

Port Authority of Allegheny County

Single Audit

June 30, 2019

MaherDuessel

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PORT AUTHORITY OF ALLEGHENY COUNTY

JUNE 30, 2019

DIRECTORY

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Independent Auditor's Report

**Board of Directors
Port Authority
of Allegheny County**

Report on the Financial Statements

We have audited the accompanying financial statements of the Port Authority of Allegheny County (Authority), a component unit of Allegheny County, as of and for the years ended June 30, 2019 and 2018, 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.

Auditor's 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 audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2019 and 2018, and the changes in its financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages i through ix and the pension and OPEB information on pages 32 to 41 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.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the Authority's basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is not a required part of the basic financial statements.

The schedule of expenditures of federal awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to

prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 21, 2019, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely 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 effectiveness of the Authority's 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 Authority's internal control over financial reporting and compliance.

Maher Duessel

Pittsburgh, Pennsylvania
November 21, 2019

MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)

The following management's discussion and analysis of the financial performance and activity of the Port Authority of Allegheny County (the Authority) is intended to provide an introduction to and an overview and analysis of the basic financial statements of the Authority for the years ended June 30, 2019 (Fiscal Year 2019) and June 30, 2018 (Fiscal Year 2018). The management of the Authority has prepared this discussion, and it should be read in conjunction with the financial statements and the notes which follow this section.

The Authority was established in January 1958 pursuant to the Enabling Act. The Authority began transit operations on March 1, 1964 with the consolidation of 33 private transit carriers, including the Pittsburgh Railways Company and 32 other bus and inclined plane companies. The Authority was formed for the purpose of, among other things, planning, acquiring, holding, constructing, improving, maintaining and operating a comprehensive public transportation system within Allegheny County, which includes the City of Pittsburgh, and outside of Allegheny County to the extent necessary for an integrated system.

HIGHLIGHTS

- In Fiscal Year 2019, the Authority was impacted by a lawsuit filed by the Owner Operator Independent Drivers Association Inc. against the Pennsylvania Turnpike. The Truck Drivers Association sued the Turnpike challenging the use of turnpike tolls to fund projects unrelated to maintenance of the turnpike itself. In April 2019, the Turnpike prevailed in U.S. District Court. The decision was immediately appealed by Drivers Association. In August 2019, the Third U.S. District Court of Appeals affirmed the previous lower court decision that tolls could be used to pay for costs unrelated to the maintenance of the turnpike. The result of the lawsuit was the Authority incurred a reduction in Commonwealth Capital Funding from \$114.5 million to \$39.2 million or \$75.3 million.
- Fiscal Year 2019 marks the second year that the Authority has complied with Government Accounting Standards Board (GASB) Statement #75. The standard pertains to the treatment of the OPEB liability of the organization. The Statement of Net Position of the Authority contains the OPEB liability or unfunded accrued liability of all three OPEB plans. The Authority's Statement of Net Position contains a non-current liability of \$624.4 million that represents the OPEB liability of all three OPEB plans.
- In November 2013, the Pennsylvania State legislature passed the Act 89 Transportation Funding package, which provided additional funding for statewide transportation projects including roads, bridges, and public transportation. Preliminary estimates were that in five years the legislation had the potential to provide \$2.3 billion annually in additional transportation funding, of which public transit agencies would receive almost \$500 million statewide.
- Preliminary projections provided by the Pennsylvania Department of Transportation (PennDOT) were that by the fifth year of legislation, the Authority should receive approximately \$80 million annually in additional capital funding and almost \$50 million in additional operating revenue. Actual additional State capital and operating funding has trended below initial estimates, but has remained well above historical levels.
- Act 44 State Operating Assistance in Fiscal Year 2019 increased \$5.6 million over the prior year from \$230 million in Fiscal Year 2018 to \$235.6 million in Fiscal Year 2019. Local match requirements of 15% on

the additional Commonwealth funding were met through additional drink tax revenue from Allegheny County and a grant from the Regional Asset District.

- Prior to the PennDOT required entry to defer grant revenue, the Authority ended Fiscal Year 2019 with a \$11.2 million operating surplus, which is classified as unearned grant revenue per PennDOT's adopted regulations. Combined with Fiscal Year 2018 Deferred Revenues of \$19.0, Fiscal Year 2017 Deferred Revenues of \$19.1 million, Fiscal Year 2016 Deferred Revenues of \$14.2 million, Fiscal Year 2015 Deferred Revenue of 16.3 million, Fiscal Year 2014 Deferred Revenue of \$21.9 million, Fiscal Year 2013 Deferred Revenue of \$24.8 million, and Fiscal Year 2012 deferred grant revenue of \$4.8 million, the Authority continues to improve its cash position.
- Marketing for ridership growth and enhancing the public image continues. The Authority continued to fine tune its Real Time software that permits riders to follow the next available bus and railcar on their smartphone or computer. In Fiscal Year 2019, the Authority emphasized more focused data collection from both customers and employees. An outside consultant conducted focus groups with both groups to gather information on perceptions of the organization and how the Authority can improve its services and standing in the community.
- An initiative that the Authority continues to monitor for its effectiveness is the flat fare pricing model. Effective January 1, 2017, all trips using a Connectcard cost \$2.50 with a 25 cent upcharge for those using cash. The change to a single zone, flat fare system from a two zone system has resulted in steady ridership levels while other transit agencies across the country have reported steep declines. The Authority continues to monitor revenue yields from the fare change versus peak revenue levels prior to the change.
- The Board formally adopted PAAC Transit-Oriented Development (TOD) Guidelines, setting forth best practice standards for TOD in and around the Authority's fixed guideways. TOD has proven to be a successful line of business for many of our peer agencies. High quality TOD not only benefits residents, commuters, shoppers, developers and our riders, but also the revenue potential for the agency. Income from rents, value capture, and other creative mechanisms are a valuable addition to our bottom line. The Authority continues to explore TOD options for land owned by the organization that is in close proximity to daily service.
- The Authority has also formally adopted *PAAC Transit Service Guidelines* that provide a framework for ranking new service requests. The guidelines set standards for service, report by route adherence to those standards, evaluate and rank new service requests on an annual basis, and provide recommendations for minor and major service changes to meet guidelines on existing routes as well as changes to expand service if additional operating funds ever become available. The Planning Division has proposed slight revisions to the policy foremost of which is a change in the timing of the report, so that it more closely aligns with the annual budget process.
- The Authority embarked on a Tactical Plan in Fiscal Year 2018 which is moving toward completion. The Plan was predicated on addressing five primary goals over the next 18 months. The goals were to Deliver an Excellent Customer Experience, Develop a Financial Sustainability Plan, Develop an Agency-Wide Safety Program, Develop an Employee Engagement Program and Improve Customer and Public Communications and Better Engage Communities. Cross-functional teams were assembled have completed a number of tactics that have allowed for attainment of these goals to various degrees. The initiatives that have not been completed will be included in an upcoming Strategic Plan.

- The Authority’s smart-card based Automated Fare Collection System, branded “Connect Card,” is fully implemented with all products online. The Authority is planning to expand its customer payments offerings by implementing a Mobile Payment application that will be operational on customer’s smartphones. Pilot testing of this system is scheduled to begin in FY2020.

BASIC FINANCIAL STATEMENTS

The Authority’s financial statements are prepared in conformity with generally accepted accounting principles (GAAP) that apply to U.S. governmental units. The Authority uses the accrual basis of accounting, whereby revenues are recorded when earned and expenses are recorded when incurred. Since the Authority is comprised of a single enterprise fund, no individual fund level financial statements are presented.

The following financial statements, along with the “Notes to Financial Statements,” serve as the basis for the analysis and understanding of the Authority’s financial position:

- ◆ **Statements of Net Position** - These financial statements summarize the Authority’s capital structure as to whether company assets were financed with equity or by incurring a liability. Net position increases when revenues exceed expenses. Increases in assets without a corresponding increase in liabilities generally indicate an improved financial condition.
- ◆ **Statements of Revenues, Expenses, and Changes in Net Position** - These financial statements provide information on the net income generated from the Authority’s continuing operations. Operating Expenses are subtracted from Operating Revenues in order to determine an Operating Gain or Loss. Non-Operating Revenues that are defined as significant recurring federal and state grants are added to the Operating Gain or Loss in order to calculate Gain or Loss Before Capital Grant Funding. The Capital Grant Funding is added to the Gain or Loss Before Capital Grant Funding that results in the Change in Net Position. The Change in Net Position is added to the Total Net Position from the end of the previous fiscal year. This summation results in the Total Net Position for the current fiscal year.
- ◆ **Statements of Cash Flows** - The statements of cash flows detail the cash flows generated by the Authority’s operations, non-capital financing, and capital and related financing activities. These statements incorporate a direct approach by adding Fiscal Year 2019 changes in cash flows from operating activities, non-capital financing activities, capital and related financing activities, and investing activities to the fiscal year-end 2018 cash balance.

THE PORT AUTHORITY’S FINANCIAL CONDITION

The *Statements of Net Position* and the *Statements of Revenues, Expenses, and Changes in Net Position* report information about the Authority as a whole and detail changes in the Authority’s financial position. These statements include all assets and liabilities using the accrual basis of accounting. An increase or decrease in the Authority’s net position is one indicator of whether its financial health has improved or deteriorated over a period of time. Other less tangible factors, such as the age of the revenue vehicle fleet, new service initiatives, health of the local economy, labor union contractual issues, significant capital projects, and the level of inter-governmental financial support, all combine to influence the current and future financial health of the organization.

Public transit service is provided with the assistance of Federal, State and County operating subsidies and grants which are categorized as non-operating revenues on the *Statements of Revenues, Expenses, and Changes in Net Position*. Operating expenses are subtracted from Operating Revenues in order to determine the Authority's operating surplus or loss. Non-Operating Revenues (Expenses) are added to the Operating Loss. This financial result is entitled Loss Before Capital Grant Funding on the *Statement of Revenues, Expenses and Changes in Net Position*.

In Fiscal Year 2019, the Authority completed the fiscal year with net operating expenses exceeding revenues before capital grant funding by \$165.7 million. Adjusting for the effect of the non-cash items such as depreciation and OPEB and pension obligation adjustments, the Authority's *Net Revenues over Expenses before Capital Grant Funding* are balanced. In July 2012, PennDOT adopted new regulations on grant revenue recognition requiring all fixed route public transit agencies to report balanced operating result, i.e., no surplus or deficit of funds after the use of operating grant funds, at the end of each fiscal year and to do so by classifying any surplus as unearned grant revenue. The Authority deferred \$11.2 million in Commonwealth of Pennsylvania Act 44 grant revenue to meet required regulations for surpluses. Once capital items are accounted for, net position decreased by \$59.8 million.

THE PORT AUTHORITY AS TRUSTEE

The Authority is a trustee of the Port Authority of Allegheny County Retirement and Disability Allowance Plan for Employees Represented by Local 29 of the International Brotherhood of Electrical Workers and the Port Authority of Allegheny County Retirement and Disability Allowance Plan for Employees Not Represented by a Union. In addition, the Authority serves as a joint trustee with the Amalgamated Transit Union (ATU) Local #85 on the Port Authority of Allegheny County Retirement and Disability Plan for Employees Represented by Local 85 of the Amalgamated Transit Union. Although not subject to the Employee Retirement Income Security Act (ERISA), the Authority follows its guidelines and has separate, external audits of these plans conducted.

STATEMENTS OF NET POSITION

The Authority's Total Assets in Fiscal Year 2019 decreased by \$13.1 million from the prior year, from \$1.554 billion in Fiscal Year 2018 to \$1.541 billion in Fiscal Year 2019. Total Current Assets increased by \$5.3 million or 2.9%, from \$183 million in Fiscal Year 2018 to \$188.3 million in Fiscal Year 2019. Total Non-current Assets during the same period decreased by \$19 million. Below are explanations of significant changes in various current and non-current asset classifications.

Current Assets

Cash and cash equivalents: The Authority's ending cash and cash equivalents balance was \$136.5 million, an increase of \$4.1 million or 3.1% compared to Fiscal Year 2018. With the passage of Act 89, the Authority should continue to have significant cash reserves over the next few years.

Capital grants receivable: Capital grants receivable decreased by \$7 million or 26.6%, from \$26.5 million in Fiscal Year 2018 to \$19.5 million in Fiscal Year 2019, due principally to a decrease in accounts receivables from the Pennsylvania Government.

Other receivables: Other receivables increased \$7.7 million or 90%, from \$8.6 million in Fiscal Year 2018 to \$16.3 million in Fiscal Year 2019 as a result of timing.

Materials and supplies: Materials and supplies increased \$477k or 3.2%, from \$14.9 million in Fiscal Year 2018 to \$15.4 million in Fiscal Year 2019.

Non-Current Assets

The Authority's major operating facilities include four bus garages, a rail center, a complex housing the Power and Way Departments, the Manchester Administrative Center and General Shops building, South Hills Village Parking Garage, fixed guideways such as the 9.1 mile Martin Luther King, Jr. East Busway, 4.3-mile South Busway, 5.0-mile West Busway, 25.4 miles of Light Rail Transit (LRT) infrastructure, the Monongahela Incline, and other various structures that are situated throughout Allegheny County. Service reductions in March 2011 resulted in the closure of the Harmar Garage, dividing operations among the remaining four garages. The Authority continues to own the Harmar facility. In total, non-current assets in Fiscal Year 2019 decreased by \$19 million from Fiscal Year 2018 values.

Restricted assets for capital additions and related debt: In Fiscal Year 2019, restricted assets for capital additions and related debt increased by \$536k or 3.1% compared to Fiscal Year 2018.

Reserve fund: During Fiscal Year 2017, the Authority adopted a resolution to implement and maintain an operating reserve fund. Approximately \$38 million, or one month of the Authority's operating expenses based on the Fiscal Year 2018 budget was transferred into the fund.

Capital assets, net of accumulated depreciation: Capital assets, net of accumulated depreciation, decreased \$22.5 million or 1.7% from Fiscal Year 2018.

Current Liabilities

Current liabilities include accounts payable; accrued compensation, benefits, and withholdings; unearned revenue; reserves for claims and settlements; current portion of bonds payable; and other current liabilities.

In Fiscal Year 2019, total current liabilities increased by \$9.4 million or 4.5% over Fiscal Year 2018 levels due to increases in Unearned Revenues. Unearned Revenue increased by \$8.4 million or 5.7%, due largely to a deferral of State Operating totaling \$11.2 million.

Non-Current Liabilities

The Authority's non-current liabilities include long-term debt obligations, reserves for claims and settlement, net pension liability, and OPEB liability. At year-end, net bonds payable totaled \$159.5 million, a decline of \$13.7 million over Fiscal Year 2018. In compliance with Governmental Accounting Standards Board (GASB) Statement No. 75, the Authority must report the entire amount of the unfunded OPEB liability. For Fiscal Year 2019, the OPEB liability decreased by \$6.7 million from \$631.1 million in Fiscal Year 2018 to \$624.4 million. In Fiscal Year 2019, total non-current liabilities increased by \$78 million over Fiscal Year 2018. The majority of this increase in non-current liabilities is attributable to an increase in the Net Pension liability due to unfavorable investment returns of pension investments.

Net Position

The Authority's Net Position decreased by \$59.8 million from \$282.9 million to \$223.1 million.

FINANCIAL COMPARISON: FISCAL YEAR 2019 OVER FISCAL YEAR 2018

The following discussion measures the financial performance of the Authority by comparing the actual revenues, expenses, and changes in net position. This section comments on revenue and expense categories that exhibited significant dollar variances between Fiscal Year 2019 and Fiscal Year 2018.

Revenues

Total operating revenues in Fiscal Year 2019 decreased by \$2.5 million or 2.4% compared to Fiscal Year 2018. A \$1.5 million decrease in Passenger Fares and a \$950k decrease in Shared Ride revenues were the primary drivers in this decrease in total operating revenues. Advertising Revenue and Miscellaneous Income remained consistent compared to Fiscal Year 2018. In Fiscal Year 2019, Passenger Fares supported 20.8% of the Authority's Total Operating Expense, excluding OPEB, pension, and depreciation expense.

The Authority's Advertising Revenue remained consistent with Fiscal Year 2018 levels, with a small increase of 0.6%. The expanded advertising space utilization and strategies to entice both national and local advertisers have allowed our Advertising Revenues to remain at historic levels.

The Authority contracts with Transdev Services Inc., a privately-owned transportation company, for professional services to coordinate door-to-door, demand-response transportation service for elderly and handicapped citizens. The Commonwealth of Pennsylvania reimburses the Authority for the costs incurred in providing the Shared Ride program, which is available to persons over 65 years of age. ACCESS Shared Ride revenues in Fiscal Year 2019 decreased by \$950,000 when compared to Fiscal Year 2018.

As indicated in the *Port Authority Ridership Statistics* below, total ridership in Fiscal Year 2019 has increased by 0.9% compared to Fiscal Year 2018. Originating Ridership statistics for bus, light rail, and the incline increased by 0.72% in Fiscal Year 2019, whereas Contract Services ridership increased by 2.38% year-over-year. Senior ridership increased by approximately 88,122 rides in Fiscal Year 2019 or a 1.9% increase compared to Fiscal Year 2018. Ridership on ACCESS in Fiscal Year 2019 continued to decrease by 4.56% compared to Fiscal Year 2018. Ridership within the Downtown Free-Zone for light rail mode decreased 2.15% and Transfers increased by 2.14% vs. Fiscal Year 2018. In January 2017, the Port Authority implemented fare policy changes which removed the Downtown Free-Zone for the bus mode and removed paper transfers as an accepted fare product.

Port Authority Ridership Statistics

	<u>FY2019</u>	<u>FY2018</u>	<u>Percent + / (-)</u>
Originating	45,411,481	45,085,260	0.72%
Transfers	1,556,526	1,523,975	2.14%
Contracted Services	8,973,169	8,764,956	2.38%
Seniors	4,654,689	4,566,567	1.93%
ACCESS	1,397,522	1,464,260	(4.56%)
Free Ridership	2,014,557	2,058,836	(2.15%)
	<u>64,007,944</u>	<u>63,463,854</u>	0.86%

Expenses

Total Operating Expenses increased from \$524.6 million in Fiscal Year 2018 to \$582.8 million in Fiscal Year 2019 or 11%. The increase in expenses were driven by a \$17.3 million increase in OPEB expense, a \$10.3 million increase in pension expense and a \$12.2 million increase in depreciation. Excluding the pension, OPEB and depreciation expenses; Operating Expenses increased \$18.4 million or roughly 4.5% compared to Fiscal Year 2018.

Salary and Wages increased by \$3.5 million or 2% due to contractual wage increases and increased personnel levels. Total employee benefits in Fiscal Year 2019 increased \$8.8 million compared to Fiscal Year 2018, due to increased pension costs. Beginning in Fiscal Year 2019 the Authority allocated paid time off for salaried employees from salary and wages to employee benefits to comply with FTA guidelines. Health care expense decreased by \$1.6 million due to the lock on medical premiums and the continued reduction in retiree medical expenses. Pension expense increased by \$10.3 million due to unfavorable market returns on pension investments. OPEB expense increased by \$17.3 million due to benefit changes of the ATU plan.

Services expense in Fiscal Year 2019 increased by \$2.9 million or 24% vs. 2018. The additional expense was mostly attributable to a train derailment which damaged the Port Authority's light rail.

Fuels and Lubricants increased by \$1.3 million or 8.1% in Fiscal Year 2019 due to increased diesel fuel rates.

Other Materials and Supplies increased by \$1.6 million or 6.6% from Fiscal Year 2018. The majority of the increase was attributable to high cost items replaced on light rail vehicles as part of the Authority's vehicle overhaul program. Miscellaneous Expense increased by \$972k or 17.0% due to increased expenditures for Marketing Research and PCI compliance.

Finally, Depreciation expense increased by \$12.2 million or 13% compared to Fiscal Year 2018.

Non-Operating Revenues

In total, non-operating revenues in Fiscal Year 2019 increased \$21.8 million or 7.5% compared to Fiscal Year 2018. Non-operating revenues originate from a number of sources. The Commonwealth of Pennsylvania provides Act 89 subsidy for operating, which in Fiscal Year 2019 increased 6.4% from \$211 million in Fiscal Year 2018 to \$224.4 million. In FY 2019, the Authority received a portion of its State Operating Assistance from the Public Transportation Assistance Fund (PTAF). The Authority was required to use a portion of PTAF revenues towards debt service payments in FY 2019. The operating subsidy from Allegheny County for Fiscal Year 2019 was higher than Fiscal Year 2018 based on the increased State funding that requires a local match. The Regional Asset District (RAD) contributed \$3 million of the \$35.3 million in local governments Act 44 matching.

Capital funds used for operating assistance increased by \$5.8 million or 10.4% from Fiscal Year 2018. In Fiscal Year 2019, the Authority used higher amounts of Federal and Local government Capital Funds in order to support operations of the Authority.

CONDITIONS AFFECTING FUTURE FINANCIAL POSITION

As the Commonwealth's second largest public transportation system, the Authority is an essential partner in the southwestern Pennsylvania region's economy, moving 200,000 people each weekday to and from work, school, and entertainment. The Authority acknowledges that its services are integral to the lives of many Allegheny County residents. Clearly the Authority wishes it could meet every demand for restoration of bus

and rail service, but as a practical matter, this will not be financially possible. Any significant increase in service must be funded through increased operating revenue, either increase fare revenue as a result of ridership increases or advertising revenue.

The Act 89 legislation has a provision whereby the annual \$450 million funding contribution from the Pennsylvania Turnpike Commission (PTC) will be reduced to \$50 million beginning in FY2022 and the Commonwealth's General Fund will fund the funding gap. In early 2018, the Authority together with PTC and Allegheny County formed the Southwest Partnership for Mobility (SPM) to address the challenges facing the region's transportation system and the looming impacts of changes to Act 89. The SPM identified two actions that are needed to address the region's transportation funding challenges. The first of these challenges is to stabilize the public transportation funding structure that is scheduled to transition from PTC funding to the Commonwealth General Fund. Secondly, the SPM raised awareness of the need to explore locally-enacted revenue sources for public transportation services above the status quo.

In the meantime, the Authority will focus on improving the service that is already offered and making it more appealing for riders. The Authority has been able to make subtle changes to existing routes in order to offer service in areas without public transit opportunities. Routes have to perform in order to remain viable. Underperforming routes will need to be re-evaluated, which has the potential to create disruption to those few who do take advantage of the route. With this in mind the Authority issued, and the Board approved, *Transit Service Guidelines* which will be used to develop service change recommendations and will be used to evaluate, adjust, and improved service as demand and conditions change. The anticipated result of this strategy will be to attract new riders and increase the utilization of existing riders. Increasing ridership will increase passenger revenue and potentially increase future State Operating Assistance, which is formula driven.

The Authority will also begin to develop a Strategic Plan and a Long-term Plan that will include a new, aspirational service plan. This document can be used to inform policymakers of the Authority's true potential to serve the community with dedicated and growing revenue source.

The Authority will also continue to monitor how current resources are allocated. The Authority will remain vigilant for opportunities where it can partner in the community, whether in the form of Transit Oriented Development (TOD), Diverse Business Opportunities, sustainability initiatives, enhancing high-volume Park and Rides, or adding fuel diversity to the fleet.

The Authority's Board of Directors, management, and employees are energized to continue to fulfill the commitment policymakers made to the Authority with the passage of Act 89. The same energy will be brought to bear if new legislation is required in order for the Authority to continue provide critical service the communities and customers it serves.

GLOSSARY OF TERMS

ACCESS Program – A program that provides subsidized door-to-door, advanced reservation transportation services for the elderly and handicapped residents of Allegheny County. (The Authority's demand-responsive service.)

Balanced Budget – A budget where total Revenues, Grants, and Operating Assistance equals total expenses.

Base Fare – Cash fare that is charged to an adult for regular local transit service.

Capital Improvement Program – A financial plan for the allocation of Capital Project funds necessary to acquire, improve, or maintain the Authority's fixed assets.

Fixed Guideway – A separate right-of-way for the exclusive use of public transportation vehicles.

Fixed Route – An established route where transit vehicles follow a schedule over a prescribed route.

Incline – A fixed facility that is comprised of two (2) vehicles operating in opposite directions on angled, parallel tracks.

Light Rail – A type of electric rail transit system that typically operates on dedicated right-of-way or in mixed traffic with other vehicles. Typically involves short distances between stops.

Operating Budget – Combines the financial plan for the allocation of projected revenues and expenses consumed in the daily operations of the transit system and specific programs to support achievement of the Authority's mission statement.

North Shore Connector Project -- The 1.2 mile extension of the Authority's Light Rail Transit System, of which the centerpiece is a tunnel underneath the Allegheny River.

Paratransit – Flexible forms of public transportation services that are not provided over a fixed route. (The Authority's ACCESS Program.)

Passenger Revenues – Revenues consisting of farebox collections, ticket sales, school permits and pass sales, weekend fare receipts, weekly permit sales, monthly pass sales, and special event fare receipts.

Ridership – Number of customers using the Authority's transit services.

Vehicle Improvement Program – The terminology used by the Authority for rehabilitation of its revenue vehicle fleet.

SOURCE: American Public Transit Association, [A Glossary of Transit Terminology](#), September 1984.

PORT AUTHORITY OF ALLEGHENY COUNTY

STATEMENTS OF NET POSITION

JUNE 30, 2019 AND 2018

	2019	2018
Assets		
<hr/>		
Current assets:		
Cash and cash equivalents	\$ 136,523,360	\$ 132,466,339
Capital grants receivable	19,449,938	26,483,945
Other receivables	16,311,107	8,568,257
Prepaid expenses	620,781	510,202
Materials and supplies, net	15,400,036	14,923,218
Total current assets	188,305,222	182,951,961
Non-current assets:		
Restricted and designated assets:		
Restricted assets for capital additions and related debt	17,550,232	17,014,733
Designated for reserve fund	38,488,582	34,982,415
Capital assets, net of accumulated depreciation	1,297,015,031	1,319,561,484
Total non-current assets	1,353,053,845	1,371,558,632
Total Assets	1,541,359,067	1,554,510,593
Deferred Outflows of Resources		
<hr/>		
Deferred charge on refunding	7,636,269	8,426,227
Related to pensions	122,420,337	59,850,178
Related to OPEBs	47,529,185	60,976,741
Total Deferred Outflows of Resources	177,585,791	129,253,146
Liabilities		
<hr/>		
Current liabilities:		
Accounts payable	15,481,019	18,165,819
Accrued compensation, benefits, and withholdings	24,597,035	21,184,512
Unearned revenue	154,935,485	146,519,877
Reserves for claims and settlements	7,755,086	7,900,548
Current portion of bonds payable	13,140,000	12,520,000
Other current liabilities	2,981,029	3,188,846
Total current liabilities	218,889,654	209,479,602
Non-current liabilities:		
Bonds payable, net	159,491,049	173,203,749
Reserves for claims and settlements	3,524,731	3,634,522
OPEB liability	624,412,121	631,119,563
Net pension liability	421,374,849	322,797,115
Total non-current liabilities	1,208,802,750	1,130,754,949
Total Liabilities	1,427,692,404	1,340,234,551
Deferred Inflows of Resources		
<hr/>		
Related to pensions	44,435,626	60,624,852
Related to OPEBs	23,704,202	-
Total Deferred Inflows of Resources	68,139,828	60,624,852
Net Position		
<hr/>		
Net investment in capital assets	1,178,929,855	1,188,638,067
Unrestricted	(955,817,229)	(905,733,731)
Total Net Position	\$ 223,112,626	\$ 282,904,336

See accompanying notes to financial statements.

PORT AUTHORITY OF ALLEGHENY COUNTY

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

YEARS ENDED JUNE 30, 2019 AND 2018

	2019	2018
Operating Revenues:		
Passenger fares	\$ 88,789,080	\$ 90,310,269
State Shared Ride Program	10,651,848	11,601,621
Advertising	2,839,281	2,822,827
Miscellaneous income	814,367	843,338
Total operating revenues	103,094,576	105,578,055
Operating Expenses:		
Salaries and wages	162,230,726	158,753,512
Fringe benefits	159,198,686	150,378,246
Pension expense, net	19,818,349	9,536,042
OPEB expense, net	30,444,316	13,158,760
Services	14,939,689	12,061,846
Fuel and lubricant	17,008,201	15,726,665
Tires and tubes	2,011,784	1,990,032
Other materials and supplies	25,545,026	23,971,326
Utilities	7,681,199	7,462,087
Casualty and liability	2,853,242	2,913,274
Purchased transportation	26,158,452	27,070,911
Leases and rentals	1,809,535	1,667,569
Miscellaneous expense	6,678,888	5,706,430
Depreciation	106,389,234	94,182,575
Total operating expenses	582,767,327	524,579,275
Operating Loss	(479,672,751)	(419,001,220)
Non-Operating Revenues (Expenses):		
Capital funds used for operating assistance:		
Federal government	44,211,408	33,866,721
Commonwealth of Pennsylvania	8,079,042	14,990,348
Local governments	8,866,008	6,513,520
Operating grants:		
Commonwealth of Pennsylvania	224,432,393	211,014,860
Local governments - matching	35,264,780	34,671,274
Total government subsidies for operations	320,853,631	301,056,723
Interest income	517,744	224,059
Interest expense	(7,408,761)	(9,113,042)
Loss on sale of capital assets	-	(1,744)
Total non-operating revenues (expenses)	313,962,614	292,165,996
Loss Before Capital Grant Funding	(165,710,137)	(126,835,224)
Capital grant funding:		
Federal	28,012,827	31,088,479
State	70,396,082	95,217,024
Local	7,509,518	6,057,742
Total capital grant funding	105,918,427	132,363,245
Change in Net Position	(59,791,710)	5,528,021
Total net position - beginning	282,904,336	277,376,315
Total net position - ending	\$ 223,112,626	\$ 282,904,336

See accompanying notes to financial statements.

PORT AUTHORITY OF ALLEGHENY COUNTY

STATEMENTS OF CASH FLOWS

YEARS ENDED JUNE 30, 2019 AND 2018

	2019	2018
Cash Flows From Operating Activities:		
Receipts from customers	\$ 95,351,726	\$ 103,851,712
Payments for goods and services	(101,654,292)	(102,881,373)
Payments to employees	(318,016,889)	(308,250,777)
Net cash provided by (used in) operating activities	(324,319,455)	(307,280,438)
Cash Flows From Non-Capital Financing Activities:		
Operating subsidies	329,269,239	328,520,435
Cash Flows From Capital and Related Financing Activities:		
Capital grants received	112,952,434	128,715,085
Investments in transit operating property	(90,401,955)	(109,631,876)
Payments on bonds	(12,520,000)	(11,925,000)
Interest paid	(7,399,320)	(9,093,970)
Net cash provided by (used in) capital and related financing activities	2,631,159	(1,935,761)
Cash Flows From Investing Activities:		
Proceeds from (deposits to) restricted/designated assets	(4,041,666)	2,204,142
Interest and dividends on investments	517,744	224,059
Net cash provided by (used in) investing activities	(3,523,922)	2,428,201
Net Increase (Decrease) in Cash and Cash Equivalents	4,057,021	21,732,437
Cash and Cash Equivalents:		
Beginning of year	132,466,339	110,733,902
End of year	\$ 136,523,360	\$ 132,466,339
Reconciliation of Operating Loss and Depreciation Expense to Net Cash Provided by (Used in) Operating Activities:		
Operating loss	\$ (479,672,751)	\$ (419,001,220)
Adjustments to reconcile operating loss and depreciation expense to cash and cash equivalents provided by (used in) operating activities:		
Depreciation	106,389,234	94,182,575
Change in assets, liabilities, and deferred outflows and inflows:		
Accounts receivable	(7,742,850)	(1,726,343)
Materials and supplies	(476,818)	(1,938,467)
Prepaid expenses and other current assets	(110,579)	(28,811)
Accounts payable	3,874,374	(2,711,845)
Accrued compensation, benefits, and withholdings	3,412,523	880,981
Reserves for claims and settlements	(255,253)	367,890
OPEB liability	(6,707,442)	58,870,406
Net pension liability	98,577,734	(75,948,551)
Deferred outflows of resources for pension	(62,570,159)	30,120,373
Deferred outflows of resources for OPEBs	13,447,556	(45,711,646)
Deferred inflows of resources for pension	(16,189,226)	55,364,220
Deferred inflows of resources for OPEBs	23,704,202	-
Total adjustments	155,353,296	111,720,782
Net cash provided by (used in) operating activities	\$ (324,319,455)	\$ (307,280,438)

See accompanying notes to financial statements.

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

1. Organization

The Port Authority of Allegheny County (Authority) was established under the Second-Class County Port Authority Act of 1956 and is responsible for the management and operation of certain transit facilities serving the County of Allegheny, Pennsylvania (County) and portions of adjacent counties. The Authority is not subject to federal or state income taxes.

The financial reporting status of the Authority has been determined to be a component unit of the County for financial reporting purposes in accordance with accounting principles generally accepted in the United States of America (GAAP). The County provides substantial operating subsidies and capital funding. Pursuant to Pennsylvania Act 72 of 2013, signed into law on July 19, 2013, the Authority's board appointments were restructured whereas the County Chief Executive has six appointments and the remaining five members are appointed by the Governor and legislative leaders of the State Senate and House.

As discussed in Note 6, the Authority contracts with Transdev Services, Inc. for professional services to coordinate ACCESS, a paratransit system, which provides transit service within the Authority's jurisdiction. ACCESS financial statements have not been included in the reporting entity because the Authority has neither control, financial responsibility, nor accountability for ACCESS.

2. Summary of Significant Accounting Policies

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as applicable to governmental units. The Governmental Accounting Standards Board (GASB) is the authoritative standard-setting body for the establishment of governmental accounting and financial reporting principles. The Authority's significant accounting policies are as follows:

Basis of Accounting

The Authority's accounts are reported as an Enterprise Fund on the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Operating revenues and expenses consist of those revenues and expenses that result from ongoing principal operations of the Authority. Operating revenues consist primarily of user

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

charges. Non-operating revenues and expenses consist of those revenues and expenses that are related to grants and other financing and investing types of activities.

When an expense is incurred for purposes for which there are both restricted and unrestricted net position available, it is the Authority's policy to apply those expenses to restricted net position to the extent such are available and then to unrestricted net position.

Cash and Cash Equivalents

Cash and cash equivalents include amounts in demand deposits, as well as short-term investments, with a maturity date within three months of the date acquired by the Authority.

Materials and Supplies

The Authority maintains spare parts and supplies that are used to maintain transit equipment. The inventory is stated at cost, net of an allowance for obsolete parts of \$379,905 at June 30, 2019 and 2018.

Capital Assets

Transit operating property and equipment are recorded at cost and include certain property acquired from predecessor private mass transportation companies. Transit operating property and equipment also include certain capitalized labor and overhead expenses incurred to ready such property and equipment for use. Interest incurred during the construction phase of capital assets is included as part of the capitalized value of the assets constructed. During both fiscal years 2019 and 2018, no interest expense was capitalized.

Depreciation is recorded using the straight-line method based on estimated useful lives that generally range from four to 30 years.

Projects in progress remaining at June 30, 2019 primarily consist of various infrastructure upgrades and building improvements.

Revenue, Receivables, and Unearned Revenues

Passenger Fares are recorded as revenue at the time services are performed. During fiscal year 2017, the Authority transitioned its Ticket, Weekly, and Annual fare products to the

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

electronic based Connectcard system. Monthly “flash” passes continued to be sold on a consignment basis to vendors who maintained the right to return unsold passes. In fiscal year 2018, the automated fare collection system (AFCS) eliminated the remaining consignment products sold to vendors except for the Pittsburgh Public School Board.

Grants and contributions are recorded as revenue when all applicable eligibility requirements are met. The Federal Transit Administration (FTA), the Pennsylvania Department of Transportation, and the County provide financial assistance and make grants directly to the Authority for operation, acquisition of property and equipment, and other capital related expenses. Operating grants and subsidies in the accompanying statements of revenues and expenses include only operating grants from the indicated sources. The Authority is permitted to utilize certain capital funds for operating expenses including labor, fringe benefits, materials and supplies, and other expense classifications. Capital funds used for operating assistance represent capital grant funds applied to these expenses. Capital grants for the acquisition of property and equipment and other capital related expenditures are recorded as capital grant funding.

The Commonwealth of Pennsylvania (Commonwealth) created Act 44 to provide a dedicated source of funding called the Public Transportation Trust Fund (PTTF), which provides both operating and capital assistance to the Authority as well as all other transit agencies in the Commonwealth. PTTF includes several existing sources of state funding as well as some new sources. Also, it eliminates the filing of separate applications to receive those funds.

The sources of revenue available to the Commonwealth to fund PTTF are:

1. A percentage from sales tax (4.4%).
2. Lottery funds for the Free Transit for Senior Citizens Program.
3. State bond funding for capital projects.
4. Remainder of Public Transportation Assistance Fund (PTAF) after funding payments on existing debt.
5. Annual payments from the Turnpike Commission.

Five program accounts have been created within the new trust fund: Transit Operating Assistance, Asset Improvement Program, Capital Improvements Program, New Initiatives, and Programs of Statewide Significance. Local matching funds are required to receive assistance under most of the programs.

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

Capital and Operating funding for the year ended June 30, 2019

The Authority received \$235.6 million in State Operating Assistance during fiscal year 2019. After recognizing unearned revenue for State Operating Assistance carried forward to future years, the Authority recognized \$224.4 million in State Operating Assistance for fiscal year 2019 under Act 44. The State operating assistance funds required a 15% local match of \$35.3 million. Allegheny County provided \$32.3 million in local match with an additional \$3 million provided by the Regional Asset District (RAD).

Because of existing debt agreements, the Authority obtained capital funding under PTAF totaling \$21.1 million to use for debt service. Local matching share required for this funding was provided by the County.

The Authority utilized \$105.9 million in capital funding for capital improvements, debt service payments, and to support bus purchases in fiscal year 2019. The Authority applied \$61.2 million of this capital funding in its operating budget.

The Authority utilized a total of \$15.8 million in capital funding from the County during fiscal year 2019, which was required to match federal and state capital grants.

At June 30, 2019, the primary components of unearned revenue were: \$131.4 million of State operating assistance carryover, \$9.8 million of County funds to be used for capital grant matching, and \$7.7 million of State PTAF funds to be used for 2019 debt service.

Capital and Operating funding for the year ended June 30, 2018

The Authority received \$229.5 million in State Operating Assistance during fiscal year 2019. After recognizing unearned revenue for State Operating Assistance carried forward to future years, the Authority recognized \$211 million in State Operating Assistance for fiscal year 2019 under Act 44. The State operating assistance funds required a 15% local match of \$34.7 million. Allegheny County provided \$31.7 million in local match with an additional \$3 million provided by the Regional Asset District (RAD).

Because of existing debt agreements, the Authority obtained capital funding under PTAF totaling \$22.1 million to use for debt service. Local matching share required for this funding was provided by the County.

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

The Authority utilized \$132.4 million in capital funding for capital improvements, debt service payments, and to support bus purchases in fiscal year 2019. The Authority applied \$55.4 million of this capital funding in its operating budget.

The Authority utilized a total of \$11.2 million in capital funding from the County during fiscal year 2019, which was required to match federal and state capital grants.

At June 30, 2019, the primary components of unearned revenue were: \$120.2 million of State operating assistance carryover, \$15.5 million of County funds to be used for capital grant matching, and \$7.6 million of State PTAF funds to be used for 2019 debt service

Deferred Outflows and Inflows of Resources

In addition to assets, the statement of net position will sometimes report separate sections for deferred outflows and inflows of resources. These separate financial statement elements represent a consumption (outflows) or addition (inflow) of net position that applies to a future period and so will not be recognized as an outflow (expense) or inflow (revenue) of resources until then.

Compensated Absences

In accordance with GAAP, the Authority accrues vacation benefits earned by its employees.

Self-Insurance

The Authority has a self-insurance program for public liability, property damage, and workers' compensation claims. Estimated costs of these self-insurance programs are accrued in the year the expenses are incurred, based upon the estimates of the claim liabilities made by management and legal counsel of the Authority. Estimates of claim liabilities are accrued based on projected settlements for claims and include estimates for claims incurred but not reported. Any adjustments made to previously recorded reserves are reflected in current operating results.

Refunding Transactions

In accordance with applicable guidance, the excess of the reacquisition price over the net carrying amount of refunded debt is recorded as a deferred outflow of resources on the statements of net position and amortized as a component of interest expense over the shorter of the term of the refunding issue or refunded bonds.

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

Use of Estimates in the Preparation of Financial Statements

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Classification of Net Position

Accounting standards require the classification of net position into three components – net investment in capital assets; restricted; and unrestricted. These classifications are defined as follows:

- Net investment in capital assets – This component of net position consists of 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 these assets.
- Restricted – This component of net position consists of constraints placed on assets through external restrictions, reduced by liabilities related to those assets.
- Unrestricted – This component of net position consists of assets that do not meet the definition of “restricted” or “net investment in capital assets.”

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the pension plans, as well as additions to and deductions from the pension plan fiduciary net position have been determined on the same basis as they are reported in the financial statements of the pension plans. Employer contributions are recognized when due and the employer has a legal requirement to provide the contributions. Investments are reported at fair value.

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

Adopted Accounting Standards

The requirements of the following Governmental Accounting Standards Board (GASB) statements were adopted for the financial statements:

GASB Statement No. 83, "*Certain Retirement Obligations*," addresses accounting and financial reporting for certain asset retirement obligations (AROs). The provisions of this statement have been adopted and incorporated into these financial statements.

GASB Statement No. 88, "*Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*," to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. The provisions of this statement have been adopted and incorporated into these financial statements.

Pending Standards

GASB has issued statements that will become effective in future years, including Statement Nos. 84 (Fiduciary Activities), 87 (Leases), 89 (Accounting for Interest Cost Incurred before the End of a Construction Period), 90 (Majority Equity Interests – An Amendment of GASB Statements No. 14 and No. 61), and 91 (Conduit Debt Obligations). Management has not yet determined the impact of these statements on the financial statements.

3. Cash and Investments

The investment and deposit policy of the Authority funds is governed by the by-laws of the Authority and the Second-Class County Port Authority Act. In accordance with these regulations, the Authority has established investment procedures that require that monies be deposited with FDIC-insured banks in demand deposit accounts or certificates of deposit (which are required to be 100% collateralized by separately identified United States obligations, if not covered by FDIC insurance). Investments are limited to United States obligations and repurchase agreements. Repurchase agreements must be purchased from banks located within the Commonwealth and the underlying collateral securities must have a market value of at least 100% of the cost of the related repurchase agreement. The Authority's investment procedures do not require the delivery of the underlying securities to the Authority; however, it is the obligation of the bank to deposit the pledged obligations

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

with either the Federal Reserve Bank, the trust department of the financial institution issuing the repurchase agreement, or another bank, trust company, or depository satisfactory to the Authority. There were no deposit or investment transactions during 2019 and 2018 that were in violation of either state statutes or the policies of the Authority. The Authority does not have a formal investment policy which addresses custodial credit risk, interest rate risk, credit risk, or concentration of credit risk.

The Authority's unrestricted cash and investments are available for general operating purposes and restricted cash and investments in the amount of \$17,550,232 are available for acquisition of assets under capital projects and scheduled payments of the Special Revenue Transportation Bonds (Note 5). Board-designated funds in the amount of \$38,488,582 are available to fund future operating deficits.

GAAP requires disclosures related to the following deposit and investment risks: credit risk (including custodial credit risk and concentrations of credit risk), interest rate risk, and foreign currency risk. The Authority's cash and investments as reported on the statements of net position consist of the following:

	2019		2018	
	Cash and Cash Equivalents	Restricted and Designated	Cash and Cash Equivalents	Restricted and Designated
Deposits	\$ -	\$ 28,941,332	\$ -	\$ 32,753,733
INVEST	136,523,360	16,053,474	132,466,339	8,197,841
Money Market	-	11,044,008	-	11,045,574
Total	<u>\$ 136,523,360</u>	<u>\$ 56,038,814</u>	<u>\$ 132,466,339</u>	<u>\$ 51,997,148</u>

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

The following is a description of the Authority's deposit and investment risks:

Custodial Credit Risk – Deposits. Custodial credit risk is the risk that in the event of a bank failure, the Authority's deposits may not be returned to it. As of June 30, 2019 and 2018, respectively, \$30,180,671 and \$36,988,188 of the Authority's bank balance of \$30,680,671 and \$37,488,188 were exposed to custodial credit risk, which is collateralized in accordance with Act 72 of the Pennsylvania state legislature, which requires the institution to pool collateral for all governmental deposits and have the collateral held by an approved custodian in the institution's name.

Interest Rate Risk. Interest rate risk is the risk that changes in interest rates will adversely affect the fair market value of the Authority's investments. The investments noted above have maturities of less than one year.

Credit Risk. Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. As of June 30, 2019, the Authority's investments in INVEST and money markets were rated AAA by Standard & Poor's.

The Authority's investments in money markets and INVEST are reported at cost which approximates fair value. The fair value of the Authority's investments in INVEST is the same as the value of the pool shares. All investments in an external investment pool that is not SEC registered are subject to oversight by the Commonwealth. The Authority can withdraw funds from INVEST without limitations or fees.

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

4. Capital Assets/Accumulated Depreciation

A summary of changes in capital assets for the year ended June 30, 2019 is as follows:

	June 30, 2018	Increases	Decreases	June 30, 2019
Capital assets, not being depreciated:				
Land	\$ 103,605,436	\$ 251,527	\$ -	\$ 103,856,963
Projects in progress	91,658,075	1,330	(34,358,038)	57,301,367
Total capital assets, not being depreciated	<u>195,263,511</u>	<u>252,857</u>	<u>(34,358,038)</u>	<u>161,158,330</u>
Capital assets, being depreciated:				
Buildings	357,344,037	28,378,981	(19,258,706)	366,464,312
Transportation equipment	693,346,870	35,989,394	(22,402,724)	706,933,540
Track, roadway, and subway stations	1,649,932,035	36,497,540	(243,643,383)	1,442,786,192
Other property, equipment, and assets	155,497,060	17,082,047	(7,360,136)	165,218,971
Total capital assets being depreciated	<u>2,856,120,002</u>	<u>117,947,962</u>	<u>(292,664,949)</u>	<u>2,681,403,015</u>
Less: accumulated depreciation for:				
Buildings	(187,131,066)	(12,407,107)	18,930,336	(180,607,837)
Transportation equipment	(424,856,960)	(34,989,295)	22,402,724	(437,443,531)
Track, roadway, and subway stations	(1,007,179,927)	(47,314,175)	243,643,383	(810,850,719)
Other property, equipment, and assets	(112,654,076)	(11,678,657)	7,688,506	(116,644,227)
Total accumulated depreciation	<u>(1,731,822,029)</u>	<u>(106,389,234)</u>	<u>292,664,949</u>	<u>(1,545,546,314)</u>
Total capital assets, being depreciated, net	<u>1,124,297,973</u>	<u>11,558,728</u>	<u>-</u>	<u>1,135,856,701</u>
Total capital assets, net	<u>\$ 1,319,561,484</u>	<u>\$ 11,811,585</u>	<u>\$ (34,358,038)</u>	<u>\$ 1,297,015,031</u>

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

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

	June 30, 2017	Increases	Decreases	June 30, 2018
Capital assets, not being depreciated:				
Land	\$ 103,588,510	\$ 16,926	\$ -	\$ 103,605,436
Projects in progress	45,201,568	53,497,382	(7,040,875)	91,658,075
Total capital assets, not being depreciated	<u>148,790,078</u>	<u>53,514,308</u>	<u>(7,040,875)</u>	<u>195,263,511</u>
Capital assets, being depreciated:				
Buildings	357,013,960	1,019,855	(689,778)	357,344,037
Transportation equipment	679,718,843	53,038,358	(39,410,331)	693,346,870
Track, roadway, and subway stations	1,643,841,611	9,054,372	(2,963,948)	1,649,932,035
Other property, equipment, and assets	152,401,295	3,119,721	(23,956)	155,497,060
Total capital assets being depreciated	<u>2,832,975,709</u>	<u>66,232,306</u>	<u>(43,088,013)</u>	<u>2,856,120,002</u>
Less: accumulated depreciation for:				
Buildings	(176,825,757)	(10,992,967)	687,658	(187,131,066)
Transportation equipment	(431,272,264)	(32,995,027)	39,410,331	(424,856,960)
Track, roadway, and subway stations	(971,336,379)	(38,807,871)	2,964,323	(1,007,179,927)
Other property, equipment, and assets	(101,291,322)	(11,386,710)	23,956	(112,654,076)
Total accumulated depreciation	<u>(1,680,725,722)</u>	<u>(94,182,575)</u>	<u>43,086,268</u>	<u>(1,731,822,029)</u>
Total capital assets, being depreciated, net	<u>1,152,249,987</u>	<u>(27,950,269)</u>	<u>(1,745)</u>	<u>1,124,297,973</u>
Total capital assets, net	<u>\$ 1,301,040,065</u>	<u>\$ 25,564,039</u>	<u>\$ (7,042,620)</u>	<u>\$ 1,319,561,484</u>

5. Long-Term Debt

On March 1, 2011, the Authority issued \$252,845,000 of the Special Revenue Transportation Bonds, Refunding Series of 2011 (the 2011 Bonds). The proceeds from the sale of the 2011 Bonds together with the amounts on deposit in the 2001 debt service reserve fund were used to provide funds required for 1) refunding the Authority's 2001 Bonds and 2) terminating the Swap Agreement.

Interest on the 2011 Bonds is payable semiannually on each March 1 and September 1, commencing September 1, 2011. Interest rates range from 2% to 5.25% throughout the

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term of the 2011 Bonds. The 2011 Bonds were issued at a premium of \$10.3 million, which is being amortized over the life of the 2011 Bonds.

The 2011 Bonds are subject to optional redemption prior to maturity by the Authority on any date on or after March 1, 2021 and also include \$59.4 million of term bonds due March 1, 2029 that are subject to mandatory redemption prior to maturity beginning March 1, 2027.

The 2011 Bonds are secured by funds distributed to the Authority by the Commonwealth pursuant to Section 1310 of the Public Transportation Assistance Law, specifically including all monies distributed from PTAF.

The following is a summary of debt transactions of the Authority for the year ended June 30, 2019:

	Balance at July 1, 2018	Issuance	Amortization/ Payments and Retirements	Balance at June 30, 2019
Series of 2011 Bonds	\$ 179,615,000	\$ -	\$ (12,520,000)	\$ 167,095,000
Unamortized net bond premium	6,108,749	-	(572,700)	5,536,049
Net outstanding	\$ 185,723,749	\$ -	\$ (13,092,700)	172,631,049
Less: current amount:				
Series of 2011 Bonds				(13,140,000)
Total long-term bonds payable, net				\$ 159,491,049

The following is a summary of debt transactions of the Authority for the year ended June 30, 2018:

	Balance at July 1, 2017	Issuance	Amortization/ Payments and Retirements	Balance at June 30, 2018
Series of 2011 Bonds	\$ 191,540,000	\$ -	\$ (11,925,000)	\$ 179,615,000
Unamortized net bond premium	6,681,449	-	(572,700)	6,108,749
Net outstanding	\$ 198,221,449	\$ -	\$ (12,497,700)	185,723,749
Less: current amount:				
Series of 2011 Bonds				(12,520,000)
Total long-term bonds payable, net				\$ 173,203,749

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The annual debt service requirements related to the Bonds are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	\$ 13,140,000	\$ 8,943,088	\$ 22,083,088
2021	13,830,000	8,255,888	22,085,888
2022	14,555,000	7,534,050	22,089,050
2023	15,315,000	6,769,913	22,084,913
2024	16,115,000	5,965,875	22,080,875
2025-2029	94,140,000	16,277,788	110,417,788
Total	<u>\$ 167,095,000</u>	<u>\$ 53,746,602</u>	<u>\$ 220,841,602</u>

Restricted assets include approximately \$11 million of cash invested in a debt service fund restricted for debt service on the above bonds.

6. ACCESS Program Services

The Authority has a contract with Transdev Services, Inc., which provides professional services to coordinate the paratransit system, ACCESS, which provides transit services within the County for elderly and handicapped individuals. Expenses under this contract amounted to \$26.2 million and \$27.1 million for fiscal years 2019 and 2018, respectively.

The Authority currently receives partial reimbursement for these services from the Commonwealth in the form of a grant. The amount is based on ridership and average fare statistics. Revenue under this program totaled \$10.7 million and \$11.6 million in fiscal year 2019 and 2018, respectively.

7. Public Liability, Property Damage, and Workers' Compensation Claims

The Supreme Court of Pennsylvania has held the Authority to be a Commonwealth Agency as defined in the Political Subdivision Tort Claims Act. As such, the Authority is immune from certain claims and its liability is limited to \$1,000,000 per occurrence and \$250,000 per plaintiff claim arising out of an occurrence. As the result of this holding, it has not been necessary for the Authority to purchase excess public liability insurance, and it is self-insured for public liability claims.

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The Authority is self-insured for its compensation and occupational disease liability in accordance with the provisions of Article III, Section 305 of the Pennsylvania Workmen's Compensation Act (Act). On a yearly basis, the Authority carries excess workers' compensation insurance in the amount of \$5,000,000 over its self-insurance retention of \$1,000,000 per occurrence to further ensure that it can meet its obligation under the Workers' Compensation Act.

The Authority maintains an estimate of its potential liability related to claims that have been filed as of June 30, 2019. The reserve balance is approximately \$11.3 million and \$11.5 million at June 30, 2019 and 2018, respectively.

8. Commitments and Contingencies

In the ordinary course of the Authority's operations and capital grants projects, there have been various legal proceedings brought against the Authority. Based on an evaluation that included consultation with an outside legal counsel concerning the legal and factual issues involved, management is of the opinion that these matters will not result in material adverse effect on the Authority's operations and financial position.

The Authority is subject to state and federal audits by grantor agencies. These laws and regulations are complex and subject to interpretation. The Authority is not aware of any pending audit involving prior or current years; however, compliance with such laws and regulations can be subject to future reviews and interpretation which could result in disallowed costs.

9. Pension Plans

General Information About the Pension Plans. The Authority offers three single-employer defined benefit retirement and disability plans for eligible employees. The three plans are as follows: Plan for Employees Represented by Local 85 of the Amalgamated Transit Union (the ATU Plan), Plan for Employees Represented by Local Union 29 of the International Brotherhood of Electrical Workers (the IBEW Plan), and Plan for Employees who are Not Represented by a Union (the NonRep Plan). The IBEW and NonRep Plans are closed to new participation.

Under each of the three plans, employees' eligibility for normal benefits begins at age 65, at which time the individual is entitled to an annual retirement benefit, payable monthly for

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life. This benefit is equal to 2.25% of the average annual compensation for the last 16 quarters of employment times the years and months of continuous service or the average of the highest four of the last eight years immediately preceding the date of retirement, whichever is highest.

Early retirement is available to all participants who have reached the age of 55 and have at least 10 years of service or who meet certain continuous service requirements. Early retirement with full pension benefits is available after 25 years of continuous service for all plans. Early retirement with full pension benefits is also available after age 55 to those participants meeting certain service requirements. Individuals not meeting these requirements who retire after age 55 but prior to the date for normal benefits receive reduced benefits. The cost sharing of health care benefits is provided from Authority operating revenues for ATU and IBEW employees. Health care benefits for retirees in the NonRep Plan were eliminated for those retiring on or after July 1, 2007.

For new hires, the plans have been amended to replace the eligibility requirement for unreduced early retirement benefits from 25 years of service without regard to age, to 25 years of service and age 55. These amendments were effective as of December 1, 2005 for the ATU and NonRep Plans and May 1, 2006 for the IBEW Plan.

No new employees are permitted to start participation in the NonRep and IBEW Plans effective September 2011 and January 2012, respectively. Current participants in the Plans have the option to continue participation in the Plan or to exit the Plan and roll their current accumulated contributions to a Section 457 deferred compensation plan. New employees are required to participate in the newly offered Section 457 deferred compensation plan.

Benefit provisions for the ATU and IBEW Plans are established and amended by the Retirement and Disability Allowance Committees for each plan, as stated in written agreements.

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Employees Covered by Benefit Terms. As of the most recent actuarial valuations, the following employees were covered by the benefit terms:

	<u>ATU</u>	<u>IBEW</u>	<u>NonRep</u>	<u>Total</u>
Inactive plan members or beneficiaries				
currently receiving benefits	2,987	139	418	3,544
Participants who transferred to another plan	39	31	61	131
Inactive plan members entitled to but				
not yet receiving benefits	27	-	24	51
Active plan members	<u>2,194</u>	<u>34</u>	<u>127</u>	<u>2,355</u>
Total plan members	<u>5,247</u>	<u>204</u>	<u>630</u>	<u>6,081</u>

Contributions. Participants in the ATU Plan, IBEW Plan, and NonRep Plan contribute 10.5% of earnings to their respective plans. The Authority's contributions to the plans are based on actuarially determined rates.

Net Pension Liability. The Authority's net pension liability was measured as of December 31, 2018, and the total pension liability used to calculate the net pension liability was determined by actuarial valuations as of January 1, 2018. There were no plan changes between the January 1, 2018 valuation date and the December 31, 2018 liability measurement date. Standard actuarial techniques were used to roll forward the total pension liability from the valuation date to the measurement date.

Actuarial Assumptions. The total pension liability in the January 1, 2018 actuarial valuations were determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial cost method Individual entry age normal

Actuarial assumptions:

Investment rate of return: 7.25%

Underlying inflation rate 2.50%

Salary projection: 3.50%*

*with exceptions for years covered by the ATU and IBEW collective bargaining agreement

ATU. For healthy lives, mortality is in accordance with the RP-2000 Combined Mortality Table adjusted for blue collar employees with separate rates for employees and

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annuitants. Mortality improvements use 2004 as a base year and are projected through 2014 using 100% of Scale AA after 2014 using 50% of Scale AA. For disabled lives, mortality is in accordance with the disabled mortality table specified in IRS Revenue Ruling 96-7 for disabilities occurring prior to 1995.

IBEW and NonRep. For healthy lives, mortality is in accordance with the RP-2000 Combined Mortality Table adjusted for white collar employees and with fully generational projected mortality improvement under Scale BB2D. For disabled lives, mortality is in accordance with the disabled mortality table specified in IRS Revenue Ruling 96-7 for disabilities occurring prior to 1995.

Actuarial assumptions are based on actuarial experience study for the period January 1, 2017 to December 31, 2017.

Long-Term Expected Rate of Return. The long-term expected rate of return on 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 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 following was the asset allocation policy and best estimates of arithmetic real rates of return for each major asset class included in the target asset allocation as of December 31, 2018:

Asset Class	IBEW and NonRep	
	Target Allocation	Long-Term Expected Real Rate of Return
Domestic equity	38.0%	7.10%
International equity	19.0%	8.50%
Defensive equity	5.0%	6.30%
Core Real Estate	8.0%	4.70%
Fixed income	29.0%	1.80%
Cash	1.0%	1.00%
	<u>100.0%</u>	

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Asset Class	ATU	
	Target Allocation	Long-Term Expected Real Rate of Return
US large cap equity	30.0%	6.2%
US small cap equity	3.0%	8.0%
Non-US developed markets	22.5%	5.6%
Non-US emerging markets	4.5%	7.5%
Private equity	2.5%	9.8%
Equity long/short	5.0%	4.0%
Fixed income	27.5%	2.1%
Absolute return	5.0%	4.0%
	<u>100.0%</u>	

Discount Rate. The discount rate used to measure the total pension liability was 7.25%. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that the Authority's contributions will be made based on the actuarially determined contribution. Based on those assumptions, the fiduciary net position of each plan 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.

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Changes in Net Pension Liability. Changes in the Authority's net pension liability for the year ended June 30, 2019 are as follows:

	Total Pension Liability	Plan Net Position	Net Pension Liability
Balances at 6/30/18	\$ 1,175,956,527	\$ 853,159,412	\$ 322,797,115
Changes for the year:			
Service cost	19,849,071	-	19,849,071
Interest	83,549,964	-	83,549,964
Differences between expected and actual experience	(1,388,616)	-	(1,388,616)
Employer contributions	-	39,035,527	(39,035,527)
Member contributions	-	16,014,190	(16,014,190)
Net investment income	-	(50,695,921)	50,695,921
Benefit payments, including refunds of employee contributions	(80,124,408)	(80,124,408)	-
Employer reimbursement for healthcare expenses	2,616,057	2,616,057	-
Administrative expenses	-	(921,111)	921,111
Balances at 6/30/19	\$ 1,200,458,595	\$ 779,083,746	\$ 421,374,849

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Changes in Net Pension Liability. Changes in the Authority's net pension liability for the year ended June 30, 2018 are as follows:

	Total Pension Liability	Plan Net Position	Net Pension Liability
Balances at 6/30/17	\$ 1,162,995,122	\$ 764,249,456	\$ 398,745,666
Changes for the year:			
Service cost	19,325,243	-	19,325,243
Interest	81,832,444	-	81,832,444
Differences between expected and actual experience	(2,062,336)	-	(2,062,336)
Changes of benefit terms	-	-	-
Changes of assumptions	(10,620,990)	-	(10,620,990)
Employer contributions	-	36,042,605	(36,042,605)
Member contributions	-	15,522,065	(15,522,065)
Net investment income	-	113,702,179	(113,702,179)
Benefit payments, including refunds of employee contributions	(77,808,685)	(77,808,685)	-
Employer reimbursement for healthcare expenses	2,295,729	2,295,729	-
Administrative expenses	-	(843,937)	843,937
Balances at 6/30/18	\$ 1,175,956,527	\$ 853,159,412	\$ 322,797,115

Pension Plan Fiduciary Net Position. Detailed information about the pension plan's fiduciary net position is available in the separately issued ATU, IBEW, and NonRep financial reports that can be obtained from the Authority's Finance Department.

Sensitivity of the Net Pension Liability to Changes in Discount Rate. The following presents the net pension liability of the Authority, calculated using the discount rate of 7.25%, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is 1% lower (6.25%) or 1% higher (8.25%) than the current rate:

	1% Decrease (6.25%)	Current Discount Rate (7.25%)	1% Increase (8.25%)
ATU	\$ 463,432,133	\$ 361,787,826	\$ 274,511,078
IBEW	11,316,232	8,660,420	6,412,341
NonRep	64,126,070	50,926,603	39,747,332
	\$ 538,874,435	\$ 421,374,849	\$ 320,670,751

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Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions. For the years ended June 30, 2019 and 2018, the Authority recognized pension expense of \$60,732,722 and \$47,269,283, respectively. Cash payments into the plan are included in fringe benefits on the statement of revenues, expenses, and changes in net position and any remaining excess (deficiency) is reported as pension expense, net.

At June 30, 2019 and 2018, the Authority reported deferred outflows of resources related to pensions from the following sources:

	<u>2019</u>	<u>2018</u>
Differences between expected and actual experience	\$ 102,915	\$ 1,130,427
Changes of assumptions	226,792	11,070,242
Net difference between projected and actual earnings on pension plan investments	105,828,085	32,656,745
Contributions made subsequent to the measurement date	<u>16,262,545</u>	<u>14,992,764</u>
	<u>\$ 122,420,337</u>	<u>\$ 59,850,178</u>

At June 30, 2019 and 2018, the Authority reported deferred inflows of resources related to pensions from the following sources:

	<u>2019</u>	<u>2018</u>
Differences between expected and actual experience	\$ 2,529,052	\$ 2,999,869
Changes of assumptions	6,253,549	10,087,616
Net difference between projected and actual earnings on pension plan investments	<u>35,653,025</u>	<u>47,537,367</u>
	<u>\$ 44,435,626</u>	<u>\$ 60,624,852</u>

Deferred outflows of resources related to Authority pension contributions subsequent to the measurement date of \$16,262,545 and \$14,992,764 are recognized as a reduction of the net pension liability in the years ended June 30, 2019 and 2018, respectively.

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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 Ending June 30,</u>	
2020	\$ 19,466,087
2021	9,544,160
2022	10,418,545
2023	<u>22,293,374</u>
	<u>\$ 61,722,166</u>

10. Post-Employment Benefits Other Than Pensions

General Information About the OPEB Plans. The Authority provides certain post-retirement healthcare benefits to its retirees. In accordance with the ATU, IBEW, and NonRep Retirement and Disability Allowance Plans, post-retirement benefits are provided to those who become entitled to receive a pension allowance or a disability allowance. Post-retirement benefits consisting of medical, hospital, prescription, dental, and vision insurance coverage, and Medicare Part B premium reimbursement are provided for the retiree.

Plan membership as of the January 1, 2017 valuation was as follows:

	<u>ATU</u>	<u>IBEW</u>	<u>NonRep</u>	<u>Total</u>
Active participants	2,212	63	286	2,561
Retired employees:				
With medical coverage	1,979	61	240	2,280
Without medical coverage, but with other benefits	21	2	15	38
Spouses:				
Surviving spouses	197	1	8	206
Covered dependents under retiree medical	<u>1,360</u>	<u>27</u>	<u>171</u>	<u>1,558</u>
Total plan members	<u>5,769</u>	<u>154</u>	<u>720</u>	<u>6,643</u>

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Benefits Provided. Healthcare benefits include medical, dental, and vision coverage for eligible employees as follows:

Effective January 1, 2009, ATU and IBEW employees who were hired prior to July 1, 2012 must meet one of the following conditions to receive lifetime postretirement healthcare benefits:

- Attainment of 30 years of service, or Age 65 with 10 years of service
- Age 62 with 20 years of service
- Attainment of 25 years of service by June 30, 2012

ATU employees hired on and after July 1, 2012 and IBEW employees hired between July 1, 2012 and April 30, 2015 will receive a maximum of 3 years of healthcare benefits following retirement. Eligibility for an unreduced pension benefit is required to receive retiree healthcare coverage. Such participants must meet one of the following conditions:

- Age 55 with 25 years of service, or
- Age 55 with sum of age plus service equal to 85, or
- Age 65 with 10 years of service
- Disabled with 10 years of service

Effective December 31, 2018, ATU retirees are eligible to receive Medicare Part B premium reimbursement upon meeting the following requirements prior to retirement:

- 25 years of service and hired before December 1, 2005
- Age 55 with 10 years of service
- Receiving pension disability allowance

IBEW employees hired on or after May 1, 2015 will not be eligible for postretirement healthcare coverage.

NonRep employees who retired prior to July 1, 2007 receive postretirement healthcare benefits. Effective July 1, 2007, NonRep. employees who retire with eligibility for a pension benefit (25 years of service with no age requirement if hired before December 1, 2005; age 55 with 10 years of service; or disabled with 10 years of service) may elect to continue healthcare coverage with the Authority but are required to pay the full amount of the premiums.

Contributions. The Authority's contribution is based on projected pay-as-you-go financing requirements. For fiscal years 2019 and 2018, the Authority contributed \$25.5 million and \$26.5 million (excluding the implicit rate subsidy), respectively, to the plans.

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Plan members receiving benefits contributed \$2.1 and \$2.0 million for fiscal years June 30, 2019 and 2018, respectively, through their contributions as required by the cost sharing provisions of the Plans. Under these provisions, retirees receiving benefits pay a certain percentage of any cost increases after the base year, as determined by the respective plans. Retiree cost sharing percentages for the ATU, IBEW, and Non-Rep Plans are based on the particular health care coverage that is selected by the retiree, the number of family members covered and the age of the retiree and each covered family member, and when retirement became effective.

OPEB Liability. The Authority's OPEB liability was measured as of December 31, 2018 and was determined by an actuarial valuation as of January 1, 2017. During the measurement period ending December 31, 2018, additional retirees became eligible to receive Medicare Part B premium reimbursements resulting in an increase in the OPEB liability of \$24.5 million. Standard actuarial techniques were used to roll forward the total pension liability from the valuation date to the measurement date.

Actuarial Assumptions. The methods and assumptions are as follows:

- Discount rate, using Fidelity Fixed Income Market Data for Municipal GO AA Yield Curve at 20 years: 3.71%
- Actuarial cost method: Individual Entry Normal Level Percent of Pay
- Plan participation: 100% of eligible ATU and IBEW employees (medical, dental, and vision coverage), 25% of eligible Non-Rep (medical coverage)
- Mortality: RP-2000 Mortality Table, using separate rates for employees and annuitants, and adjusted for either blue collar (ATU) or white collar employees (IBEW, Non-Rep and spouses for all employee groups)
- Salary increase: 3.5% per year
- Assumed rates of retirement are as follows:

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ATU

Age	Service		Bridge eligible*
	10 to 24 years	25 or more years	
Below 54	0.0%	40%	50%
55-59	0.2%	25%	50%
60-61	0.2%	10%	50%
62	10.0%	90%	60%
63-64	3.0%	30%	35%
65	80.0%	80%	100%
66-69	30.0%	30%	100%
Over 70	100.0%	100%	100%

* Employees who attained 25 years service by June 30, 2012, who are eligible for retiree medical benefits

IBEW and Non-Rep

Age	Percentage of retirement based on pension eligibility	
	Reduced benefits for early retirement	Unreduced benefits
Below 54	0.0%	40%
55-59	3.0%	40%
60-64	0.0%	40%
65	0.0%	70%
66-69	0.0%	30%
Over 70	0.0%	100%

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- Healthcare cost trend rates are as follows:

Year	Medical and Drug		Dental	Vision	Medicare Part B
	Pre-Medicare	Post-Medicare			
Short term:					
2017	8.50%	4.25%	4.00%	2.50%	0.00%
2018	8.00%	4.25%	4.00%	2.50%	0.00%
2019	7.25%	4.25%	4.00%	2.50%	3.50%
2020	7.25%	4.25%	4.00%	2.50%	4.00%
2021	7.00%	4.75%	4.00%	2.50%	4.50%
2022	6.50%	5.50%	4.00%	2.50%	5.50%
2023	6.00%	5.50%	4.00%	2.50%	5.50%
2024	5.75%	5.50%	4.00%	2.50%	5.50%
Long term:					
2025-2035	5.50%	5.50%	4.00%	2.50%	5.50%
2036-2051	5.00%	5.00%	4.00%	2.50%	5.00%
2052-2057	4.50%	4.50%	4.00%	2.50%	4.50%
2058 and later	4.00%	4.00%	4.00%	2.50%	4.00%

Changes in Actuarial Assumptions. The assumed discount rate of 3.31% as of the beginning of the measurement period was changed to 3.71% as of the end of the measurement period. An update to the retirement assumption for ATU employees was made to reflect plan experience.

Changes in the Total OPEB Liability. The changes in the total OPEB liability of the Authority for the year ended June 30, 2019 were as follows:

	OPEB Liability
Balance at June 30, 2018	\$ 631,119,563
Changes for the year:	
Service cost	10,050,804
Interest	20,705,442
Changes of benefit terms	24,477,127
Changes of assumptions	(30,676,026)
Benefits paid	(31,264,789)
Balances at June 30, 2019	<u>\$ 624,412,121</u>

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Changes in the Total OPEB Liability. The changes in the total OPEB liability of the Authority for the year ended June 30, 2018 were as follows:

	OPEB Liability
Balance at June 30, 2017	\$ 572,249,157
Changes for the year:	
Service cost	8,347,027
Interest	21,539,115
Changes of assumptions	59,514,454
Benefits paid	(30,530,190)
Balances at June 30, 2018	\$ 631,119,563

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate. The following represents the total OPEB liability calculated using the stated discount rate, as well as what the total OPEB liability would be if it was calculated using a discount rate that is one-percentage-point lower or one-percentage-point higher than the current rate:

1% Decrease (2.71%)	Current Discount Rate (3.71%)	1% Increase (4.71%)
\$ 708,443,926	\$ 624,412,121	\$ 555,089,661

Sensitivity of the Total OPEB Liability to Changes in the medical trend rate – The following presents the total OPEB liability calculated using the stated medical trend assumption, as well as what the total OPEB liability would be if it was calculated using a medical trend rate that is one-percentage-point lower or one-percentage-point higher than the current rate:

	1% Decrease	Current	1% Increase
Initial rate, pre-Medicare	6.50%	7.50%	8.50%
Initial rate, post-Medicare	3.25%	4.25%	5.25%
Ultimate rate	3.00%	4.00%	5.00%
	\$ 551,801,054	\$ 624,412,121	\$ 712,632,234

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEBs. For the year ended June 30, 2019, and 2018 the Authority recognized

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO FINANCIAL STATEMENTS

YEARS ENDED JUNE 30, 2019 AND 2018

OPEB expense of \$62,431,657 and \$44,056,250, respectively. Cash payments into the plan are included in fringe benefits on the statement of revenues, expenses, and changes in net position and any remaining excess (deficiency) is reported as OPEB expense, net.

At June 30, 2019 and 2018, the Authority reported deferred outflows of resources related to OPEBs from the following sources:

	<u>2019</u>	<u>2018</u>
Changes of assumptions	\$ 31,174,238	\$ 45,344,346
Contributions made subsequent to the measurement date	<u>16,354,947</u>	<u>15,632,395</u>
	<u>\$ 47,529,185</u>	<u>\$ 60,976,741</u>

At June 30, 2019 and 2018, the Authority reported deferred inflows of resources related to OPEBs from the following sources:

	<u>2019</u>	<u>2018</u>
Changes of assumptions	<u>\$ 23,704,202</u>	<u>\$ -</u>

Deferred outflows of resources related to Authority OPEB contributions subsequent to the measurement date of \$16,354,947 and \$15,632,395 are recognized as a reduction of the net pension liability in the years ended June 30, 2019 and 2018, respectively.

Other amounts reported as deferred outflows of resources and deferred inflows of resources will be recognized in OPEB expense as follows:

<u>Year Ending June 30,</u>	
2020	\$ 7,198,284
2021	7,198,284
2022	(4,137,802)
2023	<u>(2,788,730)</u>
	<u>\$ 7,470,036</u>

REQUIRED SUPPLEMENTARY INFORMATION

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS - ATU

YEARS ENDED JUNE 30
LAST TEN YEARS*

	2019	2018	2017	2016	2015
Total Pension Liability:					
Service cost	\$ 18,544,833	\$ 17,959,953	\$ 17,641,994	\$ 16,952,228	\$ 14,262,520
Interest	72,730,713	71,007,455	70,211,764	69,033,870	64,022,119
Differences between expected and actual experience	104,701	(2,103,754)	(2,141,941)	3,688,462	-
Changes of assumptions	-	(10,620,990)	(4,479,512)	47,574,706	-
Benefit payments, including refunds of member contributions and certain healthcare expenses	(69,091,544)	(66,892,328)	(65,950,889)	(65,427,602)	(64,382,251)
Employer reimbursement for healthcare expenses	2,333,274	2,033,015	1,936,792	1,864,037	1,808,498
Net Changes in Total Pension Liability	24,621,977	11,383,351	17,218,208	73,685,701	15,710,886
Total Pension Liability - Beginning	1,020,693,441	1,009,310,090	992,091,882	918,406,181	902,695,295
Total Pension Liability - Ending (a)	<u>\$ 1,045,315,418</u>	<u>\$ 1,020,693,441</u>	<u>\$ 1,009,310,090</u>	<u>\$ 992,091,882</u>	<u>\$ 918,406,181</u>
Plan Fiduciary Net Position:					
Plan member contributions	14,831,860	\$ 14,312,058	\$ 13,930,234	\$ 13,482,012	\$ 13,068,460
Employer actuarially recommended contributions	32,676,285	29,117,937	26,080,452	22,261,679	20,047,266
Net investment income	(46,218,752)	100,845,535	35,100,028	(2,750,524)	39,425,414
Benefit payments, including refunds of member contributions and certain healthcare expenses	(69,091,544)	(66,892,328)	(65,950,889)	(65,427,602)	(64,382,251)
Employer reimbursement for healthcare expenses	2,333,274	2,033,015	1,936,792	1,864,037	1,808,498
Administrative expense	(751,373)	(582,040)	(496,899)	(583,165)	(530,846)
Net Change in Plan Fiduciary Net Position	(66,220,250)	78,834,177	10,599,718	(31,153,563)	9,436,541
Plan Fiduciary Net Position - Beginning	749,747,842	670,913,665	660,313,947	691,467,510	682,030,969
Plan Fiduciary Net Position - Ending (b)	<u>\$ 683,527,592</u>	<u>\$ 749,747,842</u>	<u>\$ 670,913,665</u>	<u>\$ 660,313,947</u>	<u>\$ 691,467,510</u>
Net Pension Liability - Ending (a-b)	<u>\$ 361,787,826</u>	<u>\$ 270,945,599</u>	<u>\$ 338,396,425</u>	<u>\$ 331,777,935</u>	<u>\$ 226,938,671</u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	65.39%	73.45%	66.47%	66.56%	75.29%
Covered Payroll	<u>\$ 140,278,658</u>	<u>\$ 135,837,359</u>	<u>\$ 131,743,024</u>	<u>\$ 127,714,679</u>	<u>\$ 123,363,442</u>
Net Pension Liability as a Percentage of Covered Payroll	257.91%	199.46%	256.86%	259.78%	183.96%

* Until a full 10-year trend is compiled, the required information for the Plan is presented for as many years as are available.

See accompanying note to required supplementary pension schedules.

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS - IBEW

YEARS ENDED JUNE 30
LAST TEN YEARS*

	2019	2018	2017	2016	2015
Total Pension Liability:					
Service cost	\$ 231,980	\$ 248,724	\$ 238,162	\$ 252,182	\$ 278,428
Interest	1,825,648	1,850,223	1,860,812	1,830,476	1,804,357
Changes of benefit terms	-	-	-	16,606	-
Differences between expected and actual experience	(454,188)	(234,234)	(259,056)	(327,711)	-
Changes of assumptions	-	-	650,549	669,288	-
Benefit payments, including refunds of member contributions and certain healthcare expenses	(2,010,653)	(2,058,112)	(2,108,295)	(2,095,130)	(2,134,184)
Employer reimbursement for healthcare expenses	70,829	59,062	60,528	60,633	56,122
Net Changes in Total Pension Liability	(336,384)	(134,337)	442,700	406,344	4,723
Total Pension Liability - Beginning	26,454,301	26,588,638	26,145,938	25,739,594	25,734,871
Total Pension Liability - Ending (a)	\$ 26,117,917	\$ 26,454,301	\$ 26,588,638	\$ 26,145,938	\$ 25,739,594
Plan Fiduciary Net Position:					
Plan member contributions	\$ 179,201	\$ 184,388	\$ 155,496	\$ 120,620	\$ 106,547
Employer actuarially recommended contributions	658,157	806,107	913,536	828,090	815,889
Net investment income	(819,490)	2,458,203	1,127,108	(62,544)	1,266,792
Benefit payments, including refunds of member contributions and certain healthcare expenses	(2,010,653)	(2,058,112)	(2,108,295)	(2,095,130)	(2,134,184)
Employer reimbursement for healthcare expenses	70,829	59,062	60,528	60,633	56,122
Administrative expense	(54,678)	(67,221)	(42,495)	(59,812)	(60,407)
Net Change in Plan Fiduciary Net Position	(1,976,634)	1,382,427	105,878	(1,208,143)	50,759
Plan Fiduciary Net Position - Beginning	19,434,131	18,051,704	17,945,826	19,153,969	19,103,210
Plan Fiduciary Net Position - Ending (b)	\$ 17,457,497	\$ 19,434,131	\$ 18,051,704	\$ 17,945,826	\$ 19,153,969
Net Pension Liability - Ending (a-b)	\$ 8,660,420	\$ 7,020,170	\$ 8,536,934	\$ 8,200,112	\$ 6,585,625
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	66.84%	73.46%	67.89%	68.64%	74.41%
Covered Payroll	\$ 1,706,677	\$ 1,845,900	\$ 1,864,753	\$ 1,916,931	\$ 2,130,900
Net Pension Liability as a Percentage of Covered Payroll	507.44%	380.31%	457.81%	427.77%	309.05%

* Until a full 10-year trend is compiled, the required information for the Plan is presented for as many years as are available.

See accompanying note to required supplementary pension schedules.

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF CHANGES IN THE NET PENSION LIABILITY AND RELATED RATIOS - NonRep

YEARS ENDED JUNE 30
LAST TEN YEARS*

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Total Pension Liability:					
Service cost	\$ 1,072,258	\$ 1,116,566	\$ 1,176,670	\$ 1,155,659	\$ 1,190,636
Interest	8,993,603	8,974,766	8,864,104	8,602,050	8,294,767
Differences between expected and actual experience	(1,039,129)	275,652	904,469	362,560	-
Changes of assumptions	-	-	1,632,561	2,903,673	-
Benefit payments, including refunds of member contributions and certain healthcare expenses	(9,022,211)	(8,878,245)	(8,981,209)	(8,764,596)	(8,512,796)
Employer reimbursement for healthcare expenses	211,954	203,652	185,834	174,680	166,456
Net Changes in Total Pension Liability	<u>216,475</u>	<u>1,692,391</u>	<u>3,782,429</u>	<u>4,434,026</u>	<u>1,139,063</u>
Total Pension Liability - Beginning	<u>128,788,785</u>	<u>127,096,394</u>	<u>123,313,965</u>	<u>118,879,939</u>	<u>117,740,876</u>
Total Pension Liability - Ending (a)	<u>\$ 129,005,260</u>	<u>\$ 128,788,785</u>	<u>\$ 127,096,394</u>	<u>\$ 123,313,965</u>	<u>\$ 118,879,939</u>
Plan Fiduciary Net Position:					
Plan member contributions	\$ 1,003,129	\$ 1,025,619	\$ 1,090,555	\$ 1,111,025	\$ 1,154,760
Employer actuarially recommended contributions	5,701,085	6,118,561	6,190,809	5,667,461	5,313,090
Net investment income	(3,657,679)	10,398,441	4,657,193	(270,864)	4,854,389
Benefit payments, including refunds of member contributions and certain healthcare expenses	(9,022,211)	(8,878,245)	(8,981,209)	(8,764,596)	(8,512,796)
Employer reimbursement for healthcare expenses	211,954	203,652	185,834	174,680	166,456
Administrative expense	(115,060)	(194,676)	(113,635)	(140,666)	(160,534)
Net Change in Plan Fiduciary Net Position	<u>(5,878,782)</u>	<u>8,673,352</u>	<u>3,029,547</u>	<u>(2,222,960)</u>	<u>2,815,365</u>
Plan Fiduciary Net Position - Beginning	<u>83,957,439</u>	<u>75,284,087</u>	<u>72,254,540</u>	<u>74,477,500</u>	<u>71,662,135</u>
Plan Fiduciary Net Position - Ending (b)	<u>\$ 78,078,657</u>	<u>\$ 83,957,439</u>	<u>\$ 75,284,087</u>	<u>\$ 72,254,540</u>	<u>\$ 74,477,500</u>
Net Pension Liability - Ending (a-b)	<u>\$ 50,926,603</u>	<u>\$ 44,831,346</u>	<u>\$ 51,812,307</u>	<u>\$ 51,059,425</u>	<u>\$ 44,402,439</u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	<u>60.52%</u>	<u>65.19%</u>	<u>59.23%</u>	<u>58.59%</u>	<u>62.65%</u>
Covered Payroll	<u>\$ 9,553,580</u>	<u>\$ 9,767,772</u>	<u>\$ 10,153,575</u>	<u>\$ 10,581,158</u>	<u>\$ 10,997,673</u>
Net Pension Liability as a Percentage of Covered Payroll	533.06%	458.97%	510.29%	482.55%	403.74%

* Until a full 10-year trend is compiled, the required information for the Plan is presented for as many years as are available.

See accompanying note to required supplementary pension schedules.

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF AUTHORITY CONTRIBUTIONS - PENSIONS

YEARS ENDED JUNE 30

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Actuarially determined contribution:										
ATU	\$ 32,676,285	\$ 29,117,937	\$ 25,162,906	\$ 23,179,225	* \$ 20,047,266	\$ 17,602,620	\$ 13,984,742	\$ 23,546,814	\$ 17,480,911	\$ 23,346,064
IBEW	658,157	806,107	913,536	828,090	815,889	848,189	774,765	653,215	477,378	679,059
NonRep	5,701,085	6,118,561	6,190,809	5,667,461	5,313,090	6,100,903	4,674,158	5,254,033	4,734,816	5,037,719
	<u>39,035,527</u>	<u>36,042,605</u>	<u>32,267,251</u>	<u>29,674,776</u>	<u>26,176,245</u>	<u>24,551,712</u>	<u>19,433,665</u>	<u>29,454,062</u>	<u>22,693,105</u>	<u>29,062,842</u>
Contributions in relation to the actuarially determined contribution:										
ATU	32,676,285	29,117,937	25,162,906	23,179,225	20,047,266	17,602,620	13,984,742	23,546,814	17,480,911	23,346,064
IBEW	658,157	806,107	913,536	828,090	815,889	848,189	774,765	653,215	477,378	679,059
NonRep	5,701,085	6,118,561	6,190,809	5,667,461	5,313,090	6,100,903	4,674,158	5,254,033	4,734,816	5,037,719
	<u>39,035,527</u>	<u>36,042,605</u>	<u>32,267,251</u>	<u>29,674,776</u>	<u>26,176,245</u>	<u>24,551,712</u>	<u>19,433,665</u>	<u>29,454,062</u>	<u>22,693,105</u>	<u>29,062,842</u>
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll:										
ATU	\$ 140,278,658	\$ 135,837,359	\$ 131,743,024	\$ 127,714,679	\$ 123,363,442	\$ 120,440,624	\$ 121,432,288	\$ 122,817,450	\$ 128,613,838	\$ 125,199,519
IBEW	1,706,677	1,845,900	1,864,753	1,916,931	2,130,900	2,267,698	2,404,723	2,775,982	2,902,075	2,850,839
NonRep	9,553,580	9,767,772	10,153,575	10,581,158	10,997,673	11,821,211	14,030,280	16,665,376	17,946,884	17,457,219
	<u>\$ 151,538,915</u>	<u>\$ 147,451,031</u>	<u>\$ 143,761,352</u>	<u>\$ 140,212,768</u>	<u>\$ 136,492,015</u>	<u>\$ 134,529,533</u>	<u>\$ 137,867,291</u>	<u>\$ 142,258,808</u>	<u>\$ 149,462,797</u>	<u>\$ 145,507,577</u>
Contributions as a percentage of covered payroll	25.76%	24.44%	22.45%	21.16%	19.18%	18.25%	14.10%	20.70%	15.18%	19.97%

Note to Required Supplementary Pension Schedules:

Valuation date: Actuarial calculations are performed each year as of January 1. Contributions noted above are as of each pension plan's calendar year ending December 31 using actuarially determined contribution rates calculated as of January 1, one year prior to the end of the calendar year in which contributions are reported.

Methods and assumptions used to determine the contribution rates:

Actuarial cost method	Individual Entry Age Normal
Amortization method	Level-dollar monthly payments
Remaining amortization period	15 years
Asset valuation method	Smoothed market value (with phase-in)
Inflation	2.50%
Salary increases	3.50% (with exceptions for years covered by the ATU and IBEW collective bargaining agreement)
Investment rate of return	7.25% IBEW and NonRep (8.00% for 2013 and prior) 7.25% ATU (8.00% for 2016 and prior)
Mortality	ATU: For healthy lives, mortality is in accordance with the RP-2000 Combined Mortality Table adjusted for blue collar employees with separate rates for employees and annuitants. Mortality improvements use 2004 as a base year and are projected through 2014 using 100% of Scale AA after 2014 using 50% of Scale AA. For disabled lives, mortality is in accordance with the disabled mortality table specified in IRS Revenue Ruling 96-7 for disabilities occurring prior to 1995. IBEW and NonRep: For healthy lives, mortality is in accordance with the RP-2000 Combined Mortality Table adjusted for white collar employees with fully-generational projected mortality improvement under Scale BB2D. For disabled lives, mortality is in accordance with the disabled mortality table specified in IRS Revenue Ruling 96-7 for disabilities occurring prior to 1995.

The NonRep plan was closed to new participants effective September 1, 2011

The IBEW plan was closed to new participants effective January 1, 2012

* Preliminary contributions of \$22,261,679 had been determined for the 2015 plan year. The final contribution determination for 2015, reflecting changes approved by the Retirement Committee, was completed in January 2017. A final contribution of \$917,546 toward the 2015 plan year funding was made by the Authority in February 2017.

See accompanying note to required supplementary pension schedules.

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF CHANGES IN THE OPEB LIABILITY AND RELATED RATIOS - ATU

YEARS ENDED JUNE 30
LAST TEN YEARS*

	2019	2018
Total OPEB Liability:		
Service cost	\$ 9,523,002	\$ 7,862,601
Interest	18,351,223	18,970,326
Change in benefit terms	24,477,127	-
Changes of assumptions	(26,986,489)	55,044,733
Benefit payments	(27,352,586)	(26,713,212)
Net Changes in Total OPEB Liability	(1,987,723)	55,164,448
Total OPEB Liability - Beginning	558,567,271	503,402,823
Total OPEB Liability - Ending (a)	\$ 556,579,548	\$ 558,567,271
Covered Payroll	\$ 131,806,885	\$ 128,520,603
OPEB Liability as a Percentage of Covered Payroll	422.27%	434.61%

* Until a full 10-year trend is compiled, the required information for the Plan is presented for as many years as are available.

See accompanying notes to required supplementary schedules -
other postemployment benefits (OPEBs).

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF CHANGES IN THE OPEB LIABILITY AND RELATED RATIOS - IBEW

YEARS ENDED JUNE 30
LAST TEN YEARS*

	2019	2018
Total OPEB Liability:		
Service cost	\$ 301,690	\$ 277,648
Interest	606,359	644,668
Changes of assumptions	(1,121,548)	1,169,548
Benefit payments	(737,990)	(696,907)
Net Changes in Total OPEB Liability	(951,489)	1,394,957
Total OPEB Liability - Beginning	18,386,189	16,991,232
Total OPEB Liability - Ending (a)	\$ 17,434,700	\$ 18,386,189
Covered Payroll	\$ 2,950,858	\$ 3,018,623
OPEB Liability as a Percentage of Covered Payroll	590.83%	609.09%

* Until a full 10-year trend is compiled, the required information for the Plan is presented for as many years as are available.

See accompanying notes to required supplementary schedules -
other postemployment benefits (OPEBs).

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF CHANGES IN THE OPEB LIABILITY AND RELATED RATIOS - NonRep

YEARS ENDED JUNE 30
LAST TEN YEARS*

	2019	2018
Total OPEB Liability:		
Service cost	\$ 226,112	\$ 206,778
Interest	1,747,860	1,924,121
Changes of benefit terms		
Differences between expected and actual experience		
Changes of assumptions	(2,567,989)	3,300,173
Benefit payments	(3,174,213)	(3,120,071)
Net Changes in Total OPEB Liability	(3,768,230)	2,311,001
Total OPEB Liability - Beginning	54,166,103	51,855,102
Total OPEB Liability - Ending (a)	\$ 50,397,873	\$ 54,166,103
Covered Payroll	\$ 18,269,218	\$ 19,182,175
OPEB Liability as a Percentage of Covered Payroll	275.86%	282.38%

* Until a full 10-year trend is compiled, the required information for the Plan is presented for as many years as are available.

See accompanying notes to required supplementary schedules -
other postemployment benefits (OPEBs).

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES OTHER POSTEMPLOYMENT BENEFITS (OPEBS)

YEAR ENDED JUNE 30, 2019

Valuation Date

The actuarial valuation date was performed as of January 1, 2017. The liability measurement date was performed as of December 31, 2018. Standard actuarial techniques were used to roll forward the OPEB liability from the valuation date to the measurement date.

Funding Policy

The Authority's funding policy is to pay for plan benefits when they become due each year, as such no actuarially determined contribution is calculated. There is no accumulation of assets in a trust for the plans.

Actuarial Methods and Assumptions

The methods and assumptions are as follows:

- Discount rate, using Fidelity Fixed Income Market Data for Municipal GO AA Yield Curve at 20 years: 3.71%
- Actuarial cost method: Individual Entry Normal Level Percent of Pay
- Plan participation: 100% of eligible ATU and IBEW employees (medical, dental, and vision coverage), 25% of eligible Non-Rep (medical coverage)
- Mortality: RP-2000 Mortality Table, using separate rates for employees and annuitants, and adjusted for either blue collar (ATU) or white collar employees (IBEW, Non-Rep and spouses for all employee groups)
- Salary increase: 3.5% per year

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES OTHER POSTEMPLOYMENT BENEFITS (OPEBS)

YEAR ENDED JUNE 30, 2019

- Assumed rates of retirement are as follows:

ATU

Age	Service		Bridge eligible*
	10 to 24 years	25 or more years	
Below 54	0.0%	40%	50%
55-59	0.2%	25%	50%
60-61	0.2%	10%	50%
62	10.0%	90%	60%
63-64	3.0%	30%	35%
65	80.0%	80%	100%
66-69	30.0%	30%	100%
Over 70	100.0%	100%	100%

Rate is 0% for employees hired on or after December 1, 2005

* Employees who attained 25 years service by June 30, 2012,
who are eligible for retiree medical benefits

IBEW and Non-Rep

Age	Percentage of retirement based on pension eligibility	
	Reduced benefits for early retirement	Unreduced benefits
	Below 54	0.0%
55-59	3.0%	40%
60-64	0.0%	40%
65	0.0%	70%
66-69	0.0%	30%
Over 70	0.0%	100%

Rate is 0% for IBEW employees hired on or after May 1, 2006

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO REQUIRED SUPPLEMENTARY SCHEDULES OTHER POSTEMPLOYMENT BENEFITS (OPEBS)

YEAR ENDED JUNE 30, 2019

- Healthcare cost trend rates are as follows:

Year	Medical and Drug		Dental	Vision	Medicare Part B
	Pre-Medicare	Post-Medicare			
Short term:					
2017	8.50%	4.25%	4.00%	2.50%	0.00%
2018	8.00%	4.25%	4.00%	2.50%	0.00%
2019	7.25%	4.25%	4.00%	2.50%	3.50%
2020	7.25%	4.25%	4.00%	2.50%	4.00%
2021	7.00%	4.75%	4.00%	2.50%	4.50%
2022	6.50%	5.50%	4.00%	2.50%	5.50%
2023	6.00%	5.50%	4.00%	2.50%	5.50%
2024	5.75%	5.50%	4.00%	2.50%	5.50%
Long term:					
2025-2035	5.50%	5.50%	4.00%	2.50%	5.50%
2036-2051	5.00%	5.00%	4.00%	2.50%	5.00%
2052-2057	4.50%	4.50%	4.00%	2.50%	4.50%
2058 and later	4.00%	4.00%	4.00%	2.50%	4.00%

Changes in Actuarial Assumptions

The assumed discount rate was 3.71% at the December 31, 2018 measurement date.

The assumed discount rate was 3.31% at the December 31, 2017 measurement date.

An update to the retirement assumption for ATU employees was made to reflect plan experience for the December 31, 2017 measurement date.

SUPPLEMENTARY INFORMATION

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2019

<u>Federal Grantor / Pass-Through Grantor / Program Title</u>	<u>Federal CFDA Number</u>	<u>Grantor Number or Pass-Through Grantor Number</u>	<u>Amount Passed Through to Subrecipients</u>	<u>Total Federal Expenditures</u>
DEPARTMENT OF TRANSPORTATION:				
FEDERAL TRANSIT ADMINISTRATION:				
Federal Transit - Capital Investment Grants:				
FY 2010 Fixed Guideway	20.500	PA-05-0076	\$ -	\$ 427,146
FY 2011 Fixed Guideway	20.500	PA-05-0079	-	1,406,675
FY 2012 Fixed Guideway	20.500	PA-05-0082	-	16,883
Total CFDA 20.500			-	1,850,704
Federal Transit - Formula Grants:				
PA-2016-027-00 Trams Grant	20.507	PA-95-0001	-	237,987
2012 Block Grant	20.507	PA-90-X743	-	140,012
FY 2013 Flex Bus Rapid Transportation	20.507	PA-95-X099	-	49,103
PA-2018-030-00 Super Grant	20.507	PA-90-X894	-	26,744,275
PA-2018-030-00 Super Grant	20.507	PA-95-X136	-	6,172,200
PA-2019-045-00 Super Grant	20.507	PA-90-X928	-	1,775,423
Total CFDA 20.507			-	35,119,000
State of Good Repair Grants Program:				
FY 2014 State of Good Repair	20.525	PA-54-0004	-	80,927
PA-2017-014-00 Super Grant	20.525	PA-54-X001	-	1,962,016
PA-2018-030-00 Super Grant	20.525	PA-54-X017	-	24,925,700
Total CFDA 20.525			-	26,968,643
Bus and Bus Facilities Formula Program:				
PA-2018-031-00 Trams Grant	20.526	PA-34-0033	-	3,600,000
PA-2018-030-00 Super Grant	20.526	PA-34-X032	-	3,743,647
Total CFDA 20.526			-	7,343,647
TOTAL FEDERAL TRANSIT CLUSTER			-	71,281,994
TOTAL FEDERAL TRANSIT ADMINISTRATION			-	71,281,994
Metropolitan Transportation Planning:				
Passed through the Commonwealth of Pennsylvania: Metropolitan Transportation Planning	20.505	520906-5	-	184,000
Transit Services Programs Cluster:				
Enhanced Mobility for Seniors and Individuals with Disabilities	20.513	CSPC	-	800,537
TOTAL TRANSIT SERVICES PROGRAMS CLUSTER			-	800,537
TOTAL METROPOLITAN TRANSPORTATION PLANNING			-	984,537
TOTAL DEPARTMENT OF TRANSPORTATION			-	72,266,531
DEPARTMENT OF HOMELAND SECURITY:				
2018 Transit Security Grant Program	97.075	EMW2018RA00034	-	33,331
TOTAL DEPARTMENT OF HOMELAND SECURITY			-	33,331
TOTAL EXPENDITURES OF FEDERAL AWARDS			\$ -	\$ 72,299,862

See accompanying notes to schedule of expenditures of federal awards.

PORT AUTHORITY OF ALLEGHENY COUNTY

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

YEAR ENDED JUNE 30, 2019

1. Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of the Port Authority of Allegheny County (Authority) under programs of the federal government for the year ended June 30, 2019. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements of Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the net position, changes in net position, or cash flows of the Authority.

2. Summary of Significant Accounting Policies

The accompanying schedule is presented using the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. For the year ended June 30, 2019, the Authority did not elect to use the 10% de minimis indirect cost rate as allowed under the Uniform Guidance.

**Port Authority of
Allegheny County**

Independent Auditor's Reports
Required by the Uniform Guidance

Year Ended June 30, 2019

**Independent Auditor’s Report on Internal Control over Financial Reporting and on
Compliance and Other Matters Based on an Audit of Financial Statements
Performed in Accordance with *Government Auditing Standards***

**Board of Directors
Port Authority
of Allegheny County**

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Port Authority of Allegheny County (Authority), which comprise the statement of net position as of June 30, 2019, and the related statements of revenues, expenses, and changes in net position, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated November 21, 2019.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority’s internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity’s financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Board of Directors
Port Authority of Allegheny County
Independent Auditor's Report on Internal Control over
Financial Reporting and on Compliance and Other Matters

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Mahe Duessel

Pittsburgh, Pennsylvania
November 21, 2019

Independent Auditor’s Report on Compliance for its Major Program and on Internal Control over Compliance Required by the Uniform Guidance

**Board of Directors
Port Authority
of Allegheny County**

Report on Compliance for its Major Federal Program

We have audited the Port Authority of Allegheny County’s (Authority) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Authority’s major federal program for the year ended June 30, 2019. The Authority’s major federal program is identified in the summary of auditor’s results section of the accompanying schedule of findings and questioned costs.

Management’s Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor’s Responsibility

Our responsibility is to express an opinion on compliance for the Authority’s major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirement referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority’s compliance with those requirements and performing such other procedures we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of the Authority’s compliance.

Board Directors
Port Authority of Allegheny County
Independent Auditor's Report on Compliance
for its Major Program

Opinion on its Major Federal Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2019.

Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on its major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for its major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Board Directors
Port Authority of Allegheny County
Independent Auditor's Report on Compliance
for its Major Program

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Mahe Duessel

Pittsburgh, Pennsylvania
November 21, 2019

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

YEAR ENDED JUNE 30, 2019

I. Summary of Audit Results

1. Type of auditor's report issued: Unmodified, prepared in accordance with Generally Accepted Accounting Principles

2. Internal control over financial reporting:

Material weakness(es) identified? yes no

Significant deficiencies identified that are not considered to be material weakness(es)?
 yes none reported

3. Noncompliance material to financial statements noted? yes no

4. Internal control over major program:

Material weakness(es) identified? yes no

Significant deficiencies identified that are not considered to be material weakness(es)?
 yes none reported

5. Type of auditor's report issued on compliance for major program: Unmodified

6. Any audit findings disclosed that are required to be reported in accordance with 2 CFR Section 200.516(a)? yes no

7. Major Program:

CFDA Number(s)

20.500, 20.507, 20.525,
and 20.526

Name of Federal Program or Cluster

Federal Transit Cluster

8. Dollar threshold used to distinguish between type A and type B programs: \$2,168,996

9. Auditee qualified as low-risk auditee? yes no

II. Findings related to the financial statements which are required to be reported in accordance with GAGAS.

No matters were reported.

III. Findings and questioned costs for federal awards.

No matters were reported.

PORT AUTHORITY OF ALLEGHENY COUNTY

SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS

YEAR ENDED JUNE 30, 2019

NONE

**SCHEDULES REQUIRED BY THE
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION**

Independent Auditor's Report

Board of Directors
Port Authority of Allegheny County

We have audited the financial statements of the Port Authority of Allegheny County (Authority), a component unit of Allegheny County, as of and for the year ended June 30, 2019, and have issued our report thereon dated November 21, 2019, which contained an unmodified opinion on those financial statements. Our audit was performed for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedules required by the Commonwealth of Pennsylvania Department of Transportation are presented for purposes of additional analysis and are 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 information is fairly stated in all material respects in relation to the financial statements as a whole.

Mahe Duessel

Pittsburgh, Pennsylvania
November 21, 2019

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - FIXED ROUTE URBAN EXPENSES

FISCAL YEAR 2018 - 2019

		Vehicle Operation	Maintenance	General Admin	Totals
Operating Expenses					
1	Operators Salaries & Wages	\$ 71,047,515	\$ -	\$ -	\$ 71,047,515
2	Operator Paid Absences	10,204,118	-	-	10,204,118
3	Other Salaries & Wages	15,460,331	57,944,345	17,778,534	91,183,210
4	Other Paid Absences	2,036,550	8,067,891	2,546,227	12,650,668
5	Fringe Benefits	72,704,441	48,698,601	14,940,862	136,343,904
6	Services	127,311	5,833,998	8,978,383	14,939,692
7	Fuel & Lubricants	16,221,982	786,220		17,008,202
8	Tires & Tubes	1,910,386	101,397		2,011,783
9	Other Materials & Supplies	71,558	24,053,128	1,420,341	25,545,027
10	Utilities	2,810,083		4,871,116	7,681,199
11	Casualty & Liability Costs		-	4,120,455	4,120,455
12	Taxes				-
13	Purchased Transportation				-
14	Miscellaneous Expenses	50,040	222,921	3,736,553	4,009,514
15	Total System Expenses	192,644,315	145,708,501	58,392,471	396,745,287
Applied Reconciling Items					
16	Interest Expenses				-
17	Operating Lease Expenses				4,478,897
18	Depreciation (privately funded assets only)				-
19	Amortization of Intangibles				-
20	Capital Lease Agreement				-
21	Related Parties Lease Agreement				-
22	Voluntary Non-Exchange Transactions				-
23	Extraordinary and Special Items				-
24	Other Reconciling Items				-
25	Total Applied Reconciling Items				-
26	Total Operating Expenses				401,224,184
Non-Applied Reconciling Items					
27	Depreciation (publicly funded assets only)				106,389,234
28	Other Post Employment Benefits (OPEB)				30,444,316
29	Voluntary Non-Exchange Transactions				-
30	Other Reconciling Items				-
	Pension				19,818,349
	Interest expense for capital				7,408,761
	Accident Recovery Reported as Revenue				(1,267,213)
	Loss on Sale of Capital Assets				-
	Additional ACCESS expenses not reported by PAT				(11,479,502)
	Direct Expense paid from Owner's Equity				-
	Rounding				5
31	Total Non-Applied Reconciling Items				151,313,950
32	Total Operating Expenses per Audit				\$ 552,538,134

Reconciliation of total operating expenses per audit:

Line 28 LEG - Fixed Route Urban Expenses	\$	552,538,134
Line 28 LEG - Non-Fixed Route ADA and Paratransit Expenses		10,247,425 *
Line 28 LEG - Non-Fixed Route Shared Ride Expenses		25,536,288 *
Line 28 LEG - Non-Fixed Route Shared Ride DAS		612,411 *
Line 28 LEG - Non-Public Other Transportation		1,241,830 *
Total per schedules	\$	590,176,088
Total operating expenses per Port Authority audit	\$	582,767,327
Interest expense per Port Authority audit not included in operating		7,408,761
Loss on sale capital assets		-
Total per audit	\$	590,176,088

* - Represents total expenses of ACCESS Shared Ride Program, PAT only reports expenses subsidized. Reconciliation is as follows:

ACCESS Program expenses per Port Authority audit	\$	26,158,452
Total ACCESS expenses per audit of ACCESS' Shared Ride Program		(37,637,954)
Additional ACCESS expenses not reported by Port Authority	\$	(11,479,502)

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - NON-FIXED ROUTE ADA PARATRANSIT EXPENSES - URBAN

FISCAL YEAR 2018 - 2019

Operating Expenses		Vehicle Operation		Maintenance		General Admin	Totals
1	Operators Salaries & Wages	\$ -		\$ -		\$ -	\$ -
2	Operator Paid Absences	-		-		-	-
3	Other Salaries & Wages	-		-		-	-
4	Other Paid Absences	-		-		-	-
5	Fringe Benefits	-		-		-	-
6	Services	-		-		1,047,001	1,047,001
7	Fuel & Lubricants	-		-		-	-
8	Tires & Tubes	-		-		-	-
9	Other Materials & Supplies	-		-		-	-
10	Utilities	-		-		-	-
11	Casualty & Liability Costs	-		-		-	-
12	Taxes	-		-		-	-
13	Purchased Transportation	7,351,451		1,654,077		183,786	9,189,314
14	Miscellaneous Expenses	-		-		11,110	11,110
15	Total System Expenses	7,351,451		1,654,077		1,241,897	10,247,425
Applied Reconciling Items							
16	Interest Expenses	-		-		-	-
17	Operating Lease Expenses	-		-		-	-
18	Depreciation (privately funded assets only)	-		-		-	-
19	Amortization of Intangibles	-		-		-	-
20	Capital Leases	-		-		-	-
21	Related Parties Lease Agreement	-		-		-	-
22	Voluntary Non-Exchange Transactions	-		-		-	-
23	Extraordinary and Special items	-		-		-	-
24	Other Reconciling Items	-		-		-	-
25	Total Applied Reconciling Items	-		-		-	-
26	Total Operating Expenses	7,351,451		1,654,077		1,241,897	10,247,425
Non-Applied Reconciling Items							
27	Depreciation (publicly funded assets only)	-		-		-	-
28	Other Post Employment Benefits (OPEB)	-		-		-	-
29	Voluntary Non-Exchange Transactions	-		-		-	-
30	Other Reconciling Items	-		-		-	-
31	Total Non-Applied Reconciling Items	-		-		-	-
32	Total Operating Expense per Audit	\$ 7,351,451		\$ 1,654,077		\$ 1,241,897	\$ 10,247,425

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - NON-FIXED ROUTE SHARED RIDE EXPENSES - URBAN STANDARD

FISCAL YEAR 2018 - 2019

			Vehicle Operation		Maintenance		General Admin
Operating Expenses							Totals
1	Operators Salaries & Wages		\$ -		\$ -		\$ -
2	Operator Paid Absences						
3	Other Salaries & Wages		-		-		-
4	Other Paid Absences						
5	Fringe Benefits		-		-		-
6	Services					1,101,346	1,101,346
7	Fuel & Lubricants		-		-		-
8	Tires & Tubes		-		-		-
9	Other Materials & Supplies		-		-		-
10	Utilities		-		-		-
11	Casualty & Liability Costs		-		-		-
12	Taxes		-		-		-
13	Purchased Transportation		19,524,347		4,392,978		24,405,434
14	Miscellaneous Expenses		-		-	29,508	29,508
15	Total System Expenses		19,524,347		4,392,978	1,618,963	25,536,288
Applied Reconciling Items							
16	Interest Expenses		-		-		-
17	Operating Lease Expenses		-		-		-
18	Depreciation (privately funded assets only)		-		-		-
19	Amortization of Intangibles		-		-		-
20	Capital Leases		-		-		-
21	Related Parties Lease Agreement		-		-		-
22	Voluntary Non-Exchange Transactions		-		-		-
23	Extraordinary and Special Items		-		-		-
24	Other Reconciling Items		-		-		-
25	Total Applied Reconciling Items		-		-		-
26	Total Operating Expenses		19,524,347		4,392,978	1,618,963	25,536,288
Non-Applied Reconciling Items							
27	Depreciation (publicly funded assets only)		-		-		-
28	Other Post Employment Benefits (OPEB)		-		-		-
29	Voluntary Non-Exchange Transactions		-		-		-
30	Other Reconciling Items		-		-		-
31	Total Non-Applied Reconciling Items		-		-		-
32	Total Operating Expenses per Audit		\$ 19,524,347		\$ 4,392,978	\$ 1,618,963	\$ 25,536,288

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - NON-FIXED ROUTE SHARED RIDE EXPENSES - URBAN DAS*

FISCAL YEAR 2018 - 2019

			Vehicle Operation		Maintenance		General Admin
Operating Expenses							Totals
1	Operators Salaries & Wages		\$ -		\$ -		\$ -
2	Operators Paid Absences		-		-		-
3	Other Salaries & Wages		-		-		-
4	Other Paid Absences		-		-		-
5	Fringe Benefits		-		-		-
6	Services		-		-		-
7	Fuel & Lubricants		-		-	41,699	41,699
8	Tires & Tubes		-		-		-
9	Other Materials & Supplies		-		-		-
10	Utilities		-		-		-
11	Casualty & Liability Costs		-		-		-
12	Taxes		-		-		-
13	Purchased Transportation		456,019		102,604	11,400	570,023
14	Miscellaneous Expenses		-		-	689	689
15	Total System Expenses		456,019		102,604	53,788	612,411
Applied Reconciling Items							
16	Interest Expenses		-		-		-
17	Operating Lease Expenses		-		-		-
18	Depreciation (privately funded assets only)		-		-		-
19	Amortization of Intangibles		-		-		-
20	Capital Leases		-		-		-
21	Related Parties Lease Agreement		-		-		-
22	Voluntary Non-exchange Transactions		-		-		-
23	Extraordinary and Special Items		-		-		-
24	Other Reconciling Items		-		-		-
25	Total Applied Reconciling Items						-
26	Total Operating Expenses		456,019		102,604	53,788	612,411
Non-Applied Reconciling Items							
27	Depreciation (publicly funded assets only)		-		-		-
28	Other Post Employment Benefits (OPEB)		-		-		-
29	Voluntary Non-Exchange Transactions		-		-		-
30	Other Reconciling Items		-		-		-
31	Total Non-Applied Reconciling Items						-
32	Total Operating Expenses per Audit		\$ 456,019		\$ 102,604	\$ 53,788	\$ 612,411
<p>*Additional Department Approved Service (DAS) is Shared Ride Service provided by selected agencies grandfathered into the Section 1513 allocation formula.</p>							

PORT AUTHORITY OF ALLEGHENY COUNTY
LEG - NON-PUBLIC EXPENSES - OTHER TRANSPORTATION

FISCAL YEAR 2018 - 2019

		Non-Shared Ride Paratransit						
		Operation	MATP-Non-Shared Ride Paratransit	MATP Mileage Reimb.	Other Identify Above	Totals		
Operating Expenses								
1	Operators Salaries & Wages	\$ -	\$ -	\$ -	\$ -	\$ -		
2	Operator Paid Absences							
3	Other Salaries & Wages							
4	Other Paid Absences							
5	Fringe Benefits							
6	Services							
7	Fuel & Lubricants							
8	Tires & Tubes							
9	Other Materials & Supplies							
10	Utilities							
11	Casualty & Liability Costs							
12	Taxes							
13	Purchased Transportation	1,241,830						1,241,830
14	Miscellaneous Expenses							
15	Mileage Reimbursement							
16	MATP- Non-Public Service Admin Reimb.							
17	Total System Expenses	1,241,830						1,241,830
Applied Reconciling Items								
18	Interest Expenses							
19	Operating Lease Expenses							
20	Depreciation (privately funded assets only)							
21	Amortization of Intangibles							
22	Capital Leases							
23	Related Parties Lease Agreement							
24	Voluntary Non-Exchange Transactions							
25	Extraordinary and Special Items							
26	Other Reconciling Items							
27	Total Applied Reconciling Items							
28	Total Operating Expenses	1,241,830						1,241,830
Non-Applied Reconciling Items								
29	Depreciation (publicly funded assets only)							
30	Other Post Employment Benefits (OPEB)							
31	Voluntary Non-Exchange Transactions							
32	Other Reconciling Items							
33	Total Non-Applied Reconciling Items							
34	Total Operating Expenses per Audit	\$ 1,241,830	\$ -	\$ -	\$ -	\$ -		\$ 1,241,830

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - FIXED ROUTE REVENUES

FISCAL YEAR 2018 - 2019

		Urban	Rural	Total
Transportation Revenues				
1	Passenger Paid Fares	\$ 67,071,119	\$ -	\$ 67,071,119
2	Organization Paid Fares	21,404,614	-	21,404,614
3	Advertising	2,839,281	-	2,839,281
4	Sub-total Transportaion Revenues	91,315,014	-	91,315,014
Other Revenue				
5	Total Recoveries	1,267,213	-	1,267,213
6	Parking Revenues	313,346	-	313,346
7	Interest/Investment Income	2,167,218	-	2,167,218
8	Real Estate Income	498,570	-	498,570
9	Commissions, Concessions, Cash Discounts	98,464	-	98,464
10	Miscellaneous	217,332	-	217,332
11	Sub-total Other Revenue	4,562,143	-	4,562,143
12	Total Revenue	95,877,157	-	95,877,157
Non-Applied Reconciling Items				
13	Identify - Interest income reported as offset to exp	(2,167,218)	-	(2,167,218)
14	Identify - ACCESS Revenue received by ACCESS	(11,479,502)	-	(11,479,502)
15	Identify - Accident recovery reported as credit to exp	(1,267,213)	-	(1,267,213)
16	Identify - Interest income related to capital	517,744	-	517,744
17	Rounding	2	-	2
18	Total Non-Applied Reconciling Items	(14,396,187)	-	(14,396,187)
19	Total Revenue per Audit	\$ 81,480,970	\$ -	\$ 81,480,970

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - NON-FIXED ROUTE REVENUES - URBAN

FISCAL YEAR 2018- 2019

		ADA Paratransit	Shared Ride 65+ Lottery Sponsored		Shared Ride Under 65		Public Vanpool	Total
			Standard	DAS*	Standard	DAS*		
Transportation Revenues								
1	Passenger fares	\$ 2,182,637	\$ 974,866	\$ 9,422	\$ 574,591	\$ 73,498	\$ -	\$ 3,815,014
2	PwD Passenger Fares	-	-	-	102,223	17,983	-	120,206
3	Shared-Ride Lottery Trip Reimbursement	-	10,629,863	21,986	-	-	-	10,651,849
4	PwD Trip Reimbursement	-	-	-	579,264	41,961	-	621,225
5	AAA	-	612,508	-	95,651	-	-	708,159
6	MH/MR - Shared-Ride Fare Structure	-	-	-	-	-	-	-
7	W2W - Shared-Ride Fare Structure	-	-	-	-	-	-	-
8	MATP - Shared-Ride Fare Structure	-	250,538	-	5,089,092	-	-	5,339,630
Other Agencies/Third-Party Sponsors								
10	Various Agencies	-	57,304	-	197,359	-	-	254,663
11	Section 5310	-	-	-	715,316	85,221	-	800,537
Other Revenue								
MATP								
12	Admin Reimbursement for MATP Shared Ride Fare Structure	-	-	-	-	-	-	-
Other (i.e. block grant) identify								
13	Identify	-	-	-	-	-	-	-
14	Identify	-	-	-	-	-	-	-
15	Identify	-	-	-	-	-	-	-
16	Interest/Investment Income	-	-	-	-	-	-	-
17	Total Revenue	2,182,637	12,525,079	31,408	7,353,496	218,663	-	22,311,283
Non-Applied Reconciling Items								
18	Identify	-	-	-	-	-	-	-
19	Identify	-	-	-	-	-	-	-
20	Total Non-Applied Reconciling Items	-	-	-	-	-	-	-
21	Total Revenue per Audit	\$ 2,182,637	\$ 12,525,079	\$ 31,408	\$ 7,353,496	\$ 218,663	\$ -	\$ 22,311,283
<p>*Additional Department Approved Service(DAS) is Shared Ride Service provided by selected agencies grandfathered into the Section 1513 allocation formula</p>								

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - NON-PUBLIC REVENUES - OTHER TRANSPORTATION

FISCAL YEAR 2018 - 2019

			Total
Contract Revenue - Non-Shared Ride Paratransit			
	1	Holy Trinity	\$ 6,880
	2	Community Health Choices	1,234,950
	3	Identify	-
MATP Revenue			
	4	MATP - Fixed Route	-
	5	MATP- Contract Rate Paratransit	-
	6	MATP- Mileage Reimbursement	-
	7	MATP- Admin Reimbursement	-
	8	MATP- Offset	-
W2W			
	9	W2W - Contract Rate Paratransit Admin	-
	10	W2W - Other	-
	11	W2W - Admin/Case Management	-
Other Revenue			
	12	Identify	-
	13	Interest/Investment Income	-
	14	Total Revenue	1,241,830
Non-Applied Reconciling Items			
	15	Identify	-
	16	Identify	-
	17	Total Non-Applied Reconciling Items	-
	18	Total Revenue per Audit	\$ 1,241,830

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - FIXED ROUTE SUBSIDIES

FISCAL YEAR 2018 - 2019

		Fixed Route Urban	Fixed Route Rural	Total
1	Federal Operating Grant	\$ -	\$ -	\$ -
2	Federal Capital Grant to Fund Preventative Maintenance Costs	32,358,504	-	32,358,504
3	Federal Capital Grant to Fund Capital Costs of Contracting	-	-	-
4	Federal Capital Grant to Fund Associated Capital Maintenance Costs	-	-	-
5	Other Federal Grants for Operating Costs ATJ, Direct Expense Federal	424,921	-	424,921
6	Subtotal Federal Subsidy	32,783,425	-	32,783,425
7	Act 44 Section 1513 Operating Grant Amount Charged – State Share (Prior Years)	-	-	-
8	Act 44 Section 1513 Operating Grant Amount Charged – State Share (Current Year)	223,631,856	-	223,631,856
9	Act 3 ASG Grant Amount Charged – State Share	-	-	-
10	Act 3 BSG Grant Amount Charged – State Share	-	-	-
11	Special Operating Grants – State Share Additional State funding, VOH, ACM	4,886,641	-	4,886,641
12	Subtotal State Subsidy	228,518,497	-	228,518,497
13	Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Prior Years) - Municipal Source*	-	-	-
14	Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Current Year) - Municipal Source	35,264,780	-	35,264,780
15	Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Current Year) - Advertising Source**	-	-	-
16	Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Current Year) - Private Source	-	-	-
17	Act 3 ASG Grant Amount Charged – Local Share	-	-	-
18	Act 3 BSG Grant Amount Charged – Local Share	-	-	-
19	Special Operating Grants – Local Share RAD, Match on Gov Funds, Grant Matching	8,780,325	-	8,780,325
20	Subtotal Local Subsidy	44,045,105	-	44,045,105
21	Grand Total Subsidy	305,347,027	-	305,347,027
Non-Applied Reconciling Items				
22	Identify Federal Interest Income,	-	-	-
23	Identify State	-	-	-
24	Identify Local	-	-	-
25	Total Non-Applied Reconciling Items	-	-	-
26	Grand Total Subsidy per Audit	\$ 305,347,027	\$ -	\$ 305,347,027

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - NON-FIXED ROUTE SUBSIDIES - URBAN

FISCAL YEAR 2018 - 2019

	ADA Paratransit	Shared Ride		Public Vanpool	Total
		Standard	DAS*		
Subsidy					
1 Federal Operating Grant	\$ -	\$ -	\$ -	\$ -	\$ -
2 Federal Capital Grant to Fund Preventative Maintenance Costs	-	-	-	-	-
3 Federal Capital Grant to Fund Capital Costs of Contracting	6,451,830	3,953,910	221,691	-	10,627,431
4 Federal Capital Grant to Fund Associated Capital Maintenance Costs	-	-	-	-	-
5 Other Federal Grants for Operating Costs	-	-	-	-	-
6 Federal Shared-Ride Subsidy	-	-	-	-	-
7 Subtotal Federal Subsidy	6,451,830	3,953,910	221,691	-	10,627,431
8 Act 44 Section 1513 Operating Grant Amount Charged – State Share (Prior Years)	-	-	-	-	-
9 Act 44 Section 1513 Operating Grant Amount Charged – State Share (Current Year)	-	691,506	72,442	-	763,948
10 Act 3 ASG Grant Amount Charged – State Share	-	-	-	-	-
11 Act 3 BSG Grant Amount Charged – State Share	-	-	-	-	-
12 Special Operating Grants – State Share Capital Cost	1,560,940	956,599	53,636	-	2,571,175
13 State Shared-Ride Subsidy	-	-	-	-	-
14 Subtotal State Subsidy	1,560,940	1,648,105	126,078	-	3,335,123
15 Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Prior Years) - Municipal Source**	-	-	-	-	-
16 Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Current Year) - Municipal Source	-	23,820	12,784	-	36,604
17 Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Current Year) - Advertising Source***	-	-	-	-	-
18 Act 44 Section 1513 Operating Grant Amount Charged – Local Share (Current Year) - Private Source	-	-	-	-	-
19 Act 3 ASG Grant Amount Charged – Local Share	-	-	-	-	-
20 Act 3 BSG Grant Amount Charged – Local Share	-	-	-	-	-
21 Special Operating Grants – Local Share	-	-	-	-	-
CCOC	52,018	31,878	1,787	-	85,683
22 Local Shared-Ride Subsidy	-	-	-	-	-
23 Subtotal Local Subsidy	52,018	55,698	14,571	-	122,287
24 Grand Total Subsidy	8,064,788	5,657,713	362,340	-	14,084,841
Non-Applied Reconciling Items					
25 Identify Federal	-	-	-	-	-
26 Identify State	-	-	-	-	-
27 Identify Local	-	-	-	-	-
28 Total Non-Applied Reconciling Items	-	-	-	-	-
29 Grand Total Subsidy per Audit	\$ 8,064,788	\$ 5,657,713	\$ 362,340	\$ -	\$ 14,084,841

PORT AUTHORITY OF ALLEGHENY COUNTY

LEG - BUDGET SUMMARY

FISCAL YEAR 2018 - 2019

	FIXED ROUTE				NON FIXED ROUTE						NON PUBLIC		Total
	Urban	Rural	ADA Paratransit		Shared Ride				Public Vanpool		OTHER TRANSPORTATION		
			Urban	Rural	Standard	DAS*	Standard	DAS*	Urban	Rural			
					Urban	Urban	Rural	Rural					
1 Total Operating Expenses	\$ 401,224,184		\$ 10,247,425		\$ 25,536,288	\$ 612,411	\$ -	\$ -	\$ -	\$ -	\$ 1,241,830	\$ 438,862,138	
2 Total Revenue	95,877,157		2,182,637		19,878,575	250,071	-	-	-	-	1,241,830	119,430,270	
3 Operating Balance	(305,347,027)		(8,064,788)		(5,657,713)	(362,340)	-	-	-	-	-	(319,431,868)	
4 Grand Total Subsidy	305,347,027		8,064,788		5,657,713	362,340	-	-	-	-	-	319,431,868	
5 Applied Operating Result**	-		-		-	-	-	-	-	-	-	-	
Non-Applied Reconciling Items													
6 Total Non-Applied Reconciling Expense Items	151,313,950		-		-	-	-	-	-	-	-	151,313,950	
7 Total Non-Applied Reconciling Revenue Items	(14,396,187)		-		-	-	-	-	-	-	-	(14,396,187)	
8 Total Non-Applied Reconciling Subsidy Items	-		-		-	-	-	-	-	-	-	-	
9 Operating Result per Audit	\$ (165,710,137)		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (165,710,137)	

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE S1 - LOCAL MATCH PROVIDED

FISCAL YEAR 2018 - 2019

List below all local cash contributions provided for the year-ended June 30, 2019:

Act 44 Section 1513 Local Match for Operating Funds Received:

(Including any PTAF Matching Funds – PAAC and SEPTA only)

Contributor Name	Date of Final Payment	Total Amount Provided
Allegheny County - Section 1513 Match	6/30/2019	\$ 32,264,780
Allegheny Regional Asset District - Section 1513 Match	6/15/2019	3,000,000
Subtotal		35,264,780

Act 44 Sec. 1514 Local Match for Discretionary Capital Funds Received

Non-Federal

Federal Projects

Total Section 1514 Local Match Funds Received

Contributor Name	Date of Final Payment	Total Amount Provided

Subtotal

-

Act 44 Section 1514 Local Match for Capital Bond Funds Received:

Contributor Name	Date of Final Payment	Total Amount Provided
Allegheny County - Section 1514 Match	2/22/2019	\$ 9,346,086
Subtotal		9,346,086

Local Match for PTAF Funds Received for Debt Service

735,474

(PAAC and SEPTA Only)

Contributor Name	Date of Final Payment	Total Amount Provided
Allegheny County	10/22/2018	735,474

Grand Total

\$ 45,346,340

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE S2 - LOCAL MATCH CARRYOVER

FISCAL YEAR 2018 - 2019

A.	Local match available as of June 30, 2018	\$ 15,929,868
B.	Local match funds provided during year ended June 30, 2019:	45,346,340
C.	Local match operating expenditures for year-ended June 30, 2019:	
a.	Act 44 Sec. 1513 Local operating grant charged (prior years) - Municipal Source	
b.	Act 44 Sec. 1513 Local operating grant charged (current year) - Municipal Source	35,264,780
c.	Act 44 Sec. 1513 Local operating grant charged (current year) - Advertising Source	
d.	Act 44 Sec. 1513 Local operating grant charged (current year) - Private Source	
e.	Act 3 BSG Local operating grant charged (previous years)	
f.	Act 3 ASG Local operating grant charged (previous years – RURAL ONLY)	
g.	Other operating expenditures (if any) IDENTIFY MATCHED PROGRAM:	
h.	Other operating expenditures (if any) IDENTIFY MATCHED PROGRAM:	
i.	Other operating expenditures (if any) IDENTIFY MATCHED PROGRAM:	
D.	Total local match operating expenditures for year-ended June 30, 2019 (Sum of C.a through C.i)	35,264,780
E.	Local match capital expenditures for year-ended June 30, 2019:	
a.	Section 1514-Discretionary local match capital expenditures (if any)	
b.	Section 1514-Bond local match capital expenditures (if any)	15,470,532
c.	Section 1515-New Initiatives capital expenditures (if any)	
d.	Section 1516-Programs of Statewide Significance capital expenditures (if any) IDENTIFY MATCHED PROGRAM:	
e.	PTAF local match capital expenditures (previous years' funds)	
f.	PTAF local match capital expenditures (current year funds) (Act 44 for PAAC and SEPTA only)	
g.	Act 3 BSG Local capital grant charged (previous years)	
h.	Act 3 ASG Local capital grant charged (previous years)	
i.	Other local match capital expenditures (if any) IDENTIFY MATCHED PROGRAM:	
j.	Other local match capital expenditures (if any) IDENTIFY MATCHED PROGRAM:	
k.	Other local match capital expenditures (if any) IDENTIFY MATCHED PROGRAM:	
F.	Total local match capital expenditures for year-ended June 30, 2019 (Sum of E.a through E.k)	15,470,532
G.	Interest earned on local funds for year-ended June 30, 2019	-
H.	Local Match Funds Available as of June 30, 2019 (A+B-D-F+G)	\$ 10,540,896

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE S3 - URBAN PTAF/BSG/ASG CARRYOVER

FISCAL YEAR 2018-2019

	ACT 26			ACT 3					
	PTAF	PTAF Actual Local Match	PTAF Total Balance	BSG	BSG Actual Local Match	BSG Total Balance	ASG	ASG Actual Local Match	ASG Total Balance
1 Funds available as of June 30, 2018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 PTAF funds received in FY 2018 -2019	\$ 64,329,884	\$ 735,474	-	-	-	-	-	-	-
3 Total funds available in FY 2018 -2019 (Line 1 + 2)	\$ 64,329,884	\$ 735,474	-	-	-	-	-	-	-
4 Funds used for operating in FY 2018-2019	\$ 43,011,622	\$ -	-	-	-	-	-	-	-
5 Funds used for capital in FY 2018-2019	\$ 21,318,262	\$ 735,474	-	-	-	-	-	-	-
6 Total funds used in FY 2018-2019 (Line 4 + 5)	\$ 64,329,884	\$ 735,474	-	-	-	-	-	-	-
7 Funds available for FY 2018-2019 (Line 3 minus 6)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PORT AUTHORITY OF ALLEGHENY COUNTY

SCHEDULE S5 - SECTION 1513 PROGRAM CARRYOVER

FISCAL YEAR 2018 - 2019

Section 1513 Program Carryover (FY18/19)

A. FY 2018-19 Section 1513 URBAN Grant Agreement

State Grant	Local Match	Total
\$ 229,808,491	\$ 35,264,780	\$ 265,073,271

**URBAN SECTION 1513 GRANT UTILIZATION
FOR FISCAL YEAR ENDED JUNE 30, 2019**

- 1 Section 1513 fund balance as of June 30, 2018 (Line 6 minus 13)
- 2 Section 1513 funds received for FY 2018-19
- 3 PTAF Section 1513 funds received for FY 2018-19 (applicable to SEPTA and PAAC)
- 4 Total Section 1513 funds received for FY 2018-19 (Line 2 + 3)
- 5 Interest income earned on Section 1513 funds in FY 2018-19
- 6 Total Section 1513 funds available in FY 2018-19 (Line 1 + 4 + 5)
- 7 Section 1513 funds used for Urban fixed route operating expenses in FY 2018-19
- 8 Section 1513 funds used for Urban non-fixed route operating expenses in FY 2018-19
- 9 Section 1513 funds used for Rural fixed route operating expenses in FY 2018-19
- 10 Section 1513 funds used for Rural non-fixed route operating expenses in FY 2018-19
- 11 Section 1513 funds used for Urban capital costs in FY 2018-19
- 12 Section 1513 funds used for Rural capital costs in FY 2018-19 (waiver required)
- 13 Total Section 1513 used in FY 2018-19 (Line 7 + 8 + 9 + 10 + 11 + 12)
- 14 Section 1513 fund balance as of June 30, 2019 (Line 6 minus 13)

State Grant	Local Match	Total
120,232,515	-	120,232,515
192,086,886	35,264,780	227,351,666
64,329,884		64,329,884
256,416,770	35,264,780	291,681,550
529,901		529,901
377,179,186	35,264,780	412,443,966
224,432,393	35,264,780	259,697,173
-	-	-
-	-	-
-	-	-
21,318,262		21,318,262
-	-	-
245,750,655	35,264,780	281,015,435
\$ 131,428,531	\$ -	\$ 131,428,531

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
		17_BRDG_INSP	17_BRDG_REHA_B	17_BRDG_REPA_IR	17_PANHDLE_B_RDG	17_PIT_TWR_P_ANL	19_BRDG_INSP	4G_MODEMS_R_V	4S02_CABEL_RE_PL	50BREAKERS_F_Y18	5TH_ATWOOD_STA	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
1	Capital Project Title:													
2	Expenditures Through the End of the Prior Fiscal Year	\$ 648,030	\$ 4,846	\$ 1,402	\$ 5,702	\$ 15,862	\$ -	\$ -	\$ -	\$ 1,392	\$ 992,513	\$ 1,669,747	\$ 1,669,747	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning													
4	Federal Capital - 5307 - FTA Urban Formula										49,103	49,103	49,103	
5	Federal Capital - 5309 - FTA Fixed Guideway	118,557					8,107					126,664	126,664	
6	Federal Capital - 5309 - FTA Bus/Bus Facilities													
7	Federal Capital - 5309 - FTA New/Small Starts													
8	Federal Capital - 5310 - FTA Senior and PWD													
9	Federal Capital - 5311 - FTA Rural													
10	Federal Capital - 5311 - FTA Other													
11	Federal Capital - 5313/5314 - FTA Research & Tech													
12	Federal Capital - 5316 - FTA JARC													
13	Federal Capital - FLEX													
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)													
15	Federal Capital - 5337 - FTA State of Good Repair	49,034					31,893					80,927	80,927	
16	State - 1513 - Waiver to Use for Capital													
17	State Capital - 1514 - PA Bond Program													
18	State Capital - 1514 - Discretionary	175,210	206,146	8,789	6,251	85,209	60,283	1,257,795	9,142	16,629	694,050	2,519,505	2,519,505	
19	State Capital - 1515 - New Initiatives													
20	State Capital - 1516 - CTC													
21	State Capital - 1516 - Other													
22	State Capital - 1517 - Capital Improvement Program													
23	State Capital - PTAF													
24	State Capital - All Sources Used for Debt Service													
25	State Capital - ASG/BSG													
26	State Capital - Other													
27	Local Match - 1513 - Waiver to Use for Capital													
28	Local Match Capital - 1514 - PA Bond Program													
29	Local Match Capital - 1514 - Discretionary	47,737	6,870	293	208	2,840	12,009	41,916	305	554	35,405	148,135	148,135	
30	Local Match Capital - 1515 - New Initiatives													
31	Local Match Capital - 1516 - CTC													
32	Local Match Capital - 1516 - Other													
33	Local Match Capital - PTAF													
34	Local Match Capital - All Sources Used for Debt Service													
35	Local Match Capital - ASG/BSG													
36	Local Match Other													
37	Local Contribution													
38	Proceeds from Agency Issued Bonds													
39	Agency Loan Proceeds													
40	Other Financing Transaction Proceeds													
41	Internal Working Capital													
42	Proceeds from Disposition of Assets													
43	Foundations and Non-Profits													
44	Private													
45	Other - Authority Provided	3,537										3,537	3,537	
46	Total Sources of Funds Spent in the Current FY	\$394,075	\$ 213,016	\$ 9,082	\$ 6,460	\$ 88,049	\$ 112,292	\$ 1,299,711	\$ 9,447	\$ 17,183	\$ 778,559	2,927,872	2,927,872	
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$1,042,105	\$ 217,862	\$ 10,484	\$ 12,162	\$ 103,910	\$ 112,292	\$ 1,299,711	\$ 9,447	\$ 18,575	\$ 1,771,071	\$ 4,597,619		
48	Total Granted Sources of Funds Inception to Date	\$1,042,105	\$ 217,862	\$ 10,484	\$ 12,162	\$ 103,910	\$ 112,292	\$ 1,299,711	\$ 9,447	\$ 18,575	\$ 1,771,071	\$ 4,597,619		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1

FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	AUTO_TRIP_STO P	AVALON_LOOP _WAL	AVM3_CLEVER	BID_DISP_CUST	BLDG_MODS_W M	BRRY_TU_LIGHTI NG	BRT_DWTN_2_O AK	BUSWY_SHV_LE D	CBD_CCTV_INS TL	CBD_REFIXTUR E	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 1,519,486	\$ 872,435	\$ -	\$ 1,908,029	\$ 7,667,891	\$ 4,343,757	\$ 3,470,882	\$ 914,596	\$ 353,764	\$ 284,085	\$ 21,334,926	\$ 21,334,926	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning													
4	Federal Capital - 5307 - FTA Urban Formula													
5	Federal Capital - 5309 - FTA Fixed Guideway	1,296,894										1,296,894	1,296,894	
6	Federal Capital - 5309 - FTA Bus/Bus Facilities													
7	Federal Capital - 5309 - FTA New/Small Starts													
8	Federal Capital - 5310 - FTA Senior and PWD													
9	Federal Capital - 5311 - FTA Rural													
10	Federal Capital - 5311 - FTA Other													
11	Federal Capital - 5313/5314 - FTA Research & Tech													
12	Federal Capital - 5316 - FTA JARC													
13	Federal Capital - FLEX													
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)													
15	Federal Capital - 5337 - FTA State of Good Repair													
16	State - 1513 - Waiver to Use for Capital													
17	State Capital - 1514 - PA Bond Program													
18	State Capital - 1514 - Discretionary	545,503	12,799	1,322,079	177,120	5,042,286	232,475	154,840	185,074	128,793	67,435	7,868,402	7,868,402	
19	State Capital - 1515 - New Initiatives													
20	State Capital - 1516 - CTC													
21	State Capital - 1516 - Other													
22	State Capital - 1517 - Capital Improvement Program													
23	State Capital - PTAF													
24	State Capital - All Sources Used for Debt Service													
25	State Capital - ASG/BSG													
26	State Capital - Other													
27	Local Match - 1513 - Waiver to Use for Capital													
28	Local Match Capital - 1514 - PA Bond Program													
29	Local Match Capital - 1514 - Discretionary	10,960	427	44,058	5,902	119,861	7,747	5,160	6,168	4,292		204,574	204,574	
30	Local Match Capital - 1515 - New Initiatives													
31	Local Match Capital - 1516 - CTC													
32	Local Match Capital - 1516 - Other													
33	Local Match Capital - PTAF													
34	Local Match Capital - All Sources Used for Debt Service													
35	Local Match Capital - ASG/BSG													
36	Local Match Other													
37	Local Contribution							4,904,515				4,904,515	4,904,515	
38	Proceeds from Agency Issued Bonds													
39	Agency Loan Proceeds													
40	Other Financing Transaction Proceeds													
41	Internal Working Capital													
42	Proceeds from Disposition of Assets													
43	Foundations and Non-Profits													
44	Private													
45	Other - Authority Provided													
46	Total Sources of Funds Spent in the Current FY	\$ 1,853,357	\$ 13,225	\$ 1,366,137	\$ 183,022	\$ 5,162,147	\$ 240,222	\$ 5,064,515	\$ 191,242	\$ 133,085	\$ 67,435	\$ 14,274,386	\$ 14,274,386	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 3,372,843	\$ 885,660	\$ 1,366,137	\$ 2,091,051	\$ 12,830,038	\$ 4,583,979	\$ 8,535,398	\$ 1,105,838	\$ 486,849	\$ 351,520	\$ 35,609,313	\$ 35,609,313	\$ -
48	Total Granted Sources of Funds Inception to Date	\$ 3,372,843	\$ 885,660	\$ 1,366,137	\$ 2,091,051	\$ 12,830,038	\$ 4,583,979	\$ 8,535,398	\$ 1,105,838	\$ 486,849	\$ 351,520	\$ 35,609,313	\$ 35,609,313	\$ -
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	CBD_TUNNEL_L ED	COALSCR_SCRE ENS	COLLIER_WIND OWS	CRAFTON_REP AVE	CTS_SCDU_UPG RAD	CUSTOMR_SERV_ CTR	DIESL_TK_RPL_ CO	DR_OCC_NIMBL E	DRIVER_SHIELD S	DRUM_RM_CO NTAIN	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 266	\$ 39,607	\$ 128	\$ -	\$ 281,396	\$ 1,730,197	\$ -	\$ 258,896	\$ 185,109	\$ 907	\$ 2,496,505	\$ 2,496,505	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - S 1602 - FTA Planning												-	-
4	Federal Capital - 5307 - FTA Urban Formula												-	-
5	Federal Capital - 5309 - FTA Fixed Guideway												-	-
6	Federal Capital - 5309 - FTA Bus/Bus Facilities												-	-
7	Federal Capital - 5309 - FTA New/Small Starts												-	-
8	Federal Capital - 5310 - FTA Senior and PWD												-	-
9	Federal Capital - 5311 - FTA Rural												-	-
10	Federal Capital - 5311 - FTA Other												-	-
11	Federal Capital - 5313/5314 - FTA Research & Tech												-	-
12	Federal Capital - 5316 - FTA JARC												-	-
13	Federal Capital - FLEX												-	-
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)												-	-
15	Federal Capital - 5337 - FTA State of Good Repair												-	-
16	State - 1513 - Waiver to Use for Capital												-	-
17	State Capital - 1514 - PA Bond Program												-	-
18	State Capital - 1514 - Discretionary	25,659	36,292	89,446	57,692	71,933	201,532	1,257	33,916	153,581	1,904	673,213	673,213	-
19	State Capital - 1515 - New Initiatives												-	-
20	State Capital - 1516 - CTC												-	-
21	State Capital - 1516 - Other												-	-
22	State Capital - 1517 - Capital Improvement Program												-	-
23	State Capital - PTAF												-	-
24	State Capital - All Sources Used for Debt Service												-	-
25	State Capital - ASG/BSG												-	-
26	State Capital - Other												-	-
27	Local Match - 1513 - Waiver to Use for Capital												-	-
28	Local Match Capital - 1514 - PA Bond Program												-	-
29	Local Match Capital - 1514 - Discretionary	855	1,209	2,981	1,923	2,397	6,716		1,130	5,118	63	22,393	22,393	-
30	Local Match Capital - 1515 - New Initiatives												-	-
31	Local Match Capital - 1516 - CTC												-	-
32	Local Match Capital - 1516 - Other												-	-
33	Local Match Capital - PTAF												-	-
34	Local Match Capital - All Sources Used for Debt Service												-	-
35	Local Match Capital - ASG/BSG												-	-
36	Local Match Other												-	-
37	Local Contribution												-	-
38	Proceeds from Agency Issued Bonds												-	-
39	Agency Loan Proceeds												-	-
40	Other Financing Transaction Proceeds												-	-
41	Internal Working Capital												-	-
42	Proceeds from Disposition of Assets												-	-
43	Foundations and Non-Profits												-	-
44	Private												-	-
45	Other - Authority Provided												-	-
46	Total Sources of Funds Spent in the Current FY	\$ 26,514	\$ 37,501	\$ 92,427	\$ 59,615	\$ 74,330	\$ 208,248	\$ 1,257	\$ 35,046	\$ 158,700	\$ 1,968	\$ 695,605	\$ 695,605	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 26,779	\$ 77,108	\$ 92,555	\$ 59,615	\$ 355,726	\$ 1,938,446	\$ 1,257	\$ 293,942	\$ 343,809	\$ 2,875	\$ 3,192,111		
48	Total Granted Sources of Funds Inception to Date	\$ 26,779	\$ 77,108	\$ 92,555	\$ 59,615	\$ 355,726	\$ 1,938,446	\$ 1,257	\$ 293,942	\$ 343,809	\$ 2,875	\$ 3,192,111		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY

CAPITAL REPORT #1

FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	E_BSWY_VIADU CT	EL_BUS_TANK_ RPL	EMBEDDED_SW _RPL	EMER_GEN_SH V	EMSWORTH_BR IDGE	FACILITY_IMPRO V	FIRE_SUP_WD_ STL	FOREST_HILL_P NR	FY15_NRV_REP LAC	FY16_BRDGE_R EP	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 2,765,286	\$ 160,268	\$ 1,434,575	\$ 191,542	\$ 4,199,146	\$ 15,602,428	\$ -	\$ 35,209	\$ 1,469,110	\$ 613,009	\$ 26,470,573	\$ 26,470,573	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning													
4	Federal Capital - 5307 - FTA Urban Formula													
5	Federal Capital - 5309 - FTA Fixed Guideway													
6	Federal Capital - 5309 - FTA Bus/Bus Facilities													
7	Federal Capital - 5309 - FTA New/Small Starts													
8	Federal Capital - 5310 - FTA Senior and PWD													
9	Federal Capital - 5311 - FTA Rural													
10	Federal Capital - 5311 - FTA Other													
11	Federal Capital - 5313/5314 - FTA Research & Tech													
12	Federal Capital - 5316 - FTA JARC													
13	Federal Capital - FLEX													
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)													
15	Federal Capital - 5337 - FTA State of Good Repair													
16	State - 1513 - Waiver to Use for Capital													
17	State Capital - 1514 - PA Bond Program													
18	State Capital - 1514 - Discretionary	2,477,390	1,469,045	269,106	1,031,882	392,047	1,108,819	61,156	1,771	63,989	2,085,982	8,961,187	8,961,187	
19	State Capital - 1515 - New Initiatives													
20	State Capital - 1516 - CTC													
21	State Capital - 1516 - Other													
22	State Capital - 1517 - Capital Improvement Program													
23	State Capital - PTAF													
24	State Capital - All Sources Used for Debt Service													
25	State Capital - ASG/BSG													
26	State Capital - Other													
27	Local Match - 1513 - Waiver to Use for Capital													
28	Local Match Capital - 1514 - PA Bond Program													
29	Local Match Capital - 1514 - Discretionary	82,558	48,956	8,968	34,387	13,065	24,054	2,038	59	2,132	69,515	285,732	285,732	
30	Local Match Capital - 1515 - New Initiatives													
31	Local Match Capital - 1516 - CTC													
32	Local Match Capital - 1516 - Other													
33	Local Match Capital - PTAF													
34	Local Match Capital - All Sources Used for Debt Service													
35	Local Match Capital - ASG/BSG													
36	Local Match Other													
37	Local Contribution													
38	Proceeds from Agency Issued Bonds													
39	Agency Loan Proceeds													
40	Other Financing Transaction Proceeds													
41	Internal Working Capital													
42	Proceeds from Disposition of Assets													
43	Foundations and Non-Profits													
44	Private													
45	Other - Authority Provided													
46	Total Sources of Funds Spent in the Current FY	\$ 2,559,948	\$ 1,518,001	\$ 278,074	\$ 1,066,269	\$ 405,111	\$ 1,132,873	\$ 63,194	\$ 1,830	\$ 66,121	\$ 2,155,497	\$ 9,246,919	\$ 9,246,919	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 5,325,235	\$ 1,678,268	\$ 1,712,649	\$ 1,257,811	\$ 4,604,257	\$ 16,735,301	\$ 63,194	\$ 37,040	\$ 1,535,232	\$ 2,768,506	\$ 35,717,492		
48	Total Granted Sources of Funds Inception to Date	\$ 5,325,235	\$ 1,678,268	\$ 1,712,649	\$ 1,257,811	\$ 4,604,257	\$ 16,735,301	\$ 63,194	\$ 37,040	\$ 1,535,232	\$ 2,768,506	\$ 35,717,492		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	FY16_SHOP_EQ UIP	FY17_18_INC_U PG	FY17_BUS_PROCC	FY17_LED_UPG RAD	FY17_MAN_EN GINE	FY17_NRV_REP LAC	FY17_PAINT_BT H	FY17_REPL_DO ORS	FY17_ROS_TUR BNE	FY17_SHOP_HO IST	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 497,926	\$ 79,267	\$ 52,193,597	\$ 272,227	\$ 123,196	\$ 634,487	\$ 405,615	\$ 5,209	\$ 68,691	\$ 375,509	\$ 54,655,724	\$ 54,655,724	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning													
4	Federal Capital - 5307 - FTA Urban Formula	140,012										140,012	140,012	
5	Federal Capital - 5309 - FTA Fixed Guideway													
6	Federal Capital - 5309 - FTA Bus/Bus Facilities													
7	Federal Capital - 5309 - FTA New/Small Starts													
8	Federal Capital - 5310 - FTA Senior and PWD													
9	Federal Capital - 5311 - FTA Rural													
10	Federal Capital - 5311 - FTA Other													
11	Federal Capital - 5313/5314 - FTA Research & Tech													
12	Federal Capital - 5316 - FTA JARC													
13	Federal Capital - FLEX													
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)													
15	Federal Capital - 5337 - FTA State of Good Repair													
16	State - 1513 - Waiver to Use for Capital													
17	State Capital - 1514 - PA Bond Program													
18	State Capital - 1514 - Discretionary		99,184	2,567,264	3,408,893	76,402	564,585	1,077,603	80,503	415,966	1,466,320	9,756,720	9,756,720	
19	State Capital - 1515 - New Initiatives													
20	State Capital - 1516 - CTC													
21	State Capital - 1516 - Other													
22	State Capital - 1517 - Capital Improvement Program													
23	State Capital - PTAF													
24	State Capital - All Sources Used for Debt Service													
25	State Capital - ASG/BSG													
26	State Capital - Other													
27	Local Match - 1513 - Waiver to Use for Capital													
28	Local Match Capital - 1514 - PA Bond Program													
29	Local Match Capital - 1514 - Discretionary	35,003	3,305	85,553	113,600	2,546	18,815	35,911	2,683	13,862	48,865	360,143	360,143	
30	Local Match Capital - 1515 - New Initiatives													
31	Local Match Capital - 1516 - CTC													
32	Local Match Capital - 1516 - Other													
33	Local Match Capital - PTAF													
34	Local Match Capital - All Sources Used for Debt Service													
35	Local Match Capital - ASG/BSG													
36	Local Match Other													
37	Local Contribution													
38	Proceeds from Agency Issued Bonds													
39	Agency Loan Proceeds													
40	Other Financing Transaction Proceeds													
41	Internal Working Capital													
42	Proceeds from Disposition of Assets													
43	Foundations and Non-Profits													
44	Private													
45	Other - Authority Provided													
46	Total Sources of Funds Spent in the Current FY	\$ 175,016	\$ 102,489	\$ 2,652,818	\$ 3,522,494	\$ 78,948	\$ 583,400	\$ 1,113,514	\$ 83,186	\$ 429,828	\$ 1,515,184	\$ 10,256,876	\$ 10,256,876	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 672,942	\$ 181,757	\$ 54,846,414	\$ 3,794,721	\$ 202,143	\$ 1,217,887	\$ 1,519,129	\$ 88,395	\$ 498,519	\$ 1,890,693	\$ 64,912,600		
48	Total Granted Sources of Funds Inception to Date	\$ 672,942	\$ 181,757	\$ 54,846,414	\$ 3,794,721	\$ 202,143	\$ 1,217,887	\$ 1,519,129	\$ 88,395	\$ 498,519	\$ 1,890,693	\$ 64,912,600		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2018	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	FY17BUS_TRN_SML	FY17EL_EMER_GEN	FY17EL_PAS_EL_EV	FY17MN_SHV_HVAC	FY17MTWASH_LGHT	FY17OCC_UPS_RPL	FY17PIT_FIRESYS	FY17WM_SEPAR_ATR	FY18_BUS_PROG	FY18_SHOP_HOIST	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 14,501	\$ 14,566	\$ 6,148	\$ 80,031	\$ 64,378	\$ 7,798	\$ 12,644	\$ 64,336	\$ -	\$ -	\$ 264,400	\$ 264,400	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning												-	-
4	Federal Capital - 5307 - FTA Urban Formula												-	-
5	Federal Capital - 5309 - FTA Fixed Guideway												-	-
6	Federal Capital - 5309 - FTA Bus/Bus Facilities									7,343,647		7,343,647	7,343,647	-
7	Federal Capital - 5309 - FTA New/Small Starts												-	-
8	Federal Capital - 5310 - FTA Senior and PWD												-	-
9	Federal Capital - 5311 - FTA Rural												-	-
10	Federal Capital - 5311 - FTA Other												-	-
11	Federal Capital - 5313/5314 - FTA Research & Tech												-	-
12	Federal Capital - 5316 - FTA JARC												-	-
13	Federal Capital - FLEX												-	-
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)									18,518,037		18,518,037	18,518,037	-
15	Federal Capital - 5337 - FTA State of Good Repair												-	-
16	State - 1513 - Waiver to Use for Capital												-	-
17	State Capital - 1514 - PA Bond Program												-	-
18	State Capital - 1514 - Discretionary	8,765	27,472	218,660	55,340	178,583	37,509	12,216	1,421,875	6,256,911	249,050	8,466,381	8,466,381	-
19	State Capital - 1515 - New Initiatives												-	-
20	State Capital - 1516 - CTC												-	-
21	State Capital - 1516 - Other												-	-
22	State Capital - 1517 - Capital Improvement Program												-	-
23	State Capital - PTAF												-	-
24	State Capital - All Sources Used for Debt Service												-	-
25	State Capital - ASG/BSG												-	-
26	State Capital - Other												-	-
27	Local Match - 1513 - Waiver to Use for Capital												-	-
28	Local Match Capital - 1514 - PA Bond Program												-	-
29	Local Match Capital - 1514 - Discretionary	292	916	7,287	1,844	5,951	1,250	407	47,384	208,510	8,300	282,140	282,140	-
30	Local Match Capital - 1515 - New Initiatives												-	-
31	Local Match Capital - 1516 - CTC												-	-
32	Local Match Capital - 1516 - Other												-	-
33	Local Match Capital - PTAF												-	-
34	Local Match Capital - All Sources Used for Debt Service												-	-
35	Local Match Capital - ASG/BSG												-	-
36	Local Match Other												-	-
37	Local Contribution									133,868		133,868	133,868	-
38	Proceeds from Agency Issued Bonds												-	-
39	Agency Loan Proceeds												-	-
40	Other Financing Transaction Proceeds												-	-
41	Internal Working Capital												-	-
42	Proceeds from Disposition of Assets												-	-
43	Foundations and Non-Profits												-	-
44	Private												-	-
45	Other - Authority Provided												-	-
46	Total Sources of Funds Spent in the Current FY	\$ 9,057	\$ 28,387	\$ 225,946	\$ 57,184	\$ 184,534	\$ 38,759	\$ 12,623	\$ 1,469,259	\$ 32,460,973	\$ 257,349	\$ 34,744,073	\$ 34,744,073	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 23,558	\$ 42,953	\$ 232,095	\$ 137,215	\$ 248,912	\$ 46,557	\$ 25,267	\$ 1,533,595	\$ 32,460,973	\$ 257,349	\$ 35,008,474		
48	Total Granted Sources of Funds Inception to Date	\$ 23,558	\$ 42,953	\$ 232,095	\$ 137,215	\$ 248,912	\$ 46,557	\$ 25,267	\$ 1,533,595	\$ 32,460,973	\$ 257,349	\$ 35,008,474		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	FY19_CCOC_ACC ES	FY19_NRV_REP LAC	FY19_PREV_MAI NT	HEINZ_RENO	HOMEWOOD_ GREEN	LRS_GRD_CRS_ IMP	LRV_ASSET_CO ND	LRV_MAINT_KPI	MAINT_WO_SY STEM	MAN_DEMO_D ECK	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ -		\$ -	\$ -	\$ -	\$ 102,100	\$ 572,354	\$ -	\$ 6,820,368	\$ 7,137,770	\$ 14,632,592	\$ 14,632,592	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning												-	-
4	Federal Capital - 5307 - FTA Urban Formula												-	-
5	Federal Capital - 5309 - FTA Fixed Guideway									427,145		427,145	427,145	-
6	Federal Capital - 5309 - FTA Bus/Bus Facilities												-	-
7	Federal Capital - 5309 - FTA New/Small Starts												-	-
8	Federal Capital - 5310 - FTA Senior and PWD												-	-
9	Federal Capital - 5311 - FTA Rural												-	-
10	Federal Capital - 5311 - FTA Other												-	-
11	Federal Capital - 5313/5314 - FTA Research & Tech												-	-
12	Federal Capital - 5316 - FTA JARC												-	-
13	Federal Capital - FLEX												-	-
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)												-	-
15	Federal Capital - 5337 - FTA State of Good Repair	10,627,443		32,358,504								42,985,947	42,985,947	-
16	State - 1513 - Waiver to Use for Capital												-	-
17	State Capital - 1514 - PA Bond Program												-	-
18	State Capital - 1514 - Discretionary	2,571,177	163,089		52,792	14,781	10,580	56,912	300,107	272,901	11,123	3,453,463	3,453,463	-
19	State Capital - 1515 - New Initiatives												-	-
20	State Capital - 1516 - CTC												-	-
21	State Capital - 1516 - Other												-	-
22	State Capital - 1517 - Capital Improvement Program												-	-
23	State Capital - PTAF												-	-
24	State Capital - All Sources Used for Debt Service												-	-
25	State Capital - ASG/BSG												-	-
26	State Capital - Other												-	-
27	Local Match - 1513 - Waiver to Use for Capital												-	-
28	Local Match Capital - 1514 - PA Bond Program												-	-
29	Local Match Capital - 1514 - Discretionary	85,684	5,435	8,089,626	1,759	493	353	1,897	10,001	115,881		8,311,127	8,311,127	-
30	Local Match Capital - 1515 - New Initiatives												-	-
31	Local Match Capital - 1516 - CTC												-	-
32	Local Match Capital - 1516 - Other												-	-
33	Local Match Capital - PTAF												-	-
34	Local Match Capital - All Sources Used for Debt Service												-	-
35	Local Match Capital - ASG/BSG												-	-
36	Local Match Other												-	-
37	Local Contribution												-	-
38	Proceeds from Agency Issued Bonds												-	-
39	Agency Loan Proceeds												-	-
40	Other Financing Transaction Proceeds												-	-
41	Internal Working Capital												-	-
42	Proceeds from Disposition of Assets												-	-
43	Foundations and Non-Profits												-	-
44	Private												-	-
45	Other - Authority Provided												-	-
46	Total Sources of Funds Spent in the Current FY	\$ 13,284,304	\$ 168,524	\$ 40,448,130	\$ 54,552	\$ 15,274	\$ 10,933	\$ 58,808	\$ 310,108	\$ 815,927	\$ 11,123	\$ 55,177,682	\$ 55,177,682	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 13,284,304	\$ 168,524	\$ 40,448,130	\$ 54,552	\$ 15,274	\$ 113,033	\$ 631,162	\$ 310,108	\$ 7,636,295	\$ 7,148,893	\$ 69,810,274	\$ 69,810,274	\$ -
48	Total Granted Sources of Funds Inception to Date	\$ 13,284,304	\$ 168,524	\$ 40,448,130	\$ 54,552	\$ 15,274	\$ 113,033	\$ 631,162	\$ 310,108	\$ 7,636,295	\$ 7,148,893	\$ 69,810,274	\$ 69,810,274	\$ -
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	MAN_SITE_IMP RV	MGMT_CONSUL TING	MS_SHAREPOIN T	MT_LEB_TUN_S EAL	MT_LEBO_TUN_ FAN	MTC_PNR_IMP ROV	MTC_PNR_LOT	N_BRADDOCK_B RDG	NEGLEY_ST_RE NO	NETWORK_WIFI	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 1,700,228	\$ -	\$ 20,600	\$ 2,995,681	\$ 580,855	\$ 12,671	\$ 1,200,834	\$ 471,542	\$ -	\$ -	\$ 6,982,411	\$ 6,982,411	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning												-	-
4	Federal Capital - 5307 - FTA Urban Formula												-	-
5	Federal Capital - 5309 - FTA Fixed Guideway												-	-
6	Federal Capital - 5309 - FTA Bus/Bus Facilities												-	-
7	Federal Capital - 5309 - FTA New/Small Starts												-	-
8	Federal Capital - 5310 - FTA Senior and PWD												-	-
9	Federal Capital - 5311 - FTA Rural												-	-
10	Federal Capital - 5311 - FTA Other												-	-
11	Federal Capital - 5313/5314 - FTA Research & Tech												-	-
12	Federal Capital - 5316 - FTA JARC												-	-
13	Federal Capital - FLEX												-	-
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)												-	-
15	Federal Capital - 5337 - FTA State of Good Repair												-	-
16	State - 1513 - Waiver to Use for Capital												-	-
17	State Capital - 1514 - PA Bond Program												-	-
18	State Capital - 1514 - Discretionary	1,024,002	263,784	613,221	44,743	18,967	75,226	44,170	2,147,993	94,142	18,874	4,345,122	4,345,122	-
19	State Capital - 1515 - New Initiatives												-	-
20	State Capital - 1516 - CTC												-	-
21	State Capital - 1516 - Other												-	-
22	State Capital - 1517 - Capital Improvement Program												-	-
23	State Capital - PTAF												-	-
24	State Capital - All Sources Used for Debt Service												-	-
25	State Capital - ASG/BSG												-	-
26	State Capital - Other												-	-
27	Local Match - 1513 - Waiver to Use for Capital												-	-
28	Local Match Capital - 1514 - PA Bond Program												-	-
29	Local Match Capital - 1514 - Discretionary	34,125	8,791	20,435	1,491	632	2,507	18,592	64,574	3,137	629	154,913	154,913	-
30	Local Match Capital - 1515 - New Initiatives												-	-
31	Local Match Capital - 1516 - CTC												-	-
32	Local Match Capital - 1516 - Other												-	-
33	Local Match Capital - PTAF												-	-
34	Local Match Capital - All Sources Used for Debt Service												-	-
35	Local Match Capital - ASG/BSG												-	-
36	Local Match Other												-	-
37	Local Contribution												-	-
38	Proceeds from Agency Issued Bonds												-	-
39	Agency Loan Proceeds												-	-
40	Other Financing Transaction Proceeds												-	-
41	Internal Working Capital												-	-
42	Proceeds from Disposition of Assets												-	-
43	Foundations and Non-Profits												-	-
44	Private												-	-
45	Other - Authority Provided												-	-
46	Total Sources of Funds Spent in the Current FY	\$ 1,058,127	\$ 272,574	\$ 633,656	\$ 46,234	\$ 19,599	\$ 77,733	\$ 62,761	\$ 2,212,568	\$ 97,280	\$ 19,503	\$ 4,500,035	\$ 4,500,035	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 2,758,354	\$ 272,574	\$ 654,256	\$ 3,041,915	\$ 600,454	\$ 90,404	\$ 1,263,596	\$ 2,684,110	\$ 97,280	\$ 19,503	\$ 11,482,446		
48	Total Granted Sources of Funds Inception to Date	\$ 2,758,354	\$ 272,574	\$ 654,256	\$ 3,041,915	\$ 600,454	\$ 90,404	\$ 1,263,596	\$ 2,684,110	\$ 97,280	\$ 19,503	\$ 11,482,446		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

PORT AUTHORITY OF ALLEGHENY COUNTY

CAPITAL REPORT #1

FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	NEVILLE_RAMP BR	OMRV_REPLAC EMNT	PAINT_BOOTH_ COL	PAVING_IMPR_ SHV	PIT_TWR_HLDG CL	PNR_EXPANS_R OSS	PNR_PAVING_R OSS	POL_TRAIN_DRI LL	PORT_RADIOOS_ POL	POTOMAC_CRO SSNG	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 6,896,792	\$ 19,763	\$ 148,593	\$ 5,915,661	\$ 20,420		\$ 454,329	\$ 375,069	\$ -	\$ 112,594	\$ 13,943,220	\$ 13,943,220	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning													
4	Federal Capital - 5307 - FTA Urban Formula						237,987					237,987	237,987	
5	Federal Capital - 5309 - FTA Fixed Guideway													
6	Federal Capital - 5309 - FTA Bus/Bus Facilities													
7	Federal Capital - 5309 - FTA New/Small Starts													
8	Federal Capital - 5310 - FTA Senior and PWD													
9	Federal Capital - 5311 - FTA Rural													
10	Federal Capital - 5311 - FTA Other								33,331			33,331	33,331	
11	Federal Capital - 5313/5314 - FTA Research & Tech													
12	Federal Capital - 5316 - FTA JARC													
13	Federal Capital - FLEX													
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)													
15	Federal Capital - 5337 - FTA State of Good Repair													
16	State - 1513 - Waiver to Use for Capital													
17	State Capital - 1514 - PA Bond Program													
18	State Capital - 1514 - Discretionary	15,132	6,800	226,116	177,465	126,484	68,960	102,626		129,250	370,159	1,222,992	1,222,992	
19	State Capital - 1515 - New Initiatives													
20	State Capital - 1516 - CTC													
21	State Capital - 1516 - Other													
22	State Capital - 1517 - Capital Improvement Program													
23	State Capital - PTAF													
24	State Capital - All Sources Used for Debt Service													
25	State Capital - ASG/BSG													
26	State Capital - Other													
27	Local Match - 1513 - Waiver to Use for Capital													
28	Local Match Capital - 1514 - PA Bond Program													
29	Local Match Capital - 1514 - Discretionary	439	227	7,535	1,496	4,215	2,298	3,420		4,307	12,335	36,272	36,272	
30	Local Match Capital - 1515 - New Initiatives													
31	Local Match Capital - 1516 - CTC													
32	Local Match Capital - 1516 - Other													
33	Local Match Capital - PTAF													
34	Local Match Capital - All Sources Used for Debt Service													
35	Local Match Capital - ASG/BSG													
36	Local Match Other													
37	Local Contribution													
38	Proceeds from Agency Issued Bonds													
39	Agency Loan Proceeds													
40	Other Financing Transaction Proceeds													
41	Internal Working Capital													
42	Proceeds from Disposition of Assets													
43	Foundations and Non-Profits													
44	Private													
45	Other - Authority Provided													
46	Total Sources of Funds Spent in the Current FY	\$ 15,571	\$ 7,027	\$ 233,651	\$ 178,961	\$ 130,699	\$ 309,246	\$ 106,046	\$ 33,331	\$ 133,557	\$ 382,495	\$ 1,530,583	\$ 1,530,583	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 6,912,363	\$ 26,790	\$ 382,244	\$ 6,094,622	\$ 151,118	\$ 309,246	\$ 560,374	\$ 408,400	\$ 133,557	\$ 495,088	\$ 15,473,803	\$ 15,473,803	\$ -
48	Total Granted Sources of Funds Inception to Date	\$ 6,912,363	\$ 26,790	\$ 382,244	\$ 6,094,622	\$ 151,118	\$ 309,246	\$ 560,374	\$ 408,400	\$ 133,557	\$ 495,088	\$ 15,473,803	\$ 15,473,803	\$ -
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	PS_HCM_UPG_92	PS_UPGRADE_2016	RAIL_CONC_REP_L	RAIL_PROOF_PY_MT	RAIL_REPLC_PR_OG	RAIL_SIMULATR_18	RAVE_PNR	REAL_TIME_SIG_NS	RESTRAIN_RAIL	ROOF_FAN_RPL_18	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 534,882	\$ 4,276,641	\$ 27,473	\$ 2,681,795	\$ 14,229	\$ 543	\$ 17,742	\$ 55,795	\$ 20,869	\$ 162	\$ 7,630,132	\$ 7,630,132	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning												-	-
4	Federal Capital - 5307 - FTA Urban Formula												-	-
5	Federal Capital - 5309 - FTA Fixed Guideway												-	-
6	Federal Capital - 5309 - FTA Bus/Bus Facilities												-	-
7	Federal Capital - 5309 - FTA New/Small Starts												-	-
8	Federal Capital - 5310 - FTA Senior and PWD												-	-
9	Federal Capital - 5311 - FTA Rural												-	-
10	Federal Capital - 5311 - FTA Other												-	-
11	Federal Capital - 5313/5314 - FTA Research & Tech												-	-
12	Federal Capital - 5316 - FTA JARC												-	-
13	Federal Capital - FLEX												-	-
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)												-	-
15	Federal Capital - 5337 - FTA State of Good Repair												-	-
16	State - 1513 - Waiver to Use for Capital												-	-
17	State Capital - 1514 - PA Bond Program												-	-
18	State Capital - 1514 - Discretionary	1,084,213	181,463	255,575	1,384,488	416,756	2,279	2,412	318,269	5,513	311,517	3,962,485	3,962,485	-
19	State Capital - 1515 - New Initiatives												-	-
20	State Capital - 1516 - CTC												-	-
21	State Capital - 1516 - Other												-	-
22	State Capital - 1517 - Capital Improvement Program												-	-
23	State Capital - PTAF												-	-
24	State Capital - All Sources Used for Debt Service												-	-
25	State Capital - ASG/BSG												-	-
26	State Capital - Other												-	-
27	Local Match - 1513 - Waiver to Use for Capital												-	-
28	Local Match Capital - 1514 - PA Bond Program												-	-
29	Local Match Capital - 1514 - Discretionary	36,131	6,047	8,517	46,138	13,888	76	80	10,606	184	10,381	132,049	132,049	-
30	Local Match Capital - 1515 - New Initiatives												-	-
31	Local Match Capital - 1516 - CTC												-	-
32	Local Match Capital - 1516 - Other												-	-
33	Local Match Capital - PTAF												-	-
34	Local Match Capital - All Sources Used for Debt Service												-	-
35	Local Match Capital - ASG/BSG												-	-
36	Local Match Other												-	-
37	Local Contribution												-	-
38	Proceeds from Agency Issued Bonds												-	-
39	Agency Loan Proceeds												-	-
40	Other Financing Transaction Proceeds												-	-
41	Internal Working Capital												-	-
42	Proceeds from Disposition of Assets												-	-
43	Foundations and Non-Profits												-	-
44	Private												-	-
45	Other - Authority Provided												-	-
46	Total Sources of Funds Spent in the Current FY	\$ 1,120,344	\$ 187,510	\$ 264,092	\$ 1,430,625	\$ 430,645	\$ 2,355	\$ 2,493	\$ 328,875	\$ 5,697	\$ 321,898	\$ 4,094,534	\$ 4,094,534	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 1,655,226	\$ 4,464,151	\$ 291,564	\$ 4,112,420	\$ 444,874	\$ 2,898	\$ 20,235	\$ 384,670	\$ 26,566	\$ 322,060	\$ 11,724,666		
48	Total Granted Sources of Funds Inception to Date	\$ 1,655,226	\$ 4,464,151	\$ 291,564	\$ 4,112,420	\$ 444,874	\$ 2,898	\$ 20,235	\$ 384,670	\$ 26,566	\$ 322,060	\$ 11,724,666		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	ROOF_REPL_CO LLR	ROOF_SHJ_BLD GS	RR_CRSSNG_FY 18	S_BSWY_REHAB	S_BSWAY_EVAL	SHELTER_REPLA CE	SHJ_JASPER_ST R	SHJ_SITE_IMPR OV	SHOP_HOIST_R EPL	SHV_PIT_REPAI RS	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ 3,904,500	\$ 446,657	\$ 4,796	\$ 30,392	\$ 15,632	\$ 7,538	\$ -	\$ 19,255	\$ 4,236,335	\$ 77,387	\$ 8,742,492	\$ 8,742,492	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning												-	-
4	Federal Capital - 5307 - FTA Urban Formula												-	-
5	Federal Capital - 5309 - FTA Fixed Guideway												-	-
6	Federal Capital - 5309 - FTA Bus/Bus Facilities												-	-
7	Federal Capital - 5309 - FTA New/Small Starts												-	-
8	Federal Capital - 5310 - FTA Senior and PWD												-	-
9	Federal Capital - 5311 - FTA Rural												-	-
10	Federal Capital - 5311 - FTA Other												-	-
11	Federal Capital - 5313/5314 - FTA Research & Tech												-	-
12	Federal Capital - 5316 - FTA JARC												-	-
13	Federal Capital - FLEX												-	-
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)												-	-
15	Federal Capital - 5337 - FTA State of Good Repair												-	-
16	State - 1513 - Waiver to Use for Capital												-	-
17	State Capital - 1514 - PA Bond Program												-	-
18	State Capital - 1514 - Discretionary	23,754	671,806	171,713	11,141	148,215	176,135	8,966	12,993	917,591	358,299	2,500,613	2,500,613	-
19	State Capital - 1515 - New Initiatives												-	-
20	State Capital - 1516 - CTC												-	-
21	State Capital - 1516 - Other												-	-
22	State Capital - 1517 - Capital Improvement Program												-	-
23	State Capital - PTAF												-	-
24	State Capital - All Sources Used for Debt Service												-	-
25	State Capital - ASG/BSG												-	-
26	State Capital - Other												-	-
27	Local Match - 1513 - Waiver to Use for Capital												-	-
28	Local Match Capital - 1514 - PA Bond Program												-	-
29	Local Match Capital - 1514 - Discretionary	792	22,388	5,722	371	4,939	5,870	299	433	27,831	11,940	80,585	80,585	-
30	Local Match Capital - 1515 - New Initiatives												-	-
31	Local Match Capital - 1516 - CTC												-	-
32	Local Match Capital - 1516 - Other												-	-
33	Local Match Capital - PTAF												-	-
34	Local Match Capital - All Sources Used for Debt Service												-	-
35	Local Match Capital - ASG/BSG												-	-
36	Local Match Other												-	-
37	Local Contribution												-	-
38	Proceeds from Agency Issued Bonds												-	-
39	Agency Loan Proceeds												-	-
40	Other Financing Transaction Proceeds												-	-
41	Internal Working Capital												-	-
42	Proceeds from Disposition of Assets												-	-
43	Foundations and Non-Profits												-	-
44	Private												-	-
45	Other - Authority Provided												-	-
46	Total Sources of Funds Spent in the Current FY	\$ 24,546	\$ 694,194	\$ 177,435	\$ 11,512	\$ 153,154	\$ 182,005	\$ 9,265	\$ 13,426	\$ 945,422	\$ 370,239	\$ 2,581,198	\$ 2,581,198	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 3,929,045	\$ 1,140,852	\$ 182,231	\$ 41,904	\$ 168,786	\$ 189,543	\$ 9,265	\$ 32,681	\$ 5,181,757	\$ 447,626	\$ 11,323,690		
48	Total Granted Sources of Funds Inception to Date	\$ 3,929,045	\$ 1,140,852	\$ 182,231	\$ 41,904	\$ 168,786	\$ 189,543	\$ 9,265	\$ 32,681	\$ 5,181,757	\$ 447,626	\$ 11,323,690		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

(Continued)

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K
1	Capital Project Title:	SHVRC_EXT_TR K	SHVRC_WHEEL_ SYS	ST_ANNE_PNR	STATION_IMP_P RG	STG1_IMPROV_ SIP	STOR_TANK_RE PS	SYS_TRK_RAIL	TAM_PLAN	RDK_WEAR_INS PEC	TRK_WT_RAIL_ GRD	Total Spent	Total Granted Funds	Granted Funds Less Amt Spent
2	Expenditures Through the End of the Prior Fiscal Year	\$ -	\$ -	\$ 5,795	\$ 974,163	\$ 676,015	\$ 72,472	\$ 410,973	\$ 92,551	\$ -	\$ -	\$ 4,056,605	\$ 4,056,605	\$ -
	Sources of Funds for the Current Fiscal Year													
3	Federal Capital - 5303/5304/5305 - FTA Planning												-	-
4	Federal Capital - 5307 - FTA Urban Formula												-	-
5	Federal Capital - 5309 - FTA Fixed Guideway												-	-
6	Federal Capital - 5309 - FTA Bus/Bus Facilities												-	-
7	Federal Capital - 5309 - FTA New/Small Starts												-	-
8	Federal Capital - 5310 - FTA Senior and PWD												-	-
9	Federal Capital - 5311 - FTA Rural												-	-
10	Federal Capital - 5311 - FTA Other												-	-
11	Federal Capital - 5313/5314 - FTA Research & Tech												-	-
12	Federal Capital - 5316 - FTA JARC												-	-
13	Federal Capital - FLEX												-	-
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)												-	-
15	Federal Capital - 5337 - FTA State of Good Repair												-	-
16	State - 1513 - Waiver to Use for Capital												-	-
17	State Capital - 1514 - PA Bond Program												-	-
18	State Capital - 1514 - Discretionary	129,599	9,099	146,797	431,841	199,059	1,696	354,373	176,246	248,521	46,343	1,743,574	1,743,574	-
19	State Capital - 1515 - New Initiatives												-	-
20	State Capital - 1516 - CTC												-	-
21	State Capital - 1516 - Other												-	-
22	State Capital - 1517 - Capital Improvement Program												-	-
23	State Capital - PTAF												-	-
24	State Capital - All Sources Used for Debt Service												-	-
25	State Capital - ASG/BSG												-	-
26	State Capital - Other												-	-
27	Local Match - 1513 - Waiver to Use for Capital												-	-
28	Local Match Capital - 1514 - PA Bond Program												-	-
29	Local Match Capital - 1514 - Discretionary	4,319	303	4,892	14,391	6,634	57	10,805	5,873	8,282	1,544	57,100	57,100	-
30	Local Match Capital - 1515 - New Initiatives												-	-
31	Local Match Capital - 1516 - CTC												-	-
32	Local Match Capital - 1516 - Other												-	-
33	Local Match Capital - PTAF												-	-
34	Local Match Capital - All Sources Used for Debt Service												-	-
35	Local Match Capital - ASG/BSG												-	-
36	Local Match Other												-	-
37	Local Contribution												-	-
38	Proceeds from Agency Issued Bonds												-	-
39	Agency Loan Proceeds												-	-
40	Other Financing Transaction Proceeds												-	-
41	Internal Working Capital												-	-
42	Proceeds from Disposition of Assets												-	-
43	Foundations and Non-Profits												-	-
44	Private												-	-
45	Other - Authority Provided				50,000							50,000	50,000	-
46	Total Sources of Funds Spent in the Current FY	\$ 133,918	\$ 9,402	\$ 151,689	\$ 496,232	\$ 205,692	\$ 1,752	\$ 365,178	\$ 182,120	\$ 256,803	\$ 47,888	\$ 1,850,674	\$ 1,850,674	\$ -
												Grand Total		
47	Total Sources of Funds Spent Inception-to-Date	\$ 133,918	\$ 9,402	\$ 157,484	\$ 1,470,395	\$ 881,707	\$ 74,224	\$ 776,151	\$ 274,671	\$ 256,803	\$ 47,888	\$ 5,907,278		
48	Total Granted Sources of Funds Inception to Date	\$ 133,918	\$ 9,402	\$ 157,484	\$ 1,470,395	\$ 881,707	\$ 74,224	\$ 776,151	\$ 274,671	\$ 256,803	\$ 47,888	\$ 5,907,278		
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

PORT AUTHORITY OF ALLEGHENY COUNTY
CAPITAL REPORT #1
FISCAL YEAR AND INCEPTION-TO-DATE CAPITAL PROJECT SPENDING

1	FY 2019	A	B	C	D	E	F	G	H	I	J	K=SUM (A:J)	L	M=L-K	Grand Totals		
	Capital Project Title:	VACUUM_TR K_PAD	VELTRI_PLUM TWR	WASH_RCK_R OS_CL	WASTEWATER_ WM	WAYFINDING	WD_STPLZ_R EPAIR	WOOD_FIRE_ PANEL					Total Spent	Total Granted Funds	Granted Funds Less Amt Spent	Total Spent	Total Granted Funds
2	Expenditures Through the End of the Prior Fiscal Year	\$ 311,181		\$ 171,554	\$ 46,388	\$ 1,593,060	\$ 106,336	\$ 180,438				\$ 2,408,958	\$ 2,408,958	\$ -	\$ 165,288,284	\$ 165,288,284	\$ -
	Sources of Funds for the Current Fiscal Year																
3	Federal Capital - 5303/5304/5305 - FTA Planning																
4	Federal Capital - 5307 - FTA Urban Formula														427,103	427,103	
5	Federal Capital - 5309 - FTA Fixed Guideway														1,850,704	1,850,704	
6	Federal Capital - 5309 - FTA Bus/Bus Facilities														7,343,647	7,343,647	
7	Federal Capital - 5309 - FTA New/Small Starts																
8	Federal Capital - 5310 - FTA Senior and PWD																
9	Federal Capital - 5311 - FTA Rural																
10	Federal Capital - 5311 - FTA Other														33,331	33,331	
11	Federal Capital - 5313/5314 - FTA Research & Tech																
12	Federal Capital - 5316 - FTA JARC																
13	Federal Capital - FLEX																
14	Federal Capital FHWA Programs (CMAQ, ITS, STP,...)														18,518,037	18,518,037	
15	Federal Capital - 5337 - FTA State of Good Repair														43,066,874	43,066,874	
16	State - 1513 - Waiver to Use for Capital																
17	State Capital - 1514 - PA Bond Program																
18	State Capital - 1514 - Discretionary	84	242,152	459,701	201,524	151,105	181,335	3,718				1,239,620	1,239,620		56,713,278	56,713,278	
19	State Capital - 1515 - New Initiatives																
20	State Capital - 1516 - CTC																
21	State Capital - 1516 - Other																
22	State Capital - 1517 - Capital Improvement Program																
23	State Capital - PTAF																
24	State Capital - All Sources Used for Debt Service																
25	State Capital - ASG/BSG																
26	State Capital - Other																
27	Local Match - 1513 - Waiver to Use for Capital																
28	Local Match Capital - 1514 - PA Bond Program																
29	Local Match Capital - 1514 - Discretionary	3	8,070	15,319	6,716	5,036	6,043	124				41,310	41,310		10,116,473	10,116,473	
30	Local Match Capital - 1515 - New Initiatives																
31	Local Match Capital - 1516 - CTC																
32	Local Match Capital - 1516 - Other																
33	Local Match Capital - PTAF																
34	Local Match Capital - All Sources Used for Debt Service																
35	Local Match Capital - ASG/BSG																
36	Local Match Other																
37	Local Contribution														5,038,384	5,038,384	
38	Proceeds from Agency Issued Bonds																
39	Agency Loan Proceeds																
40	Other Financing Transaction Proceeds																
41	Internal Working Capital																
42	Proceeds from Disposition of Assets																
43	Foundations and Non-Profits																
44	Private																
45	Other - Authority Provided														53,537	53,537	
46	Total Sources of Funds Spent in the Current FY	\$ 87	\$ 250,222	\$ 475,021	\$ 208,240	\$ 156,140	\$ 187,378	\$ 3,842	\$ -	\$ -	\$ -	\$ 1,280,930	\$ 1,280,930	\$ -	\$ 143,161,367	\$ 143,161,367	\$ -
47	Total Sources of Funds Spent Inception-to-Date	\$ 311,267	\$ 250,222	\$ 646,574	\$ 254,628	\$ 1,749,201	\$ 293,715	\$ 184,280	\$ -	\$ -	\$ -	\$ 3,689,888	\$ 3,689,888	\$ -	\$ 308,449,651	\$ 308,449,651	\$ -
48	Total Granted Sources of Funds Inception to Date	\$ 311,267	\$ 250,222	\$ 646,574	\$ 254,628	\$ 1,749,201	\$ 293,715	\$ 184,280	\$ -	\$ -	\$ -	\$ 3,689,888	\$ 3,689,888	\$ -	\$ 308,449,651	\$ 308,449,651	\$ -
49	Granted Sources Less Amount Spent Inception to Date	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

(Continued)

(Concluded)

**CAPITAL REPORT #3
REQUEST TO FINANCE CAPITAL PROJECTS AND FINAL FINANCING DATA**

A	B <u>Request for Approval to Finance Capital Projects</u>	C <u>Final Actual Financing</u>
Transaction Summary Data:		
1 Agency Name		Port Authority of Allegheny County
2 Financing Title		Special Revenue Transportation Bonds, Refunding Series of 2011
3 Amount to be Financed		\$252,845,000
4 Term of Financing		18 Years Issue Date: 03/01/2011 Last Maturity: 03/01/2029
5 Interest Rate Type		Fixed
6 If Variable Interest Rate: Basis for Variability		N/A
7 Average Annual Interest Rate		\$0
8 Average Annual Debt Service		\$22,084,780
9 Cumulative Debt Service		\$397,526,033
Amount of Financing Proceeds to be Used for:		
10 Capital Projects		\$0
11 Loan Fees/Cost of Issuance/Insurance		\$1,711,805
12 Reserve or Contingency Funds		\$0
13 Capitalized Interest		\$0
14 Defeasance/Refunding/Refinancing		\$271,461,800
15 Other Purposes		\$4,571
16 Total Proceeds	\$0.00	\$273,178,177
If This Transaction Refinances/Refunds a Prior Transaction:		
17 Amount of Average Annual Debt Service for Prior Transaction		\$19,749,518
18 Increase (Decrease) in Average Annual Debt Service		\$2,335,261
19 Cumulative Debt Service Planned to be Paid for Prior Transaction		\$355,491,331
20 Increase (Decrease) in Cumulative Debt Service		\$42,034,701
21 Amount Financed from Prior Transaction		\$229,790,000
22 Increase (Decrease) in Amount Financed		\$23,055,000
23 Termination Date of Prior Transaction		\$47,178
24 Termination Date of Current Transaction		\$47,178
Sources of Payment of Debt Service:		
25 Commonwealth PTAF Payments		\$22,084,780
26		
27		
28		
29		
30		
31 Estimated Annual Amount of Total Sources	\$0.00	\$22,084,780