

**Regional Transportation Authority  
Pension Plan  
(A Pension Trust Fund of the  
Regional Transportation Authority)**

Financial Report  
Year Ended December 31, 2018



**Regional Transportation Authority  
Pension Plan**

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**Independent Auditor's Report**

To the Plan Administrator, the Trustees, and Retirement Committee of the Regional Transportation Authority Pension Plan, and the Board of Directors of the Regional Transportation Authority  
Chicago, Illinois

**Report on the Financial Statements**

We have audited the accompanying Statement of Fiduciary Net Position of the Regional Transportation Authority Pension Plan ("Plan"), a pension trust fund of the Regional Transportation Authority ("RTA"), as of and for the year ended December 31, 2018, and the related Statement of Changes in Fiduciary Net Position for the year then ended, and the related notes to the basic financial statements, as listed in the table of contents.

**Management's Responsibility for the Financial Statements**

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

**Auditor's Responsibility**

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

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

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

**Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the fiduciary net position of the Regional Transportation Authority Pension Plan, Illinois, as of December 31, 2018, and the changes in fiduciary net position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

**Emphasis of Matter**

As discussed in Note 1 to the financial statements, the financial statements present only the Regional Transportation Authority Pension Plan and do not purport to, and do not, present fairly the financial position of the Regional Transportation Authority as of December 31, 2018, the changes in its financial position or, where applicable, its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

**Other Matters***Required Supplementary Information:*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis (pages 3-5) and the schedule of changes in net pension liability, schedule of net pension liability, schedule of investment returns and schedule of contributions (pages 19-21) be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

*RSM US LLP*

Schaumburg, Illinois  
June 5, 2019

## **Regional Transportation Authority Pension Plan**

### **Management's Discussion and Analysis**

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This section provides an overview and analysis of the basic financial statements of the Regional Transportation Authority ("RTA") Pension Plan ("Plan") for the year ended December 31, 2018. We encourage readers to consider information in the financial statements and required supplementary information that follow this document.

#### ***Overview and Analysis of the Financial Statements***

The RTA Pension Plan annual financial report consists of four parts – the independent auditor's report; management's discussion and analysis (this section); the financial statements, including notes to financial statements; and the required supplementary information. The basic financial statements of the Plan are the Statements of Fiduciary Net Position and the Statements of Changes in Fiduciary Net Position. These statements provide information about the nature and amount of investments available to pay the pension benefits of the Plan. The Statements of Changes in Fiduciary Net Position account for all additions to and deductions from the net position restricted for pension benefits. These statements measure the success of the Plan in increasing the net position available for pension benefits during the year.

#### **Financial Highlights**

- The Plan's net position at December 31, 2018 was \$270.1 million
- Employer contributions of \$12.9 million increased by \$1.0 million from the prior year
- Benefit payments were \$21.2 million, resulting in a \$4.2 million increase from FY 2017
- The total net investment loss was \$18.0 million

#### **2018**

The Statement of Fiduciary Net Position and Statement of Changes in Fiduciary Net Position measure the value of plan net position and the changes to them. As of December 31, 2018, the plan net position decreased to \$270.1 million. The decrease in net position of \$26.8 million resulted primarily from investment losses of \$18.0 million and benefits paid of \$21.2 million and administrative expenses of \$473 thousand.

#### **2017**

The Statement of Fiduciary Net Position and Statement of Changes in Fiduciary Net Position measure the value of plan net position and the changes to them. As of December 31, 2017, the plan net position increased to \$296.9 million. The increase in net position of \$35.2 million resulted primarily from investment gains of \$40.8 million offset by benefits paid of \$17.0 million and administrative expenses of \$470 thousand.

**Regional Transportation Authority  
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**Management's Discussion and Analysis**

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**Plan Net Position** — The following table summarizes the Plan's Statements of Fiduciary Net Position:

	<u>2018</u>	<u>2017</u>
Assets		
Cash and investments	\$ 270,391,822	\$ 295,778,459
Other receivables	131,532	1,357,603
	<u>270,523,354</u>	<u>297,136,062</u>
Total assets		
Liabilities		
Accrued expenses	214,933	151,222
Other liabilities	197,399	88,443
	<u>412,332</u>	<u>239,665</u>
Total liabilities		
Net position restricted for pensions	<u>\$ 270,111,022</u>	<u>\$ 296,896,397</u>

In 2018, the plan net position decreased by 9% (\$26.8 million). The decrease is primarily from employer contributions of \$12.9 million, net investment loss of \$18.0 million, and benefit payments and administrative expenses of \$21.7 million. In 2017, the plan net position increased by 13% (\$35.2 million). The increase is primarily from employer contributions of \$11.9 million, net investment gain of \$40.8 million, offset by benefit payments and administrative expenses of \$17.5 million.

**Changes in Plan Net Position** — The following table summarizes the Plan's Statements of Changes in Fiduciary Net Position:

	<u>2018</u>	<u>2017</u>
Additions:		
Employer contributions	\$ 12,892,096	\$ 11,881,706
Net investment (losses) gains	(18,014,317)	40,769,007
	<u>(5,122,221)</u>	<u>52,650,713</u>
Total net additions		
Deductions:		
Benefit payments	21,190,479	16,994,447
Administrative expenses	472,675	470,446
	<u>21,663,154</u>	<u>17,464,893</u>
Total deductions		
Net (decrease) increase in net position restricted for pensions	<u>\$ (26,785,375)</u>	<u>\$ 35,185,820</u>

In 2018, the Plan incurred a net investment loss of \$18.0 million, compared to a gain of \$40.8 million in 2017. In 2018, the net investment return decreased by \$58.8 million from 2017. The decrease in net investment income in 2018 was the result of downward movement in the securities market. The increase in benefit payments is due to the fact that there were several long-term employees who retired in 2018 and requested lump sum payouts from the plan. There was an additional discretionary contribution approved by the Pension Trustees in the amount of \$1.3 million in fiscal year 2018.

**Regional Transportation Authority  
Pension Plan**

**Management's Discussion and Analysis**

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**PLAN FUNDING AND FUTURE OUTLOOK**

The Plan is a pre-funded plan which invests assets in order to meet the future obligations to plan members. The funded ratio of the Plan measures the ratio of fiduciary net position against the total pension liability and is an indicator of fiscal strength of the pre-funded pension fund's ability to meet the obligations of its members. An annual actuarial valuation is performed and the most recent valuation showed the funded status of 81.7%, a decrease of 12.6% from the previous year. The decrease is mostly attributable to the losses in the investment portfolio during 2018, which amounted to an asset return rate of over (6.1)% in 2018 compared to 15.8% in 2017.

The Plan is subject to the risks of the investment markets for which it operates and invests but a current funding level above 90 percent is indicative of the overall long-term health of the Plan.

**CONTACTING THE FINANCIAL MANAGEMENT OF THE RTA PENSION PLAN**

This financial report provides a general overview of the net position of the Regional Transportation Authority Pension Plan. Users of this report should address questions concerning the information contained herein, or requests for additional financial information, to the Regional Transportation Authority, 175 West Jackson Blvd., Suite 1650, Chicago, Illinois 60604.

**Regional Transportation Authority  
Pension Plan**

**Statement of Fiduciary Net Position  
December 31, 2018**

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Assets	
Cash and cash equivalents	<u>\$ 5,793,656</u>
Investments, at fair value	
Corporate fixed income mutual fund	63,133,674
Collective equity funds	94,385,005
Common stocks	31,037,557
Alternatives	13,574,259
Commingled funds	<u>62,467,671</u>
Total investments	<u>264,598,166</u>
Receivables	
Accrued interest	4,920
Accrued dividends	39,646
Pending investment sales	<u>86,966</u>
Total receivables	<u>131,532</u>
Total assets	<u>270,523,354</u>
Liabilities	
Accrued expenses	214,933
Pending investment purchases	<u>197,399</u>
Total liabilities	<u>412,332</u>
Net position restricted for pensions	<u><u>\$ 270,111,022</u></u>

See Notes to Financial Statements.



**Regional Transportation Authority  
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**Statement of Changes in Fiduciary Net Position  
Year Ended December 31, 2018**

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Additions:	
Investment gain	
Net depreciation in fair value of investments	\$ (22,217,713)
Interest and dividends	<u>4,828,282</u>
Total investment return	<u>(17,389,431)</u>
Less investment expenses	
Investment managers	524,936
Trust fees	4,950
Investment advisor	<u>95,000</u>
Total investment expenses	<u>624,886</u>
Net investment loss	<u>(18,014,317)</u>
Contributions:	
METRA pension contributions	6,352,468
PACE pension contributions	4,173,155
RTA pension contributions	<u>2,366,473</u>
Total contributions	<u>12,892,096</u>
Total net additions	<u>(5,122,221)</u>
Deductions:	
Benefit payments	21,190,479
Administrative expenses	<u>472,675</u>
Total deductions	<u>21,663,154</u>
Change in net position	(26,785,375)
Net position - beginning of year	<u>296,896,397</u>
Net position - end of year	<u><u>\$ 270,111,022</u></u>

See Notes to Financial Statements.

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 1. Description of the Plan**

The following description of the Regional Transportation Authority (“RTA”) Pension Plan (“Plan”) provides only general information. Participants should refer to the plan document for a more complete description of the Plan’s provisions.

**General**—The Plan, which became effective July 1, 1976, is a governmental, cost-sharing multiple-employer, defined benefit pension plan. The Plan is considered a multiple-employer plan with regard to financial reporting requirements, but not under the Internal Revenue Code (“IRC”). The Plan has three participating employers and covers substantially all employees of the RTA and its Commuter Rail and Suburban Bus Divisions (“Metra” and “Pace”, respectively), collectively referred to hereinafter as the Employers, who are not otherwise covered by a union pension plan. The responsibilities for administering the Plan are divided among a Board of Trustees, a Retirement Committee, a Plan Administrator, and the RTA Board of Directors (“RTA Board”). The Plan’s Board of Trustees consists of seven members, including three employee trustees, made up of one employee member from each of the three employer entities and four non-employee trustees, whom are appointed by the RTA Board.

The Plan is a pension trust fund sponsored by the RTA and has no component units.

The financial statements present only the Regional Transportation Authority Pension Plan and do not purport to, and do not, present fairly the financial position of the Regional Transportation Authority as of December 31, 2018, the changes in its financial position or, where applicable, its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

The Plan is classified as a “governmental plan” and is, therefore, exempt from the provisions of the Employee Retirement Income Security Act of 1974 (“ERISA”). The Plan is subject to certain qualified retirement plan provisions of the IRC.

**Participation**—Employees are eligible for participation on the first day of the month coincident with or next following their date of employment. At January 1, 2018, the number of participants was:

Inactive plan members (or their beneficiaries) currently receiving benefits	787
Inactive plan members entitled to but not yet receiving benefits	477
Active plan members	<u>1,206</u>
Total	<u><u>2,470</u></u>

**Pension Benefits**—Participants are entitled to annual pension benefits upon normal retirement at age 65, generally a percentage of the average annual compensation in the highest three years of service, whether consecutive or not, multiplied by the number of years of credited service.

The Plan provides that, upon retirement, benefits will be reduced by a defined percentage for participants who received credit for prior service with an eligible employer.

The Plan permits early retirement with reduced benefits at age 55 after completing ten years of credited service. As a result of the August 1, 1999 amendment to the Plan, participants may receive their full vested benefits if they are at least 55 years of age and their combined age at retirement and credited years of service equals eighty-five or higher (known as “Rule of Eighty-Five Early Retirement”).

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 1. Description of the Plan (Continued)**

The Plan provides for benefit payments to beneficiaries subject to the election of the participant. In addition, the lump sum payment form is no longer an optional form of payment for participants that have not earned credited service prior to January 1, 2011. This change did not affect the valuation results.

**Disability Benefits**—An employee is eligible for a disability pension if he or she becomes disabled after the completion of ten years of credited service, and is no longer receiving long-term disability benefits under a separate RTA benefit plan, or after reaching age 65, whichever is later.

**Contributions and Vesting**—The Plan is funded solely by employer contributions, which are actuarially determined under the entry age normal method.

For the purpose of determining contributions, the Plan uses an asset smoothing method which smooths asset gains and losses over a 5-year period. The minimum contribution is the sum of the normal cost and the 30-year amortization of the unfunded liability.

If participants terminate continuous service before rendering five years (ten years prior to January 1, 1987) of credited service, they forfeit the right to receive the portion of their accumulated benefits attributable to employer contributions. All forfeitures are applied to reduce the amount of contributions otherwise payable by the employer.

The 2018 required contributions were determined as part of the January 1, 2018 actuarial valuation, using the entry age actuarial cost method. The actuarial assumptions at January 1, 2018 included (a) 7.5% for 2018 investment rate of return (net of administrative and direct investment expenses), (b) projected salary increases ranging from 3.25% to 8.75% per year depending on age and service, attributable to seniority/merit, and (c) RP 2014 Mortality Table. The actuarial value of plan assets was determined using techniques that spread the effects of short-term volatility in the market value of investments over a five-year period with a 20% corridor between the actuarial and market value of assets. The Plan's unfunded actuarial accrued liability is being amortized as a level percentage of total payroll on a closed basis over 30 years.

**Related-Party Transactions**—There were no securities of the RTA, Metra, Pace or related parties included in the Plan's assets.

**Subsequent Events**—The Authority has evaluated subsequent events for potential recognition and/or disclosure through the date of this report.

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 2. Summary of Significant Accounting Policies**

**Basis of Presentation**— The accompanying financial statements have been prepared on the accrual basis in conformity with accounting principles generally accepted in the United States of America.

**Cash Equivalents**—Cash equivalents consist of money market accounts with original maturities of three months or less.

**Investments**— Investments are reported at fair value. Short-term investments are reported at amortized cost, which approximates fair value. Securities traded on a national or international exchange are valued at the last reported sales price at current exchange rates. Fair value for the majority of fixed income securities is determined by using quoted market prices by independent pricing services. Investments that do not have an established market are reported at net asset value, these include commingled funds, private equity funds and hedge funds. The alternative investments are valued using current estimates of fair value obtained from the general partner or investment manager. Holdings are generally valued by a general partner or investment manager on a quarterly basis. Valuation assumptions are based upon the nature of the investment and the underlying business. Additionally, valuation techniques will vary by investment type and involve a certain degree of judgment.

Purchases and sales of securities are accounted for on the trade dates. For purposes of determining realized gains or losses on the disposal of investments, the average cost of investments sold, determined at the time of sale, is used.

Interest income is reported on the accrual basis. Dividends are recorded on the ex-dividend date.

**Administrative Expenses**—The RTA provides the Plan with certain administrative services, such as accounting and office facilities, at no cost to the Plan. Further detail relative to the Plan's administrative expenses is provided in Note 6.

**Income Tax Status**—The Internal Revenue Service ("IRS") has issued a letter of determination dated September 19, 2011, stating that the Plan was designed in compliance with Section 401(a) of the Internal Revenue Code ("Code"). The Plan has been amended since receiving the determination letter; however, the Plan Administrator believes the Plan is currently designed and operated in compliance with the applicable requirements of the Code and is therefore exempt from federal income taxes under the provisions of Section 501(a) of the Code. As of December 31, 2018, an updated Determination Letter request is pending before the IRS.

**Management's Use of Estimates**—The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amount of Plan assets available for benefits and the actuarial present value of accumulated plan benefits as of the date of the financial statements. Actual results could differ from those estimates. The Plan uses an actuary to determine the actuarial present value of accumulated plan benefits. A change in the actuarial assumptions used could significantly change the amount of the actuarial present value of accumulated plan benefits reported in the accompanying financial statements.

**Risks and Uncertainties**—The Plan invests in various investment securities. Investment securities are exposed to various risks such as interest rate, market, and credit risk. Due to the level of risk associated with certain investment securities, it is at least reasonably possible that changes in the values of investment securities will occur in the near-term and those such changes could materially affect the amounts reported in the Statement of Fiduciary Net Position.

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 3. Investments**

**Investment Policy** – The pension plan’s policy in regard to the allocation of invested assets is established and may be amended by the RTA Pension Plan Trustees. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the pension plan. The following was the Trustee’s adopted asset allocation policy as of December 31, 2018:

<b>Asset Class</b>	<b>Target Allocation</b>
Domestic Equity	28.0 %
Developed Foreign Equity	16.0
Emerging Markets Equity	15.0
Private Equity	4.0
Investment Grade Bonds	11.0
Long-Term Government Bonds	3.0
TIPS	3.0
High-Yield Bonds	3.0
Emerging Market Bonds (local)	2.0
Emerging Market Bonds (major)	2.0
Real Estate	8.0
Real Assets	5.0

**Risk Posture** – The RTA evaluated the assets and liabilities of the Pension Plan in order to determine an asset allocation that provides a high likelihood of achieving the responsibilities noted above. The obligations of current and future beneficiaries were evaluated under various market scenarios to develop an allocation that can be expected to generate a solid rate of return without incurring undue risk. In general, the risk posture of the Pension Plan is such that the portfolio is structured to maintain funding requirements and modestly grow assets through a low to moderate level of risk.

**Custodial Credit Risk** – Custodial credit risk, for deposits and investments, is the risk that in the event of the failure of the depository financial institution or counterparty to a securities transaction, the RTA Pension Plan will not be able to recover the deposits or value of the securities or collateral securities that are in possession of an outside party. Investment securities are exposed to custodial credit risk if the securities are uninsured or unregistered by the counterparty’s trust department or agent, but not in the name of the customer.

As of December 31, 2018, the Plan’s deposits are covered in full by federal depository insurance and the Plan’s investments are exposed to custodial credit risk because they are held by the Plan’s trust operations administrator in the name of the Plan.

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

**Note 3. Investments (Continued)**

**Interest Rate Risk** – Per the RTA’s Pension Plan investment policy, the duration of the fixed income portfolio should be within 20% of the duration of the benchmark index.

As of December 31, 2018, the RTA’s pension investments were as follows:

Investment Type	Fair Value	Weighted Average Maturity (Months)
Mutual funds - fixed income	\$ 63,133,674	100
Money market fund	5,793,656	1

**Credit Risk** — The RTA’s pension policy for credit risk states at least 85% of the fixed income investments should be limited to securities with ratings of at least investment grade as defined by both Moody’s and Standard & Poor’s. Split rated bonds are to be governed by the lower rating. Unrated securities of the U.S. Treasury and government agencies are a permissible investment. No more than 15 percent of the portfolio may be invested in investment-grade securities of foreign entities domiciled in countries included in the Citigroup World Government Bond Index.

As of December 31, 2018, the credit ratings for RTA pension investments were as follows:

Investment Type	Total Fair Value	Credit Rating (where available)		
		Moody's	Standard & Poor's	Fitch
Mutual funds - fixed income	\$ 63,133,674	NR	NR	NR
Money market fund	5,793,656	Aaa-mf	AAAm	NR
Total	<u>\$ 68,927,330</u>			

NR – Not rated

**Concentration of Credit Risk** - Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. The RTA’s pension investment policy states that fixed income securities of a single issuer (excluding obligations of the United States Government and its agencies) should be limited to 5% of the fixed income portfolio, measured at market value. The RTA’s pension policy states the asset allocation policy has been developed based on the objectives and characteristics of the pension liabilities, capital market expectations and asset-liability projections. This policy is long-term oriented and consistent with the risk posture. As of December 31, 2018, the pension fund did not have any investments in a single issuer which were greater than 5% of the Plan’s investment portfolio.

**Rate of Return** – For the year ended December 31, 2018, the annual money-weighted rate of return on pension plan investments, net of pension plan investment expense, was (6.1)%. The money-weighted rate of return expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 3. Investments (Continued)**

**Fair Value Measurement**

The Plan categorizes investments measured at fair value within the fair value hierarchy established by generally accepted accounting principles. The hierarchy prioritizes valuation inputs used to measure the fair value of the asset or liability into three broad categories. The inputs or methodology used for valuing securities are not necessarily an indication of the risk associated with investing in those securities. Levels 1, 2 and 3 (lowest priority level) of the fair value hierarchy are defined as follows:

- Level 1** Inputs using unadjusted quoted prices in active markets or exchanges for identical assets or liabilities.
- Level 2** Significant other observable inputs, which may include, quoted prices for similar assets or liabilities in active markets, quoted prices for identical or similar assets or liabilities in non-active markets; and inputs other than quoted prices that are observable for the assets or liabilities, either directly or indirectly.
- Level 3** Valuations for which one or more significant inputs are unobservable and may include situations where there is minimal, if any, market activity for the asset or liability.

If the fair value is measured using inputs from different levels in the fair value hierarchy, the measurement should be categorized based on the lowest priority level input that is significant to the valuation. The Plan's assessment of significance of a particular input to the fair value measurement in its entirety requires judgment, and considers factors specific to the investment. Investments measured at fair value using net asset value per share (or equivalent) as a practical expedient to fair value are not classified in the fair value hierarchy; however, separate disclosures for these investments are required.

Fixed income and equity investments classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for identical investments.

Fixed income investments classified in Level 2 of the fair value hierarchy are normally valued based on price data obtained from observed transactions and market price quotations from broker dealers and/or pricing vendors. Valuation estimates from service providers' internal models use observable inputs such as interest rates, yield curves, credit/risk spreads and default rates. Matrix pricing techniques value securities based on their relationship to benchmark quoted prices.

Fixed income investments classified in Level 3 (if any) include valuations using significant unobservable inputs, valuations using proprietary information, inputs that cannot be corroborated by observable market data and securities valued with last trade date due to limited trading volume.

Alternative investments are measured at fair value using the Net Asset Value (NAV) per share as a practical expedient to fair value. Investments measured at NAV are not classified in the fair value hierarchy.

**Regional Transportation Authority  
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**Notes to Financial Statements  
Year Ended December 31, 2018**

**Note 3. Investments (Continued)**

The following table summarizes the valuation of the Plan's investments by the fair value hierarchy levels as of December 31, 2018:

	Fair Value	Fair Value Measurements Using		
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
<b><u>Investment by Fair Value Level</u></b>				
Fixed income investments				
Mutual funds - fixed income	\$ 63,133,674	\$ 63,133,674	\$ -	\$ -
Equity investments				
Common stock	31,037,557	26,775,169	4,262,388	-
Collective equity funds	94,385,005	-	94,385,005	-
Total equity investments	125,422,562	26,775,169	98,647,393	-
Commingled funds				
Balanced funds	32,620,552	32,620,552	-	-
Total investments by fair value level	<b>\$ 221,176,788</b>	<b>\$ 122,529,395</b>	<b>\$ 98,647,393</b>	<b>\$ -</b>
<b><u>Investment Measured at the Net Asset Value (NAV)</u></b>				
Commingled funds	\$ 29,847,119			
Real Estate funds	12,226,896			
Private Equity	1,095,979			
Hedge funds	251,384			
Total Investments measured at the NAV	43,421,378			
Total investments measured by fair value	<b>\$ 264,598,166</b>			



**Regional Transportation Authority  
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**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 3. Investments (Continued)**

Investments measured at the NAV per share (or its equivalent) are as follows:

**Investments Measured at the Net Asset Value (NAV)**

	<b>Fair Value</b>	<b>Unfunded Commitments</b>	<b>Redemption Frequency (if Currently Eligible)</b>	<b>Redemption Notice Period</b>
Commingled Fixed Income Funds <sup>(1)</sup>	\$ 29,847,119	\$ -	Daily	1 day
Real Estate Funds <sup>(2)</sup>	12,226,896	12,000,000	Quarterly - Biannually	30 days
Private Equity <sup>(3)</sup>	1,095,979	12,400,000	N/A	N/A
Hedged Funds <sup>(4)</sup>	251,384	-	Quarterly - Biannually	65 - 90 days
Total	<u>\$ 43,421,378</u>	<u>\$ 24,400,000</u>		

- (1) *Commingled Funds* – There is one fixed income fund, which is considered commingled in nature. Each are valued at net asset value of the units held at the end of the period based upon fair value of the underlying securities.
- (2) *Real Estate Funds* – There is one real estate fund that invests primarily in office, industrial, retail and residential real estate in the United States with a focus on San Francisco and New York City. The fund is classified as a liquid real estate fund due to the open-end structure of the fund. Open-end funds generally offer periodic distributions of net cash flow, which can be reinvested, as well as quarterly redemption windows.
- (3) *Private Equity Funds* – Consisting of a one private equity fund investing in secondary private markets with asymmetric risk/reward profiles, offering enhanced downside protection and meaningful upside optionality. The underlying portfolio investments cannot be redeemed with each fund, but rather the fund will make distributions of capital as the fund liquidates the underlying portfolio investments over the life of the fund.
- (4) *Hedge Funds* - This type invests in one hedge fund, in which managers employ bottom-up stock picking, seeking returns in excess of public markets. Some of these managers have the ability to employ dedicated exposure to a particular sector in which they exhibit expertise.

**Regional Transportation Authority  
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**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 4. Net Pension Liability**

The components of the net pension liability at December 31, 2018, were as follows:

Fiscal Year Ending December 31,	Total Pension Liability	Plan Net Position	Net Pension Liability	Plan Net Position as a % of Total Pension Liability
2018	\$ 330,487,578	\$ 270,111,022	\$ 60,376,556	81.73%

**Actuarial assumptions:** The total pension liability was determined by an actuarial valuation as of December 31, 2018, using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial Cost Method	Entry Age Normal
Asset Valuation Method	Market Value
Inflation	2.75%
Salary Increases	3.25% to 8.75% including inflation
Investment Rate of Return	7.50%
Retirement Age	Age-based table of rates that are specific to the type of eligibility condition
Mortality	RP 2014 Employee Mortality table, sex-distinct, for pre-retirement mortality and the RP 2014 Healthy Annuitant Mortality table, sex distinct, for post-retirement mortality.
Other Information	The actuarial assumptions and the actuarial cost method remain unchanged from the prior actuarial valuation as of January 1, 2017, except for the conversion factors used to calculate future projected lump sum benefits in the actuarial valuation.

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 4. Net Pension Liability (Continued)**

**Long-term expected return on plan assets:** The assumed rate of investment return was adopted by the Plan's trustees after considering input from the Plan's investment consultant and actuary. Additional information about the assumed rate of investment return is included in the actuarial valuation report as of January 1, 2018 and experience study for the period January 1, 2011 through January 1, 2016.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real arithmetic rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These real arithmetic rates of return 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. For each major asset class that is included in the pension plan's target asset allocation as of January 1, 2018, these best estimates are summarized in the following table:

<b>Asset Class</b>	<b>Long-Term Expected Real Rate of Return</b>
Domestic Equity	6.67%
Developed Foreign Equity	7.41%
Emerging Markets Equity	10.30%
Private Equity	10.48%
Investment Grade Bonds	1.25%
Long-Term Government Bonds	1.67%
TIPS	1.11%
High-Yield Bonds	4.29%
Emerging Market Bonds (local)	3.49%
Emerging Market Bonds (major)	3.02%
Real Estate	5.30%
Real Assets	4.65%

**Single discount rate:** - A single discount rate of 7.50% was used to measure the total pension liability. This single discount rate was based on the future expected rate of return on pension plan investments of 7.50%. The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at the actuarially determined contribution rates. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments 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.

**Regional Transportation Authority  
Pension Plan**

**Notes to Financial Statements  
Year Ended December 31, 2018**

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**Note 4. Net Pension Liability (Continued)**

Regarding the sensitivity of the net pension liability to changes in the single discount rate, the following presents the Plan's net pension liability, calculated using a single discount rate of 7.50%, as well as what the Plan's net pension liability would be if it were calculated using a single discount rate that is one percent lower or one percent higher:

<b>1% Decrease</b>	<b>Current Single Discount Rate</b>	<b>1% Increase</b>
<b>6.50%</b>	<b>Assumption 7.50%</b>	<b>8.50%</b>
\$ 94,614,292	\$ 60,376,556	\$ 30,984,365

**Note 5. Plan Termination**

While it is the intent to maintain the Plan permanently, in the event the Plan terminates, the rights of all participants affected by such termination and their beneficiaries become vested to the extent of the assets then remaining.

**Note 6. Administrative Expenses**

The Plan's administrative expenses for the year ended December 31, 2018, consist of the following:

	<b>Amount</b>
Actuarial	\$ 95,964
Legal	89,490
Audit	25,000
Other	262,221
Total administrative expenses	<u><u>\$ 472,675</u></u>

**REQUIRED SUPPLEMENTARY INFORMATION**

**Regional Transportation Authority  
Pension Plan**

**Schedule of Required Supplementary Information  
Schedule of Changes in Net Pension Liability**

Fiscal year ending December 31,	2018	2017	2016	2015	2014
<b>Total pension liability</b>					
Service cost	\$ 7,672,619	\$ 7,127,301	\$ 6,692,541	\$ 6,252,511	\$ 6,284,525
Interest on the total pension liability	23,403,016	22,372,353	21,028,519	19,738,906	19,632,252
Changes of benefit terms	-	-	655,607	-	-
Difference in expected and actual total pension liability	3,592,890	2,105,957	5,508,647	6,131,683	-
Changes in assumptions	2,238,247	645,767	(388,675)	-	(2,545,057)
Benefit payments	(21,190,479)	(16,994,447)	(15,067,599)	(15,658,298)	(11,360,171)
<b>Net change in total pension liability</b>	15,716,293	15,256,931	18,429,040	16,464,802	12,011,549
<b>Total pension liability—beginning</b>	314,771,285	299,514,354	281,085,314	264,620,512	252,608,963
<b>Total pension liability—ending (a)</b>	<u>\$ 330,487,578</u>	<u>\$ 314,771,285</u>	<u>\$ 299,514,354</u>	<u>\$ 281,085,314</u>	<u>\$ 264,620,512</u>
<b>Plan fiduciary net position</b>					
Contributions - METRA	\$ 6,352,468	\$ 5,745,866	\$ 5,062,642	\$ 39,848,577	\$ 6,466,096
Contributions - PACE	4,173,155	3,788,251	3,479,971	33,844,343	5,579,076
Contributions - RTA	2,366,473	2,347,589	2,291,553	3,402,174	1,644,024
Pension plan net investment income	(18,014,317)	40,769,006	19,970,262	(9,100,344)	3,377,443
Benefit payments	(21,190,479)	(16,994,447)	(15,067,599)	(15,658,298)	(11,360,171)
Pension plan administrative expense	(472,675)	(470,445)	(466,519)	(406,616)	(456,151)
<b>Net change in plan fiduciary net position</b>	(26,785,375)	35,185,820	15,270,310	51,929,836	5,250,317
<b>Plan fiduciary net position—beginning</b>	296,896,397	261,710,577	246,440,267	194,510,431	189,260,114
<b>Plan fiduciary net position—ending (b)</b>	<u>\$ 270,111,022</u>	<u>\$ 296,896,397</u>	<u>\$ 261,710,577</u>	<u>\$ 246,440,267</u>	<u>\$ 194,510,431</u>
<b>Net pension liability - ending (a) - (b)</b>	\$ 60,376,556	\$ 17,874,888	\$ 37,803,777	\$ 34,645,047	\$ 70,110,081

**Note to the Schedule of Changes in Net Pension Liability:**

The Plan implemented GASB 67 in FY 2014. Information is not available prior to 2014. Additional years will be added to future reports as schedules are required to show 10 years of historical data.

**Regional Transportation Authority  
Pension Plan**

**Schedule of Required Supplementary Information  
Schedule of Net Pension Liability as of Fiscal Year-End**

Fiscal Year	Total Pension Liability	Plan Net Position	Net Pension Liability	Plan Net Position as a % of Total Pension Liability	Covered Payroll	Net Pension Liability as a % of Covered Payroll
2018	\$ 330,487,578	\$ 270,111,022	\$ 60,376,556	81.73%	\$ 100,053,769	60.34%
2017	314,771,285	296,896,397	17,874,888	94.32%	93,950,500	19.03%
2016	299,514,354	261,710,577	37,803,777	87.38%	88,663,051	42.64%
2015	281,085,314	246,440,267	34,645,047	87.67%	83,485,618	41.50%
2014	264,620,512	194,510,431	70,110,081	73.51%	74,809,822	93.72%

**Note to the Schedule of Net Pension Liability as of Fiscal Year-End:**

The Plan implemented GASB 67 in FY 2014. Information is not available prior to 2014. Additional years will be added to future reports as schedules are required to show 10 years of historical data.

**Schedule of Investment Returns**

Fiscal Year	Money Weighted Rate of Return
2018	-6.1%
2017	15.8%
2016	8.3%
2015	-4.8%
2014	1.8%

**Note to the Schedule of Investment Returns:**

The Plan implemented GASB 67 in FY 2014. Information is not available prior to 2014. Additional years will be added to future reports as schedules are required to show 10 years of historical data.

**Regional Transportation Authority  
Pension Plan**

**Schedule of Required Supplementary Information  
Schedule of Contributions**

Fiscal Year	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2018*	\$ 11,592,000	\$ 12,892,096	\$ (1,300,096)	\$ 100,053,769	12.89 %
2017*	10,582,000	11,881,706	(1,299,706)	93,950,500	12.65
2016*	9,534,000	10,834,166	(1,300,166)	88,663,051	12.22
2015*	13,599,000	77,095,000	(63,496,000)	83,486,000	92.34
2014	13,689,196	13,689,196	-	74,810,000	18.30
2013	14,795,180	14,795,180	-	70,634,459	20.95
2012	13,493,395	13,493,395	-	67,176,064	20.09
2011	12,547,000	12,547,000	-	66,490,058	18.87
2010	11,288,000	11,288,000	-	68,389,409	16.51
2009	10,827,000	10,827,000	-	66,010,613	16.40

\*The three participating employers of the RTA Pension Plan made voluntary supplemental contributions of \$1.3 million during plan fiscal year 2018, 2017 and 2016 as well as \$63.5 million in 2015.

**Notes to the Schedule of Contributions**

**Actuarial assumptions:** The actuarially determined contribution for fiscal year 2018 was determined by an actuarial valuation as of January 1, 2018, using the following actuarial assumptions:

Actuarial Cost Method	Entry Age Normal
Amortization Method	Level Dollar Closed
Remaining Amortization Period	27 years, as of January 1, 2018
Asset Valuation Method	5 years smoothed market
Inflation	2.75%
Salary Increases	3.25% to 8.75% including inflation
Investment Rate of Return	7.50%
Retirement Age	Age-based table of rates that are specific to the type of eligibility condition
Mortality	RP2014 Employee Mortality table, sex-distinct, for pre-retirement mortality and the RP2014 Healthy Annuitant Mortality table, sex distinct, for post-retirement mortality.