VIA

Annual Comprehensive Financial Report

For the Fiscal Years Ended
September 30, 2021 and 2020

SAN ANTONIO, TEXAS
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San Antonio, Texas

Annual Comprehensive Financial Report

For the Fiscal Years Ended September 30, 2021 and 2020

Prepared by the Fiscal Management Division

Steven J. Lange
Vice President Fiscal Management/CFO

VIA Metropolitan Transit
San Antonio, Texas

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INTRODUCTORY

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March 26, 2022

Citizens of the VIA Metropolitan Transit Service Area:

We are pleased to submit to you the Annual Comprehensive Financial Report (ACFR) of VIA Metropolitan Transit for the fiscal year ended September 30, 2021. The CAFR is prepared annually to satisfy Texas statute and Federal Single Audit Act requirements to have an annual audit of our basic financial statements. The audit is to be performed by an independent certified public accountant or a firm of independent certified public accountants. This report is published and respectfully submitted to fulfill that requirement.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. The internal control is designed to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. We believe the data, as presented, is accurate in all material respects and that it is presented in a manner designed to fairly set forth the financial position and results of operations of VIA in accordance with accounting principles generally accepted in the United States of America (GAAP) for local government units. All disclosures necessary to enable the reader to gain an understanding of VIA's financial affairs have been included.

This report is presented in three parts:

1. The **Introductory Section** includes this letter of transmittal, the 2020 Government Finance Officers Association's Certificate of Achievement for Excellence in Financial Reporting, an organizational chart and a listing of the Board of Trustees.

2. The **Financial Section** presents the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), and the basic financial statements with accompanying notes.

3. The **Statistical Section** provides unaudited financial, economic and other miscellaneous information that is useful for indicating trends for comparative fiscal periods.

VIA's independent auditor, Baker Tilly, has rendered an unmodified opinion on VIA's financial statements for the year ended September 30, 2021. The independent auditor’s report is presented as the first item in the financial section of this report.

Management’s discussion and analysis immediately follows the independent auditor’s report and provides a narrative introduction, overview, and analysis of the basic financial statements. This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it.

Profile of the Government

VIA is a Metropolitan Transit Authority established on March 1, 1978, under the provisions prescribed in Article 1118x, Revised Civil Statutes of Texas (now codified as Ch. 451, Texas Transportation Code) to provide public transportation services for the citizens of Bexar County, which includes the City of San Antonio, Texas. The system's legal name is VIA Metropolitan Transit.

A confirmation election was held in Bexar County in 1977 and voters approved the creation and funding of VIA through a one-half cent sales tax levied in San Antonio and seven other incorporated municipalities. In March of 1978, VIA purchased transit system assets from the City of San Antonio and began operations. Today, VIA’s service area consists of the unincorporated area of Bexar County and 13 municipalities including the City of San Antonio.

On November 2, 2004, the voters of San Antonio approved the creation of an Advanced Transportation District (ATD) for mobility enhancement and advanced transportation. The ATD is authorized to impose sales and use tax of one-fourth of one percent to be allocated 50% to VIA Metropolitan Transit, 25% to the City of San Antonio, and 25% as a local share to be leveraged with state and federal grants (the local share has gone to the Texas Department of Transportation and Bexar County). The funds are used for “advanced transportation” and “mobility enhancement,” which includes items such as transportation services, operations, transportation amenities, equipment, construction, improvements to streets and sidewalks, and, the local share for state and federal grants for ATD-related capital projects, such as improving highways and transportation infrastructure.

On November 3, 2020, the voters of San Antonio approved a measure that will rededicate a 1/8-cent share of local sales tax for public transit, beginning in 2026. This is not a new tax. It reallocates a portion of an existing 1 cent of local sales tax made available for transit use by the Texas legislature. The additional funding will be used to fund VIA’s Keep SA Moving Plan, designed to connect more people to jobs and economic opportunity through improved and expanded VIA services.

VIA is governed by an eleven-member Board of Trustees appointed to staggered two-year terms. Five members are appointed by the San Antonio City Council, three members are appointed by the Bexar County Commissioners and two are named by the Suburban Council of Mayors. The Chair is elected by the VIA Board of Trustees.

The Board determines policy and directs VIA, with the President serving as the Chief Executive Officer. Subject to policy direction from the Board, the President is responsible for daily operations of VIA.

Service

The service area is comprised of approximately 1,210 square miles, almost all of which are in Bexar County. This represents 97% of Bexar County. In FY21, a year in which COVID continued to have a significant impact, VIA transported 20.2 million passengers, provided 2.1 million hours of service over 31.8 million miles, and carried an average of 62,046 passengers on weekdays. In the prior year, VIA transported 28.0 million passengers, provided 2.3 million hours of service over 34.5 million miles, and carried an average of 82,988 passengers on weekdays.

Service is currently available seven days a week, from 4:00 a.m. until 1:00 a.m., with a fleet of 501 buses and 139 Paratransit vans (excluding contract service) maintained by an around-the-clock maintenance department.

Budget

The State of Texas requires that transit authorities, such as VIA Metropolitan Transit, adopt an annual operating budget before the start of a new fiscal year. VIA establishes a budget that is appropriately monitored through the accounting system to ensure effective budgetary control and accountability. It is the responsibility of each division to administer its operation in such a manner as to ensure that the use of funds is consistent with the goals and programs authorized by the Board of Trustees and that the total approved budget is not exceeded. The Board receives and reviews budget performance reports, in a summarized format, at the monthly board meeting.

Local Economy

The Federal Reserve Bank of Dallas, in their February 8, 2022 *San Antonio Economic Indicators* publication, noted that the San Antonio Business-Cycle Index grew 0.7 percent in December after rising 10.2 percent in November. The deceleration in index growth is largely due to December employment declines. In the three months ending in December, San Antonio's labor force expanded an annualized 2.7 percent, slightly above the nation's 2.1 percent gain but below Texas' 3.8 percent increase. The leisure and hospitality sector led growth.

The business-cycle index produced by the Federal Reserve Bank of Dallas is the broadest and most current measure of the local economy. It is a composite index consisting of changes in the unemployment rate, nonagricultural employment, inflation-adjusted wages, and inflation-adjusted retail sales for the metropolitan area.

In September 2021, Moody's Analytics reported that the San Antonio-New Braunfels economy will grow at an above-average pace in the coming year, lifted by homebuilding, distribution, and the revival of the hospitality industry. Moody's Analytics noted that longer term, the metro area's above-normal population gains, low costs of doing business, and relatively high housing affordability should contribute to above-average overall performance.

Long-Term Financial Planning

VIA has a five-year financial and capital plan that is updated annually, as well as a VIA Vision 2040 Long-Range Plan that will be updated every five years. A key purpose of these plans is to guide staff and inform the public and other stakeholders of the means by which community transit needs will be met. The five-year financial projections are developed by analyzing historical data, trends, planned service changes, known revenue and expense factors, and other pertinent information. Some of the key information developed includes five-year schedules of annual: 1) revenues and expenses, 2) cash requirements and cash and investment balances, 3) disposition/replacement of revenue vehicles, 4) proposed expenditures on capital facilities and equipment, 5) projected availability and use of federal transit grants, and 6) projected debt financing.

Relevant Financial Policies

Basis of Accounting
VIA prepares its financial statements using the accrual basis of accounting, treating VIA Metropolitan Transit as an enterprise fund. The financial statements of VIA Metropolitan Transit have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) for local governmental units. The Governmental Accounting Standards Board is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

Cash and Investments
State law permits VIA to invest in: fully secured or fully insured certificates of deposit ("CDs") of state and national banks or savings and loan associations located within the State of Texas; direct obligations of the United States of America and its agencies; obligations of the State of Texas and its municipalities, school districts, or other political subdivisions; and, obligations guaranteed as to both principal and interest by the United States of America. VIA's investment policy conforms to the regulations of the Texas Public Funds Investment Act.

Risk Management
VIA is self-insured and self-administered for public liability and property damage claims. Claims are paid from general operating revenues. Extensive cost containment efforts, such as an aggressive subrogation recovery program and medical invoice audits, are employed to help minimize the cost of these programs.

VIA has fire and extended coverage on scheduled buildings, contents, buses and vans. The purchased coverage is to cover catastrophic losses in excess of the $500,000 deductible carried. Contractors who perform services for VIA are required to carry adequate insurance coverage and to add VIA as an additional insured. These requirements are monitored carefully to protect VIA's insurable interests.

Healthcare costs are a significant expense for VIA, and to limit exposure to large-dollar medical claims, VIA has contracted with a stop-loss insurer. The cap on claims for any one individual per year is $175,000 (this also includes pharmacy claims). VIA does not incur any expense in connection with claims above the cap.

Key Budget Objectives

Focus areas for the FY22 budget are guided by the Keep SA Moving Plan goals and include ongoing employee/rider health and safety initiatives, as well as projects in progress, such as the Scobey Redevelopment, the new Paratransit Operations and Maintenance Facility, system rebalancing, and service delivery improvements to retain and recover ridership.

Dedicated sales tax funding for the Keep SA Moving plan was approved by voters in November 2020 to begin in January 2026. Federal dollars provided in FY20 and FY21 to offset costs created by the pandemic – such as enhanced cleaning costs, personal protective equipment, and farebox losses – allowed us to dedicate existing funding to begin accelerating key elements of the KSAM plan, particularly those that enhance mobility for economic opportunity, provide diverse, high-quality transit options, and improve the customer experience.

In early 2021, we planned for frequency improvements supported by CMAQ funding and an expansion of on-demand service to two new zones: VIA Link in the Northwest Zone and VIA Link *Express* in Sandy Oaks. The two new zones launched in the fall, but a national transit labor shortage that also impacted San Antonio created a delay for frequency improvements until conditions improve.

Looking ahead, VIA will be making a variety of strategic investments to help better meet the transit needs of the community.

- Enhanced revenue vehicle fleet
  - Purchase of 121 new environmentally friendly buses in FY22-26 (113 CNG, 8 electric)
  - Purchase of 65 new paratransit vans (15 in FY22, 50 in FY26)

- Pursue Advanced Rapid Transit funding and begin design
  - Begin Preliminary Engineering and NEPA for N/S Corridor
  - Pursue FTA Capital Investment Grants Program
  - Advanced conceptual plan development for E/W Corridor
    - Corridor schematic development
    - Environmental Fatal Flaw Analysis
    - Ridership Model + Service Plans

- Move Projects into Final Design & Construction

- VIAtrans Operations Center
- Naco Pass Mobility Hub
- Randolph Transit Center
- I-10 Park & Pool
- Alamo Ranch Park & Ride
- Eastside Mobility Hub

- Advance Programming and Conceptual Design
  - Second Maintenance/Operations Facility
  - Site Selection/Acquisition

- Other Planning Initiatives
  - Mobility-on-Demand Expansion
  - Facility Master Planning
  - Update of Long-Range Plan

- Development Initiatives
  - Scobey Complex

For the past several years, VIA has engaged the community in developing a plan to provide the San Antonio region a truly multimodal transit system. VIA has asked for the public to imagine a different VIA, a VIA that offers a greater variety of transportation choices, a VIA that invests in technology and infrastructure to bring transit into the 21st century. Acceleration of the KSAM plan and a budget that helps build on a more mobile future puts us on that path.

Progress on Key Projects Underway

VIA will make significant progress on new facilities and other projects in FY22. Key projects underway are noted in the section below, and the transit technologies included in VIA's Long-Range Comprehensive Transportation Plan will continue to be explored, even as that plan undergoes an update in the coming year.

<u>Paratransit Campus</u> – VIA is currently building a new Paratransit Operations and Maintenance Facility which will allow for the relocation of the VIA's paratransit fleet from our main operations yard. The facility is expected to be completed and be operational in early 2022. The project is the renovation of an existing 100,000 square-foot building on an 11-acre site on the northwest side of San Antonio just outside Loop 410 at 4902 Fredericksburg Road. Once operational, the facility will serve as VIA's dedicated home-base for Paratransit operations and maintenance (174 paratransit vehicles and 73 non-revenue vehicles), as well as support a portion of VIA's Passenger Amenities, Facility Maintenance, and non-revenue vehicle maintenance.

<u>Randolph Transit Center</u> – The reconstruction of the Randolph Park & Ride is currently in final design. The existing facility is located at the interchange of Loop 410 and I-35. A brand-new Transit Center will be constructed on site to replacing this 20-year-old facility. Improvements include new boarding platform and exterior

waiting areas, interior customer lobby and waiting area, restrooms, customer service, real-time arrival information, public art, landscaping, passenger pick up/drop off and overall improved site circulation.

Naco Pass Mobility Hub – The Naco Pass Mobility Hub project is also nearing final design. The location serves three bus routes and is a hub for the northeast VIA Link mobility-on-demand service. This project will modify and improve the on-street passenger amenities for passengers transferring at this location. The project is scheduled to begin construction in the end of 2021 with project completion in early 2022.

I-10 Park & Pool – This project is in the far edge of northwest Bexar County and is in partnership with Alamo College District. Once complete it will provide a parking and a meet-up area for car/vanpool users with direct connection to I-10 HOV lanes. Bus service is planned to be introduced in future years. Design plans are being finalized now with the facility anticipated to be in construction in early 2022, and operational in summer 2022.

Alamo Ranch Park and Ride – VIA has identified the need for Park & Ride in the far-West Side of the service area. The facility will have parking, shelters, and other improvements to ensure sufficient access and circulation for multiple transportation routes. It will include enhanced pedestrian access, lighting, security camera, wi-fi and real-time bus arrival information. Next steps for this project include the start of final design and property selection and acquisition.

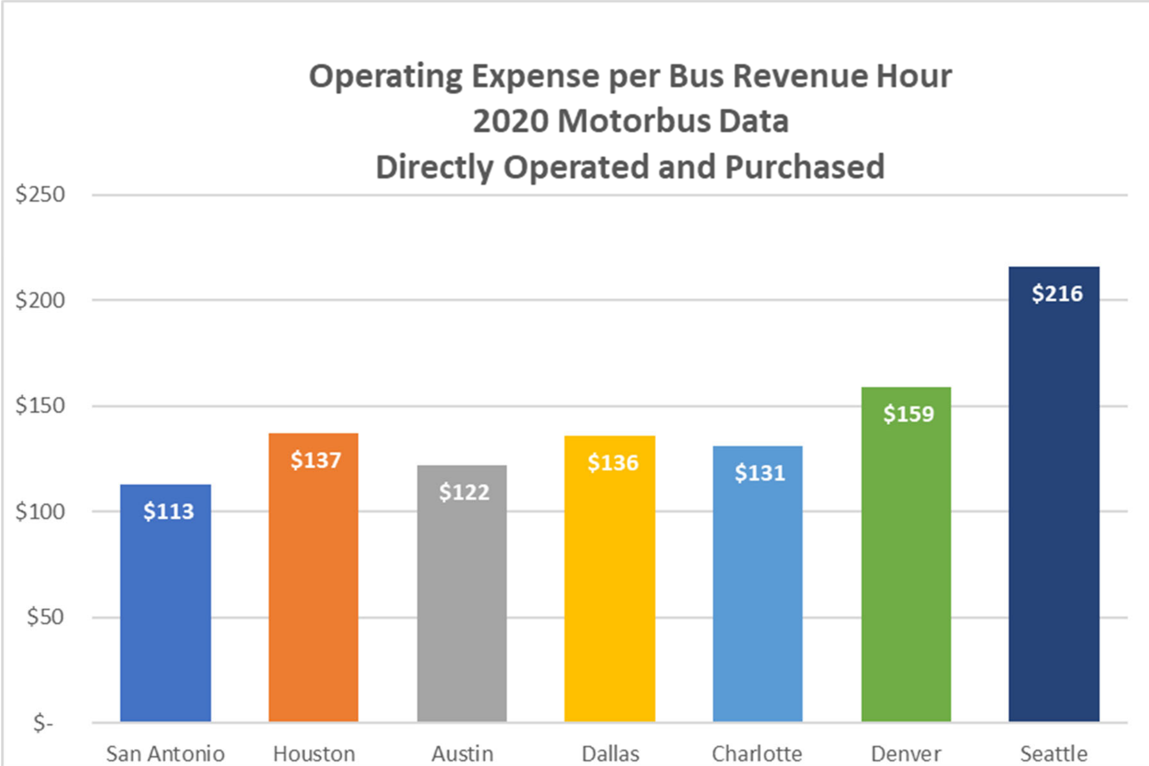
Eastside Mobility Hub - This project includes an off-street layover and transfer area for two eastside routes as well as future VIA link services. Programmatic and operational requirements are being finalized to pursue needed property to support this facility. Design is anticipated to be complete in the spring 2022 with the facility operational in early 2023.

Advanced Rapid Transit (ART) – VIA is currently working to develop and construct a Bus Rapid Transit Project (locally referred to as Advanced Rapid Transit) along the North/South corridor, with capital limits from the San Antonio Airport to Steves via the San Pedro and St. Mary's/Roosevelt Corridors. The project will include dedicated transit lanes, uniquely branded stations, off-board fare collection, transit signal priority, and frequent service. The project was accepted into the Project Development phase of the Federal Transit Administration's Capital Investment Grant program. Concurrently, VIA will continue utilizing Alamo Area Metropolitan Planning Organization funds to continue Advanced Project Definition activities for a second ART line along the East/West corridor, with capital limits from the General McMullen and W. Commerce intersection to the Coca Cola Place and E. Houston intersection via the Commerce, Buena Vista/Dolorosa/Market Corridors.

Second Operations and Maintenance Facility – VIA is beginning the development of a new operations and maintenance facility to address growth constraints and challenges at the current facility as well as prepare VIA for emerging propulsion technologies and VIA's Advanced Rapid Transit system. Over the next fiscal year, sites will be identified for evaluation and selection which will lead to NEPA study prior to the acquisition of land. The facility will be planned for full-build out however it will be broken into several phases of construction to address need over the next 10-15 years. The first phase is expected to open by 2027 and will accommodate a portion of the existing fleet as well as new Advanced Rapid Transit vehicles.

<u>State-of-the-Art Fare Collection System</u> – VIA rolled out a new modern fare payment system in July 2021, with the introduction of VIA goMobile+ and ticketing in Transit app, the most widely used app by transit riders in the United States. The new platform will allow for fare integration with partners and products and will allow for numerous customer-facing improvements in the near term.

In summary, FY22 will be a year of significant progress for VIA, as the vision of a multimodal transit system for the San Antonio region continues to develop, and investments are made in transit system assets and improvements throughout the region. Additionally, VIA remains fiscally sound with Stabilization Fund ("Rainy Day" Fund) and working capital balances at Board policy levels (60 days each).



While VIA is the most efficient system within the peer group of the largest Texas transit agencies, it also receives fewer operating dollars. Houston, Dallas and Austin all have a full one-cent sales tax available to support operations, while VIA has 5/8ths of one cent. In FY20, sales tax revenue for these agencies were the following: Houston (METRO), $764.7M; Dallas (DART), $616.2M; Austin (Cap Metro), $262.4M; and San Antonio (VIA), $194.8M. As VIA grows into a larger system of transit choices, the organization must constantly seek out ways to do even more with less, enabling investment in new and enhanced services.

VIA is in currently in sound financial position, and some noteworthy items that will help ensure VIA's continued fiscal sustainability in the future include:

Additional Sales Tax. San Antonio voters said "yes" to a ballot measure that will rededicate a 1/8-cent share of local sales tax for public transit, beginning in 2026. The funds will be used to fund VIA's Keep SA Moving Plan (KSAM), designed to connect people to jobs and economic opportunity through improved and expanded VIA services. VIA is now working to accelerate certain elements of the KSAM plan and will explore a variety of funding and financing options.

Fixed Route Service Refinements. VIA continues to evaluate opportunities for improvements in service efficiency and effectiveness. VIA evaluates its bus network by analyzing ridership and service levels to ensure it is providing service that meets productivity standards. VIA performs detailed service analysis, using its route performance index, to identify opportunities to match service levels with ridership.

Federal Grant Awards. In addition to building new facilities and introducing new transit services, VIA has pursued federal grants to help modernize the system and expand current services. In the past seven years, VIA has been awarded an average of $17M per year of discretionary grants. Examples of funds awarded include $9.8 million of Volkswagen settlement funds and $3.9 million of Texas Clean Fleet Program funds administered by the Texas Commission on Environmental Quality (TCEQ), $58.6 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for compressed natural gas (CNG) buses and related operating expenses, a $6 million grant for VIA's Paratransit Operations & Maintenance Facility, two FTA no/low emissions grants totaling $3.7M for the purchase of electric buses, and $356,000 in Surface Transportation Block Grant (STBG) funds to plan future mobility hubs for Mobility On Demand (MOD) service.

Revenue Fleet Vehicles – Over the past six years, VIA has replaced more than 80% of its fleet with new CNG buses – approximately 400 new vehicles. Replacing diesel-powered buses with CNG vehicles has resulted in significant fuel savings. VIA will continue to seek grant funding opportunities that can be used to replace additional diesel-powered buses with CNG buses.

Business Process Improvements – VIA is currently working on implementation of a new Enterprise Resource Planning (ERP) System. The new ERP system is expected to result in significantly improved processes and automation.

Cost Reviews – VIA will continue to monitor key cost drivers and seek to take prudent measures to improve financial sustainability. Some of VIA's significant costs include wages, fuel, healthcare, pension and workers compensation. Over the past decade, VIA has taken various actions to control these key costs and has been able to operate very cost efficiently. VIA's exceptional performance in this area is reflected in the above chart showing cost efficiency compared to peer transit agencies.

Awards

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to VIA Metropolitan Transit Authority for its comprehensive annual financial report (CAFR) for the fiscal year ended September 30, 2020. This was the thirty-first consecutive year that VIA Metropolitan Transit has received this award. In order to be awarded a Certificate of Achievement, VIA is required to publish an easily readable and efficiently organized CAFR that satisfies both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. VIA's Fiscal Management Division prepares that report in conformity with the Certificate of Achievement Program requirements and submits it to the GFOA on an annual basis, no later than March 31st of each year.

VIA’s efforts have earned welcome recognition from local, state, and national organizations who have commended the dedication and commitment of VIA employees. Recent commendations include:

Corporate DiversityFIRST Award – Texas Diversity Council (presented to VIA for promotion of diversity, equity, and inclusion)

Rosa Parks Diversity Leadership Award – WTS, San Antonio chapter (for the execution of mobile Wi-Fi during the pandemic)

Employer of the Year – WTS-San Antonio Region (for VIA’s commitment to supporting and developing women in the workforce)

Gerencia con Corazón Award – Alexander Briseño Leadership Development Program (presented to President/CEO Jeffrey C. Arndt for support of the leadership program)

Innovative Transportation Solutions – WTS-San Antonio Region (for the success of the VIA Link service in its first year)

“We Hire Vets” Award – Texas Workforce Commission, Texas Veterans Commission (for efforts to hire veterans of the Armed Forces)

Business Partner of the Year – San Antonio Lighthouse for the Blind and Vision Impaired (for dedication and willingness to improve the ride for Lighthouse employees)

AdWheel Award, First Place Special Event Best Marketing and Communications to Highlight Transit Needs/Funding - American Public Transportation Association (for Keep SA Moving Tele-Town Hall events)

AdWheel Award, First Place Print Media – Best Marketing and Communications to Highlight Transit Needs/Funding - American Public Transportation Association (for Keep SA Moving Summary Brochure)

La Plata Award of Excellence, Crisis Communications – Public Relations Society of America, San Antonio chapter for VIA’s COVID Crisis Communications campaign

La Plata Award of Merit, Integrated Communications – Public Relations Society of America, San Antonio chapter (for VIA’s Keep SA Moving Communications campaign)

El Bronce Award of Merit, Creative Tactics – Public Relations Society of America, San Antonio chapter (for VIA’s Keep SA Moving Tele-Town Hall series)

Best Bus Stop Improvement Award – TransitCenter Foundation (for VIA's cumulative efforts in recent years to improve bus stop amenities)

Gold Certified Recycler – ReWorksSA (for VIA's commitment to waste reduction and recycling)

Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association (GFOA) for our Comprehensive Annual Financial Report for fiscal year 2020.

Certificate of Achievement for Excellence in Financial Reporting from the GFOA for the financial report for VIA's Retirement Plan for fiscal year 2020.

Acknowledgements

The preparation of this report would not have been possible without the efficient and dedicated service of the entire staff of the Fiscal Management division. We would also like to recognize the Administration and Public Engagement Group staff that contributed their time and efforts in preparing this document. Finally, special appreciation is extended to the Board of Trustees for providing the leadership and support necessary to prepare this report.

Sincerely,

Jeffrey C. Arndt	Steven J. Lange
President/CEO	Vice President Fiscal Management/CFO

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

VIA Metropolitan Transit
Texas

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

September 30, 2020

Christopher P. Morrill

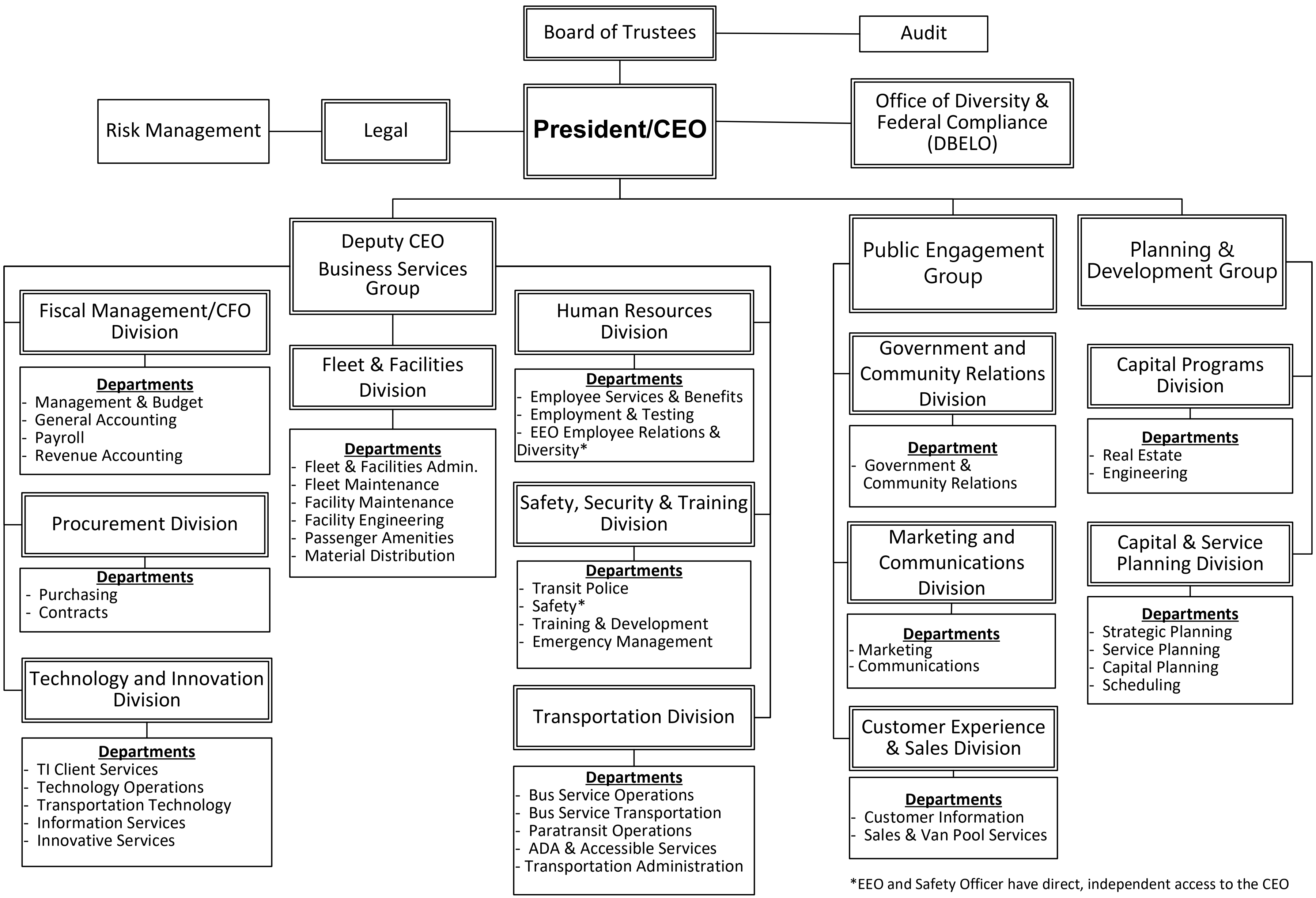
Executive Director/CEO

VIA Metropolitan Transit
Board of Trustees FY2022

Board of Trustees

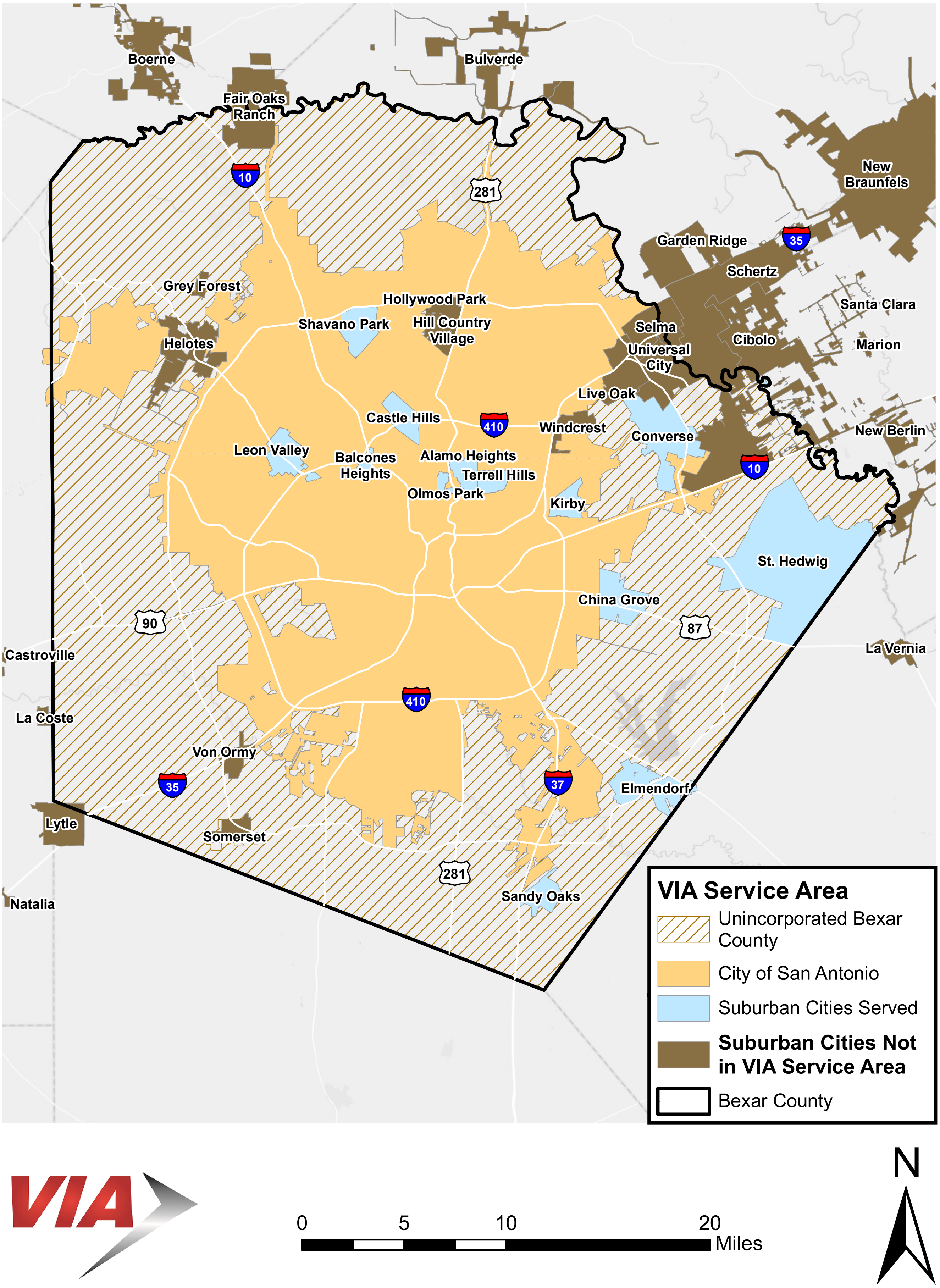
VIA METROPOLITAN TRANSIT ORGANIZATIONAL CHART

October 1, 2020 – September 30, 2021



*EEO and Safety Officer have direct, independent access to the CEO

VIA Service Area



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FINANCIAL

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Independent Auditors’ Report

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Independent Auditors' Report

To the Board of Trustees of
VIA Metropolitan Transit

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities and the fiduciary fund activities of VIA Metropolitan Transit, as of and for the years ended September 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise VIA Metropolitan Transit's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditors' Responsibility

Our responsibility is to express opinions 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 auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control over financial reporting relevant to VIA Metropolitan Transit'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 VIA Metropolitan Transit's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of VIA Metropolitan Transit as of September 30, 2021 and 2020, and the respective changes in financial position and cash flows, where applicable, thereof 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 required supplementary information as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by 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 audits were conducted for the purpose of forming opinions on the financial statements as a whole. The supplemental information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The 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 supplemental information is fairly stated in all material respects in relation to the financial statements as a whole.

Other Information

Our audits were conducted for the purpose of forming opinions on the financial statements as a whole. The introductory and statistical information as identified in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audits of the basic financial statements, and accordingly, we express no opinion or provide any assurance on it.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have issued our report dated March 3, 2022, on our consideration of the VIA Metropolitan Transit'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 VIA Metropolitan Transit’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 VIA Metropolitan Transit’s internal control over financial reporting and compliance.

Baker Tilly US, LLP

Austin, Texas
March 3, 2022

Required Supplementary Information - Unaudited

Management's Discussion and Analysis

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Management's Discussion and Analysis

The following Management's Discussion and Analysis of VIA Metropolitan Transit's ("VIA") activities and financial performance are provided as an introduction to the financial statements for the fiscal year ("FY") ending September 30, 2021 and 2020. Readers are encouraged to consider the information presented here in conjunction with information contained in the financial statements that follow this section.

Financial Highlights

- As of September 30, 2021 and 2020, VIA's total assets and deferred outflows of resources of VIA exceeded total liabilities and deferred inflows of resources by $472.4M and $334.8M respectively. VIA's net investment in capital assets is the largest component of these net position balances, accounting for $235.0M of the current year balance and $232.5M of the prior year balance.

  The net position of VIA increased by $137.6M in FY21 and $64.5M in FY20. The increase in FY21 is primarily due to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and American Recovery Plan (ARP) funds. In FY21, VIA was awarded $61.2M of CRRSAA funds, all of which was booked to revenue in FY21. VIA also was awarded $117.1M of ARP funds in FY21, of which $57.9M was booked to revenue in FY21; the remainder of these funds will be used in FY22 for eligible expenses. VIA recorded $1.9M of contributed capital in FY21 for Coronavirus Aid, Relief and Economic Security Act (CARES Act) funds used for a capital project. In FY20, the increase in net position is due to CARES Act funds that VIA received. VIA recorded $90.4M of CARES Act net revenue in FY20.

- Operating revenues are $13.7M in FY21, down $1.2M from the prior year, and in the prior year, operating revenues decreased by $7.3M. In FY21, the decrease is attributable to lower passenger revenues, as ridership was impacted by COVID throughout the year, compared to a partial year COVID impact in FY20. In FY20, the decrease was due to lower ridership due to COVID and free fares that VIA implemented from March 21, 2020 to May 31, 2020 in response to COVID.

- Net nonoperating revenues/(expenses) are $379.5M , up $64.6M from the prior year. This result is driven by higher federal relief and grant funds, up $43.6M. Federal relief grant revenue (CARES, CRRSAA and ARP funds) is up a net of $28.7M, and other grant revenue is up $14.9M (amounts cited are net of subrecipient amounts). In FY20, nonoperating revenues/expenses were up $71.7M. This result was driven by higher grant revenues, up $76.3M, due to $90.4M of CARES Act funds, which was partially offset by deferral of other grant revenue in order to draw CARES Act funds first.

- VIA's net sales tax revenue, which is the largest component of nonoperating revenue, is $220.3M in FY21 and $194.8M in FY20. In the current year, total sales taxes are $261M, of which $40.7M is for ATD entities other than VIA, and in the prior year, total sales taxes were $230.6M, of which $35.8M was for ATD entities other than VIA. ATD sales taxes returned to the community through the City of San Antonio (CoSA), the Texas Department of Transportation (TxDOT), and Bexar County are used for street improvements and to complete highway projects in the local area more quickly. Bexar County and TxDOT have used ATD funds to accelerate highway projects such as on Loop 1604 and U.S. 281.

- Operating expenses (including depreciation) are $274.9M in FY21, a decrease of $1.7M (0.6%), and in the prior year, operating expenses increased by $5.5M (2.0%). In the current year, expenses are down due to the lower service levels, as COVID impacted the entire year. In the prior year, the largest increase was in pension expense, up $5.9M due mainly to net investment experience amortization differences and higher interest on the liability for the defined benefits plan, and from more employees in the defined contribution plan.

- Total capital/cash reserves and working capital (which equals cash, cash equivalents, and investments) increased by $61.3M in the current year and increased by $82.6M in the prior year. As of September 30, 2021 and 2020, the balances were $303.5M and $242.2M, respectively. The current year increase was driven by $59.1M of federal stimulus fund draws ($58.7M of CRRSAA funds, and $0.4M of CARES Act funds). The prior year increase was driven by $90.1M of CARES Act fund draws, partially offset by $14.7M of adverse cash impacts of COVID – lower sales tax receipts, lower farebox revenue, and higher incremental COVID-related expenses.

- As of September 30, 2021, VIA's stabilization fund and working capital reserve are each at Board policy level, which is to have a balance adequate to cover 60 days of operating expenses. The year-end balance in each reserve is $41.0M. At the end of the prior year, the stabilization fund and working capital reserves were both fully funded also, with balances of $41.0M in each.

- VIA spent $40.7M on capital projects in FY21 and $23.0M in FY20. In FY21, the largest spending item was $22.5M for new revenue vehicles ($17.3M for paratransit vans and $5.2M for buses). In FY20, the largest spending line item was new buses, accounting for $12.1M of capital spending.

Overview of the Financial Statements

The financial statements consist of two parts: Management's Discussion and Analysis prepared by VIA, and the Financial Statements, notes and required supplementary information audited by the external audit firm. VIA uses accounting methods similar to those used by private sector companies. Note 1 in the Financial Statements gives details concerning the use of proprietary fund accounting for governmental entities.

Required Financial Statements

VIA's Statement of Net Position reflects GASB Statement No. 63, which deals with deferred inflows and outflows of resources, and net position; for VIA, this Statement was adopted effective in FY13. The requirements of the statement improve financial reporting by standardizing the presentation of deferred outflows of resources and deferred inflows of resources and their effects on a government's net position. The Statement of Net Position includes all of the assets and liabilities of VIA, and the deferred inflows and outflows of resources. The residual measure has been renamed net position, rather than net assets, consistent with GASB Statement No. 63. The Statement of Net Position provides information about the nature of the resources (assets), obligations to creditors (liabilities), and deferred outflows and inflows. The assets and liabilities are presented in a format that distinguishes between current and long-term categories. Over time, changes in net position may be a useful indicator of whether the financial position of VIA is improving or deteriorating.

The Statements of Revenues, Expenses and Changes in Net Position analyze VIA's operations over the past year and provides comparative information for the previous fiscal year. The statements illustrate VIA's ability to cover operating expenses with revenues received during the same year.

The Statements of Cash Flows are the final required financial statements. These statements provide information on the cash receipts, cash payments, and net changes in cash resulting from operations and investment activities.

The Statements of Fiduciary Net Position and Changes in Fiduciary Net Position present information showing how the fiduciary funds' net position changed during the years presented on an accrual basis.

Notes to Financial Statements provide additional information that is essential to a full understanding of the data provided in the financial statements. These notes can be found in the section following the Statements of Cash Flows.

Financial Analysis

The Basic Financial Statements discussed above report information about VIA's financial activities in a way that helps the reader determine if VIA is better off or worse off as a result of the fiscal year's activities. The statements show the difference between assets and deferred outflows and liabilities and deferred inflows over time and are one way to measure the financial health of the system. Other nonfinancial factors such as changes in economic conditions, population growth, regulations and new or revised government legislation must also be taken into consideration when attempting to assess the financial condition of VIA.

A condensed Statement of Net Position is found below. The statements are condensed. To see more detail, refer to the basic financial statements which follow this section.

Condensed Statements of Net Position Information
(in Millions of Dollars)

	2021	2020	2019
Current assets	$ 390.8	$ 239.3	$ 156.1
Capital assets	380.0	384.8	401.7
Other noncurrent assets	45.6	60.3	53.9
Total assets	$ 816.4	$ 684.4	$ 611.7
Deferred outflows of resources	49.3	49.7	42.7
Total assets and deferred outflows of resources	$ 865.7	$ 734.1	$ 654.4
Current liabilities	$ 52.0	$ 48.4	$ 45.6
Long-term liabilities	328.3	346.9	322.6
Total liabilities	$ 380.3	$ 395.3	$ 368.2
Deferred inflows of resources	13.0	4.0	15.8
Total liabilities and deferred inflows of resources	$ 393.3	$ 399.3	$ 384.0
Net position			
Net investment in capital assets	$ 235.0	$ 232.5	$ 252.7
Restricted	45.5	51.7	55.2
Unrestricted	191.9	50.6	(37.5)
Total net position	$ 472.4	$ 334.8	$ 270.4

Total net position may serve, over time, as a useful indicator of an entity's financial position. At the end of FY21, VIA's net position was $472.4M. A significant portion of VIA's net assets in all years reported is represented by capital assets (revenue vehicles, passenger stations and shelters, service vehicles, land and equipment). These capital assets are used by VIA to provide public transportation services.

Net position increased by $137.6M in FY21. Net investment in capital assets is up $2.4M, restricted net position is down $6.2M, and unrestricted net position is up $141.3M . The increased investment in net assets results from capital spending exceeding depreciation expense. Restricted net position decreased due to spending of bond funds for vehicle purchases, and spending of TxDOT grant funds for eligible projects. Unrestricted net position increased primarily due to federal stimulus grant funds.

In FY20, net position increased by $64.4M, going from a beginning balance of $270.4M to an ending balance of $334.8M. Net investment in capital assets was down $20.2M, restricted net position was down $3.5M, and unrestricted net position was up $88.1M. The decreased investment in net assets resulted from depreciation expense and new debt issued for vans exceeding the purchase of new assets in FY20. Van deliveries were delayed due to COVID-19. Restricted net position was down due to spending of TxDOT grant funds. Unrestricted net position was up due mainly to CARES Act funds received ($90.1M) being greater than the incremental cash impacts of COVID ($14.7M).

Net capital assets decreased by $4.8M in FY21, going from $384.8M to $380M. This resulted from asset acquisitions of $40.7M, depreciation of $40.2M, and net deletions of $5.3M.

In FY20, net capital assets decreased by $16.9M, going from $401.7M to $384.8M. This resulted from asset acquisitions of $23.0M, depreciation of $39.9M, and no net deletions (the net book value of deletions was zero).

Revenues, Expenses and Changes in Net Position Information

Condensed information on revenues, expenses, and changes in net position information provide additional information on the changes in VIA's financial position and is presented below:

Revenues, Expenses and Changes in Net Position
(in Millions of Dollars)

	2021	2020	2019
Operating revenues:			
Passenger revenues	$ 11.4	$ 13.0	$ 20.2
Bus advertising and other	2.3	1.9	2.0
Total operating revenues	13.7	14.9	22.2
Operating expenses:			
Line service	189.2	188.5	179.9
Line disaster relief	0.5	0.0	0.0
Robert Thompson Terminal	0.0	0.3	0.7
Other special events	0.1	0.1	0.5
VIAtrans	37.3	39.8	45.6
VIAtrans disaster relief	0.7	0.0	0.0
VIA Link	1.2	1.0	0.4
Vanpool	0.3	0.7	0.6
Promotional service	0.1	0.0	0.1
Business development and planning	6.5	6.3	6.5
Real estate development	0.0	0.0	0.0
Depreciation	39.0	39.9	36.7
Total operating expenses	274.9	276.6	271.0
Operating loss	(261.2)	(261.7)	(248.8)
Nonoperating revenues (expenses):			
Sales taxes	261.0	230.6	232.5
CARES Act revenue - VIA	0.0	90.4	0.0
CRRSAA revenue - VIA	61.2	0.0	0.0
ARP revenue - VIA	57.9	0.0	0.0
CARES, CRRSAA, ARP - pass-through	1.1	0.3	0.0
CARES, CRRSAA, ARP - pass-through remitted to subrecipients	(1.1)	(0.3)	0.0
Grants revenue - VIA	40.7	25.8	39.3
Grants revenue - pass-through	0.9	1.3	2.1
Less pass-though funds remitted to subrecipients	(0.9)	(1.3)	(2.1)
Investment income/(loss)	0.0	2.9	4.0
CoSA intergovernmental revenue	10.0	7.0	10.0
Intergovernmental expense	0.0	(0.6)	0.0
Bond interest and issuance costs	(4.0)	(5.4)	(5.5)
Gain/(loss) on sale of assets	(6.6)	0.0	(0.9)
Less amounts remitted to CoSA and Bexar County	(40.7)	(35.8)	(36.2)
Total nonoperating revenues/(expenses)	379.5	314.9	243.2
Loss before capital contributions	118.3	53.2	(5.6)
Capital contributions	19.3	11.2	(0.2)
Change in net position	137.6	64.4	(5.8)
Net position at beginning of year	334.8	270.4	276.2
Net position at end of year	$ 472.4	$ 334.8	$ 270.4

As shown on the statement of Revenues, Expenses and Changes in net position, VIA's net position increased by $137.6M in FY21. Capital contributions, which include grant funds received from the Federal Transit Administration (FTA) for capital projects, were $19.2M.

In FY20, VIA's net position increased by $64.5M. Capital contributions were $11.2M.

Operating Revenues

In FY21, operating revenues are $13.7M, down $1.2M (8.0%) from the prior year. This result is due to lower ridership during the entire year from the COVID Pandemic, compared to a partial year COVID impact in FY20.

In FY20, operating revenues were $14.9M, down $7.3M (32.9%) from the prior year. This result is due to the impact of the COVID Pandemic, which resulted in ridership reductions of approximately 50% compared to normal levels, beginning in March 2020.

Net Nonoperating Revenues/(Expenses)

In FY21, VIA's net nonoperating revenues/(expenses) increased by $64.5M (20.5%). Grant revenue is up $43.6M, with federal stimulus grant funds up $28.7M and other grant funds up $14.9M. Sales taxes are up $25.5M, increasing from $194.8M in FY20 to $220.3M in FY21 (figures cited here are net of remittances to CoSA and Bexar County).

In FY20, VIA's net nonoperating revenues/(expenses) increased by $71.9M (29.6%). Grant revenue was up $76.9M, due mainly to the receipts of CARES Act grant funds, partially offset by the deferral of other grant funds in order to use CARES Act grant funds first. Intergovernmental revenue was down $3.0M, and sales tax revenue was down $1.5M, with both of these items impacted by COVID.

Operating Expenses

In FY21, operating expense are $274.9M, a decrease of $1.7M (0.6%). The largest decrease is in pension expense, down $4.9M due mainly to the prorated portion of an unfavorable FY16 investment performance difference that became fully recognized as of the end of FY20 (actual returns were lower than the 7.25% actuarial estimate). The next largest decreases are the following: wages, down $2.3M; advertising, down $2.1M; and purchased transportation, down $1.3M. Wages are down due to vacancies, advertising is down since FY20 included spending relating to the November sales tax ballot initiative, and purchased transportation is down due to lower demand due to COVID. These decreases were partially offset by items such as higher fuel costs (+$4.7M), higher contract maintenance expenses (+$2.1M) and higher OPEB expense (+$1.1M). The higher OPEB expense resulted primarily from higher interest on the OPEB liability, which increased due to higher costs.

In FY20, operating expense were $276.5M, an increase of $5.5M (2.0%). The largest increase is in pension expense, up $5.9M due mainly to net investment experience amortization differences and higher interest on the liability for the defined benefits plan, and from more employees in the defined contribution plan.

Long-Term Debt

In FY21, to take advantage of lower interest rates, VIA issued $28,940,000 of Fare Revenue and Refunding Bonds, Taxable Series 2020, on December 29, 2020. On that same date, the ATD issued $23,790,000 of Sales Tax Revenue Refunding Bonds. The net present value savings were $6.08 million ($3.71 million for the VIA bonds, and $2.37M for the ATD bonds). VIA has six public bond issues outstanding as of the end of FY21; the dates of issuance are 2013, 2014, 2017, 2020, and 2021 (2 issuances in 2021).

In FY20, VIA issued $11.0M of Contractual Obligation Bonds via private placement. The bonds are being used to help finance the purchase of 139 paratransit vans. The term of the bonds is five years.

Additional information on VIA's debt can be found in note 12 of VIA's financial statements.

Capital Assets

At the end of FY21, VIA has $380M in net capital assets, a decrease of $4.8M from the prior fiscal year-end balance of $384.8M. The $4.8M net decrease resulted from the following: fixed assets before depreciation and construction in progress ("CIP") decreased by $32.2M (from $712.8M to $680.6M); accumulated depreciation decreased by $26M (from $382.2M to $356.2M); and construction in progress increased by $1.4M (from $54.2M to $55.6M). VIA's investment in capital assets includes land, buildings, revenue vehicles, service vehicles, communications technology, information technology, maintenance equipment and other miscellaneous equipment. The assets have been purchased with federal and local funds.

The $32.2M decrease in fixed assets value before depreciation and construction in progress reflects the net of approximately $25.0M in transfers from CIP, $14.3M in asset additions, and $71.6M in asset disposals. The asset category accounting for the largest balance change is buildings and shelters, which decreased by $35.2M, of which $32.8M is attributable to removing old joint venture assets from VIA's books (which were completely depreciated). The next largest change is in revenue vehicles, which increased by $9.4M due to the purchase of vans.

CIP increased by $1.4M, with CIP additions of $26.4M and transfers out of $25M (transfers to fixed assets). Buildings and shelters are up $12.5M, revenue and service vehicles are down $11.6M, and equipment is up $0.5M.

At the end of FY20, VIA had $384.8M in net capital assets, a decrease of $16.9M from the prior fiscal year-end balance of $401.7M. The $16.9M net change resulted from the following: fixed assets before depreciation and construction in progress ("CIP") increased by $32.8M (to a balance of $712.8M); accumulated depreciation increased by $39.8M (to a balance of $382.2M); and construction in progress decreased by $9.9M (to a balance of $54.2M).

Readers of this document that desire a more detailed overview of capital asst activity should refer to the notes to the financial statements section of this report. note 1.G defines the accounting policies related to capital assets and note 6 gives details of the components of capital asset categories.

Capital Assets
(in Millions of Dollars)

		2021		2020		2019
Land	$	33.5	$	33.5	$	33.3
Buildings and shelters		270.4		305.6		280.4
Revenue vehicles		309.8		300.1		299.9
Service vehicles		7.0		7.3		6.0
Equipment		59.9		66.3		60.4
Subtotal		680.6		712.8		680.0
Less accumulated depreciation and allowance for capital projects		356.2		382.2		342.4
Net capital assets before construction in progress		324.4		330.6		337.6
Construction in progress:						
Buildings and improvements		48.0		35.6		55.4
Revenue and service vehicles		0.4		12.0		0.2
Equipment		7.2		6.6		8.5
Total constuction in progress		55.6		54.2		64.1
Net capital assets	$	380.0	$	384.8	$	401.7

Economic Factors and Outlook for Fiscal Year 2022

Economic factors and the outlook for FY22 will again be impacted by the continuing COVID Pandemic. VIA's ridership has been down due to COVID, and VIA will continue to work on retaining and recovering ridership. The local economy has been generally strong, and VIA having solid results for sales tax revenue.

Economic Factors

VIA has been affected by changes in the economic activity and conditions of VIA's service area. Farebox revenue continues to be below historical averages, as ridership continues to be down due to COVID. Sales tax revenue was down about 1% in FY20, but grew by 13% in FY21. Incremental costs of COVID have included COVID sick pay, Emergency Family and Medical Leave Expansion Act, personal protective equipment (PPE), contract cleaning, materials and supplies. The full extent of the ongoing impact of COVID-19 on VIA's operational and financial performance will depend on future developments, many of which are outside of VIA's control, including the effectiveness of mitigation strategies, the duration and spread of COVID-19, and future governmental actions, all of which are highly uncertain and cannot be accurately predicted. Regarding mitigation strategies, VIA has instituted extensive safety precautions, including the daily cleaning and disinfecting of buses, vans and facilities, and placing protocols in place to limit infections and to promote social distancing. In addition, the vast majority of VIA's workforce is telecommuting and the vast majority of meetings are held virtually.

VIA's financial results are significantly impacted by sales taxes, since this is VIA's largest source of revenue (accounting for 55% of revenue in FY21, a year in which the sales tax mix percentage was watered down a bit due to federal stimulus funds). VIA's budgeted FY22 sales tax revenue is 4% higher than forecasted FY21 sales taxes, and essentially flat with actual FY21 sales taxes (a 3/100 of 1% decrease). Actual results for 2021 came in higher than forecast, with receipts over the last half of the year exceeding the same period in the prior year by more than 20%.

According to Moody's Analytics, in a May 2021 analysis, the San Antonio-New Braunfels economy will rebound at an above-average pace over the coming year, lifted by homebuilding, distribution, and the revival of the hospitality industry. They note that longer term, the metro area's above-average population gains, low costs of doing business, and relatively high housing affordability should contribute to above-average overall performance.

FY22 Initiatives

VIA's FY22 Budget prioritizes strategies to retain and recover ridership as we begin to move on from the worst of the pandemic's social and economic impacts. The budget focuses on retaining and returning ridership as San Antonio recovers from COVID-19. There will be a focus on employee/rider health and safety, continuing development projects such as the Scobey Redevelopment, completing the new Paratransit Facility, rebalancing the VIA System, and improving service delivery – a focus on service quality and the customer experience.

The budget supports plans to accelerate the "Keep San Antonio Moving" (KSAM) plan, aided by an infusion of federal dollars designed to offset costs associated with COVID. Key goals of the KSAM acceleration plan include:

- Building a Better Bus System through improvements to our core transit network.
- Expanding innovative programs like mobility on demand and contactless boarding options.
- Planning for an Advanced Rapid Transit (ART) system to run high-occupancy, high-frequency vehicles in transit-only lanes.

The KSAM Plan was endorsed by more than two-thirds of voters in the Advanced Transportation District who approved Proposition A in November 2020, to advance transit improvements in the region through reallocation of a 1/8-cent local sales tax. The dedicated share of taxes will transfer to the Advanced Transportation District (ATD) starting on January 1, 2026.

VIA's approved operating budget for FY22 is $259.4M. In FY22, VIA's services levels are slightly higher than in FY21, reflecting VIA's anticipated ridership recovery and expansion of VIA Link service. CMAQ funding will also be used to improve service frequency. Demand is expected to continue at lower than historical levels in FY22 due to the continued impact of COVID-19.

For VIA's VIA Link service – a mobility-on-demand service that was first offered in FY19 – ridership in the Northeast zone nearly doubled when app-based VIA Link service was launched in summer 2019. At least eight more on-demand areas are in the plan, beginning with two that opened in late 2021 to serve the Northwest Zone and Sandy Oaks.

VIA will continue its focus on implementing strategic technology programs to better meet the needs of our customers and to improve system operations. For example, VIA recently implemented the goMobile+ app with a new cash-loading option that enhances the usability of VIA goMobile+ for customers who do not have a credit card or bank account, or who prefer to pay with cash rather than through an online transaction. The app also offers the ability to do integrations with mobility partners to better serve the multi-modal needs of the San Antonio region. Also, VIA is investigating wayfinding technology that will help blind and low-vision riders find bus stops and learn of arrival times.

VIA's approved Five-Year Capital Plan of $586.8M includes a variety of strategic investments that will be made to help better meet the transit needs of the community. KSAM projects account for $393.4M (67%) of the five-year capital spending plan. These projects include an Advanced Rapid Transit (ART) North-South Corridor project and a second Operations & Maintenance Facility. VIA will pursue ART funding and will begin design work. VIA plans to begin preliminary engineering and NEPA for the North-South corridor, and pursue the FTA's Capital Investment Grants Program. VIA will also continue advance project definition for the East-West Corridor through MPO funding, to include corridor schematic development, environmental fatal flow analysis, and development of ridership models and service plans. Advance programming and conceptual design will take place for the second Operations & Maintenance Facility, along with site selection and acquisition.

Planned capital projects also include the purchase of 121 new environmentally friendly buses in FY22-26 (113 CNG, 8 electric), and purchase of 65 new paratransit vans (15 in FY22, 50 in FY26). Building/rehabilitation of facilities projects include completing a new paratransit campus VIA that will become operational in 2022. Projects which will move into final design and construction include Naco Pass Mobility Hub, Randolph Transit Center, I-10 Park & Pool, Alamo Ranch Park & Ride, and Eastside Mobility Hub.

FY22 will be a year of significant progress for VIA, as the vision of a multimodal transit system for the San Antonio region continues to develop, and investments are made in transit system assets and improvements throughout the region. VIA is in sound financial position as of the end of FY21, with the Stabilization Fund ("Rainy Day" Fund) and working capital both at the Board policy level of 60 days. Projections over the next five years show that VIA will remain in sound financial condition as the agency continues to make investments to improve the transportation system in San Antonio. Longer term, with the recent approval of an additional 1/8-cent funding for transit beginning in January 2026, the agency will be able to make significant additional improvements to San Antonio's transportation system that were not previously possible due to limited funding.

Requests for Information

This financial report is designed to provide our patrons and other interested parties with a general overview of the financial condition of VIA. If you have questions about this report or need additional financial information, please contact VIA's Public Affairs Division at (210) 362-2370.

Basic Financial Statements

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VIA Metropolitan Transit

San Antonio, Texas

September 30, 2021 and 2020

Statements of Net Position

	2021	2020
Assets		
Current assets:		
Cash and cash equivalents	$ 236,675,716	$ 159,398,851
Investments	18,554,990	19,002,830
Accounts receivable:		
Federal government	73,782,455	9,381,778
State of Texas - sales taxes	46,610,690	39,452,978
Interest	38,588	38,588
Other, net	5,985,137	2,956,865
Inventory	6,435,404	5,538,225
Prepaid expenses and other current assets	36,728	30,231
Restricted assets:		
Restricted cash - debt service	2,701,667	3,495,972
Total current assets	390,821,375	239,296,318
Noncurrent assets:		
Restricted cash - TxDOT grant	40,772,639	46,454,795
Restricted cash - bond reserve fund	2,927,724	2,927,724
Restricted cash - construction account	1,845,296	10,884,050
Capital assets:		
Land	33,514,806	33,522,689
Buildings and shelters	270,374,054	305,654,219
Revenue vehicles	309,749,328	300,100,336
Service vehicles	6,982,942	7,256,181
Equipment	59,935,911	66,300,892
Total capital assets	680,557,041	712,834,317
Less accumulated depreciation	356,176,635	382,267,173
Construction in progress	55,627,376	54,239,577
Net capital assets	380,007,782	384,806,721
Total noncurrent assets	425,553,441	445,073,290
Total assets	816,374,816	684,369,608
Deferred outflows of resources		
Pension	23,760,328	29,072,018
Postemployment benefits other than pension	19,723,755	20,638,897
Loss on advance refunding	5,853,152	-
Total deferred outflows of resources	49,337,235	49,710,915
Total assets and deferred outflows of resources	$ 865,712,051	$ 734,080,523

VIA Metropolitan Transit

San Antonio, Texas

September 30, 2021 and 2020

	2021	2020
Liabilities		
Current liabilities:		
Accounts payable	$ 15,167,702	$ 11,867,493
Payable to CoSA and Bexar County	7,249,106	6,160,584
Retainage payable	187,624	138,733
Accrued liabilities	8,306,743	7,100,178
Unearned revenue	2,692,859	2,554,539
Claims payable	8,392,075	7,950,698
Current liabilities payable from unrestricted assets	41,996,109	35,772,225
Current liabilities payable from restricted assets:		
Interest payable	933,315	1,218,658
Bonds payable	9,090,000	11,365,000
Total current liabilities	52,019,424	48,355,883
Noncurrent liabilities:		
Net pension liability	140,378,084	153,195,303
Net other postemployment benefits (OPEB) liability	49,030,735	49,928,746
Long-term liabilities	138,916,604	143,756,414
Total noncurrent liabilities	328,325,423	346,880,463
Total liabilities	380,344,847	395,236,346
Deferred inflows of resources		
Pension	10,397,875	4,003,177
Postemployment benefits other than pension	2,574,492	-
Total deferred inflows of resources	12,972,367	4,003,177
Total liabilities and deferred inflows of resources	393,317,214	399,239,523
Net position		
Net investment in capital assets	234,999,531	232,554,048
Restricted debt service	1,768,352	2,277,314
Restricted TXDOT grant	40,772,639	46,454,795
Restricted bond reserve fund	2,927,724	2,927,724
Unrestricted	191,926,591	50,627,119
Total net position	472,394,837	334,841,000
Total liabilities, deferred inflows and net position	$ 865,712,051	$ 734,080,523

The accompanying notes are an integral part of these statements.

VIA Metropolitan Transit

San Antonio, Texas

September 30, 2021 and 2020

Statements of Revenues, Expenses, and Changes in Net Position

	For Fiscal Year Ended 2021	2020
Operating revenues:		
Line service	$ 10,291,078	$ 11,740,521
Robert Thompson Terminal	2,734	28,569
Other special events	10,336	15,897
VIAtrans	1,091,265	1,175,591
VIA Link	14,977	28,171
Bus advertising	1,560,834	1,313,119
Ellis Alley Park and Ride	57,650	4,839
Real estate development	337,694	269,407
Miscellaneous	353,757	334,719
Total operating revenues	13,720,325	14,910,833
Operating expenses:		
Line service	189,210,027	188,445,007
Disaster relief	1,201,474	13,660
Robert Thompson Terminal	47,361	305,276
Other special events	61,046	131,703
Promotional service	63,503	25,597
VIAtrans	37,339,063	39,832,398
VIA Link	1,235,930	995,067
Vanpool	317,660	641,848
Real estate development	954	892
Business development and planning	6,476,916	6,305,032
Total operating expenses before depreciation	235,953,934	236,696,480
Depreciation on capital assets:		
Acquired with VIA equity	21,357,370	20,846,968
Acquired with grants	17,622,542	19,037,918
Total operating expenses after depreciation	274,933,846	276,581,366
Operating loss	(261,213,521)	(261,670,533)
Nonoperating revenues (expenses):		
Sales taxes	260,964,006	230,619,498
City of San Antonio intergovernmental agreement	10,000,000	7,000,000
CARES Act	673,572	90,724,045
CARES Act subrecipient disbursement	(673,572)	(286,428)
CRRSA Act	61,657,500	-
CRRSA Act subrecipient disbursement	(432,635)	-
ARP Act	57,918,494	-
Grants revenue - VIA	40,663,346	25,794,461
Grants revenue - pass-through	854,150	1,282,599
Investment income (loss)	(7,150)	2,919,432
Bond interest and issuance costs	(4,028,879)	(5,429,955)
Gain (loss) on sale of assets	(6,494,550)	4,412
Less pass-through funds remitted to subrecipients	(854,150)	(1,282,599)
Less local assistance program	-	(568,301)
Less amounts remitted to CoSA and Bexar County	(40,711,427)	(35,790,181)
Total nonoperating revenues (expenses) - net	379,528,705	314,986,983
Gain before capital contributions	118,315,184	53,316,450
Capital contributions	19,238,653	11,160,467
Change in net position	137,553,837	64,476,917
Net position at beginning of year	334,841,000	270,364,083
Net position at end of year	$ 472,394,837	$ 334,841,000

The accompanying notes are an integral part of these statements.

Statements of Cash Flows

	For Fiscal Year Ended 2021	2020
Cash flows from operating activities		
Cash received from customers	$ 13,512,708	$ 15,226,712
Cash payments to vendors for goods and services	(62,186,450)	(56,906,576)
Cash payments for employee services, including salaried fringe benefits	(173,416,735)	(172,337,412)
Net cash provided by (used in) operating activities	(222,090,477)	(214,017,276)
Cash flows from noncapital financing activities		
Sales taxes	253,806,673	230,012,619
Grants revenue received	98,148,293	110,112,747
Payments to TxDOT, CoSA and Bexar County	(39,622,905)	(35,684,506)
CoSA interlocal agreement	10,000,000	7,000,000
Local assistance payments	-	(468,215)
Net cash provided by (used in) noncapital financing activities	322,332,061	310,972,645
Cash flows from capital and related financing activities		
Proceeds from capital grants	16,440,488	11,268,809
Proceeds from bond issuance	-	10,875,500
Principal payments on bonds	(12,550,000)	(6,390,000)
Premium, interest and financing fees	(4,861,794)	(6,678,767)
Proceeds from sale of assets	55,209	-
Purchase of capital assets	(38,004,528)	(26,386,072)
Net cash provided by (used in) capital and related financing activities	(38,920,625)	(17,310,530)
Cash flows from investing activities		
Sale of investment securities	-	135,172,210
Purchase of investment securities	-	(95,520,864)
Interest earnings	440,691	2,306,872
Net cash provided by (used in) investing activities	440,691	41,958,218
Net increase (decrease) in cash and cash equivalents	61,761,650	121,603,057
Cash and cash equivalents at beginning of year	223,161,392	101,558,335
Cash and cash equivalents at end of year	$ 284,923,042	$ 223,161,392
Reconciliation of operating loss to net cash provided by (used in) operating activities		
Operating loss	$ (261,213,521)	$ (261,670,533)
Adjustments to reconcile operating loss to net cash provided (used in) operating activities:		
Depreciation on capital assets:		
Acquired with VIA equity	21,357,370	20,846,968
Acquired with grants	17,622,542	19,037,918
Changes in assets, deferred outflow, liabilities and deferred inflows:		
Decrease (increase) in accounts receivable	(3,133,877)	88,881
Decrease (increase) in inventory	(897,054)	(722,461)
Decrease (increase) in prepaid expenses and other current assets	98,983	149,435
Decrease (increase) in pension related deferrals and benefits	5,311,690	7,560,015
Decrease (increase) in other postemployment related deferrals and benefits	915,142	(11,702,248)
(Decrease) increase in accounts payable	2,013,126	996,816
(Decrease) increase in accrued liabilities	(4,164,878)	11,397,933
Net cash provided by (used in) operating activities	$ (222,090,477)	$ (214,017,276)
Reconciliation of cash and cash equivalents per statements of cash flows to the statements of net position		
Cash and cash equivalents at end of year:		
Unrestricted	$ 236,675,716	$ 159,398,851
Restricted - mandated purpose	48,247,326	63,762,541
Total cash and cash equivalents	$ 284,923,042	$ 223,161,392
Noncash investing and financing activities		
Change in fair value of investments reported as cash equivalents	$ (447,840)	$ (749,050)
Bond proceeds used in refunded debt	52,730,000	-
Bonds refunded	(44,575,000)	-
Amortization on premium, discount and loss	2,501,838	-
Loss on advance refunding	(6,142,912)	-
Issuance cost paid with bond proceeds	(735,020)	-

The accompanying notes are an integral part of these statements.

Statements of Fiduciary Net Position

	2021	2020
Assets		
Cash and cash equivalents	$ 22,493,074	$ 9,266,440
Receivables:		
Contributions:		
Employee	733,093	337,251
Employer	2,375,530	1,195,512
Accrued interest and other dividends	16,321	16,376
Investment trades pending receivable	521,425	28,370
Total receivables	3,646,369	1,577,509
Investments:		
Corporate bonds and other	19,300,693	19,394,505
United States government and agency	14,099,608	13,913,604
Common stock	157,468,905	131,729,046
Pooled common stock fund	21,964,736	18,335,179
Pooled international fund	83,482,021	64,704,850
Pooled fixed income	55,753,308	53,751,504
Pooled real estate	36,656,202	31,914,628
Total investments	388,725,473	333,743,316
Total assets	414,864,916	344,587,265
Liabilities		
Accounts payable	5,662,482	2,802,169
Investment trades pending payable	1,723,127	67,616
Total liabilities	7,385,609	2,869,785
Net position held in trust for retiree benefits: restricted	$ 407,479,307	$ 341,717,480

The accompanying notes are an integral part of these statements.

VIA Metropolitan Transit
San Antonio, Texas
September 30, 2021 and 2020

Statements of Changes in Fiduciary Net Position

	For Fiscal Year Ended	
	2021	**2020**
Additions:		
Contributions:		
Employee	$ 3,824,273	$ 4,101,795
Employer	19,183,745	17,659,736
Total contributions	23,008,018	21,761,531
Investment income (loss):		
Interest and dividend income	2,503,553	2,539,652
Net appreciation in fair value of investments	74,610,272	33,000,467
Investment expenses	(1,855,550)	(1,337,106)
Total investment income	75,258,275	34,203,013
Total additions -- net	98,266,293	55,964,544
Deductions:		
Benefit payments	32,327,029	26,997,977
Administrative expenses	177,437	155,016
Total deductions	32,504,466	27,152,993
Change in net position	65,761,827	28,811,551
Net position held in trust for retiree benefits: restricted, at beginning of year	341,717,480	312,905,929
Net position held in trust for retiree benefits: restricted, at end of year	$ 407,479,307	$ 341,717,480

The accompanying notes are an integral part of these statements.

Notes to the Financial Statements

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Note 1 – Summary of Significant Accounting Policies

The financial statements of VIA Metropolitan Transit (VIA) have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) for local governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of VIA's accounting policies are described below.

A. <u>Reporting Entity</u>

VIA Metropolitan Transit Authority (MTA)

VIA Metropolitan Transit Authority (MTA) was established on March 1, 1978, under the provisions prescribed in Article 1118x, Revised Civil Statues of Texas (now codified as Chapter 451, Texas Transportation Code). As a public transit authority, VIA is to develop, maintain, and operate a public mass transportation system for the San Antonio Metropolitan Area, principally within Bexar County, Texas.

VIA is governed by an 11-member Board of Trustees (the "Board"), which has governance responsibilities over all activities related to VIA. Representatives of the Board are appointed by the City of San Antonio (CoSA), Bexar County Commissioners Court, and Suburban Council of Mayors. However, since members of the Board have the authority to make decisions, the power to designate management, the responsibility to significantly influence operations, and primary accountability for fiscal matters, VIA is not included in any other governmental "reporting entity", as defined by GASB codification in section 2100, *Defining the Financial Reporting Entity.*

Advanced Transportation District (ATD) Operations

ATD was approved by voters in November 2004 and began collecting sales taxes in April 2005. ATD's enabling legislation is Texas Transportation Code, Section 451, Subchapter O. CoSA voters also authorized ATD's imposition and collection of a sales and use tax in the amount of ¼ of 1% within CoSA (the "ATD Tax"), to be used for "Advanced Transportation" and "Mobility Enhancement" (as defined in Subchapter O) within its boundaries. One-half of the proceeds (1/8 of 1%) go to VIA (The "ATD Share"), one-fourth of the proceeds (1/16 of 1%) go to CoSA, and one-fourth of the proceeds (1/16 of 1%) go to "the Texas Department of Transportation (TxDOT), a county or municipality in which ATD is located, or a local government corporation created under Chapter 431 as the local share of a state or federal grant;" this third share has gone to TxDOT and Bexar County.

In accordance with Subchapter O, the ATD share must be for "Advanced Transportation", defined as follows:

"Advanced transportation" means light rail, commuter rail, fixed guideways, traffic management systems, bus ways, bus lanes, technologically advanced bus transit vehicles and systems, bus rapid transit vehicles and systems, passenger amenities, transit centers, stations, electronic transit-related information, fare and operating systems, high occupancy vehicle lanes, traffic signal prioritization and coordination systems, monitoring systems, and other advanced transportation facilities, equipment, operations, systems, and services, including planning, feasibility studies, operations, and professional and other services in connection with such facilities, equipment, operation, systems, and services.

ATD is a financing vehicle, designed and existing to support and enhance the operations of and services provided by VIA. In accordance with Subchapter O, ATD does not have any employees, nor does it own or operate any property or assets. Section 451.707 states "The business of the district is conducted through its governing body and by the employees of the authority acting under the control and direction of the general manager of the authority." Section 451.708 states that "an asset of the district shall be held in the name of the authority."

ATD makes payments for VIA employee services rendered but has no employees. ATD bus routes are designated as those which are either limited stop or express routes. Bus operator time for limited stop and express bus routes is charged to ATD cost centers (ATD Line service or Bus Rapid Transit service). Additionally, related bus service costs such as fuel, bus parts, and materials and supplies are charged to ATD using bus service miles, along with various indirect costs allocated based on labor and fringes. ATD then reimburses MTA each month for these ATD expenses. Other ATD cost centers include Vanpool, ATD Business Planning & Development, and Transit Technology.

ATD has debt, but no assets. When MTA acquires assets funded with ATD debt, the asset is recorded on MTA's books, but the cash payment comes from ATD; the offset for each entity is an equity transfer account.

The operations of ATD are not proprietary functions for any purpose, including the application of Chapter 101 of the Civil Practice and Remedies Code. In accordance with the governance of ATD, the Board of VIA shall act as the governing body of ATD and is responsible for the management, operations, and control of ATD. The business of ATD is conducted through its governing body and by the employees of MTA acting under the control and direction of the President/Chief Executive officer of MTA. Accordingly, the ATD is reported as a blended component unit of MTA.

ATD may enter into contracts with MTA, or other private or public entities, to conduct the business of ATD. ATD is presented as a blended component unit in accordance with GASB Codification Section 2100. The accompanying financial statements include the accounts and operations of ATD. All significant intercompany balances have been eliminated.

The following are condensed financial statements for ATD:

Condensed Statements of Net Position

	2021	2020
Current assets	$ 40,590,761	$ 34,428,974
Deferred outflows of resources	2,164,444	-
Total assets and deferred outlfows of resources	42,755,205	34,428,974
Liabilities		
Payable to MTA	2,787,629	3,280,151
Other current liabilities	8,776,858	7,389,251
Total current liabilities	11,564,487	10,669,402
Total long-term liabilities	30,801,546	30,424,163
Total liabilities	42,366,033	41,093,565
Net position:		
Net deficit investment in capital assets	(32,191,545)	(31,424,163)
Restricted	231,669	166,669
Unrestricted	32,349,048	24,592,903
Total net position	$ 389,172	$ (6,664,591)

Condensed Statements of Revenues, Expenses, and Changes in Net Position

	2021	2020
Operating revenues - line service	$ 1,845,723	$ 2,014,949
Operating expenses before depreciation	34,783,154	35,132,404
Operating loss	(32,937,431)	(33,117,455)
Nonoperating revenues (expenses):		
Sales taxes	81,422,853	71,580,362
Less amounts remitted to CoSA and Bexar County	(40,711,427)	(35,790,181)
Other nonoperating revenues (expenses)	(720,232)	(1,023,353)
Total nonoperating revenues (expenses) - net	39,991,194	34,766,828
Change in net position	7,053,763	1,649,373
Net position at beginning of year	(6,664,591)	(8,313,964)
Net position at end of year	$ 389,172	$ (6,664,591)

Condensed Statements of Cash Flows

	2021	2020
Net cash provided by (used in) operating activities	$ (33,430,333)	$ (32,403,092)
Net cash provided by (used in) financing activities	39,622,905	35,684,506
Net cash provided by (used in) capital and related financing activities	(2,216,133)	(2,374,750)
Net cash provided by (used in) investing activities	7,926	8,741,737
Net increase (decrease) in cash and cash equivalents	3,984,365	9,648,401
Cash and cash equivalents at beginning of year	22,107,806	12,459,405
Cash and cash equivalents at end of year	$ 26,092,171	$ 22,107,806

Fiduciary Funds

The fiduciary financial statements include two fiduciary funds related to the VIA Metropolitan Transit employee benefits plans: the Defined Benefit Retirement Plan and the Other Pension Employment Benefit (OPEB) Plan. Both plans are governed by the Board, which may amend plan provisions and which is responsible for the management of plan assets. Both the Defined Benefit Retirement and the OPEB plan are single-employer pension plans and are tax-qualified plans under Section 401 (a) of the Internal Revenue Code. Plan assets are held in a trust established under the provisions of Internal Revenue Code of 1986 Section 115. The VIA Defined Benefit Retirement plan was closed to new participants in 2012. New employees participate in a Defined Contribution Retirement plan, which is not considered a fiduciary fund by VIA.

B. Basis of Accounting, Measurement Focus, and Financial Statement Presentation

The statements of net position and the statements of revenues, expenses, and changes in net position report information on all non-fiduciary activities of VIA Metropolitan Transit. VIA Metropolitan Transit operates as a proprietary fund and applies all applicable GASB pronouncements and presents its financial statements in accordance with the GASB Codification of Governmental Accounting and Financial Reporting Standards.

The basic financial statements are reported using the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Sales taxes are recognized as revenues in the period in which the underlying sales transaction that generated the sales tax occurs. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met and qualifying expenditures have been incurred. Capital grant funds used to acquire, or construct capital assets are recognized as a receivable and a capital contribution (revenues) in the period when all applicability requirements have been met.

GASB Statement No. 98 on *The Annual Comprehensive Financial Report* was issued October 2021 and will be effective for VIA's fiscal year ending September 30, 2021. This Statement establishes the term annual comprehensive financial report and its acronym ACFR. That new term and acronym replace instances of comprehensive annual financial report and its acronym in generally accepted accounting principles for state and local governments.

Future GASB Statements

In June 2017, the GASB issued Statement No. 87 on *Leases*. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. The requirements of this Statement will be effective for VIA's fiscal year ending September 30, 2022.

In June 2018, the GASB issued Statement No. 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period.* This GASB Statement establishes guidance designed to enhance the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period. It also simplifies accounting for interest cost incurred before the end of a construction period. Under current governmental accounting standards, universities, colleges, hospitals, and governments with a business-type activity or enterprise fund are required to capitalize interest costs incurred before the end of a construction period as part of the cost of the related asset. With the application of GASB Statement No. 89, organizations and funds will now expense this type of interest cost as incurred. The requirements of this Statement will be effective for VIA's fiscal year ending September 30, 2022.

In May 2019, the GASB issued Statement No. 91 on *Conduit Debt Obligations.* This statement provides a single method for reporting to eliminate diversity with commitments extended by issues, arrangements associated with conduit debt obligations and related note disclosures. The requirements of this Statement will be effective for VIA's fiscal year ending September 30, 2023.

In January 2020, the GASB issued Statement No. 92 as the *Omnibus statement for 2020.* This statement addressed a variety of topics related to GASB 87, 84 and 73, as well as intra-entity transfers of assets between a primary government employer and a component unit defined benefit plan or defined benefit other postemployment benefit plan, measurement of assets and liabilities related to asset retirement obligations in a government acquisition, report of public entity risk pools that are recoverable from reinsurers or excess insurers, non-recurring fair value measurement references in authoritative literature and terminology used to refer to derivative instruments. This statement is effective for reporting periods beginning after June 15, 2021, which will be VIA’s fiscal year ending September 30, 2022.

In March of 2020, Statement No. 94 on *Public-Public/Private partnerships (PPP) and availability payment arrangements*. A PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. The requirements of this Statement are effective for VIA’s fiscal year ending September 30, 2023.

In May 2020, the GASB issued Statement N. 96 on *Subscription-based Information Technology Arrangements* (SBITAs). SBITA is defined as a contract that conveys control of the right to use another party’s information technology (IT) software, alone or in conjunction with tangible capital assets, as specified in the contract for a period of time. Like GASB 87 on Leases, this Statement requires the government to recognize a right-to-use subscription intangible asset, and a corresponding subscription liability. The subscription asset should be initially measured as the sum of (1) the initial subscription liability amount, (2) payments made to the SBITA vendor before commencement of the subscription term, and (3) capitalizable implementation costs, less any incentives received from the SBITA vendor at or before the commencement of the subscription term. A government should recognize amortization of the subscription asset as an outflow of resources over the subscription term. The requirements of this Statement will be effective for VIA’s fiscal year ending September 30, 2023.

In June 2020, Statement No. 97 on *Certain Component Unit Criteria and Accounting and Financial Reporting for 457 Deferred Compensation Plans*. This Statement requires that for purposes of determining whether a primary government is financially accountable for a potential component unit, except for a potential component unit that is a defined contribution pension plan, a defined contribution OPEB plan, or another employee benefit plan (for example, certain Section 457 plans), the absence of a governing board should be treated the same as the appointment of a voting majority of a governing board if the primary government performs the duties that a governing board typically would perform. This Statement also requires that the financial burden criterion in paragraph 7 of Statement No. 84, *Fiduciary Activities*, be applicable to only defined benefit pension plans and defined benefit OPEB plans that are administered through trusts that meet the criteria in paragraph 3 of Statement No. 67, *Financial Reporting for Pension Plans*, or paragraph 3 of Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, respectively. This Statement also requires that (1) a Section 457 plan be classified as either a pension plan or another employee benefit plan depending on whether the plan meets the definition of a pension plan and (2) clarifies that Statement 84, as amended, should be applied to all arrangements organized under IRC Section 457 to determine whether those arrangements should be reported as fiduciary activities. The requirements of this Statement will be effective for VIA's fiscal year ending September 30, 2022.

C. Use of Estimates

In preparing these financial statements, management has made judgements, estimates and assumptions that affect the application of the accounting policies and the reported amounts of assets and deferred outflows, liabilities and deferred inflows, income, and expenses. Actual results may differ from these estimates. Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to estimates are recognized prospectively.

D. Accounts Receivable

The allowance for doubtful accounts is established as losses are estimated to have occurred through a provision for bad debts charged to earnings. Losses are charged against the allowance when management believes the inability to collect a receivable is confirmed. Subsequent recoveries, if any, are credited to the allowance. The allowance for doubtful accounts is evaluated on a regular basis by management and is based on historical experience and specifically identified questionable receivables. The evaluation is inherently subjective as it requires estimates that are susceptible to significant revision as more information becomes available. The allowance recorded as of September 30, 2021 is $92,587 compared with the allowance at September 30, 2020 of $135,793.

E. Sales Tax

VIA recognizes sales tax revenue based on a methodology that equates to accruing approximately two months of sales tax receipts from the state of Texas. Generally, the sales taxes on sales made in any given month are reported and paid to the State Comptroller's Office the following month. VIA receives the sales taxes from the Comptroller based on a two-month lag. Sales tax revenues and the related receivable are recognized when the underlying sales transaction that generated the sales tax occurs.

F. Inventory

Inventory, comprised primarily of fuel and repair parts, is carried at cost. Inventory is carried at cost using the average-cost method.

G. Capital Assets

Capital assets are recorded on the basis of cost. VIA's policy is to capitalize purchases of assets if the asset has a useful life of more than one year and an individual value of $5,000 or greater. Donated capital assets are valued at their estimated acquisition value at date of donation. VIA provides for depreciation on assets using the straight-line method to amortize costs of assets over their estimated useful lives. The following estimated useful lives are used in providing for depreciation:

Asset Class	Estimated Useful Lives
Buildings and shelters	10-20 years
Revenue vehicles	2-12 years
Service vehicles	4 years
Equipment	2-10 years

VIA reviews long-lived assets for impairment whenever events or changes in circumstances indicate that the carrying amount of such assets may not be recoverable. Impairment losses on capital assets that will continue to be used by the organization are measured using the method that best reflects the diminished service utility of the capital asset. Impairment of capital assets with physical damage are generally measured using a restoration cost approach. In Fiscal Years 2021 and 2020, there were no impairment losses for long lived assets.

H. Compensated Absences

VIA accrues employee vacation leave as earned. Sick leave is not accrued since terminated employees are not paid for accumulated sick leave. The amounts expected to be utilized in the next 12 months are carried as a current liability and the remainder, up to the capped number of hours, is reported as a long-term liability. The amounts are shown in note 11.

I. Estimated Liabilities

Estimated liabilities include amounts provided for:

- Claims made against VIA involving public injuries and damages related to transit operations. Refer to note 11.

- Claims made against VIA involving employee injuries that are work related. Refer to note 11.
- Claims incurred but unpaid, and claims incurred but not reported, as of year-end against VIA's self-insured employees' health program where measurement is based on key actuarial assumptions. Refer to note 11.
- Pension and OPEB, where measurement is based on key actuarial assumptions. Refer to note 8 related to the defined benefit retirement plan and note 10 for other postemployment benefits.

J. Unearned Revenues

VIA sells fare through various channels, including VIA operated transit centers, through outside retail operations, a mobile ticket application, as well as on the bus. Fare is defined as a ticket or pass, at a stated value, valid for the period of the ticket or pass. Tickets are valid for one trip. Passes are valid for their stated period: one day, seven days, or 31 days. That period begins with the first use. Fare purchased in advance of the provided service by VIA is considered deferred revenue. Revenue is taken as fare is presented for use and the transportation service is provided. Revenue is taken for multi-period passes, defined as semester and annual passes, ratably over the life of the pass.

VIA is working with the City of San Antonio under an interlocal agreement to increase services along select corridors within the City of San Antonio. The City of San Antonio is funding this through advance payments. VIA takes revenue as those services occurred. The agreed upon services were provided by the end of the fiscal year, such that no unearned revenue existed under this agreement at year end.

K. Long-Term Liabilities

Long-term debt and other obligations are reported as long-term liabilities. Bond premiums and discounts are amortized over the life of the bonds using straight line, which approximates the effective interest method. Gains or losses on prior refundings are amortized over the remaining life of the old debt or the life of the new debt, whichever is shorter. The balance at year ed for premiums and discounts is shown as an increase or decrease in the liability section of the statement of net position. The balance at year end for the loss is shown as a deferred outflow of resources in the statement of net position.

L. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expenses/expenditures) until that point.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

M. Operating and Nonoperating Revenues and Expenses

VIA classifies operating revenues as all revenue earned from the operation of the various transportation services offered and those revenues generated by the capital assets owned by VIA. Included in this category are fare revenue, revenue from placement of advertisements on the bus and van system, operation of park and rides, and miscellaneous revenue earned by the operation of various capital assets. Non-operating revenues include sales tax receipts collected from the community to support transit, grant revenue from all sources, investment income, and other revenues not meeting the definition of operating revenues. All expenses related to operating the bus and van system are reported as operating expenses and all other expenses are reported as non-operating.

N. Operating Revenues

VIA's operating revenues are classified into the following categories.

- Line Service includes revenues related to all regularly scheduled bus routes available to the general public for a fare.
- Robert Thompson Terminal includes revenues related to the operation and maintenance of the Robert Thompson Terminal, which provides services for various Alamodome events.
- Other Special Events include revenues from services provided to various community events throughout the year.
- VIAtrans includes revenues from transportation services provided to the mobility-impaired who are unable to ride the regular line buses.
- VIA Link is a shared on-demand transit service that offers riders the option to be picked up and dropped off at specific locations within a defined zone rather than riding fixed bus routes.
- Charter includes revenues from transportation services provided to private operators.
- Real Estate Development includes revenues from the rental of the Sunset Depot Complex, the Amtrak facility, and office space.
- Ellis Alley Park and Ride includes revenues related to the collection of parking fees at the Ellis Alley Park and Ride facility.
- Bus Advertising includes revenues related to the placement of advertisements on the bus and van system.
- Miscellaneous includes a variety of disparate revenues such as Alamodome facility, station concessions, and sale of scrap material.

O. Operating Expenses

VIA's operating expenses, excluding depreciation, are classified in the following cost centers.

- Line Service includes expenses related to all regularly scheduled bus routes available to the general public for a fare.
- Disaster relief is the cost of service provided by VIA after a formal declaration has been made at the federal level to declare a catastrophe either an emergency or major disaster. All authority for disaster relief operations descends from the president, through the Federal Emergency Management Agency (FEMA), and down to other agencies engaged in relief operations. First established in 1979, FEMA coordinates federal efforts related to natural disaster planning, preparedness, response, and recovery. FEMA funds emergency programs and works closely with state and local governments. Services provided by VIA may be line service and/or paratransit in nature. Throughout the COVID pandemic VIA has operated bus and van service to provide internet access to unserved populations allowing students and others in the community to access internet resources during lock down. That cost is recorded to this category.
- Robert Thompson Terminal includes expenses related to the operation and maintenance of the Robert Thompson Terminal, which provides services for various Alamodome events.
- Other Special Events include expenses related to services provided for various community events throughout the year.
- VIAtrans includes expenses related to transportation services provided to the mobility-impaired who are unable to ride the regular line buses.
- VIA Link is a shared ride on-demand transit service that offers riders the option to be picked up and dropped off at specific locations within a defined zone instead of riding fixed bus routes.
- Vanpool includes expenses related to the provision of shared-ride service used generally for work commute trips.
- Charter includes expenses related to transportation services provided to private operators.
- Promotional Service includes expenses related to community related charters, including school education programs.
- Real Estate Development includes expenses related to the operations and maintenance of the Sunset Depot Complex, the Amtrak facility, and office space.
- Business Development and Planning includes expenses related to planning, designing, constructing, opening, and implementing new capital projects related to new modes of service or new operating facilities.

P. Statements of Cash Flows

For purposes of the statements of cash flows, and in accordance with VIA's policy, VIA considers all highly liquid investments, including restricted assets with an initial maturity of 90 days or less, to be cash equivalents.

Q. Reclassifications

Certain reclassifications have been made in the prior year's financial statements to conform to the current year's presentation.

R. Pension

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expenses, information about the fiduciary net position of the VIA Metropolitan Transit Retirement Plan (the "Plan") and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms.

S. Other Postemployment Benefits (OPEB)

For purposes of measuring the net OPEB liability deferred outflow of resources and deferred inflows of resources related to OPEB, and OPEB expenses, information about the fiduciary net position of the VIA Metropolitan OPEB Plan (the "Plan") and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms.

Note 2 – Budget

VIA is required by state law to adopt an annual operating budget prior to the commencement of a fiscal year. Before the budget is adopted, VIA's Board is required to conduct a public hearing, and the proposed budget must be made available to the public at least 14 days prior to the hearing.

VIA may not incur operating expenses in excess of the total budgeted operating expenses unless the Board amends the budget by order after public notice and hearing. VIA's operating budget is prepared on a GAAP budgetary basis. Appropriations lapse at year-end.

Note 3 – Cash and Investments

State law and VIA's investment policy permit VIA to invest in fully secured certificates of deposit (CDs) of state and national banks or savings and loan associations located within the state of Texas, or to invest in direct obligations of the United States of American and its agencies, obligations of the state of Texas and its municipalities, school districts, or other pollical subdivisions, and obligations guaranteed as to both principal and interest by the United States of America, and Texas Local Government Investment Pools TexPool, TexPool Prime and TexSTAR.

The investments of the Pension Plan and Other Postemployment Benefits (OPEB) Plan are held in trust and managed by independent investment managers with oversight from financial advisors. An investment policy for each Plan, approved by the Board, is used to provide a clear understanding between the Board and the Plan's managers regarding the objectives of the plans. The policies may be changed from time to time by the Board after consideration of the advice and recommendations of Plan professionals. All policy modifications shall be in writing and approved by the Board.

VIA Cash and Investments (Exclusive of the Fiduciary Funds)

Deposits

As of September 30, 2021, the carrying amount of VIA's cash and cash equivalents on the statement of net position was $284,923,042 ($223,161,392 in 2020). All deposits are insured by federal depository insurance and/or collateralized with securities held by VIA's agent in VIA's name. VIA's deposits are held at Frost Bank, which qualifies as a public depository under Texas law, and are deemed to be insured and not subject to classification by credit risk.

Investments

VIA invests in United States Treasury, agency securities and with TexPool.

VIA categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation input used to measure the fair value of the asset.

- Level 1 inputs are quoted prices in active markets for identical assets.
- Level 2 inputs are significant other observable inputs which include quoted prices for similar assets in active markets; quoted prices for identical or similar assets in markets that are not active; or other observable inputs such as interest rates and yield curves at commonly quoted intervals, implied volatilities, and credit spreads; or market-corroborated inputs.
- Level 3 inputs are significant observable inputs.

United States Treasury and agency securities in the amount of $18,554,990 ($19,002,830 in 2020) are held in safekeeping by VIA's custodial bank, Wells Fargo Bank N.A., and are registered as accounts of VIA. Securities with an original maturity of less than one year are carried at amortized cost, although VIA held no such securities as of fiscal year-end 2021 and 2020. Securities in the amount of $18,554,990 ($19,002,830 in 2020) with an original maturity of greater than one year are carried at fair value and are considered level 1 and are measured at the most recent closing price reported on the market on which individual securities are traded.

TexPool investments consist exclusively of United States government securities, repurchase agreements collateralized by United States government securities, and AAA-rated no-load money market mutual funds. TexPool Prime investments include a diverse array of securities, including U.S. agency securities (fixed and variable rate obligations), commercial paper, certificates of deposit, and repurchase agreements that are fully collateralized and contracted with high-quality counterparties. The Comptroller of the Public Accounts is the sole officer, director and shareholder of the Texas Treasury Safekeeping Trust Company (the "Trust Company") which is authorized to operate the TexPool portfolios. Federated Investors, Inc. manages the assets under an agreement with the Comptroller, acting on behalf of the Trust Company. VIA believes that TexPool operates as required under GASB Statement 79, *Certain External Investment Pools and Pool Participants,* to be valued at amortized cost. VIA's investment in TexPool is reported under the "cash and cash equivalents" on the statements of net position.

The following tables show VIA's investments and their days to maturity as of September 30:

	2021 Investment Maturities					
Investments	Less Than 90 Days	From 91 Days to 180 Days	From 181 Days to 364 Days	From 365 Days to 5 Years	Equal to or Greater Than 5 Years and Less Than 10 Years	Carrying Amount
United States Treasury notes	$ -	$ 7,049,210	$ -	$ 11,505,780	$ -	$ 18,554,990
Total United States Treasury and agency securities	-	7,049,210	-	11,505,780	-	18,554,990
TexPool	176,615,657	-	-	-	-	176,615,657
TexPool Prime	25,000,096					25,000,096
Total Investments	$ 201,615,753	$ 7,049,210	$ -	$ 11,505,780	$ -	$ 220,170,743

	2020 Investment Maturities					
Investments	Less Than 90 Days	From 91 Days to 180 Days	From 181 Days to 364 Days	From 365 Days to 5 Years	Equal to or Greater Than 5 Years and Less Than 10 Years	Carrying Amount
United States Treasury notes	$ -	$ -	$ -	$ 19,002,830	$ -	$ 19,002,830
Total United States Treasury and agency securities	-	-	-	19,002,830	-	19,002,830
TexPool	184,779,326	-	-	-	-	184,779,326
Total Investments	$ 184,779,326	$ -	$ -	$ 19,002,830	$ -	$ 203,782,156

At September 30, 2021 and 2020, VIA had the following deposits and investments:

	Carrying Amount 2021	Carrying Amount 2020
Deposits:		
Cash on hand	$ 65,898,601	$ 775,402
Cash in bank	17,408,688	37,606,664
Total deposits	83,307,289	38,382,066
Invesments:		
TexPool	176,615,657	184,779,326
TexPool Prime	25,000,096	
United States agency securities	18,554,990	19,002,830
Total cash, cash equivalents and investments	$ 303,478,032	$ 242,164,222

Custodial Credit Risk on Deposits - Custodial credit risk is the risk that, in the event of a bank failure. VIA's deposits might not be recovered. All deposits as of September 30, 2021 and September 30, 2020, to the extent not insured by the Federal Deposit Insurance Corporation, were collateralized by securities held by a third-party independent custodian.

Custodial Credit Risk on Investments – Collateralization of investment balances is not required by VIA's investment policy. Investments are held by VIA's name and not that of the designated custodian. Maturing investment proceeds are deposited to a money market account, carrying custodial credit risk, until reinvestment or transfer out per VIA's investment policy.

Interest Rate Risk – Interest rate risk, the risk that changes with market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value changes to the market interest rates. As a means of limiting its exposure to fair value losses due to rising interest rates, VIA's investment policy limits its investment maturities to no more than ten years. Currently, 92% of VIA's investment portfolio limits is invested in maturities less than one year (91% in 2020). Investment maturities are as follows:

	Percentage of Portfolio	
	September 30,	
Maturity	2021	2020
Less than 90 days	92%	91%
From 91 days to 180 days	3%	0%
From 181 days to 364 days	0%	0%
From 365 days to 5 years	5%	9%
Equal to or greater than 5 years and less than 10 years	0%	0%

Credit Risk – Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. However, investment issued or explicitly guaranteed by the United States government are excluded from this requirement.

Presented below is the minimum rating required (where applicable) by VIA's investment policy and the Public Funds Investment Act and the actual rating for each investment as of September 30:

	Credit Risk Ratings as of September 30, 2021		
Investments	Minimum Legal Rating	Investment Rating	Rating Organization
United States Treasury Notes	N/A	N/A	N/A
TexPool	AAA	AAAm	Standard & Poor's
TexPool Prime	AAA	AAAm	Standard & Poor's

	Credit Risk Ratings as of September 30, 2020		
Investments	Minimum Legal Rating	Investment Rating	Rating Organization
United States Treasury Notes	N/A	N/A	N/A
TexPool	AAA	AAAm	Standard & Poor's

Concentration of Credit Risk – As a means of limiting its exposure to concentration of credit risk, VIA's investment policy limits the maximum percentage allowed in each type of investment. Direct obligations such as United States Treasury Notes are limited to 95% of VIA's investment portfolio. Indirect obligations, such as Federal Home Loan Mortgage Bank Agency Securities, Freddie Mac Agency Securities, and Fannie Mae Agency Securities, are limited to 85% of VIA's investment portfolio. There is no limit for TexPool or TexPool Prime, which are diversified pools of investments. As of September 30, 2021, VIA's investment portfolio consists of 80% in TexPool (91% in 2020), 12% in TexPool Prime (0% in 2020), 8% in direct obligations investment pools (9% in 2020), and no indirect obligations (also 0% in 2020).

The following table reflects the percentage amount invested in each issuer subject to concentration of credit risk as a percentage of the portfolio.

	Percentage of Portfolio September 30,	
Investments	2021	2020
United States Treasury Notes	8%	9%
TexPool	80%	91%
TexPool Prime	12%	0%

Fiduciary Fund Investments

The following disclosures relate to VIA's Fiduciary Funds. VIA's Retirement Plan and Other Postemployment Benefits (OPEB) Plan are presented separately for greater transparency. The Plans categorize their fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. The hierarchy is based on the valuation input used to measure the fair value of the asset.

- Level 1 inputs are quoted prices in active markets for identical assets.
- Level 2 inputs are significant other observable inputs which include quoted prices for similar assets in active markets; quoted prices for identical or similar assets in markets that are not active; or other observable inputs such as interest rates and yield curves at commonly quoted intervals, implied volatilities, and credit spreads; or market-corroborated inputs.
- Level 3 inputs are significant observable inputs.

The asset's or liability's fair value measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement. The following is a description of the valuation methodologies used for assets measured at fair value:

- Money market fund – Valued at the quoted net asset value ("NAV") of shares held by the Plan at year-end.
- Pooled, common, and collective funds – Valued at the most recent closing price reported on the market on which the securities are traded.
- Mutual funds – Valued at the daily closing price as reported by the fund.

The following table sets forth by level, within the fair value hierarchy, the Retirement Plan's assets at fair value as of December 31, 2021 and 2020:

	September 30, 2021			
Description	Level 1	Level 2	Level 3	Amount
Debt Securities				
U.S. Treasury Securities	$ 4,698,612	$ -	$ -	$ 4,698,612
Other Fixed Income	-	28,701,689	-	28,701,689
Total Debt Securities	4,698,612	28,701,689	-	33,400,301
Equity Securities				
Common Stocks & EFTs	157,468,905	-	-	157,468,905
Total Equity Securities	157,468,905	-	-	157,468,905
Total	$ 162,167,517	$ 28,701,689	$ -	$ 190,869,206
Investments Measured at Net Asset Value				
Pooled Real Estate Funds				$ 36,656,202
Commingled Collective Funds				152,025,914
Money Market Investments				16,481,111
Total Investments				$ 396,032,433

	September 30, 2020			
Description	Level 1	Level 2	Level 3	Amount
Debt Securities				
U.S. Treasury Securities	$ 4,690,565	$ -	$ -	$ 4,690,565
Other Fixed Income	-	28,617,544	-	28,617,544
Total Debt Securities	4,690,565	28,617,544	-	33,308,109
Equity Securities				
Common Stocks & EFTs	131,729,046	-	-	131,729,046
Total Equity Securities	131,729,046	-	-	131,729,046
Total	$ 136,419,611	$ 28,617,544	$ -	$ 165,037,155
Investments Measured at Net Asset Value				
Pooled Real Estate Funds				$ 31,914,628
Commingled Collective Funds				129,139,154
Money Market Investments				5,477,539
Total Investments				$ 331,568,476

The following table sets forth by level, within the fair value hierarchy, the OPEB Plan's assets at fair value as of December 31, 2021 and 2020:

	September 30, 2021			
Description	Level 1	Level 2	Level 3	Amount
Money Market Fund	$ 6,011,963	$ -	$ -	$ 6,011,963
Pooled, Common and Collective Funds	-	5,388,484	-	5,388,484
Mutual Funds	3,785,667	-	-	3,785,667
Total	$ 9,797,630	$ 5,388,484	$ -	$ 15,186,114

	September 30, 2020			
Description	Level 1	Level 2	Level 3	Amount
Money Market Fund	$ 3,788,901	$ -	$ -	$ 3,788,901
Pooled, Common and Collective Funds	-	4,028,129	-	4,028,129
Mutual Funds	3,624,250	-	-	3,624,250
Total	$ 7,413,151	$ 4,028,129	$ -	$ 11,441,280

Investment Policies

Pension Plan and OPEB Plan investments are held in separate trusts and managed by independent investment managers with oversight from financial advisors. Separate investment policies are established by the Board and are used to provide a clear understanding between the Board and Plan managers regarding the objectives of the plans. The policies may be changed from time to time by the Board after consideration of the advice and recommendations of Plan professionals. All modifications to the policies shall be in writing and approved by the Board.

Cash and Investments

Fiduciary fund cash, cash equivalents, and investment balances as of September 20, 2021 and September 30, 2020 are the following:

	September 30, 2021		
	Retirement Plan	OPEB Plan	Total Fiduciary Funds
Cash and cash equivalents	$ 16,481,111	$ 6,011,963	$ 22,493,074
Investments:			
Corporate bonds and other	19,300,693	-	19,300,693
United States government and agency	14,099,608	-	14,099,608
Common stock	157,468,905	-	157,468,905
Pooled/mutual funds	188,682,116	9,174,151	197,856,267
Total investments	379,551,322	9,174,151	388,725,473
Total cash, cash equivalents and investments	$ 396,032,433	$ 15,186,114	$ 411,218,547

	September 30, 2020		
	Retirement Plan	OPEB Plan	Total Fiduciary Funds
Cash and cash equivalents	$ 5,477,539	$ 3,788,901	$ 9,266,440
Investments:			
Corporate bonds and other	19,394,505	-	19,394,505
United States government and agency	13,913,604	-	13,913,604
Common stock	131,729,046	-	131,729,046
Pooled/mutual funds	161,053,782	7,652,379	168,706,161
Total investments	326,090,937	7,652,379	333,743,316
Total cash, cash equivalents and investments	$ 331,568,476	$ 11,441,280	$ 343,009,756

Custodial Credit Risk — Deposits

Custodial credit risk is the risk that, in the event of a bank failure, the Retirement Plan's deposits and OPEB Plan's deposits might not be recovered. All deposits as of September 30, 2021 and September 30, 2020, to the extent not insured by the Federal Deposit Insurance Corporation, were collateralized by securities held by a third-party independent custodian, in the Trust's name, under a joint custody agreement giving the Trust unconditional rights and claims to collateral.

Custodial Credit Risk — Investments

Custodial credit risk is the risk that, in the event of failure of the counterparty, the Retirement Plan and OPEB Plan will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party.

The assets of the Retirement Plan may be held in the name of agents, nominees, depository trust companies, or other entities designated by the Plan. As of September 30, 2021 and September 30, 2020, all investments are registered in the Trust's name or in the name of the Trust's custodian, which was established through a trust agreement, and are held by the Trustee for the benefit of the Plan. As of September 30, 2021, the Plan had $16,481,111 of money market funds that were subject to custodial credit risk. As of September 30, 2020, the Plan had $5,477,537 of money market funds that were subject to custodial credit risk.

For the OPEB Plan, at year end, all investments of the Plan were held in the name of VIA's plan. As of September 30, 2021, the Plan had $6,011,963 of money market funds that were subject to custodial credit risk. As of September 30, 2020, the Plan had $3,788,612 of money market funds that were subject to custodial credit risk.

For the OPEB Plan, all of VIA's investments with the exception of money market mutual funds, which by design provide ownership of shares within the fund, are registered in the name of VIA's plan as of September 30, 2021 and September 30, 2020.

VIA's investment policies for both the Pension Plan and the OPEB Plan help mitigate custodial credit risk by requiring that assets of the Plan shall be invested in a manner consistent with fiduciary standards, namely: with the care, skill, prudence, and diligence that a prudent expert acting in a like capacity and familiar with such matters would use in the conduct of an enterprise of a like character and with like aims; in accordance with the Plan Agreement and the Policy; all transactions undertaken on behalf of the Trust must be for the sole interest of the Trust; and the investments should be diversified to achieve objectives and minimize the risk of large losses.

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Investments issued or explicitly guaranteed by the United States Government are excluded from this requirement.

The investment policies for the Retirement Plan and the OPEB Plan manage credit risk by the following general limitations and requirements: the majority of corporate fixed income investments, other than short-term paper, shall be limited at purchase to investment grade (rating), as established by one or more of the nationally recognized bond rating services. Below investment grade and non-dollar denominated foreign bonds are allowable up to 10% of the fixed income portfolio, at market. In no event should the debt securities of any single corporate entity exceed 3% (1% for below-investment-grade and foreign), at market, of the fixed income assets under management. The average quality rating of each manager's portfolio shall be equal to A or better.

For the Retirement Plan and OPEB Plan, no individual securities are owned by the Plans directly. Indirect ownership of securities is 100% through mutual funds, pooled, common and collective funds. Therefore, the Plan's credit risk is favorably impacted by the benefits of diversification.

For the Retirement Plan, as of September 30, 2021, the Plan had $19,300,693 of bond fund investments subject to credit risk. Ratings range from AAA (highest) to NR (not rated). As of September 30, 2020, the Plan had $19,394,505 of bond fund investments subject to credit risk. Ratings range from AAA (highest) to NR (not rated).

For the OPEB Plan, as of September 30, 2021, the Plan had $2,507,450 of bond fund investments subject to credit risk. Ratings range from AAA (highest) to NR (not rated). As of September 30, 2020, the Plan had $2,494,167 of bond fund investments subject to credit risk. Ratings range from AAA (highest) to NR (not rated).

Interest Rate Risk

Interest rate risk is the risk that changes in the market interest rate will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. The investment policies for the Retirement Plan and the OPEB Plan do not address interest rate risk. However, the fixed income managers manage their portfolio within a tight range (+/-10%) around their benchmark's average duration.

As of September 30, 2021, VIA's fiduciary account investments exposed to interest rate risk are as follows:

		Maturity in Years		
Investment Type	Fair Value	Less than 1 Year	1-5 Years	Greater than 5 Years
Pension Plan				
Money Market Fund	$ 16,481,111	$ 16,481,111	$ -	$ -
Corporate Bonds and Other	19,300,693	1,497,033	5,541,758	12,261,902
United States Government and Agency	14,099,608	-	227,049	13,872,559
Pooled Fixed Income	53,245,858	-	-	53,245,858
Total	103,127,270	17,978,144	5,768,807	79,380,319
OPEB Plan				
Money Market Fund	6,011,963	6,011,963	-	-
Fixed Income Mutual Fund	2,507,450	-	-	2,507,450
Total	8,519,413	6,011,963	-	2,507,450
Total Fiduciary Accounts	$ 111,646,683	$ 23,990,107	$ 5,768,807	$ 81,887,769

Note: The fair values shown here do not include accrued income, pending cash, or uninvested cash.

As of September 30, 2020, VIA's fiduciary account investments exposed to interest rate risk were as follows:

		Maturity in Years		
Investment Type	Fair Value	Less than 1 Year	1-5 Years	Greater than 5 Years
Pension Plan				
Money Market Fund	$ 5,503,429	$ 5,503,429	$ -	$ -
Corporate Bonds and Other	19,420,717	1,232,144	7,561,119	10,627,454
United States Government and Agency	13,913,604	1,424	4,682,232	9,229,948
Pooled Fixed Income	51,257,336	-	-	51,257,336
Total	90,095,086	6,736,997	12,243,351	71,114,738
OPEB Plan				
Money Market Fund	3,788,901	3,788,901	-	-
Fixed Income Mutual Fund	2,494,167	-	-	2,494,167
Total	6,283,068	3,788,901	-	2,494,167
Total Fiduciary Accounts	$ 96,378,154	$ 10,525,898	$ 12,243,351	$ 73,608,905

Note: The fair values shown here do not include accrued income, pending cash, or univested cash.

Foreign Currency Risk

Foreign currency risk is the risk of losses arising from changes in exchange rates. As a means of mitigating the risk of loss due to exchange rates, the Retirement Plan's investment policy limits the amount of foreign investments to 25% of total investments, and the OPEB Plan's investment policy limits the amount of foreign investments to 30% of total investments. At September 30, 2021, 21.7% of the Retirement Plan's investments were in the Pooled International Fund, and 16.7% of the OPEB Plan's investments were in an Overseas Mutual Fund. The Plans are subject to currency risk as currency exposures are unhedged. As international currencies gain or lose value in relation to the US dollar, the funds will gain or lose value.

As of September 30, 2021, the Retirement Plan had $82,203,804 of investments in the Pooled International Fund, and as of September 30, 2020, the Pension Plan had $63,574,678 of investments in the Pooled International Fund.

As of September 30, 2021, the OPEB Plan had $1,278,217 of investments in an Overseas Mutual Fund, and as of September 30, 2020, the OPEB Trust had $1,130,082 of investments in an Overseas Mutual Fund.

Note 4 – Restricted and Unrestricted Cash and Investments

VIA's cash, cash equivalents, and investments are restricted and unrestricted for the following purposes:

Restricted

- ***Bond Construction Fund*** – the restricted construction account represents bond proceeds and interest to be used for capital expenditures.
- ***Bond Fund*** – Debt service or principal and interest due on bonds is used for setting aside funds for upcoming principal and interest payments on outstanding bonds.
- ***Bond Reserve Fund*** – Reserve funds specifically required at bond issuance and documented in the bond agreement. This item is cleared when bonds have been paid off.
- ***TxDOT Grant*** – represents assets to provide for the enhancement of visual, operational, and structural vehicle right-of-way improvements.

Unrestricted

- ***Stabilization Fund*** – represents assets to provide a level of financial resources to protect against revenue shortfalls or unpredicted one-time expenditures.
- ***Working Capital*** – represents assets designated to provide VIA with sufficient operating funds to pay its day-to-day operational obligations.
- ***Keep San Antonio Moving (KSAM) Reserve*** – funds can be used to cover any operating and capital spending for the KSAM project.
- ***Unrestricted Cash Reserve*** – funds can be used to cover any operating or capital spending of the agency.
- ***Retainage*** – represents assets equal to the liability payable to contractors for retainage withheld from periodic payments, plus interest earnings.
- ***Capital Grant Local Share*** – represents assets to provide for VIA's matching share of Federal Transit Administration (FTA) grants.

Components of restricted and unrestricted cash and investments are summarized as follows:

	Cash & Cash Equivalents	Investments	2021 Total	2020 Total
Restricted deposits and investments				
Bond construction fund	$ 1,845,296	$ -	$ 1,845,296	$ 10,884,050
Bond fund -- principal and interest due	2,701,667	-	2,701,667	3,495,971
Bond reserve fund	2,927,724	-	2,927,724	2,927,724
TxDOT grant	40,772,639	-	40,772,639	46,454,795
Total restricted deposits and investments	48,247,326	-	48,247,326	63,762,540
Unrestricted deposits and investments				
Board approved purposes:				
Stabilization fund	22,445,010	18,554,990	41,000,000	41,000,000
Keep San Antonio Moving (KSAM) reserve	56,739,774	-	56,739,774	-
Unrestricted cash reserve	107,082,108	-	107,082,108	86,059,665
Working capital:				
MTA	34,690,000	-	34,690,000	34,690,000
ATD	6,310,000	-	6,310,000	6,310,000
Retainage	30,424	-	30,424	37,030
Capital grants local share	9,378,400	-	9,378,400	10,304,986
Total unrestricted deposits and investments	236,675,716	18,554,990	255,230,706	178,401,681
Total deposits and investment balances	$ 284,923,042	$ 18,554,990	$ 303,478,032	$ 242,164,221

Note 5 – Capital Contributions

Capital contributions consist of funds received through various grants to assist in the acquisition of capital assets. A major portion of these contributions is through the annual and discretionary capital grants provided by FTA, as well as past grant contributions received from the state of Texas. Generally, an FTA grant will provide 80% of the total project cost, and VIA will match the grant funds by paying the remaining 20%. The capital contribution accounts record the funds received through these various grants.

Note 6 – Capital Assets

Components of capital assets are summarized as follows for September 2020 to September 2021 and September 2019 to September 2020:

	Balance at September 30, 2020	Additions	Deletions	Transfers	Balance at September 30, 2021
Land*	$ 33,522,689	$ -	$ (7,883)	$ -	$ 33,514,806
Buildings and shelters	305,654,219	-	(36,680,836)	1,400,671	270,374,054
Revenue and service vehicles	307,356,517	14,312,143	(26,820,118)	21,883,728	316,732,270
Equipment	66,300,892	-	(8,091,638)	1,726,657	59,935,911
	712,834,317	14,312,143	(71,600,475)	25,011,056	680,557,041
Accumulated depreciation:					
Buildings and shelters	181,206,243	13,076,480	(36,680,837)	-	157,601,886
Revenue & service vehicles	149,458,171	21,234,068	(20,297,976)	-	150,394,263
Equipment	51,602,759	4,669,364	(8,091,637)	-	48,180,486
	382,267,173	38,979,912	(65,070,450)	-	356,176,635
Net capital assets before construction in progress	330,567,144	(24,667,769)	(6,530,025)	25,011,056	324,380,406
Buildings and shelters	35,553,055	13,910,456	-	(1,435,056)	48,028,455
Revenue and service vehicles	12,047,084	10,258,255	-	(21,883,728)	421,611
Equipment	6,639,438	2,230,144	-	(1,692,272)	7,177,310
Construction in progress	54,239,577	26,398,855	-	(25,011,056)	55,627,376
Net capital assets	$ 384,806,721	$ 1,731,086	$ (6,530,025)	$ -	$ 380,007,782

** Capital assets not being depreciated.*

	Balance at September 30, 2019	Additions	Deletions	Transfers	Balance at September 30, 2020
Land*	$ 33,334,256	$ -	$ -	$ 188,433	$ 33,522,689
Buildings and shelters	280,433,405	-	-	25,220,814	305,654,219
Revenue and service vehicles	305,870,557	27,011	-	1,458,949	307,356,517
Equipment	60,373,297	-	(43,701)	5,971,296	66,300,892
	680,011,515	27,011	(43,701)	32,839,492	712,834,317
Accumulated depreciation:					
Buildings and shelters	168,709,647	12,496,596	-	-	181,206,243
Revenue & service vehicles	128,476,813	20,981,358	-	-	149,458,171
Equipment	45,239,527	6,406,933	(43,701)	-	51,602,759
	342,425,987	39,884,887	(43,701)	-	382,267,173
Net capital assets before construction in progress	337,585,528	(39,857,876)	-	32,839,492	330,567,144
Buildings and shelters	55,378,986	5,581,643	-	(25,407,574)	35,553,055
Revenue and service vehicles	179,057	13,326,976	-	(1,458,949)	12,047,084
Equipment	8,560,383	4,052,024	-	(5,972,969)	6,639,438
Construction in progress	64,118,426	22,960,643	-	(32,839,492)	54,239,577
Net capital assets	$ 401,703,954	$ (16,897,233)	$ -	$ -	$ 384,806,721

** Capital assets not being depreciated.*

The following is a summary of depreciation expense:

	Years Ended September 30,	
Description	2021	2020
Capital assets acquired with VIA equity	$ 21,357,370	$ 20,846,968
Capital assets acquired with grants	17,622,542	19,037,918
	$ 38,979,912	$ 39,884,886

Note 7 – Sales Taxes

Sales taxes are a significant revenue source for VIA, accounting for 54.5% of VIA's revenue in FY21 (52.2% in FY20). These revenues are reported as non-operating revenues in the statements of revenues, expenses, and changes in net position. Included below is a summary of sales tax revenues:

Sales Tax Revenues

	Years Ended September 30,	
Description	2021	2020
MTA	$179,541,153	$159,039,137
ATD	81,422,853	71,580,361
Less ATD Amounts Remitted to CoSA and Bexar County	(40,711,426)	(35,790,180)
Net VIA Sales Taxes	$220,252,580	$194,829,318

VIA's sales taxes increased by $25,423,262 in FY21, as the economy improved and COVID has less on an impact in FY21. In FY20, sales taxes decreased by $1,488,235 due to COVID. In FY21, MTA sales taxes increased by $20,502,016, and VIA's 50% share of ATD sales taxes increased by $4,921,246. In FY20, MTA sales taxes decreased by $1,053,618 and VIA's 50% share of ATD sales taxes decreased by $434,617. ATD sales taxes are allocated 50% to VIA and 25% each to the City of San Antonio (CoSA) and Bexar County.

Sales Tax Receivable from State of Texas

	Years Ended September 30,	
Description	2021	2020
MTA	$ 32,112,100	$ 27,131,810
ATD-VIA	7,249,295	6,160,584
ATD-Other (CoSA and Bexar County)	7,249,295	6,160,584
	$ 46,610,690	$ 39,452,978

VIA recognizes sales tax revenue based on a methodology that equates to accruing approximately two months of sales tax receipts from the state of Texas. Generally, the sales taxes on sales made in any given month are reported and paid to the State Comptroller's Office the following month. VIA receives the sales taxes from the Comptroller the next month. Sales tax revenues and the related receivables are recognized when the underlying sales transaction that generated the sales tax occurs.

Note 8 – Defined Benefit Retirement Plan

A. Plan Description

VIA's defined benefit pension plan, VIA Metropolitan Transit Retirement Plan (the "Plan") provides pensions for all full time VIA employees who were hired prior to January 1, 2012 and completed 1 year of continuous service prior to July 1, 2013. The Plan is a single-employer defined benefit retirement plan administered by VIA. Amendments to the Plan may be made by VIA at any time. There is a separate plan audit. An audit report is issued that includes financial statements and required supplementary information of the Plan. That report may be obtained by writing to VIA Metropolitan Transit, P.O. Box 12489, San Antonio, Texas 78212-0489, or by calling (210) 362-2000.

B. Benefits Provided

Benefit provisions are established by VIA and can be amended at any time; however, no amendment shall authorize any part of the net position to be used for purposes other than benefit payments or administrative expenses. Employees retiring at age 65 or at age 55 with 25 years or more of credited service shall, upon application to the Plan administrator, receive a monthly retirement pension based on the higher of the following two methods:

- Career Average Method - For each year or fraction of year of credited service between April 1, 1965 and February 1, 1973, 1.5% of the monthly base salary as of February 1, 1973, plus 2.0% of the excess, if any, of such salary over $300; plus for each year or fraction of year of credited service between February 1, 1973 and September 30, 1989, 1.5% of the monthly base salary at the beginning of each plan year, plus 2.0% of the excess, if any, of such salary over $300; plus for each year beginning October 1, 1989 and after, 1/12th of 2.0% of the compensation earned during each plan year. Compensation is defined as base salary or base wage plus overtime, bonuses, and employee deferrals under Internal Revenue Service Code, Sections 125 or 457, but excluding "sold" vacation pay and sick pay, and certain other amounts.

- Final Average Method - With 25 years or more of credited service, 2.00%, or with less than 25 years of credited service, 1.75% of the final average monthly compensation for each year or fraction of year of credited service. Final average monthly compensation is defined as the average monthly base salary or base wage during 36 consecutive months of highest compensation prior to termination or retirement.

C. Disability Benefits

If service is terminated because of total and permanent disability, the participant may retire and receive an immediate monthly income equal to the accrued benefit at the date of disability. If the participant recovers, the above benefit may be reduced by 2/12% for each of the first 36 months; 3/12% for each of the next 24 months; 4/12% for each of the next 24 months; and actuarially for each additional month from date of recovery until age 62.

D. Pre-Retirement Death Benefits

If service is terminated because of death prior to attaining age 65, the spouse will receive the actuarial value of the participant's accrued benefit paid over a 120-month period. If the beneficiary is a non-spouse, the beneficiary will receive the actuarial value of the spouse's benefit, as previously described, and the amount will be paid over a 60-month period.

E. Early Retirement Benefits

If service is terminated at an early retirement date, the participant will receive a monthly income equal to the accrued benefit at the date of early retirement, reduced by 2/12% for each of the first 36 months; 3/12% for each of the next 24 months; and 4/12% for any additional months by which the participant's early retirement date precedes the first of the month coinciding with or next following the participant's attainment of age 62.

F. Pension Supplement

Effective July 1, 2015, the pension plan provides the retirees (and beneficiaries) a one-time supplement (non-cumulative or compounding benefit) once every two years based on the following table by service at retirement.

Service at Retirement	Supplement (one-Time)
<10 Years	$ 175.00
10-24 Years	350.00
25+ Years	700.00

G. Retiree Health Benefits

For members with retirement dates prior to March 31, 2007: $8 times credited service (whole years only) paid monthly to retired and disabled participants for life.

For members with retirement dates after March 31, 2007: a monthly supplement based on the following table (by service at retirement and current age):

Service at Retirement	Benefit Payable Before Age 65	After Age 65
< 10 Years	$ -	$ -
10-14 Years	100.00	75.00
15-19 Years	150.00	112.50
20-24 Years	200.00	150.00
25+ Years	250.00	187.50

Effective July 1, 2013, the Plan was closed for participation to new employees. All new employees are eligible for a defined contribution plan described in note 9.

H. Employees Covered by Benefit Terms

The following table summarizes the number of participants with a benefit in the Plan as of the valuation dates of October 1, 2019 and 2018, the dates used to develop the pension accounting information that is reported for the fiscal years ending September 30, 2021 and 2020, respectively.

	FY2021	FY2020
Inactive Plan members or beneficiaries currently receiving benefits	1,114	1,060
Inactive Plan members entitled to, but not yet receiving, benefits	135	127
Active Plan members	947	1,031
Total Plan members	2,196	2,218

I. Contributions

VIA follows the policy of funding the Plan through employer and employee contributions. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year. As of January 1, 2017, participants contribute 6% of their wage base (1/3 of the taxable wage base under the old age, survivors, and disability insurance program) plus 9% of the amount of their monthly compensation in excess of the wage base. Prior to January 1, 2017 – effective July 1, 2015 – participants contributed 5% of their wage base (1/3 of the taxable wage base under the old age, survivors, and disability insurance program) plus 8% of the amount of their monthly compensation in excess of the wage base.

J. Net Pension Liability

VIA's net pension liability reported for September 30, 2021 was measured as of September 30, 2020, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of October 1, 2019 and rolled forward to the September 30, 2020 measurement date. VIA's net pension liability reported for September 30, 2020 was measured as of September 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of October 1, 2018 and rolled forward to the September 30, 2019 measurement date.

Changes in Net Pension Liability

	2021	2020
Total Pension Liability		
Service Cost	$ 7,521,860	$ 7,956,865
Interest	32,461,552	31,348,296
Difference between expected and actual experience	(903,472)	896,495
Assumption changes	-	-
Benefit payments	(24,111,522)	(24,572,598)
Refunds	(335,774)	(237,912)
Net change in total pension liability	$ 14,632,644	$ 15,391,146
Total pension liability - beginning	456,208,259	440,817,113
Total pension liability - ending	$ 470,840,903	$ 456,208,259
Plan Fiduciary Net Position		
Contributions - employer	$ 14,346,139	$ 14,729,284
Contributions - employee	4,101,795	4,257,833
Pension plan net investment income	33,587,049	10,587,602
Benefit payments	(24,111,522)	(24,572,598)
Refunds	(335,774)	(237,912)
Pension plan administrative expense	(137,824)	(145,051)
Net change in Plan Fiduciary net position	27,449,863	4,619,158
Plan fiduciary net position - beginning	303,012,956	298,393,798
Plan fiduciary net position - ending	$ 330,462,819	$ 303,012,956
VIA's net pension liability	$ 140,378,084	$ 153,195,303

K. Actuarial Assumptions

The total pension liability reported for September 30, 2021 was determined by an actuarial valuation as of October 1, 2019 and rolled forward to the measurement date of September 30, 2020, using the following actuarial assumptions:

Inflation	2.75%
Salary Increases	3.75%-5.75%, including inflation
Investment Rate of Return	7.25%, net of pension plan investment expense, including inflation
Cost of Living	None
Mortality Rates	Gender-distinct RP-2000 Combined Healthy Mortality Table with Blue Collar Adjustment, projected on a fully generational basis by scale BB, multiplied by 109% for male table and 103% for female table

The total pension liability reported for September 30, 2020 was determined by an actuarial valuation as of October 1, 2018 and rolled forward to the measurement date of September 30, 2019, using the following actuarial assumptions:

Inflation	2.75%
Salary Increases	3.75%-5.75%, including inflation
Investment Rate of Return	7.25%, net of pension plan investment expense, including inflation
Cost of Living	None
Mortality Rates	Gender-distinct RP-2000 Combined Healthy Mortality Table with Blue Collar Adjustment, projected on a fully generational basis by scale BB, multiplied by 109% for male table and 103% for female table

The actuarial assumptions used in the October 1, 2019 and October 1, 2018 valuations were based on the results of an actuarial experience study completed in 2017 covering the six-year period ending September 30, 2016.

L. Discount Rate

The discount rate used to measure the total pension liability as of the measurement dates of September 30, 2020 and September 30, 2019 was 7.25%. The projection of cash flows used to determine the discount rate assumed the employee contributions will be made at the current contribution rate and that VIA contributions will be made at rates equal to the difference between actuarially determined contribution rates and the employee rate. Based on those assumptions, the Plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of VIA, calculated using the discount rate of 7.25% for 2021 and 2020, as well as what VIA's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.25%) or 1 percentage point higher (8.25%) than the current rate:

Discount Rate Sensitivity - September 30, 2021

1.0% Decrease 6.25%	Current Single Discount Rate Assumption 7.25%	1.0% Increase 8.25%
$ 190,828,411	$ 140,378,084	$ 97,292,464

Discount Rate Sensitivity - September 30, 2020

1.0% Decrease 6.25%	Current Single Discount Rate Assumption 7.25%	1.0% Increase 8.25%
$ 202,998,661	$ 153,195,303	$ 110,704,402

M. Long-Term Expected Rate of Return

The long-term expected rate of return on retirement plan investments was determined using a building block method in which best-estimate expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return for each major asset class included in the Plan's target asset allocation as of September 30, 2021 and 2020 are summarized in the tables below:

Asset Class	**Long-Term Expected Arithmetic Real Rate of Return**	**Target Asset Allocation**	**Development of Long-Term Arithmetic Return for Investment Portfolio**
Domestic Equity - Large Cap	8.59%	22%	1.89%
International Equity - Small Cap	9.28%	13%	1.21%
Global Equity	7.50%	25%	1.88%
Fixed Income	2.19%	30%	0.66%
Real Estate	6.45%	10%	0.65%
		Total Expected Arithmetic Real Return:	6.29%
		Inflation Assumption:	2.20%
		Total Expected Arithmetic Nominal Return:	8.49%

Asset Class	Long-Term Expected Arithmetic Real Rate of Return	Target Asset Allocation	Development of Long-Term Arithmetic Return for Investment Portfolio
Domestic Equity - Large Cap	5.62%	22%	1.24%
Internation Equity - Small Cap	5.84%	13%	0.76%
Global Equity	4.70%	25%	1.18%
Fixed Income	2.88%	30%	0.86%
Real Estate	6.16%	10%	0.62%
	Total Expected Arithmetic Real Return:		4.66%
	Inflation Assumption:		2.20%
	Total Expected Arithmetic Nominal Return:		6.86%

N. Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

Pension Expense

For the year ended September 30, 2021, VIA recognized pension expense of $12,962,351. For the year ended September 30, 2020, VIA recognized pension expense of $18,087,674.

Schedule of Pension Expense

	2021	2020
Total service cost	$ 7,521,860	$ 7,956,865
Interest on the total pension liability	32,461,552	31,348,296
Employee contributions (reduction of expense)	(4,101,795)	(4,257,833)
Projected savings on plan investments (reduction of expense)	(21,745,966)	(21,417,194)
Administrative expense	137,824	145,051
Recognition of outflow (inflow) of resources due to liabilities	4,684,899	5,085,662
Recognition of outflow (inflow) of resources due to assets	(5,996,023)	(773,173)
Total pension expense	$ 12,962,351	$ 18,087,674

At September 30, 2021 and 2020, VIA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Fiscal Year Ended September 30, 2021	**Outflows of Resources**	**Inflows of Resources**
1. Differences between expected and actual experience	$ 992,920	$ 838,120
2. Net differences between projected and actual earnings on Plan investments	-	9,559,755
3. Assumption changes	8,514,227	-
4. Contributions paid subsequent to the measurement date	14,253,181	-
	$ 23,760,328	$ 10,397,875

Fiscal Year Ended September 30, 2020		**Outflows of Resources**		**Inflows of Resources**
1. Differences between expected and actual experience	$	1,957,090	$	288,482
2. Net differences between projected and actual earnings on Plan investments		-		3,714,695
3. Assumption changes		12,768,789		-
4. Contributions paid subsequent to the measurement date		14,346,139		-
	$	29,072,018	$	4,003,177

Contributions subsequent to the measurement date are recognized in the following period. September 30, 2021 amounts reported as deferred outflows/inflows of resources related to pensions will be recognized in pension expense as follows:

Fiscal Year Ending September 30,		**Net Deferred Outflows/ Inflows of Resources**
2022	$	(560,985)
2023		2,369,908
2024		(311,017)
2025		(2,388,634)
2026		-
Thereafter		-
Total	$	(890,728)

O. Pension Plan Components of Net Pension Liability

The following table summarizes the components of the net pension liability as of September 30, 2021 and 2020 for the pension plan included in VIA's Fiduciary Fund Statements in accordance with GASB 67, Financial Reporting for Pension Plans – An Amendment of GASB Statement 25.

	September 30,			
		2021		**2020**
Total pension liability	$	478,102,379	$	470,840,903
Plan fiduciary net position		392,688,048		330,462,819
Net pension liability	$	85,414,331	$	140,378,084
Plan fiduciary net position as a percentage of the total pension liability		82.1%		70.2%

The actuarial valuation dated October 1, 2020 was rolled forward to September 30, 2021.

The following presents the net pension liability of the pension plan, calculated using the discount rate of 7.25% for 2020 and 2019, as well as what it would be if it were calculated using a discount rate that is 1 percentage point lower (6.25%) or 1 percentage point higher (8.25%) than the current rate:

Discount Rate Sensitivity - September 30, 2021

1.0% Decrease 6.25%	Current Single Discount Rate Assumption 7.25%	1.0% Increase 8.25%
$ 135,991,538	$ 85,414,331	$ 42,189,271

Discount Rate Sensitivity - September 30, 2020

1.0% Decrease 6.25%	Current Single Discount Rate Assumption 7.25%	1.0% Increase 8.25%
$ 190,828,411	$ 140,378,084	$ 97,292,464

Note 9 – Defined Contribution Retirement Plan

A. Plan Description

VIA Metropolitan Transit Defined Contribution Retirement Plan is a “money purchase” pension plan and trust. This is an account-type plan, in which all benefits received come directly from participant accounts in the plan. VIA Metropolitan Transit Defined Contribution Retirement Plan is a “public retirement system” under the laws of Texas and a “government plan” under the Internal Revenue Code. As a result, it is not subject to the provisions of the Employee Retirement Income Security Act of 1974.

B. Eligibility and Benefits

All full-time VIA employees hired after January 1, 2012 are eligible to participate after the first of the month following 30 days of service. Employees who retire on or after their 65th birthday and who have completed 5 years of service are entitled to 100% of their employer contribution account balance, as well as 100% of the mandatory employee contribution amount. The plan may also provide benefits in the event of death, disability, or other termination of employment.

C. Funding Policy

VIA follows the policy of funding the plan through mandatory employee contributions at the rate of 6% of compensation. VIA's contributions to the Employer Contribution Account will be made at 6% of compensation. Together, mandatory employee contributions and VIA employer contributions will equal 12% of compensation. VIA's contribution for the fiscal year ended September 30, 2021 totaled $3,779,321 ($3,705,718 in 2020).

Note 10 – Postemployment Benefits Other Than Pension

General Information about the OPEB Plan

A. Plan Description and Benefits Provided

VIA administers a single-employer defined benefit plan that is used to provide post-retirement benefits other than pensions (OPEB) for all retirees of VIA. VIA's OPEB trust was approved/adopted by the Board on February 26, 2008, for the purpose of accumulating assets to fund OPEB costs in future years.

Governance of the Plan is vested in the eleven-member Board, which has governance responsibilities over all activities related to VIA. Representatives of the Board are appointed by the City of San Antonio (CoSA), Bexar County Commissioner's Court, and the Suburban Council of Mayors.

In addition to providing pension benefits, VIA provides certain healthcare and life insurance benefits to retired employees. For healthcare, VIA indirectly subsidizes the medical insurance premiums paid by retirees, since premiums are calculated with active workers and retirees pooled together. As of October 1, 2020, the most recent valuation date, there are 349 retirees and dependents receiving VIA healthcare benefits and 868 participating in the VIA life insurance program. As of October 1, 2019, the next most recent valuation date, there are 332 retirees and dependents receiving VIA healthcare benefits and 827 participating in the VIA life insurance program. VIA provides, at no cost, base coverage for life insurance of $10,000 or $20,000, based on age, for retirees at a premium rate paid to a life insurance company. Any additional premium to provide coverage in excess of the base amount is shared by VIA and the retirees.

Employees covered by benefit terms. Employees are eligible for OPEBs if they fall into one of the two groups noted below:

- Employees who are eligible to retire either for an early or normal retirement benefit from the VIA Metropolitan Transit Retirement Plan and have at least ten years of full-time service with VIA (all who meet this requirement would have been hired prior to January 1, 2012, the effective date for closing the defined benefit retirement plan to any new hires).

- Employees hired after January 1, 2012 who participated in the VIA Metropolitan Transit Defined Contribution Retirement Plan must meet normal retirement age as defined by the Defined Contribution Retirement Plan (age 65) and have at least ten years of full-time service with VIA.

At September 30, OPEB plan membership consisted of the following:

	2021	2020
Inactive plan members or beneficiaries currently receiving benefit payments	894	858
Inactive plan members entitled to but not yet receiving benefit payments	-	-
Active plan members	1,973	2,135
Total	2,867	2,993

B. Funding Policy

Employer contributions to the Plan are the actuarially-determined amounts that VIA needs to make to fund the Plan over a closed amortization period (25 years remaining as of the last valuation date of October 1, 2020). Employer contributions also include payments for benefits as they come due that were not reimbursed using OPEB plan assets, which for VIA are the implicit subsidies related to the life insurance benefit. VIA's funding policy is to fund 100% of the actuarially determined contribution by the end of each fiscal year. OPEB funding is handled through a Section 115 trust. As a result, the OPEB Plan's fiduciary net position is expected to be available to make all future projected benefit payments of current plan members.

Net OPEB Liability

VIA's net OPEB liability was measured as of September 30, 2020, and the total OPEB liability used to calculate the net OPEB liability was based on actuarial assumptions in an actuarial valuation report as of October 1, 2019.

Actuarial assumptions. Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing the benefits costs between the employer and plan members to that point.

For the fiscal year ended September 30, 2021 (the measurement date of September 30, 2020), the actuarial valuation date was October 1, 2019. The total OPEB liability in the October 1, 2019 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Actuarial Cost Method	Entry Age Normal
Inflation	2.75%
Salary Increases	3.75% to 5.75%, including inflation, plus an overtime adjustment varying from 1.25% of pay for office workers to 17.50% for operators
Investment Rate of Return	7.25%, net of OPEB plan investment expense, including inflation
Demographic Assumptions	Based on VIA's experience study for the Retirement Plan for the six-year period ending on September 30, 2016
Mortality Assumptions	For healthy retirees, the gender-distinct RP 2000 Combined Health Mortality Tables with Blue Collar Adjustment are used with male rates multiplied by 109% and female rates multiplied by 103%. The rates are projected on a fully generational basis by a scale to BB to account for future mortality improvements.
Healthcare Trend Rates	Initial trend rate of 7.00% for pre-65 retirees and 6.20% for post-65 retirees, declining to ultimate rates of 4.25% for pre-65 retirees after 11 years and post-65 retirees after 12 years
Participation Rates	Rates of 40% for pre-65 retirees and 25% for post-65 retirees, with 37.5% assumed to discontinue at age 65

For the fiscal year ended September 30, 2020 (the measurement date of September 30, 2019), the actuarial valuation date was October 1, 2018. The total OPEB liability in the October 1, 2018 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Actuarial Cost Method	Entry Age Normal
Inflation	2.75%
Salary Increases	3.75% to 5.75%, including inflation, plus an overtime adjustment varying from 1.25% of pay for office workers to 17.50% for operators
Investment Rate of Return	7.25%, net of OPEB plan investment expense, including inflation
Demographic Assumptions	Based on VIA's experience study for the Retirement Plan for the six-year period ending on September 30, 2016
Mortality Assumptions	For healthy retirees, the gender-distinct RP 2000 Combined Health Mortality Tables with Blue Collar Adjustment are used with male rates multiplied by 109% and female rates multiplied by 103%. The rates are projected on a fully generational basis by a scale to BB to account for future mortality improvements.
Healthcare Trend Rates	Initial trend rate of 7.25% for pre-65 retirees and 6.30% for post-65 retirees, declining to ultimate rates of 4.25% for both pre-65 and post-65 retirees after 13 years
Participation Rates	Rates of 45% for pre-65 retirees and 25% for post-65 retirees, with 44% assumed to discontinue at age 65

Projected benefit payments are required to be discounted to their actuarial present value using a Single Discount Rate that reflects (1) a long-term expected rate of return on OPEB Plan investments (to the extent that the plan's fiduciary net position is projected to be sufficient to pay benefits), and (2) tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate of return are not met).

The long-term rate expected rate of return by asset class as of September 30, 2021 is shown below:

Asset Class	Target Allocation	Benchmark	Long-Term Mean Nominal Return	Long-Term Mean Real Rate of Return
Domestic equity	50%	S&P 1500	10.4%	8.2%
International equity	15%	MSCI ACWI Ex-US	8.9%	6.7%
Fixed income	35%	Aggregate Index	4.4%	2.2%
Total	100%			

Note: For illustrative purposes, historical long-term average returns have been used as a reasonable expectation of nominal returns and reduced by 2.2% to adjust to real terms. The expected rate of inflation is 2.2%.

The long-term expected rate of return being used for OPEB plan investments is 7.25% for both FY21 and FY20. When this actuarial assumption was last updated in 2018, the municipal bond rate was 3.83% (based on the daily rate closest to but not later than the measurement date of Fidelity "20-Year Municipal GO Index"), and the resulting Single Discount Rate was 7.25%. The discount rate was also 7.25% as of the beginning of the measurement period.

The long-term rate expected rate of return by asset class as of September 30, 2020 is shown below:

Asset Class	Target Allocation	Benchmark	Nominal Return	Real Rate of Return
Domestic equity	50%	S&P 1500	7.5%	5.3%
International equity	15%	MSCI ACWI Ex-US	6.2%	4.0%
Fixed income	35%	Aggregate Index	5.0%	2.9%
Total	100%			

Note: For illustrative purposes, historical long-term average returns have been used as a reasonable expectation of nominal returns and reduced by 2.2% to adjust to real terms. The expected rate of inflation is 2.2%.

Changes in the Net OPEB Liability

Changes in the net OPEB liability for fiscal year 2021 are as follows:

	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balances at 9/30/20 (*)	$ 59,821,719	$ 9,892,973	$ 49,928,746
Service cost	1,562,768	-	1,562,768
Interest on the total OPEB liability	4,301,263	-	4,301,263
Difference between expected and actual experience	(2,915,322)	-	(2,915,322)
Changes of assumptions	65,649	-	65,649
Employer contributions	-	3,313,597	(3,313,597)
Net investment income	-	615,964	(615,964)
Benefit payments	(2,550,681)	(2,550,681)	-
Administrative expense	-	(17,192)	17,192
Net changes	463,677	1,361,688	(898,011)
Balances at 9/30/21 (*)	$ 60,285,396	$ 11,254,661	$ 49,030,735

(*) Balances for dates shown are as of the measurement date one year prior.

Changes in the net OPEB liability for fiscal year 2020 are as follows:

	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balances at 9/30/19 (*)	$ 43,598,652	$ 8,546,286	$ 35,052,366
Service cost	1,220,151	-	1,220,151
Interest on the total OPEB liability	3,126,006	-	3,126,006
Difference between expected and actual experience	11,256,554	-	11,256,554
Changes of assumptions	2,803,150	-	2,803,150
Employer contributions	-	3,209,295	(3,209,295)
Net investment income	-	352,107	(352,107)
Benefit payments	(2,182,794)	(2,182,794)	-
Administrative expense	-	(31,921)	31,921
Net changes	16,223,067	1,346,687	14,876,380
Balances at 9/30/20 (*)	$ 59,821,719	$ 9,892,973	$ 49,928,746

(*) Balances for dates shown are as of the measurement date one year prior.

The liability resulting from "Changes of assumptions" includes an update to the participation assumptions for both Medicare and non-Medicare retirees, and an update to the participation and lapse assumptions. The former update was made for the liability reported in the employer year ending September 30, 2021 (Plan year ending one year prior) and the latter update was made for the liability reported in the employer year ending September 30, 2021 (Plan year ending one year prior).

Sensitivity of the net OPEB liability to changes in the discount rate. The following presents the net OPEB liability of VIA reported as of September 30, 2021 calculated with a Single Discount Rate of 7.25%, as well as what VIA's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current discount rate:

	1% Decrease 6.25%	Current Single Discount Rate Assumption	1% Increase 8.25%
Net OPEB liability (asset)	$ 57,662,140	$ 49,030,735	$ 41,978,187

The following presents the net OPEB liability of VIA reported as of September 30, 2020 calculated with a Single Discount Rate of 7.25%, as well as what VIA's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current discount rate:

	1% Decrease 6.25%	Current Single Discount Rate Assumption	1% Increase 8.25%
Net OPEB liability (asset)	$ 58,168,062	$ 49,928,746	$ 43,159,255

Sensitivity of the net OPEB liability to changes in the healthcare cost trend rates. The following presents the net OPEB liability of VIA reported as of September 30, 2021 calculated using the assumed trend rates, as well as what VIA's net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage point higher than the current healthcare cost trend rates:

	1% Decrease	Current Healthcare Cost Trend Rate Assumption	1% Increase
Net OPEB liability (asset)	$ 43,564,409	$ 49,030,735	$ 55,835,691

The current healthcare cost trend rates assumption is initial rates of 7.00% for pre-65 and 6.20% for post-65 retirees, declining to ultimate rates of 4.25% after 11 years for pre-65 and 12 years for post-65.

The following presents the net OPEB liability of VIA reported as of September 30, 2020 calculated using the assumed trend rates, as well as what VIA's net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage point higher than the current healthcare cost trend rates:

	1% Decrease	Current Healthcare Cost Trend Rate Assumption	1% Increase
Net OPEB liability (asset)	$ 44,601,171	$ 49,928,746	$ 56,508,455

The healthcare cost trend rates assumption is initial rates of 7.25% for pre-65 and 6.30% for post-65 retirees, declining to ultimate rates of 4.25% for both pre-65 and post-65, after 13 years.

OPEB plan fiduciary net position. Detailed information about the OPEB plan's fiduciary net position can be found under the Required Supplementary Information section of this document.

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended year ended September 30, 2021, VIA recognized OPEB expense of $7,472,565. At September 30, 2021, VIA reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources	Net Deferred Outflows/(Inflows) of Resources
Difference between expected and actual experience	$ 12,041,508	$ 2,574,492	$ 9,467,016
Change in assumptions	3,056,126	-	3,056,126
Net difference between projected and actual earning on plan investments	261,873	-	261,873
Contributions subsequent to the measurement date	4,364,248	-	4,364,248
Total	$ 19,723,755	$ 2,574,492	$ 17,149,263

For the year ended year ended September 30, 2020, VIA recognized OPEB expense of $6,365,527. At September 30, 2020, VIA reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources	Net Deferred Outflows/(Inflows) of Resources
Difference between expected and actual experience	$ 14,124,924	$ -	$ 14,124,924
Change in assumptions	3,521,228	-	3,521,228
Net difference between projected and actual earning on plan investments	195,842	-	195,842
Contributions subsequent to the measurement date	2,796,903	-	2,796,903
Total	$ 20,638,897	$ -	$ 20,638,897

The amount reported as deferred outflows of resources resulting from contributions made subsequent to the measurement date are recognized as a reduction in the net pension liability in the subsequent year. Other than for contributions subsequent to the measurement date, amounts reported as of September 30, 2021 as deferred outflows of resources and deferred inflows or resources related to OPEB will be recognized in OPEB expense as follows:

Year Ending September 30		**Net Deferred Outflows (Inflows)**
2022	$	2,335,615
2023		2,360,897
2024		2,359,711
2025		2,298,998
2026		1,668,171
Thereafter		1,761,623
Total	$	12,785,015

As of September 30, 2021 and September 30, 2020, VIA had a payable of zero for the outstanding amount of contributions to the OPEB Plan required for the years ended September 30, 2021 and September 30, 2020, respectively. VIA made the required contribution prior to year-end in each of those years.

OPEB Plan

The following discloses for the VIA OPEB Plan are provided in accordance with GASB Statement No. 74 since the plan is a single-employer OPEB and included in VIA's fiduciary fund statements.

The components of the net OPEB liability for the VIA OPEB Plan at September 31, 2021 and 2020 were as follows:

	September 30,			
		2021		**2020**
Total OPEB liability	$	57,110,478	$	60,285,396
Plan fiduciary net position		14,791,259		11,254,661
Net OPEB liability	$	42,319,219	$	49,030,735
Plan fiduciary net position as a percentage of the total OPEB liability		25.9%		18.7%

The discount rate used to measure the Total OPEB Liability was 7.25%. The following table presents the change in VIA's OPEB Plan net liability calculated at September 30, 2021 assuming that the discount rate decreases or increases by one percentage point from the assumptions used in the Total OPEB Liability.

	1% Decrease 6.25%	Current Single Discount Rate Assumption	1% Increase 8.25%
Net OPEB liability (asset)	$ 50,351,347	$ 42,319,219	$ 35,751,675

The following table presents the change in VIA's OPEB Plan net liability calculated at September 30, 2021 assuming that the healthcare cost trends decrease or increase by one percentage point from the assumptions used in Total OPEB Liability.

	1% Decrease	Current Healthcare Cost Trend Rate Assumption	1% Increase
Net OPEB liability (asset)	$ 37,392,078	$ 42,319,219	$ 48,441,023

Note 11 – Risk Management

VIA is exposed to various risks or torts; theft of, damage to, and destruction of assets; injuries to employees, patrons, and the general public; and natural disasters. During the fiscal year, VIA was self-funded for workers' compensation, unemployment compensation, employee health coverage, and public liability coverage.

There were no significant reductions in insurance coverage from the prior year by major category of risk. In addition, there were no insurance settlements exceeding insurance coverage in any of the past three years.

Competitive bids are solicited through VIA's Procurement Department to obtain the required insurance coverages at the lowest possible cost. The requirements specify only insurance carriers with a current Best's rating of A- or better will be considered for award. Sealed bids are accepted by the due date and time specified and presented to the Board for approval.

Detailed information on the major categories of risk is as follows.

A. __Property and Casualty Coverage__

VIA purchases fire and extended coverage on buildings and building contents. Fire, lightning, and windstorm insurance coverage is purchased for its revenue vehicles. VIA self-insures for the deductible amount of $500,000.

B. Public Liability Coverage

VIA is self-insured for public liability claims and maintains a reserve for estimated liabilities to fund such claims. VIA estimates the liabilities on a case-by-case basis based on historical claims experience. A liability for a claim is established if information indicates it is probable a liability has been incurred at the date of the financial statements and the amount of loss is reasonably estimable. Reserves are adjusted monthly based on the latest information available for each case. VIA's limits under the Texas Tort Claim Act are $100,000 per person and $300,000 per occurrence. A reconciliation of changes in aggregate liabilities for public liability claims for the current year is presented in section D of this note.

C. Workers' Compensation

VIA is self-insured for all workers' compensation coverage and maintains a reserve for estimated liabilities to fund such claims. VIA estimates the liabilities on a cumulative basis using a formula based on historical claims experience. Reserves are adjusted monthly based on the latest information. A reconciliation of changes in the aggregate liabilities for workers' compensation claims for the current year is presented in section D of this note.

D. Employee Health Coverage

VIA offers health insurance coverage through its self-insured program VIAcare. As of January 1, 2016, Aetna is the third-party administrator for this program; prior to that, VIA self-administered the program. On an annual basis, an actuarial valuation is performed to establish the level of reserves, determine appropriate funding levels for the medical benefits for the calendar year, and establish the monthly premiums for VIAcare. Claims adjudication is administered in accordance with the benefit provisions, exclusions, and limitations, as stipulated in the VIAcare plan document. A reconciliation of changes in the aggregate liabilities for medical claims for the current year follows.

At September 30, 2021, VIA had recorded claims payable of $8,392,075 for its self-insured programs based on the requirements of GASB Statement No. 10, *Accounting and Financial Reporting for Risk Financing and Related Insurance Issues* ($7,950,698 in 2020). The statement requires a liability for claims to be reported if it is probable a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated. Changes in the claim payable amounts for the most recent period are presented below.

	Property and Casualty and Public Liability	Workers' Compensation	Employee Health Coverage	Total
Claims payable at September 30, 2019	$ 5,216,450	$ 1,178,478	$ 1,341,709	$ 7,736,637
Current period claims and charges in estimates	1,210,963	765,621	20,597,300	22,573,884
Claim payments	(1,258,163)	(1,044,998)	(20,056,662)	(22,359,823)
Claims payable at September 30, 2020	$ 5,169,250	$ 899,101	$ 1,882,347	$ 7,950,698
Current period claims and charges in estimates	989,359	1,532,401	22,498,493	25,020,253
Claim payments	(1,308,200)	(1,156,538)	(22,114,138)	(24,578,876)
Claims payable at September 30, 2021	$ 4,850,409	$ 1,274,964	$ 2,266,702	$ 8,392,075

Note 12 – Long-Term Debt

A. <u>MTA Farebox Revenue and Refunding Bonds, Series 2013</u>

On November 13, 2013, MTA issued a par amount of $39,965,000 of Series 2013 MTA Farebox Revenue and Refunding Bonds. Proceeds have been used to: pay a portion of the costs of capital projects, primarily projects defined as VIA's SmartMove program, as well as new bus purchases, and property for a new paratransit facility; refund VIA's Series 2012-1 MTA Farebox Revenue Bonds; fund the Reserve Fund for the bonds; and pay the costs of issuance of the bonds. VIA's SmartMove program includes high-capacity transit projects and various passenger facilities projects. The bonds are dated October 1, 2013 and have an interest rate varying between 1.00% and 5.25%. Interest on the bonds is payable on February 1 and August 1 of each year, commencing February 15, 2014. Principal payments are due and payable on August 1 of each year from 2014 through 2038.

The primary source of security for the bonds is provided by a first and prior lien on and pledge of VIA "net revenues." VIA "net revenues" mean, generally, all revenues (including income, receipts, and increment) received by VIA, from time to time, as a result of its ownership and operation of the Transit Authority System, that remain after the payment of expenses necessary for the operation and maintenance of the Transit Authority System. "Transit Authority System" means any and all VIA real and personal property that is owned, rented, leased, controlled, operated, or held for mass transit purposes.

On December 9, 2020, MTA refunded $24,875,000 of the $39,965,000 principal amount of the MTA Farebox Revenue and Refunding Bonds, Series 2013, to take advantage of lower interest rates (see details below).

B. <u>ATD Sales Tax Revenue and Refunding Bonds, Series 2014</u>

On July 30, 2014, ATD issued a par amount of $32,925,000 of Series 2014 ATD Sales Tax Revenue and Refunding Bonds. VIA has used proceeds to: pay a portion of the costs of capital projects, primarily projects defined as VIA's SmartMove program, as well as new bus purchases and VIA's new automated fare collection system; refund VIA's Series 2012-3 ATD Sales Tax Revenue Bonds; and pay the costs of issuance of the bonds. VIA's SmartMove program includes high capacity transit projects and various passenger facilities projects. The bonds are dated July 1, 2014 and have an interest rate varying between 2% and 5%. Interest on the bonds is payable on February 1 and August 1 of each year, commencing August 1, 2015. Principal payments are due and payable on August 1 of each year from 2015 through 2038.

VIA ATD imposes and collects within its boundaries a sales and use tax equal to ¼ of 1% (the ATD Tax), the proceeds from which are divided three ways: one-half of the proceeds of the ATD Tax are retained by ATD (the "ATD Share") and used for projects including advanced transit services, passenger amenities, equipment, and other Advanced Transportation (as defined by statute) purposes; one-fourth of the proceeds of the ATD Tax are delivered to CoSA, as the only "participating unit" (defined by statute) within the ATD, and used thereby to construct, improve, and maintain streets, sidewalks, and related infrastructure designed to improve mobility and other Advanced Transportation or Mobility Enhancement (as defined by statute) within ATD; and the remaining ¼ of the proceeds of the ATD Tax are for use as the local share for state and federal grants for improved highways, transportation infrastructure designed to improve mobility, and other Advanced Transportation or Mobility Enhancement purposes within ATD.

The primary source of security for the bonds is provided by a first and prior lien on and pledge of the revenues derived by VIA ATD from the ATD Share.

C. MTA Contractual Obligation Bonds, Series 2017

On February 15, 2017, MTA issued a par amount of $81,995,000 of Series 2017 MTA Contractual Obligation Bonds. VIA will use proceeds to pay a portion of the costs of capital projects, including (specifically) the purchase rolling stock, and to pay the costs of issuance of the bonds. The bonds are dated January 1, 2017 and have an interest rate varying between 3% and 5%. Interest on the bonds is payable on January 15 and July 15 of each year, commencing July 15, 2017. Principal payments are due and payable on July 15 of each year from 2018 through 2029.

The primary source of security for the obligations is provided for by a first and prior lien on the pledge of VIA "sales tax revenues". VIA "sales tax revenues" means the revenues derived by VIA from its imposition and collection within its boundaries of a sales and use tax equal to ½ of 1%, the purpose of which is to support VIA's ownership, operation, and maintenance of the Transit Authority System, as provided and in accordance with Chapter 451, as amended, Texas Transportation Code. "Transit Authority System" means any and all VIA real and personal property that is owned, rented, leased, controlled, operated, or held for mass transit purposes pursuant to Chapter 451, together with all future extensions, improvements, replacements and additions thereto.

D. MTA Contractual Obligation Bonds, Series 2020

On May 7, 2020, MTA issued a par amount of $11,000,000 of Series 2020 MTA Contractual Obligations. VIA will use proceeds to purchase paratransit vans and to pay costs of issuance. The interest rate is 1.05%, and the stated final maturity is July 15, 2025. Interest on the bonds is payable on January 15 and July 15 of each year, commencing July 15, 2020. Principal payments are due and payable on July 15 of each year from2021 through 2025.

The primary source of security for the obligations is provided for by a first and prior lien on the pledge of VIA "sales tax revenues". VIA "sales tax revenues" means the revenues derived by VIA from its imposition and collection within its boundaries of a sales and use tax equal to ½ of 1%, the purpose of which is to support VIA's ownership, operation, and maintenance of the Transit Authority System, as provided and in accordance with Chapter 451, as amended, Texas Transportation Code. "Transit Authority System" means any and all VIA real and personal property that is owned, rented, leased, controlled, operated, or held for mass transit purposes pursuant to Chapter 451, together with all future extensions, improvements, replacements and additions thereto.

E. MTA Farebox Revenue Refunding Bonds, Taxable Series 2020

On December 29, 2020, MTA issued $28,940,000 of Farebox Revenue Refunding Bonds, Taxable Series 2020, with an average interest rate of 2.42% to advance refund $24,875,000 of outstanding bonds with an average interest rate of 5.06%. A portion of the proceeds of the bonds were used to purchase U.S. government securities, which together with an initial cash deposit, were placed in an irrevocable trust with an escrow agent to provide for all future debt service payments on the old bonds. As a result, that portion of the old bonds are considered defeased and the liability has been removed from the statement of net position.

The cash flow requirements from the old bonds prior to the advance refunding were $41,341,038 from 2021 through 2038. The cash flow requirements on the new bonds are $36,839,696 from 2021 through 2038. The advance refunding resulted in an economic gain of $3,708,935 (present value savings).

The refunding bonds issued consist of $21,655,000 Serial Bonds and a $7,285,000 Term Bond due August 1, 2038. The bonds are dated December 1, 2020 and have an interest rate varying between 0.461% and 2.806%. Interest on the bonds is payable on February 1 and August 1 of each year, commencing February 1, 2021. Principal payments are due and payable on August 1 of each year from 2021 through 2038.

The primary source of security for the obligations is provided for by a first and prior lien on the pledge of VIA "sales tax revenues". VIA "sales tax revenues" means the revenues derived by VIA from its imposition and collection within its boundaries of a sales and use tax equal to ½ of 1%, the purpose of which is to support VIA's ownership, operation, and maintenance of the Transit Authority System, as provided and in accordance with Chapter 451, as amended, Texas Transportation Code. "Transit Authority System" means any and all VIA real and personal property that is owned, rented, leased, controlled, operated, or held for mass transit purposes pursuant to Chapter 451, together with all future extensions, improvements, replacements and additions thereto.

F. ATD Sales Tax Revenue Refunding Bonds, Taxable Series 2020

On December 29, 2020, ATD issued $23,790,000 of Sales Tax Revenue Refunding Bonds, with an average interest rate of 2.31% to advance refund $19,700,000 of outstanding bonds with an average interest rate of 5.00%. A portion of the proceeds of the bonds were used to purchase U.S. government securities, which together with an initial cash deposit, were placed in an irrevocable trust with an escrow agent to provide for all future debt service payments on the old bonds. As a result, that portion of the old bonds are considered defeased and the liability has been removed from the statement of net position.

The cash flow requirements from the old bonds prior to the advance refunding were $32,984,000 from 2021 through 2038. The cash flow requirements on the new bonds are $30,143,296 from 2021 through 2038. The advance refunding resulted in an economic gain of $2,366,772 (present value savings).

The refunding bonds consist of $17,485,000 Serial Bonds and a $6,305,000 Term Bond due August 1, 2039. The bonds are dated December 1, 2020 and have an interest rate varying between 0.349% and 2.673%. Interest on the bonds is payable on February 1 and August 1 of each year, commencing February 1, 2021. Principal payments are due and payable on August 1 of each year from 2021 through 2038.

VIA ATD imposes and collects within its boundaries a sales and use tax equal to ¼ of 1% (the ATD Tax), the proceeds from which are divided three ways: one-half of the proceeds of the ATD Tax are retained by ATD (the "ATD Share") and used for projects including advanced transit services, passenger amenities, equipment, and other Advanced Transportation (as defined by statute) purposes; one-fourth of the proceeds of the ATD Tax are delivered to CoSA, as the only "participating unit" (defined by statute) within the ATD, and used thereby to construct, improve, and maintain streets, sidewalks, and related infrastructure designed to improve mobility and other Advanced Transportation or Mobility Enhancement (as defined by statute) within ATD; and the remaining ¼ of the proceeds of the ATD Tax are for use as the local share for state and federal grants for improved highways, transportation infrastructure designed to improve mobility, and other Advanced Transportation or Mobility Enhancement purposes within ATD.

The primary source of security for the bonds is provided by a first and prior lien on and pledge of the revenues derived by VIA ATD from the ATD Share.

Changes in long-term obligations for the year ended September 30, 2021 are as follows:

	Interest Rate Payable	Original Issue	Beginning Balance	Additions	Retired	Ending Balance	Amounts Due within One Year
Series 2013 MTA Farebox Revenue and Refunding Bonds	1.00%-5.25%	$ 39,965,000	$ 32,835,000	$ -	$ (26,045,000)	$ 6,790,000	$ 1,230,000
Series 2014 ATD Sales Tax Revenue and Refunding Bonds	2.00%-5.00%	32,925,000	27,755,000	-	(20,700,000)	7,055,000	1,050,000
Series 2017 MTA Sales Tax Revenue Bonds	3.00%-5.00%	81,995,000	66,410,000	-	(7,040,000)	59,370,000	3,905,000
Series 2020 MTA Contractual Obligations	1.05%	11,000,000	11,000,000	-	(2,155,000)	8,845,000	2,175,000
Series 2020 MTA Farebox Revenue and Refunding Bonds	0.46%-2.52%	28,940,000	-	28,940,000	(645,000)	28,295,000	390,000
Series 2020 ATD Sales Tax Revenue and Refunding Bonds	0.35%-2.39%	23,790,000	-	23,790,000	(540,000)	23,250,000	340,000
Total bonds		218,615,000	138,000,000	52,730,000	(57,125,000)	133,605,000	9,090,000
Bond premium		N/A	14,252,672	-	(2,849,421)	11,403,251	-
Compensated absences		N/A	6,528,340	2,606,484	(2,589,219)	6,545,605	3,553,381
Other		N/A	4,780	1,350	-	6,129	-
Total long-term liabilities		$ 218,615,000	$ 158,785,792	$ 55,337,834	$ (62,563,640)	$ 151,559,985	$ 12,643,381

Changes in long-term obligations for the year ended September 30, 2020 are as follows:

	Interest Rate Payable	Original Issue	Beginning Balance	Additions	Retired	Ending Balance	Amounts Due within One Year
Series 2013 MTA Farebox Revenue and Refunding Bonds	1.00%-5.25%	$ 39,965,000	$ 33,950,000	$ -	$ (1,115,000)	$ 32,835,000	$ 1,170,000
Series 2014 ATD Sales Tax Revenue and Refunding Bonds	2.00%-5.00%	32,925,000	28,710,000	-	(955,000)	27,755,000	1,000,000
Series 2017 MTA Sales Tax Revenue Bonds	3.00%-5.00%	81,995,000	70,730,000	-	(4,320,000)	66,410,000	7,040,000
Series 2020 MTA Contractual Obligations	1.05%	11,000,000	-	11,000,000	-	11,000,000	2,155,000
Total bonds		165,885,000	133,390,000	11,000,000	(6,390,000)	138,000,000	11,365,000
Bond premium		N/A	15,587,796	-	(1,335,124)	14,252,672	-
Compensated absences		N/A	6,287,364	2,471,849	(2,230,873)	6,528,340	3,664,378
Other		N/A	4,780	-	-	4,780	-
Total long-term liabilities		$ 165,885,000	$ 155,269,940	$ 13,471,849	$ (9,955,997)	$ 158,785,792	$ 15,029,378

The schedule of the required payments for VIA's bonds (MTA and ATD combined) is as follows:

Year Ending September 30,	Principal	Interest	Total Requirements
2022	$ 9,090,000	$ 4,834,554	$ 13,924,554
2023	10,095,000	4,514,570	14,609,570
2024	11,095,000	4,128,342	15,223,342
2025	13,700,000	3,691,214	17,391,214
2026	12,080,000	3,124,498	15,204,498
2027-2031	47,335,000	7,802,034	55,137,034
2032-2036	21,025,000	2,856,143	23,881,143
2037-2038	9,185,000	379,813	9,564,813
Total	$ 133,605,000	$ 31,331,168	$ 164,936,168

Note 13 – Commitments and Contingencies

A. Grants

Amounts received or receivables from grantor agencies are subject to audit and adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although VIA's management expects such amounts, if any, to be immaterial.

B. Public-Injury Lawsuits

VIA is a defendant in various public-injury lawsuits. The probability of adverse decisions was evaluated by management, and a provision for potential losses is included in estimated liabilities.

C. Pending Claims and Litigation

There are several other pending claims and litigation against VIA. While the result of any pending claims and litigation contains an element of uncertainty, VIA's management believes the amount of any liability and costs which might result would not have a material adverse effect on the financial statements.

D. Construction Commitments

VIA discloses significant outstanding construction commitments greater than $5,000,000 separately. All other construction commitments are grouped together. VIA is building a new Paratransit Operations and Maintenance facility on property purchased in 2017. Construction began this fiscal year. The contract value is $23,006,461, of which $8,429,874 has been paid, leaving $14,576,587 outstanding at the end of this fiscal year. The other remaining outstanding construction commitments at September 30, 2021 amount to $3,090,628.

VIA has other significant outstanding commitments open at September 30, 2021. VIA has a contract to purchase 139 26-foot Paratransit Buses in the amount of $18,878,146. $1,668,107 remains open pending delivery and acceptance of the remaining vehicles. VIA has also contracted to purchase eight (8) electric 40-foot transit buses for $8,185,032, as well as nineteen (19) 40-foot low-floor heavy-duty transit buses for a purchase order value of $10,654,098. Delivery will begin in FY2022.

Our remaining contracts are indefinite-delivery indefinite-quantity contracts for goods and services.

E. Lease Commitments

During the course of operations, VIA enters into various lease arrangements as both a lessor and a lessee. For most, the amounts involved are relatively immaterial.

VIA has one lease, as a landlord, that is material in amount and term of the lease. VIA leases the property, purchased as the Southern Pacific train depot and warehouses, now commonly referred to as Sunset Station in San Antonio, Texas. The lease term is 55 years, which commenced in fiscal year 2001. As a result of the COVID-19 pandemic, this lessee received concessions to defer a portion of their 2021 rent into the future. The deferred rent will be paid over forty-eight (48) monthly installments, in addition to their regularly scheduled base rent, beginning January 1, 2022. The future base rent commitments and deferred rent installments are shown below without the annual CPI adjustments.

Fiscal Year	2022	2023	2024	2025	2026	Thereafter
	$ 213,515	$ 250,331	$ 250,331	$ 250,331	$ 217,182	$ 5,977,829

VIA entered into one lease as a lessee, that is material in amount and term of lease. Effective September 1, 2021, VIA began leasing property from CPS Energy for use as a data center. The initial term of the lease is 10 years with two options to renew, extending the lease term in 5 year increments another 10 years through 2040. Rent escalation is 3% annually, which is included in the following schedule showing all lease payments through 2040.

Fiscal Year	2022	2023	2024	2025	2026	Thereafter
	$ 107,067	$ 110,279	$ 113,587	$ 116,995	$ 120,505	$ 2,160,494

Required Supplementary Information - Unaudited

VIA Metropolitan Transit
San Antonio, Texas

Schedules of Required Supplementary Information
Schedules of Changes in Net Pension Liability and Related Ratios
For the Fiscal Year Ending September 30
(Unaudited)

Fiscal Year Ending September 30,	**2021**	**2020**	**2019**	**2018**
Total pension liability				
Service cost	$ 6,879,319	$ 7,521,860	$ 7,956,865	$ 7,308,154
Interest	33,317,752	32,461,552	31,348,296	29,771,656
Changes of benefit terms	-	-	-	-
Differences between expected and actual experience	(3,484,860)	(903,472)	896,495	638,833
Changes of assumptions	-	-	-	21,277,913
Benefit payments	(28,800,748)	(24,111,522)	(24,572,598)	(22,706,442)
Refunds	(649,986)	(335,774)	(237,912)	(255,118)
Net change in total pension liability	7,261,477	14,632,644	15,391,146	36,034,996
Total pension liability—beginning	470,840,903	456,208,259	440,817,113	404,782,117
Total pension liability—ending (a)	$ 478,102,380	$ 470,840,903	$ 456,208,259	$ 440,817,113
Plan fiduciary net position				
Contributions—employer	$ 14,253,181	$ 14,346,139	$ 14,729,284	$ 12,480,240
Contributions—member	3,824,273	4,101,795	4,257,833	4,420,649
Net investment income	73,736,180	33,587,049	10,587,602	29,240,374
Benefit payments	(28,800,748)	(24,111,522)	(24,572,598)	(22,706,442)
Refunds	(649,986)	(335,774)	(237,912)	(255,118)
Administrative expense	(137,671)	(137,824)	(145,051)	(120,506)
Net change in plan fiduciary net position	62,225,229	27,449,863	4,619,158	23,059,197
Plan fiduciary net position—beginning	330,462,819	303,012,956	298,393,798	275,334,600
Plan fiduciary net position—ending (b)	$ 392,688,048	$ 330,462,819	$ 303,012,956	$ 298,393,797
Net pension liability—ending (a) – (b)	$ 85,414,332	$ 140,378,084	$ 153,195,303	$ 142,423,316
Plan fiduciary net position as a percentage of the total pension liability	82.1%	70.2%	66.4%	67.7%
Covered payroll	$ 54,786,319	$ 59,888,154	$ 63,152,166	$ 65,166,072
Employer's net pension liability as a percentage of covered payroll	155.9%	234.4%	242.6%	218.6%

Schedules of Required Supplementary Information
Schedules of Changes in Net Pension Liability and Related Ratios
For the Fiscal Year Ending September 30
(Unaudited)

2017	2016	2015	2014	Fiscal Year Ending September 30,
				Total pension liability
$ 7,611,616	$ 7,905,267	$ 7,885,706	$ 8,053,350	Service cost
28,782,752	27,529,518	26,126,424	25,024,697	Interest
-	-	2,722,757	-	Changes of benefit terms
(687,692)	2,205,382	1,469,523	-	Differences between expected and actual experience
-	-	-	-	Changes of assumptions
(21,397,792)	(19,443,391)	(19,222,937)	(17,386,120)	Benefit payments
(379,738)	(346,216)	-	-	Refunds
13,929,146	17,850,560	18,981,473	15,691,927	**Net change in total pension liability**
390,852,971	373,002,411	354,020,938	338,329,011	**Total pension liability—beginning**
$ 404,782,117	$ 390,852,971	$ 373,002,411	$ 354,020,938	**Total pension liability—ending (a)**
				Plan fiduciary net position
$ 13,308,001	$ 12,907,774	$ 12,143,694	$ 9,798,508	Contributions—employer
4,486,984	4,121,628	4,236,620	4,227,570	Contributions—member
33,570,332	21,792,138	2,675,221	22,741,162	Net investment income
(21,397,792)	(19,443,391)	(19,222,937)	(17,386,120)	Benefit payments
(379,738)	(346,216)	-	-	Refunds
(255,612)	(143,808)	(236,158)	(215,172)	Administrative expense
29,332,175	18,888,125	(403,560)	19,165,948	**Net change in plan fiduciary net position**
246,002,425	227,114,300	227,517,860	208,351,912	**Plan fiduciary net position—beginning**
$ 275,334,600	$ 246,002,425	$ 227,114,300	$ 227,517,860	**Plan fiduciary net position—ending (b)**
$ 129,447,517	$ 144,850,546	$ 145,888,111	$ 126,503,078	**Net pension liability—ending (a) – (b)**
68.0%	62.9%	60.9%	64.3%	**Plan fiduciary net position as a percentage of the total pension liability**
$ 67,512,908	$ 69,482,896	$ 70,477,214	$ 71,690,366	**Covered payroll**
191.7%	208.5%	207.0%	176.5%	**Employer's net pension liability as a percentage of covered payroll**

Schedules of Required Supplementary Information
Schedule of Employer's Pension Contributions
(Unaudited)

FY Ending September 30	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2021	$ 14,253,181	$ 14,253,181	$ -	$ 54,786,319	26.02%
2020	14,346,139	14,346,139	-	59,888,154	23.95%
2019	14,729,284	14,729,284	-	63,152,166	23.32%
2018	12,480,239	12,480,240	(1)	65,166,072	19.15%
2017	13,307,801	13,308,001	(200)	67,512,908	19.71%
2016	12,907,775	12,907,774	1	69,482,896	18.58%
2015	11,901,186	12,143,694	(242,508)	70,477,214	17.23%
2014	13,555,866	9,798,508	3,757,358	71,690,366	13.67%
2013	11,498,776	10,639,132	859,644	74,276,531	14.32%
2012	8,185,552	8,258,760	(73,208)	69,947,664	11.81%
2011	7,320,891	7,320,891	-	69,772,318	10.49%

Notes to Schedule of Employer's Contributions

Valuation Date	The actuarially-determined contribution for plan year ending September 30, 2021 was developed in the October 1, 2019 valuation.

Methods and Assumptions Used to Determine Contribution Rates:

Actuarial Cost Method	Entry Age Normal
Amortization Method	Level Percentage of Payroll, Closed
Remaining Amortization Period	21 years as of September 30, 2021
Asset Valuation Method	5-year smoothed market
Inflation	2.75%
Salary Increases	3.75% to 5.75%, including inflation, plus an overtime adjustment varying from 1.25% of pay for office workers to 17.50% for operators
Investment Rate of Return	7.25%, net of pension plan investment expense, including inflation
Retirement Age	Experience-based table of rates that are specific to the type of eligibility condition. Last updated for the October 1, 2017 funding valuation pursuant to a five-year experience study through 2016.
Mortality Assumptions	For healthy retirees, the gender-distinct RP-2000 Combined Healthy Mortality Tables with Blue Collar Adjustment are used with male rates multiplied by 109% and female rates multiplied by 103%. The rates are projected on a fully generational basis by scale BB to account for future mortality improvements.
Other Information	VIA's funding policy is to contribute the plan's normal cost and an amortization payment to fund the unfunded actuarially accrued liability. The amortization payment is determined as a level percentage of payroll (assuming a 3.25% payroll growth), which included the payroll of employees who earn benefits in the defined contribution plan.

Schedules of Required Supplementary Information
Return on Pension Plan Investments (Net of Investment Fees)
(Unaudited)

FY Ending September 30	Annual Return
2021	22.53%
2020	11.75%
2019	3.17%
2018	10.48%
2017	13.66%
2016	9.53%
2015	1.23%
2014	10.99%

Schedules of Required Supplementary Information
Schedules of Changes in Net OPEB Liability and Related Ratios
For the Fiscal Year Ending September 30
(Unaudited)

Fiscal year ending September 30	2021	2020	2019	2018	2017
Total OPEB liability					
Service cost	$ 1,508,435	$ 1,562,768	$ 1,220,151	$ 1,099,372	$ 832,570
Interest on the total OPEB liability	4,321,106	4,293,116	3,126,006	2,952,287	2,412,291
Difference between expected and actual experience	(8,870,654)	(2,682,424)	11,256,554	630,393	5,788,320
Changes of assumptions	2,742,490	65,649	2,803,150	-	1,633,830
Benefit payments	(2,876,295)	(2,775,432)	(2,182,794)	(2,509,834)	(1,976,355)
Net change in total OPEB liability	$ (3,174,918)	$ 463,677	$ 16,223,067	$ 2,172,218	$ 8,690,656
Total OPEB liability - beginning	$ 60,285,396	$ 59,821,719	$ 43,598,652	$ 41,426,434	$ 32,735,778
Total OPEB liability - ending (a)	57,110,478	60,285,396	59,821,719	43,598,652	41,426,434
Plan fiduciary net position					
Employer contributions	4,930,564	3,313,597	3,209,295	2,302,233	2,139,796
OPEB plan net investment income	1,522,095	615,964	352,107	579,606	683,082
Benefit payments	(2,876,295)	(2,550,681)	(2,182,794)	(2,509,834)	(1,976,355)
OPEB plan administrative expense	(39,766)	(17,192)	(31,921)	(11,819)	(2,250)
Net change in fiduciary net position	3,536,598	1,361,688	1,346,687	360,186	844,273
Plan fiduciary net position - beginning	11,254,661	9,892,973	8,546,286	8,186,100	7,341,827
Plan fiduciary net position - ending (b)	$ 14,791,259	$ 11,254,661	$ 9,892,973	$ 8,546,286	$ 8,186,100
Net OPEB liability - ending (a) - (b)	$ 42,319,219	$ 49,030,735	$ 49,928,746	$ 35,052,366	$ 33,240,334
Plan fiduciary net position as a percentage of total OPEB liability	25.90%	18.67%	16.54%	19.60%	19.76%
Covered employee payroll	$ 120,098,452	$ 123,774,622	$ 119,344,686	$ 112,718,602	$ 104,967,899
Net OPEB liability as a percentage of covered-employee payroll	35.24%	39.61%	41.84%	31.10%	31.67%

Notes:
In 2021, the changes of benefits terms line reflects adding a fully-insured Medicare Advantage Plan option for Medicare retirees.
In 2020, the participation and lapse assumptions were updated.
In 2019, the participation assumptions for both Medicare and non-Medicare retirees were updated.
In 2017, new demographic and OPEB-specific assumptions were adopted as the result of a 2016 Experience Study, including a reduction to the discount rate from 7.50% to 7.25%.
The benefit payments lines Include expected benefits due to the implicit life insurance subsidy, which were paid by VIA as they came due.
There is an implicit subsidy for the medical benefits as well, and VIA uses the trust to pay those amounts. VIA does not use the trust to reimburse itself for the implicit subsidy in the life insurance. However, the implicit subsidy in the life insurance, which is paid by the employer, needs to be included in the employer contribution and benefit payment lines above.

Schedules of Required Supplementary Information
Schedule of Employer's OPEB Contributions
(Unaudited)

FY Ending September 30	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Employee Payroll	Actual Contribution as a % of Covered Employee Payroll
2021	$ 4,930,564	$ 4,930,564	$ -	$ 120,098,452	4.11%
2020	3,313,597	3,313,597	-	123,774,622	2.68%
2019	3,209,295	3,209,295	-	119,344,686	2.69%
2018	2,302,233	2,302,233	-	112,718,602	2.04%
2017	2,224,380	2,139,796	84,584	104,967,899	2.04%

Notes to Schedule of Employer's Contributions

Valuation Date	The actuarially-determined contribution for plan year ending September 30, 2021 was developed in the October 1, 2018 valuation.

Methods and Assumptions Used to Determine Contribution Rates:

Actuarial Cost Method	Entry Age Normal
Amortization Method	Level Percentage of Payroll, Closed
Remaining Amortization Period	25 years as of the calculation of the FY21 ADC
Asset Valuation Method	Market value
Inflation	2.75%
Salary Increases	3.75% to 5.75%, including inflation, plus an overtime adjustment varying from 1.25% of pay for office workers to 17.50% for operators
Investment Rate of Return	7.25%, net of OPEB plan investment expense, including inflation
Demographic Assumptions	Based on VIA's experience study for the Retirement Plan for the six-year period ending on September 30, 2016
Mortality Assumptions	For healthy retirees, the gender-distinct RP-2000 Combined Healthy Mortality Tables with Blue Collar Adjustment are used with male rates multiplied by 109% and female rates multiplied by 103%. The rates are projected on a fully generational basis by scale BB to account for future mortality improvements.
Health Care Trend Rates	Pre-65 retirees: initial rate of 7.25% declining to an ultimate rate of 4.25% after 12 years. Post-65 retirees: initial rate of 6.30% declining to an ultimate rate of 4.25% after 13 years.
Participation Rates	Rates of 45% for pre-65 retirees and 20% for post-65 retirees, with 44% assumed to discontinue at age 65.

VIA Metropolitan Transit
San Antonio, Texas

Schedules of Required Supplementary Information
Return on OPEB Plan Investments (Net of Investment Fees)
(Unaudited)

FY Ending September 30	Annual Return
2021	14.10%
2020	6.66%
2019	5.12%
2018	7.52%
2017	11.03%

Notes to Schedules of Required Supplementary Information

Note 1 - Trend Information

GASB Statement No. 67 (Financial Reporting for Pension Plans) requires that schedules in the RSI section be presented for a ten-year period. The plan adopted GASB Statement No. 67 in fiscal year 2014, therefore, only eight years are presented. The full trend information will be accumulated over the next year.

GASB Statement No. 74 (Financial Reporting for Post-Employment Benefits Other than Pension) requires that the schedules in the RSI section be presented for a ten-year period. The Plan adopted GASB Statement No. 74 in the fiscal year 2017, therefore, only five years are presented. The full trend information will be accumulated over the next four years.

Other Supplementary Information

Combining Statements of Net Position – Fiscal Year 2021

	MTA	ATD	Eliminations	Total
Assets				
Current assets:				
Cash and cash equivalents	$ 210,952,966	$ 25,722,750	$ -	$ 447,628,682
Investments	18,554,990	-	-	37,109,980
Accounts receivable:				
Federal government	73,782,455	-	-	73,782,455
State of Texas - sales taxes	32,112,100	7,249,295	-	39,361,395
Sales tax receivable - CoSA & Bexar County	-	7,249,295		7,249,295
Interest	38,588	-	-	38,588
Receivable from ATD	2,787,629	-	(2,787,629)	-
Other	5,985,137	-	-	5,985,137
Inventory	6,435,404	-	-	6,435,404
Prepaid expenses and other current assets	36,728	-	-	36,728
Restricted assets:				
Restricted cash - debt service	2,332,246	369,421	-	2,701,667
Total current assets	353,018,243	40,590,761	(2,787,629)	390,821,375
Noncurrent assets:				
Restricted cash - TxDOT grant	40,772,639	-	-	40,772,639
Restricted cash - bond reserve fund	2,927,724	-	-	2,927,724
Restricted cash - construction account	1,845,296	-	-	1,845,296
Capital assets:				
Land	33,514,806	-	-	33,514,806
Buildings and shelters	270,374,054	-	-	270,374,054
Revenue vehicles	309,749,328	-	-	309,749,328
Service vehicles	6,982,942	-	-	6,982,942
Equipment	59,935,911	-	-	59,935,911
Total capital assets	680,557,041	-	-	680,557,041
Less accumulated depreciation	356,176,635	-	-	356,176,635
Construction in progress	55,627,376	-	-	55,627,376
Net capital assets	380,007,782	-	-	380,007,782
Total noncurrent assets	425,553,441	-	-	425,553,441
Total assets	778,571,684	40,590,761	(2,787,629)	816,374,816
Deferred outflows of resources				
Pension	23,760,328	-	-	23,760,328
Other postemployment benefits	19,723,755	-	-	19,723,755
Loss on advance funding	3,688,708	2,164,444	-	5,853,152
Total deferred outflows of resources	47,172,791	2,164,444	-	49,337,235
Total assets and deferred outflows of resources	$ 825,744,475	$ 42,755,205	$ (2,787,629)	$ 865,712,051

	MTA	ATD	Eliminations	Total
Liabilities				
Current liabilities:				
Accounts payable	$ 15,167,702	$ -	$ -	$ 15,167,702
Payable to MTA	-	2,787,629	(2,787,629)	-
Payable to CoSA & Bexar County	-	7,249,106		7,249,106
Retainage payable	187,624	-	-	187,624
Accrued liabilities	8,306,743	-	-	8,306,743
Unearned revenue	2,692,859	-	-	2,692,859
Claims payable	8,392,075	-	-	8,392,075
Current liabilities payable from unrestricted assets	34,747,003	10,036,735	(2,787,629)	41,996,109
Current liabilities payable from restricted assets:				
Interest payable	795,563	137,752	-	933,315
Bonds payable	7,700,000	1,390,000	-	9,090,000
Total current liabilities	43,242,566	11,564,487	(2,787,629)	52,019,424
Noncurrent liabilities:				
Net pension liability	140,378,084	-	-	140,378,084
Net other postemployment benefits (OPEB) liability	49,030,735	-	-	49,030,735
Long-term liabilities	108,115,058	30,801,546	-	138,916,604
Total noncurrent liabilities	297,523,877	30,801,546	-	328,325,423
Total liabilities	340,766,443	42,366,033	(2,787,629)	380,344,847
Deferred inflows of resources				
Pension	10,397,875	-	-	10,397,875
Postemployment benefits other than pension	2,574,492	-	-	2,574,492
Total deferred outflows of resources	12,972,367	-	-	12,972,367
Total liabilities and deferred inflows of resources	353,738,810	42,366,033	(2,787,629)	393,317,214
Net Position				
Net investment in capital assets	267,191,076	(32,191,545)	-	234,999,531
Restricted debt service	1,536,683	231,669	-	1,768,352
Restricted TxDOT grant	40,772,639	-	-	40,772,639
Restricted bond reserve fund	2,927,724	-	-	2,927,724
Unrestricted	159,577,543	32,349,048	-	191,926,591
Total Net Position	472,005,665	389,172	-	472,394,837
Total liabilities, deferred inflows and net position	$ 825,744,475	$ 42,755,205	$ (2,787,629)	$ 865,712,051

VIA Metropolitan Transit

San Antonio, Texas

September 30, 2021 and 2020

Combining Schedule of Revenues, Expenses and Changes in Net Position
Fiscal Year 2021

	MTA	ATD	Total
Operating revenues:			
Line service	$ 8,445,355	$ 1,845,723	$ 10,291,078
Robert Thompson Terminal	2,734	-	2,734
Other special events	10,336	-	10,336
VIAtrans	1,091,265	-	1,091,265
VIA Link	14,977	-	14,977
Bus advertising	1,560,834	-	1,560,834
Ellis Alley Park and Ride	57,650	-	57,650
Real estate development	337,694	-	337,694
Miscellaneous	353,757	-	353,757
Total operating revenues	11,874,602	1,845,723	13,720,325
Operating expenses:			
Line service	154,744,533	34,465,494	189,210,027
Disaster relief	1,201,474	-	1,201,474
Robert Thompson Terminal	47,361	-	47,361
Other special events	61,046	-	61,046
Promotional service	63,503	-	63,503
VIAtrans	37,339,063	-	37,339,063
VIA Link	1,235,930	-	1,235,930
Vanpool	-	317,660	317,660
Real estate development	954	-	954
Business development and planning	6,476,916	-	6,476,916
Total operating expenses before depreciation	201,170,780	34,783,154	235,953,934
Depreciation on capital assets:			
Acquired with VIA equity	21,357,370	-	21,357,370
Acquired with grants	17,622,542	-	17,622,542
Total operating expenses after depreciation	240,150,692	34,783,154	274,933,846
Operating loss	(228,276,090)	(32,937,431)	(261,213,521)
Nonoperating revenues (expenses):			
Sales taxes	179,541,153	81,422,853	260,964,006
City of San Antonio intergovernmental agreement	10,000,000	-	10,000,000
CARES Act	673,572	-	673,572
CARES Act subrecipient disbursement	(673,572)	-	(673,572)
CRRSA Act	61,657,500	-	61,657,500
CRRSA Act subrecipient disbursement	(432,635)	-	(432,635)
ARP Act	57,918,494	-	57,918,494
Grants revenue - VIA	40,663,346	-	40,663,346
Grants revenue - pass-through	854,150	-	854,150
Investment income (loss)	(15,076)	7,926	(7,150)
Bond interest and issuance costs	(3,300,721)	(728,158)	(4,028,879)
Gain (loss) on sale of assets	(6,494,550)	-	(6,494,550)
Less pass-through funds remitted to subrecipients	(854,150)	-	(854,150)
Less amounts remitted to CoSA and Bexar County	-	(40,711,427)	(40,711,427)
Total nonoperating revenues (expenses) - net	339,537,511	39,991,194	379,528,705
Gain before capital contributions	111,261,421	7,053,763	118,315,184
Capital contributions	19,238,653	-	19,238,653
Transfer in (out)	-	-	-
Change in net position	130,500,074	7,053,763	137,553,837
Net position at beginning of year	341,505,591	(6,664,591)	334,841,000
Net position at end of year	$ 472,005,665	$ 389,172	$ 472,394,837

VIA Metropolitan Transit

San Antonio, Texas

September 30, 2021 and 2020

Combining Schedule of Cash Flows – Fiscal Year 2021

	MTA	ATD	Total
Cash flows from operating activities			
Cash received from customers	$ 11,679,637	$ 1,833,071	$ 13,512,708
Cash payments to vendors for goods and services	(50,656,414)	(11,530,036)	(62,186,450)
Cash payments for employee services, including salaried fringe benefits	(149,683,367)	-	(149,683,367)
Cash payments for MTA employee services	-	(23,733,368)	(23,733,368)
Net cash provided by (used in) operating activities	(188,660,144)	(33,430,333)	(222,090,477)
Cash flows from noncapital financing activities			
Sales taxes	174,560,863	79,245,810	253,806,673
Grants revenue received	98,148,293	-	98,148,293
Payments to TxDOT, CoSA and Bexar County	-	(39,622,905)	(39,622,905)
CoSA interlocal agreement	10,000,000	-	10,000,000
Net cash provided by (used in) noncapital financing activities	282,709,156	39,622,905	322,332,061
Cash flows from capital and related financing activities			
Proceeds from capital grants	16,440,488	-	16,440,488
Principal payments on bonds	(11,010,000)	(1,540,000)	(12,550,000)
Premium, interest and financing fees	(4,185,661)	(676,133)	(4,861,794)
Proceeds from sale of assets	55,209	-	55,209
Purchase of capital assets	(38,004,528)	-	(38,004,528)
Net cash provided by (used in) capital and related financing activities	(36,704,492)	(2,216,133)	(38,920,625)
Cash flows from investing activities			
Interest earnings	432,765	7,926	440,691
Net cash provided by (used in) investing activities	432,765	7,926	440,691
Net increase (decrease) in cash and cash equivalents	57,777,285	3,984,365	61,761,650
Cash and cash equivalents at beginning of year	201,053,586	22,107,806	223,161,392
Cash and cash equivalents at end of year	$ 258,830,871	$ 26,092,171	$ 284,923,042
Reconciliation of operating loss to net cash provided by (used in) operating activities			
Operating loss	$ (228,276,090)	$ (32,937,431)	$ (261,213,521)
Adjustments to reconcile operating loss to net cash used in operating activities:			
Depreciation on capital assets:			
Acquired with VIA equity	21,357,370	-	21,357,370
Acquired with grants	17,622,542	-	17,622,542
Changes in assets deferred outflow, liabilities and deferred inflows:			
Decrease (increase) in accounts receivable	(3,133,877)	-	(3,133,877)
Decrease (increase) in inventory	(897,054)	-	(897,054)
(Decrease) increase in prepaid expenses and other current assets	98,983	-	98,983
Decrease (increase) in pension related deferrals and benefits	5,311,690	-	5,311,690
Decrease (increase) in other postemployment related deferrals and benefits	915,142	-	915,142
(Decrease) increase in inter-fund receivable	492,522	(492,902)	(380)
(Decrease) increase in accounts payable	2,013,506	-	2,013,506
(Decrease) increase in accrued liabilities	(4,164,878)	-	(4,164,878)
Net cash provided by (used in) operating activities	$ (188,660,144)	$ (33,430,333)	$ (222,090,477)
Reconciliation of cash and cash equivalents to the statements of net position			
Cash and cash equivalents at end of year:			
Unrestricted	$ 210,952,966	$ 25,722,750	$ 236,675,716
Restricted - mandated purpose	47,877,905	369,421	48,247,326
Total cash and cash equivalents	$ 258,830,871	$ 26,092,171	$ 284,923,042
Noncash Investing and Financing Activities			
Change in fair value of investments reported as cash equivalents	$ (447,840)	$ -	$ (447,840)
Bond proceeds used in refunded debt	28,940,000	23,790,000	52,730,000
Bonds refunded	(24,875,000)	(19,700,000)	(44,575,000)
Amortization on premium, discount and loss	896,127	1,605,711	2,501,838
Loss on advance refunding	(3,871,317)	(2,271,595)	(6,142,912)
Issuance cost paid with bond proceeds	(395,435)	(339,585)	(735,020)

Schedule of Revenues, Expenses and Changes in Net Position – Budget to Actual (GAAP Basis) – MTA 2021

	MTA		
	Budget	Actual	Variance
Operating revenues:			
Line service	$ 7,780,591	$ 8,445,355	$ 664,764
Robert Thompson Terminal	16,257	2,734	(13,523)
Other special events	67,479	10,336	(57,143)
VIAtrans	1,235,378	1,091,265	(144,113)
VIA Link	49,769	14,977	(34,792)
Real estate development	1,474,992	1,560,834	85,842
Ellis Alley Park and Ride	10,008	57,650	47,642
Bus advertising	302,079	337,694	35,615
Miscellaneous	360,000	353,757	(6,243)
Total operating revenues	11,296,553	11,874,602	578,049
Operating expenses (excluding depreciation):			
Line service	151,957,802	154,744,533	2,786,731
Disaster relief	-	1,201,474	1,201,474
Robert Thompson Terminal	370,190	47,361	(322,829)
Other special events	661,952	61,046	(600,906)
Promotional service	-	63,503	
VIAtrans	45,810,946	37,339,063	(8,471,883)
VIA Link	1,271,801	1,235,930	(35,871)
Real estate development	4,500	954	(3,546)
Business development and planning	9,790,867	6,476,916	(3,313,951)
Total operating expenses before depreciation	209,868,058	201,170,780	(8,697,278)
Operating loss excluding depreciation	(198,571,505)	(189,296,178)	9,275,327
Non-operating revenues (expenses):			
Sales taxes	155,459,103	179,541,153	24,082,050
City of San Antonio intergovernmental agreement	10,000,000	10,000,000	-
Intergovernmental agreements expense	(1,802,608)	-	1,802,608
CARES Act	-	673,572	673,572
CARES Act subrecipient disbursement	-	(673,572)	(673,572)
CRRSA Act	-	61,657,500	61,657,500
CRRSA Act subrecipient disbursement	-	(432,635)	(432,635)
ARP Act	-	57,918,494	57,918,494
Grants revenue - VIA	49,408,409	40,663,346	(8,745,063)
Grants revenue - pass-through	1,762,907	854,150	(908,757)
Investment income (loss)	902,190	(15,076)	(917,266)
Bond interest and issuance costs	(3,848,161)	(3,300,721)	547,440
Gain (loss) on sale of assets	-	(6,494,550)	(6,494,550)
Less pass-through funds remitted to subrecipients	(1,762,907)	(854,150)	908,757
Total non-operating revenues (expenses) - net	210,118,933	339,537,511	129,418,578
Income before depreciation	11,547,428	150,241,333	138,693,905
Less depreciation	38,979,912	38,979,912	-
Income (loss) after depreciation and impairment	$ (27,432,484)	$ 111,261,421	$ 138,693,905

Schedule of Revenues, Expenses and Changes in Net Position – Budget to Actual (GAAP Basis) – ATD 2021

	ATD		
	Budget	**Actual**	**Variance**
Operating revenues:			
Line service	$ 1,715,654	$ 1,845,723	$ 130,069
Robert Thompson Terminal	-	-	-
Other special events	-	-	-
VIAtrans	-	-	-
Real estate development	-	-	-
Ellis Alley Park and Ride	-	-	-
Bus advertising	-	-	-
Total operating revenues	1,715,654	1,845,723	130,069
Operating expenses (excluding depreciation):			
Line service	36,912,275	34,465,494	(2,446,781)
Robert Thompson Terminal	-	-	-
Other special events	-	-	-
VIAtrans	-	-	-
Vanpool	702,807	317,660	(385,147)
Promotional service	-	-	-
Real estate development	-	-	-
Business development and planning	-	-	-
Transit Technology	-	-	-
Total operating expenses before depreciation	37,615,082	34,783,154	(2,831,928)
Operating loss excluding depreciation	(35,899,428)	(32,937,431)	2,961,997
Non-operating revenues (expenses):			
Sales taxes	70,262,788	81,422,853	11,160,065
Grants revenue - VIA	-	-	-
Grants revenue - pass-through	-	-	-
Investment income (loss)	50,496	7,926	(42,570)
Bond interest and issuance costs	(1,157,927)	(728,158)	429,769
Less amounts remitted to CoSA and Bexar County	(35,131,394)	(40,711,427)	(5,580,033)
Total non-operating revenues (expenses) - net	34,023,963	39,991,194	5,967,231
Income before depreciation	(1,875,465)	7,053,763	8,929,228
Less depreciation	-	-	-
Income (loss) after depreciation	$ (1,875,465)	$ 7,053,763	$ 8,929,228

VIA Metropolitan Transit
San Antonio, Texas
Schedule of Operating Expenses by Expense Category and Cost Center
Year Ended September 30, 2021

	Metropolitan Transit Authority								
	11	16	17	13	20	25	21	31	35
	Line Service	Robert Thompson Terminal	Other Special Event	VIA Link	VIAtrans	Purchased Transportation	Van Disaster Relief	Disaster Relief-Bus	Promotional Service
Labor	$ 70,332,689	$ 11,348	$ 27,451	$ -	$ 10,078,065	$ 1,345,163	$ 368,466	$ 266,920	$ 26,816
Fringe Benefits	-	-	-	-	-	-	-	-	-
Services	5,503,412	9,909	2,316	76,129	329,748	406,134	-	-	1,490
Materials & Supplies	13,163,008	570	2,877	-	1,283,462	571,328	-	2,168	14,995
Utilities	1,481,068	15,037	576	-	239,286	54,966	-	-	977
Casualty & Liability	769,808	14	397	-	125,102	-	-	-	787
Taxes	141,147	-	29	-	13,381	80,709	-	-	159
Purchased Transportation	-	-	-	1,031,948	-	12,924,024	-	-	-
Miscellaneous Expenses	81,519	-	8	127,853	1,899	1,030	-	-	42
Leases & Rentals	112,749	-	26	-	-	-	-	-	134
Expense Transfer to Capital	-	-	-	-	-	-	-	-	-
Fringe Dist. Other	37,584,024	6,316	15,948	-	5,171,276	704,361	202,655	146,875	10,924
Expense Transfers	25,575,107	4,167	11,418	-	3,525,032	484,097	124,234	90,156	7,179
Sub-Total	**154,744,531**	**47,361**	**61,046**	**1,235,930**	**20,767,251**	**16,571,812**	**695,355**	**506,119**	**63,503**
Depreciation on capital assets:									
Direct Depreciation	29,100,557	2,877	3,218	-	728,061	-	-	-	20,371
Indirect Depreciation	3,711,237	367	389	-	87,607	-	-	-	2,701
Fringe Depreciation	-	-	-	-	-	-	-	-	-
Sub-Total Depreciation	**32,811,794**	**3,244**	**3,607**	**-**	**815,668**	**-**	**-**	**-**	**23,072**
Total Operating Expenses	**$ 187,556,325**	**$ 50,605**	**$ 64,653**	**$ 1,235,930**	**$ 21,582,919**	**$ 16,571,812**	**$ 695,355**	**$ 506,119**	**$ 86,575**

VIA Metropolitan Transit
San Antonio, Texas
Schedule of Operating Expenses by Expense Category and Cost Center
Year Ended September 30, 2021

Metropolitan Transit Authority		**Advanced Transportation District**		**Combined**					
55	**65**	**12**	**14**		**70**	**72**	**81-89***		
Real Estate Development	**Business Development and Planning**	**Line Service**	**Vanpool**	**Sub-Total**	**MTA Indirect**	**ATD Indirect**	**Combined MTA & ATD Fringe**	**Total**	
$ -	$ 1,987,141	$ 15,340,699	$ 48,520	$ 99,833,278	$ 22,046,203	$ -	$ 1,562,946	$ 123,442,427	Labor
-	-	-	-	-	-	-	50,643,638	50,643,638	Fringe Benefits
475	2,373,678	1,087,258	-	9,790,549	8,221,833	487,243	954,302	19,453,927	Services
-	1,033	3,513,469	-	18,552,910	1,301,577	-	823	19,855,310	Materials & Supplies
-	-	316,023	-	2,107,933	1,402,045	-	-	3,509,978	Utilities
479	-	207,503	122,050	1,226,140	121,567	-	-	1,347,707	Casualty & Liability
-	-	38,422	-	273,847	-	-	-	273,847	Taxes
-	-	-	101,350	14,057,322	-	-	-	14,057,322	Purchased Transportation
-	396,930	14,426	-	623,707	2,774,271	-	26,107	3,424,085	Miscellaneous Expenses
-	-	75,720	-	188,629	94,321	-	-	282,950	Leases & Rentals
-	-	-	-	-	-	-	(337,251)	(337,251)	Expense Transfer to Capital
-	1,019,301	7,961,334	27,552	52,850,566	-	-	(52,850,566)	-	Fringe Dist. Other
-	698,833	5,910,642	18,188	36,449,053	(35,961,817)	(487,243)	-	(7)	Expense Transfers
954	**6,476,916**	**34,465,496**	**317,660**	**235,953,934**	**-**	**-**	**-**	**235,953,934**	**Sub-Total**
									Depreciation on capital asse
-	-	4,720,648	-	34,575,732	4,404,180	-	-	38,979,912	Direct Depreciation
-	-	601,879	-	4,404,180	(4,404,180)	-	-	-	Indirect Depreciation
-	-	-	-	-	-	-	-	-	Fringe Depreciation
-	**-**	**5,322,527**	**-**	**38,979,912**	**-**	**-**	**-**	**38,979,912**	**Sub-Total Depreciation**
$ 954	**$ 6,476,916**	**$ 39,788,023**	**$ 317,660**	**$ 274,933,846**	**$ -**	**$ -**	**$ -**	**$ 274,933,846**	**Total Operating Expenses**

Combining Statements of Fiduciary Net Position

	Retirement Plan		OPEB Plan		Total Fiduciary Funds	
	2021	**2020**	**2021**	**2020**	**2021**	**2020**
Assets						
Cash and cash equivalents	$ 16,481,111	$ 5,477,539	$ 6,011,963	$ 3,788,901	$ 22,493,074	$ 9,266,440
Receivables:						
Contributions:						
Employee	733,093	337,251	-	-	733,093	337,251
Employer	2,375,530	1,195,512	-	-	2,375,530	1,195,512
Accrued interest and other dividends	16,290	16,345	31	31	16,321	16,376
Investment trades pending receivable	521,425	28,370	-	-	521,425	28,370
Total receivables	3,646,338	1,577,478	31	31	3,646,369	1,577,509
Investments:						
Corporate bonds and other	19,300,693	19,394,505	-	-	19,300,693	19,394,505
United States government and agency	14,099,608	13,913,604	-	-	14,099,608	13,913,604
Common stock	157,468,905	131,729,046	-	-	157,468,905	131,729,046
Pooled common stock fund	16,576,252	14,307,050	5,388,484	4,028,129	21,964,736	18,335,179
Pooled international fund	82,203,804	63,574,768	1,278,217	1,130,082	83,482,021	64,704,850
Pooled fixed income	53,245,858	51,257,336	2,507,450	2,494,168	55,753,308	53,751,504
Pooled real estate	36,656,202	31,914,628			36,656,202	31,914,628
Total investments	379,551,322	326,090,937	9,174,151	7,652,379	388,725,473	333,743,316
Total assets	399,678,771	333,145,954	15,186,145	11,441,311	414,864,916	344,587,265
Liabilities						
Accounts payable	5,267,596	2,615,519	394,886	186,650	5,662,482	2,802,169
Investment trades pending payable	1,723,127	67,616	-	-	1,723,127	67,616
Total liabilities	6,990,723	2,683,135	394,886	186,650	7,385,609	2,869,785
Net position held in trust for retiree benefits: restricted	$ 392,688,048	$ 330,462,819	$ 14,791,259	$ 11,254,661	$ 407,479,307	$ 341,717,480

VIA Metropolitan Transit
San Antonio, Texas
September 30, 2021 and 2020

Combining Statements of Changes in Fiduciary Net Position

	Retirement Plan		OPEB Plan		Total Fiduciary Funds	
	2021	2020	2021	2020	2021	2020
Additions:						
Contributions:						
Employee	$ 3,824,273	$ 4,101,795	$ -	$ -	$ 3,824,273	$ 4,101,795
Employer	14,253,181	14,346,139	4,930,564	3,313,597	19,183,745	17,659,736
Total contributions	18,077,454	18,447,934	4,930,564	3,313,597	23,008,018	21,761,531
Investment income (loss):						
Interest and dividend income	2,438,853	2,428,905	64,700	110,747	2,503,553	2,539,652
Net appreciation in fair value of investments	73,152,877	32,494,249	1,457,395	506,218	74,610,272	33,000,467
Investment expenses	(1,855,550)	(1,336,105)	-	(1,001)	(1,855,550)	(1,337,106)
Total investment income	73,736,180	33,587,049	1,522,095	615,964	75,258,275	34,203,013
Total additions -- net	91,813,634	52,034,983	6,452,659	3,929,561	98,266,293	55,964,544
Deductions:						
Benefit payments	29,450,734	24,447,296	2,876,295	2,550,681	32,327,029	26,997,977
Administrative expenses	137,671	137,824	39,766	17,192	177,437	155,016
Total deductions	29,588,405	24,585,120	2,916,061	2,567,873	32,504,466	27,152,993
Change in net position	62,225,229	27,449,863	3,536,598	1,361,688	65,761,827	28,811,551
Net position held in trust for retiree benefits: restricted, at beginning of year	330,462,819	303,012,956	11,254,661	9,892,973	341,717,480	312,905,929
Net position held in trust for retiree benefits: restricted, at end of year	$ 392,688,048	$ 330,462,819	$ 14,791,259	$ 11,254,661	$ 407,479,307	$ 341,717,480

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STATISTICAL

This part of VIA's Comprehensive Annual Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about VIA's overall financial health.

Financial Trends

These schedules contain trend information to help the reader understand how VIA's financial performance and well-being have change over time.

Revenue Capacity

These schedules contain information to help the reader asses VIA's most significant local revenue source, the sales tax.

Debt Capacity

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which VIA's financial activities take place.

Operating Information

These schedules contain service and infrastructure data to help the reader understand how the information in VIA's financial report as it relates to the services VIA provides and the activities it performs.

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VIA Metropolitan Transit

San Antonio, Texas

Net Position
Last Ten Fiscal Years

	2012 [1] (Restated)	2013 [2] (Restated)	2014	2015 [3]	2016	2017	2018	2019	2020 [4]	2021 [5]
Net Investment in Capital Assets	$159,389,068	$175,033,075	$171,241,292	$177,325,265	$181,356,296	$211,516,797	$245,849,541	$252,726,157	$232,554,048	$234,999,531
Restricted	7,752,249	105,420,435	101,174,318	100,721,318	102,233,683	91,923,793	78,585,541	55,148,690	51,659,833	45,468,715
Unrestricted	108,124,230	109,393,508	123,167,778	2,428,152	(6,471,436)	(13,328,420)	(48,258,266)	(37,510,764)	50,627,119	191,926,591
Total Net Position	$275,265,547	$389,847,018	$395,583,388	$280,474,735	$277,118,543	$290,112,170	$276,176,816	$270,364,083	$334,841,000	$472,394,837

Source: VIA's Annual Audited Financial Statements

Notes:

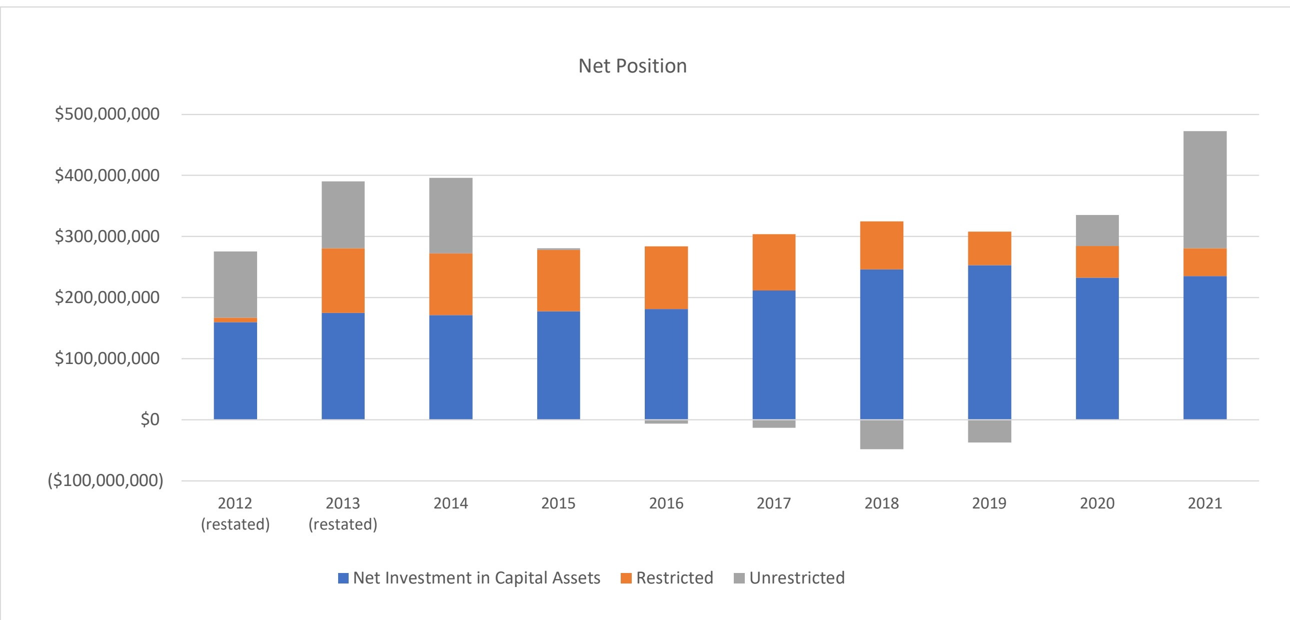
[1] VIA's FY12 net position increase of $21.2M includes the favorable impact of strong sales tax results, which were up $16.1M (13.2%) from the prior year (this is net of sales taxes remitted to the City of San Antonio and Bexar County), reflecting a strong economy.

[2] VIA's FY13 net position increase of $114.6M is largely attributable to $92M of funds received from TxDOT to help fund various capital projects.

[3] VIA's FY15 net position decrease of $115.1M was driven by a $118.7M decrease associated with the implementation of GASB Statement No. 68, Accounting and Financial Reporting for Pension – an amendment of GASB Statement No. 27.

[4] VIA's FY20 net position increase of $64.4M was driven by $90.4M of Coronavirus Aid, Relief, and Economic Security Act (CARES Act) revenue that VIA recognized in FY20 (excluding amount that went to a subrecipient). CARES Act funds were drawn down based on the cost of service provided, which freed up local funds. Incremental impacts of COVID-19 (revenue shortfalls and incremental expenses) on the Statement of Revenues, Expenses and Changes in Net Position were $16.3M in FY20.

[5] VIA's FY21 net position increase of $137.6M was driven by $61.2M of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and $57.9M of American Recovery Plan (ARP) revenue that VIA recognized in FY21 (excluding amount that went to a subrecipient). CRRSAA Act and ARP funds were drawn down based on the cost of service provided, which freed up local funds.



VIA Metropolitan Transit
San Antonio, Texas

Changes in Net Position
Last Ten Fiscal Years

	2012 (Restated)	2013 (Restated)	2014	2015	2016
Operating Revenues					
Line Service	$ 22,315,482	$ 23,001,057	$ 22,103,715	$ 20,880,726	$ 20,051,622
Starlight Service	-	-	-	-	-
Robert Thompson Terminal	78,925	195,549	187,785	145,337	94,787
Other Special Events	177,119	166,560	181,786	169,079	144,402
VIAtrans	1,681,635	1,821,640	1,882,687	1,899,614	1,996,240
VIA Link	-	-	-	-	-
Charter	113,915	230,308	195,052	86,526	-
Promotional	-	-	-	-	-
Real Estate Development	267,719	277,714	263,360	281,072	330,799
Ellis Alley Park and Ride	6,854	10,290	6,491	23,918	12,582
Bus Advertising	615,000	714,530	749,530	814,530	894,530
Miscellaneous	843,534	783,235	759,723	436,382	441,677
Total Operating Revenues	26,100,183	27,200,883	26,330,129	24,737,184	23,966,639
Operating Expenses					
Line Service	132,326,068	140,264,400	147,478,417	161,181,992	167,351,942
Bus Disaster Relief[1]	-	-	-	-	-
Robert Thompson Terminal	512,763	707,542	733,305	657,286	630,944
Other Special Events	541,478	584,044	592,886	618,448	552,244
VIAtrans	32,677,623	33,147,022	34,330,772	37,375,783	40,922,470
VIA Link	-	-	-	-	-
Van Disaster Relief[1]	-	-	-	-	-
Vanpool	537,218	534,322	547,806	558,689	608,055
Bus Rapid Transit	391,558	-	-	-	-
Starlight Service	-	-	-	-	-
Charter	131,882	252,832	239,325	175,609	-
Promotional	-	-	-	-	99,753
Real Estate Development	3,192	857	4,334	613	1,678
Business Development and Planning	3,894,405	4,745,443	5,858,692	6,588,687	6,453,239
Transit Technology	719,319	715,552	694,331	685,274	637,751
Total Operating Expenses	171,735,506	180,952,014	190,479,868	207,842,381	217,258,076
Non-Operating Revenues (Expenses)					
Sales Taxes	163,316,655	173,776,660	189,964,334	197,645,249	201,407,198
Grants Reimbursement	20,360,615	25,145,760	26,045,513	27,047,155	28,773,370
Grants Revenue - Pass-Through	-		212,062	1,327,755	1,463,234
Investment Income	252,009	(18,870)	577,720	853,433	1,839,616
CARES Act - VIA	-	-	-	-	-
CRRSA Act - VIA	-	-	-	-	-
ARP Act - VIA	-	-	-	-	-
CoSA Intergovernmental Revenue	-	-	-	-	-
Bond Interest and Amortization	(546,141)	(63,884)	(3,542,815)	(3,000,034)	(3,237,107)
Net Gain(Loss) on Sale of Assets	170,308	73,893	40,839	(1,252)	(117,056)
Less Pass-Through Funds to Subrecipients	-	-	(212,062)	(1,327,755)	(1,400,626)
ATD, CoSA, TxDOT, Bexar Co., and Election Expense[2]	(25,720,768)	(27,138,822)	(29,541,042)	(30,637,238)	(31,427,566)
Local Assistance[3]	90,150	-	-	-	(461,513)
Net Non-Operating Revenues (Expenses)	157,922,828	171,774,737	183,544,549	191,907,313	196,839,550
Income(Loss) before Depreciation, Loss on Asset Impairment and Capital Contributions	**12,287,505**	**18,023,606**	**19,394,810**	**8,802,116**	**3,548,113**
Depreciation	(19,035,123)	(20,933,451)	(22,804,973)	(22,275,368)	(22,200,678)
Loss on Asset Impairment	-	-	(4,882,000)	(4,918,000)	(8,579,632)
Capital Contributions	27,981,525	117,491,316	14,028,533	21,974,093	23,876,005
Change in Net Position	**$ 21,233,907**	**$ 114,581,471**	**$ 5,736,370**	**$ 3,582,841**	**$ (3,356,192)**

Source: VIA's Annual Audited Financial Statements

[1] VIA is occasionally asked to provide transportation services for communities that are impacted by hurricanes. These citizens are transported from the coastal areas to relief centers in San Antonio.

[2] This amount includes ATD sales tax revenue remitted to the City of San Antonio and ATD sales tax revenue and investment income payable to the Texas Department of Transportation and Bexar County.

[3] Outflows reflect local assistance and the inflow shown in FY 2012 is the return of some funds that VIA has contributed to the Regional Mobility Authority (RMA) for the US 281 Super Street Project.

Changes in Net Position
Last Ten Fiscal Years

2017	2018	2019	2020	2021	
					Operating Revenues
$ 18,980,613	$ 18,369,534	$ 18,096,588	$ 11,740,521	$ 10,291,078	Line Service
-	-	-	-	-	Starlight Service
82,050	77,468	71,168	28,569	2,734	Robert Thompson Terminal
140,491	178,001	106,386	15,897	10,336	Other Special Events
2,033,653	1,999,596	1,912,340	1,175,591	1,091,265	VIAtrans
-	-	11,869	28,171	14,977	VIA Link
-	-	-	-	-	Charter
-	-	-	-	-	Promotional
446,352	577,989	557,273	269,407	337,694	Real Estate Development
10,201	7,752	13,805	4,839	57,650	Ellis Alley Park and Ride
939,642	950,635	1,021,564	1,313,119	1,560,834	Bus Advertising
473,160	416,518	455,673	334,719	353,757	Miscellaneous
23,106,162	22,577,493	22,246,666	14,910,833	13,720,325	*Total Operating Revenues*
					Operating Expenses
165,746,945	165,548,929	179,874,538	188,445,007	189,210,027	Line Service
163,268	-	-	13,660	506,119	Bus Disaster Relief[1]
465,271	499,523	710,668	305,276	47,361	Robert Thompson Terminal
534,207	670,088	495,404	131,703	61,046	Other Special Events
40,055,752	42,097,730	45,611,738	39,832,398	37,339,063	VIAtrans
-	-	375,020	995,067	1,235,930	VIA Link
2,685	-	-	-	695,355	Van Disaster Relief[1]
611,149	597,442	604,486	641,848	317,660	Vanpool
-	-	-	-	-	Bus Rapid Transit
-	-	-	-	-	Starlight Service
-	-	-	-	-	Charter
89,541	65,106	70,002	25,597	63,503	Promotional
539	801	1,051	892	954	Real Estate Development
6,685,076	6,468,225	6,598,704	6,305,032	6,476,916	Business Development and Planning
492,167	-	-	-	-	Transit Technology
214,846,600	215,947,845	234,341,611	236,696,480	235,953,934	*Total Operating Expenses*
					Non-Operating Revenues (Expenses)
207,873,339	220,294,591	232,542,350	230,619,498	260,964,006	Sales Taxes
29,032,637	30,500,898	39,285,411	25,794,461	40,663,346	Grants Reimbursement
1,553,833	815,948	2,071,336	1,569,027	1,960,357	Grants Revenue - pass through
1,357,966	1,861,966	4,008,706	2,919,432	(7,150)	Investment Income
-	-	-	90,437,617	-	CARES Act - VIA
-	-	-	-	61,224,865	CRRSA Act - VIA
-	-	-	-	57,918,494	ARP Act - VIA
-	4,300,000	10,000,000	7,000,000	10,000,000	CoSA Intergovernmental Revenue
(5,619,099)	(5,774,084)	(5,539,802)	(5,429,955)	(4,028,879)	Bond Interest and Amortization
2,633,990	218,743	(912,121)	4,412	(6,494,550)	Net Gain(Loss) on Sale of Assets
(1,452,788)	(897,060)	(2,071,336)	(1,569,027)	(1,960,357)	Less pass-through funds to subrecipients
(32,413,170)	(34,311,703)	(36,224,798)	(35,790,181)	(40,711,427)	ATD, CoSA, TxDOT, Bexar Co., and Election Expense[2]
(40,000)	-	-	(568,301)	-	Local Assistance[3]
202,926,708	217,009,299	243,159,746	314,986,983	379,528,705	*Net Non-Operating Revenues (Expenses)*
11,186,270	**23,638,947**	**31,064,801**	**93,201,336**	**157,295,096**	**Income(Loss) before Depreciation, Loss on Asset Impairment and Capital Contributions**
(24,012,602)	(34,362,524)	(36,702,975)	(39,884,886)	(38,979,912)	Depreciation
-	-	-	-	-	Loss on Asset Impairment
25,819,959	24,967,580	(174,559)	11,160,467	19,238,653	Capital Contributions
$ 12,993,627	**$ 14,244,003**	**$ (5,812,733)**	**$ 64,476,917**	**$ 137,553,837**	**Change in Net Position**

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VIA Metropolitan Transit
San Antonio, Texas

Direct and Overlapping Sales Tax Rates
As of September 30, 2021

	Direct Rates			Overlapping Rates[1]			
					Local		
City	Metropolitan Transit Authority (MTA)	Advanced Transportation District (ATD)	Total Direct Rate	State	City	Special Purpose District	Total Sales Tax Rate
Alamo Heights	0.50%		0.50%	6.25%	1.500%		8.25%
Balcones Heights	0.50%		0.50%	6.25%	1.000%	0.500%	8.25%
Castle Hills	0.50%		0.50%	6.25%	1.250%	0.250%	8.25%
China Grove	0.50%		0.50%	6.25%	1.250%		8.00%
Converse	0.50%		0.50%	6.25%	1.500%		8.25%
Elmendorf	0.50%		0.50%	6.25%	1.500%		8.25%
Kirby	0.50%		0.50%	6.25%	1.250%	0.250%	8.25%
Leon Valley	0.50%		0.50%	6.25%	1.375%	0.125%	8.25%
Olmos Park	0.50%		0.50%	6.25%	1.500%		8.25%
Saint Hedwig	0.50%		0.50%	6.25%	1.500%		8.25%
Sandy Oaks	0.50%		0.50%	6.25%	1.500%		8.25%
Shavano Park	0.50%		0.50%	6.25%	1.250%	0.250%	8.25%
Terrell Hills	0.50%		0.50%	6.25%	1.250%		8.00%
San Antonio	0.50%	0.25%[2]	0.75%	6.25%	1.250%		8.25%
Unincorporated (Bexar County)	0.50%		0.50%	6.25%			6.75%

Source: State of Texas Comptroller of Public Accounts

Note: The Texas state sales and use tax rate is 6.25%. Local taxing jurisdictions (cities, counties, special purpose districts, and transit authorities) may also impose sales and use tax up to 2% for a total maximum combined rate of 8.25%. Transit authority rates are limited to between .25% and 1% and may be increased only by a majority vote of the city's residents.

[1]Overlapping rates are other state and local rates that apply to taxable sales in cities with direct MTA and ATD rates.

[2]VIA Metropolitan Transit retains 1/2 of the .25% ATD tax collected and remits 1/4 to the City of San Antonio and 1/4 to the Texas Department of Transportation.

VIA Metropolitan Transit
San Antonio, Texas

Estimated MTA/ATD Sales Tax Receipts by City
Last Ten Fiscal Years

	2012	2013	2014	2015	2016
Alamo Heights	$ 418,716	$ 445,742	$ 473,443	$ 471,080	$ 505,166
Balcones Heights	670,081	702,293	701,787	732,556	716,374
Castle Hills	438,952	459,610	458,501	491,947	508,528
China Grove	54,047	57,159	77,598	83,033	74,519
Converse	841,257	856,192	906,675	984,923	1,039,386
Elmendorf	35,960	40,532	54,865	87,361	196,823
Kirby	95,966	108,265	115,451	132,692	153,993
Leon Valley	869,196	933,280	1,084,454	1,102,355	1,139,132
Olmos Park	238,399	232,007	224,911	235,966	226,460
Saint Hedwig	26,136	30,063	36,134	33,307	35,461
San Antonio (MTA)	104,895,568	112,728,315	123,682,950	128,985,691	130,857,440
San Antonio (ATD)[1]	25,720,768	27,138,822	29,541,044	30,637,237	31,427,566
Sandy Oaks	-	-	-	3,057	16,611
Shavano Park	371,253	407,841	334,104	189,886	194,475
Terrell Hills	119,890	107,737	113,730	109,504	116,658
Other[2]	2,799,697	2,389,980	2,617,645	2,727,415	2,771,040
Total Sales Tax Receipts	$ 137,595,886	$ 146,637,838	$ 160,423,292	$ 167,008,010	$ 169,979,632

Source: VIA's Fiscal Management Department

Note: VIA does not receive MTA sales tax receipt details by individual member city from the Texas Comptroller. Gross sales tax receipts for the MTA are allocated by city based on the ratio of the MTA sales tax rate to the total city sales tax rate. Cities within Bexar County, Texas can elect to join or leave the metropolitan transit authority by majority vote.

On November 2, 2004, voters in San Antonio approved the formation of the Advanced Transportation District (ATD). The ATD provides funding for transportation projects carried out by VIA, the City of San Antonio, and the Texas Department of Transportation. The ATD sales tax are not allocated as they are collected from a single city.

[1]This amount does not include the portion of ATD sales tax receipts that VIA remits to the City of San Antonio and the Texas Department of Transportation.

[2]This line represents the unincorporated areas within Bexar County, as well as those communities that have withdrawn from the MTA.

Estimated MTA/ATD Sales Tax Receipts by City
Last Ten Fiscal Years

2017	2018	2019	2020	2021	
$ 509,808	$ 562,564	$ 595,886	$ 647,129	$ 727,434	Alamo Heights
703,907	750,609	820,950	753,216	905,955	Balcones Heights
516,192	515,510	556,900	598,266	667,844	Castle Hills
69,503	68,974	71,545	68,126	92,296	China Grove
1,050,920	1,206,952	1,255,494	1,428,587	1,666,940	Converse
260,351	428,878	272,902	179,560	138,171	Elmendorf
147,530	154,672	155,040	177,426	228,743	Kirby
1,132,195	1,190,943	1,210,371	1,209,876	1,430,494	Leon Valley
239,283	244,562	259,704	239,594	288,600	Olmos Park
40,060	24,393	42,256	70,994	98,762	Saint Hedwig
135,134,156	143,122,099	151,238,207	150,006,728	169,136,996	San Antonio (MTA)
32,413,171	34,311,703	36,224,798	35,790,181	40,711,426	San Antonio (ATD)[1]
18,845	26,839	38,606	45,217	51,675	Sandy Oaks
218,223	206,614	229,318	259,494	309,008	Shavano Park
145,085	134,152	143,720	174,140	207,412	Terrell Hills
2,860,940	3,033,424	3,201,855	3,180,783	3,590,823	Other[2]
$ 175,460,169	$ 185,982,888	$ 196,317,552	$ 194,829,317	$ 220,252,579	Total Sales Tax Receipts

VIA Metropolitan Transit

San Antonio, Texas

Schedule of Outstanding Debt and Coverage Ratios

	2012	2013	2014	2015	2016
OUTSTANDING DEBT					
Private Placement Bond Issues:					
MTA Farebox Revenue Bonds Series 2012	$ 5,100,000	$ 5,100,000	$ -	$ -	$ -
MTA Contractual Obligations Series 2012	3,200,000	2,765,000	2,325,000	1,880,000	1,425,000
ATD Sales Tax Revenue Bonds Series 2012	5,100,000	5,100,000	-	-	-
MTA Contract Revenue Bonds Series 2012	5,100,000	-	-	-	-
MTA Contractual Obligations Series 2020	-	-	-	-	-
Public Bond Issues:					
MTA Farebox Revenue Bonds Series 2013	-	-	38,860,000	37,955,000	37,010,000
ATD Sales Tax Revenue Bonds Series 2014	-	-	32,925,000	32,140,000	31,335,000
MTA Contractual Obligations Series 2017	-	-	-	-	-
MTA Farebox Revenue Refunding Bonds, Taxable Series 2020	-	-	-	-	-
ATD Sales Tax Revenue Refunding Bonds, Taxable Series 2020	-	-	-	-	-
Total Bonds	18,500,000	12,965,000	74,110,000	71,975,000	69,770,000
Bond Premium			6,358,751	6,051,227	5,832,883
Total Debt Outstanding	18,500,000	12,965,000	80,468,751	78,026,227	75,602,883
Gross Revenues (a)	184,479,002	199,039,504	213,417,493	219,645,783	224,621,865
Ratio of Total Debt to Gross Revenues	0.10	0.07	0.38	0.36	0.34
# of Riders (b)	46,893,169	45,894,417	44,346,565	42,218,985	39,635,173
Debt Per Rider	0.39	0.28	1.81	1.85	1.91
COVERAGE RATIOS FOR DEBT OUTSTANDING AS OF 9/30/20					
MTA Contractual Obligations					
MTA Sales Tax Revenue	109,340,067	119,047,377	128,894,914	136,251,947	136,634,249
Less: Obligations Similarly Secured Debt Service (c)	-	(490,335)	(494,471)	(490,803)	(492,036)
Net Sales Tax Revenues Available for Authority	109,340,067	118,557,042	128,400,443	135,761,144	136,142,213
Debt Service Coverage Ratio on Obligations Similarly Secured (d)	N/A	242.8x	260.7x	277.6x	277.7x
MTA Farebox Revenue Bonds Series 2013					
Maintenance & Operating (M&O) Expenses	(168,156,607)	(170,674,123)	(185,886,928)	(208,843,385)	(212,471,574)
Net Sales Tax Revenues (Per Above)	109,340,067	118,557,042	128,400,443	135,761,144	136,142,213
Available ATD Sales Tax (e)	25,309,927	26,923,159	29,108,126	28,249,607	28,593,844
Grants Available to Pay Maintenance and Operating Expenses (f)	27,177,655	18,229,255	34,590,137	22,376,436	32,448,605
Contributions Available to Pay Maintenance and Operating Expenses (g)	-	-	-	-	(461,513)
Net M&O Expenses Remaining Before Application of Operating Revenues	(6,328,958)	(6,964,667)	6,211,778	(22,456,198)	(15,748,425)
Operating Revenue	25,849,877	26,885,148	26,444,828	25,002,383	24,880,247
Less: Remaining Maintenance and Operating Expenses	(6,328,958)	(6,964,667)	6,211,778	(22,456,198)	(15,748,425)
Net Operating Revenue Available for Farebox Revenue Bonds	19,520,919	19,920,481	32,656,606	2,546,185	9,131,822
Debt Service on the 2013 Farebox Revenue Bonds	-	58,197	2,480,104	2,812,700	2,816,500
Farebox Revenue Bond Debt Service Coverage Ratio (d)	N/A	342.3x	13.2x	0.9x	3.2x
ATD Sales Tax Revenue Bonds Series 2014					
ATD Sales Tax Revenue	25,720,768	27,138,822	29,541,043	30,637,238	31,427,566
Less District Debt Service	-	(55,958)	(63,750)	(2,370,743)	(2,370,650)
Net ATD Sales Tax Revenue	25,720,768	27,082,864	29,477,293	28,266,495	29,056,916
Debt Service Coverage Ratio (d)	N/A	485.0x	463.4x	12.9x	13.3x

Note: For a description of pledged revenues associated with the above bonds, please refer to the Long-Term Debt footnote in VIA's audited financial statements.

(a) Total operating revenue, plus nonoperating revenue from sales taxes, grants reimbursement, investment income and asset sales.
(b) Total systemwide passengers (includes all bus service and paratransit service).
(c) This reflects debt service on MTA contractual obligations (Series 2020, 2017, and 2012).
(d) Coverage ratios shown are slightly different than those in VIA's public debt continuing disclosure documents due to rounding (the latter ratios are based on figures rounded to $0.01 million).
(e) ATD sales taxes less debt service on ATD bonds.
(f) Available to the extent permitted by the applicable grant agreement.
(g) In FY18-FY20, the City of San Antonio provided VIA funding for bus service improvements. Contributions out are for local assistance that VIA has provided (such as to TxDOT's Transportation Alternatives Program).

Schedule of Outstanding Debt and Coverage Ratios

2017	2018	2019	2020	2021	
					OUTSTANDING DEBT
					Private Placement Bond Issues:
$ -	$ -	$ -	$ -	$ -	MTA Farebox Revenue Bonds Series 2012
960,000	485,000	-	-	-	MTA Contractual Obligations Series 2012
-	-	-	-	-	ATD Sales Tax Revenue Bonds Series 2012
-	-	-	-	-	MTA Contract Revenue Bonds Series 2012
-	-	-	11,000,000	8,845,000	MTA Contractual Obligations Series 2020
					Public Bond Issues:
36,030,000	35,010,000	33,950,000	32,835,000	6,790,000	MTA Farebox Revenue Bonds Series 2013
30,495,000	29,625,000	28,710,000	27,755,000	7,055,000	ATD Sales Tax Revenue Bonds Series 2014
81,995,000	76,835,000	70,730,000	66,410,000	59,370,000	MTA Contractual Obligations Series 2017
-	-	-	-	28,295,000	MTA Farebox Revenue Refunding Bonds, Taxable Series 2020
-	-	-	-	23,250,000	ATD Sales Tax Revenue Refunding Bonds, Taxable Series 2020
149,480,000	141,955,000	133,390,000	138,000,000	133,605,000	Total Bonds
18,258,044	16,922,920	15,587,796	14,252,672	11,403,251	Bond Premium
167,738,044	158,877,920	148,977,796	152,252,672	145,008,251	Total Debt Outstanding
231,691,969	241,060,876	261,858,335	328,896,072	393,772,459	Gross Revenues (a)
0.72	0.66	0.57	0.46	0.37	Ratio of Total Debt to Gross Revenues
37,807,626	36,276,136	36,147,067	27,961,018	20,175,672	# of Riders (b)
4.44	4.38	4.12	5.45	7.19	Debt Per Rider
					COVERAGE RATIOS FOR DEBT OUTSTANDING AS OF 9/30/20
					MTA Contractual Obligations
142,993,108	150,703,656	158,791,830	158,643,607	174,560,863	MTA Sales Tax Revenue
(2,132,865)	(9,589,412)	(10,380,255)	(7,878,317)	(12,631,000)	Less: Obligations Similarly Secured Debt Service (c)
140,860,243	141,114,244	148,411,575	150,765,290	161,929,863	Net Sales Tax Revenues Available for Authority
67.0x	15.7x	15.3x	20.1x	13.8x	Debt Service Coverage Ratio on Obligations Similarly Secured (d)
					MTA Farebox Revenue Bonds Series 2013
(212,330,576)	(223,841,761)	(237,526,334)	(229,243,988)	(235,603,185)	Maintenance & Operating (M&O) Expenses
140,860,243	141,114,244	148,411,575	150,765,290	161,929,863	Net Sales Tax Revenues (Per Above)
29,976,854	31,756,920	33,528,663	33,310,156	37,406,528	Available ATD Sales Tax (e)
27,041,045	30,087,557	43,338,067	110,112,747	98,148,293	Grants Available to Pay Maintenance and Operating Expenses (f)
(40,000)	4,300,000	10,000,000	6,531,785	10,000,000	Contributions Available to Pay Maintenance and Operating Expenses (g)
(14,492,434)	(16,583,040)	(2,248,029)	71,475,990	71,881,499	Net M&O Expenses Remaining Before Application of Operating Revenues
23,272,287	23,143,989	22,338,868	15,226,712	13,512,708	Operating Revenue
(14,492,434)	(16,583,040)	(2,248,029)	71,475,990	71,881,499	Less: Remaining Maintenance and Operating Expenses
8,779,853	6,560,949	20,090,839	86,702,702	85,394,207	Net Operating Revenue Available for Farebox Revenue Bonds
2,813,700	2,814,500	2,813,700	2,815,700	2,566,162	Debt Service on the 2013 Farebox Revenue Bonds
3.1x	2.3x	7.1x	30.8x	33.3x	Farebox Revenue Bond Debt Service Coverage Ratio (d)
					ATD Sales Tax Revenue Bonds Series 2014
32,413,171	34,311,703	36,224,798	35,790,181	40,711,426	ATD Sales Tax Revenue
(2,373,450)	(2,369,850)	(2,371,350)	(2,374,750)	(2,216,377)	Less District Debt Service
30,039,721	31,941,853	33,853,448	33,415,431	38,495,049	Net ATD Sales Tax Revenue
13.7x	14.5x	15.3x	15.1x	18.4x	Debt Service Coverage Ratio (d)

VIA Metropolitan Transit
San Antonio, Texas

Demographic and Economic Statistics for the City of San Antonio
Last Ten Fiscal Years

Fiscal Year	Population	Personal Income (in thousands)	Per Capita Personal Income	Median Age	Population 25 Years and over - Percent high school Graduate or Higher	School Enrollment	Average Yearly Unemployment Rate
2012	1,359,730	29,038,394	21,356	32.7	80.7	396,718	6.4%
2013	1,383,194	30,752,552	22,233	33.2	80.8	397,500	5.8%
2014	1,409,019	31,581,326	22,414	33.0	80.7	407,047	4.8%
2015	1,436,697	32,790,329	22,823	33.2	*	401,771	3.7%
2016	1,469,824	34,905,380	23,748	33.1	81.0	403,558	3.8%
2017	1,492,494	35,701,948	23,921	33.5	80.9	401,867	3.2%
2018	1,511,913	37,230,858	24,625	33.6	83.3	410,625	3.3%
2019	1,532,212	37,821,121	24,684	33.7	82.3	411,539	3.1%
2020	1,547,250	41,506,529	26,826	34.4	82.7	411,357	7.3%
2021	1,529,133	40,259,014	26,328	33.8	82.7	410,917	5.3%

* Data unavailable.

Sources: Population, personal income, per capita income, median age and school enrollment information provided by the U.S. Census Bureau (https://data.census.gov).
Unemployment rate provided by the San Antonio Bureau of Labor Statistics.

VIA Metropolitan Transit
San Antonio, Texas

Principal Employers

	2020	
Employer	**Employees**	**Rank**
Joint Base San Antonio (JBSA) - Lackland, Fort Sam & Randolph	73,707	1
H.E.B. Food Stores	22,000	2
United Services Automobile Association	19,400	3
Northside Independent School District	13,498	4
City of San Antonio	11,183	5
Methodist Health Care System	9,620	6
North East Independent School District	8,386	7
San Antonio Independent School District	7,338	8
Baptist Health Systems	6,383	9
Wells Fargo	5,152	10

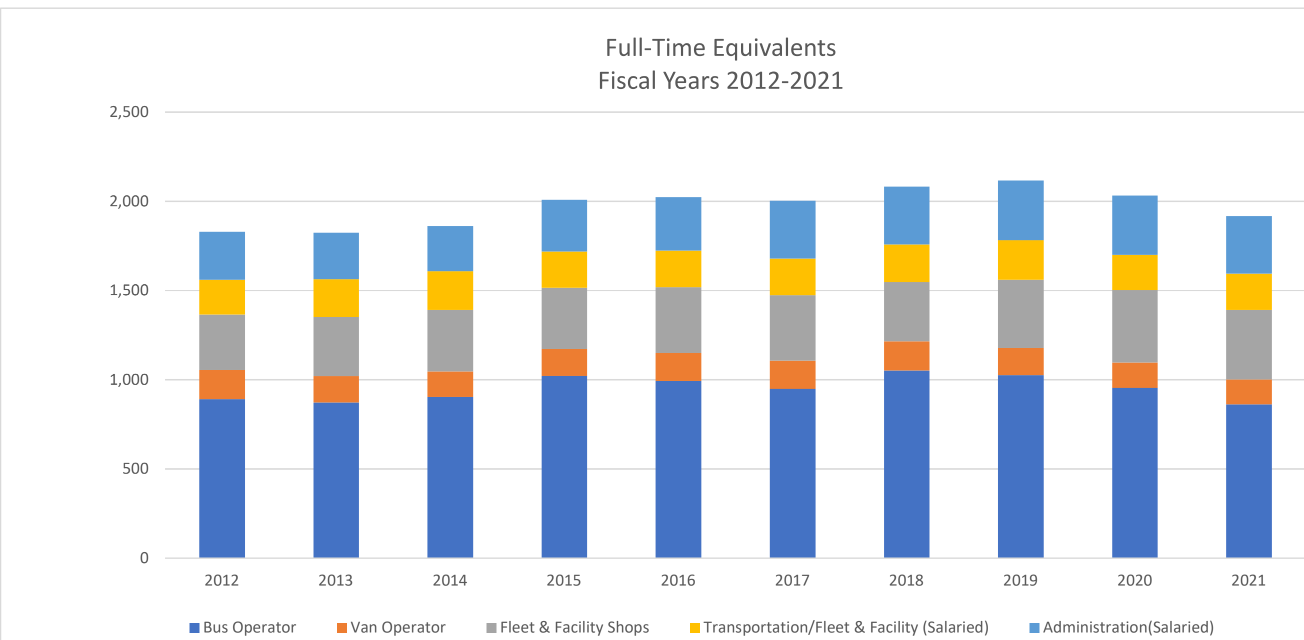
Source: https://www.sanantonio.gov/Portals/0/Files/Finance/FY2020-ComprehensiveAnnualFinancialReport.pdf.

VIA Metropolitan Transit
San Antonio, Texas

Full-Time Equivalents
Last Ten Fiscal Years

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Full-Time Employees										
Bus Operator	733	742	795	943	882	876	954	966	906	816
Van Operator	161	143	140	150	156	158	164	153	142	140
Fleet & Facility Shops	311	334	345	344	368	366	332	384	405	392
Transportation/Fleet & Facility (Salaried)	178	195	201	191	195	197	202	209	191	193
Administration(Salaried)	257	249	244	278	286	309	320	330	326	320
Subtotal	1,640	1,663	1,725	1,906	1,887	1,906	1,972	2,042	1,970	1,861
Part-Time (Full-Time Equivalents)										
Bus Operator	158.6	131.6	107.6	77.9	111.7	74.0	97.4	58.7	49.5	45.4
Van Operator	1.8	2.4	4.2	0.6	0.6	-	-	-	-	-
Fleet & Facility Shops	-	-	-	-	-	-	-	-	-	-
Transportation/Fleet & Facility (Salaried)	17.0	15.0	15.0	12.9	11.0	9.0	9.0	10.5	8.3	8.3
Administration(Salaried)	13.5	12.0	11.3	11.3	13.5	14.3	4.5	6.0	4.5	3.8
Subtotal	190.9	161.0	138.1	102.7	136.8	97.2	110.9	75.2	62.2	57.4
Grand Total										
Bus Operator	891.6	873.6	902.6	1,020.9	993.7	950.0	1,051.4	1,024.7	955.5	861.4
Van Operator	162.8	145.4	144.2	150.6	156.6	158.0	164.0	153.0	142.0	140.0
Fleet & Facility Shops	311.0	334.0	345.0	344.0	368.0	366.0	332.0	384.0	405.0	392.0
Transportation/Fleet & Facility (Salaried)	195.0	210.0	216.0	203.9	206.0	206.0	211.0	219.5	199.3	201.3
Administration(Salaried)	270.5	261.0	255.3	289.3	299.5	323.3	324.5	336.0	330.5	323.8
Grand Total	1,830.9	1,824.0	1,863.1	2,008.7	2,023.8	2,003.2	2,082.9	2,117.2	2,032.2	1,918.4

Source: VIA's Monthly Personnel Report



VIA Metropolitan Transit
San Antonio, Texas

Fare History
Last Ten Fiscal Years

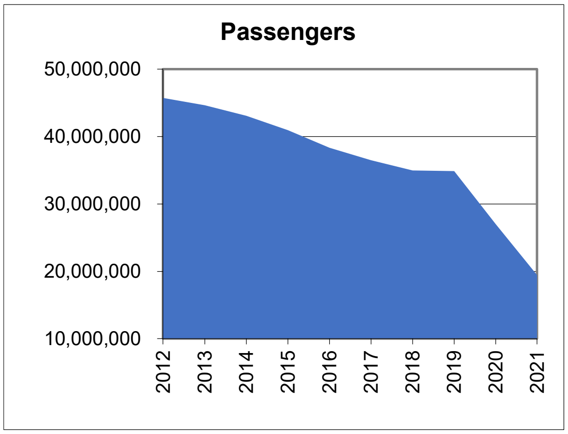
Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Bus Service[1]										
Regular Bus Service	$ 1.10	$ 1.20	$ 1.20	$ 1.20	$ 1.30	$ 1.30	$ 1.30	$ 1.30	$ 1.30	$ 1.30
Regular Half Fare	0.55	0.60	0.60	0.60	0.65	0.65	0.65	0.65	0.65	0.65
Express Bus Service	2.50	2.50	2.50	2.50	2.60	2.60	2.60	2.60	2.60	2.60
Express Half Fare	1.25	1.25	1.25	1.25	1.30	1.30	1.30	1.30	1.30	1.30
Bus Transfer	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	-	-
Bus Transfer Half Fare	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	-	-
VIA Link Service										
VIA Link Service	-	-	-	-	-	-	-	1.30	1.30	1.30
VIA Link Service Half Fare	-	-	-	-	-	-	-	0.65	0.65	0.65
VIA Link Transfer	-	-	-	-	-	-	-	0.15	-	-
VIA Link Transfer Half Fare	-	-	-	-	-	-	-	0.07	-	-
VIAtrans Service[2]										
VIAtrans Service	1.75	1.95	1.95	1.95	2.00	2.00	2.00	2.00	2.00	2.00
VIAtrans Taxi Subsidy	-	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
Special Event Service	5.00	5.00	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Special Event Half Fare	2.50	2.50	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Passes										
31-Day Pass	30.00	35.00	35.00	35.00	38.00	38.00	38.00	38.00	38.00	38.00
31-Day Half Fare	15.00	17.50	17.50	17.50	19.00	19.00	19.00	19.00	19.00	19.00
Semester Pass	35.00	35.00	35.00	35.00	38.00	38.00	38.00	38.00	38.00	38.00
7-Day Pass	-	-	-	-	12.00	12.00	12.00	12.00	12.00	12.00
7-Day Pass Half Fare	-	-	-	-	6.00	6.00	6.00	6.00	6.00	6.00
Day Pass	4.00	4.00	4.00	4.00	2.75	2.75	2.75	2.75	2.75	2.75
Day Pass Half Fare	-	-	-	-	1.35	1.35	1.35	1.35	1.35	1.35

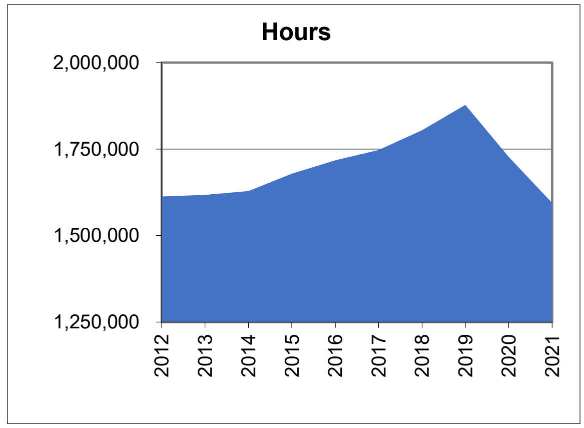
Source: VIA's Fiscal Management Division

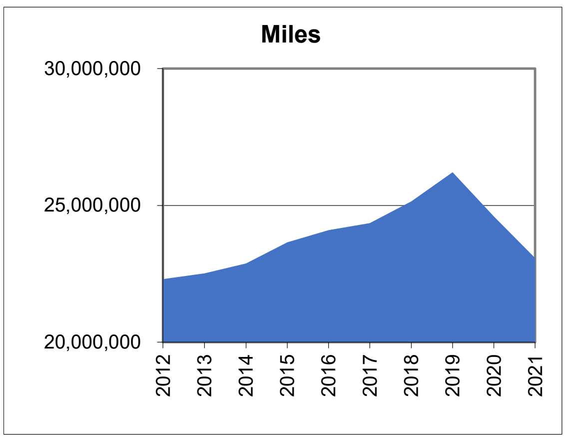
Note:
[1] Limited additional service without charge to the service recipient is provided to identified categories of riders, including (but not limited to) VIA employees/board members and spouses, police and fire personnel in uniform, VIAtrans patrons and one companion/attendant, and senior citizens within specific timeframes, for which VIA realizes operational value or expense offset. VIA has also, due to community or emergency needs (including in response to natural catastrophe, pandemic, and civil unrest and social justice), provided limited, periodic ridership service where the charges were satisfied from other sources (such as disaster recovery funding, COVID-19 federal relief funding, advertising revenue and investment income that were undesignated and otherwise uncommitted) and whose impact was determined to not be financially material to VIA's operations or its ability to meet its debt service obligations or satisfy its related debt service covenants.
[2] Occasionally, due to community or emergency needs, provisions noted above (in Note 1) apply to paratransit services also.

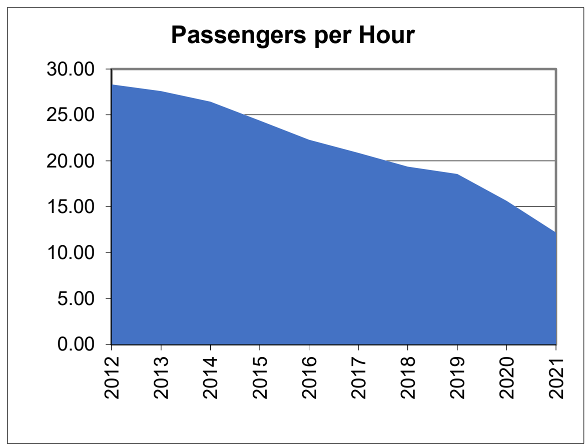
VIA Metropolitan Transit
San Antonio, Texas

Line Service Statistics
Last Ten Fiscal Years









Fiscal Year	Passengers	Hours	Miles	Passengers Per Hour
2012	45,704,025	1,613,457	22,308,405	28.33
2013	44,635,608	1,618,364	22,520,641	27.58
2014	43,085,594	1,629,262	22,877,589	26.44
2015	40,938,967	1,678,728	23,654,868	24.39
2016	38,334,650	1,718,037	24,097,912	22.31
2017	36,493,890	1,747,733	24,351,329	20.88
2018	34,984,740	1,804,870	25,153,738	19.38
2019	34,864,333	1,877,679	26,214,747	18.57
2020 (1)	27,020,133	1,727,776	24,603,469	15.64
2021 (1)	19,449,634	1,595,112	23,079,355	12.19

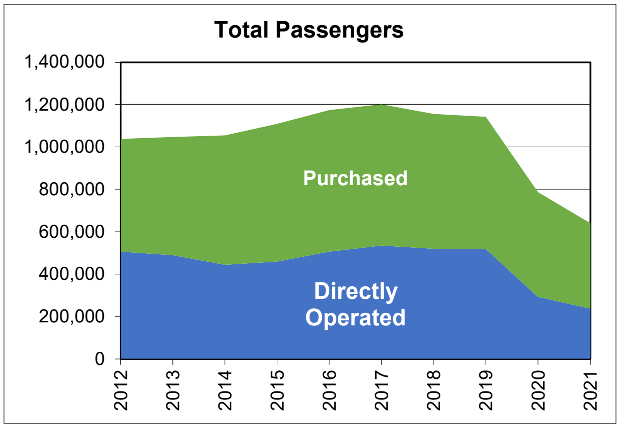
Source: VIA's Revenue Accounting Statistical Records
VIA's Miles and Hours Report

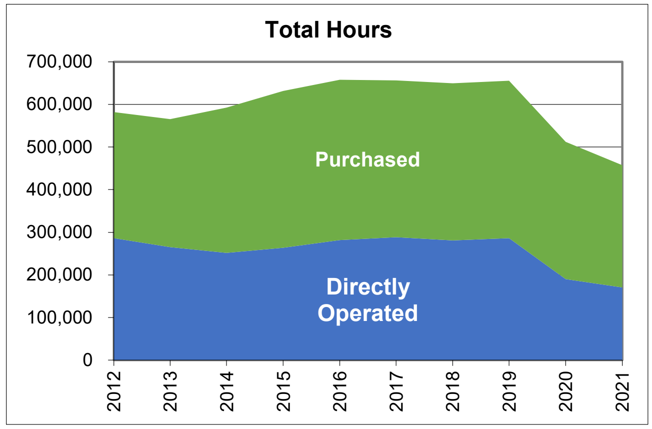
(1) Results impacted by COVID-19

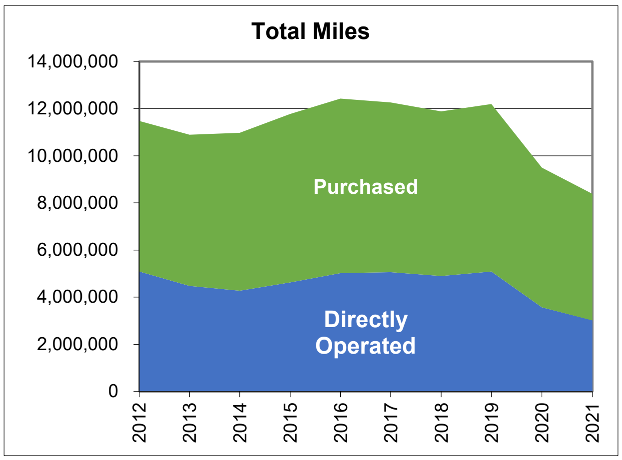
VIA Metropolitan Transit

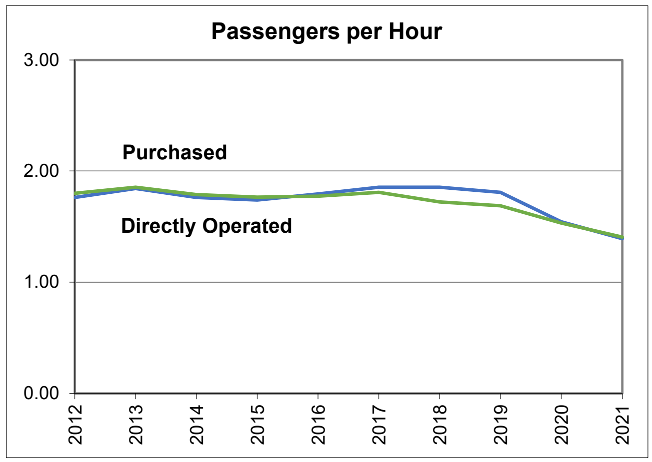
San Antonio, Texas

VIAtrans Service Statistics
Last Ten Fiscal Years









Fiscal Year	Total Passengers		Total Hours		Total Miles		Passengers per Hour	
	Directly Operated	Purchased	Directly Operated	Purchased	Directly Operated	Purchased	Directly Operated	Purchased
2012	505,217	532,719	286,473	295,883	5,089,293	6,387,270	1.76	1.80
2013	488,752	557,800	265,249	300,535	4,480,271	6,404,527	1.84	1.86
2014	443,678	609,869	251,695	340,939	4,269,252	6,709,623	1.76	1.79
2015	458,282	650,131	263,343	368,139	4,620,731	7,152,795	1.74	1.77
2016	505,815	668,289	281,861	376,680	5,018,275	7,405,518	1.79	1.77
2017	535,285	665,547	288,551	368,234	5,062,700	7,199,213	1.86	1.81
2018	520,167	634,589	280,663	368,708	4,900,387	6,983,577	1.85	1.72
2019	518,184	623,135	286,328	369,238	5,085,099	7,112,376	1.81	1.69
2020 [(1)]	292,783	493,446	189,732	322,244	3,573,238	5,921,147	1.54	1.53
2021 [(1)]	237,471	403,332	170,463	286,577	3,019,230	5,360,790	1.39	1.41

Source: VIA's Revenue Accounting Statistical Records.
VIA's Miles and Hours Report and Procurement's Contract Administrator for purchased service contracts.

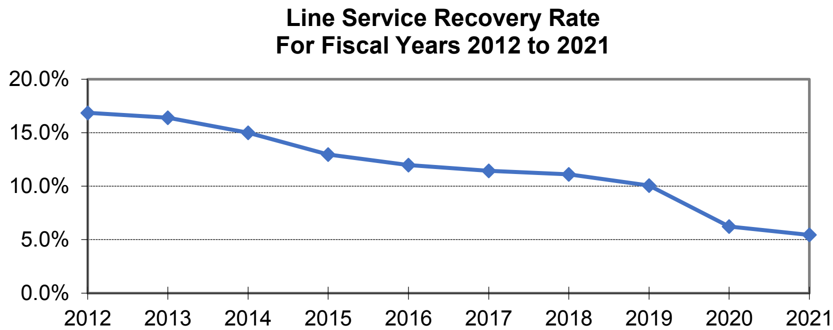
[(1)] Results impacted by COVID-19

VIA Metropolitan Transit

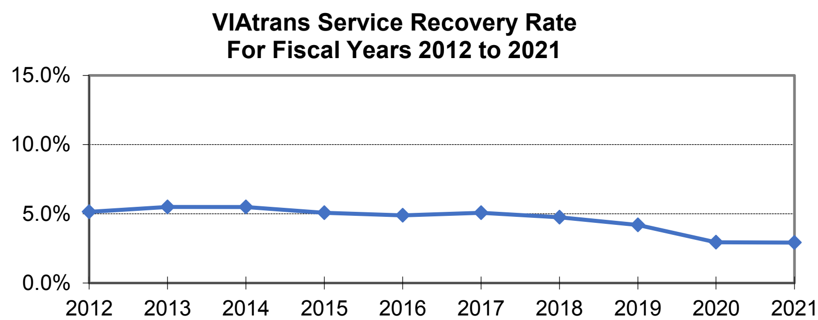
San Antonio, Texas

Line and VIAtrans Service Recovery Rate
Last Ten Fiscal Years

Fiscal Year	Recovery Rate
2012	16.9%
2013	16.4%
2014	15.0%
2015	13.0%
2016	12.0%
2017	11.5%
2018	11.1%
2019	10.1%
2020	6.2%
2021	5.4%



Fiscal Year	Recovery Rate
2012	5.1%
2013	5.5%
2014	5.5%
2015	5.1%
2016	4.9%
2017	5.1%
2018	4.7%
2019	4.2%
2020	3.0%
2021	2.9%



Source: VIA's Annual Audited Financial Statements.

Note: Recovery rate is fare revenue divided by total expenses excluding depreciation.

VIA Metropolitan Transit
San Antonio, Texas

Service Miles by Cost Center Last Ten Fiscal Years

Fiscal Year	Line Service	Special Event	Charter/ Promotional Service	Disaster Relief	VIA Link	VIAtrans Direct	VIAtrans Purchased	Total
2012	22,308,405	122,658	16,283	-	-	5,089,293	6,387,270	33,923,909
2013	22,520,641	153,521	30,137	-	-	4,480,271	6,404,527	33,589,097
2014	22,877,589	143,754	27,242	-	-	4,269,252	6,709,623	34,027,460
2015	23,654,868	129,111	15,225	-	-	4,620,731	7,152,795	35,572,730
2016	24,097,912	115,500	8,151	-	-	5,018,275	7,405,518	36,645,356
2017	24,351,329	92,095	6,752	9,219	-	5,062,700	7,199,213	36,721,308
2018	25,153,738	114,367	4,718	-	-	4,900,387	6,983,577	37,156,787
2019	26,214,747	91,572	4,523	-	132,697	5,085,099	7,112,376	38,641,014
2020	24,603,469	34,793	10,131	3,921	395,377	3,573,238	5,921,147	34,542,076
2021	23,079,355	3,384	21,097	-	317,784	3,019,230	5,360,790	31,801,640

Service Hours by Cost Center Last Ten Fiscal Years

Fiscal Year	Line Service	Special Event	Charter/ Promotional Service	Disaster Relief	VIA Link	VIAtrans Direct	VIAtrans Purchased	Total
2012	1,613,457	9,434	2,261	-	-	286,473	295,883	2,207,508
2013	1,618,364	12,234	3,232	-	-	265,249	300,535	2,199,614
2014	1,629,262	10,996	2,906	-	-	251,695	340,939	2,235,798
2015	1,678,728	10,093	1,930	-	-	263,343	368,139	2,322,233
2016	1,718,037	8,602	1,322	-	-	281,861	376,680	2,386,502
2017	1,747,733	7,067	1,179	1,797	-	288,551	368,234	2,414,561
2018	1,804,870	9,079	877	-	-	280,663	368,708	2,464,197
2019	1,877,679	8,153	903	-	12,388	286,328	369,238	2,554,689
2020	1,727,776	2,818	2,590	630	29,455	189,732	322,244	2,275,245
2021	1,595,112	324	6,117	-	24,322	170,463	286,577	2,082,915

Source: VIA's Miles and Hours Report and Procurement's Contract Administrator for purchased service contracts.

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VIA Metropolitan Transit
San Antonio, Texas

Revenues by Source Last Ten Fiscal Years

Fiscal Year	Operating Revenues	Non-Operating Revenues: Sales Tax[1]	Grant Revenues	Investment Income/(Loss)	Federal Stimulus Funds[3]	Misc Income	Contributed Capital	Total
2012	26,100,183	137,595,887	20,360,615	252,009	-	260,458	27,981,525	212,550,677
2013	27,200,883	146,637,838	25,145,760	(18,870)	-	73,893	117,491,316	316,530,820
2014	26,330,129	160,423,292	26,045,513	577,720	-	40,839	14,028,533	227,446,026
2015	24,737,184	167,008,011	27,047,155	853,433	-	-	21,974,093	241,619,876
2016	23,966,639	169,979,632	28,835,978	1,839,616	-	-	23,876,005	248,497,870
2017	23,106,162	175,460,169	29,133,682	1,357,966	-	2,633,990	25,819,959	257,511,928
2018	22,577,493	185,982,888	30,419,786	1,861,966	-	4,518,743	24,967,580	270,328,456
2019	22,246,666	196,317,552	39,285,411	4,008,706	-	10,000,000	(174,559)	271,683,776
2020	14,910,833	194,829,317	25,794,461	2,919,432	90,437,617	7,004,413	11,160,467	347,056,540
2021	13,720,325	220,252,579	40,663,346	(7,150)	119,143,359	10,000,000	19,238,653	423,011,112

Expenses by Cost Center (Including Depreciation)
Last Ten Fiscal Years

Fiscal Year	Line Service[2]	Special Event	Charter/ Promotional Service	VIAtrans	VIA Link	Vanpool	Other Operating Expenses	Disaster Relief Van/Bus	Total Operating Expenses	Non-Operating Expenses	Total Expenses
2012	150,416,200	1,698,539	142,909	33,140,705	-	539,429	4,832,847	-	190,770,629	546,141	191,316,770
2013	159,497,124	1,962,959	275,894	34,095,208	-	537,595	5,516,685	-	201,885,465	63,884	201,949,349
2014	167,004,628	1,807,553	162,317	36,908,809	-	551,133	11,732,401	-	218,166,841	3,542,815	221,709,656
2015	180,567,404	1,365,037	187,014	40,040,010	-	561,930	12,314,354	-	235,035,749	3,001,286	238,037,035
2016	186,842,126	1,258,534	105,340	43,478,439	-	608,055	15,745,892	-	248,038,386	3,815,676	251,854,062
2017	187,217,217	1,067,195	94,276	42,443,538	-	612,716	7,248,400	175,859	238,859,202	5,659,099	244,518,301
2018	197,334,643	1,289,167	70,183	42,378,161	-	599,124	8,639,091	-	250,310,369	5,774,085	256,084,454
2019	215,355,760	1,312,152	75,339	46,644,213	375,020	606,633	6,675,470	-	271,044,586	6,451,923	277,496,510
2020	227,328,045	478,094	34,327	40,718,761	995,067	643,780	6,364,934	18,358	276,581,366	5,998,256	282,579,623
2021	227,344,347	115,258	86,575	38,154,731	1,235,930	317,660	6,477,870	1,201,474	274,933,846	10,523,429	285,457,275

Source: VIA's Annual Audited Financial Statements.

Notes 1. Sales tax includes amounts remitted to CoSA, TxDOT, and Bexar County.
2. FY2008 through FY2013 Bus Rapid Transit Expense has been moved to Line Service Expense due to MAP21 (Sec. 5302) requirements which requires a dedicated lane for rapid transit buses during peak periods.
3. Includes VIA's portion of funds from: Coronavirus Aid, Relief, and Economic Security Act (CARES Act); Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA Act); and, American Rescue Plan (ARP).

VIA Metropolitan Transit
San Antonio, Texas

Operating Expenses by Object Class
Last Ten Fiscal Years

	Fiscal Year				
	2012 Restated	2013 Restated	2014	2015	2016
Operator	$ 40,562,190	$ 41,573,464	$ 42,947,778	$ 47,142,668	$ 48,017,399
Garage	12,729,474	12,741,074	13,435,740	14,443,230	15,426,170
Salaried	21,028,258	20,927,964	22,054,983	24,170,612	26,825,279
Total Labor	74,319,922	75,242,502	78,438,501	85,756,510	90,268,847
Fringe Benefits	41,928,210	44,339,708	49,087,760	55,068,428	61,828,682
Total Labor and Fringe Benefits	116,248,132	119,582,210	127,526,261	140,824,938	152,097,529
Advertising Fees	457,068	834,106	868,797	590,285	202,540
Prof. & Tech Fees	2,602,244	5,012,806	5,575,998	6,487,853	5,994,215
Temporary Help	-	-	-	-	52,107
Contract Maintenance	1,900,734	2,304,871	2,727,184	2,917,234	3,283,320
Custodial Services	-	-	-	-	-
Security Services	1,610,368	1,576,519	1,668,227	2,019,443	2,107,951
Other Services	550,437	571,305	545,909	722,178	770,920
Total Services	7,120,851	10,299,607	11,386,115	12,736,993	12,411,053
Fuel & Lubricants	20,155,666	23,177,525	22,148,972	21,327,903	18,039,638
Tires & Tubes	1,365,594	1,374,880	1,200,905	1,226,545	1,367,306
Other Materials & Supplies	9,355,225	9,725,894	9,478,859	10,679,662	11,425,533
Total Materials & Supplies	30,876,485	34,278,299	32,828,736	33,234,110	30,832,477
Utilities	1,572,250	2,006,016	2,223,969	2,432,041	2,792,929
Casualty & Liability	1,231,907	1,243,807	885,038	1,706,027	1,015,344
Taxes	1,536,285	1,573,900	1,480,347	1,497,985	1,389,149
Purchased Transportation	10,916,344	10,410,650	12,405,128	13,630,089	14,800,400
Dues & Subscriptions	416,275	379,151	405,648	382,293	473,051
Training & Meetings	407,148	487,004	494,390	528,531	482,994
Fines & Penalties	600	-	294	-	33,342
Bad Debt Expense	7,352	2,635	8,858	1,040	148,593
Advertising/Promotion Media	437,122	514,553	929,762	477,899	329,205
Miscellaneous Expense	678,063	783,941	727,381	873,733	896,811
Total Miscellaneous Expense	1,946,561	2,167,284	2,566,333	2,263,496	2,363,996
Interest Expense	-	-	-	-	-
Leases & Rentals	286,692	296,882	247,471	445,654	258,837
Expense transfer to Capital Program	-	(906,641)	(1,069,530)	(928,952)	(703,638)
Total Operating Expense Before Depreciation & Capitalized Amounts	171,735,507	180,952,014	190,479,868	207,842,381	217,258,076
Depreciation	19,035,123	20,933,451	22,804,973	22,275,368	22,200,678
Allowance	-	-	4,882,000	4,918,000	8,579,632
Indirect Expense (Capitalized)	-	-	-	-	-
Fringe Expense (Capitalized)	-	-	-	-	-
Total Operating Expenses	$ 190,770,629	$ 201,885,465	$ 218,166,841	$ 235,035,749	$ 248,038,386

Source: VIA's Annual Audited Financial Statements

Fiscal Year					
2017	2018	2019	2020	2021	
51,056,596	$ 55,778,595	$ 58,805,412	$ 56,730,903	$ 55,662,531	Operator
16,309,026	16,469,534	17,896,920	20,010,861	19,555,124	Garage
27,795,474	29,373,615	31,572,377	33,218,343	32,283,105	Salaried
95,161,096	101,621,745	108,274,710	109,960,107	107,500,760	*Total Labor*
59,108,167	56,583,203	60,002,531	69,290,179	66,585,307	Fringe Benefits
154,269,263	158,204,948	168,277,241	179,250,286	174,086,066	*Total Labor and Fringe Benefits*
344,039	559,265	1,898,900	568,222	1,357,971	Advertising Fees
6,712,151	6,382,451	7,011,781	5,020,618	5,628,032	Prof. & Tech Fees
166,871	150,390	135,056	95,810	176,662	Temporary Help
3,341,287	3,989,942	4,473,270	4,925,465	7,049,972	Contract Maintenance
-	-	-	-	-	Custodial Services
2,023,186	2,311,541	2,959,408	3,066,466	3,209,261	Security Services
1,022,580	1,109,390	1,671,749	1,982,807	2,032,028	Other Services
13,610,114	14,502,979	18,150,164	15,659,388	19,453,927	*Total Services*
12,151,290	7,302,290	7,606,705	(189,760)	4,535,097	Fuel & Lubricants
1,489,717	1,702,636	1,795,781	1,591,270	1,174,646	Tires & Tubes
10,299,360	9,839,658	11,448,235	13,268,207	14,145,567	Other Materials & Supplies
23,940,367	18,844,584	20,850,721	14,669,717	19,855,310	*Total Materials & Supplies*
3,019,717	3,305,183	3,601,087	3,387,453	3,509,978	Utilities
2,549,143	2,388,207	2,377,519	1,660,606	1,347,707	Casualty & Liability
1,225,911	584,150	436,838	383,939	273,847	Taxes
14,798,855	15,622,172	17,631,858	15,356,298	14,057,322	Purchased Transportation
405,119	511,733	381,458	380,603	361,726	Dues & Subscriptions
446,958	353,685	471,756	313,217	331,763	Training & Meetings
-	-	60	-	67	Fines & Penalties
17,962	30,255	(1,549)	148,799	(44,565)	Bad Debt Expense
233,129	721,060	1,105,256	4,611,323	1,766,904	Advertising/Promotion Media
806,063	1,068,144	1,068,656	841,016	1,008,190	Miscellaneous Expense
1,909,231	2,684,877	3,025,637	6,294,958	3,424,085	*Total Miscellaneous Expense*
-	-	-	-	-	Interest Expense
334,583	324,013	352,449	374,082	282,950	Leases & Rentals
(810,585)	(513,269)	(361,903)	(340,247)	(337,258)	Expense transfer to Capital Program
214,846,599	215,947,844	234,341,611	236,696,480	235,953,934	*Total Operating Expense Before Depreciation & Capitalized Amounts*
24,012,603	34,362,525	36,702,975	39,884,886	38,979,912	Depreciation
-	-	-	-	-	Allowance
-	-	-	-	-	Indirect Expense (Capitalized)
-	-	-	-	-	Fringe Expense (Capitalized)
$ 238,859,202	$ 250,310,369	$ 271,044,586	$ 276,581,366	$ 274,933,846	***Total Operating Expenses***

VIA Metropolitan Transit
San Antonio, Texas

Capital Assets
Last Ten Fiscal Years

	2012 Restated	2013 Restated	2014	2015	2016	2017
Land	$ 27,209,314	$ 31,729,733	$ 31,812,673	$ 32,841,276	$ 33,891,182	$ 33,094,493
Revenue Vehicles						
Bus	139,405,043	156,393,853	161,102,879	163,792,050	165,240,017	282,101,388
Van	8,194,102	16,177,015	13,062,931	12,390,028	12,531,053	12,560,208
Total Revenue Vehicles	147,599,144	172,570,868	174,165,810	176,182,078	177,771,070	294,661,596
Service Vehicles						
Trucks	2,419,698	2,397,254	2,500,468	3,007,261	3,073,640	3,073,640
Automobiles	1,190,073	939,038	897,848	990,916	1,033,832	1,033,832
Other Service Vehicles	455,229	592,318	701,175	714,009	730,539	730,537
Total Service Vehicles	4,064,999	3,928,610	4,099,491	4,712,186	4,838,011	4,838,009
Buildings and Structures						
Transit Way Facilities	38,991,798	38,962,046	38,948,550	39,422,162	39,487,969	44,458,346
Passenger Stations	49,206,787	69,465,333	71,174,228	80,689,459	82,536,760	113,333,160
Passenger Parking Stations	2,618,686	2,618,686	2,618,686	2,618,686	2,618,686	2,618,686
Operating Yards and Stations	17,270,455	17,783,579	18,010,568	18,131,642	18,226,057	18,410,821
Vehicle Maintenance Shops and Garages	18,557,910	18,562,713	18,623,635	18,805,095	19,024,906	20,018,060
Other General Administration Facilities	17,851,130	18,536,882	18,953,212	21,551,971	21,714,105	23,704,819
Stadium/Depot Complex	6,437,115	6,437,115	6,437,115	6,437,115	6,437,115	6,437,115
Total Buildings and Structures	150,933,881	172,366,354	174,765,995	187,656,130	190,045,598	228,981,007
Equipment						
Passenger Stations	2,445,424	3,249,984	3,249,984	3,258,088	3,258,088	3,290,084
Operating Yards and Stations	83,646	199,938	323,809	436,506	462,309	510,985
Vehicle Maintenance Shops and Garages	2,280,783	2,704,444	3,088,946	3,342,263	3,499,320	3,508,734
Other General Administration Facilities	578,057	594,149	611,740	651,360	652,535	607,566
Revenue Vehicle Movement Control	15,363,365	15,363,365	15,493,408	15,244,418	15,206,752	15,206,752
Revenue Collection and Processing	337,586	341,679	340,268	9,244,995	9,330,962	9,415,460
Data Processing	9,321,340	16,437,124	17,455,993	17,996,076	17,965,381	18,654,577
Communication	4,112,984	4,124,438	4,152,708	4,188,880	4,748,407	5,229,837
Office Equipment	150,401	190,677	396,880	495,958	578,918	576,352
Total Equipment	34,673,586	43,205,798	45,113,736	54,858,544	55,702,672	57,000,347
Total Capital Assets Before Depreciation	364,480,925	423,801,363	429,957,705	456,250,214	462,248,533	618,575,452
Accumulated Depreciation						
Revenue Vehicles	(103,077,815)	(110,594,492)	(116,038,273)	(125,114,295)	(134,259,461)	(146,152,107)
Service Vehicles	(3,284,327)	(3,087,851)	(3,393,392)	(3,735,614)	(4,079,811)	(4,427,497)
Buildings and Structures	(113,991,594)	(121,292,354)	(129,193,302)	(136,386,968)	(144,210,994)	(151,740,938)
Equipment	(27,882,391)	(31,326,126)	(35,130,813)	(38,909,956)	(42,886,132)	(46,638,339)
Total Accumulated Depreciation	(248,236,127)	(266,300,823)	(283,755,779)	(304,146,833)	(325,436,398)	(348,958,881)
Allowance for Capital Projects						
Allowance for Capital Projects	-	(4,882,000)	(9,800,000)	-	-	-
Total Allowance for Capital Projects	-	(4,882,000)	(9,800,000)	-	-	-
Work In Progress						
Revenue Vehicles	16,894,876	1,965,827	2,279,032	108,277	8,983,042	16,479,450
Service Vehicles	-	-	-	116,670	-	-
Buildings and Structures	19,028,659	20,766,453	42,838,973	55,874,682	53,233,428	63,447,824
Equipment	7,220,735	7,765,256	9,687,289	2,721,347	4,740,012	12,499,858
Total Work In Progress	43,144,270	30,497,535	54,805,294	58,820,976	66,956,482	92,427,132
Net Capital Assets	$ 159,389,069	$ 183,116,076	$ 191,207,221	$ 210,924,358	$ 203,768,618	$ 362,043,704

Source: VIA's Annual Audited Financial Statements

2018	2019	2020	2021	
$ 33,334,256	$ 33,334,256	$ 33,522,689	$ 33,514,806	**Land**
				Revenue Vehicles
278,303,551	285,554,230	285,750,606	283,072,418	Bus
14,250,641	14,349,729	14,349,729	26,676,910	Van
292,554,191	299,903,960	300,100,336	309,749,328	Total Revenue Vehicles
				Service Vehicles
4,181,082	4,225,311	5,514,895	5,595,934	Trucks
1,005,447	1,005,447	1,005,447	702,647	Automobiles
735,839	735,839	735,839	684,361	Other Service Vehicles
5,922,368	5,966,597	7,256,181	6,982,942	Total Service Vehicles
				Buildings and Structures
45,543,988	45,557,046	46,178,140	12,651,134	Transit Way Facilities
123,384,288	126,659,333	148,971,336	146,612,078	Passenger Stations
22,237,701	23,427,785	23,454,947	23,364,714	Passenger Parking Stations
31,558,093	31,669,509	32,507,576	32,631,210	Operating Yards and Stations
20,602,770	20,878,169	20,967,357	20,885,177	Vehicle Maintenance Shops and Garages
25,166,015	25,804,447	27,137,747	27,798,936	Other General Administration Facilities
6,437,115	6,437,115	6,437,115	6,430,804	Stadium/Depot Complex
274,929,969	280,433,405	305,654,219	270,374,054	Total Buildings and Structures
				Equipment
3,290,084	3,280,374	3,280,374	3,280,374	Passenger Stations
1,940,144	1,951,561	2,540,490	2,529,051	Operating Yards and Stations
3,623,239	3,616,680	3,606,840	2,933,313	Vehicle Maintenance Shops and Garages
660,345	571,884	723,233	584,375	Other General Administration Facilities
15,202,277	15,162,593	15,162,593	14,916,567	Revenue Vehicle Movement Control
10,826,024	13,025,244	13,059,507	13,056,051	Revenue Collection and Processing
21,858,449	13,350,840	14,601,978	9,328,113	Data Processing
6,920,625	7,979,783	11,868,910	11,856,099	Communication
1,720,123	1,434,339	1,456,967	1,451,967	Office Equipment
66,041,310	60,373,297	66,300,892	59,935,911	Total Equipment
672,782,095	680,011,514	712,834,317	680,557,041	**Total Capital Assets Before Depreciation**
				Accumulated Depreciation
(106,564,215)	(123,737,826)	(143,944,953)	(144,715,047)	Revenue Vehicles
(4,660,131)	(4,738,987)	(5,513,218)	(5,679,217)	Service Vehicles
(159,559,202)	(168,709,647)	(181,206,243)	(157,601,886)	Buildings and Structures
(50,307,622)	(45,239,527)	(51,602,759)	(48,180,486)	Equipment
(321,091,169)	(342,425,987)	(382,267,173)	(356,176,635)	Total Accumulated Depreciation
				Allowance for Capital Projects
-	-	-	-	Allowance for Capital Projects
-	-	-	-	Total Allowance for Capital Projects
				Work In Progress
1,847,937	131,013	12,029,674	302,008	Revenue Vehicles
119,625	48,043	17,410	119,602	Service Vehicles
41,618,794	55,378,986	35,553,055	48,028,456	Buildings and Structures
9,450,179	8,560,384	6,639,438	7,177,310	Equipment
53,036,535	64,118,426	54,239,577	55,627,376	Total Work In Progress
$ 404,727,462	$ 401,703,954	$ 384,806,721	$ 380,007,782	**Net Capital Assets**

VIA Metropolitan Transit Retirement Plan

San Antonio, Texas

Changes in Net Position
Last Ten Fiscal Years
(dollars in thousands)

	Fiscal Year									
	2012	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Additions										
Member Contributions	$ 3,441	$ 3,703	$ 4,227	$ 4,236	$ 4,122	$ 4,487	$ 4,421	$ 4,258	$ 4,102	$ 3,824
Employer Contributions	8,259	10,639	9,799	12,144	12,908	13,308	12,480	14,729	14,346	14,253
Investment Income (net of expenses)	29,942	25,017	22,741	2,675	21,792	33,716	29,240	10,588	33,587	73,736
Total additions to plan net position	41,642	39,359	36,767	19,055	38,822	51,511	46,141	29,575	52,035	91,813
Deductions										
Benefit Payments	14,525	16,093	17,168	18,877	19,424	21,398	22,706	24,573	24,111	28,800
Refunds	186	461	218	346	366	380	255	238	336	650
Administrative Expenses	218	241	215	236	144	255	121	145	138	138
Total Deductions from plan net position	14,929	16,795	17,601	19,459	19,934	22,033	23,082	24,956	24,585	29,588
Change in net position	$ 26,713	$ 22,564	$ 19,166	$ (404)	$ 18,888	$ 29,478	$ 23,059	$ 4,619	$ 27,450	$ 62,225

Benefit and Refund Deductions from Net Position by Type
Last Ten Fiscal Years
(dollars in thousands)

	Fiscal Year									
	2012	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
Type of Benefit										
Age and service benefits	$ 12,216	$ 13,572	$ 14,630	$ 16,049	$ 16,330	$ 18,060	$ 19,254	$ 20,676	$ 20,395	$ 24,854
Disability benefits	929	996	1,076	1,233	1,346	1,470	1,625	1,655	1,692	1,698
Beneficiaries	1,380	1,525	1,462	1,595	1,748	1,868	1,827	1,839	2,024	2,248
Total benefits	14,525	16,093	17,168	18,877	19,424	21,398	22,706	24,170	24,111	28,800
Type of Refund										
Separation	186	461	218	346	366	380	255	238	336	650
Death										
Total refunds	$ 186	$ 461	$ 218	$ 346	$ 366	$ 380	$ 255	$ 238	$ 336	$ 650

VIA Metropolitan Transit Retirement Plan
San Antonio, Texas

Retired Members by Type of Benefit
As of September 30, 2021

Amount of Monthly Benefit	Number of Retired Members	Type of Retirement[1] 1	2	3	4	5	6	Option Selected[2] 1	2	3	4	5	6	
$1 - $500	**193**	50	65	36	21	19	2	72	5	5	29	28	54	
501 - 1,000	**258**	36	122	47	35	11	7	70	21	9	18	51	89	
1,001 - 1,500	**184**	30	81	22	36	4	11	53	8	5	11	39	68	
1,501 - 2,000	**113**	37	38	10	20	5	3	27	7	4	8	27	40	
2,001 - 2,500	**138**	78	30	11	16	2	1	29	6	5	11	43	45	
2,501 - 3,000	**119**	81	19	8	10		1	24	5	5	8	38	40	
Over 3,000	**240**	181	9	12	36		2	59	6	9	14	70	80	
Total	**1,245**	493	364	146	174	41	27	334	58	42	99	296	416	1,245
Deferred	**81**												**Deferred**	**81**
Total w/Deferred	**1,326**												Total	**1,326**

[1] Type of retirement:

1 - Normal Retirement for age and service
2 - Early Retirement
3 - Disability Retirement
4 - Late Retirement
5 - Vested Termination Retirement
6 - Beneficiary, all types except death in service plus alternate payees

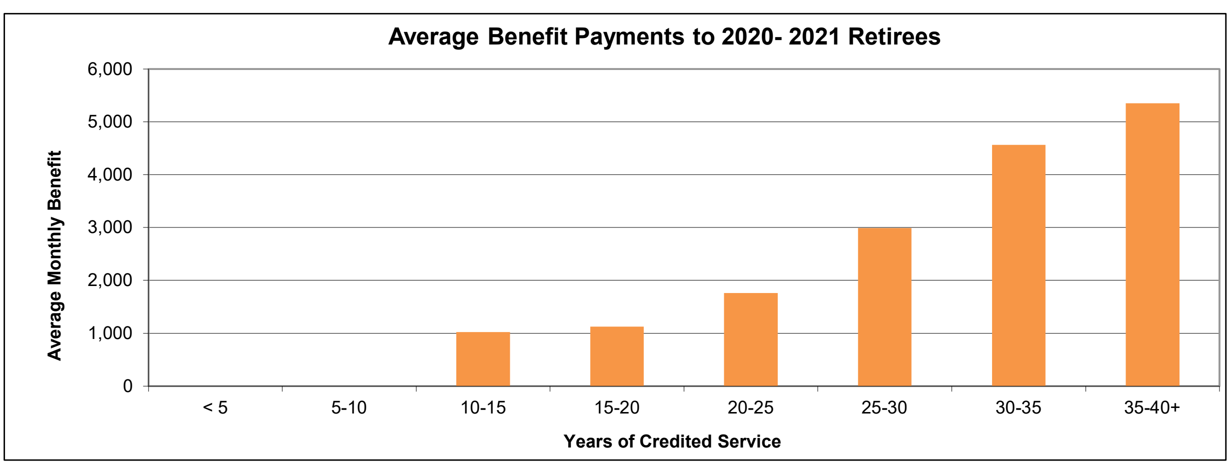
[2] Option Selected:

Option 1 - Life only
Option 2 - 5 year certain and life
Option 3 - 10 year certain and life
Option 4 - 15 year certain and life
Option 5 - Joint and 50% survivor
Option 6 - Joint and 100% survivor
(Excludes 3 death in service term certain options)

VIA Metropolitan Transit Retirement Plan
San Antonio, Texas

Average Benefit Payments
Last Ten Years

	Years Credited Service							
Retirement Effective Dates	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40+
2011 - 2012								
Average Monthly Benefit	$ 285	$ 439	$ 782	$ 1,062	$ 1,491	$ 2,471	$ 2,861	$ 3,662
Average Final Average Salary	$ 38,117	$ 39,502	$ 48,801	$ 47,504	$ 47,914	$ 59,327	$ 55,681	$ 65,396
Number of Active Retirants	1	1	9	5	3	9	10	8
2012 - 2013								
Average Monthly Benefit	$ -	$ 430	$ 718	$ 982	$ 1,156	$ 2,516	$ 2,731	$ 4,226
Average Final Average Salary	$ -	$ 40,461	$ 39,314	$ 38,714	$ 43,209	$ 58,176	$ 56,142	$ 72,406
Number of Active Retirants	-	10	6	7	6	6	17	14
2013 - 2014								
Average Monthly Benefit	$ -	$ 425	$ 562	$ 1,040	$ 1,657	$ 2,865	$ 3,246	$ 3,771
Average Final Average Salary	$ -	$ 35,020	$ 29,016	$ 40,021	$ 48,571	$ 62,333	$ 60,134	$ 61,360
Number of Active Retirants	-	5	4	5	7	12	15	10
2014 - 2015								
Average Monthly Benefit	$ -	$ 445	$ 983	$ 1,045	$ 1,249	$ 2,454	$ 3,282	$ 4,081
Average Final Average Salary	$ -	$ 45,108	$ 45,206	$ 48,027	$ 45,431	$ 58,958	$ 64,250	$ 62,905
Number of Active Retirants	-	9	4	8	6	12	11	5
2015 - 2016								
Average Monthly Benefit	$ -	$ 508	$ 602	$ 1,489	$ 1,310	$ 2,779	$ 2,875	$ 3,253
Average Final Average Salary	$ -	$ 48,569	$ 41,885	$ 69,995	$ 48,461	$ 64,777	$ 60,476	$ 85,724
Number of Active Retirants	-	2	7	9	4	11	10	4
2016 - 2017								
Average Monthly Benefit	$ -	$ 529	$ 862	$ 1,300	$ 1,880	$ 2,734	$ 3,472	$ 3,621
Average Final Average Salary	$ -	$ 47,126	$ 50,559	$ 64,050	$ 56,463	$ 68,405	$ 70,017	$ 65,143
Number of Active Retirants	-	6	12	5	8	9	12	11
2017 - 2018								
Average Monthly Benefit	$ -	$ 635	$ 889	$ 1,065	$ 1,923	$ 2,943	$ 4,025	$ 5,049
Average Final Average Salary	$ -	$ 67,963	$ 55,617	$ 42,716	$ 56,179	$ 64,458	$ 76,753	$ 89,949
Number of Active Retirants	-	4	5	10	9	12	10	12
2018 - 2019								
Average Monthly Benefit	$ -	$ 470	$ 766	$ 1,315	$ 2,017	$ 2,904	$ 3,812	$ 4,384
Average Final Average Salary	$ -	$ 40,259	$ 51,425	$ 56,105	$ 66,431	$ 66,787	$ 71,995	$ 75,274
Number of Active Retirants	-	6	10	11	7	11	9	7
2019 - 2020								
Average Monthly Benefit	$ -	$ 763	$ 1,510	$ 1,025	$ 1,703	$ 2,553	$ 3,452	$ 4,670
Average Final Average Salary	$ -	$ 52,262	$ 85,313	$ 49,289	$ 56,169	$ 62,137	$ 66,501	$ 78,237
Number of Active Retirants	-	1	12	9	8	16	22	10
2020 - 2021								
Average Monthly Benefit	$ -	$ -	$ 1,025	$ 1,126	$ 1,759	$ 2,989	$ 4,561	$ 5,350
Average Final Average Salary	$ -	$ -	$ 52,218	$ 54,273	$ 60,422	$ 71,650	$ 81,392	$ 86,590
Number of Active Retirants	-	-	12	6	9	13	8	16



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