when incurred, even though actual payment or receipt may not occur until after the period ends.

Metro is presented as an enterprise fund of the municipality. Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business or where the governing body has decided that the determination of revenues earned, costs incurred and net income is necessary for management accountability.

Preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

GASB issued Statement No. 68 - *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27* and Statement No. 71 - *Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*, in June 2012 and November 2013, respectively. These statements establish accounting and financial reporting standards for the accounting and reporting to Metro's cost-sharing multiple employer pension plan. This statement replaces the requirements of Statement No. 27, *Accounting for Pensions by State and Local Governmental Employer*. Metro adopted these statements effective January 1, 2015. The cumulative impact of implementation is shown in Note 7.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS, AND NET POSITION

Cash and Cash Equivalents

All Metro cash is commingled with the city cash and investments, which are managed by the City Treasurer. The disclosures regarding deposit and investment risks, as required by Statement No. 40 of the Governmental Accounting Standards Board are included in the general-purpose financial statements of the city, since it is not possible to segregate them by fund.

For purposes of the statement of cash flows, cash and cash equivalents have original maturities of three months or less from the date of acquisition.

Deposits and Investments

State statutes restrict investment of transit funds. Investments are limited to:

1. Time deposits in any credit union, bank, savings bank or trust company maturing in three years or less.
2. Bonds or securities of any county, city, drainage district, technical college district, village, town, or school district of the state. Also, bonds issued by a local exposition district, local professional baseball park district, local professional football stadium district, local cultural arts district or by the University of Wisconsin Hospitals and Clinics Authority.
3. Bonds or securities issued or guaranteed by the federal government.
4. The local government investment pool.
5. Any security maturing in seven years or less and having the highest or second highest rating category of a nationally recognized rating agency.
6. Securities of an open-end management investment company or investment trust, subject to various conditions and investment options.
7. Repurchase agreements with public depositories, with certain conditions.

Investments are stated at fair value, which is the amount at which an investment could be exchanged in a current transaction between willing parties. Fair values are based on quoted market prices. No investments are reported at amortized cost. Adjustments necessary to record investments at fair value are recorded in the operating statement as increases or decreases in investment income.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS, AND NET POSITION (cont.)

Accounts Receivable

Metro considers receivables from government units to be fully collectible; accordingly, no allowance for doubtful accounts from governmental units is presented. An allowance of \$23,183 is included in 2015 and 2014 for general accounts receivable.

Materials and Supplies

Materials and supplies are generally used for operation and maintenance work, not for resale. They are valued at lower of cost or market based on the FIFO method and charged to operation and maintenance expense when used. An allowance of \$50,000 for obsolete materials is included in 2015 and 2014.

Prepaid Expenses

This represents amounts paid for services or coverage to be provided in future periods.

Capital Assets

Capital assets are defined by Metro as assets with an initial, individual cost of more than \$10,000 and an estimated useful life in excess of one year.

Additions to and replacements of Metro capital assets are recorded at original cost, which includes material, labor, overhead, and an allowance for the cost of funds used during construction when significant. The cost of renewals and betterments relating to retirement units is added to capital asset accounts. The cost of property replaced, retired or otherwise disposed of is deducted from capital asset accounts and is charged to accumulated depreciation.

Fixed assets other than land are depreciated using the straight line method over their estimated useful life.

A summary of capital assets and estimated useful lives follows:

| | Balance 12/31/15 | Balance 12/31/14 | Years |
|--------------------------------|-----------------------------|-----------------------------|--------|
| Land | \$ 2,604,992 | \$ 2,604,992 | N/A |
| Building | 11,702,659 | 11,702,659 | 5 – 40 |
| Curb and land improvements | 6,671,484 | 6,671,484 | 5 |
| Revenue equipment | 74,168,553 | 71,295,675 | 8 – 20 |
| Service vehicles | 786,944 | 802,232 | 4 – 5 |
| Shop and garage equipment | 1,784,298 | 1,558,393 | 3 – 10 |
| Furniture and office equipment | 854,934 | 854,934 | 3 – 10 |
| Miscellaneous and farebox | 9,243,993 | 9,111,583 | 3 – 15 |
| Total Capital Assets | <u>\$107,817,857</u> | <u>\$104,601,952</u> | |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS, AND NET POSITION (cont.)

Pensions

For purposes of measuring the net pension liability (asset), deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Wisconsin Retirement System (WRS) and additions to/deductions from WRS' fiduciary net position have been determined on the same basis as they are reported by WRS. 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.

Deferred Outflow of Resources

A deferred outflow of resources represents a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expense) until that future time.

Accrued Compensation, Sick Leave and Vacation

Employees are allowed to accumulate up to 150 days of sick time. For office employees and drivers one day is equivalent to eight hours; for all other employees one day is equivalent to 8-36/60 hours. Upon retirement or disability, Wisconsin Retirement System participants may receive the cash value of the accumulated sick leave subject to the above maximum or use all or a portion for the payment of continued health insurance premiums. Funding for those costs is provided out of Metro's operating revenues. The estimated liability for current employees at December 31, 2015 and 2014 is \$ 3,600,822 and \$3,320,938, respectively.

Employees earn varying amounts of vacation depending on the number of years of service. Vacation time for all non-represented employees and represented employees hired prior to January 1, 1998 is awarded based on the prior year's service and is, therefore, accrued at the end of each year. Represented employees hired after January 1, 1998 are awarded their vacation immediately and can use it once they have completed their probationary period. Represented employees may opt to carry over one week of vacation each year. All other vacation time must be used within the year received.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS, AND NET POSITION (cont.)

Retiree Health Insurance Escrow

Metro makes an annual deposit into an escrow account for contributions toward the health insurance premiums for certain eligible retirees. The deposits were \$410,427 and \$402,380 in 2015 and 2014, respectively. To qualify a retiree must have retired on or after reaching age 55, must have completed ten continuous years of full-time service with Metro in a position represented by Teamsters Union Local 695, just prior to retiring and be eligible to retire under the Wisconsin Retirement System (WRS). Retirees receive this benefit for a maximum of five consecutive years or until becoming eligible for Medicare. Retirees will be eligible for premium contributions to the extent that funds are available in the escrow account and Metro will not be required to make any additional payments to the account should the cost of providing premium contributions exceed the amount deposited. Interest income remains with the escrow account less a 1% administrative fee transferred to the City. As of December 31, 2015, 115 current employees have met the eligibility requirements.

Unearned Revenue

Madison Metropolitan School District purchases passes for the school district that are valid for the entire school year. The estimated value of those passes that is related to rides to be provided in the following calendar year has been recorded as unearned revenue at year end. In addition, grant revenues related to prepaid leases are treated as unearned revenue. See note 6.

Long-Term Obligations

Long-term debt and other obligations are reported as Metro liabilities.

Deposits from Other Governments

Metro collects deposits from various entities that provide Metro with local operating assistance subsidies. These deposits are held by Metro in reserve to help fund unanticipated cost increases in future years. The reserve balance is reviewed annually and amounts received in excess of the annual cost and the required reserve balance are reported as payables and refunded in the subsequent year. In 2015 and 2014, \$290,256 and \$33,961, respectively, were returned to these entities.

Deferred Inflows of Resources

A deferred inflow of resources represents an acquisition of net position that applies to a future period and therefore will not be recognized as an inflow of resources (revenue) until that future time.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

ASSETS, DEFERRED OUTFLOWS, LIABILITIES, DEFERRED INFLOWS, AND NET POSITION (cont.)

Net Position

Equity is classified as Net Position and is displayed in three components:

- *Net investment in capital assets* – This component of net position consists of capital assets, including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.
- *Restricted* – This component of net position consists of constraints placed on net position use through external constraints imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislations.
- *Unrestricted net position* – This component of net position consists of net positions that do not meet the definition of “restricted” or “net investment in capital assets.”

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

The following calculation supports the net investment in capital assets:

| | 2015 | 2014 |
|---|----------------|---------------|
| Plant in service | \$ 107,817,857 | \$104,601,952 |
| Accumulated depreciation | (67,183,522) | (64,208,394) |
| Construction work in progress | 185,371 | 185,371 |
| Sub-Totals | 40,819,706 | 40,578,929 |
| Less: Capital related debt | | |
| Current portion of general obligation bonds | 1,114,020 | 982,395 |
| Long-term portion of capital related general obligation bonds | 6,245,390 | 4,804,411 |
| Sub-Totals | 7,359,410 | 5,786,806 |
| Add unspent proceeds of capital-related debt included above | 131,410 | 323,528 |
| Net Investment in Capital Assets | \$ 33,591,706 | \$ 35,115,651 |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

REVENUES AND EXPENSES

Revenue Recognition

Metro distinguishes *operating* revenues and expenses from *nonoperating* items. Operating revenues and expenses generally result from providing services. The principal operating revenues of Metro are charges to customers for services. In addition, as fully described in Note 5, Metro also receives operating subsidies from state, local and federal governments. Operating expenses include the cost of services, administrative expenses, and depreciation on capital assets. Other revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Taxes

Municipal transit utilities are exempt from federal and state income taxes and, therefore, no income tax liability is recorded by Metro.

Capital Contributions

Metro has received Federal, State and local funding for acquisition and construction of capital assets. In accordance with GASB Statement No. 33, this funding is reported as an increase in net position.

The Federal and State grants are subject to grantor agency compliance audits. Management believes losses, if any, resulting from those compliance audits are not material to these statements

EFFECT OF NEW ACCOUNTING STANDARDS ON CURRENT PERIOD FINANCIAL STATEMENTS

The Governmental Accounting Standards Board (GASB) has approved GASB Statement No. 72, *Fair Value Measure and Application*, Statement No. 73, *Accounting and Financial reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68*, and *Amendments to Certain Provisions of GASB Statements 67 and 68*, Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, Statement No. 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*, Statement No. 78, *Pensions Provided through Certain Multiple-Employer Defined Benefit Pension Plans*, and Statement No. 79, *Certain External Investment Pools and Pool Participants*. When they become effective, application of these standards may restate portions of these financial statements.

COMPARATIVE DATA

Certain amounts presented in the prior year data may have been reclassified in order to be consistent with the current year's presentation.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 2 – CHANGES IN CAPITAL ASSETS

A summary of changes in Metro capital assets for 2015 and 2014 follows:

| | Balance 1/1/15 | Additions | Retirements | Adjustments | Balance 12/31/15 |
|--|-------------------|-------------|-------------|-------------|---------------------|
| Capital assets not being depreciated | | | | | |
| Land | \$ 2,604,992 | \$ - | \$ - | \$ - | \$ 2,604,992 |
| Capital assets being depreciated /amortized | | | | | |
| Building and improvements | 11,702,659 | - | - | - | 11,702,659 |
| Curb and land improvements | 6,671,484 | - | - | - | 6,671,484 |
| Revenue vehicles | 71,295,675 | 6,246,780 | (3,373,902) | - | 74,168,553 |
| Service vehicles | 802,232 | 62,272 | (77,560) | - | 786,944 |
| Shop and garage equipment | 1,558,393 | 225,905 | - | - | 1,784,298 |
| Office equipment | 854,934 | - | - | - | 854,934 |
| Miscellaneous and farebox | 9,111,583 | 132,410 | - | - | 9,243,993 |
| Total Capital Assets Being Depreciated | 101,996,960 | 6,667,367 | (3,451,462) | - | 105,212,865 |
| Total Capital Assets | 104,601,952 | 6,667,367 | (3,451,462) | - | 107,817,857 |
| Less: Accumulated depreciation /amortization | | | | | |
| Building and improvements | (9,502,301) | (372,960) | - | - | (9,875,261) |
| Curb and land improvements | (6,133,432) | (128,352) | - | - | (6,261,784) |
| Revenue vehicles | (40,277,720) | (5,096,555) | 3,373,847 | - | (42,000,428) |
| Service vehicles | (675,086) | (58,356) | 77,560 | - | (655,882) |
| Shop and garage equipment | (1,353,412) | (84,582) | - | - | (1,437,994) |
| Office equipment | (716,570) | (83,864) | - | - | (800,434) |
| Miscellaneous and farebox | (5,549,873) | (601,866) | - | - | (6,151,739) |
| Total Accumulated Depreciation/amortization | (64,208,394) | (6,426,535) | 3,451,407 | - | (67,183,522) |
| Construction in progress | 185,371 | - | - | - | 185,371 |
| Net Transit System Plant | \$ 40,578,929 | | | | \$ 40,819,706 |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 2 – CHANGES IN CAPITAL ASSETS (cont.)

| | Balance 1/1/14 | Additions | Retirements | Adjustments | Balance 12/31/14 |
|--|----------------------|--------------------|--------------------|-------------|----------------------|
| Capital assets, not being | | | | | |
| Depreciated | | | | | |
| Land | \$ 2,604,992 | \$ - | \$ - | \$ - | \$ 2,604,992 |
| Capital assets being depreciated | | | | | |
| Building and improvements | 11,981,580 | 82,473 | (361,394) | - | 11,702,659 |
| Curb and land improvements | 6,732,726 | 202,918 | (264,160) | - | 6,671,484 |
| Revenue vehicles | 66,135,416 | 8,379,302 | (3,219,043) | - | 71,295,675 |
| Service vehicles | 753,147 | 49,085 | - | - | 802,232 |
| Shop and garage equipment | 1,888,587 | 67,423 | (397,617) | - | 1,558,393 |
| Office equipment | 1,447,187 | 45,090 | (637,343) | - | 854,934 |
| Miscellaneous and farebox | 7,513,244 | 3,314,482 | (1,716,143) | - | 9,111,583 |
| Total Capital Assets Being Depreciated | <u>96,451,887</u> | <u>12,140,773</u> | <u>(6,595,700)</u> | - | <u>101,996,960</u> |
| Total Capital Assets | <u>99,056,879</u> | <u>12,140,773</u> | <u>(6,595,700)</u> | - | <u>104,601,952</u> |
| Less: Accumulated depreciation | | | | | |
| Building and improvements | (9,457,314) | (406,381) | 361,394 | - | (9,502,301) |
| Curb and land improvements | (6,286,003) | (111,589) | 264,160 | - | (6,133,432) |
| Revenue vehicles | (38,643,829) | (4,852,934) | 3,219,043 | - | (40,277,720) |
| Service vehicles | (623,213) | (51,873) | - | - | (675,086) |
| Shop and garage equipment | (1,686,732) | (64,297) | 397,617 | - | (1,353,412) |
| Office equipment | (1,229,505) | (124,408) | 637,343 | - | (716,570) |
| Miscellaneous and farebox | (6,370,705) | (895,311) | 1,716,143 | - | (5,549,873) |
| Total Accumulated Depreciation | <u>(64,297,301)</u> | <u>(6,506,793)</u> | <u>6,595,700</u> | - | <u>(64,208,394)</u> |
| Construction in progress | <u>785,371</u> | - | <u>(600,000)</u> | - | <u>185,371</u> |
| Net Transit System Plant | <u>\$ 35,544,949</u> | | | | <u>\$ 40,578,929</u> |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 3 – INTER-FUND RECEIVABLES/PAYABLES AND TRANSFERS

The following is a schedule of transfer balances as of December 31, 2015 and 2014:

| To | From | 2015 | | 2014 | |
|-------|-----------------|--------------|------------------------|--------------|------------------------|
| | | Amount | Principal Purpose | Amount | Principal Purpose |
| Metro | City of Madison | \$11,921,295 | City operating subsidy | \$12,241,956 | City operating subsidy |

NOTE 4 – LONG-TERM OBLIGATIONS

GENERAL OBLIGATION NOTE

The city on behalf of Metro has borrowed funds for the purpose of capital purchases. The following is a summary of Metro's share of city general obligation note issues:

| Title of Issue | Date of Issue | Final Maturity | Interest Rates | Original Amount | Amount Outstanding 12/31/15 |
|-----------------|---------------|----------------|----------------|-----------------|-----------------------------|
| Promissory Note | 10-15-08 | 10-15-18 | 3.82% | 1,420,000 | 426,000 |
| Promissory Note | 10-1-09 | 10-1-19 | 0.90 – 4.35% | 805,000 | 321,851 |
| Promissory Note | 10-19-10 | 10-19-20 | 2.00 – 3.75% | 97,890 | 81,575 |
| Promissory Note | 10-19-10 | 10-19-16 | 3.00 – 4.00% | 920,047 | 75,647 |
| Promissory Note | 10-1-11 | 10-1-21 | 0.45 – 5.00% | 1,709,900 | 1,025,864 |
| Promissory Note | 10-1-12 | 10-1-22 | 2.00 – 4.00% | 1,108,275 | 775,695 |
| Promissory Note | 10-1-14 | 10-1-24 | 2.00 – 5.00% | 2,246,495 | 2,021,650 |
| Promissory Note | 10-1-15 | 10-1-25 | 2.00 – 3.00% | 2,631,128 | 2,631,128 |
| Total | | | | | <u>\$ 7,359,410</u> |

The repayment schedules for the debt are shown on the following page.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 4 – LONG-TERM OBLIGATIONS (cont.)

| Year | 10-1-08 | | 10-15-09 | | 10-01-10 | | 10-19-11 | | 10-19-12 | | 10-01-12 | |
|--------|-------------------|------------------|-------------------|------------------|------------------|-----------------|------------------|-----------------|---------------------|-------------------|-------------------|-------------------|
| | Principal | Interest | Principal | Interest | Principal | Interest | Principal | Interest | Principal | Interest | Principal | Interest |
| 2016 | 142,000 | 18,176 | 80,463 | 8,225 | 16,315 | 1,622 | 75,647 | 2,269 | 170,977 | 47,874 | 110,814 | 28,812 |
| 2017 | 142,000 | 12,141 | 80,463 | 6,394 | 16,315 | 1,379 | - | - | 170,978 | 39,325 | 110,814 | 24,379 |
| 2018 | 142,000 | 6,106 | 80,463 | 4,406 | 16,315 | 1,087 | - | - | 170,977 | 30,776 | 110,814 | 19,946 |
| 2019 | - | - | 80,462 | 2,249 | 16,335 | 769 | - | - | 170,977 | 22,227 | 110,814 | 15,514 |
| 2020 | - | - | - | - | 16,295 | 397 | - | - | 170,978 | 13,678 | 110,813 | 11,081 |
| 2021 | - | - | - | - | - | - | - | - | 170,977 | 6,839 | 110,813 | 6,649 |
| 2022 | - | - | - | - | - | - | - | - | - | - | 110,813 | 3,324 |
| 2023 | - | - | - | - | - | - | - | - | - | - | - | - |
| 2024 | - | - | - | - | - | - | - | - | - | - | - | - |
| 2025 | - | - | - | - | - | - | - | - | - | - | - | - |
| Totals | <u>\$ 426,000</u> | <u>\$ 36,423</u> | <u>\$ 321,851</u> | <u>\$ 21,274</u> | <u>\$ 81,575</u> | <u>\$ 5,254</u> | <u>\$ 75,647</u> | <u>\$ 2,269</u> | <u>\$ 1,025,864</u> | <u>\$ 160,719</u> | <u>\$ 775,695</u> | <u>\$ 109,705</u> |

| Year | 10-01-14 | | 10-01-15 | | Total | |
|--------|---------------------|-------------------|---------------------|-------------------|---------------------|---------------------|
| | Principal | Interest | Principal | Interest | Principal | Interest |
| 2016 | 224,628 | 69,635 | 293,176 | 74,329 | 1,114,020 | 250,942 |
| 2017 | 224,628 | 65,142 | 292,667 | 70,139 | 1,037,865 | 218,899 |
| 2018 | 224,628 | 58,403 | 255,858 | 61,358 | 1,001,055 | 182,082 |
| 2019 | 224,628 | 51,664 | 255,633 | 53,683 | 858,849 | 146,106 |
| 2020 | 224,628 | 44,926 | 255,633 | 46,014 | 778,347 | 116,096 |
| 2021 | 224,628 | 35,940 | 255,633 | 38,345 | 762,051 | 87,773 |
| 2022 | 224,628 | 24,709 | 255,632 | 30,676 | 591,073 | 58,709 |
| 2023 | 224,627 | 15,724 | 255,632 | 23,007 | 480,259 | 38,731 |
| 2024 | 224,627 | 6,739 | 255,632 | 15,338 | 480,259 | 22,077 |
| 2025 | - | - | 255,632 | 7,669 | 255,632 | 7,669 |
| Totals | <u>\$ 2,021,650</u> | <u>\$ 372,882</u> | <u>\$ 2,631,128</u> | <u>\$ 420,558</u> | <u>\$ 7,359,410</u> | <u>\$ 1,129,084</u> |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 4 – LONG-TERM OBLIGATIONS (cont.)

DEBT REFUNDING

On October 22, 2015 the municipality, on behalf of Metro, issued \$76,130 in bonds with an average interest rate of 3 percent to refund \$76,130 of outstanding bonds with an average interest rate of 4 percent. The net proceeds along with the existing funds of Metro were used to prepay the outstanding debt.

The cash flow requirements on the old bonds prior to the advance refunding was \$80,697 from 2016 through 2017. The cash flow requirements on the new bonds are \$79,555 from 2016 through 2017. The refunding resulted in an economic gain (difference between the present value of the debt service payments on the old and new bonds) of \$3,182.

ADVANCE FROM OTHER FUNDS

The city has advanced the following to Metro from the debt service fund:

| Date | Purpose | Final Maturity | Interest Rates | Original Amount | Amount Outstanding 12/31/15 |
|---------------------|--|---------------------|----------------|--------------------|-----------------------------------|
| October 19, 2010 | Pay off WRS Prior Service Liability | October 19, 2024 | 0.55 - 4.00% | \$ 4,333,711 | \$ 3,353,456 |

Advance from other funds debt service requirements to maturity follows:

| Year | Principal | Interest | Total |
|--------|---------------------|-------------------|---------------------|
| 2016 | \$ 251,554 | \$ 116,047 | \$ 367,601 |
| 2017 | 274,829 | 110,387 | 385,216 |
| 2018 | 300,791 | 103,517 | 404,308 |
| 2019 | 330,332 | 94,493 | 424,825 |
| 2020 | 362,560 | 83,757 | 446,317 |
| 2021 | 398,368 | 71,068 | 469,436 |
| 2022 | 436,863 | 56,527 | 493,390 |
| 2023 | 477,147 | 39,926 | 517,073 |
| 2024 | 521,012 | 20,841 | 541,853 |
| Totals | <u>\$ 3,353,456</u> | <u>\$ 696,563</u> | <u>\$ 4,050,019</u> |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 4 – LONG-TERM OBLIGATIONS (cont.)

Metro's long-term obligations activity for the years ended December 31, 2015 and 2014 is as follows:

| | Balance 1/1/15 | Additions | Reductions | Balance 12/31/15 | Due Within One Year |
|--|----------------------|---------------------|---------------------|----------------------|------------------------|
| General obligation notes | \$ 5,786,806 | \$ 2,631,128 | \$ 1,058,524 | \$ 7,359,410 | \$ 1,114,020 |
| Advance from other funds | 3,582,630 | - | 229,174 | 3,353,456 | 251,554 |
| Retiree health insurance escrow | 1,661,992 | 410,427 | 432,779 | 1,639,640 | 494,208 |
| Accrued sick leave | 3,320,938 | 1,243,781 | 963,897 | 3,600,822 | 308,448 |
| Deposits from other governments | 466,442 | 24,273 | - | 490,715 | - |
| Unfunded OPEB liability | 3,697,366 | 588,484 | - | 4,285,850 | - |
| Unearned revenue-land and tower lease | 105,972 | - | 21,692 | 84,280 | 20,983 |
| Totals | \$ 18,622,146 | \$ 4,898,093 | \$ 2,706,066 | \$ 20,814,173 | \$ 2,189,213 |
| | | | | | |
| | Balance 1/1/14 | Additions | Reductions | Balance 12/31/14 | Due Within One Year |
| General obligation notes | \$ 4,412,021 | \$ 2,246,495 | \$ 871,710 | \$ 5,786,806 | \$ 982,395 |
| Advance from other funds | 3,793,004 | - | 210,374 | 3,582,630 | 229,174 |
| Retiree health insurance escrow | 1,719,094 | 402,380 | 459,482 | 1,661,992 | 446,577 |
| Accrued sick leave | 3,357,272 | 942,660 | 978,994 | 3,320,938 | 51,773 |
| Deposits from other governments | 448,794 | 17,648 | - | 466,442 | - |
| Unfunded OPEB liability | 3,082,092 | 615,274 | - | 3,697,366 | - |
| Unearned revenue-land and tower lease | 128,414 | - | 22,442 | 105,972 | 21,692 |
| Totals | \$ 16,940,691 | \$ 4,224,457 | \$ 2,543,002 | \$ 18,622,146 | \$ 1,731,611 |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 5 – OPERATING SUBSIDIES

Metro receives operating subsidies from state and local governments. Federal subsidies are received for capital grants as well as capital grants that reimburse outlays recorded as operating expenses.

State operating assistance is received in quarterly payments from the Wisconsin Department of Transportation.

Local operating assistance is in the form of subsidies from the City of Madison, Town of Madison, Cities of Middleton, Fitchburg and Verona, the Village of Shorewood Hills, the University of Wisconsin, Madison Area Technical College and Madison Metropolitan School District. Contracts are executed with all entities defining subsidy amounts and procedures.

The following are the operating subsidies for the years 2015 and 2014:

| | <u>2015</u> | <u>2014</u> |
|---|--------------|--------------|
| Federal | \$ 6,513,440 | \$ 6,352,153 |
| Federal operating grant pass-through to sub recipient | (350,912) | - |
| State | 17,375,936 | 16,677,514 |
| Other state subsidies | 16,242 | 13,365 |
| Local public subsidies | 3,533,200 | 3,356,826 |
| City of Madison | 11,921,295 | 12,241,956 |

Federal and State subsidies are subject to granting agency compliance audits. Management believes losses, if any, resulting from the compliance audits are not material to these statements.

NOTE 6 – UNEARNED REVENUE/PREPAID EXPENSE – LAND AND TOWER LEASE

In 1993 the city on behalf of Metro entered into an operating lease with the University Research Park, Inc. for use of a tower. Metro's share of the lease was \$96,250. The lease is 25 years in length and was fully prepaid. The revenue received to pay for the lease was deferred and is being recognized using the straight-line method over the life of the lease.

In 1997 the city on behalf of Metro entered into a thirty year, fully prepaid operating lease with University Research Park, Inc. for a parcel of land used in conjunction with bus transfer facilities for \$214,000. The revenue received to pay for the lease was deferred and is being recognized over the life of the lease.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 6 – UNEARNED REVENUE/PREPAID EXPENSE – LAND AND TOWER LEASE (cont.)

In 2004, the city on behalf of Metro entered into an operating lease for \$103,488 with Kraft Foods for a parcel of land to be used as the North Park & Ride lot through 2012. At the same time extensions of both the North Transfer Point lease and the North Park & Ride lease were also negotiated through 2018 for an additional \$96,200. These leases were fully prepaid. The revenue received to pay for these leases was unearned and is being recognized over the life of the leases.

The following table represents the prepaid asset to be amortized over the remaining life of the leases:

| | University Research Park | North Park & Ride Lot | | Total |
|-----------|-----------------------------|--------------------------|----|--------|
| 2016 | \$ 8,350 | \$ 15,791 | \$ | 24,141 |
| 2017 | 8,025 | 15,352 | | 23,377 |
| 2018 | 7,133 | 14,926 | | 22,059 |
| 2019 | 3,595 | - | | 3,595 |
| 2020 | 3,336 | - | | 3,336 |
| 2021-2025 | 13,401 | - | | 13,401 |
| 2026-2027 | 3,585 | - | | 3,585 |
| | \$ 47,425 | \$ 46,069 | \$ | 93,494 |

The difference between the prepaid and the deferred revenue is equal to the 20% local match on the North Park and Ride Lot which was not deferred.

NOTE 7 – EMPLOYEES' RETIREMENT SYSTEM

Metro implemented GASB No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*, and GASB No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68*, effective January 1, 2015. The cumulative effect of the change in net position due to the change in accounting standard is shown as a change in beginning net position for 2015. The prior year balances for deferred outflows of resources and the net pension liability were not restated due to the measurement date used for the calculation of the balances and the timing of information received by WRS. For this reason, prior year pension footnote disclosures are included under GASB No. 27.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 7 – EMPLOYEES’ RETIREMENT SYSTEM (cont.)

General Information About the Pension Plan

Plan description. The WRS is a cost-sharing multiple-employer defined benefit pension plan. WRS benefits and other plan provisions are established by Chapter 40 of the Wisconsin Statutes. Benefit terms may only be modified by the legislature. The retirement system is administered by the Wisconsin Department of Employee Trust Funds (ETF). The system provides coverage to all eligible State of Wisconsin, local government and other public employees. All employees, initially employed by a participating WRS employer on or after July 1, 2011, and expected to work at least 1,200 hours a year (880 hours for teachers and school district educational support employees) and expected to be employed for at least one year from employee’s date of hire are eligible to participate in the WRS.

Vesting. For employees beginning participation on or after January 1, 1990, and no longer actively employed on or after April 24, 1998, creditable service in each of five years is required for eligibility for a retirement annuity. Participants employed prior to 1990 and on or after April 24, 1998, and prior to July 1, 2011, are immediately vested. Participants who initially became WRS eligible on or after July 1, 2011, must have five years of creditable service to be vested.

Benefits provided. Employees who retire at or after age 65 (54 for protective occupation employees, 62 for elected officials and State executive participants) are entitled to receive an unreduced retirement benefit. The factors influencing the benefit are: (1) final average earnings, (2) years of creditable service, and (3) a formula factor.

Final average earnings is the average of the participant's three highest years' earnings. Creditable service is the creditable current and prior service expressed in years or decimal equivalents of partial years for which a participant receives earnings and makes contributions as required. The formula factor is a standard percentage based on employment category.

Employees may retire at age 55 (50 for protective occupation employees) and receive reduced benefits. Employees terminating covered employment before becoming eligible for a retirement benefit may withdraw their contributions and forfeit all rights to any subsequent benefits.

The WRS also provides death and disability benefits for employees.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 7 – EMPLOYEES’ RETIREMENT SYSTEM (cont.)

Post-Retirement adjustments. The Employee Trust Funds Board may periodically adjust annuity payments from the retirement system based on annual investment performance in accordance with s. 40.27, Wis. Stat. An increase (or decrease) in annuity payments may result when investment gains (losses), together with other actuarial experience factors, create a surplus (shortfall) in the reserves, as determined by the system’s consulting actuary. Annuity increases are not based on cost of living or other similar factors. For Core annuities, decreases may be applied only to previously granted increases. By law, Core annuities cannot be reduced to an amount below the original, guaranteed amount (the “floor”) set at retirement. The Core and Variable annuity adjustments granted during recent years are as follows:

| Year | Core Fund Adjustment | Variable Fund Adjustment |
|------|-------------------------|-----------------------------|
| 2005 | 2.6% | 7% |
| 2006 | 0.8 | 3 |
| 2007 | 3.0 | 10 |
| 2008 | 6.6 | 0 |
| 2009 | (2.1) | (42) |
| 2010 | (1.3) | 22 |
| 2011 | (1.2) | 11 |
| 2012 | (7.0) | (7) |
| 2013 | (9.6) | 9 |
| 2014 | 4.7 | 25 |

Contributions. Required contributions are determined by an annual actuarial valuation in accordance with Chapter 40 of the Wisconsin Statutes. The employee required contribution is one-half of the actuarially determined contribution rate for general category employees, including teachers, and Executives and Elected Officials. Required contributions for protective employees are the same rate as general employees. Employers are required to contribute the remainder of the actuarially determined contribution rate. The employer may not pay the employee required contribution unless provided for by an existing collective bargaining agreement.

During the reporting period, the WRS recognized \$1,861,057 in contributions from Metro.

Contribution rates as of December 31, 2015 are:

| | 2015 | | 2014 | |
|------------------------------------|----------|----------|----------|----------|
| | Employee | Employer | Employee | Employer |
| General (including teachers | 6.8% | 6.8% | 7.0% | 7.0% |
| Executives & Elected Officials | 7.7% | 7.7% | 7.75% | 7.75% |
| Protective with Social Security | 6.8% | 9.5% | 7.0% | 10.1% |
| Protective without Social Security | 6.8% | 13.1% | 7.0% | 13.7% |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 7 – EMPLOYEES’ RETIREMENT SYSTEM (cont.)

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

At December 31, 2015, Metro reported a liability (asset) of (\$4,594,579) for its proportionate share of the net pension liability (asset). The net pension liability (asset) was measured as of December 31, 2014, and the total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation as of December 31, 2013 rolled forward to December 31, 2014. No material changes in assumptions or benefit terms occurred between the actuarial valuation date and the measurement date. Metro’s proportion of the net pension liability (asset) was based on Metro’s share of contributions to the pension plan relative to the contributions of all participating employers. At December 31, 2014, the City’s proportion was 1.586385890%, which was an increase of .007443350% from its proportion measured as of December 31, 2013.

For the year ended December 31, 2015, Metro recognized pension expense of \$1,731,099.

At December 31, 2015, Metro reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

| | Deferred Outflows of Resources | Deferred Inflows of Resources |
|---|--------------------------------------|-------------------------------------|
| Differences between expected and actual experience | \$ 666,071 | \$ - |
| Changes in assumption | - | - |
| Net differences between project and actual earnings on pension plan | 2,224,917 | - |
| Changes in proportion and differences between employer contributions and proportionate share of contributions | - | 983 |
| Employer contributions subsequent to the measurement date | 1,838,382 | - |
| Total | \$ 4,729,370 | \$ 983 |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 7 – EMPLOYEES’ RETIREMENT SYSTEM (cont.)

Deferred outflows related to pension resulting from the WRS Employer’s contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability (asset) in the year ended December 31, 2016. \$1,838,382 is reported for Metro. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

| <u>Year Ended December 31</u> | <u>Deferred Outflow of Resources</u> | <u>Deferred Inflows of Resources</u> |
|-------------------------------|--|--|
| 2016 | \$ 708,085 | \$ 224 |
| 2017 | 708,085 | 224 |
| 2018 | 708,085 | 224 |
| 2019 | 708,085 | 224 |
| 2020 | 58,648 | 87 |
| Thereafter | - | - |
| Total | \$ 2,890,988 | \$ 983 |

Actuarial assumptions. The total pension liability in the December 31, 2014, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

| | |
|---|--------------------------------|
| Actuarial valuation date | December 31, 2013 |
| Measurement date of net pension liability (asset) | December 31, 2014 |
| Actuarial cost method | Entry age |
| Asset valuation method | Fair market value |
| Long-term expected rate of return | 7.2% |
| Discount rate | 7.2% |
| Salary increases | |
| Salary increases | 3.2% |
| Salary increases | 0.2% - 5.8% |
| Mortality | Wisconsin 2012 Mortality Table |
| Post-retirement adjustments | 2.1% |

** No post-retirement adjustment is guaranteed. Actual adjustments are based on recognized investment return, actuarial experience and other factors. 2.1% is the assumed annual adjustment based on the investment return assumption and the post-retirement discount rate.*

Actuarial assumptions are based upon an experience study conducted in 2012 using experience from 2009 – 2011. The total pension liability for December 31, 2014 is based upon a roll-forward of the liability calculated from the December 31, 2013 actuarial valuation.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 7 – EMPLOYEES’ RETIREMENT SYSTEM (cont.)

Long-term expected Return on Plan Assets. The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

| Asset Class | Long-term Real Rate of Return | Target Allocation |
|----------------------------|-------------------------------------|----------------------|
| US Equities | 5.3% | 21.0% |
| International Equities | 5.7 | 23.0 |
| Fixed Income | 1.7 | 36.0 |
| Inflation Sensitive Assets | 2.3 | 20.0 |
| Real Estate | 4.2 | 7.0 |
| Private Equity/Debt | 6.9 | 7.0 |
| Multi-Asset | 3.9 | 6.0 |
| Cash | 0.9 | (20.0) |

Single Discount rate. A single discount rate of 7.20% was used to measure the total pension liability. This single discount rate was based on the expected rate of return on pension plan investments of 7.20% and a long term bond rate of 3.56%. Because of the unique structure of WRS, the 7.20% expected rate of return implies that a dividend of approximately 2.1% will always be paid. For purposes of the single discount rate, it was assumed that the dividend would always be paid. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments (including expected dividends) of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the utility's proportionate share of the net pension liability (asset) to changes in the discount rate. The following presents Metro’s proportionate share of the net pension liability (asset) calculated using the discount rate of 7.20 percent, as well as what Metro’s proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower (6.20 percent) or 1-percentage-point higher (8.20 percent) than the current rate:

| | 1% Decrease to Discount Rate (6.20%) | Current Discount Rate (7.20%) | 1% Increase to Discount Rate (8.20%) |
|---|--|-------------------------------------|--|
| Metro's proportionate share of the net position liability (asset) | \$ 12,962,098 | \$ (4,594,579) | \$ (18,460,132) |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 7 – EMPLOYEES’ RETIREMENT SYSTEM (cont.)

Pension plan fiduciary net position. Detailed information about the pension plan’s fiduciary net position is available in separately issued financial statements available at <http://legis.wisconsin.gov/lab/> and reference report number 15-11.

Required Disclosures Under GASB No. 27

Covered payroll listed below is substantially the same as total payroll.

| | <u>Year Ended December 31</u> | |
|----------------------------------|-------------------------------|----------------------|
| | <u>2014</u> | <u>2013</u> |
| Total Covered Metro Payroll | <u>\$ 27,937,643</u> | <u>\$ 25,755,383</u> |
| Total Required Contributions | <u>\$ 1,955,635</u> | <u>\$ 1,712,733</u> |
| Total Required Contributions (%) | <u>7.00%</u> | <u>6.65%</u> |

NOTE 8 – OTHER POST-EMPLOYMENT BENEFITS

The city administers a single-employer defined benefit healthcare plan, (the Retiree Health Plan) in which Metro participates. The Plan provides healthcare coverage to city employees and their spouses, which covers both active and eligible retired members. The Plan is affiliated with the Wisconsin Public Employer’s Group Health Insurance – Dane County service area plan, a purchasing plan administered by the State of Wisconsin. Benefit provisions are established through collective bargaining agreements. The Retiree Health Plan does not issue a publicly available financial report.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 8 – OTHER POST-EMPLOYMENT BENEFITS (cont.)

Contribution requirements are established through collective bargaining agreements and may be amended only through negotiations between the city and the union. The Plan provides eligible retirees with the opportunity to stay on the city's health insurance plan. Eligible retirees and spouses contribute the full amount of the premiums after age 55, except for teamsters who contribute the difference between the rate paid by the city and current year rate. As the eligibility requirements for different classes of employees vary, please see the City of Madison audit report for complete details of all benefits offered.

The city's annual other post-employment benefit (OPEB) cost (expense) is calculated based on the annual required contribution of the employer (ARC), an amount actuarially determined in accordance with parameters of GASB Statement No. 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years. The following table shows the components of the city's annual OPEB cost for 2015 and 2014:

| | Entire City | | Metro | |
|---|----------------------|----------------------|---------------------|---------------------|
| | 2015 | 2014 | 2015 | 2014 |
| Annual OPEB Cost | \$ 6,808,834 | \$ 6,713,573 | \$ 1,294,541 | \$ 1,411,691 |
| Contributions made | 2,944,435 | 3,087,080 | 706,057 | 796,417 |
| Increase in net OPEB obligation | 3,864,399 | 3,626,493 | 588,484 | 615,274 |
| Net OPEB Obligation - Beginning of Year | 25,548,850 | 21,922,357 | 3,697,366 | 3,082,092 |
| Net OPEB Obligation - End of Year | <u>\$ 29,413,249</u> | <u>\$ 25,548,850</u> | <u>\$ 4,285,850</u> | <u>\$ 3,697,366</u> |

The city's and Metro's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB liability for 2015, 2014 and 2013 were as follows:

| City | | | |
|--------------------------|-------------------------|---|---------------------------|
| <u>Fiscal Year Ended</u> | <u>Annual OPEB Cost</u> | <u>Percentage of Annual OPEB Cost Contributed</u> | <u>Net OPEB Liability</u> |
| December 31, 2015 | \$ 6,808,834 | 43% | \$29,413,249 |
| December 31, 2014 | \$ 6,713,573 | 46% | \$25,548,850 |
| December 31, 2013 | \$ 6,728,009 | 46% | \$21,922,357 |
| Metro | | | |
| <u>Fiscal Year Ended</u> | <u>Annual OPEB Cost</u> | <u>Percentage of Annual OPEB Cost Contributed</u> | <u>Net OPEB Liability</u> |
| December 31, 2015 | \$ 1,294,541 | 55% | \$ 4,285,850 |
| December 31, 2014 | \$ 1,411,691 | 56% | \$ 3,697,366 |
| December 31, 2013 | \$ 1,357,753 | 59% | \$ 3,082,092 |

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 8 – OTHER POST-EMPLOYMENT BENEFITS (cont.)

The funded status of the plan (for the entire city) as of December 31, 2015, the most recent actuarial valuation date, was as follows:

| | |
|---|-----------------------|
| Actuarial accrued liability (AAL) | \$ 57,433,140 |
| Actuarial value of plan assets | <u>1,639,640</u> |
| Unfunded Actuarial Accrued Liability (UAAL) | <u>\$ 55,793,500</u> |
| Funded ratio (actuarial value of plan assets/AAL) | <u>2.9%</u> |
| Covered payroll (active plan members) | <u>\$ 176,696,162</u> |
| UAAL as a percentage of covered payroll | <u>31.6%</u> |

Actuarial valuations of an ongoing plan involve estimates for the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information that shows whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

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

In the actuarial valuation, the projected unit credit actuarial cost method was used. The actuarial assumptions include a 4.5% investment rate of return and an annual healthcare cost trend rate of 8.0% for 2016, reduced by decrements to an ultimate rate of 4.5% for 2023 and beyond. Both rates include a 3.0% inflation assumption. The plan's unfunded actuarial accrued liability is being amortized as a level dollar over 30 years based on an open group.

Please see the City of Madison basic financial statements for the required supplemental schedule of funding progress.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS

December 31, 2015 and 2014

NOTE 9 – RISK MANAGEMENT

Metro is exposed to various risks of loss related to torts, theft of, damage to, or destruction of assets, errors and omissions, workers compensation, and health care of its employees. The city purchases commercial insurance for health care and most property losses. Settled claims have not exceeded the commercial coverage for health claims in any of the past three years. There has been no reduction in coverage compared to the prior year.

Metro is self-insured for workers' compensation claims. Metro is partially self-funded and participates in a public entity risk pool to provide coverage for liability and transit system property losses.

For its other liability coverage Metro Transit was insured under the City of Madison's liability program with Wisconsin Mutual Insurance Company (WMMIC). Details of the City's participation with WMMIC are provided in the City's financial statements. Metro Transit's workers' compensation program is also included in the City's self-insured workers' compensation program. Metro Transit's property exposures are insured under the City's property coverage through the Local Government Property Insurance Fund.

TRANSIT MUTUAL INSURANCE CORPORATION OF WISCONSIN (TMI)

Transit Mutual Insurance Corporation of Wisconsin (TMI) is a municipal mutual insurance corporation which insures auto liability for municipally-owned transit systems in Wisconsin. Each insured property is an owner of the mutual insurance corporation. Metro insures its transit systems' auto liability with TMI and is an owner of the corporation.

In 2015, TMI issued Metro an auto liability policy with a \$250,000 per person policy limit and a \$7,000,000 per accident policy limit. Of the per accident policy limit, TMI insures \$2,000,000 and reinsures \$5,000,000 with Genesis Insurance. In addition, Metro's policy provides for \$25,000 per person and \$50,000 per accident in uninsured motorist insurance.

Management of TMI consists of a board of directors comprised of one representative for each member. Metro does not exercise any control over the activities of TMI beyond its representation on the board of directors.

Premiums are determined in advance of each premium year, which begins on January 1. TMI is an assessable mutual; accordingly, the board of directors may require that supplemental contributions be made by members to ensure adequate funds are available to meet the obligations applicable to the premium year. Members are required by Wisconsin statute and TMI bylaws to fund any deficit attributable to a premium year during which they were a member. TMI was incorporated in 1985 and began issuing insurance policies in 1986; there has never been a member assessment beyond the annual premiums.

Metro's share of TMI is 41.65% for auto liability. A list of the other members and their share of participation is available in the TMI report which is available from: TMI, PO Box 1135, Appleton, WI 54915-1483 or by email from tmi@transitmutual.com.

METRO TRANSIT SYSTEM

NOTES TO FINANCIAL STATEMENTS December 31, 2015 and 2014

NOTE 10 – BASIS FOR EXISTING FARES

Current fares (except for regular and senior/disabled 31 day passes) were made effective April 4, 2009 as approved by the Transit and Parking Commission.

A fare increase for regular and senior/disabled 31 day passes took effect on February 4, 2013.

NOTE 11 – COMMITMENTS AND CONTINGENCIES

Metro provides FTA Section 5307 appropriation funds to the Metropolitan Planning Organization for planning, short-range studies, Transportation Improvement Program (TIP) development and ridesharing, bikeways and other corridor studies.

Metro provides Wisconsin Department of Transportation Section 85.20 funds to Dane County for door-to-door volunteer driver escort services and Group Access Transportation for the elderly and disabled in the Metro Transit System service area.

Metro contracts with a number of providers for demand-responsive paratransit services. Contract terms and conditions vary for each provider.

In January of 2013 the Transit and Parking Commission approved a contract with Gillig Corp. for the purchase of up to 80 buses over a six-year period. As of December 31, 2015, 35 buses had been purchased under this contract.

From time to time Metro is party to various pending claims and legal proceedings. Although the outcome of such matters cannot be forecasted with certainty, it is the opinion of management and Metro's legal counsel that the likelihood is remote that any such claims or proceedings will have a material adverse effect on Metro's financial position or results of operations.

NOTE 12 – CUMULATIVE EFFECT OF A CHANGE IN ACCOUNTING PRINCIPLE

Metro adopted GASB Statement No. 68 effective January 1, 2015. The cumulative effect of implementation is reflected as a change in net position as follows:

| | |
|---|---------------------|
| Net pension asset January 1, 2014 | \$ 7,340,032 |
| Deferred outflows January 1, 2014 | <u>1,857,079</u> |
| Cumulative Effect of a Change in Accounting Principle | <u>\$ 9,197,111</u> |

Additional information required for retroactive implementation was not provided by the pension plan.

REQUIRED SUPPLEMENTAL INFORMATION

METRO TRANSIT SYSTEM

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION ASSET -
WISCONSIN RETIREMENT SYSTEM
For the Year Ended December 31, 2015

| <u>Fiscal Year Ending</u> | <u>Proportion of the Net Pension Asset</u> | <u>Proportionate Share of the Net Pension Asset</u> | <u>2014 Covered Payroll</u> | <u>Proportionate Share of the Net Pension Asset as a Percentage of Covered Payroll</u> | <u>Plan Fiduciary Net Position as a Percentage of the Total Pension Asset</u> |
|-------------------------------|--|---|-------------------------------------|--|---|
| 12/31/15 | 1.58638589% | \$ (4,594,579) | \$ 21,289,768 | -21.58% | 102.74% |

SCHEDULE OF EMPLOYER CONTRIBUTIONS - WISCONSIN RETIREMENT SYSTEM
For the Year Ended December 31, 2015

| <u>Fiscal Year Ending</u> | <u>Contractually Required Contributions</u> | <u>Contributions in Relation to the Contractually Required Contributions</u> | <u>Contribution Deficiency (Excess)</u> | <u>2015 Covered Payroll</u> | <u>Contributions as a Percentage of Covered Payroll</u> |
|-------------------------------|---|--|---|-------------------------------------|---|
| 12/31/15 | \$ 1,838,382 | \$ (1,838,382) | \$ - | \$ 21,034,119 | 8.74% |

See independent auditors' report and accompanying notes to the required supplementary information.

S U P P L E M E N T A L I N F O R M A T I O N

METRO TRANSIT SYSTEM

OPERATING REVENUES AND EXPENSES December 31, 2015 and 2014

| OPERATING REVENUES | <u>2015</u> | <u>2014</u> |
|--|----------------------------|----------------------------|
| Passenger Fares for Transit Services | | |
| Farebox | \$ 1,689,361 | \$ 1,638,454 |
| Adult 10 ride and 2 ride passes | 795,334 | 833,765 |
| Youth 10 ride and 2 ride passes | 295,704 | 292,800 |
| Senior & disabled passes | 585,971 | 684,333 |
| Adult 31 day passes | 1,288,426 | 1,430,578 |
| Easy rider passes | 370,465 | 378,142 |
| MMSD passes | 1,545,000 | 1,619,375 |
| Summer youth passes | 45,782 | 25,980 |
| UW ASM unlimited ride pass | 3,637,960 | 3,430,882 |
| UW Staff unlimited ride pass | 1,958,139 | 1,902,054 |
| Edgewood College unlimited ride pass | 88,438 | 102,649 |
| Madison College unlimited ride pass | 526,793 | 601,814 |
| City of Madison Employee unlimited ride pass | 141,398 | 129,557 |
| St Marys Hospital unlimited ride pass | 32,069 | 31,463 |
| Meriter Hospital unlimited ride pass | 22,597 | 23,035 |
| Dane County unlimited ride pass | 34,177 | 24,354 |
| Commuter Pass unlimited ride pass | 207,625 | 180,470 |
| Total Passenger Fares for Transit Service | <u>13,265,239</u> | <u>13,329,705</u> |
| Other Operating Revenues | | |
| Advertising revenue | 468,304 | 568,344 |
| Sale of buses, scrap and parts | 24,844 | 67,739 |
| Miscellaneous | 36,668 | 29,539 |
| Dane County - MA Waiver | 3,708,202 | 3,476,696 |
| Dane County - Elderly & Handicapped | 165,012 | 164,519 |
| Dane County - Group Access Service | 161,216 | 161,362 |
| Dane County - Group RSVP Service | 122,444 | 112,768 |
| Dane County - Exceptional Rides | 74,276 | 81,023 |
| Dane County - Highway (Marketing) | 19,280 | 19,280 |
| Total Other Operating Revenues | <u>4,780,246</u> | <u>4,681,270</u> |
| Total Operating Revenues | <u>18,045,485</u> | <u>18,010,975</u> |
| OPERATING EXPENSES | | |
| Operation and Maintenance Expenses | | |
| Employee compensation and benefits | | |
| Salaries and wages | 27,766,241 | 27,370,074 |
| Pensions and benefits | 12,544,070 | 12,098,085 |
| Total Employee Compensation and Benefits | <u>40,310,311</u> | <u>39,468,159</u> |
| Materials and supplies | 6,134,932 | 6,073,559 |
| Purchased services | 7,774,379 | 8,086,712 |
| Interagency charges | 328,609 | 781,028 |
| Total Operation and Maintenance Expenses | <u>54,548,231</u> | <u>54,409,458</u> |
| Depreciation expense | 6,426,535 | 6,506,793 |
| Total Operating Expenses | <u>60,974,766</u> | <u>60,916,251</u> |
| NET OPERATING LOSS | <u>\$ (42,929,281)</u> | <u>\$ (42,905,276)</u> |

METRO TRANSIT SYSTEM

DETAILED SCHEDULE OF REVENUES AND EXPENSES - REGULATORY BASIS December 31, 2015 and 2014

| | 2015 | 2014 |
|--|---------------|---------------|
| REVENUES | | |
| 401.00 Passenger fares for transit service | \$ 13,265,239 | \$ 13,329,705 |
| 402.00 Special transit fares - New Year's Eve contributions and other | 20,000 | 12,500 |
| 402.10 Service charges, NSF charges, etc. | 16,668 | 17,039 |
| 406.00 Auxiliary transportation revenue - advertising | 468,304 | 568,344 |
| 407.10 Contra-expense for sale of buses, scrap and parts | 24,844 | 67,739 |
| 409.10 Local public subsidies | 3,533,200 | 3,356,826 |
| 409.30 City of Madison operating subsidy | 11,921,295 | 12,241,956 |
| 409.40 Dane County specialized transportation programs | 4,250,430 | 4,015,648 |
| 411.00 State cash grants and reimbursements | 17,392,178 | 16,690,879 |
| 413.00 Federal cash grants and reimbursements | 6,513,440 | 6,352,153 |
| Federal subsidies pass-through to sub recipient | (350,912) | - |
| Total Eligible Revenues | 57,054,686 | 56,652,789 |
| EXPENSES - BY OBJECT CLASS TOTAL | | |
| 501.01 Operators' salaries and wages | 17,697,257 | 15,158,492 |
| 501.02 Other salaries and wages | 9,284,610 | 7,823,208 |
| 502.00 Fringe benefits | 13,433,650 | 16,486,459 |
| 503.00 Services | 1,309,741 | 940,084 |
| 504.01 Fuel and lubricants | 4,054,619 | 4,208,688 |
| 504.02 Tires and tubes | 227,047 | 253,241 |
| 504.99 Other materials and supplies | 1,801,020 | 1,759,814 |
| 505.00 Utilities | 531,960 | 577,382 |
| 506.00 Casualty and liability costs | 573,267 | 868,584 |
| 508.00 Purchased transportation | 5,286,193 | 5,216,166 |
| 509.00 Miscellaneous expense | 132,412 | 125,506 |
| 511.00 Interest expense | 331,984 | 302,746 |
| 512.00 Leases and rentals | 238,832 | 210,805 |
| 513.00 Depreciation | 6,426,535 | 6,506,793 |
| Less: Ineligible depreciation on fixed assets | (6,426,535) | (6,506,793) |
| 516.00 Other Reconciling Items | 328,609 | 781,029 |
| Total Eligible Expenses | 55,231,201 | 54,712,204 |
| NET INCOME (excluding capital contributions and depreciation on fixed assets) | \$ 1,823,485 | \$ 1,940,585 |

METRO TRANSIT SYSTEM

RECONCILIATION OF REVENUES AND EXPENSES TO WISDOT AND FEDERAL RECOGNIZED REVENUES AND EXPENSES For the Year Ended December 31, 2015

| | | Per WisDOT Guidelines |
|---|---------------|-----------------------|
| Revenues including subsidies and operating transfer | | \$ 57,054,686 |
| Less: Non-recognized revenues | | |
| City operating transfer | \$ 11,921,295 | |
| Local public subsidies | 3,533,200 | |
| Dane County specialized transportation programs | 4,250,430 | |
| Other federal subsidy | 6,513,440 | |
| State operating subsidy | 17,392,178 | |
| Nontransportation revenues | | |
| Sale of buses, scrap and parts | 24,844 | |
| Service charges, NSF charges, etc. | 16,668 | |
| Total Non-Recognized Revenues | | 43,652,055 |
| WisDOT Eligible Operating Revenues | | \$ 13,402,631 |
| Total Expenses per statement including interest expense | \$ 61,306,750 | |
| Add: Fixed assets eligible for operating assistance | - | |
| Total Expenses | | \$ 61,306,750 |
| Less: Non-recognized expenses | | |
| Depreciation | 6,426,535 | |
| Interest expense | 331,984 | |
| Offset of scrap sales and miscellaneous reimbursements | 41,512 | |
| Capital Maintenance Grant @ 100% | 7,703,160 | |
| Leases and rentals | 55,628 | |
| Interagency indirect charges without approved allocation plan | 328,609 | |
| Total WisDOT Non-Recognized Expenses | | 14,887,428 |
| WisDOT Eligible Operating Expenses | | \$ 46,419,322 |
| WisDOT Recognized Deficit | | \$ (33,016,691) |
| Less Operating revenues ineligible for federal assistance: | | |
| Advertising revenue | | 468,304 |
| Federal Recognized Deficit | | \$ (32,548,387) |

METRO TRANSIT SYSTEM

COMPUTATION OF THE DEFICIT DISTRIBUTION AMONG THE SUBSIDY GRANTORS For the Year Ended December 31, 2015

STATE FUNDS

| | | |
|---|----------------------|----------------------|
| WisDOT Recognized Deficit | | <u>\$ 33,016,691</u> |
| WisDOT Contract Amount* | | <u>\$ 17,375,936</u> |
| City of Madison and Other Local Subsidies | <u>\$ 15,454,495</u> | |
| 5 Times Operating Subsidy | | <u>\$ 77,272,475</u> |
| State Share - Least of the Three | | <u>\$ 17,375,936</u> |

FEDERAL FUNDS

| | <u>Eligible Costs</u> | <u>80% Federal Share</u> |
|---------------------------------------|-----------------------|--------------------------|
| Capital maintenance | | |
| Grant WI 90-X765-00 | \$ 50,594 | \$ 40,475 |
| 2015 5307 grant | \$ 7,558,928 | 6,047,142 |
| Enhanced Mobility | | |
| Grant WI 160005 | \$ 438,895 | 351,116 |
| Grant WI 160005 | \$ 14,707 * | 14,707 |
| Surface Transportation Grant WI950052 | \$ 75,000 | 60,000 |
| Total federal operating revenue | | <u>\$ 6,513,440</u> |

*This portion was 100% federally funded

SUMMARY OF FUNDING (2015 only)

| | <u>Received in 2015</u> | <u>Receivable 12/31/15</u> | <u>Totals</u> |
|-----------------------------|-------------------------|----------------------------|----------------------|
| Federal Capital Maintenance | \$ 192,882 | \$ 6,320,558 | \$ 6,513,440 |
| State Funds | 17,375,936 | - | 17,375,936 |
| Local Public Subsidies | 3,533,200 | - | 3,533,200 |
| City of Madison | <u>11,921,295</u> | <u>-</u> | <u>11,921,295</u> |
| Total Funding | <u>\$ 33,023,313</u> | <u>\$ 6,320,558</u> | <u>\$ 39,343,871</u> |

*WisDOT Contract Amount includes \$16,868,000 from the 2015 Urban Mass Transit Operating Assistance Contract and \$507,936 from the 2015 Paratransit Aids Contract.