



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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01-12-17 P03:53 IN

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

9:00 a.m.

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least two working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - December 8, 2016 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. Elect Vice Chair, Chair Pro Tem, and Committee Appointments (Sharon Cooney) Elect
Action would: (1) elect a Vice Chair and a Chair Pro Tem for 2017; and (2) consider the nominating slate proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS committees for 2017 and vote to appoint representatives to those committees.

Please SILENCE electronics
during the meeting



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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

CONSENT ITEMS

- | | | |
|-----|---|-------------|
| 6. | <u>Solar Powered Rail Lubricators - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1342.0-17 with Zemarc Corporation for the provision of up to 16 solar powered rail lubricator kits. | Approve |
| 7. | <u>Proposed Revisions to San Diego Metropolitan Transit System (MTS) Board Policy No. 44, "Travel Expense Policy"</u>
Action would approve the proposed revisions to MTS Board Policy No. 44, "Travel Expense Policy". | Approve |
| 8. | <u>Siemens Industry, Inc. (Siemens) Traction Power Substations (TPSS) Procurement: Release for Exercising TPSS Option Notice - Up to an Additional 17 TPSS</u>

Action would authorize the Chief Executive Officer (CEO) to issue a Release for Exercising TPSS Options Notice to Siemens for the purchase of up to 17 TPSS. | Approve |
| 9. | <u>MTS Sale of 2014 Ford E450 Starcraft Paratransit Bus to First Transit Inc.</u>
Action would authorize the negotiated sale of MTS Vehicle No. 3936 (2014 Ford E450 Starcraft, VIN #1FDFE4FS7EDB17985) to First Transit, Inc. | Approve |
| 10. | <u>Green Line Train to Wayside Communications (TWC) System Upgrade - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL214.0-17 with Global Signals Group, Inc. (GSG) for TWC system upgrade. | Approve |
| 11. | <u>Courthouse Station - Purchase New Shelters - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1328.0-17 with Tolar Manufacturing Company, Inc. for the purchase of Courthouse Station Shelters. | Approve |
| 12. | <u>Investment Report - November 2016</u> | Information |
| 13. | <u>2017 State and Federal Legislative Programs</u>
Action would approve staff recommendations for 2017 federal and state legislative programs. | Approve |
| 14. | <u>Fare Collection Concept of Operations - Contract Award</u>
Action would: (1) Ratify the Chief Executive Officer's approval of a contract (MTS Doc. No. G1923.1-16) with CH2M for Support for Fare Collection System Design Decision Process in the amount of \$38,594.70; and (2) authorize the Chief Executive Officer (CEO) to extend the contract with CH2M (MTS Doc. No. G1923.1-16) for an additional \$252,596.00, consistent with draft Amendment No. 2. | Approve |
| 15. | <u>San Diego Trolley, Inc. (SDTI): Internal Revenue Service-Required Pension Resolution</u>
Action would adopt the Resolution No. 17-1 that would allow SDTI employees to make pension contributions on behalf of the Employer on a pre-tax basis. | Approve |

CLOSED SESSION

24. a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6 Possible Action
- Agencies: San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI)
- Employee Organization: Public Transit Employees Association (PTEA) (Representing SDTI Train Operators, Electromechanics, Servicepersons and Clerical Staff)
- Employee Organization: International Brotherhood of Electrical Workers, Local 465 (Representing SDTC Mechanics and Servicers)
- Employee Organization: International Brotherhood of Electrical Workers, Local 465 (Representing SDTI Flaggers)
- Agency-Designated Representative: Jeff Stumbo

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. San Diego Transit Corporation (SDTC) Pension Investment Status (Jeremy Miller, Representative from RVK and Larry Marinesi) Information
31. San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2016 (Anne Harper of Cheiron Inc. and Larry Marinesi) Approve
Action would receive the SDTC Employee Retirement Plan's (Plan) actuarial valuation as of July 1, 2016.
32. Potential for MTS Sales Tax Ballot Measure (Karen Landers) Possible Action
Action would receive a report and provide direction.

REPORT ITEMS

45. MTS Security Update Report (Manny Guaderrama) Information
46. Storm Water Briefing (Karen Landers & Mylene Noceda) Information
47. Operations Budget Status Report for November 2016 (Mike Thompson) Information
60. Chairman's Report Information
61. Chief Executive Officer's Report Information
62. Board Member Communications
63. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: February 16, 2017

65. Adjournment

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MINUTES

December 8, 2016

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased].

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:10 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Minto moved to approve the minutes of the November 10, 2016, MTS Board of Directors meeting. Mr. McWhirter seconded the motion, and the vote was 14 to 0 in favor with Mr. Cunningham absent.

3. Public Comments

Richard Lujan – Mr. Lujan commented about the bus stops in Lomita Village. He stated that other areas have recently gone through beautification processes, but Lomita Village continues to have poor bus stops with no benches and poor accessibility. Mr. Lujan recommended for the Board Members to go and see the Lomita Village area in person to see the poor conditions of the bus stops.

Angelina Lujan – Ms. Lujan gave her speaking time to Richard Lujan.

Mike Aguirre – Mr. Aguirre was not present to speak.

Chris Olson – Mr. Olson commented on behalf of the community of Pacific Beach. He stated that he was at the previous Board meeting and presented the Board Members with a petition to approve their application to relocate their Farmers Market to Garnet Avenue. Mr. Olson said that they have not received a response from MTS regarding this request. He stated that the petition is continually getting more signatures in support. Mr. Olson said that he will come to next month's Board meeting to speak about this matter again.

Gretchen Newsom – Ms. Newsom commented on behalf of IBEW Local 569. She stated that the new MTS bus shelters being installed by Clear Channel are not being installed correctly, leaving hazards for employees and the public. She said that Clear Channel is not using trained California State certified electricians. Ms. Newsom said that MTS needs to take accountability for the bus shelters to ensure the public is protected from the electrical work that is being done. Ms. Newsom provided a packet to the Board Members of support materials including pictures of the installations. A full transcript of Ms. Newsom's comments is included in the final Board meeting packet.

Mr. Alvarez requested responses to be provided for the three public comments discussed today. Chairman Mathis stated that staff will provide responses to these comments. Mr. Jablonski noted that MTS previously provided the Board a written response regarding the Pacific Beach Farmers Market request and can provide that response again.

CONSENT ITEMS

6. On-Call Tree Trimming and Removal Services for the San Diego Trolley - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL199.0-16 with Singh Group, Inc., a Disadvantaged Business Enterprise (DBE), for on-call tree trimming and removal services for a three (3) year period.
7. Proposed Revisions to San Diego Metropolitan Transit System (MTS) Board Policy No. 41, "Signature Authority", and Repeal of MTS Board Policy No. 4, "Construction Contract Change Orders"
Action would: (1) Approve the proposed revisions to MTS Board Policy No. 41, "Signature Authority"; and (2) Repeal MTS Board Policy No. 4, "Construction Contract Change Orders".
8. MTS Sale of 2007 45' Bluebird Express Commuter Bus to Transdev Services, Inc.
Action would authorize the negotiated sale of MTS Vehicle No. 8511 (2007 45' Bluebird Express, VIN # 1BAGRBFA07W100519) to Transdev Services, Inc.
9. Approval of Route 950 Major Service Changes
Action would approve making permanent the pilot major expansion of Route 950 service that began in January 2016.
10. Architectural and Engineering (A&E) On-Call Services - Master Agreements Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS A&E On-Call master agreements with HDR Engineering, HNTB, Kimley Horn & Associates, Jacobs Engineering, Hatch Mott MacDonald, Dokken Engineering, Pacific Railway Enterprises, Nasland, and Global Signals Group following successful negotiations with each firm for the provision of On-Call A&E services for a five-year agreement.
11. Disadvantaged Business Enterprise (DBE) and Labor Compliance Consulting Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute the following contracts for DBE and Labor Compliance Consulting Services for a five (5) year period: (1) MTS Doc. No. G1964.0-17 with GCAP Services, Inc. (certified DBE firm) for the DBE Consulting Services; and (2) MTS Doc. No. G1965.0-17 with Gafcon, Inc. for the Labor Compliance Consulting Services.
12. Investment Report - October 2016
13. S70 and SD100 Printed Circuit Boards - Sole Source Purchase Order
Action would authorize the Chief Executive Officer (CEO) to issue a purchase order to Siemens Transportation Systems Corporation (Siemens), on a sole source basis, for the purchase of printed circuit boards and related items.
14. Transit Smart Cards - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1926.0-16 with Paragon Magnadata, Inc. for the provision of Transit Smart Cards for three (3) base years with two (2) 1-year options, exercisable at MTS's sole discretion.

Action on Recommended Consent Items

Mr. McWhirter moved to approve Consent Agenda Item Nos. 6 – 14. Ms. Bragg seconded the motion, and the vote was 14 to 0 in favor with Mr. Cunningham absent.

CLOSED SESSION – PUBLIC COMMENTS

Joshua Stolz – Mr. Stolz is the Vice President of the Public Transit Employees Association (PTEA). He stated that he hopes the Board Members will be involved in the contract negotiations with PTEA and SDTI. Mr. Stolz said that they have been working under the same contract with no raise for three years. He stated that he has seen many employees leave due to the lack of progress and said that they are hoping that a contract will be finalized soon.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 9:20 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6
Agency: San Diego Trolley, Inc. (SDTI)
Employee Organization: Public Transit Employees Association (Representing SDTI Train Operators, Electromechanics, Servicers and Clerical Staff)
Agency-Designated Representative: Jeff Stumbo
- b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Paul Roberts v. San Diego Metropolitan Transit System San Diego Superior Court Case No. 37-2016-00007000-CU-PA-CTL

The Board reconvened to Open Session at 9:32 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report from staff.
- b. The Board received a report and gave instructions to staff.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. Fare Collection Update and Whitepaper (Sharon Cooney)

Sharon Cooney, Chief of Staff, provided an update on the fare collection system and the fare collection whitepaper. Ms. Cooney noted that the current fare collection system is out of date. She discussed Payment Card Industry Data Security Standard (PCI-DSS) and the requirements needed to become compliant. She said that MTS's immediate options include upgrading the current Cubic system to the latest version of NextFare software or to procure a new system. Ms. Cooney discussed the planning process for modernizing the fare collection system and she reviewed the different Cubic proposals to MTS. The first proposal from Cubic, Option A, would upgrade the software to the latest version of NextFare and Webtix replacement. The second proposal, Option B, would upgrade the system to the latest version of NextFare and include Webtix replacement plus NextAccount, which is an account-based software system. Ms. Cooney noted that staff is taking a parallel path and developed a fare collection whitepaper to help develop more specific sets of items recommended for the fare collection system for the region.

She introduced Alan Cheng, with CH2M, who was hired as the consultant to help develop the fare collection whitepaper. Mr. Cheng stated that their recommendations are outlined in the whitepaper which helps detail and outline what the best practices and options would be going forward for MTS and the region. As part of the whitepaper, MTS hosted a peer agency workshop for other transit agencies from around the country to discuss their respective fare collection systems. Ms. Cooney reviewed the recommendations from the peer agency workshop and the ideal system components. The ideal system components include having an account based system; open architecture (non-proprietary hardware and software); better back office hosting and data reporting; and enhanced security features. Ms. Cooney reviewed the cost estimates and funding options for a next generation fare system, as well as the requirements needed from the next generation vendor. She stated that the current recommendation is to develop a detailed concept of operations to determine whether an upgrade or a full replacement is the best option. The development of the concept of operations will take approximately four to six months.

Robert Borowski, Enterprise Business Solutions Manager, provided the latest update on MTS becoming fully PCI-DSS complaint. He stated that staff has already begun working towards becoming compliant; however there are other requirements that will need to be fulfilled. Mr. Borowski reviewed the different options to become PCI-DSS compliant which include upgrading the fare system software or procuring a new system.

Ms. Cooney provided an update on stored value. She stated that stored value is in the final testing stages and we are planning to go live in mid-late January. Stored Value will be coined as Compass Cash.

Mr. McWhirter asked if a full replacement is inevitable and whether or not continuous upgrades to the software are the right path. Mr. Jablonski replied that the industry is changing and the technology is constantly evolving. He said that the technology is still being developed and there are risks to putting out a new technology that is not quite ready yet however we do want to eventually get to an account based system. By doing the concept of operations, it will help to develop the best path forward.

Mr. Minto asked if the upgraded software would be cloud based. Ms. Cooney said that the NextAccount software system would be a cloud based system. Mr. Minto asked if there is a way to receive residuals from paying a vendor to develop specific software that can be used at other transit agencies. Mr. Cheng replied that many transit agencies request personalized and specific software that has to be developed and those transit agencies will have to pay for those personalized software services. He also stated that his recommendation would be to avoid new software due to it having risks of being untested. Mr. Minto commented that it would be helpful to be able to make updates and changes in the future. Mr. Cheng stated that is one of the most important components of their recommendations is to require open architecture which will allow for anyone or any company to make updates or changes to the system.

Mr. Alvarez commended staff and the consultants for putting together such an informative and thorough report. He asked about the comparison of MTS to other peer transit agencies related to ridership numbers and annual revenue from fare collection. Ms. Cooney replied that MTS's annual ridership is about 93 million and fare collection revenue for FY 16 was \$106 million. Mr. Alvarez asked when the customer experience will be analyzed. Ms. Cooney replied that MTS conducts customer satisfaction surveys every year to analyze the public's opinion. Mr. Cheng commented that presenting the customers with specific options to choose from rather than polling customers with a blank question has been found to be most successful. Mr. Alvarez inquired about the contract negotiations and who would be hired to help assist with that process. Ms. Cooney replied that a consultant who has done similar procurements at other transit agencies would be hired to assist in that process. Mr. Alvarez asked about the account based system. Ms. Cooney replied that the benefit of the account based system is that there is not as much of a need to manage the hardware, which allows for more reliability of the software and system. Mr. Alvarez asked what North County Transit District's share would be for this system. Ms. Cooney replied it would be approximately 25%. Mr. Alvarez asked if convenience fees could be assessed for riders who use credit cards. Mr. Jablonski replied that aspect will be discussed for the future. Lastly, Mr. Alvarez asked about the PCI-DSS upgrades and why there would still be items to be addresses even with an upgrade to the system. Ms. Cooney replied that other items such as standard operating procedures and internal controls will still need to be updated too. Mr. Alvarez stated that he is pleased to see the progress being made on the implementation of Stored Value.

Mr. Woiwode asked about the concept of operations process and next steps going forward. Ms. Cooney replied that the next steps going forward will be for staff to come back to the Board for approval of the consultant contract for the concept of operations.

Action Taken

No action taken.

REPORT ITEMS

45. Operations Budget Status Report for October 2016 (Mike Thompson)

Mike Thompson, Director of Financial Planning and Analysis, provided a presentation on the operations budget status report for October 2016. He reviewed the total operating revenues; total operating expenses; and total operating variance. Mr. Thompson also discussed ongoing concerns including sales tax subsidy revenue, State of California budget, passenger levels, and energy levels.

Action Taken

Informational item only. No action taken.

46. Transit Optimization Plan (TOP) Update (Denis Desmond)

Denis Desmond, Manager of Planning, provided an update on the TOP. Mr. Desmond provided a background on the TOP and the project schedule. He discussed the results of the community survey and market analysis goals including current housing and employment density; regional plan 2050 countywide projections; population and employment; high jobs to population ratios; low jobs to population ratios; San Diego commuters; senior density; youth density; college-age density; minority density; low-income density; zero-vehicle households; population growth – past and projected; northbound pedestrian border crossings; and age trends. Mr. Desmond also discussed the results of the service evaluation goals including historical trends; ridership by time of day; weekday ridership; Saturday and Sunday ridership; productivity; farebox recovery; subsidy per passenger; and slow routes. Mr. Desmond stated that the service implementation strategy is to address market and performance issues. Lastly, he discussed next steps for the TOP process.

Chairman Mathis and the Board Members commended Mr. Desmond on a thorough and extremely informative report.

Ms. Salas asked about survey distribution and why there was such a low response rate in the south bay area. Mr. Desmond replied that some of the areas and zip codes were added together and some are spread out among several responses. He noted that the responses are well represented in all communities. Mr. Desmond also stated that the survey was conducted in four different languages.

Mr. Roberts noted that there is not much difference displayed on the graphing maps between current housing statistics and 2050 projections. He also commented on the onset of automated driving vehicles and how that will affect us in the future.

Ms. Cole inquired about the timeline for addressing factors such as the time and convenience issues that were noted in the customer surveys. Mr. Desmond said that over the next two months staff will be coming up with proposals to bring to the community for review and opinions.

Mr. Jones commented on the statistics provided in the report and how those statistics will be affected since Measure A was not passed.

Mr. Woiwode noted that the population and employment results for the military bases do not seem to capture the correct numbers. Mr. Desmond replied that staff has noted that and the numbers will be adjusted. The company that conducted this survey handles those statistics differently and that is why those numbers appear to be incorrect.

Mr. Jablonski commented that due to Measure A not passing, staff will begin a budget analysis early next year in order to better analyze future funds.

Mr. Alvarez asked if he could be sent the raw numbers for farebox recovery and subsidy per passenger numbers. Mr. Desmond replied that he will provide that information. Mr. Alvarez asked for legal counsel to research MTS's authority to pursue its own funding measure.

60. Chairman's Report

Chairman Mathis commented that he attended the propane fuel bus media event yesterday. The propane-fueled buses will be used for Access service. He stated that this type of fuel is environmentally responsible and will continue to help lower the emissions in the region.

61. Chief Executive Officer's Report

Mr. Jablonski reported the following business travel: from November 15th to November 17th, he traveled to Oakland for the California Transit Association Annual Conference; and on December 1st, he traveled to Las Vegas to speak at the Las Vegas Transportation Resource Advisory Committee, which was paid for by that agency.

62. Board Member Communications

Chairman Mathis noted that this was Mr. Woiwode's last meeting and thanked him for all of his participation and great service.

63. Additional Public Comments on Items Not on the Agenda

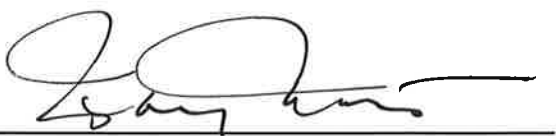
There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is January 19, 2017.

65. Adjournment

Chairman Mathis adjourned the meeting at 11:27 a.m.



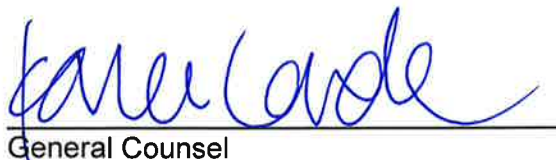
Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:



Clerk of the Board
San Diego Metropolitan Transit System



General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): December 8, 2016

CALL TO ORDER (TIME): 9:10 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:20 a.m.

RECONVENE: 9:32 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:27 a.m.

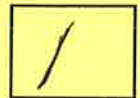
BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
BRAGG	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:10 a.m.	11:00 a.m.
COLE	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
CUNNINGHAM	<input type="checkbox"/> (Mullin) <input type="checkbox"/>		
GASTIL	<input type="checkbox"/> (Jones) <input checked="" type="checkbox"/>	9:10 a.m.	11:27 a.m.
GLORIA	<input type="checkbox"/> (Cate) <input checked="" type="checkbox"/>	9:10 a.m.	11:27 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:10 a.m.	11:27 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:10 a.m.	11:15 a.m.
SALAS	<input checked="" type="checkbox"/> (Miesen) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
WOIWODE	<input checked="" type="checkbox"/> (Sandke) <input type="checkbox"/>	9:10 a.m.	11:27 a.m.
ZAPF	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:10 a.m.	10:55 a.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL: Raul C

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED



PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	1/19/17		
Name	Bretchen Newsom		
Address	4545 Vantage Ave, SD 92123 (156W 529)		
Telephone	619-208-4853		
Organization Represented	156W 529		
Subject of Your Remarks	bus shelter installations		
Regarding Agenda Item No.	public comment		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	January 19, 2017		
Name	Kristen Victor		
Address	12838 Kendall St		
Telephone	(6) 318.8682		
Organization Represented	Beautiful PB		
Subject of Your Remarks	PB Farmers Market		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



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San Diego, CA 92101-7490
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Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

ELECT VICE CHAIR, CHAIR PRO TEM, AND COMMITTEE APPOINTMENTS
(SHARON COONEY)

RECOMMENDATION:

That the Board of Directors:

- 1) elect a Vice Chair and a Chair Pro Tem for 2017; and
- 2) consider the nominating slate (Attachment A) proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS committees for 2017 and vote to appoint representatives to those committees.

Budget Impact

None.

DISCUSSION:

Public Utilities Code Section 120100 requires the Board of Directors, annually at its first meeting in January, to elect a Vice Chair who shall preside in the absence of the Chair. Policies and Procedures No. 22, "Rules of Procedure," also provides for the election of a Chair Pro Tem to serve in the absence of the Chair and Vice Chair. In 2016, Mr. Ron Roberts served as Vice Chair, and Mr. Todd Gloria served as Chair Pro Tem.

The Vice Chair and Chair Pro Tem nomination and election procedures pursuant to Robert's Rules of Order are as follows:

1. The Chairman of the Board opens the agenda item.
2. The Chairman requests nominations from the floor. Nominations do not require a second.



3. The Chairman closes the nominations.
4. The Chairman invites the candidate(s) to address the Board for 3 minutes.
5. The Chairman asks for any Board discussion.
6. The Chairman calls for the vote on each motion for each candidate.
7. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.

In addition, each year the Board makes appointments to the various committees, including the Executive Committee, the Audit Oversight Committee, the Budget Development Committee, the Public Security Committee, the Taxicab Advisory Committee, the Los Angeles-San Diego Rail Corridor Agency (LOSSAN), the Accessible Services Advisory Committee (ASAC), the Airport Authority Advisory Committee, the SANDAG Board, and SANDAG committees. Membership of the Executive Committee is dictated by Board Policy 22. Similarly, membership on the Audit Oversight Committee is dictated by Board Policy 22 which designates all members of the Executive Committee as members of the Audit Oversight Committee but allows the appointment of other Board members to that Committee at the Board's discretion. Board Policy 22 requires the Executive Committee to appoint the representative and alternate to the SANDAG Transportation Committee at its first meeting in January. The Executive Committee appointed Harry Mathis (primary) and Lorie Bragg (alternate) on January 12.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Proposed MTS Nominating Slate for 2017

DRAFT**2017 SLATE OF MTS COMMITTEES AND OUTSIDE AGENCY APPOINTMENTS**

Accessible Services Advisory Committee (ASAC)	Lorie Bragg – Chair
Airport Authority Advisory Committee	Harry Mathis – Committee Representative Ron Roberts – Alternate
Audit Oversight Committee	Ernie Ewin – Chair Harry Mathis – Committee Representative Ron Roberts – County Representative (Alternate: Greg Cox) Myrtle Cole – City of San Diego Representative (Alternate: Georgette Gomez) Mona Rios – South Bay Representative (Alternate: Mary Salas) Bob McClellan – East County Representative (Alternate: Guy McWhirter)
Budget Development Committee	Harry Mathis – Committee Representative Ron Roberts – Committee Representative Bob McClellan – Committee Representative John Minto – Committee Representative Lorie Zapf – Committee Representative
Executive Committee	Harry Mathis – Chair Ron Roberts – County Representative (Alternate: Greg Cox) Myrtle Cole – City of San Diego Representative (Alternate: Georgette Gomez) Mona Rios – South Bay Representative (Alternate: Mary Salas) Bob McClellan – East County Representative (Alternate: Guy McWhirter)
Los Angeles - San Diego Rail Corridor Agency (LOSSAN)	Lorie Bragg – Committee Representative Harry Mathis – Alternate
Public Security Committee	Harry Mathis – Committee Representative Myrtle Cole – Committee Representative Jim Cunningham – Committee Representative John Minto – Committee Representative Guy McWhirter – Committee Representative Bill Sandke – Committee Representative
SANDAG Board	Harry Mathis – Advisory Representative Mona Rios – Alternate
SANDAG Regional Planning Committee	Mona Rios – Committee Representative Guy McWhirter – Alternate
SANDAG Transportation Committee	Harry Mathis – Committee Representative Lorie Bragg – Alternate (Chosen by the Executive Committee)
Taxicab Advisory Committee	Lorie Zapf – Chair Bob McClellan – Alternate
Vice Chair Chair Pro Tem	Ron Roberts – Vice Chair Mary Salas – Chair Pro Tem



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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

SOLAR POWERED RAIL LUBRICATORS - CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1342.0-17 (in substantially the same format as Attachment A) with Zemarc Corporation for the provision of up to 16 solar powered rail lubricator kits.

Budget Impact

The total value of this agreement shall not exceed \$193,504.36 (\$179,170.70 plus \$14,333.66 CA sales tax), which is funded from the MTS Capital Improvement Project (CIP) 2008101801.

DISCUSSION:

Solar powered rail lubricator kits are required by MTS's Rail Operations to help minimize the wear of the trolley tracks by the Light Rail Vehicle (LRV), thereby increasing the life of the rails by at least ten (10) years. Also, the lubricant has the added value of decreasing the noise the LRV makes and allowing for a smoother ride, which creates a better experience for the customers and surrounding communities.

The kits are comprised of three major parts; the reservoir, pump and displacement valve. MTS needs up to three 200-pound reservoirs and up to ten 800-pound reservoirs. The smaller reservoirs are needed for locations that have smaller right-of-way space. The pump is used to transfer the lubricant from the reservoir to the displacement valve which releases the required amount of lubricant onto the rail as the trolley vehicle passes.

MTS has opted to use solar power pumps because they require less maintenance and are more reliable than battery powered pumps. The solar power rail lubricators are



placed at 14 locations throughout the Blue, Green and Orange Lines. One unit was replaced in fiscal year 2013, leaving 13 other units in need of replacement.

MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for procurements exceeding \$100,000.

On November 11, 2016 staff issued an Invitation for Bids (IFB) for the purchase of Solar Powered Rail Lubricators. Only one (1) responsive and responsible bid was received by the due date of December 13, 2016 from Zemarc Corporation as shown below:

COURTHOUSE STATION SPECIAL TRACKWORK MATERIALS		
COMPANY NAME	BID AMOUNT	Meets Buy America Requirements
Zemarc	\$193,504.36	Y
<i>MTS Independent Cost Estimate (ICE)</i>	\$193,504.36	

*MTS' ICE is based on a previous purchase price.

Line #	Description	Qty.	Unit Price	Ext. Price
1	24 Volt DC single track w/200# steel reservoir complete (taxable):	Up to 3 Kits	\$15,985.90	\$47,957.70
2	24 Volt DC single track w/800 #ABS plastic reservoir complete kits (taxable):	Up to 10 Kits	\$13,121.30	\$131,213.00
3	Training and or Training Materials (non-taxable):	Lump Sum	Included	\$0.00
5	CA Sales Tax - 8.00% (taxable Lines #1 and #2):			\$14,333.66
Grand Total Amount:				\$193,504.36

After conducting a cost analysis in relation to a previous purchase and reviewing all bids received for responsiveness and responsibility, Zemarc Corporation was found to be the lowest responsive and responsible bidder at \$193,504.36. Compared to the ICE, Zemarc's bid amount was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1342.0-17 (in substantially the same format as Attachment A), with Zemarc Corporation for the purchase of Solar Powered Rail Lubricators.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. L1342.0-17

**ATTACHMENT A
(DRAFT)**

**STANDARD PROCUREMENT AGREEMENT
FOR
SOLAR POWER RAIL LUBRICATORS**

L1342.0-17
CONTRACT NUMBER

FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Zemarc Corporation Address: 1255 Stone Drive

Form of Business: Corporation San Marcos, CA 92078
(Corporation, partnership, sole proprietor, etc.)

Telephone: 760-471-0901

Authorized person to sign contracts: Andy Fitz-Patrick Product Manager
Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Solar Power Rail Lubricators, as specified in the Minimum Technical Specifications (attached as Exhibit A), Zemarc Corporation's Bid dated December 7, 2016 (attached as Exhibit B), and in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit C), and the Federal Requirements (attached as Exhibits D).

This contract will be effective for one (1) year from the issuance of the Notice to Proceed.

Total contract value shall not exceed **\$193,504.36** without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 193,504.36	2008101801	FY 17

By: _____ Chief Financial Officer Date

(___ total pages, each bearing contract number)

SA-PROCUREMENT REVISED (REV 5-16)
DATE



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

PROPOSED REVISIONS TO SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)
BOARD POLICY NO. 44, "TRAVEL EXPENSE POLICY"

RECOMMENDATION:

That the Board of Directors approve the proposed revisions to MTS Board Policy No. 44,
"Travel Expense Policy" (Attachment A).

Budget Impact

None.

DISCUSSION:

MTS staff is proposing updates to Board Policy No. 44, "Travel Expense Policy". The purpose of the modifications is to provide clarity and guidance regarding Fair Labor Standards Act (FLSA) compliance for non-exempt employees who have been approved to travel on behalf of MTS.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Proposed Revisions to Policy No. 44 (red-line version)

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.





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Policies and Procedures No. 44

| SUBJECT:

Board Approval: 9/12/13 1/19/17

MTS TRAVEL EXPENSE POLICY

PURPOSE:

To establish guidelines for MTS employees and Board members who have been approved to travel on behalf of MTS.

POLICY:

44.1 Agencies. This policy applies to all MTS agencies including MTS, San Diego Transit Corporation, San Diego Trolley, Inc., and San Diego Vintage Trolley, Inc.

44.2 Travel Authorization. Persons traveling for work relating to or for the benefit of MTS ~~requesting that MTS pay for travel~~ must request advance approval through a "Travel Authorization Form" (Attachment A). The form must be completed and approved based on when the need for travel is known, and if possible, at least two weeks prior to the trip. The requests can be approved as follows: department managers or directors can approve requests up to \$500, the Chief Operating Officer(s), Chief Financial Officer, or General Counsel can approve up to \$1,500, and all amounts in excess of \$1,500 must be approved by the Chief Executive Officer. The Chief Executive Officer must also approve all travel authorizations for his/her direct reports regardless of amount. The top-level approver will route the form back to the Finance Department. Finance will send a copy of the "Travel Authorization Form" to the traveler and keep the original as backup for a pending "Travel Expense Report."

This authorization form is a required step for reimbursement of travel expenses but will not by itself serve as the basis for reimbursement of travel costs, as reimbursement requests shall ~~may~~ be made on a "Travel Expense Report" (Attachment C). All Board member and employee travel shall be consistent with Policy No. 29, "Attendance at Transit-Related Conferences." -Travel reservations will be made by the individual traveler, the Clerk of the Board for Board of Director travel, or individuals as designated by the Chief Operating Officers or Chief Executive Officer.



- 44.3 Expense Report. The "Travel Expense Report" portion of the form will be used to record actual trip expenses, and must be completed within one week from the return date. The department manager or director must indicate approval of the submitted expenses (Chief Executive Officer approval for direct report travel; Chief Executive Officer, General Counsel, or Chief Financial Officer approval for Board of Director travel; and General Counsel approval of Chief Executive Officer travel). The form is routed to the Finance Department for processing, with a personal check attached for any funds due to MTS (if MTS direct expenses or travel advances exceed the total amount due). Failure to submit expense reports within this timeframe may result in not being reimbursed or collection actions taken if money is owed to MTS. Extensions may be granted by the Chief Executive Officer.

All expenses should be itemized, including items MTS may have paid for in advance (e.g., airfare, conference registration) so that the report provides a complete record of all expenses. It is the traveler's responsibility to submit a completed report in order to receive prompt reimbursement.

- 44.4 Receipts. Itemized receipts for expenditures must be attached to the "Travel Expense Report" for all expenses where a receipt is practically attainable (mandatory, unless a written satisfactory explanation is provided for expenses in excess of \$10). Such written explanations may be subjected to approval by the Chief Executive Officer. Hotel charges must be evidenced by an itemized hotel bill, as a credit card receipt is not sufficient.
- 44.5 Travel Advances. Travel advances are provided on a case-by-case basis as determined by need and approved by the Chief Financial Officer and/or Chief Executive Officer. A travel advance is a loan that provides cash resources to assist the employee while traveling and is not a payment by MTS for travel expenses. Persons requesting that MTS provide advance proceeds must request approval using the "Travel Advance Request" (Attachment B). This form must be completed and approved at least two weeks prior to the trip taking place, and these advances will typically be distributed one week prior to the departure date. Any travel advance shall not exceed the total estimated amount of the trip less any items paid by MTS.

Travel costs incurred prior to departure may be reimbursed when paid. An example is a traveler paying for conference registration or booking and paying for air travel personally several weeks in advance. Reimbursements for these costs are not considered an advance. These items should be included on a "Request for Payment/Payment Voucher" or "Travel Expense Report" and only after the "Travel Authorization Request" has been approved.

- 44.6 MTS does not reimburse employees based on per diem but rather reimburses employees for reasonable costs necessarily incurred for work travel in accordance with the terms of this policy. Employees must provide itemized receipts for all meals, hotel, airfare, registration, etc. The following expenditure guidelines and the Annual Travel Cost Rates set by MTS (rates for the current calendar year 2017 are attached as Exhibit Attachment E) should be observed as upper limits unless particular circumstances reasonably dictate otherwise:

- a. Upper Limits. Upper limits for meals, hotels, and similar costs will be updated, approved by the Chief Executive Officer, and published annually. See Attachment E for 2017 the current calendar year rates.

- b. Air Travel. Air travel is to be coach class for the most direct route. Traveler arrangements should be made as far as possible in advance in order to secure the most favorable rates. MTS will -cover the cost if it is more cost effective (i.e., difference in airfare as compared to the additional cost for hotel and meals) to include a Saturday stay. Travelers should consider this option when practical.
- c. Personal Auto Use. In the event that a private auto is used for the trip, mileage will be paid in accordance with the current IRS Mileage Reimbursement Rates. Maximum reimbursement shall not exceed the cost of a comparable coach airfare to the same location.
- d. Ground Transportation. In using surface transportation, the most practical, least expensive alternative must be utilized. Such transportation includes travel to and from the airport and reasonable business-related trips at the location. Employees and Board members are encouraged to utilize public transportation where available.
- e. Parking. MTS will reimburse the lesser of the parking cost for a personal auto left at the airport or the cost of a shuttle service or cab to and from the airport.
- f. Personal Travel. A traveler may wish to combine MTS-related travel with personal travel or include family members in the trip. If personal travel is included within the trip, prior authorization and approval of this request must be notated on the "Travel Authorization Form," and MTS will reimburse the cost equivalent to a single-person trip. Under no circumstances will MTS advance payments to cover such personal travel.
- g. Rental Car. The use of rental cars must be preapproved as part of the "Travel Authorization Form". In the event a rental car is required, MTS will only reimburse the least expensive compact-size vehicle. MTS will not reimburse for rental car insurance coverage due to the fact that employees are included under MTS's general automobile insurance coverage.
- h. Meals (While in Travel Status). Meals, including tip, shall generally average no more than the maximum rate approved and published annually. Alcohol consumed with a meal is not reimbursable, including applicable taxes and tips related to the alcohol cost. The amount per day applies to each 24-hour day of travel, and partial days would be prorated accordingly. Exceptions to the maximum rates must be approved by the Chief Executive Officer or General Counsel.
- i. Business Meal. Reasonable business (involving outside persons or when necessary to conduct MTS-related business) meals are permitted. All such meals must be itemized, including the names of all attendees, with justification.
- j. Hotel. Travelers will be reimbursed for the cost of a moderate and reasonably priced single-occupancy hotel room. –The maximum reimbursement is limited to the rate approved and published annually. Hotel stays in high-cost cities shall be approved by the Chief Executive Officer. These maximum limits may be waived if the traveler is staying at a hotel where a conference is being held and approved by the Chief

Executive Officer. Baggage-handling service fees are reimbursable at standard rates.

- k. Other Business-Related Expenses. Other business-related expenses while traveling such as supplies, equipment rental, reprographics, facsimiles, internet access, and other documented business-related expenses may be reimbursed when traveling on MTS business and used for MTS purposes.
- l. Travel Outside of the U.S. Reimbursement for travel to a foreign country will be calculated at the average exchange rate during the trip. All reimbursement for any Value Added Taxes charged for hotel accommodations must be returned to MTS.
- m. Telephone Calls (While in Travel Status). Reimbursements for telephone calls are permitted provided that such calls are directly related to MTS business. Travelers are required to provide an itemized list of all calls detailing the person(s) called and the reason for the call(s) for which reimbursement is requested. Personal calls are permitted up to a maximum of \$10 per day.
- n. Registration. Travelers requesting to attend a conference or training that requires registration should do so in sufficient time to take advantage of any discounts.
- o. Conferences. Conference luncheons, special banquets, or other set-price official affairs that exceed the actual cost listed under meals may be reimbursed if they are necessary to the attendance of the conference and must be authorized in advance with the submission of the "Travel Authorization Form".
- p. Cancellation Penalties. In the event that registration, airfare, hotel deposit, or any other such items that require prepayment are paid and the traveler is unable to attend and the prepayment is nonrefundable, then the traveler ~~may~~would be responsible for reimbursing MTS for the full cost unless the inability to attend is for valid business reasons, medical conditions, or personal emergencies, as approved by the Chief Executive Officer for employees or by the Executive Committee for Board members.
- q. Non-allowable Expenses. MTS will not provide any reimbursement for personal entertainment expenses, alcoholic beverages, movies in hotels, personal items, charitable contributions, air travel insurance, any travel expenses for family members (including but not limited to transportation, hotels, and meals), or any other expenses not deemed necessary for business purposes.
- r. Political Events. MTS will not provide reimbursement for expenses incurred for the purpose of attending political events. An event shall be considered "political" if it is held for the purpose of supporting, opposing, or raising money to support or oppose any candidate, ballot measure, or political party.

- s. Non-Discrimination. MTS will not provide any reimbursement for expenses incurred with any private club that discriminates on the basis of race, gender, religion, sexual orientation, or other invidious criteria in its membership policy.

Exceptions to these guidelines must be approved by the Chief Executive Officer for employees and by the Executive Committee for Board members.

- 44.7 Within-Area Expenses. The form entitled "Expense Report (within area expenses)" (see Attachment D) must be used to record any potential eligible expenses.

- a. Submittal of Form. Employees must submit this form together with receipts after applicable expenses are incurred. This report applies to expenses incurred within the San Diego County area only.
- b. Eligible Expenses. Eligible expenses must be related to and necessary for carrying out MTS business. They may include, but not be limited to, business meals or meetings, mileage, parking, or other miscellaneous out-of-pocket expenses related to MTS business. The Chief Executive Officer or Chief Financial Officer may, in their judgment, disallow any extraordinary or inappropriate expenses. Whenever possible, local travel should be by public transportation. If it is impractical to use public transit, an MTS vehicle or private auto should be used.
- c. Description and Purpose. The report should include the date, description / purpose (including destination), and the applicable department / account code (if operations) or the applicable project / task detail (if capital).
- d. Approvals. All necessary approvals must be obtained in advance and the completed form must be submitted to the Finance Department within one week after expenses are incurred.

- 44.8 Overtime. No overtime pay shall be earned while an employee is in an out-of-town travel status. Travel status is defined as the time an employee begins and completes the authorized business-related travel.

Travel Time. MTS pays non-exempt employees for travel time in accordance with the Fair Labor Standards Act (FLSA).

a. Home to Work Travel. In general, the time an employee spends commuting from home to work and from work to home is not work time and is not compensable.

b. Single-Day Travel. Time spent by a non-exempt employee in travel as part of his or her normal work activities (travel is performed for the benefit of MTS and at its request)—, such as travel to a seminar during regular working hours, is considered hours worked. If the employee is required to travel to another city and return home in the same day, the travel time to and from the other city is considered hours worked regardless whether the travel occurs within the employee's normal work schedule or by common carrier. However, meal periods and the travel time between the employee's home and the point of public transportation (i.e. airport, train station) are not considered hours worked.

c. Overnight Travel. Travel by a non-exempt employee who (at the request and for the benefit of MTS) will be away from home overnight is work time only during those periods that coincide with the employee's regular working hours (i.e. Monday through Friday 9 a.m. to 5 p.m.). Such time is counted as hours worked even if it occurs on a non-working day (i.e. Saturday or Sunday between 9 a.m. and 5 p.m.). Travel outside regular working hours as a passenger in a plane, train, boat, bus or automobile is not considered hours worked. Driving a vehicle, regardless of whether the travel takes place within or outside normal work hours, counts as hours worked if it is for the benefit of MTS. (If an employee drives a car as a matter of personal preference in lieu of a different authorized mode of travel, only the estimated travel time associated with the authorized mode will be counted as hours worked.) To the extent that an employee performs work while traveling (i.e. preparing for a meeting, reviewing documents, making telephone calls), this time constitutes hours worked even if the travel time would otherwise not be compensable. Regular meal periods and time spent at a hotel with freedom to use time for the employee's own purposes is not compensable. The employee will not be compensated for time not working even if it occurs within the employee's regular work schedule (i.e. employee goes sightseeing).

Non-exempt employees shall record and report all hours worked in accordance with the above guidelines. Overtime will be paid to the extent that hours worked, including travel hours specified above, exceed 40 hours in a workweek. If you have any questions, please contact Human Resources.

POLICY.44.TRAVEL EXPENSE POLICY

Attachments: A. Travel Authorization Form
B. Travel Advance Request
C. Travel Expense Report
D. Expense Report (within-area expenses)
E. Annual Travel Cost Rates ~~Calendar Year 2016~~

Original Policy approved on 8/12/93.
Policy amended on 10/27/94.
Policy revised on 4/29/04.
Policy revised on 1/26/06.
Policy revised on 7/19/07.
Policy revised on 6/24/10.
Attachments updated by Staff 1/16/13.
Policy and attachments revised on 9/12/13.
Attachments updated by Staff 7/24/14.
Attachments updated by Staff 5/18/15.
Attachments updated by Staff 2/2/16.
Policy and attachments revised on 1/19/17.

(Revised 2.2.2016)


**TRAVEL AUTHORIZATION
FORM**
*(complete this form first, before any
travel expenses are incurred)*
☐ MTS
☐ SDTC
☐ SDTI
PART I - EMPLOYEE INFORMATION

Report Date: 2/2/2016 Costs to be charged to:

Employee Name: _____ Department/Acct Code: _____

Title: _____ OPERATIONS ONLY

Department Name: _____ Project/Task Detail: _____

Travel Dates: _____ CIP ONLY

Meeting Name/Purpose: _____ Location: _____

PART II - TOTAL ESTIMATED EXPENSES

Transportation

Air
Train
Car
Mileage rate = 54¢ / mile
Rental car insurance is not reimbursable

Total Transportation	\$ -
----------------------	------

Shuttles / Taxi / Parking	
---------------------------	--

Lodging

Days
Rate

Total Lodging	\$ -
---------------	------

Meals

Days
Rate

Total Meals	\$ -
-------------	------

Other Costs

Registration
Other
Other

Total Other	\$ -
-------------	------

Grand Total Estimated Expenses	\$ -
--------------------------------	------

Less: Amount To Be Paid Directly By MTS	\$ -
---	------

Maximum Amount To Be Paid By Traveler	\$ -
---------------------------------------	------

PART III - SIGNATURES and APPROVALS

Signature

Date

Traveler:	_____	_____
Department Manager / Director:	_____	_____
COO / CFO / General Counsel:	_____	_____
Budget Manager:	_____	_____
CFO / General Counsel:	_____	_____
Chief Executive Officer:	_____	_____

Attachment B

(Revised 2.2.2016)


**TRAVEL ADVANCE
REQUEST**
*(complete this form, if needed, to request cash
for travel)*

- ☐ MTS
☐ SDTC
☐ SDTI

PART I - EMPLOYEE INFORMATIONReport Date: 2/2/2016

Employee Name: _____ Title: _____

Department Name: _____ Travel Dates: _____

Meeting Name/Purpose: _____

PART II - TOTAL ESTIMATED EXPENSES

Grand Total Estimated Expenses (from travel authorization form) \$ -

Less: Amount To Be Paid Directly By MTS (from travel authorization form) \$ -

Maximum Amount To Be Paid By Traveler (from travel authorization form) \$ -

Total Advance Requested \$ -**PART III - SIGNATURES and APPROVALS**

Signature

Date

Traveler: _____

Department Manager / Director: _____

COO: _____

CFO / General Counsel: _____

Chief Executive Officer: _____

(Revised 1.4.2017)



TRAVEL EXPENSE REPORT

(complete this form no later than 1 week after
return from travel)

- ☐ MTS
☐ SDTC
☐ SDTI

PART I - EMPLOYEE INFORMATION

Report Date: 1/4/2017 Costs to be charged to: _____
 Employee Name: _____ Department/Acct Code: _____
 Title: _____ OPERATIONS ONLY
 Department Name: _____ Project/Task Detail: _____
 CIP ONLY
 Meeting Name/Purpose: _____

PART II - TOTAL EXPENSES

	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	Total
Travel Dates							
Location (City, State)							
Transportation**							\$ -
Shuttles/Taxis							\$ -
Parking							\$ -
Lodging							\$ -
Meals							
Breakfast (\$20 daily limit)*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(Use Detail Tabs) Lunch (\$25 daily limit)*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dinner (\$50 daily limit)*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Registration							\$ -
Other:							\$ -
Other:							\$ -
Other:							\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1. Travel expense report must be filled within
one week after completing trip.

2. Attach receipts for all purchases over \$10.
Explain all items over \$10 not having receipts.

3. Include related trip items paid separately by MTS;
mark with an asterisk.

*There is an overall daily cap of \$65 for Small / Medium
U.S. Cities and \$80 for Large U.S. Cities / International

**Rental car insurance is not reimbursable.

Total Expenses \$ -

Less MTS Paid Items (please enter a + number)

Subtotal \$ -

Less Cash Advanced (please enter a + number)

Amount Due \$ -

PART III - SIGNATURES and APPROVALS

☐ I certify that the above report is true and correct. CEO approval of exception(s) from the Travel Policy: _____

	Printed Name	Signature	Date
Traveler:	_____	_____	_____
Manager/Supervisor (Up to \$3000):	_____	_____	_____
Department Director (Up to \$5000):	_____	_____	_____
Chief Financial Officer:	_____	_____	_____

(Revised 2.2.2016)


EXPENSE REPORT
(within-area expenses)
☐ MTS
☐ SDTC
☐ SDTI

Finance Use Only:

PEID _____

PART I - EMPLOYEE INFORMATION

Employee Name: _____

Period: _____ to _____

Employee Signature: _____

☐ I certify that the expenses reported are true and correct.**PART II - EXPENSES AND MILEAGE DETAIL**

Date	OPERATIONS ONLY Dept./Acct Code	CIP ONLY Project/Task Detail	Description / Purpose	Telephone 555100	Meeting Exp. 575230	Mileage (54¢/mile) 575230	Other
_____	_____	_____	_____	\$ -	\$ -	\$ -	\$ -
_____	_____	_____	_____	\$ -	\$ -	\$ -	\$ -
_____	_____	_____	_____	\$ -	\$ -	\$ -	\$ -
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_____	_____	_____	_____	\$ -	\$ -	\$ -	\$ -
TOTALS				\$ -	\$ -	\$ -	\$ -
GRAND TOTAL							\$ -

PART III - APPROVALS

Department Director (Up to \$500): _____

Chief Financial Officer (Up to \$1500): _____

Chief Executive Officer (CEO): _____

Expense Report Instructions

1. Employees must submit this form when requesting reimbursement. This report applies to expenses incurred within the San Diego metropolitan area only.
2. Eligible expenses must be related to and necessary for carrying out MTS business. They may include, but are not limited to, business meals, or meetings, parking, or other miscellaneous out-of-pocket expenses related to MTS business. The CFO or CEO may, in their judgment, disallow any extraordinary or inappropriate expenses. Attach receipts for all out-of-pocket expenses.
3. Briefly describe the item or the destination and the purpose.

Attachment E

Annual Travel Cost Rates

Calendar Year ~~2016~~2017

Hotel Maximum (quoted price – not including taxes or fees)

Small / Medium U.S. Cities	\$170.00
Large U.S. Cities / International	\$220.00

Average Daily Meal Maximum

Small / Medium U.S. Cities	\$65.00
Large U.S. Cities / International	\$80.00

Mileage Reimbursement Rate

As set by the IRS, effective January 1, 2016 2017 per mile	\$0.54 <u>535</u>
--	-------------------

NOTES:

1. These are maximum rates. A higher cap may be obtained if pre-authorized by the CEO. If an employee does not obtain pre-authorization by the CEO and exceeds the limits, they can attach a written appeal to their expense report detailing why a limit was exceeded. Rates must be reasonable and necessary under the circumstances and will customarily be lower.
2. Meal caps are detailed out below, with an overall daily cap of \$65.00 for Small / Medium U.S. Cities and \$80.00 for Large U.S. Cities / International.

Breakfast - \$20.00
Lunch - \$25.00
Dinner - \$50.00

If an employee exceeds a meal cap, they can attach a written appeal to their expense report detailing why the meal cap was exceeded.

3. If a conference registration fee covers meals, employees are to participate in those meals.
4. Small / Medium U.S. Cities are defined for this rate structure as those with less than 1 million persons in the metropolitan area.

Large U.S. Cities are defined for this rate structure as those with more than 1 million persons in the metropolitan area.
5. The Mileage Rate is directly tied to the rate set by the IRS and will be revised more frequently than annually if done so by the IRS.



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

SIEMENS INDUSTRY, INC. (SIEMENS) TRACTION POWER SUBSTATIONS (TPSS)
PROCUREMENT: RELEASE FOR EXERCISING TPSS OPTION NOTICE – UP TO AN
ADDITIONAL 17 TPSS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to issue a Release for Exercising TPSS Options Notice to Siemens for the purchase of up to 17 TPSS (Attachment A).

Budget Impact

Current budget estimates for the 17 TPSS procurement with Siemens is \$17,170,120 including 8% sales tax, spare parts, and training. Funding for costs related to 14 TPSS will be provided by the Mid-Coast Light Rail Transit Extension Project (Capital Improvement Program (CIP) No.12826P) through a reimbursement agreement with the San Diego Association of Governments (SANDAG). Three (3) additional TPSS will be funded by MTS under the TPSS Procurement Project (CIP No. 2008101301).

<u>Description</u>	<u>Price</u>
14 Substations for Mid-Coast	\$ 14,806,356.53
3 Substations for MTS	\$ 2,363,763.47
Total	\$ 17,170,120.00

DISCUSSION:

On January 19, 2012, to comply with Federal Transit Administration (FTA) procurement rules, the MTS Board of Directors authorized the CEO to formally exercise a base and an option contract to purchase up to 34 TPSS (17 base and 17 option TPSS) from Siemens.



To date, MTS has purchased and received 17 TPSS under the base contract. Fourteen of the 17 option TPSS were designated for the proposed Mid-Coast Light Rail Transit Extension Project (Mid-Coast) and three (3) were considered for future MTS Blue Line TPSS replacement needs. In exercising the option, MTS set the price of the TPSS (based on the current contract price plus an escalator based on the Producer Price Index for Railroad TPSS Parts).

Funding for the fourteen TPSS has been identified and authorized by the FTA's Full Funding Grant Agreements (FFGA), which was executed on September 14, 2016. In addition, MTS will apply funding from the FY19 CIP for the purchase of the remaining three (3) TPSS for Blue Line TPSS replacement. MTS will have the right to terminate the three substation options with Siemens before April 1, 2018.

Today's proposed action would authorize the CEO to issue a Release for Production Notice (Attachment A) to Siemens. The timing of the Release for Exercising TPSS Option Notice will be at the CEO's discretion, based upon the proposed production schedule from Siemens, and the funding availability in future fiscal years.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to issue a Release for Production Notice (in substantially the same format as Attachment A) with Siemens.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Release for Exercising TPSS Options Notice (MTS Doc. No. L1032.1-12)
B. Price Breakdown

January 19, 2017

MTS Doc. No. L1032.11-12

Mr. Steffen Goeller
Vice President and General Manager
Siemens Industry, Inc. – Mobility Division
20393 SW Avery Ct.
Tualatin, OR 97062

Dear Mr. Goeller:

Subject: AMENDMENT NO. 11 TO MTS DOC. NO. L1032.0-12; RELEASE TO EXERCISE OPTION – 17
ADDITIONAL TRACTION POWER SUBSTATIONS (TPSS)

This shall serve as Amendment No. 11 to our agreement for the Traction Power Substations notices as further described below.

STATEMENT OF WORK

Pursuant to the technical specifications/scope of work of MTS Doc. No. L1032.0-12 Traction Power Substations, the San Diego Metropolitan Transit System (MTS) shall exercise the Option for 17 additional substations with the following changes:

1. TPSS Price and Configuration Changes:
 - a. Install six (6) breakers for one TPSS at San Diego River site;
 - b. Install roll up door behind the rectifier, new additional rear doors for surge arrestors, and increase the height of the rear external doors;
 - c. Modify Blue Light circuit to include an additional Blue Light on the bridge;
 - d. Install Air Conditioners with Coastal/Weatherization package at four (4) TPSS locations;
 - e. Install Disconnect Switches inside the TPSS;
 - f. Provide Smart Client licenses for HMI;
 - g. Provide sound testing at night time at four (4) TPSS locations;
 - h. Provide additional spare parts, training, and testing; and
 - i. Waive the bonding requirement.

The final updated TPSS Procurement Technical Specifications is attached as Exhibit A.

SCHEDULE

The Option coverage period shall be effective February 1, 2017 through January 29, 2020.

PAYMENT

The total cost for all work under this Amendment shall not exceed \$17,170,120.00, without prior written approval from MTS. The total value of this contract including this amendment shall not exceed \$30,346,728.13.

Please sign and return the copy marked "original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Steffen Goeller, V.P. and General Manager
Siemens Industry, Inc. – Mobility Division

Date: _____

JAN2017 L1032.11-12 SIEMENS TPSS

Attachment: Exhibit A – TPSS Procurement Technical Specifications

Cc: T. Nguyen, R. Atkinson, T. Girard, F. Byle, Procurement file

PRICE BREAKDOWN

<u>MID-COAST</u>	
Substation 1	999,059.87
Substation 2	1,001,859.23
Substation 3	999,059.87
Substation 4	999,059.87
Substation 5	999,059.87
Substation 6	999,059.87
Substation 7	999,059.87
Substation 8	999,059.87
Substation 9	1,001,859.23
Substation 10	999,059.87
Substation 11	1,001,859.23
Substation 12	1,001,859.23
Substation 13	1,001,859.23
Substation 14	976,141.63
Fixed Costs (including spares, admin, training, misc.)	828,439.82
MIDCOAST TOTAL	14,806,356.53

<u>MTS</u>	
Substation I	787,921.16
Substation II	787,921.16
Substation III	787,921.16
MTS TOTAL	2,363,763.47

GRAND TOTAL	17,170,120.00
--------------------	----------------------

*All costs include 8% sales tax.

**Per Board Policy No. 63, Section 63.2b: Recognizing that sales tax rates may change during the term of a contract, MTS staff is authorized to pay the actual amount of sales tax owed at the time a purchase is completed pursuant to state law, even if it differs from the amount of sales tax anticipated at the time the contract or purchase order was executed.



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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

MTS SALE OF 2014 FORD E450 STARCRAFT PARATRANSIT BUS TO FIRST
TRANSIT, INC.

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the negotiated sale of MTS Vehicle No. 3936 (2014 Ford E450 Starcraft, VIN #1FDFE4FS7EDB17985) to First Transit, Inc.

Budget Impact

Proceeds from the sale of the MTS vehicle will be recorded to the MTS operating revenue account 901010-440200.

DISCUSSION:

On October 12, 2016, MTS paratransit vehicle number 3936 was involved in a collision resulting in major damage to the vehicle. The bus, owned by MTS, is operated by First Transit, Inc., as part of MTS's Paratransit service contract. Under the First Transit contract, First Transit is responsible for maintaining and operating the vehicles. First Transit is responsible for repairing any MTS vehicles damaged during First Transit's operations.

First Transit obtained a fair market valuation from Creative Bus Sales for this vehicle in its condition prior to collision. The estimated fair market value of the vehicle prior to collision was \$35,000. First Transit also obtained an estimated cost to repair the vehicle from Miramar Truck Body & Equipment, who determined that the cost to repair the vehicle would be at least \$35,000. First Transit has offered to purchase this vehicle from MTS at the fair market value of \$35,000.



Board Policy No. 33 states that "capital assets with an individual value in excess of \$10,000 or an aggregate value in excess of \$25,000 may be disposed of on a negotiated sale basis provided a finding by the MTS Board of Directors by a two-thirds vote that special circumstances exist that make it in the best interest of the Board." In accordance with Board Policy No. 33, alternatives to the proposed negotiated sale would include a competitive sale or internet auction. Given the current state of the vehicle, the highest return would be realized by a sale price based on the value of the vehicle prior to the collision.

Therefore, MTS staff recommends that the MTS Board of Directors authorize the negotiated sale of MTS Vehicle No. 3936 (2014 Ford E450 Starcraft, VIN #1FDFE4FS7EDB17985) to First Transit, Inc.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. First Transit Offer Letter to MTS



7490 Copley Park Pl
San Diego, CA 92111
Tel: 858 277 1496
Fax: 858 737 7897

December 1, 2016

Jay Washburn
Manager Paratransit and Minibus
Metropolitan Transit System
100 16th Street
San Diego, CA 92001

Dear Mr. Washburn:

On October 12, 2016, MTS Paratransit vehicle 3936 was involved in collision resulting in major damage to the vehicle. First Transit has obtained the attached fair market valuation from Creative Bus Sales for this vehicle at \$35,000.00. First Transit has also obtained a cost to repair the vehicle from Miramar Truck Body & Equipment with a minimum cost to exceed \$35,000.00. It is our determination based on these assessments that the vehicle's repair costs exceed the fair market value of the vehicle. At this time, First Transit would like to offer to purchase this vehicle at the fair market value of \$35,000.

The following is a summary identifying the vehicle, repair costs and fair market value:

Vehicle Number	3936
Vin	1FDFE4FS7EDB17985
Odometer	72,079
Year	2014
Make	Ford
Model	E450 Starcraft
Fair Market Value	\$35,000.00
Repair cost to exceed:	\$35,000.00

I would like to thank you for your consideration with this offer and believe this represents a fair equitable resolution to this matter. Please feel free to contact me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "John Lewis".

John Lewis,
General Manager

Enc: Fair Market Valuation – Creative Bus Sales
Estimate to Repair – Miramar Truck Body & Equipment



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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

GREEN LINE TRAIN TO WAYSIDE COMMUNICATIONS (TWC) SYSTEM UPGRADE –
CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL214.0-17 (in substantially the same format as Attachment A) with Global Signals Group, Inc. (GSG) for TWC system upgrade.

Budget Impact

The total value of this agreement shall not to exceed \$1,414,743.49, inclusive of any delivery charges and California sales tax. Funding would come from the Capital Improvement Project (CIP) 2005002402 and is locally funded.

DISCUSSION:

This project is to complete the Green Line Communications upgrade project at 18 remaining stations from Morena/Linda Vista to Santee Town Center and to bring these stations up to the current communications and signaling standards, which will meet the MTS system-wide compatibility. The work also includes reconfiguring the communications rooms at Fashion Valley and Qualcomm stations to provide additional space for the installation of the new communications equipment.

MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive bid process for procurements exceeding \$100,000.



On October 14, 2016, MTS issued an Invitation for Bids (IFB) to interested parties for the Green Line Train to Wayside Communications (TWC) System Upgrade. On December 7, 2016, MTS received a total of three (3) bids, in which all bids were deemed responsive:

BIDDER NAME	TOTAL AMOUNT
Global Signals Group, Inc. (GSG) *	\$ 1,414,743.49
HMS Construction Company	\$ 1,634,451.69
Mass Electric Construction Company	\$ 1,695,718.92

**Lowest responsive, responsible bidder*

After the evaluation of all bids, GSG was found to be the lowest responsive and responsible bidder at \$1,414,743.49. Based on the comparison between the Independent Cost Estimate (ICE) of \$1,617,718 and GSG's bid amount, MTS's cost savings will be approximately \$202,974.51 or approximately 13% for the project.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL214.0-17 (in substantially the same format as Attachment A) with Global Signals Group, Inc. (GSG) for TWC system upgrade.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. PWL214.0-17
B. Cost Breakdown

STANDARD SERVICES AGREEMENT

DRAFT

PWL214.0-17
 CONTRACT NUMBER
 OPS 960.2
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Global Signals Group, Inc. (GSG) Address: 5333 Mission Center Rd., Suite 358
 Form of Business: Corporation San Diego, CA 92108
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 619.241.2870

Authorized person to sign contracts: Raymond Rizman Principal/Engineering & Commercial
 Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide Green Line Train to Wayside Communications (TWC) System Upgrade per MTS Scope of Work/Minimum Technical Specifications (attached as Exhibit A), Global Signal Group's Bid (attached as Exhibit B), in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C).

The contract period performance shall be for up to a one (1) year period effective from the issuance of the Notice to Proceed. Payment terms shall be net 30 days from the invoice date.

The total contract cost shall not exceed \$1,414,743.49 (inclusive of CA sales tax, freight, mobilization, and performance bond) without prior written approval from MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: _____
 Chief Executive Officer

Approved as to form:

By: _____
 Office of General Counsel

Firm: _____

By: _____
 Signature

Title: _____

AMOUNT ENCUMBERED

BUDGET ITEM

FISCAL YEAR

\$1,414,743.49CIP/WBSE #200500240217-18

By: _____
 Chief Financial Officer

Date

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)
BID SUMMARY - TOTALS (BASE AND OPTION)**

FOR: GREEN LINE TRAIN-TO-WAYSIDE COMMUNICATIONS (TWC) SYSTEM UPGRADE

BID DUE DATE: 12/7/2016

		GLOBAL SIGNALS GROUP			
		BASE BID		OPTION	
#	STATION/DESCRIPTION	MATERIAL	LABOR	MATERIAL	LABOR
1	Morena/Linda Vista	\$ 26,526.73	\$ 26,312.00	N/A	N/A
2	Fashion Valley	\$ 34,425.87	\$ 33,756.00	\$ 10,902.73	\$ 31,571.45
3	Hazard Center	\$ 26,997.61	\$ 26,312.00	N/A	N/A
4	Mission Valley Center	\$ 26,725.47	\$ 26,312.00	N/A	N/A
5	Rio Vista	\$ 26,867.60	\$ 26,312.00	N/A	N/A
6	Fenton Parkway	\$ 26,538.20	\$ 26,312.00	N/A	N/A
7	Qualcomm Stadium	\$ 27,804.91	\$ 41,172.00	\$ 12,727.40	\$ 38,818.00
8	Mission San Diego	\$ 26,983.03	\$ 26,312.00	\$ 11,086.20	\$ 18,945.45
9	Grantville	\$ 27,118.47	\$ 41,172.00	\$ 11,086.20	\$ 18,945.45
10	SDSU	\$ 27,143.95	\$ 41,172.00	\$ 11,086.20	\$ 18,945.45
11	Alvarado Medical Center	\$ 27,390.73	\$ 26,312.00	\$ 11,086.20	\$ 18,945.45
12	70th Street	\$ 27,173.11	\$ 26,312.00	\$ 11,086.20	\$ 18,945.45
13	Grossmont Transit Center	\$ 26,631.49	\$ 26,312.00	\$ 11,086.20	\$ 18,945.45
14	Amaya Drive	\$ 26,751.91	\$ 26,312.00	\$ 11,086.20	\$ 18,945.45
15	El Cajon	\$ 26,695.75	\$ 26,312.00	\$ 11,086.20	\$ 18,945.45
16	Arnele Avenue	\$ 26,779.99	\$ 26,312.00	\$ 11,086.20	\$ 18,945.45
17	Gillespie Field	\$ 26,548.33	\$ 13,156.00	\$ 11,086.20	\$ 18,945.45
18	Santee Town Center	\$ 25,944.61	\$ 13,156.00	\$ 11,086.20	\$ 18,945.45
19	SUBTOTALS	\$ 491,047.76	\$ 499,328.00	\$ 145,578.33	\$ 278,789.40
20	TOTAL (BASE AND OPTION)	\$ 990,375.76		\$ 424,367.73	
21	Performance Bond (100%)	\$ 35,640.00			
GRAND TOTAL: BASE + OPTION (BASIS OF AWARD)		\$ 1,414,743.49			



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

COURTHOUSE STATION – PURCHASE NEW SHELTERS– CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1328.0-17 (in substantially the same format as Attachment A) with Tolar Manufacturing Company, Inc. for the purchase of Courthouse Station Shelters.

Budget Impact

The total value of this agreement shall not exceed \$109,324.08 (\$101,226 plus \$8,098.08 CA sales tax), which will be funded under the MTS Capital Improvement Project (CIP) account 2004007503.

DISCUSSION:

On March 12, 2015, the Board of Directors approved Resolution No. 15-5 authorizing the CEO to submit an application for a proposed downtown Courthouse Station Project to provide expanded capacity on the MTS trolley system. At that time, the project was in the conceptual development phase only.

As a result of the future Mid-Coast Trolley operations' plan and the necessity to relieve trolley congestion at the Santa Fe Depot station, the proposed downtown Courthouse Station project would relocate the existing westerly terminus of the Orange Line from Santa Fe Depot to a new station within the C Street corridor between State Street and Union Street.

In order to open the new station within the next year, the long lead time materials require purchasing well ahead of the construction of the station. Two (2) shelters are needed for the project and can take up to six (6) months to fabricate.



MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for procurements exceeding \$100,000.

On October 27, 2016 staff issued an Invitation for Bids (IFB) for the Courthouse Station to purchase new shelters. Two (2) responsive and responsible bids were received by the due date of November 29, 2016 from Tolar Manufacturing Company, Inc. and Grahovac Construction as follows (tax is not included in bid comparison):

COURTHOUSE STATION SPECIAL TRACKWORK MATERIALS		
COMPANY NAME	BID AMOUNT	Meets Buy America Requirements
** Tolar Manufacturing Company, Inc.	\$101,226.00	Y
<i>Grahovac Construction</i>	\$260,805.16	Y
<i>MTS Independent Cost Estimate (ICE)</i>	\$198,000.00	

**** Lowest responsive and responsible Bidder**

After conducting price reasonability analyses and reviewing all bids received for responsiveness and responsibility, Tolar Manufacturing was found to be the lowest responsive and responsible bidder at \$109,324.08 (including tax). Based on the comparison between the ICE, Tolar Manufacturing Company, Inc.'s bid amount was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1328.0-17 (in substantially the same format as Attachment A), with Tolar Manufacturing Company, Inc. for the purchase of Courthouse Station Shelters.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. L1323.0-17
B. Tolar Manufacturing Company, Inc. Bid
C. Courthouse Station Renderings

**ATTACHMENT A
DRAFT**

L1328.0-17 CONTRACT NUMBER FILE/PO NUMBER(S)

**STANDARD PROCUREMENT AGREEMENT
FOR
COURTHOUSE STATION – PURCHASE NEW SHELTERS**

THIS AGREEMENT is entered into this _____ day of _____, 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Tolar Manufacturing Company, Inc.

Address: 258 Mariah Circle

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Corona, CA 92879

Telephone: 951-547-8214

Authorized person to sign contracts: <u>Kerry Berlin</u>	<u>Business Dev. Manager</u>
Name	Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS the following:

Courthouse Station Special Trackwork Materials as specified in the Minimum Technical Specifications (attached as Exhibit A), Tolar's Bid dated November 28, 2016 (attached as Exhibit B), and in accordance with the Standard Conditions Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

Total contract value shall not exceed in the amount of \$109,324.08 without prior written approval from MTS. (Delivery Period – February 1, 2017 through August 30, 2017).

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____	
Approved as to form:	By: _____	
By: _____ Office of General Counsel	Signature	
	Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$ 109,324.08</u>	<u>2004007503</u>	<u>FY 17</u>

By: _____	_____
Chief Financial Officer	Date

(___ total pages, each bearing contract number)

SA-PROCUREMENT REVISED (REV 6-13)
DATE

MTS BID FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Project: COURTHOUSE TROLLEY STATION SHELTERSMTS Doc. No.: L1328.0-17

Contractor: _____

ITEM #	ITEM DESCRIPTION	QTY.	PRICE EACH	TOTAL	EST. LEAD TIME (DAYS)
1	Shelters	2	\$ 50,613	\$ 101,226	120
2	Storage fee – (weekly charge)	1	\$ 0	\$ 0	
SUBTOTAL				\$ 101,226	
TAX				\$ 9,098.08	
TOTAL				\$ 109,324.08	

NOTE: ALL BIDDERS MUST COMPLETE BID FORMS AS PROVIDED, FAILURE TO DO SO WILL DEEM THE BID NON-RESPONSIVE.

F.O.B. POINT: See Scope of Work – Section 2.0-13

DELIVERY DATE: 120 DAYS FROM NTP UNLESS DIRECTED OTHERWISE BY MTSRead attached General Provisions carefully. They are a part of your bid. Unit prices will prevail regardless of extensions submitted by the Bidder. The following Addenda have been noted and attached hereto:ADDENDA 1, 2 & 3

DATE: NOVEMBER 28, 2016

FIRM: TOLAR MANUFACTURING COMPANY, INC.

SIGNATURE: [Signature]

TYPE OR PRINT NAME: KERRY BERLIN

TITLE: BUSINESS DEVELOPMENT MANAGER

ADDRESS: 258 MARIAH CIRCLE

CITY, STATE & ZIP: CORONA, CA 92979

PHONE NUMBER: 951-547-8214

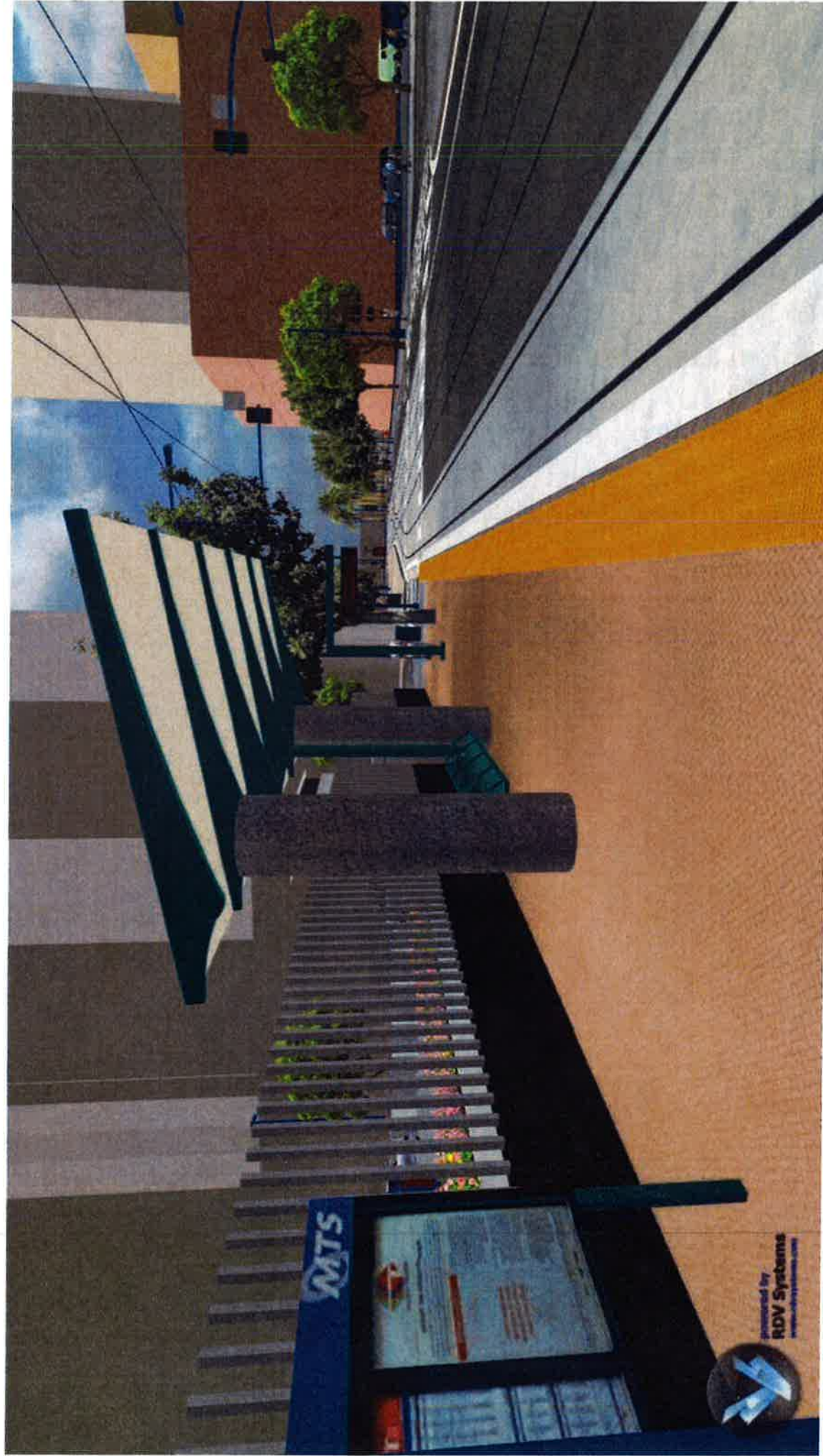
E-MAIL ADDRESS: KBERLIN@TOLARMG.COM

Where did you hear about this procurement?:

___ Newspaper (Please list: _____)

___ MTS Contact

☒ Other (Please list: ONVIA)







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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

INVESTMENT REPORT – NOVEMBER 2016

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of November 30, 2016. The combined total of all investments has decreased month to month from \$133.0 million to \$123.1 million. This \$9.9 million decrease is attributable to \$47.9 million in capital expenditures and \$2.7 million for the scheduled annual payment on outstanding Pension Obligation Bonds, partially offset by \$36.9 million received from San Diego Association of Governments (SANDAG) for the procurement of new Light Rail Vehicles and \$2.3 million held in retention by MTS for Siemens, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for November 2016

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



**San Diego Metropolitan Transit System
Investment Report
November 30, 2016**

	Restricted	Unrestricted	Total	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	21,193,394	21,193,394	0.00%
Total Cash and Cash Equivalents	-	21,193,394	21,193,394	
Cash - Restricted for Capital Support				
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	8,553,150	3,686,121	12,239,271	
Total Cash - Restricted for Capital Support	8,553,150	3,686,121	12,239,271	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	13,588,808	76,126,602	89,715,410	0.678%
Total Investments - Working Capital	13,588,808	76,126,602	89,715,410	
Total cash and investments	\$ 22,141,958	\$ 101,006,117	\$ 123,148,075	



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

2017 STATE AND FEDERAL LEGISLATIVE PROGRAMS

RECOMMENDATION:

That the Board of Directors approve staff recommendations for 2017 federal and state legislative programs (see Attachments A and B).

Budget Impact

None.

DISCUSSION:

The draft state and federal legislative programs (Attachments A and B) are attached for review. The changes from the 2016 programs are identified. Upon approval by the MTS Board, these programs will be used to define MTS legislative advocacy efforts in calendar year 2017. Staff will return to the Board for approval of any amendments that are required to address unforeseen events or policy initiatives.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

Attachments: A. Draft Federal Legislative Program (redline version)
B. Draft State Legislative Program (redline version)



DRAFT

San Diego Metropolitan Transit System (MTS) 20167 Federal Legislative Program

I. Transit Funding

- Oppose legislation that would reduce direct funding to transit agencies or transportation funding in general, and support increased appropriation levels for existing transit funding programs.
- Seek a permanent compressed natural gas tax credit program for transit operators.
- Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
- Support legislation that would generate new revenue for transit projects and operating costs.
- Support legislation to bring funding to railroad corridors.
- Seek funding for railroad bridge and infrastructure rehabilitation.
- Seek funding to offset the costs associated with implementation of hybrid and alternative technologies in the transit fleet.
- In partnership with interested cities, seek funding dedicated to grade-separation projects.
- Seek programs in the defense appropriation process that would help offset the cost to provide transit services for military facilities.
- Oppose attempts to discontinue federal funding for school paratransit services or for nonemergency medical transport.
- ~~Oppose actions by the General Services Administration that might adversely impact transit functions at the San Ysidro Border and seek funding to mitigate any changes to transit facilities currently used or owned by MTS.~~

II. Public Safety

- Oppose attempts to create duplicative state rail safety regulatory agencies.
- Seek stiffer federal criminal penalties for vandalism or theft of transit property.
- Seek federal penalties for assaults on transit workers.
- Support legislation that increases funding for transit security projects and personnel.
- Support legislation that provides reimbursement to transit operators for lost employee work hours due to emergency preparedness and antiterrorism training.
- Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.
- Support legislation that assists transit operators to carry out their responsibilities as first responders to emergency situations.
- Support efforts to enhance the transit agency's ability to coordinate with other local emergency personnel for disaster response and evacuation preparedness.

III. Regulatory Matters

- Support legislation that would facilitate the delivery of capital projects.
- Oppose unfunded mandates that impact transit operators.
- Support efforts to increase competition in the fuel market.
- Support legislation that would require manufacturers of wheelchairs and scooters to notify customers prior to purchase of any vehicles that are larger than what the Americans with Disabilities Act requires transit agencies to accommodate for boarding.
- Oppose proposals that limit the use of eminent domain for public transportation projects.
- Monitor and respond to legislation in the areas of finance, employment, and safety that could affect agency governance or operations, including issues related to contractors.

- Support efforts to ensure that climate change legislation recognizes that transit investment can help achieve emission reduction goals, and seek inclusion of transit funding in any climate change legislation.
- Oppose efforts to enlarge the universe of paratransit service eligibility to classifications of individuals that could effectively be served through fixed-route services.
- Seek limits on the interpretation of the Americans With Disabilities Act with regard to service animals.
- Monitor and respond to attempts to alter access guidelines in a way that would financially burden transit operators without providing funding.
- Oppose regulatory interpretations of Title VI that are not in keeping with the policy's intent or which cause actions by transit agencies that constitute unfunded mandates.
- Seek positive closure to the Department of Labor's case regarding the California Public Employees' Pension Reform Act (PEPRA).

IV. Support for Legislative Programs of Other Agencies or Organizations

- Support the legislative programs of other agencies, such as SANDAG, NCTD or other jurisdictions, where consistent with the MTS legislative program.
- Support provisions in the legislative programs of organizations, such as the California Transit Association and American Public Transportation Association, where consistent with the MTS legislative program.

V. Capital Projects

1. Seek funding for the following capital projects:

- Mid Coast Trolley Extension
- MTS Bus Replacement Vehicles
- Fare Collection System

DRAFT

**San Diego Metropolitan Transit System (MTS)
2016~~7~~ State Legislative Program**

I. Transit Funding

- Oppose legislation that would reduce direct funding to transit agencies, or transportation funding in general; support legislation that would generate new revenue for transit projects and operating costs.
- Oppose legislation that would expand the use of Transportation Development Act (TDA) funds to non-transit purposes not currently covered by statute.
- Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
- In partnership with interested cities, seek funding dedicated to grade-separation projects.
- Seek legislation to exempt transit agencies from state sales tax.
- Seek favorable programmatic guidelines for Cap and Trade related funding sources.
- Oppose attempts to legislate local fare programs or to remove fare setting decisions from transit agencies.
- Seek legislation to clarify State Transit Assistance funding allocations.

II. Transit-Oriented Development

- Support legislation that provides funding incentives for mixed-use projects and transit-oriented development.
- Support legislation that aids transit operators' efforts to create transit-oriented development.

III. Public Safety

- Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.
- Support efforts to enhance penalties for crimes against transit staff or related to transit property.
- Support legislation that would protect the records of transit code compliance officers to the same degree as sworn officers.
- Seek legislation that would permit transit agencies to adjudicate code violations.
- Support legislation that would remove Vehicle Code restrictions on the placement of video and audio recorders inside taxicabs.

IV. Climate Change

- Advocate for favorable implementation of AB 32.
- ~~Oppose efforts to require actions by the transit operators in support of state climate change initiatives that constitute unfunded mandates.~~
- Assist the California Air Resources Board (CARB) in crafting the Advanced Clean Transit program, and oppose efforts to impose the purchase of a specific technology that would have adverse impacts on MTS's ability to provide adequate levels of transit service.

V. Regulatory Matters

- Support legislation that would facilitate the delivery of transit capital projects—especially through the availability of alternative procurement practices, such as design build.
- Oppose unfunded mandates that impact transit operators.
- Oppose legislation that adversely limits the use of eminent domain for public transportation projects.
- Seek relief from regulations which prevent MTS from providing service in the most cost efficient way possible.
- Oppose legislation that would limit MTS's use of data to provide better service to customers.
- Oppose efforts to eliminate or restrict transit exemption provisions in the California Environmental Quality Act (CEQA); seek legislative clarification that service and fare adjustments are always exempt from CEQA.
- Seek ways to improve the state's oversight of rail operators, currently the jurisdiction of the California Public Utilities Commission.

VI. Labor Relations

- Monitor and respond to legislation relating to personnel matters.
- Support legislation that protects the integrity of collective bargaining agreements, and oppose efforts to mandate benefits or working conditions.
- Monitor and respond to legislation designed to clarify provisions of the Public Employees Pension Reform Act of 2012.

VII. Support Legislative Programs of Other Agencies or Organizations

- Support the legislative programs of other agencies, such as SANDAG and NCTD, where consistent with the MTS legislative program.
- Support provisions in the legislative programs of organizations, such as the California Transit Association and American Public Transportation Association, where consistent with the MTS legislative program.



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

FARE COLLECTION CONCEPT OF OPERATIONS – CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors:

- 1) Ratify the Chief Executive Officer's approval of a contract (MTS Doc. No. G1923.0-16) with CH2M for Support for Fare Collection System Design Decision Process in the amount of \$38,594.70; and
- 2) authorize the Chief Executive Officer (CEO) to extend the contract with CH2M (MTS Doc. No. G1923.1-16) for an additional \$252,596.00, consistent with draft Amendment No. 2 (Attachment A).

Budget Impact

An amount not to exceed \$252,596 to be paid from Capital Improvement Program No. 1009004902, based on services rendered in support of Fare Collection System Phase II – Concept of Operations. This amendment brings the total contract award to \$291,190.70.

DISCUSSION:

The San Diego Association of Governments (SANDAG), MTS, and the North County Transit District transitioned from paper fare products to the Compass Card electronic fare collection system in 2009. MTS assumed responsibility for management of Compass Card from SANDAG in 2014. MTS staff immediately began to review the current system's status and to begin the process for modernization and replacement of components of the system that was originally procured in 2003.



Agency staff at multiple levels have been reviewing the latest industry technology, attending vendor demonstrations and industry conferences and tradeshow, and engaging in discussions with peers regarding best practices and vendor experiences. Meanwhile, MTS's current vendor, Cubic, was asked to provide alternatives for upgrading the existing system.

A fare collection working group was established in 2016 to spearhead the creation of a set of preliminary requirements for the future electronic fare collection system. The working group hired a consultant to assist in its work, held a peer agency workshop, reviewed numerous documents produced by other agencies, and attended an international workshop. A whitepaper detailing the results of the working group's efforts was presented to the Board of Directors at its December 8, 2016 meeting (2016 Whitepaper). The overall Board consensus was that staff should move forward with the next phase of analysis to further refine requirements for the fare collection system upgrade into a detailed Concept of Operations.

CH2M was hired to prepare the 2016 Whitepaper following a competitive procurement process. MTS Board Policy No. 52, Section 52.3(B)(iii) authorizes an informal Request for Proposal (RFP) procurement method for procurements under \$100,000, with an award to a "responsible and responsive proposer who is determined to have provided the overall best value based on an evaluation of price and other factors." MTS staff provided outreach and notice of the RFP to three companies with expertise in transit system fare technology on June 6, 2016. Two proposals were received on June 27, 2016. On July 12, 2016, after evaluations and additional negotiations, a contract was awarded to CH2M.

Since this project builds on the extensive work which culminated in the 2016 Whitepaper presentation to the Board, MTS staff is recommending that CH2M be retained, through a sole source amendment to the existing contract, to assist in development of the Concept of Operations. Board Policy No. 52 authorizes a sole source procurement when a change to an existing contract is necessary but beyond the contract's original scope. (Board Policy No. 52.3(F)(ii).) State and federal law also recognizes that a sole source procurement may be appropriate if, in the interests of economy or efficiency, award to an existing contractor will avoid duplication of costs, time and effort because the additional work is a logical follow-on to work already in progress under a competitively awarded contract. On this basis, it is recommended that the Board authorize amendment of the contract with CH2M to continue the fare system evaluation and assist MTS staff in preparation of a detailed Concept of Operations document.

CH2M gained extensive knowledge of MTS's existing fare structure and system which will translate into fewer hours to complete the tasks, lower cost to the agency, and provide for a quicker recommendation to the Board. If MTS competitively solicited these services, MTS would pay substantial costs for duplication of efforts already completed by CH2M. Staff does not expect to generate any economic or quality of services benefit from a second competitive procurement for this Phase II of the fare system evaluation effort. CH2M has worked on several Concept of Operations efforts for other transit agencies and has demonstrated effective completion of this type of work at a competitive price.

The Scope of Work, estimated Project Schedule, and Negotiated Cost Proposal are included in Attachment A. The project schedule and task-specific costs are estimates

based on similar types of studies but it is anticipated that as staff and the consultant make progress there may be some adjustments. This is a time and materials contract. The budget and contract amounts are based on staff's best estimates of the time and effort that will be required for CH2M to assist MTS staff in completing the Concept of Operations document. In the event staff identifies additional issues, systems or concepts that should be studied and documented in the Concept of Operations, then the contract funding may need to be adjusted, either through the CEO's authority or by subsequent Board action.

Although today's action would grant the CEO the authority to authorize the optional task identified (providing MTS with support during contract negotiations for a new or upgraded fare system), such action by the CEO will depend on subsequent Board direction after the completed Concept of Operations is presented to the Board.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

Attachment: A. Amendment No. 2 to MTS Doc. No. G1923.0-16

January 19, 2017

MTS Doc. No. G1923.0-16

CH2M Hill, Inc.
Hany Haroun
402 West Broadway, Suite 1450
San Diego, CA 92101

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G1923.0-16; SUPPORT FOR FARE COLLECTION SYSTEM DESIGN DECISION PROCESS

This shall serve as Amendment No. 2 to our agreement for the Support for Fare Collection System Design Decision Process and the following revisions below shall be incorporated into the Contract.

Period of Performance

This is your formal notification that MTS has exercised a sole source extension to Agreement G1923.0-16, per the CH2M negotiated Scope of Work and Cost Proposal. The period of performance completion date is extended from December 31, 2016 to December 31, 2018.

Scope of Work:

Consultant shall be responsible for performing all services as specified in Attachment A – Scope of Work “Support for Fare Collection System Phase II - Concept of Operations”

Contract Value:

As a result of this Amendment, the contract value has increased by \$252,596 from \$38,594.70 to \$291,190.70. The contract value shall not be exceeded without prior written approval from MTS. Details of the increase costs are as follows:

1. Original Agreement Award:	\$ 38,594.70
2. Amendment No. 1, Period of Performance Extension	\$ 0
3. <u>Amendment No. 2, Concept of Operations Services</u>	<u>\$ 252,596.00</u>
Total:	\$ 291,190.70

All other terms and conditions shall remain the same and in effect. Please sign below and return the document marked “Original to the Contract Specialist at MTS. Retain the other copy for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Hany Haroun
Business Vice President

Date: _____

Attachment: Attachment A – Scope of Work “Support for Fare Collection System Phase II - Concept of Operations
Attachment B – Project Schedule
Attachment C – Negotiated Cost Proposal

ATTACHMENT A - SCOPE OF WORK

SUPPORT FOR FARE COLLECTION SYSTEM PHASE II - CONCEPT OF OPERATIONS

A. PROJECT OVERVIEW AND GOALS

MTS requires Consultant services which assist in determining what approach(es) will be utilized to modernize its regional Fare Collection System (System). MTS's current Compass Card Fare Collection System has a number of limitations that would require significant investment in upgrades in order to achieve the high level of functionality required for the future operation of the System. However, MTS has not determined whether to upgrade to the latest version of its existing fare collection software or to seek and implement an entirely new System.

As part of Phase 1 of the MTS fare collection system project, several Transit agencies recommended developing a Fare Collection System - Concept of Operations (ConOps) document prior to either upgrading or procuring a new system. Moreover, ConOps have been developed and recommended as a best practice by several peer agencies and industry vendors as it can be used as a living and malleable document that details several critical aspects of MTS fare collection technology, procurement, and operations. By understanding and discussing each of these aspects prior to procurement of the System (upgrade or replacement), MTS can better minimize the risks that have befallen several other fare collection projects at other agencies. Furthermore, this approach will provide MTS with the necessary information in order to determine whether to upgrade the existing System to the latest version, strategically procure outdated components, or to procure an entirely new System.

B. SCOPE OF WORK

MTS requires a technical consultant to support the development of the ConOps documentation and to assist MTS with implementation of fare collection system improvements and/or replacement. The specific tasks to be completed are as follows:

Task 1 - Current System Analysis

- a) Update and/or refine prior goals and objectives developed under Phase 1
- b) Summarize current system components, features, software, etc.
- c) Determine and document which system components may still have useful life in existing or future System
- d) Examine and document the key strengths and weaknesses of the current fare system
- e) Detail and document existing contract terms including but not limited to on-going maintenance, software support services, repair services, warranty's, etc.
- f) Estimate and document useful life of current fare collection components including but not limited to TVM, farebox, validators, back office, etc.

Deliverable: *Summary chapter of results of the Current System Analysis – include supporting documentation which clearly provides specific details and information in regard to the summary chapter*

Task 2 - Detailed System Requirements Capture

- a) Review key design decisions for key equipment: validation devices, sales devices, inspection devices, communications, fare media, etc.
- b) Review key design decisions for back office modules: Account-Based Transaction Processor, Customer Relationship Management (CRM) System, Reporting System, Device Monitoring System, Maintenance Management System, Enterprise Finance and Settlement System, etc.
- c) Review key design decisions for various sales channels: Retail network, Ticket vending machines, Websites, Institutional programs, Third party distributors, etc.
- d) Summarize design requirements for future fare collection system

Deliverable: *Summary chapter of results for Detailed System Requirements Capture – include supporting documentation which clearly provides specific details and information in regard to the summary chapter*

Task 3 - Mobile Ticketing Integration Strategy

- a) Detail and document existing mobile ticketing provisions and capacities including but not limited to contract terms, timeline, and scope
- b) Explore and document how mobile app will integrate with the larger fare system: Front end validation integration and Back office processing integration
- c) Develop and document comprehensive open architecture system requirement and integration APIs

Deliverable: *Summary chapter of results for current and future Mobile Ticketing Integration Strategy - include supporting documentation which clearly provides specific details and information in regard to the summary chapter*

Task 4 - Fare Structure Analysis

- a) Determine and document what fare policies/products a new system should support (not which fare policies/products should be adopted)
- b) Detailed itemized analysis of benefits and drawbacks of innovative fare policies and products

Deliverable: *Summary chapter of results for fare structure analysis - include supporting documentation which clearly provides specific details and information in regard to the summary chapter*

Task 5 - Operations and Procurement Approach

- a) Summarize and document which fare collection operations are currently performed in house (at MTS and/or by MTS non-contracted staff) as well as outsourced including but not limited to: Hosting, system configuration, monitoring, maintenance, repair, revenue service, customer service, retail network, marketing, card fulfillment, special program management, etc.
- b) Determine if new operations approach applies for certain practices

- c) Based on MTS approved operations approach, provide a recommendation on which services will be procured and to what extent (MTS involvement, Services, Fees, Materials, etc.) to ensure a comprehensive and fully operational System
- d) Compare and document the benefits and drawbacks of single system integrator procurement vs. separate procurements
- e) Determine and document general funding approach for the new system
- f) Provide a supportable and documented recommendation in regard to which parties will manage the procurement(s) before and after Notice to Proceed (NTP).

Deliverable: Summary chapter of results - include supporting documentation which clearly provides specific details and information in regard to the summary chapter

Task 6 – System Transition Plan

- a) Can existing fare media be leveraged or transitioned smoothly
- b) How will one system transition from legacy to future from both Customer and Agency perspective
- c) Determine which system components will be replaced or strategically upgraded
- d) Determine which system components will become obsolete or outsourced
- e) Determine decommissioning of old equipment and migration to new equipment
- f) Plan back office system component migration and transition plan
- g) Determine data migration and continuity plan
- h) Determine communications and marketing strategy for new system introduction

Deliverable: Summary chapter of results - include supporting documentation which clearly provides specific details and information in regard to the summary chapter

Task 7 - Cost Estimate Update

- a) Update the original cost estimate based on more detailed requirements captured as a result of previous performance and Tasks 1 – 5 identified herein.
- b) Develop additional cost estimate options based on strategic upgrades and/or split procurements

Deliverable: Summary chapter of results - include supporting documentation which clearly provides specific details and information in regard to the summary chapter

C. OPTIONAL TASK:

MTS reserves the right, at its sole discretion, to select none, one or multiple optional services as described below:

1. Vendor Proposal Analysis and Negotiation

- a) Evaluate existing Cubic proposals for upgrading of current system and develop risk register(s)
- b) Use risk register(s) to request updated proposals and technical clarifications from Cubic

- c) Assist with potential negotiations and technical scope clarifications in regard to proposals and documentation received
- d) Explore and document MTS's cost to retain ownership of card format/encryption keys

Deliverable: *Technical support on an as needed basis. Summary chapter of results - include supporting documentation which clearly provides specific details and information in regard to the summary chapter*

D. PERIOD OF PERFORMANCE

Support for Fare Collection System Phase II - Concept of Operations shall commence in early February 2017 and shall be completed no later than December 31, 2018, unless otherwise amended by MTS in writing.

Tasks 1- 7 shall be substantially complete by June 2017, in conformance with the attached project schedule (Attachment B – Project Schedule). Once Tasks 1 through 7 are substantially complete, as solely identified and approved by MTS, MTS shall provide the Board of Directors with a recommendation as to whether to upgrade the existing fare system, or to initiate a procurement for a new fare collection system.

Depending on the MTS's recommendation, additional technical support may be required on a time and materials basis utilizing the rates already established under this Agreement. Said support may include, but is not limited to, revisiting and/or revising Tasks 1 through 7 as well as to exercise the optional tasks contained herein.

The consultant's contract shall include travel approved by the MTS project manager in compliance with MTS's Contractor Travel Expense Policy No. 44-C. Additionally, when and as required by MTS, the consultant may be required to assist in presentations as well as to assist in presenting findings and recommendations to MTS's Board of Directors.

E. PROJECT STAFFING

The Metropolitan Transit System (MTS) shall be the lead agency for this project. It is anticipated that MTS staff will work side-by-side with consultant staff throughout this effort. Specific staff commitment shall be determined when negotiating the work order for each task described herein.

F. MTS ACCEPTANCE OF SERVICES:

Firm shall not be compensated at any time for unauthorized work outside of this Contract. Firm shall provide notice to MTS' Project Manager upon 100% completion each task as specified in the Scope of Work. Within five (5) days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Firm provides final service(s) or final work product(s) which are found to be unacceptable due to Firms and/or Firms subcontractors negligence and thus not 100% complete by MTS' Project Manager, Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice.

Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments, if any.

Payments shall be based on actual hours performed for each person/classification identified in the attached in the approved Fee Schedule and shall at no time exceed the NTE. Firm shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

G. DELIVERABLE REQUIREMENTS

Firm will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a change in the format if it doesn't satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Firm to any third party.

Firm shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Firm's work control, when and as requested by MTS.

Firm's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Firm shall maintain backup copies of all data conveyed to MTS.

Firm shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

ATTACHMENT B - PROJECT SCHEDULE

[illegible]

ATTACHMENT C – NEGOTIATED COST PROPOSAL**SUPPORT FOR FARE COLLECTION SYSTEM PHASE II - CONCEPT OF OPERATIONS**

NEGOTIATED COST PROPOSAL	
Support for Fare Collection System Phase - II - Concept of Operations	
TASKS PER SCOPE OF WORK	Totals
1. Current System Analysis	\$15,962.29
2. Detailed System Requirements Capture	\$39,940
3. Mobile Ticketing Integration Strategy	\$30,297
4. Fare Structure Analysis	\$22,385
5. Operations and Procurement Approach	\$31,957
6. System Transition Plan	\$48,928
7. Cost Estimate Update	\$16,348
8. Vendor Proposal Support	\$35,263
Travel - Per MTS Travel Policy 44-C	\$11,515
Grand Total Not to Exceed Award	\$252,596



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

SAN DIEGO TROLLEY, INC (SDTI): INTERNAL REVENUE SERVICE-REQUIRED
PENSION RESOLUTION

RECOMMENDATION:

That the Board of Directors adopt Resolution No. 17-1 (Attachment A) that would allow SDTI employees to make pension contributions on behalf of the Employer on a pre-tax basis.

Budget Impact

None.

DISCUSSION:

The Agency contracts with the California Public Employees' Retirement System (CalPERS) to provide pension benefits (2.0%-at-age-55 formula) for SDTI employees who are "classic pension members" (employees hired before January 1, 2013) (SDTI CalPERS Classic Plan). The CalPERS pension system bifurcates pension contributions into "Employer" contributions and "Employee" contributions. The current Employee contribution for the SDTI CalPERS Classic Plan is 7.0%. Additional Employee contributions to offset the cost to the Employer may be provided consistent with State labor laws.

Members of the SDTI CalPERS Classic Plan are made up of represented employees and non-represented management/administrative employees.

In our continuing efforts to help ensure a sustainable retirement plan into the future, SDTI negotiated pension cost sharing formulas in the Collective Bargaining Agreements that cover its represented employees. For example, in our agreement with the Public Transit Employees Association (to be ratified by the MTS Board of Directors at its January 19, 2017 meeting), the parties agreed that if the Employer's contribution to CalPERS exceeds 11%, the employee and employer will equally share any amount



above 11%. In other words, if CalPERS sets the Employer contribution at 11.5%, the employee would contribute an additional .25%, bringing their total contribution to 7.25%.

Similarly, in an effort to align the SDTI non-represented employees' pension contributions with the pension contributions required of other MTS non-represented employees, effective January 1, 2017, non-represented employees in the SDTI CalPERS Classic Plan had their pension contribution increased by 1% for a total contribution of 8%.

SDTI CalPERS Classic Plan employee's pension contributions under the employee-share portion of the formula are made on a pre-tax basis pursuant to Internal Revenue Code Section 414(h)(2). Today's action would clarify that any additional contributions would also be entitled to pre-tax treatment.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Resolution No. 17-1

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 17-1

Resolution Authorizing San Diego Trolley, Inc. Pre-Tax Pension Contributors

WHEREAS, employees of San Diego Trolley, Inc. participate in the California Public Employees' Retirement System ("CalPERS"); and

WHEREAS, pursuant to California Government Code Section 20516(f), San Diego Trolley, Inc. and its employees may independently agree to share the cost of any benefit under CalPERS; and

WHEREAS, San Diego Trolley, Inc. and its employees have agreed that the employees will bear an increased cost of their benefits under CalPERS through a payroll reduction ("Payroll Reduction Contributions"), as reflected in applicable collective bargaining agreements or San Diego Trolley, Inc. employee policies; and

WHEREAS, San Diego Trolley, Inc. desires to provide the "pick up" tax benefit under Internal Revenue Code Section 414(h)(2) to its employees to enable them to make Payroll Reduction Contributions on a pre-tax basis;

NOW THEREFORE, BE IT RESOLVED, that San Diego Trolley, Inc. will implement the provisions of Internal Revenue Code Section 414(h)(2) by making the Payroll Reduction Contributions to CalPERS; and

RESOLVED FURTHER, that for the purposes of Internal Revenue Code Section 414(h)(2), the Payroll Reduction Contributions are being paid by San Diego Trolley, Inc. in lieu of employee contributions to CalPERS.

PASSED AND ADOPTED, by the Board of Directors this 19th day of January 2017 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



AGENDA ITEM NO.

24

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

/

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE			
Name	Michael Agunne		
Address	3367 Albright St		
Telephone	619 - 876-536X		
Organization Represented	PTEA		
Subject of Your Remarks	RBA		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

SAN DIEGO TRANSIT CORPORATION (SDTC) PENSION INVESTMENT STATUS
(JEREMY MILLER, REPRESENTATIVE FROM RVK AND LARRY MARINESI)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

Representatives from RVK will provide the Board of Directors with an update as to the performance of the SDTC Employee Retirement Plan (Plan). RVK's pension investment performance analysis (Attachment A) for the Plan as of June 30, 2016 includes assets with a market value of \$153,645,350.

During fiscal year 2016, the Plan's assets decreased by approximately \$5.6 million. This resulted from a net payout of benefits and expenses less contributions of \$5.5 million and a net investment loss of \$0.1 million. The Plan's twelve managers achieved a combined investment return of -.09% for the year. The Plan's returns over the past three and five years are 4.10% and 3.69% respectively. Since inception (10/1/1982), the Plan's investments have returned 9.13%.

The Plan's investment advisor, Jeremy Miller, will be attending the meeting to discuss capital markets' performance in general and the Plan's performance specifically.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

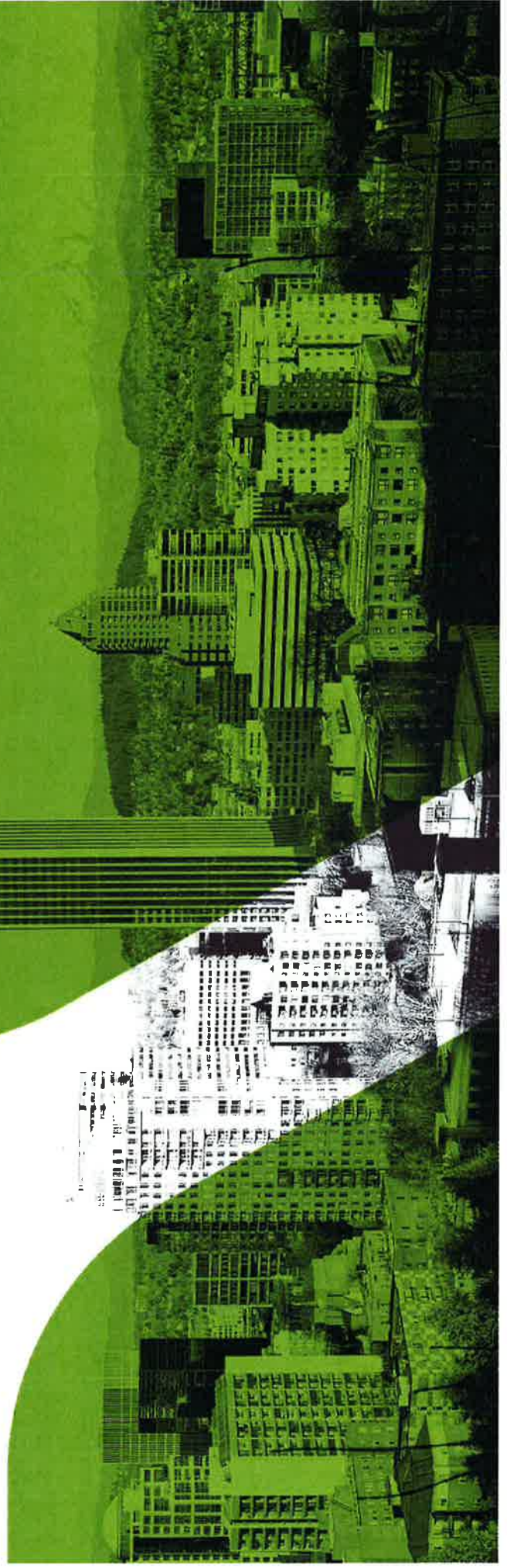
Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. RVK Pension Investment Performance Analysis



San Diego Transit Corporation Employees Retirement Plan Investment Performance Analysis

Period Ended: June 30, 2016

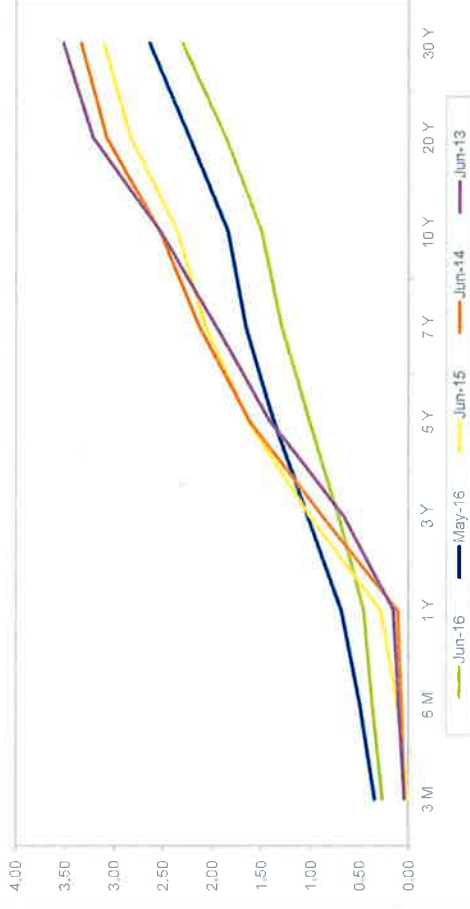


Capital Markets Review

General Market Commentary

- The citizens of the United Kingdom voted to leave the European Union. While the 'Brexit' process will unfold over the next two years, global equity markets sold off sharply over two days before recovering modestly by the end of the month.
- As the flight to safety continued across Europe, the yield on Germany's 10-year sovereign debt fell below zero for the first time ever, and the British Pound dropped to its lowest level in 30 years.
- ECB President Mario Draghi stated that Britain's decision to leave the EU could decrease Euro Zone growth by up to 0.5% over the next three years. The lowered growth estimates are due to uncertainty regarding future trade agreements between the UK and Euro Zone countries.
- Equity markets posted mixed returns in June as the S&P 500 (Cap Wtd) Index returned 0.26% and the MSCI EAFE (Net) Index returned -3.36%. Emerging markets returned 4.00% as measured by the MSCI EM (Net) Index.
- The Barclays US Aggregate Bond Index returned 1.80% in June, outperforming the 1.47% return by the Barclays US Treasury Intermediate Term Index. International fixed income markets returned 4.42%, as measured by the Citi Non-US World Government Bond Index.
- Public real estate, as measured by the Wilshire US REIT Index, returned 6.49% in June and 12.48% over the trailing five-year period.
- The Cambridge US Private Equity Index returned 2.99% for the trailing one-year period and 11.48% for the trailing five-year period ending March 2016.
- Absolute return strategies, as measured by the HFN FOF Multi-Strat Index, returned -1.02% for the month and -6.48% over the trailing one-year period.
- Crude oil's price fell by 1.57% during the month, and has decreased by 18.73% YoY.

Treasury Yield Curve (%)



Economic Indicators		Jun-16	May-16	Jun-15	10 Yr	20 Yr
Federal Funds Rate (%)	▲	0.30	0.29	0.08	1.07	2.47
Breakeven Inflation - 1 Year (%)	▼	1.17	1.43	0.73	0.92	N/A
Breakeven Inflation - 5 Year (%)	▼	1.40	1.49	1.67	1.73	N/A
Breakeven Inflation - 10 Year (%)	▼	1.44	1.58	1.89	2.05	N/A
Breakeven Inflation - 30 Year (%)	▼	1.61	1.74	2.03	2.27	N/A
Barclays US Agg Bond Index - Yield (%)	▼	1.91	2.20	2.39	3.24	4.44
Barclays US Agg Bond Index - OAS (%)	▲	0.55	0.51	0.51	0.72	0.67
Barclays US Agg Credit Index - OAS (%)	▲	1.47	1.41	1.37	1.70	1.53
Barclays US Corp. HY Index - OAS (%)	▲	5.94	5.66	4.76	5.98	5.80
Capacity Utilization (%)	▲	75.37	74.94	76.36	76.32	78.02
Unemployment Rate (%)	▲	4.9	4.7	5.3	7.0	6.0
PMI - Manufacturing (%)	▲	53.2	51.3	53.1	51.9	52.2
Baltic Dry Index - Shipping	▲	660	612	800	2,654	2,308
Consumer Conf (Conf Board)	▲	97.40	92.40	99.80	74.73	93.21
CPI YoY (Headline) (%)	—	1.0	1.0	0.1	1.8	2.2
CPI YoY (Core) (%)	▲	2.3	2.2	1.8	1.9	2.0
PPI YoY (%)	▲	-2.0	-2.3	-2.6	2.0	2.0
M2 YoY (%)	▲	7.0	6.8	5.6	6.4	6.3
US Dollar Total Weighted Index	▼	90.64	90.96	89.96	78.17	86.76
WTI Crude Oil per Barrel (\$)	▼	48	49	59	80	55
Gold Spot per Oz (\$)	▲	1,322	1,215	1,172	1,176	762

Treasury Yield Curve (%)									
	3 Month	6 Month	1 Year	3 Year	5 Year	7 Year	10 Yr		
	0.26	0.34	0.01	0.04	0.04	0.04	0.04		
	0.36	0.49	0.11	0.07	0.07	0.10	0.10		
	0.45	0.68	0.28	0.11	0.11	0.15	0.15		
	0.71	1.03	1.01	0.88	0.88	0.66	0.66		
	1.01	1.37	1.63	1.62	1.62	1.41	1.41		
	1.29	1.66	2.07	2.13	2.13	1.96	1.96		
	1.49	1.84	2.35	2.53	2.53	2.52	2.52		
	1.86	2.23	2.83	3.08	3.08	3.22	3.22		
	2.30	2.64	3.11	3.34	3.34	3.52	3.52		
Market Performance (%)									
	MTD	QTD	CYTD	1 Yr	3 Yr	5 Yr	7 Yr	10 Yr	
S&P 500 (Cap Wtd)	0.26	2.46	3.84	3.99	11.66	12.10	14.92	7.42	
Russell 2000	-0.06	3.79	2.22	-6.73	7.09	8.35	13.94	6.20	
MSCI EAFE (Net)	-3.36	-1.46	-4.42	-10.16	2.06	1.68	5.97	1.58	
MSCI EAFE SC (Net)	-5.28	-2.60	-3.18	-3.67	7.26	4.84	9.93	3.57	
MSCI EM (Net)	4.00	0.66	6.41	-12.05	-1.56	-3.78	3.80	3.54	
Barclays US Agg Bond	1.80	2.21	5.31	6.00	4.06	3.76	4.58	5.13	
BofA ML 3 Mo US T-Bill	0.04	0.07	0.15	0.19	0.09	0.09	0.11	1.04	
NCREIF ODCE (Gross)	2.13	2.13	4.36	11.82	13.00	12.72	10.88	6.17	
Wilshire US REIT	6.49	5.60	11.09	22.82	13.63	12.48	20.99	6.99	
HFN FOF Multi-Strat	-1.02	0.36	-2.83	-6.48	1.35	1.46	2.36	1.24	
Bloomberg Cmty Index (TR)	4.13	12.76	13.23	-13.34	-10.56	-10.83	-4.41	-5.59	

NCREIF performance is reported quarterly. MTD and QTD returns are shown as "N/A" on interim-quarter months. Data shown is as of most recent quarter-end. Treasury data courtesy of the US Department of the Treasury. Economic data courtesy of Bloomberg Professional Service. Breakeven Inflation does not have 20 years of history; therefore, its 20-year average is shown as "N/A."

San Diego Transit Corporation Employees Retirement Plan
AA by Manager, AA vs. Target, and Schedule of Investable Assets

Asset Allocation by Manager

June 30, 2016 : \$153,645,350



Market Value Allocation

	Market Value (\$)	Allocation (%)
Vanguard Tot Bd;Inst (VBTIX)	39,080,863	25.44
Analytic US Low Volatility (CF)	16,972,233	11.05
MFS International Growth Class 2 (CIT)	15,719,699	10.23
Westwood AllCap Value (CF)	14,901,191	9.70
PIMCO:All Ast Ath;Inst (PAUIX)	14,622,272	9.52
PIMCO:RAE Fnd GxUS;Inst (PZRIX)	12,909,606	8.40
GMO:Bchmk-Fr All;III (GBMFX)	9,979,071	6.49
PAAMCO Pacific Hedged Strat (CF)	9,347,952	6.08
Vanguard Infl-Prot;Inst (VIPIX)	7,017,139	4.57
Hussman Inv:Strat TR (HSTRX)	4,902,209	3.19
WTC-CIF Diversified Inflation Hedges (CF)	4,704,595	3.06
The Boston Company US SMid Cap Grth (CF)	2,993,131	1.95
Disbursement Account	256,098	0.17
Contribution Account	239,291	0.16

Asset Allocation vs. Target Allocation

	Market Value (\$)	Allocation (%)	Target (%)
Broad Domestic Equity	34,866,554	22.69	20.00
Broad International Equity	28,629,305	18.63	20.00
Fixed Income	39,576,252	25.76	25.00
Real Return	26,344,006	17.15	20.00
Absolute Return	24,229,232	15.77	15.00
Total Fund	153,645,350	100.00	100.00

Asset Allocation vs. Target Allocation Differences



Schedule of Investable Assets

Periods Ending	Beginning Market Value (\$)	Net Cash Flow (\$)	Gain/Loss (\$)	Ending Market Value (\$)	% Return	Unit Value
FYTD	159,277,346	-5,494,021	-137,975	153,645,350	-0.09	99.91

Allocations shown may not sum up to 100% exactly due to rounding. Performance shown is gross of fees. Market values and performance are preliminary and subject to change. Fiscal year ends June 30th.

San Diego Transit Corporation Employees Retirement Plan
Asset Allocation & Performance

As of June 30, 2016

	Allocation		Performance (%)										Inception Date
	Market Value (\$)	%	MTD	QTD	CYTD	FYTD	1 Year	3 Years	5 Years	10 Years	2013	Since Incep.	
San Diego Transit Total Fund	153,645,350	100.00	1.39	2.65	5.01	-0.09	-0.09	4.10	3.69	4.33	2.66	9.13	10/01/1982
Policy Index			0.46	1.62	2.98	-0.24	-0.24	4.19	4.11	4.53	3.86	9.78	
Difference			0.93	1.03	2.03	0.15	0.15	-0.09	-0.42	-0.20	-1.20	-0.04	-0.15
Domestic Equity Composite	34,866,554	22.69	2.85	4.20	6.99	4.73	4.73	11.48	11.00	6.73	1.06	31.19	03/01/2005
Russell 3000 Index			0.21	2.63	3.62	2.14	2.14	11.13	11.60	7.40	0.48	33.55	
Difference			2.64	1.57	3.37	2.59	2.59	0.35	-0.60	-0.67	0.58	-2.36	-0.39
International Equity Composite	28,629,305	18.63	-0.32	0.94	2.66	-6.03	-6.03	3.20	1.32	0.70	-4.55	21.80	03/01/2005
MSCI ACW Ex US Index (USD) (Net)			-1.53	-0.64	-1.02	-10.24	-10.24	1.16	0.10	1.87	-5.66	15.29	
Difference			1.21	1.58	3.68	4.21	4.21	2.04	1.22	-1.17	1.11	6.51	-1.44
Fixed Income Composite	39,576,252	25.76	0.85	1.96	3.77	3.54	3.54	3.60	3.75	6.25	0.72	-1.07	03/01/2005
Bloomberg US Agg Bond Index			1.80	2.21	5.31	6.00	6.00	4.06	3.76	5.13	0.55	5.97	
Difference			-0.95	-0.25	-1.54	-2.46	-2.46	-0.46	-0.01	1.12	0.17	-1.41	1.03
Real Return Composite	26,344,006	17.15	3.28	4.72	10.34	-0.77	-0.77	-0.89	0.68	N/A	-10.41	-3.69	06/01/2007
Real Return Actual Alloc Index (Active)			1.71	2.92	6.44	1.48	1.48	1.57	2.33	N/A	-4.47	-0.24	
Difference			1.57	1.80	3.90	-2.25	-2.25	-2.46	-1.65	N/A	-5.94	-3.45	-1.61
Absolute Return Composite (Net)	24,229,232	15.77	0.52	1.65	1.62	-2.77	-2.77	1.24	0.57	N/A	2.25	1.89	06/01/2007
HFRI FOF: Cnsvt Index			-0.46	0.52	-1.57	-3.33	-3.33	1.94	1.92	1.36	0.37	7.70	
Difference			0.98	1.13	3.19	0.56	0.56	-0.70	-1.35	N/A	-2.98	-5.81	0.87

Performance shown is gross of fees with the exception of the Absolute Return Composite which is shown net of fees. Inception dates shown represent the firstmarket values full month following initial funding. Fiscal year ends June 30th. Performance and market values are preliminary and subject to change. RVK endorses GIPS and calculates performance for composites and investment managers using different methodologies. Returns may be slightly adjusted to tie out with actuarial and audited financial statements.



San Diego Transit Corporation Employees Retirement Plan
Comparative Performance

As of June 30, 2016

	MTD	QTD	CYTD	FYTD	1 Year	3 Years	5 Years	10 Years	2013	Since Incep.	Inception Date
San Diego Transit Total Fund	1.39	2.65	5.01	-0.09	-0.09	4.10	3.69	4.33	9.74	9.13	10/01/1982
Policy Index	0.46	1.62	2.98	-0.24	-0.24	4.19	4.11	4.53	9.78	9.28	
Difference	0.93	1.03	2.03	0.15	0.15	-0.09	-0.42	-0.20	-0.04	-0.15	
Westwood AllCap Value (CF) (1)	1.51	3.33	4.05	-1.64	-1.64	9.01	9.77	7.57	34.61	10.59	07/01/1986
Russell 3000 Val Index (2)	0.83	4.57	6.29	2.42	2.42	9.58	11.07	6.57	32.69	9.86	
Difference	0.68	-1.24	-2.24	-4.06	-4.06	-0.57	-1.30	1.00	1.92	0.73	
Analytic US Low Volatility (CF)	4.37	4.87	10.12	13.32	13.32	14.10	N/A	N/A	16.65	14.62	10/01/2012
MSCI US Minimum Vol Index (USD) (Net)	4.50	5.59	11.36	16.46	16.46	14.21	13.89	8.98	15.76	14.31	
Difference	-0.13	-0.72	-1.24	-3.14	-3.14	-0.11	N/A	N/A	0.89	0.31	
Russell 1000 Index	0.23	2.54	3.74	2.93	2.93	11.48	11.88	7.51	13.24	12.97	
Difference	4.14	2.33	6.38	10.39	10.39	2.62	N/A	N/A	3.41	1.65	
The Boston Company US SMid Cap Grth (CF)	1.08	4.77	4.77	-5.39	-5.39	9.59	11.06	N/A	41.47	17.31	04/01/2009
Russell 2500 Grth Index	-0.74	2.70	-0.03	-7.69	-7.69	9.06	9.27	7.96	40.65	18.07	
Difference	1.82	2.07	4.80	2.30	2.30	0.53	1.79	N/A	-2.23	-0.76	
PIMCO:RAE Fnd GIXUS;Inst (PZRIX)	-0.07	1.07	2.64	-10.43	-10.43	1.78	N/A	N/A	24.39	3.20	03/01/2012
FTSE RAFI Div'd Ex US 1000 TR Index	-3.94	-1.56	-4.03	-12.51	-12.51	1.72	0.40	2.28	25.41	2.87	
Difference	3.87	2.63	6.67	2.08	2.08	0.06	N/A	N/A	-1.02	0.33	
MSCI ACW Ex US Index (USD) (Net)	-1.53	-0.64	-1.02	-10.24	-10.24	1.16	0.10	1.87	15.29	1.62	
Difference	1.46	1.71	3.66	-0.19	-0.19	0.62	N/A	N/A	-1.68	1.58	
MFS International Growth Class 2 (CIT)	-0.53	0.84	2.67	-2.09	-2.09	4.19	N/A	N/A	N/A	3.08	03/01/2013
MSCI ACW Ex US Grth Index (USD) (Net)	-0.39	0.46	0.13	-6.20	-6.20	3.11	1.52	2.81	15.49	2.10	
Difference	-0.14	0.38	2.54	4.11	4.11	1.08	N/A	N/A	-1.54	0.98	
Vanguard Tot Bd;Inst (VBPIX)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	07/01/2016
Vanguard Spl B US Agg Index (Flt Adj)	1.89	2.32	5.52	6.12	6.12	4.07	3.81	5.16	5.85	-1.97	
Difference	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
PIMCO:All Ast Ath;Inst (PAUIX)	3.85	4.79	10.87	-1.13	-1.13	-0.43	1.70	N/A	-1.40	3.95	06/01/2008
All Asset Custom Index (Eq Wtd) (3)	0.93	2.00	4.44	2.47	2.47	3.43	4.04	5.07	3.73	1.67	
Difference	2.92	2.79	6.43	-3.60	-3.60	-3.86	-2.34	N/A	-5.13	-0.25	
Consumer Price Index+5%	0.74	2.45	4.42	6.05	6.05	6.11	6.39	6.82	5.77	6.58	
Difference	3.11	2.34	6.45	-7.18	-7.18	-6.54	-4.69	N/A	-7.19	-2.44	

Performance shown is gross of fees with the exception of GMO:Bchmk-Fr All;III (GBMFX), Hussman Inv:Strat TR (HSTRX), and PAAMCO Pacific Hedged Strat (CF), which are shown net of fees. Performance is preliminary and subject to change. Manager inception dates shown represent the first full month following initial funding. Fiscal year ends June 30th. RVK endorses GIPS and calculates performance for composites and investment managers using different methodologies. Please see Addendum for more information regarding custom hybrids denoted with a number in parentheses. Returns may be slightly adjusted to tie out with actuarial and audited financial statements.



San Diego Transit Corporation Employees Retirement Plan Comparative Performance

As of June 30, 2016

	MTD	QTD	FYTD	CYTD	1 Year	3 Years	5 Years	10 Years	2013	Since Incep.	Inception Date
Vanguard Energy Idx;Adm (VENAX)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	08/01/2016
MSCI Wld Energy Index (USD) (Net)	4.27	10.57	-5.47	16.23	-5.47	-3.10	-2.46	1.29	18.12	N/A	
Difference	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Vanguard Infl-Pro;Inst (VIPIX)	2.36	1.80	4.81	6.48	4.81	2.49	2.76	N/A	4.14	-8.77	08/01/2010
Bloomberg US Trsy: US TIPS Index	2.08	1.71	4.35	6.24	4.35	2.31	2.63	4.76	3.64	-8.61	
Difference	0.28	0.09	0.46	0.24	0.46	0.18	0.13	N/A	0.50	-0.16	
GMO:Bchmk-Fr All;III (GBMFX)	0.49	0.86	-4.30	1.02	-4.30	N/A	N/A	N/A	N/A	-1.51	04/01/2014
60% MSCI ACWI (Net)/40% B US Agg Idx	0.36	1.49	0.33	2.97	0.33	5.42	4.98	4.98	12.32	2.41	
Difference	0.13	-0.63	-4.63	-1.95	-4.63	N/A	N/A	N/A	N/A	-3.92	
Consumer Price Index+5%	0.74	2.45	6.05	4.42	6.05	6.11	6.39	6.82	5.79	5.93	
Difference	-0.25	-1.59	-10.35	-3.40	-10.35	N/A	N/A	N/A	N/A	-7.44	
Hussman Inv:Strat TR (HSTRX)	2.43	5.47	10.33	12.52	10.33	4.76	N/A	N/A	3.78	-8.37	10/01/2011
Bloomberg US Agg Bond Index	1.80	2.21	6.00	5.31	6.00	4.06	3.76	5.13	5.97	3.15	
Difference	0.63	3.26	4.33	7.21	4.33	0.70	N/A	N/A	-2.19	-1.54	
BofA ML 3 Mo US T-Bill Index + 5% (4)	0.45	1.30	5.20	2.62	5.20	5.09	5.20	6.35	5.04	5.19	
Difference	1.98	4.17	5.13	9.90	5.13	-0.33	N/A	N/A	-1.26	-3.58	
PAAMCO Pacific Hedged Strat (CF)	-0.48	0.43	-7.48	-3.15	-7.48	0.59	1.74	N/A	0.51	1.88	06/01/2007
HFRI FOF: Crnsvt Index	-0.46	0.52	-3.33	-1.57	-3.33	1.94	1.92	1.36	3.14	0.37	
Difference	-0.02	-0.09	-4.15	-1.58	-4.15	-1.35	-0.18	N/A	-2.63	1.51	
BofA ML 3 Mo US T-Bill Index + 5% (4)	0.45	1.30	5.20	2.62	5.20	5.09	5.20	6.35	5.04	5.93	
Difference	-0.93	-0.87	-12.68	-5.77	-12.68	-4.50	-3.46	N/A	-4.53	-4.05	

Performance shown is gross of fees with the exception of GMO:Bchmk-Fr All;III (GBMFX), Hussman Inv:Strat TR (HSTRX), and PAAMCO Pacific Hedged Strat (CF), which are shown net of fees. Performance is preliminary and subject to change. Manager inception dates shown represent the first full month following initial funding. Fiscal year ends June 30th. RVK endorses GPS and calculates performance for composites and investment managers using different methodologies. Please see Addendum for more information regarding custom hybrids denoted with a number in parentheses.



San Diego Transit Corporation Employees Retirement Plan Addendum

Performance Related and Miscellaneous Comments

- Manager inception dates shown represent the first full month following initial funding.
- Performance is annualized for periods greater than one year.
- RVK endorses GIPS and calculates performance for composites and investment managers using different methodologies. For additional information, please see the "Performance Methodology" definition in the Glossary of the most recent quarterly performance report.
- PIMCO:All Ast Ath,Inst (PAUIX) performance prior to Aug-2011 is represented by PIMCO:All Asset,Inst (PAAIX).
- Vanguard Infl-Prot;Inst (VIPIX) performance prior to Jun-2012 is represented by Vanguard Infl-Prot;Adm (VAIPX).
- Performance is gross of fees with the exception of GMO:Bchmk-Fr All;III (GBMFX), Hussman Inv;Strat IR (HSTRX), and PAAMCO Pacific Hedged Strat (CF), which are net of fees.
- PIMCO:RAE Fnd GlxUS;Inst (PZRIX) performance prior to Jun-2015 is represented by Research Affiliates Global AC Ex-US, L.P. (CF).
- Fiscal year ends June 30th.

Custom Hybrid Comments

- The Policy Index is calculated monthly and currently consists of 20% Russell 3000 Index, 20% MSCI ACW Ex US Index (USD) (Net), 25% Bloomberg US Agg Bond Index, 20% Real Return Actual Allocation Index, and 15% HFRJ FOF Cnsvt Index.
- The Real Return Actual Allocation Index is an active index which is calculated monthly using beginning of month investment weights applied to each corresponding primary benchmark within the Real Return Composite.
- Performance shown for Westwood AllCap Value (CF) **(1)** represents Westwood AllCap Value (CF) from Aug-2011 through present; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SMidCap Equity (CF) from Jul-2008 through Jul-2011; Westwood LargeCap Value (CF) from Oct-2004 through Jun-2008; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SmallCap Growth (CF) from Jan-1997 through Sep-2004; and Westwood LargeCap Value (CF) from Jul-1986 through Dec-1996.
- Performance shown for Russell 3000 Val Index **(2)** represents Russell 3000 Val Index from Aug-2011 through present; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SMidCap Equity (CF) applied to the Russell 1000 Val Index and Russell 2500 Val Index, respectively, from Jul-2008 through Jul-2011; Russell 1000 Val Index from Oct-2004 through Jun-2008; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SmallCap Growth (CF) applied to the Russell 1000 Val Index and Russell 2000 Grth Index, respectively, from Jan-1997 through Sep-2004; and Russell 1000 Val Index from Jul-1986 through Dec-1996.
- Performance shown for All Asset Custom Index **(3)** represents All Asset Custom Index (EqI Wtd) from Jan-2014 through present; and All Asset Composite Index from Oct-1997 through Dec-2013.
- Performance shown for BofA ML 3 Mo US T-Bill Index + 5% **(4)** represents BofA ML 3 Mo US T-Bill Index + 5% from Feb-2013 through present; and ICE 3 Month LIBOR Index + 5% from Jan-1980 through Jan-2013.

San Diego Transit Corporation Employees Retirement Plan Addendum

- The All Asset Custom Index (Eq|Wtd) is an equal-weighted hybrid created independently by RVK specifically for PIMCO's All Asset strategies, and it consists of the following benchmarks:

1. *Short Term Strategies*: BofA ML 1 Year T-Bill Index
2. *US Core and Long Maturity Bond Strategies*: Bloomberg US Agg Bond Index
3. *EM and Global Bond Strategies*: PIMCO GLADI Index*
4. *Credit Strategies*: BofA ML US Ht Yld Master II Index
5. *Inflation Related Strategies*: Bloomberg US Trsy: US TIPS Index
6. *US Equity Strategies*: Russell 3000 Index
7. *Global Equity Strategies*: MSCI ACW Index (USD) (Net)
8. *Alternative Strategies*: BofA ML 3 Mo US T-Bill Index + 3%

* Performance for the PIMCO Gbl Advantage Bond Index (London Close) prior to January 2004 consists of the JPM EMBI Gbl Dvfd TR Index (USD).

- The All Asset Composite Index is an equal-weighted hybrid of the 14 benchmarks for each of the core funds held by PIMCO: All Asset; Inst (PAUIX). RVK began calculating the benchmark returns in January 2007. Prior performance was calculated by PIMCO.

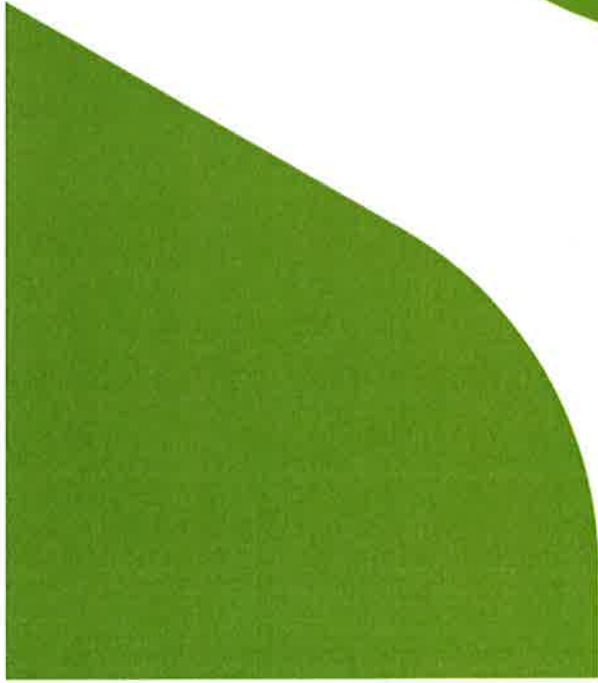
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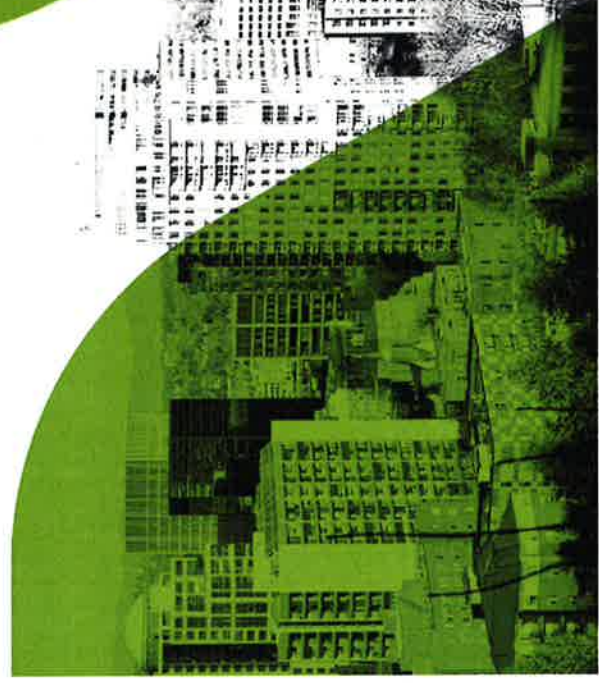
Disclaimer of Warranties and Limitation of Liability - This document was prepared by RVK, Inc. (RVK) and may include information and data from some or all of the following sources: client staff; custodian banks; investment managers; specialty investment consultants; actuaries; plan administrators/record-keepers; index providers; as well as other third-party sources as directed by the client or as we believe necessary or appropriate. RVK has taken reasonable care to ensure the accuracy of the information or data, but makes no warranties and disclaims responsibility for the accuracy or completeness of information or data provided or methodologies employed by any external source. This document is provided for the client's internal use only and does not constitute a recommendation by RVK or an offer of, or a solicitation for, any particular security and it is not intended to convey any guarantees as to the future performance of the investment products, asset classes, or capital markets.





San Diego Transit Corporation

Investment Manager Fiscal Year 2016 Update



Investment Structure as of 6/30/2016

Asset Allocation vs. Target Allocation				
	Market Value (\$)	Allocation (%)	Target (%)	Variance (%)
Broad Domestic Equity	34,866,554	22.69	20.00	2.69
Broad International Equity	28,629,305	18.63	20.00	1.37
Fixed Income	39,576,252	25.76	25.00	0.76
Real Return	26,344,006	17.15	20.00	2.85
Absolute Return	24,229,232	15.77	15.00	0.77
Total Fund	153,645,350	100.00	100.00	

- Plan is diversified across five broad asset classes.
- Goal is to maximize return, while assuming a prudent risk level.
 - Closed Plan to non-management participants
 - Assets exist to satisfy the Liabilities
- Liability structure (net outflows) would suggest an Asset structure that is more diversified and highly liquid structure
 - Balanced portfolio with less emphasis on equity position



Investment Details

Asset Allocation by Manager
June 30, 2016 : \$153,645,350



	Market Value (\$)	Allocation (%)
Vanguard Tot Bd;inst (VBTIX)	39,080,863	25.44
Analytic US Low Volatility (CF)	16,972,233	11.05
MFS International Growth Class 2 (CIT)	15,719,699	10.23
Westwood AllCap Value (CF)	14,901,191	9.70
PIMCO:All Ast Ath;inst (PAUIX)	14,622,272	9.52
PIMCO:RAE Fnd GlsUS;inst (PZRIX)	12,909,606	8.40
GMO:Bchmk-Fr All;III (GBMFX)	9,979,071	6.49
PAAMCO Pacific Hedged Strat (CF)	9,347,952	6.08
Vanguard Infl-Prot;inst (VIPIX)	7,017,139	4.57
Hussman Inv:Strat TR (HSTRX)	4,902,209	3.19
WTC-CIF Diversified Inflation Hedges (CF)	4,704,595	3.06
The Boston Company US SMid Cap Grth (CF)	2,993,131	1.95
Disbursement Account	256,098	0.17
Contribution Account	239,291	0.16

- Assets are allocated across 12 different products.
- Diversification reduces portfolio risks.
- Allocation sizes for active managers are controlled, reducing concentration risks.



Fiscal Year Performance (2016)

Schedule of Investable Assets					
Period Ending	Beginning Market Value (\$)	Net Cash Flow (\$)	Gain/Loss (\$)	Ending Market Value (\$)	Return (%)
FYTD	159,277,346	-5,494,021	-137,975	153,645,350	-0.09

- Plan returned -0.09% over the 2016 fiscal year.
- Assumed Actuarial annual rate of return is 7.00%.

Returns may be slightly adjusted to tie out with actuarial and audited financial statements.



Performance Details as of 6/30/2016

	Allocation		Performance (%)		
	Market	1	3	5	Since Inception
	Value (\$)	%	Years	Years	Date
San Diego Transit Total Fund	153,645,350	100.00	-0.09	4.10	9.13 10/01/1982
Domestic Equity Composite	34,866,554	22.69	4.73	11.48	11.00 7.02 03/01/2005
International Equity Composite	28,629,305	18.63	-6.03	3.20	1.32 2.16 03/01/2005
Fixed Income Composite	39,576,252	25.76	3.54	3.60	3.75 5.70 03/01/2005
Real Return Composite	26,344,006	17.15	-0.77	-0.89	0.68 1.22 06/01/2007
Absolute Return Composite (Net)	24,229,232	15.77	-2.77	1.24	0.57 1.24 06/01/2007

- Current year +0.15% to policy index; -0.09% and -0.42% over the past 3 & 5 years respectively.
- Past two years have been sub-par for most markets
- Plan portfolio has underperformed (similar to peer plans)
- Portfolio is well positioned for the future given Plan dynamics

Returns may be slightly adjusted to tie out with actuarial and audited financial statements.



Performance Details for FYTD 2017

Schedule of Investable Assets					
Period Ending	Beginning Market Value (\$)	Net Cash Flow (\$)	Gain/Loss (\$)	Ending Market Value (\$)	Return (%)
FYTD	153,645,350	-533,720	3,576,905	156,688,535	2.33

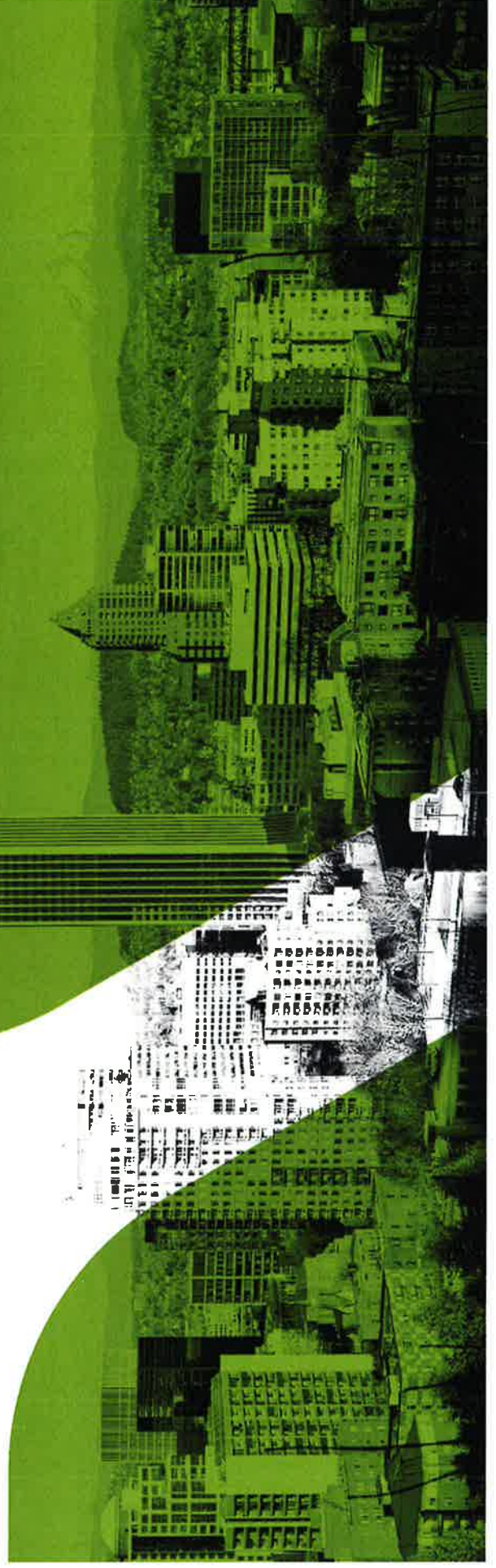
- Plan returned 2.33% for the FYTD through September.
- Represents 1/4 of the Fiscal Year





San Diego Transit Corporation

Investment Manager Fiscal Year 2016 Update





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Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

SAN DIEGO TRANSIT CORPORATION (SDTC) EMPLOYEE RETIREMENT PLAN'S
ACTUARIAL VALUATION AS OF JULY 1, 2016 (ANNE HARPER OF CHEIRON INC.
AND LARRY MARINESI)

RECOMMENDATION:

That the Board of Directors receive the SDTC Employee Retirement Plan's (Plan) actuarial valuation as of July 1, 2016 (Attachment A), and adopt the pension contribution amount of \$15,087,407 for fiscal year 2018.

Executive Committee Recommendation

At its meetings on January 12, 2017, the Executive Committee voted 4 to 0 (Board members Mathis, McClellan, Rios and Roberts in favor, with Cole absent) to recommend that the Board approve the staff recommendation.

Budget Impact

Board adoption would result in the annual pension contribution of \$15,087,407 for fiscal year 2018.

DISCUSSION:

The actuarial valuation of the Plan as of July 1, 2016 has recently been completed and the entire report is included in Attachment A. The purpose of the actuarial valuation is to compute the annual pension contribution amount and rate.

This valuation was completed in November 2016, by Cheiron, Inc. and has produced an increase in the contribution amount as compared to the Actuarial Experience Study that was completed in April 2016. The Actuarial Experience Study recommended a contribution amount of \$14,720,000 based upon the previous fiscal year results, and the



July 1, 2016 valuation recommends a \$15,087,407 contribution amount. This contribution amount would be used for the fiscal year 2018 budget.

There are many factors that have an effect on the annual contribution rate. These factors include changes such as demographic and salary experience as well as investment gains and losses. The plan's actuarial experience during fiscal year 2016 resulted in a \$367,407 increase in cost compared to the previous year primarily due to relative flat investment returns partially offset by updates in the effects of the closed plan and changes in demographic and salary experience.

The following table details how the cost of the plan has changed since the last actuarial valuation and more recent Actuarial Experience Study:

Total Contribution Reconciliation	
July 1, 2015, middle of year	\$ 12,009,330
Estimated increase in cost due to assumption changes	2,710,670
Actuarial Experience Study: contribution based on July 1, 2015 valuation	\$ 14,720,000
Additional increase from assumption changes	97,407
Change due to investment experience	831,555
Change due to effect of closed plan on benefits earned	(273,952)
Change due to demographic and salary experience	(237,592)
Change due to contributions greater than anticipated	(53,564)
Change due to admin expenses greater than expected	3,553
July 1, 2016, middle of year	\$ 15,087,407

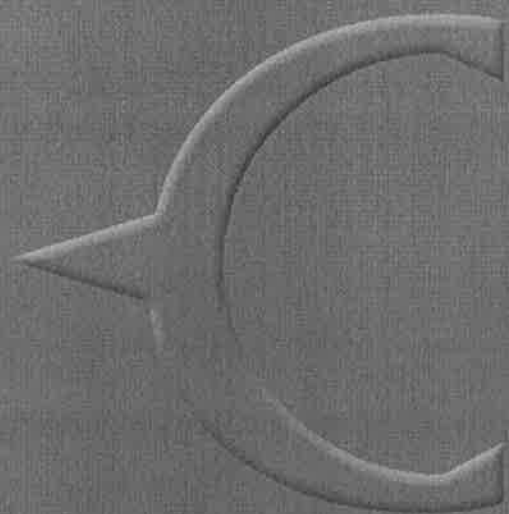
Anne Harper and Alice Alsberghe of Cheiron, Inc. will provide an overview of the report in more detail and be available for any questions.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Actuarial Report (Board Only Due to Volume)



**Retirement Plans of
San Diego Transit
Corporation**

**Actuarial Valuation
as of July 1, 2016**

Produced by Cheiron

November 2016

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November 16, 2016

Mr. Larry Marinesi
San Diego Transit Corporation
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Mr. Marinesi:

At your request, we have conducted an actuarial valuation of the Retirement Plans of San Diego Transit Corporation (SDTC) as of July 1, 2016. This report contains information on the Plan's assets, liabilities, and contribution levels. In the Foreword, we refer to the general approach employed in the preparation of this report.

The purpose of this report is to present the results of the annual actuarial valuation of the Plans. This report was prepared solely for the Retirement Board and MTS Board in accordance with applicable law for the purposes described herein. It is not intended to benefit any third party, and Cheiron assumes no duty or liability to any such party.

To the best of our knowledge, this report and its contents have been prepared in accordance with generally recognized and accepted actuarial principles and practices which are consistent with the Code of Professional Conduct and applicable Actuarial Standards of Practice set out by the Actuarial Standards Board. Furthermore, as credentialed actuaries, we meet the Qualification Standards of the American Academy of Actuaries to render the opinion contained in this report. This report does not address any contractual or legal issues. We are not attorneys and our firm does not provide any legal services or advice.

Sincerely,
Cheiron



Anne D. Harper, FSA, EA, MAAA
Consulting Actuary



Alice I. Alsberghe, ASA, MAAA
Associate Actuary

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

FOREWORD

Cheiron has performed the actuarial valuation of the Retirement Plans of San Diego Transit Corporation as of July 1, 2016. The valuation is organized as follows:

- In Section I, the **Executive Summary**, we describe the purpose of an actuarial valuation, summarize the key results found in this valuation, and disclose important trends;
- The **Main Body** of the report presents details on the Plan's
 - Section II - Assets
 - Section III - Liabilities
 - Section IV- Contributions
- In the **Appendices**, we conclude our report with detailed information describing plan membership (Appendix A), actuarial assumptions and methods employed in the valuation (Appendix B), a summary of pertinent plan provisions (Appendix C), and a glossary of key actuarial terms (Appendix D).

The results of this report rely on future plan experience conforming to the underlying assumptions. To the extent that actual plan experience deviates from the underlying assumptions, the results would vary accordingly.

In preparing our report, we relied on information (some oral and some written) supplied by the Plan Administrator. This information includes, but is not limited to, the Plan provisions, employee data, and financial information. We performed an informal examination of the obvious characteristics of the data for reasonableness and consistency in accordance with Actuarial Standard of Practice No. 23.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

SECTION I – EXECUTIVE SUMMARY

The primary purpose of the actuarial valuation and this report is to measure, describe, and identify the following as of the valuation date:

- The financial condition of the Plan,
- Past and expected trends in the financial progress of the Plan, and
- The total contribution amount to be made during Fiscal Year 2017-2018.

In the balance of this Executive Summary, we present (A) the basis upon which this year's valuation was completed, (B) the key findings of this valuation including a summary of all key financial results, (C) changes in Plan cost, (D) an examination of historical trends, and (E) the future expected financial trends for the Plan.

A. Valuation Basis

This valuation determines total employer and employee contributions for the plan year.

The Plan's funding policy is to contribute an amount equal to the sum of:

- The normal cost under the Entry Age Normal Cost Method,
- Assumed Administrative Expenses, and
- Amortization of the Unfunded Actuarial Liability.

The employee will contribute according to the Plan schedules below. Member contribution rates in the future may change in response to collective bargaining. It will be the responsibility of the employer to contribute the remaining portion of the total contribution determined in this report.

- IBEW members contributed 3% of Compensation to the Plan in April 2013 and 4% of Compensation in April 2014. The contribution rate increased to 6% of Compensation in April 2015 and increased to 8% of Compensation in April 2016.
- ATU drivers and clerical members contributed 3% of Compensation in July 2013. The contribution rate increased to 5% of Compensation in July 2014, to 6% in July 2015, and to 7% of Compensation in July 2016. The contribution rate will increase to 8% of Compensation in December 2017.
- Non-contract members hired before July 1, 2013 contributed 2% of Compensation to the Plan prior to January 2014. The Non-contract member contributions increased to 4% of Compensation in January 2014, to 6% of in January 2015, and to 7% of Compensation on January 1, 2016. As of January 1, 2017, the member contribution rate will increase to 8% of Compensation.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

SECTION I – EXECUTIVE SUMMARY

- **PEPRA:** New Members must contribute half of the normal cost of the Plan, rounded to the nearest 0.25%. Currently, PEPRA members are paying 6.25% of pay and the employer pays the remaining cost of the Plan.

This valuation was prepared based on the Plan provisions shown in Appendix C. There have been no changes in plan provisions since the prior valuation.

An actuarial experience study was performed for the period July 1, 2010 through June 30, 2015. The Budget Development Committee adopted assumption changes in April 2016 based on the recommendations from that study. Please refer to the actuarial experience study report for the rationale for each assumption change. A description of the new assumptions can be found in Appendix B – Actuarial Assumptions and Methods of this report. The most notable changes were decreasing the investment return assumption from 7.50% to 7.00% and updating the base mortality tables along with incorporating anticipated future mortality improvements.

The SDTC Plans are closed to new entrants, except for Non-Contract members. A closed plan has very different dynamics as active plan membership declines and grows older and a larger portion of the Plan's liability shifts to payees. This dynamic shortens the investment horizon thus mitigating investment risk becomes more important. If the asset mix changes to reflect the expected pattern of benefit payments, it will become more conservative and the expected return on plan assets will decrease. Thus, adjusting the plan's investment rate of return to be consistent with the expected trending decrease of future asset returns is necessary.

Finally, the true cost of the Plan is a function of actual Plan experience, not the actuarial assumptions. It is important to set realistic assumptions to mitigate the risk of Plan contribution volatility.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

SECTION I – EXECUTIVE SUMMARY

B. Key Findings of this Valuation

The key results of the July 1, 2016 actuarial valuation are as follows:

- The total contribution increased to \$15,087,407. This is an increase of \$3,078,077 from the July 1, 2015 valuation, but only a \$367,407 increase from the experience study estimate. The actuarial contribution determined in this report is the total contribution required from both the employer and the employees. See Table I-2 for a reconciliation of the contribution cost from last year to this year.
- The \$3.1 million contribution increase is primarily due to the changes in the actuarial assumptions that resulted in a \$2.8 million increase from the July 1, 2015 valuation, but only a \$0.1 million increase from the experience study estimate. The actuarial liability increased by \$29,699,872 from the revised assumptions, and is being amortized as a level dollar contribution over a closed 21-year period.
- The Plan's funded ratio, the ratio of actuarial (smoothed) assets over the actuarial liability, decreased from 65.7% last year to 58.2% as of July 1, 2016. However, the estimated funded ratio based on the experience study was 59.1%. The majority of the decrease was a result of the increase in actuarial liability due to the assumption changes. Investment losses as of June 30, 2016 accounted for about 1.0% of the total decrease.
- The unfunded actuarial liability (UAL) is the excess of the Plan's actuarial liability over the actuarial value of assets. The Plan's UAL increased from \$88,174,093 to \$121,020,524 as of July 1, 2016. However, the UAL increase is only about \$4,810,000 based on the estimated UAL of \$116,830,000 from the experience study.
- During the year ending June 30, 2016, the return on Plan assets was -0.35% on a market value basis as compared to the prior 7.50% assumption. This resulted in a market value loss on investments of \$12,244,603. The actuarial value of assets (AVA) recognizes 20% of the difference between the expected and actual return on the market value of assets (MVA) for each of the prior five years. This method of smoothing the asset gains and losses returned 2.91% on the smoothed value of assets, an actuarial asset loss of \$7,610,524.
- The Plan experienced a gain on the actuarial liability of \$2,174,475, or 0.7% of the expected actuarial liability under the prior assumptions. In aggregate, the Plan experienced a loss of \$4,978,340 from all sources combined. See Table III-3 for more details.
- Overall, participant membership decreased compared to last year since the Plan is closed to most new entrants. Total projected payroll decreased 5.80% from \$31,357,373 for FYE June 30, 2016 to \$29,538,619 for FYE June 30, 2017. Average pay remained level. These figures do not include payroll for members participating in the defined contribution plans.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

SECTION I – EXECUTIVE SUMMARY

Below we present Table I-1, which summarizes all the key results of the valuation with respect to membership, assets and liabilities, and contributions. The results are presented and compared for both the current and prior plan year.

Table I-1 Summary of Principal Plan Results			
	July 1, 2015		July 1, 2016
<u>Participant Counts</u>	Valuation	Impact of Experience Study	Valuation
Active Participants	586	586	552
Participants Receiving a Benefit	902	902	921
Inactive Participants	<u>226</u>	<u>226</u>	<u>225</u>
Total	1,714	1,714	1,698
Projected Plan Member Payroll ¹ for Fiscal Year 2016 and 2017	\$ 31,357,373	\$ 31,357,373	\$ 29,538,619
<u>Assets and Liabilities</u>			
Actuarial Liability (AL)	\$ 256,745,469	\$ 285,400,000	\$ 289,255,802
Actuarial Value of Assets (AVA)	<u>168,571,376</u>	<u>168,570,000</u>	<u>168,235,278</u>
Unfunded Actuarial Liability (UAL)	\$ 88,174,093	\$ 116,830,000	\$ 121,020,524
Market Value of Assets (MVA)	\$ 158,647,332	\$ 158,647,332	\$ 152,932,851
Funded Ratio (AVA)	65.7%	59.1%	58.2%
Funded Ratio (MVA)	61.8%	55.6%	52.9%
<u>Contributions</u>			
Total Normal Cost ²	\$ 3,859,080	\$ 4,380,000	\$ 4,055,874
Total UAL Contribution	<u>8,150,250</u>	<u>10,340,000</u>	<u>11,031,534</u>
Total Contribution (middle of year)	\$ 12,009,330	\$ 14,720,000	\$ 15,087,407

¹ Based on valuation data projected using half-year of salary increases but excludes payroll for members expected to leave employment or retire during the year.

² Includes assumed administrative expenses of \$250,000 in the prior year and \$260,000 in the current year.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

SECTION I – EXECUTIVE SUMMARY

C. Changes in Plan Cost

Table I-2 below summarizes the impact of actuarial experience on Plan cost.

Table I-2	
Total Contribution Reconciliation	
July 1, 2015, middle of year	\$ 12,009,330
Estimated increase in cost due to assumption changes ¹	<u>2,710,670</u>
Estimated contribution based on July 1, 2015 valuation	\$ 14,720,000
Additional increase from assumption changes ²	97,407
Change due to investment experience	831,555
Change due to effect of closed plan on benefits earned	(273,952)
Change due to demographic and salary experience	(237,592)
Change due to contributions greater than anticipated	(53,564)
Change due to admin expenses greater than expected	<u>3,553</u>
July 1, 2016, middle of year	\$ 15,087,407

¹ Estimate based on July 1, 2015 valuation data.

² Based on actual July 1, 2016 data and 21-year vs 22-year amortization payment period.

An analysis of the cost **changes from the prior valuation** reveals the following:

- The Plan cost in dollars increased by \$3,078,077.
- The cost increased by \$2,808,077 due to assumption changes.

Based on the estimated contribution reported in the Actuarial Experience Study for July 1, 2010 through June 30, 2015 using the new assumptions and shown in the second column of Table I-1, the expected change in contribution using the July 1, 2015 valuation data was \$2.7 million. Using the current July 1, 2016 valuation data, the actual change in contribution due to assumption changes is an additional \$0.1 million for a total of \$2.8 million cost increase due to assumption changes.

The assumption changes that had the most significant cost impact were mortality and the investment return, which increased the contribution by \$1.9 million and \$1.3 million, respectively. The mortality assumption now includes a mortality improvement scale to anticipate future improvements in members' lifespans. The investment return assumption was decreased from 7.50% to 7.00% to better align with future market expectations. For more details and rationale of the changes, please refer to the Actuarial Experience Study Report dated April 2016.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

SECTION I – EXECUTIVE SUMMARY

- Investment experience produced an investment loss on both a market value basis and an actuarial value basis.

The assets of the Plan returned -0.35% on a market value basis and 2.91% based on the actuarial value of assets, both lower than the prior assumed rate of 7.50%. This resulted in an increase of \$831,555 in the total contribution.

The market value of assets is lower than the actuarial value; there are approximately \$15.3 million in deferred investment losses. These net losses will be recognized in future years.

- Closing the Plan to most new entrants decreases the total amount of benefits that are being earned by the remaining active membership. This decreased the Plan contribution by \$273,952.
- Actual demographic experience will always differ from the actuarial assumptions.

Overall, the demographic experience of the Plan – rates of retirement, death, disability, and termination – was more positive than predicted by the actuarial assumptions. Specifically, there were fewer retirements than anticipated for all groups. In addition, salaries did not increase as expected mainly since less overtime was worked, primarily by the ATU Drivers. The retirement and salary experience produced actuarial gains which were somewhat offset by fewer retiree deaths than expected. These experience deviations from the assumptions caused a decrease in the contribution of \$237,592.

- Plan contributions were slightly higher than expected.

The employer and employee contributions of \$12.9 million (\$12.5 million plus interest based on contributions being made mid-year) exceeded expected contributions of \$12.4 million. The higher contributions decreased this year's Plan contribution by \$53,564.

- Administrative expenses were about as expected and had a de minimis impact on the contribution.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION I – EXECUTIVE SUMMARY

One of the most important measures of a plan's risk is the ratio of plan assets to payroll shown in Table I-3 below.

This ratio indicates the sensitivity of the Plan to the returns earned on plan assets. We note in the table that plan assets currently are over five times covered payroll for the Plan; as funding improves and the Plan reaches 100% funding, the ratio of asset to payroll will increase to nearly 10 times payroll, perhaps higher depending on the Plan's future demographic makeup. Although both of these ratios are lower than those of many other public plans, which typically range from eight to 11 times payroll, the increase in the asset to payroll ratio that is expected to accompany an improvement in the Plan's funding still represents a substantial increase in the volatility of the contributions.

Table I-3	
Asset to Payroll Ratio as of July 1, 2016	
Active Member Payroll	\$ 29,538,619
Assets (Market Value)	\$ 152,932,851
Ratio of Assets to Payroll	5.18
Ratio with 100% Funding	9.77

To appreciate the impact of the ratio of assets to payroll on plan cost, consider the situation for a new plan with almost no assets. Even if the assets suffer a bad year of investment returns, the impact on the Plan cost is nil, because the assets are so small.

On the other hand, consider the situation for this Plan. Suppose the Plan's assets lose 10% of their value in a year. Since they are assumed to earn 7.0%, there is an actuarial loss of 17.0% of plan assets. Based on the current ratio of asset to payroll (5.18), that means the loss in assets is about 88% of active payroll (518% of the 17.0% loss). There is only one source of funding to make up for this loss: contributions. Consequently, barring future offsetting investment gains, the loss must be made up with future contributions. The loss would be even larger – over 166% of payroll – if the Plan were 100% funded.

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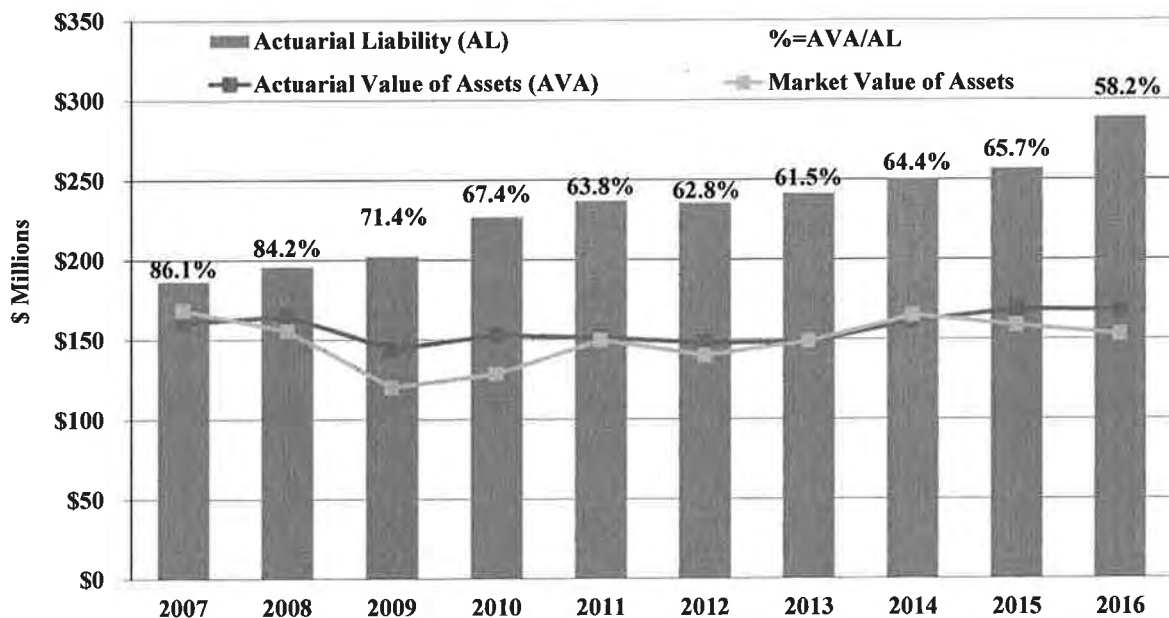
SECTION I – EXECUTIVE SUMMARY

D. Historical Trends

Despite the fact that for most retirement plans the greatest attention is given to the current valuation results – in particular the size of the current unfunded actuarial liability and the total contribution – it is important to remember that each valuation is merely a snapshot in the long-term progress of a pension fund. It is important to judge a current year's valuation result relative to historical trends, as well as trends expected into the future.

Assets and Liabilities

The chart below compares the Market Value of Assets (MVA) and Actuarial Value of Assets (AVA) to the Actuarial Liabilities (AL). The percentage shown at the top of each bar is the ratio of the Actuarial Value of Assets to the Actuarial Liability (the funded ratio). The funded ratio decreased in 2016 from 65.7% to 58.2%. The main reason for the decrease is due to the changes in actuarial assumptions, which increased the Actuarial Liability by almost \$30 million.

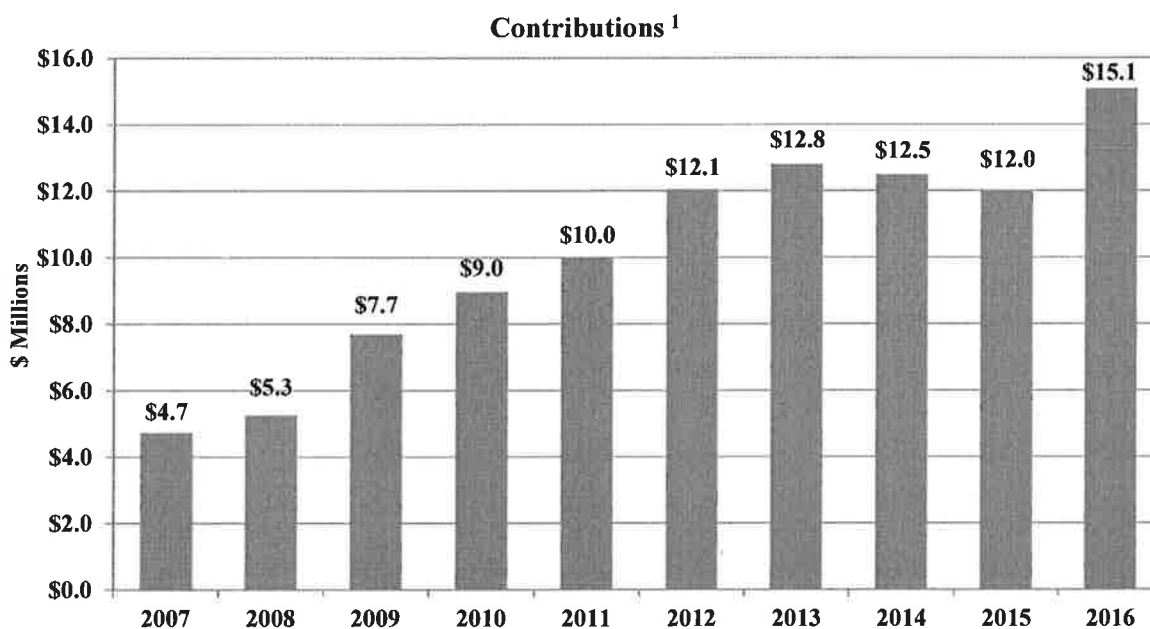


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SECTION I – EXECUTIVE SUMMARY

Contributions

The chart below shows a history of the Plan's actuarially determined total contribution. The Plan's actuarially determined contributions have increased from 2007 to 2012 primarily due to the phasing in over five years of the 2009 asset loss, along with assumption changes in 2010, and actuarial funding policy changes in 2012. The contributions levelled off between \$12-\$13 million from 2012 to 2015 primarily due to closing the Plan to new entrants. In 2016, the change in actuarial assumptions increased the total contribution to \$15.1 million.



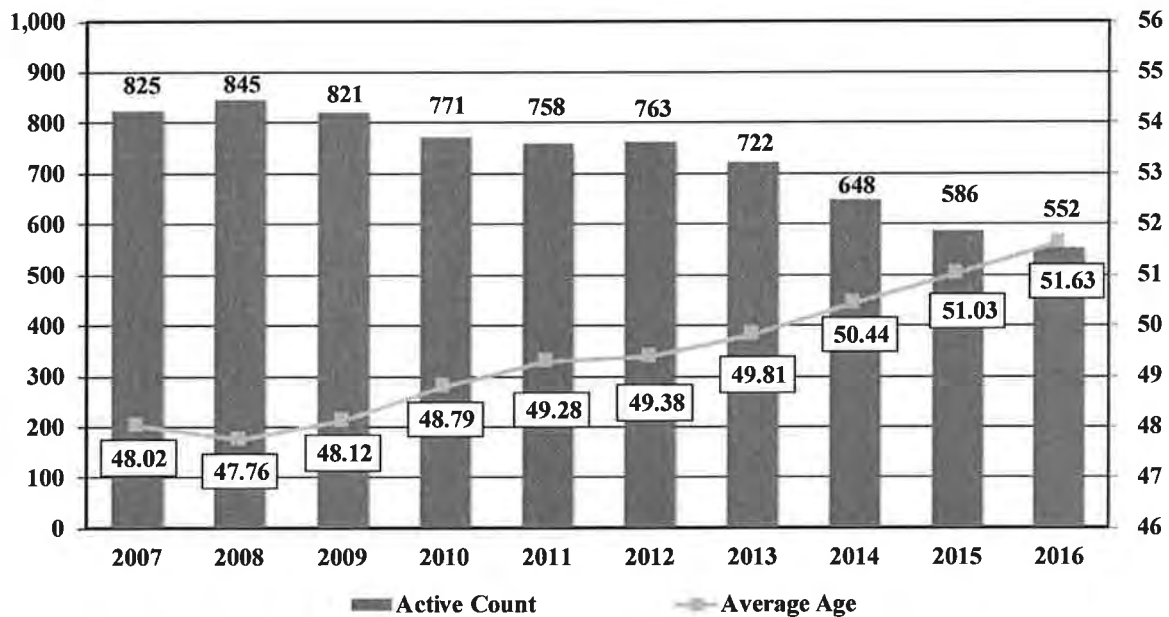
¹ Beginning with 2015, contribution amounts are mid-year values for the upcoming fiscal year.

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SECTION I – EXECUTIVE SUMMARY

Participant Trends

The number and average age of active Plan members for the last 10 years is shown in the chart below. We can see that membership has declined from 825 actives on July 1, 2007, to 552 on July 1, 2016, a decrease of 33%. In addition, the average age of an active member has increased by over three years during the period shown. These trends can be expected to continue, as most new employees participate instead in the defined contribution plan.



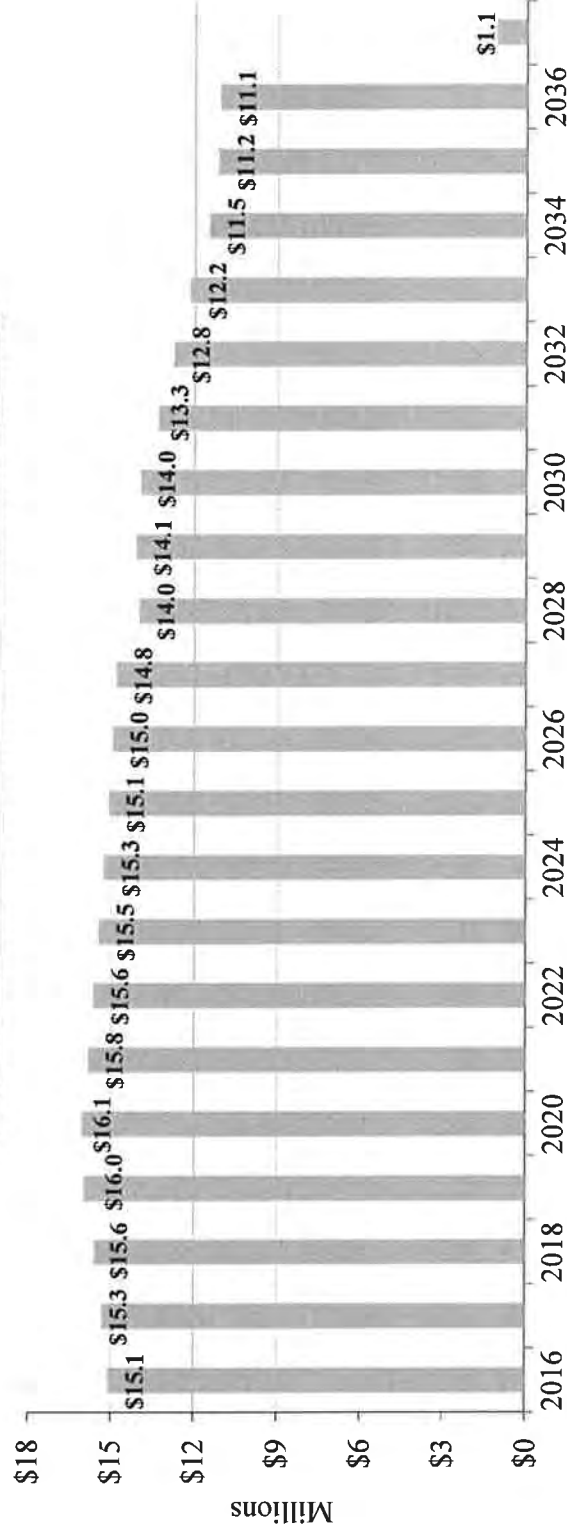
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SECTION I – EXECUTIVE SUMMARY

E. Future Expected Financial Trends

The analysis of projected financial trends is perhaps the most important component of this valuation. In this Section, we present our assessment of the implications of the July 1, 2016 valuation results in terms of benefit security (assets over liabilities) and contributions over the next 20 years. All the projections in this section are based on the assumption that the Plan will exactly achieve the 7.00% investment return assumption each year, which is clearly an impossibility. We assume the current funding method and amortization policy adopted in 2012 will remain in place throughout the projection period.

Projection of Total Plan Contributions, 7.00% return each year



The contribution graph shows that the Plan's contributions are expected to gradually increase over the next five years as the Plan recognizes the \$15.3 million in net deferred asset losses primarily from the unfavorable returns during FYE 2015 and FYE 2016. Thereafter, the Plan's contributions are expected to steadily decline from \$16.1 million in 2020 to \$11.1 million in 2036. The gradual decline in the contribution is due to the cost of benefits accruing gradually decreasing as the number of active members decline. Since

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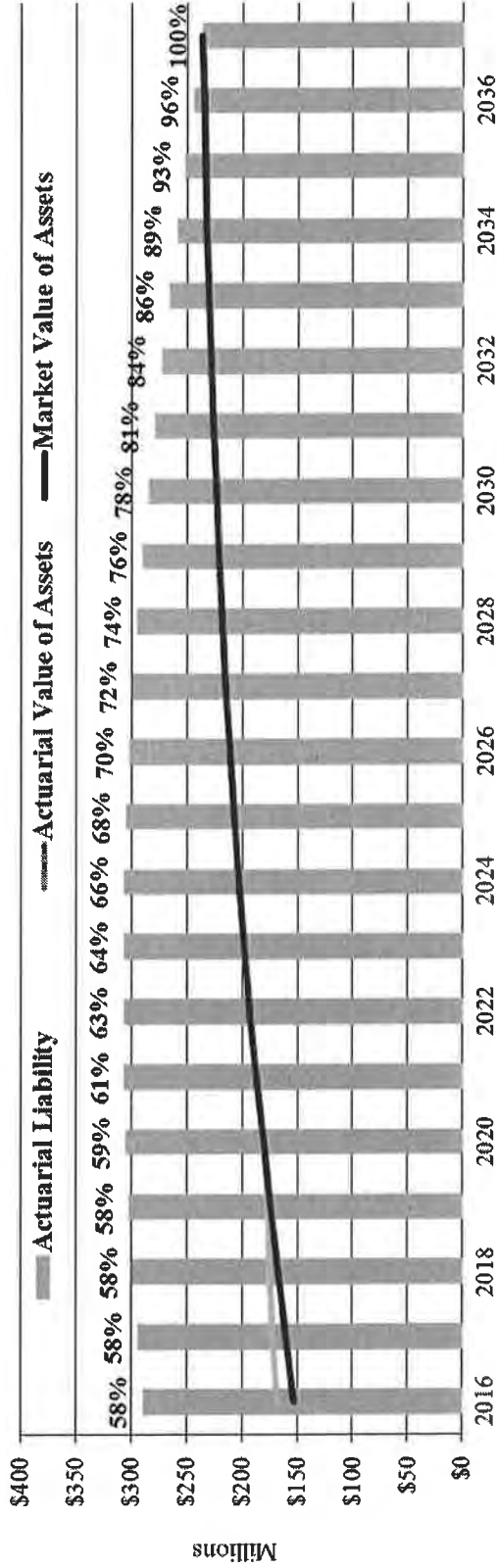
SECTION I – EXECUTIVE SUMMARY

the Plan is closed to most new entrants, there are fewer new benefits being earned. During Fiscal Year 2036-37, the last payment will be made to pay off the Plan's current UAL.

Asset and Liability Projections:

The following graph shows the projection of assets and liabilities assuming that assets will earn the 7.00% assumption each year during the projection period.

Projection of Assets and Liabilities, 7.00% return each year



The funded status is expected to remain somewhat level at 58% over the next four years and then gradually increases over the projection period. The Plan is projected to be fully funded by 2037 assuming the actuarial assumptions are achieved. However, it is the actual return on Plan assets that will determine the future funding status and contribution to the Plan.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION II -- ASSETS

Pension Plan assets play a key role in the financial operation of the Plan and in the decisions the Board may make with respect to future deployment of those assets. The level of assets, the allocation of assets among asset classes, and the methodology used to measure assets will likely impact benefit levels, contributions, and the ultimate security of participants' benefits.

In this section, we present detailed information on Plan assets including:

- **Disclosure** of Plan assets as of June 30, 2015 and June 30, 2016,
- Statement of the **changes** in market values during the year,
- Development of the **Actuarial Value of Assets**.

Disclosure

There are two types of asset values disclosed in the valuation, the Market Value of Assets and the Actuarial Value of Assets. The market value represents a snapshot value that provides the principal basis for measuring financial performance from one year to the next. Market values, however, can fluctuate widely with corresponding swings in the marketplace. As a result, market values are usually not as suitable for long-range planning as are the Actuarial Value of Assets that reflect smoothing of annual investment returns.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION II -- ASSETS

Table II-1 discloses and compares each component of the market value of assets as of June 30, 2015 and June 30, 2016.

Table II-1 Statement of Assets at Market Value		
Investments	June 30, 2015	June 30, 2016
Common Stock	\$ 31,190,085	\$ 68,155,978
Mutual Funds	83,066,245	29,503,540
REIT Mutual Funds	0	0
Corporate Debt / Bond Funds	27,257,921	39,094,483
Closely Held Instruments	10,103,201	9,347,952
US Treasury Obligations	6,699,908	7,017,138
Short-Term Investments	<u>955,670</u>	<u>525,759</u>
Total Investments	\$ 159,273,030	\$ 153,644,850
Receivables:		
Dividends and Interest	\$ 4,332	\$ 511
Other Receivables	<u>0</u>	<u>0</u>
Total Receivables	\$ 4,332	\$ 511
Payables		
Due to Plan Sponsor	\$ 513,185	\$ 614,669
Other Payables	<u>116,845</u>	<u>97,841</u>
Total Payables	\$ 630,030	\$ 712,510
Market Value of Assets	\$ 158,647,332	\$ 152,932,851

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION II -- ASSETS

Changes in Market Value

The components of asset change are:

- Contributions (employer and employee)
- Investment income (realized and unrealized)
- Benefit payments
- Expenses (other)

Table II-2 shows the components of a change in the market value of assets during FYE 2015 and FYE 2016.

Table II-2 Changes in Market Values		
	June 30, 2015	June 30, 2016
Contributions		
Employer's Contribution	11,352,628	10,711,282
Members' Contributions	<u>1,363,092</u>	<u>1,754,869</u>
Total Contributions	12,715,720	12,466,151
Investment Income		
Interest	1,037,532	794,562
Dividends	461,886	1,300,112
REIT Mutual Funds	0	0
Miscellaneous	1,907	0
Realized & Unrealized Gain/(Loss)	(2,973,933)	(2,232,649)
Investment Expenses	<u>(546,258)</u>	<u>(402,118)</u>
Net Investment Income	(2,018,866)	(540,093)
Disbursements		
Benefit Payments	(16,584,043)	(17,350,158)
Administrative Expenses	<u>(262,808)</u>	<u>(290,381)</u>
Total Disbursements	(16,846,851)	(17,640,539)
Net increase (Decrease)	(6,149,997)	(5,714,481)
Net Assets Held in Trust for Benefits:		
Beginning of Year	<u>164,797,329</u>	<u>158,647,332</u>
End of Year	<u>158,647,332</u>	<u>152,932,851</u>
Approximate Return	-1.24%	-0.35%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION II -- ASSETS

Actuarial Value of Assets (AVA)

The Actuarial Value of Assets represents a “smoothed” value developed by the actuary to reduce the volatile results, which could develop due to short-term fluctuations in the market value of assets. For this Plan, the actuarial value of assets is calculated on a modified market-related value. The market value of assets is adjusted to recognize, over a five-year period, investment earnings which are greater than (or less than) the assumed investment return. The actuarial value is constrained to fall within 20% of the market value.

**Table II-3
Development of Actuarial Value of Assets
as of June 30, 2016**

	(a)	(b)	(c) = (b) – (a)	(d)	(c) x (d)
	Expected	Actual	Unexpected	Phase-In	Phase-In
<u>Plan Year</u>	<u>Earnings</u>	<u>Earnings</u>	<u>Earnings</u>	<u>Factor</u>	<u>Adjustment</u>
2011 -12	11,416,386	(5,002,447)	(16,418,833)	0%	0
2012 -13	10,765,036	12,739,686	1,974,650	20%	394,930
2013 -14	11,577,862	18,159,297	6,581,435	40%	2,632,574
2014 -15	12,204,882	(2,018,866)	(14,223,748)	60%	(8,534,249)
2015 -16	11,704,510	(540,093)	(12,244,603)	80%	(9,795,682)
1. Total Unrecognized Asset Gains/(Losses)					(15,302,427)
2. Market Value of Assets as of June 30, 2016					152,932,851
3. Actuarial Value of Assets as of June 30, 2016: [(2) - (1)]					168,235,278
4. Ratio of Actuarial Value to Market Value [(3) ÷ (2)]					110.01%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION II -- ASSETS

Investment Performance

The following table calculates the investment related gain/loss for the plan year on both a Market Value and an Actuarial Value basis. The Market Value gain/loss is an appropriate measure for comparing the actual asset performance to the previous valuation's long-term 7.50% assumption. The assumed rate of investment return as of July 1, 2016 is 7.00%.

Table II-4 Asset Gain/(Loss)		
	Market Value	Actuarial Value
As of June 30, 2015	\$ 158,647,332	\$ 168,571,376
Employer Contributions	10,711,282	10,711,282
Employee Contributions	1,754,869	1,754,869
Benefit Payments	(17,350,158)	(17,350,158)
Administrative Expenses	(290,381)	(290,381)
Expected Investment Earnings (7.50%)	11,704,510	12,448,814
Expected Value as of July 1, 2016	\$ 165,177,454	\$ 175,845,802
Investment Gain/(Loss)	(12,244,603)	(7,610,524)
As of June 30, 2016	\$ 152,932,851	\$ 168,235,278
Return	-0.35%	2.91%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION III – LIABILITIES

In this section, we present detailed information on Plan liabilities including:

- **Disclosure** of Plan liabilities at July 1, 2015 and July 1, 2016,
- Statement of **changes** in these liabilities during the year.

Disclosure

Several types of liabilities are calculated and presented in this report. Each type is distinguished by the people ultimately using the figures and the purpose for which they are using them. Note that these liabilities are not appropriate for settlement purposes, including the purchase of annuities and the payment of lump sums.

- **Present Value of Future Benefits:** Used for measuring all future Plan obligations; the obligations of the Plan earned as of the valuation date and those to be earned in the future by current Plan participants, under the current Plan provisions.
- **Actuarial Liability:** Used for funding calculations, this liability is calculated taking the total Projected Value of Future Benefits and subtracting all future Normal Costs. The method used for this Plan is called the Entry Age Normal (EAN) funding method.
- **Unfunded Actuarial Liability:** The excess of the Actuarial Liability over the Actuarial Value of Assets.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION III – LIABILITIES

Table III-1 discloses each of these liabilities for the current and prior valuations.

Table III-1		
Liabilities and Unfunded Actuarial Liability		
	July 1, 2015	July 1, 2016
(1) Present Value of Future Benefits		
Active Participant Benefits		
ATU/Drivers	\$ 61,804,520	\$ 64,923,440
IBEW/Mechanics	25,877,939	30,181,082
ATU/Clerical	2,230,968	2,349,503
Non-Contract/Admin ¹	<u>22,151,039</u>	<u>24,852,172</u>
Total	\$ 112,064,466	\$ 122,306,197
(2) Inactive Actuarial Liability		
ATU/Drivers	\$ 90,931,896	\$ 105,512,188
IBEW/Mechanics	18,886,334	21,406,389
ATU/Clerical	4,158,209	4,931,004
Non-Contract/Admin	<u>53,341,186</u>	<u>59,307,124</u>
Total	\$ 167,317,625	\$ 191,156,705
(3) Active Actuarial Liability		
ATU/Drivers	\$ 47,587,422	\$ 51,160,485
IBEW/Mechanics	20,985,788	24,162,304
ATU/Clerical	1,895,298	1,938,988
Non-Contract/Admin ¹	<u>18,959,336</u>	<u>20,837,320</u>
Total	\$ 89,427,844	\$ 98,099,097
(4) Total Actuarial Liability, [(2) + (3)]	\$ 256,745,469	\$ 289,255,802
(5) Plan Assets (Actuarial Value)	<u>168,571,376</u>	<u>168,235,278</u>
(6) Unfunded Actuarial Liability (UAL), [(4) - (5)]	\$ 88,174,093	\$ 121,020,524

¹ Includes PEPPRA members.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION III – LIABILITIES

Table III-2 below analyzes the increases or decreases in the liabilities since the last valuation.

Changes in Liabilities

Each of the liabilities disclosed in the prior table are expected to change at each valuation. The components of that change (as shown in Table III-2 below), depending upon which liability is analyzed, can include:

- Benefits accrued since the last valuation
- Plan amendments changing benefits (None for the 2016 Valuation)
- Passage of time which adds interest to the prior liability
- Benefits paid to retirees since the last valuation
- Participants retiring, terminating, or dying at rates different than expected
- A change in actuarial assumptions
- A change in the actuarial funding method or software

Table III-2		
Changes in Actuarial Liability		
Actuarial Liability at July 1, 2016	\$	289,255,802
Actuarial Liability at July 1, 2015	\$	<u>256,745,469</u>
Liability Increase (Decrease)	\$	32,510,333
Change due to:		
Actuarial Methods / Software Changes	\$	0
Assumption Changes		29,699,872
Accrual of Benefits		3,469,595
Actual Benefit Payments		(17,350,158)
Interest		18,865,499
Actuarial (Gain)/Loss		<u>(2,174,475)</u>
Liability Increase (Decrease)	\$	32,510,333

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION III – LIABILITIES

Unfunded liabilities will change (as shown in Table III-3 below) because of all of the above, and also due to changes in Plan assets resulting from:

- Contributions different than expected
- Investment earnings different than expected
- Expenses different than expected

**TABLE III-3
Development of Actuarial Gain / (Loss)**

1. Unfunded Actuarial Liability (UAL) at Start of Year (not less than zero)	\$ 88,174,093
2. Expected UAL Payment	(7,855,663)
3. Interest on (1) and (2) to End of Year	6,023,882
4. Increase in UAL due to Assumption Changes	29,699,872
5. Expected Unfunded Actuarial Liability at End of Year, [(1) + (2) + (3) + (4)]	\$ 116,042,184
6. Actual Unfunded Actuarial Liability at End of Year (not less than zero)	121,020,524
7. Actuarial Gain/(Loss), [(5) – (6)]	\$ (4,978,340)
(a) Liability Gain/(Loss)	2,174,475
(b) Asset Gain/(Loss) on Actuarial Value	(7,610,524)
(c) Contributions made to Plan more than expected	490,229
(d) Administrative expenses more than expected	(32,520)

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION IV – CONTRIBUTIONS

In the process of evaluating the financial condition of any pension plan, the actuary analyzes the assets and liabilities to determine what level (if any) of contributions are needed to properly maintain the funding status of the Plan. Typically, the actuarial process will use a funding technique that will result in a pattern of contributions that are both stable and predictable.

Based on the assumptions and cost method, Plan assets are currently below the target level of assets determined by the cost method; consequently, there is an unfunded actuarial liability. As a result, the required Plan contribution consists of three components: The Normal Cost, the amortization of the Unfunded Actuarial Liability (UAL), and assumed administrative expenses.

The Normal Cost represents the cost of the additional benefits earned each year by active Plan members. The balance of the Plan contribution represents the amortization of the unfunded liability, which is a payment designed to bring the Plan's assets up to the target level set by the actuarial cost method. Currently, the amortization of UAL represents about two-thirds of the total contribution.

As the UAL is paid over time, the Plan contribution is expected to decrease to a level near the Normal Cost plus administrative expenses. The Normal Cost itself will be changing since the Plan is closed to new members other than non-contract employees.

The table below presents the total Plan contributions (both employer and employee) for the current and prior valuations.

Table IV-1 Development of Annual Contribution		
	July 1, 2015	July 1, 2016
(1) Total Actuarial Liability	\$ 256,745,469	\$ 289,255,802
(2) Plan Assets (Actuarial Value)	<u>168,571,376</u>	<u>168,235,278</u>
(3) Unfunded Actuarial Liability (UAL), [(1) - (2)]	\$ 88,174,093	\$ 121,020,524
(4) UAL Amortization Payment	\$ 7,855,663	\$ 10,664,586
(5) Total Plan Normal Cost	\$ 3,469,595	\$ 3,660,961
(8) Expected Administrative Expenses	\$ 250,000	\$ 260,000
(9) Total Cost, [(4) + (5) + (8)]	\$ 11,575,258	\$ 14,585,547
(10) Total Cost (interest adjusted to middle of year) ¹	\$ 12,009,330	\$ 15,087,407

¹ Interest is 7.50% for the prior year and 7.00% for the current year.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION IV – CONTRIBUTIONS

The table below presents the calculation of the UAL payments for the Plan under the amortization policy adopted in 2012.

Table IV-2 Development of the Amortization Payment as of July 1, 2016						
Type of Base	Date Established	Initial Balance	Initial Amortization	Outstanding Balance	Remaining Amortization	Amortization Amount
1. Initial Unfunded Actuarial Liability	7/1/2012	\$ 87,613,245	25	\$ 81,848,320	21	\$ 7,059,532
2. Actuarial Loss	7/1/2013	6,555,553	15	5,744,685	12	675,951
3. Actuarial Gain	7/1/2014	(2,132,368)	15	(1,962,960)	13	(219,505)
4. Actuarial Loss	7/1/2015	740,624	15	712,267	14	76,116
5. Assumption Changes	7/1/2016	29,699,872	21	29,699,872	21	2,561,656
6. Actuarial Loss	7/1/2016	4,978,340	15	<u>4,978,340</u>	15	<u>510,836</u>
TOTAL				\$ 121,020,524		\$ 10,664,586
				Total UAL Payment, Middle of Year		\$ 11,031,534

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APPENDIX A – MEMBERSHIP INFORMATION

Data pertaining to active and inactive Members and their beneficiaries as of the valuation date was supplied by the Plan Administrator on electronic media. As is usual in studies of this type, Member data was neither verified nor audited; however, it was reviewed to ensure that it complies with generally accepted actuarial standards.

Summary of Participant Data

Active Participants

Non-Contract/Admin	July 1, 2015	July 1, 2016
Number	66	63
Average Age	51.8	51.8
Average Service	17.1	17.2
Average Pay	\$ 69,402	\$ 72,738
Non-Contract/PEPRA	July 1, 2015	July 1, 2016
Number	9	11
Average Age	43.5	43.3
Average Service	3.2	3.8
Average Pay	\$ 60,536	\$ 64,143
ATU/Clerical	July 1, 2015	July 1, 2016
Number	19	18
Average Age	49.7	48.6
Average Service	11.8	11.9
Average Pay	\$ 43,872	\$ 45,275
ATU/Drivers	July 1, 2015	July 1, 2016
Number	353	325
Average Age	51.9	52.7
Average Service	13.6	14.5
Average Pay	\$ 53,898	\$ 52,229
IBEW/Mechanics	July 1, 2015	July 1, 2016
Number	139	135
Average Age	49.1	50.0
Average Service	18.0	18.8
Average Pay	\$ 54,431	\$ 57,109
Total	July 1, 2015	July 1, 2016
Number	586	552
Average Age	51.0	51.6
Average Service	14.8	15.6
Average Pay	\$ 55,548	\$ 55,774

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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APPENDIX A – MEMBERSHIP INFORMATION

Summary of Participant Data

Deferred Participants

Terminated Vested	July 1, 2015	July 1, 2016
Number	226	225
Average Age	53.1	53.2
Average Annual Benefit	\$ 7,616	\$ 7,239

In-Pay Participants

Service Retired	July 1, 2015	July 1, 2016
Number	669	693
Average Age	69.0	69.7
Average Annual Benefit	\$ 21,902	\$ 22,130
Beneficiaries	July 1, 2015	July 1, 2016
Number	140	139
Average Age	71.0	71.4
Average Annual Benefit	\$ 9,349	\$ 9,414
Disabled	July 1, 2015	July 1, 2016
Number	93	89
Average Age	67.6	68.9
Average Annual Benefit	\$ 9,405	\$ 9,758
Total	July 1, 2015	July 1, 2016
Number	902	921
Average Age	69.2	69.9
Average Annual Benefit	\$ 18,666	\$ 19,015

RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016

APPENDIX A – MEMBERSHIP INFORMATION

Data Summary as of July 1, 2016

Active Participants	Non-Contract/Administrative			ATU/ Clerical	ATU/ Drivers	IBEW/ Mechanics	Total
	Non-PEPRA	PEPRA	Sub-Total				
Number	63	11	74	18	325	135	552
Average Age	51.8	43.3	50.5	48.6	52.7	50.0	51.6
Average Service	17.2	3.8	15.2	11.9	14.5	18.8	15.6
Average Pay	\$72,738	\$64,143	\$71,460	\$45,275	\$52,229	\$57,109	\$55,774

Inactive Participants	Non-Contract/Administrative			ATU/ Clerical	ATU/ Drivers	IBEW/ Mechanics	Total
	Non-PEPRA	PEPRA	Sub-Total				
Service Retired							
Number	116	n/a	116	33	454	90	693
Average Age	67.4	n/a	67.4	71.8	70.1	70.2	69.7
Average Annual Benefit	\$36,392	n/a	\$36,392	\$13,572	\$19,559	\$19,850	\$22,130
Beneficiaries							
Number	28	n/a	28	3	88	20	139
Average Age	67.9	n/a	67.9	70.2	72.6	70.8	71.4
Average Annual Benefit	\$18,115	n/a	\$18,115	\$3,146	\$7,499	\$6,598	\$9,414
Disabled							
Number	2	n/a	2	3	73	11	89
Average Age	66.7	n/a	66.7	77.9	69.0	66.4	68.9
Average Annual Benefit	\$5,279	n/a	\$5,279	\$6,102	\$9,511	\$13,206	\$9,758
Terminated Vested							
Number	21	n/a	21	12	141	51	225
Average Age	51.1	n/a	51.1	54.8	53.3	53.3	53.2
Average Annual Benefit	\$16,000	n/a	\$16,000	\$4,373	\$6,821	\$5,460	\$7,239

RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016

APPENDIX A – MEMBERSHIP INFORMATION

Status Reconciliation - All Divisions
Changes in Plan Membership as of July 1, 2016

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2015	586	226	93	669	140	1,714
New Entrants	2					2
Rehires	1	(1)				0
Disabilities			2	(2)		0
Retirements/ Domestic Relations Order (DRO)	(18)	(14)		32	1	1
Vested Terminations	(12)	12				0
Died, with Beneficiaries' Benefit Payable		(1)		(2)	3	0
Transfers						0
Died, without Beneficiary, and Other Terminations	(5)		(4)	(6)		(15)
Beneficiary Deaths					(5)	(5)
Data Corrections	(2)	3	(2)	2		1
Total Change	(34)	(1)	(4)	24	(1)	(16)
Participant count as of July 1, 2016	552	225	89	693	139	1,698

RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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APPENDIX A – MEMBERSHIP INFORMATION

Status Reconciliation – Non-Contract/Administrative¹
Changes in Plan Membership as of July 1, 2016

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2015	75	24	2	111	28	240
New Entrants	2					2
Rehires						0
Disabilities						0
Retirements/ DRO	(2)	(3)		5		0
Vested Terminations						0
Died, with Beneficiaries' Benefit Payable					0	0
Transfers	1					1
Died, without Beneficiary, and Other Terminations				(1)		(1)
Beneficiary Deaths						0
Data Corrections	(2)			1		(1)
Total Change	(1)	(3)	0	5	0	1
Participant count as of July 1, 2016	74	21	2	116	28	241

¹ Includes 9 active individuals participating in PEPR4

Status Reconciliation – Clerical
Changes in Plan Membership as of July 1, 2016

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2015	19	14	3	30	4	70
New Entrants						0
Rehires						0
Disabilities						0
Retirements/ DRO	(1)	(2)		3		0
Vested Terminations						0
Died, with Beneficiaries' Benefit Payable						0
Transfers	3					3
Died, without Beneficiary, and Other Terminations	(3)				(1)	(3)
Beneficiary Deaths						(1)
Data Corrections				0		0
Total Change	(1)	(2)	0	3	(1)	(1)
Participant count as of July 1, 2016	18	12	3	33	3	69

RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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APPENDIX A – MEMBERSHIP INFORMATION

Status Reconciliation - ATU/Drivers
Changes in Plan Membership as of July 1, 2016

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2015	353	135	76	441	89	1,094
New Entrants						0
Retires						0
Disabilities			2	(2)		0
Retirements/ DRO	(12)	(8)		20	1	1
Vested Terminations	(11)	11				0
Died, with Beneficiaries' Benefit Payable				(2)	2	0
Transfers	(3)					(3)
Died, without Beneficiary, and Other Terminations	(2)		(3)	(4)		(9)
Beneficiary Deaths					(4)	(4)
Data Corrections		3	(2)	1	0	2
Total Change	(28)	6	(3)	13	(1)	(13)
Participant count as of July 1, 2016	325	141	73	454	88	1,081

Status Reconciliation - IBEW/Mechanics
Changes in Plan Membership as of July 1, 2016

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2015	139	53	12	87	19	310
New Entrants						0
Retires	1	(1)				0
Disabilities						0
Retirements/ DRO	(3)	(1)		4		0
Vested Terminations	(1)	1				0
Died, with Beneficiaries' Benefit Payable		(1)			1	0
Transfers	(1)					(1)
Died, without Beneficiary, and Other Terminations			(1)	(1)		(2)
Beneficiary Deaths						0
Data Corrections						0
Total Change	(4)	(2)	(1)	3	1	(3)
Participant count as of July 1, 2016	135	51	11	90	20	307

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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APPENDIX A – MEMBERSHIP INFORMATION

Age / Service Distribution Of Active Participants - Non-Contract/Administrative ¹ (Counts)															
As of July 1, 2016															
Age	Service														
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total		
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 to 34	0	0	2	1	0	3	2	0	0	0	0	0	8	5	6
35 to 39	0	0	1	0	1	2	1	0	0	0	0	0	5	6	12
40 to 44	0	0	1	0	1	3	0	1	0	0	0	0	6	14	18
45 to 49	0	1	0	2	1	1	3	3	1	0	0	0	12	18	10
50 to 54	0	0	1	0	0	3	1	3	0	4	2	0	1	1	0
55 to 59	0	0	0	0	0	3	3	2	3	2	2	3	1	1	0
60 to 64	0	0	0	0	0	2	3	3	0	1	0	1	1	1	0
65 to 69	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
70 & up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	5	3	3	17	13	12	5	7	4	4	74	74	0

¹ Includes 11 active individuals participating in PEPPA.

Age / Service Distribution Of Active Participants - Non-Contract/Administrative ¹ (Average Salary)															
As of July 1, 2016															
Age	Service														
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total		
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0
30 to 34	0	0	70,408	44,000	0	62,838	64,901	0	0	0	0	0	\$62,891	\$61,638	\$58,724
35 to 39	0	0	70,796	0	44,739	65,871	60,911	0	0	0	0	0	\$61,638	\$58,724	\$62,052
40 to 44	0	0	42,869	0	58,164	54,201	0	88,712	0	0	0	0	\$62,052	\$70,609	\$82,928
45 to 49	0	69,368	0	73,898	47,129	61,437	61,859	61,301	49,421	0	0	0	\$70,609	\$82,928	\$83,041
50 to 54	0	0	68,927	0	0	62,094	71,926	73,728	0	70,584	78,938	0	\$82,928	\$83,041	\$68,117
55 to 59	0	0	0	0	0	65,363	67,101	75,186	88,263	79,477	119,121	94,321	\$68,117	\$0	\$71,460
60 to 64	0	0	0	0	0	65,809	87,284	85,106	0	96,464	0	85,155	\$0	\$0	\$0
65 to 69	0	0	0	0	0	0	0	0	68,117	0	0	0	\$0	\$0	\$0
70 & up	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0
Total	\$0	\$69,368	\$64,682	\$63,932	\$50,011	\$62,252	\$70,105	\$74,957	\$76,465	\$76,822	\$99,030	\$92,030	\$71,460	\$71,460	\$0

¹ Includes 11 active individuals participating in PEPPA.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX A – MEMBERSHIP INFORMATION

Age / Service Distribution Of Active Participants - ATU/Clerical (Counts) As of July 1, 2016													
Age	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0
30 to 34	0	0	0	0	0	2	0	0	0	0	0	0	2
35 to 39	0	0	0	0	0	2	1	0	0	0	0	0	3
40 to 44	0	0	0	1	0	0	0	0	0	0	0	0	1
45 to 49	0	0	0	0	1	1	1	0	0	0	0	0	3
50 to 54	0	0	0	0	0	1	2	0	0	0	0	0	3
55 to 59	0	0	0	0	0	0	1	1	1	0	1	0	4
60 to 64	0	0	0	0	0	0	0	0	0	1	0	0	1
65 to 69	0	0	0	0	0	1	0	0	0	0	0	0	1
70 & up	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	7	5	1	1	1	1	0	18

Age / Service Distribution Of Active Participants - ATU/Clerical (Average Salary) As of July 1, 2016													
Age	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total
Under 20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
20 to 24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
25 to 29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30 to 34	\$0	\$0	\$0	\$0	\$0	\$42,987	\$0	\$0	\$0	\$0	\$0	\$0	\$42,987
35 to 39	\$0	\$0	\$0	\$0	\$0	\$44,029	\$41,055	\$0	\$0	\$0	\$0	\$0	\$85,084
40 to 44	\$0	\$0	\$0	\$53,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,256
45 to 49	\$0	\$0	\$0	\$0	\$39,669	\$41,055	\$41,055	\$0	\$0	\$0	\$0	\$0	\$81,724
50 to 54	\$0	\$0	\$0	\$0	\$0	\$41,055	\$47,356	\$0	\$0	\$0	\$0	\$0	\$88,411
55 to 59	\$0	\$0	\$0	\$0	\$0	\$0	\$41,055	\$53,947	\$57,872	\$0	\$48,588	\$0	\$150,465
60 to 64	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,055	\$0	\$0	\$41,055
65 to 69	\$0	\$0	\$0	\$0	\$0	\$46,547	\$0	\$0	\$0	\$0	\$0	\$0	\$46,547
70 & up	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$53,256	\$39,669	\$43,241	\$43,576	\$53,947	\$57,872	\$41,055	\$48,588	\$0	\$45,275

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX A – MEMBERSHIP INFORMATION

Age / Service Distribution Of Active Participants - ATU/Drivers (Counts)													
As of July 1, 2016													
Age	Service												
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	1	2	0	0	0	0	0	0	3
30 to 34	0	0	0	1	7	6	1	0	0	0	0	0	15
35 to 39	0	0	0	2	0	7	6	2	0	0	0	0	17
40 to 44	0	0	0	0	3	12	11	3	0	0	0	0	29
45 to 49	0	0	0	3	4	17	13	9	2	0	0	0	48
50 to 54	0	0	0	1	4	19	11	13	6	15	0	0	69
55 to 59	0	0	0	0	6	17	8	14	9	14	0	0	68
60 to 64	0	0	0	0	2	13	11	13	7	12	0	5	63
65 to 69	0	0	0	0	0	2	2	1	0	2	0	2	9
70 & up	0	0	0	0	0	0	1	1	0	1	0	1	4
Total	0	0	0	7	27	95	64	56	24	44	0	8	325

Age / Service Distribution Of Active Participants - ATU/Drivers (Average Salary)													
As of July 1, 2016													
Age	Service												
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total
Under 20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
20 to 24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
25 to 29	\$0	\$0	\$0	\$0	45,399	46,062	0	0	0	0	0	0	\$45,841
30 to 34	\$0	\$0	\$0	37,027	37,434	49,062	54,062	0	0	0	0	0	\$43,167
35 to 39	\$0	\$0	\$0	41,532	0	49,066	50,988	66,824	0	0	0	0	\$50,947
40 to 44	\$0	\$0	\$0	0	36,113	48,302	52,546	51,231	0	0	0	0	\$48,954
45 to 49	\$0	\$0	\$0	37,795	40,518	50,193	51,782	55,377	60,412	0	0	0	\$50,440
50 to 54	\$0	\$0	\$0	36,655	36,732	49,324	59,134	55,150	60,363	60,520	0	0	\$54,466
55 to 59	\$0	\$0	\$0	0	40,563	45,088	53,330	58,781	51,653	56,732	0	0	\$51,744
60 to 64	\$0	\$0	\$0	0	38,438	47,833	54,690	56,460	59,410	59,829	0	64,278	\$55,389
65 to 69	\$0	\$0	\$0	0	0	41,805	51,970	52,064	0	65,276	0	55,051	\$53,363
70 & up	\$0	\$0	\$0	0	0	0	54,031	63,188	0	64,414	0	54,535	\$59,042
Total	\$0	\$0	\$0	\$38,590	\$38,705	\$48,126	\$53,872	\$56,694	\$56,823	\$59,431	\$0	\$60,753	\$52,229

RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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APPENDIX A – MEMBERSHIP INFORMATION

Age / Service Distribution Of Active Participants - IBEW/Mechanics (Counts)														
As of July 1, 2016														
Age	Service													
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	0	10	0	0	0	0	0	0	10	10
30 to 34	0	0	0	1	0	9	2	1	0	0	0	0	13	13
35 to 39	0	0	0	0	0	1	2	4	0	0	0	0	7	7
40 to 44	0	0	0	0	0	1	0	5	4	0	0	0	10	10
45 to 49	0	0	0	0	0	3	1	4	2	5	0	0	15	15
50 to 54	0	0	0	0	0	4	1	6	2	7	5	0	25	25
55 to 59	0	0	0	0	0	2	4	7	2	6	3	5	29	29
60 to 64	0	0	0	0	0	3	1	5	2	5	1	4	21	21
65 to 69	0	0	0	0	0	1	0	1	1	1	0	0	4	4
70 & up	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	0	0	1	0	34	12	33	13	24	9	9	135	135

Age / Service Distribution Of Active Participants - IBEW/Mechanics (Average Salary)														
As of July 1, 2016														
Age	Service													
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	Total	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0
25 to 29	0	0	0	0	0	59,183	0	0	0	0	0	0	\$59,183	\$59,183
30 to 34	0	0	0	31,562	0	49,142	67,596	67,596	0	0	0	0	\$52,048	\$52,048
35 to 39	0	0	0	0	0	63,167	67,596	58,609	0	0	0	0	\$61,828	\$61,828
40 to 44	0	0	0	0	0	45,344	0	54,619	64,704	0	0	0	\$57,725	\$57,725
45 to 49	0	0	0	0	0	43,631	31,648	60,377	64,027	63,313	0	0	\$56,578	\$56,578
50 to 54	0	0	0	0	0	46,053	63,167	52,302	64,027	60,357	64,741	0	\$57,418	\$57,418
55 to 59	0	0	0	0	0	54,847	55,658	54,942	64,027	66,406	62,837	66,168	\$60,785	\$60,785
60 to 64	0	0	0	0	0	41,251	36,787	55,573	49,590	57,319	60,458	67,596	\$55,001	\$55,001
65 to 69	0	0	0	0	0	31,648	0	37,905	60,458	67,596	0	0	\$49,402	\$49,402
70 & up	0	0	0	0	0	0	31,648	0	0	0	0	0	\$31,648	\$31,648
Total	\$0	\$0	\$0	\$31,562	\$0	\$50,671	\$54,689	\$55,479	\$61,740	\$62,154	\$63,630	\$66,803	\$57,109	\$57,109

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS

Actuarial Method

For the Retirement Plans of San Diego Transit Corporation (the Plan), the actuarial funding method used to determine the normal cost and the unfunded actuarial liability is the Individual Entry Age to Final Decrement cost method. This method is consistent with the method required under the GASB accounting statements.

Under this Cost Method, the Normal Cost is calculated as the amount necessary to fund Members' benefits as a level percentage of total payroll over their projected working lives. At each valuation date, the Actuarial Liability is equal to the difference between the liability for the Members' total projected benefit and the present value of future Normal Cost contributions. The total Normal Cost is calculated as the sum of the individual Normal Costs for each active member (Individual Entry Age Method).

The excess of the Actuarial Liability over the smoothed value of Plan assets is the Unfunded Actuarial Liability (UAL); the initial unfunded actuarial liability as of July 1, 2012 is amortized in level dollar payments over a 25-year period ending June 30, 2037.

Changes in the Unfunded Actuarial Liability due to Plan amendments or changes in actuarial assumptions will be amortized in level dollar payments over a separate period, of length from five to 30 years depending on the source. The UAL resulting from the recently adopted assumption changes effective with the July 1, 2016 actuarial valuation is amortized in level dollar payments over a 21-year period, also ending June 30, 2037.

Changes in the Unfunded Actuarial Liability due to actuarial gains and losses are amortized over closed separate 15-year periods. Though the Retirement Board may make exceptions, in general, the intent is to follow the guidelines published by the California Actuarial Advisory Panel and the Government Finance Officers' Association.

The total Plan cost is the sum of the Normal Cost, assumed administrative expenses, and the amortization of the Unfunded Actuarial Liability. The employer is responsible for contributing the difference between the total cost and member contributions.

Actuarial Value of Plan Assets

The Actuarial Value of Assets (AVA) is determined using an adjusted Market Value. Under this method, a preliminary AVA is determined as the Market Value of Assets on the valuation date less a decreasing fraction (4/5, 3/5, 2/5, 1/5) of the gain or loss in each of the preceding four years. The gain or loss for a given year is the difference between the actual investment return (on a market-to-market basis) and the assumed investment return based on the Market Value of Assets at the beginning of the year and actual cash flow. The AVA is adjusted, if necessary, to remain between 80% and 120% of the Market Value.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS

Actuarial Assumptions

The economic and demographic assumptions are based on the experience study covering the period from July 1, 2010 through June 30, 2015 that was adopted at the Budget Development Meeting in April 2016. The rationale for all the assumptions can also be found in the experience study report dated April 2016. All assets and liabilities are computed as of the valuation date, July 1, 2016.

1. Rate of Return

The annual rate of return on all Plan assets is assumed to be 7.00%, net of investment expenses.

2. Cost of Living

The cost of living as measured by the Consumer Price Index (CPI) will increase at the rate of 2.75% per year.

3. Post Retirement COLA

Benefits for Non-Contract retirees assumed to increase after retirement at the rate of 2.0% per year.

4. Pay for Benefits

In most cases, pay for benefits is based on each Participant's pay during the year preceding the valuation date. Special procedures are used in some cases, as noted for full-time Participants.

<u>Unit</u>	<u>Pay for Continuing Participants</u>	<u>Pay for New Participants</u>
Drivers	The larger of gross pay or 1,800 hours times the member's hourly rate	
Mechanics	2,150 hours times the Participant's hourly rate	
Clerical	Gross pay	The larger of gross pay or 2,100 hours times the Participant's hourly rate
Non-Contract	Gross pay	The larger of gross pay or 2,080 hours times the Participant's hourly rate

Part-time Participants are assumed to work 1,040 hours in the calculations shown above.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS

5. Merit Pay (Longevity and Promotion) Increases

Assumed pay increases for active Participants consist of increases due to inflation (cost of living adjustments) and those due to longevity and promotion. Based on an analysis of pay levels and service, we developed the following assumptions:

Longevity and Promotion Increases				
Service	ATU Drivers	IBEW Mechanics	Clerical	Non-Contract
0	6.00%	7.50%	10.00%	3.50%
1	6.00%	7.50%	10.00%	3.50%
2	6.00%	7.50%	0.25%	3.50%
3	6.00%	7.50%	0.25%	3.50%
4	6.00%	7.50%	0.25%	3.50%
5	6.00%	7.50%	0.25%	3.50%
6	6.00%	7.50%	0.25%	3.50%
7	6.00%	7.50%	0.25%	3.50%
8	0.50%	7.50%	0.25%	3.50%
9	0.50%	7.50%	0.25%	3.50%
10+	0.50%	0.50%	0.25%	0.25%

In addition, annual adjustments in pay due to inflation will equal the CPI, for an additional annual increase of 2.75%. The combination of rates is compounded rather than using an additive method.

6. Active Participant Mortality

Rates of mortality for all active Participants are given by the Combined Healthy Retired Pensioners (RP) 2000 Tables published by the Society of Actuaries using males rates for both male and female members with generational improvements using Scale MP-2015.

7. Healthy Inactive Participant and Beneficiary Mortality

Rates of mortality for healthy inactive Participants, spouses, and surviving spouses are given by the Combined Healthy Retired Pensioners (RP) 2000 Tables with Blue Collar Adjustments for males and no collar adjustments for females published by the Society of Actuaries with generational improvements using Scale MP-2015.

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8. Disabled Participant Mortality

Rates of mortality for male disabled members are given by the Retired Pensioners (RP) 2014 Tables for Disabled Annuitants. Rates of mortality for female disabled members are given by Retired Pensioners (RP) 2000 Combined Healthy Table published by the Society of Actuaries, with future mortality improvements to 2010, the midpoint of the experience used for the mortality study, using projection scale MP-2015.

9. Mortality Improvement

For active and healthy inactive Participants, mortality is assumed to improve in future years in accordance with the MP-2015 generational improvement tables. For disabled Participants no explicit provision for mortality improvement is used.

10. Disability

Among ATU Drivers and IBEW Mechanics, 0.50% of Participants eligible for a disability benefit are assumed to become disabled each year. Disabled Participants are assumed not to return to active service. No disability is assumed for Clerical and Non-Contract Participants.

11. Plan Expenses

Plan administrative expenses of \$260,000 are included in the annual cost calculated, increasing each year with the rate of inflation.

12. Family Composition

100% of active Participants are assumed married. Male spouses are assumed four years older than their wives are.

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13. Service Retirement

Retirement is assumed to occur in accordance with the rates shown in the following table:

Age	ATU Drivers	IBEW Mechanics	Clerical/Non Contract
52 ¹	0%	0%	10%
53-54	0%	0%	10%
55-56	10%	5%	10%
57-59	10%	5%	15%
60-61	15%	10%	15%
62	25%	20%	40%
63-64	25%	20%	30%
65	40%	40%	30%
66-69	30%	30%	30%
70 and older	100%	100%	100%

¹ Non-Contract retirement assumption at age 52 is for PEPRAs participants only, 0% otherwise.

14. Termination

Service-based or age-based termination rates are shown below by group. For all participants, termination rates are assumed zero once a participant is eligible for retirement.

Termination for ATU Driver, IBEW Mechanic, and Non-Contract Participants is assumed to occur in accordance with the service-based rates shown in the following table:

Service	ATU Driver	IBEW Mechanic	Non- Contract
0	25.0%	25.0%	10.0%
1	25.0%	25.0%	10.0%
2	12.0%	12.0%	10.0%
3	12.0%	12.0%	10.0%
4 – 9	5.0%	5.0%	10.0%
10 +	2.0%	2.0%	3.0%

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Termination for Clerical Participants is assumed to occur in accordance with the age-based rates shown in the following table:

Clerical	
Age	Rate
20-24	25.0%
25-29	11.0%
30-34	13.0%
35-39	17.0%
40-44	12.0%
45-49	8.0%
50 and older	5.0%

15. Employment Status

No future transfers among Participant groups are assumed.

16. Changes in Actuarial Methods and Assumptions since the Prior Valuation

In April 2016, the Budget Development Committee adopted revised assumptions as detailed in this Appendix B and in Appendix B of the experience study report. For complete detail of the assumptions used in the prior valuation, please refer to the experience study report dated April 2016 or the July 1, 2015 actuarial valuation report. The assumptions were revised for investment rate of return, inflation, and merit pay increases, as well as the decrements, mortality, disability, service retirement, and termination.

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A. Definitions

Average Monthly

Final Earnings: Average Monthly Final Earnings means the average monthly compensation during the consecutive months that produces a Participant's highest average compensation, computed by dividing the Compensation Earnable for such period by the number of months in such period.

- For ATU, IBEW, and Clerical Participants, the averaging period is thirty-six (36) consecutive months.
- For Non-Contract Participants, the number of consecutive months is twelve (12).
- Public Employees' Pension Reform Act (PEPRA): For Non-Contract Participants hired on and after July 1, 2013, the number of consecutive months is thirty-six (36).
- Those months during which the Participant did not receive Compensation from the Employer equivalent to one-half the regular working days will be excluded. The average is then based on that portion of the averaging period remaining after the excluded months.
- PEPRA: It is possible that exclusions for months in which the Participant did not work full-time may be subject to change.
- Use the total of the Periodic Pensionable Earnings from the highest three calendar (payroll) years. These years need not be consecutive years. There shall be no skips and drops within the three calendar (payroll) years. Add the total Periodic Pensionable Earnings to Terminal Earnings and then divide by 36.

Compensation: Compensation means the remuneration for services paid by the Employer. The monetary value of board, lodgings, fuel, car allowance, laundry, or other advantages furnished to a Participant is not included.

PEPRA: For Participants joining the Plan on or after July 1, 2013, only base compensation up to the Social Security-integrated PEPRA compensation limit (\$117,020 for 2015 and 2016) will count for computing Plan benefits and employee and employer contributions; in particular, all or most overtime will be excluded.

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Compensation

Earnable:

Compensation Earnable is the Compensation actually received by a Participant during a period of employment. For ATU and Non-Contract Participants, any bonus or retroactive wage increases are treated as compensation when received rather than when the services are performed. For IBEW Participants, Compensation Earnable is limited to 2,140 hours of straight time equivalent hours in any 12-month period.

In addition, the value of any vacation or sick leave accumulated but unused when benefits begin is excluded from Compensation Earnable and from Average Monthly Final Earnings.

PEPRA: For Participants joining the Plan on and after July 1, 2013, it is likely that some sources of compensation, such as those underlined above, may be excluded from benefit and contribution computations for these new Participants.

Credited Years

Of Service:

In general, Credited Years of Service is continuous Service with the San Diego Transit Corporation and its predecessor company from the last date of employment through the date of retirement, death, disability, or other termination of service.

As of November 10, 1997, part-time ATU employees receive one Credited Year of Service for every 2,080 Hours of Service worked as a part-time employee after December 1, 1990.

For Non-Contract Participants, Credited Years of Service includes any year commencing on or after July 1, 1982 in which the Participant completes at least 1,000 Hours of Service. In addition, Credited Years of Service for Non-Contract Participants will exclude any period of Service after the Participant's Normal Retirement Date.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will not receive Credited Years of Service for the period of disability.

B. Membership

All full-time and certain part-time IBEW employees hired prior to May 1, 2011 will become Participants on their date of hire. IBEW employees hired on and after May 1, 2011 will become Participants of a separate defined contribution plan and will not be Participants of this Plan.

All full-time and certain part-time ATU employees hired prior to November 1, 2012 will become Participants on their date of hire. ATU

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employees hired on and after November 1, 2012 will become Participants of a separate defined contribution plan and will not be Participants of this Plan.

All Non-Contract employees become Participants after earning one Credited Year of Service.

PEPRA: Any Participant joining the Plan for the first time on or after January 1, 2013 is a New Participant.

C. Retirement Benefit

Eligibility: Clerical and Non-Contract Participants are eligible for normal service retirement upon attaining age 63 and completing five or more Credited Years of Service and eligible for early service retirement upon attaining age 53 and completing five or more Credited Years of Service.

ATU and IBEW Participants are eligible for normal service retirement upon attaining age 63 (65 for IBEW) and completing five or more Credited Years of Service and eligible for early service retirement upon attaining age 55 and completing five or more Credited Years of Service.

PEPRA: New Participants are eligible to retire upon attaining age 52 and completing five or more Credited Years of Service.

Benefit Amount: The monthly service retirement benefit is the Participant's Average Monthly Final Earnings multiplied by the percentage figures shown in the tables below.

- For ATU and Clerical Participants terminating prior to October 1, 2005, ATU/Clerical Table A-1 is used; for ATU and Clerical Participants terminating on and after October 1, 2005, ATU/Clerical Table A-2 is used. Prior to July 1, 2006, the benefit from the table is limited to 60%.
- For IBEW Participants terminating prior to January 1, 2007, IBEW Table A-1 is used; for IBEW Participants terminating on and after January 1, 2007, IBEW Table A-2 is used.
- For Non-Contract participants terminating prior to July 1, 2000, Non-Contract Table A-1 is used; for Non-Contract participants terminating on and after July 1, 2000, Non-Contract Table A-2 is used.

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For Participants with fractions of a year of age or service, the Participant's age or service will be rounded to the completed quarter year, and the percentage multiplier will be computed from the table using interpolation.

ATU participants who are active from November 10, 1997 to December 31, 1998 and from November 10, 1997 to December 31, 1999 receive an additional 2.5% and 2.5%, respectively. However, the multiplier from Table A-1 or A-2, as augmented by the additional 2.5% increments, is still limited to 60% prior to July 1, 2006 and 70% thereafter.

Non-Contract Participants who are active as of July 1, 1994 and July 1, 1995 receive an additional 6% and 2%, respectively. However, the benefit multiplier, as augmented by the additional 6% and 2% increments, is still limited to 60% under Table A-1 and 70% under Table A-2.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will have this benefit amount reduced by the actuarial equivalent of the benefits paid during the period of disability.

PEPRA: For New Participants, the benefit multiplier will be 1% at age 52, increasing by 0.1% for each year of age to 2.5% at 67. In between exact ages, the multiplier will increase by 0.025% for each quarter year increase in age.

Form of Benefit: The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant (if any) upon death.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

ATU and IBEW Participants may elect an Alternative Retirement Formula if they terminate employment before early retirement but after 10 Credited Years of Service or were hired between April 1, 1968 and March 31, 1971

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and desire to retire at their Normal Retirement Date. These Participants are eligible for a deferred benefit commencing at age 65 based on Table B.

Tables A-1 and A-2 for each employee group, as well as Table B, can be found at the end of Appendix C herein.

D. Disability Retirement Benefit

Eligibility: A Participant is eligible for a Disability Retirement Benefit if:

- The Participant has earned five Credited Years of Service (ATU, IBEW, Clerical and Non-Contract), and
- The Participant is unable to perform the duties of his or her job with the Corporation, cannot be transferred to another job with the Corporation, and has submitted satisfactory medical evidence of permanent disqualification from his or her job.

Benefit Amount: The Disability Retirement Benefit is a monthly benefit equal to the lesser of:

1. 1.5% times Credited Years of Service at Disability Retirement Date times the Participant's Average Monthly Final Earnings; and,
2. The Normal Retirement Benefit calculated using the Average Monthly Final Earnings at Disability Retirement Date and the projected Credited Years of Service to Normal Retirement Date.

The benefit is reduced by 50% of the amount of any earned income from other sources in excess of 50% of the Participant's Average Monthly Earnings during the 12 months prior to disability; this reduction applies to all IBEW and Non-Contract Participants, but only to ATU Participants hired after June 30, 1983.

PEPRA: Note that the Disability Retirement Benefit for New Participants is based on the new definition of Compensation, which is subject to a maximum and excludes overtime.

Form of Benefit: The normal form of benefit is an annuity commencing at disability and payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The Disability Retirement Benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form

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for participants who have been married for at least one year. Otherwise, the normal form will be paid.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant (if any) upon death.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

E. Pre-Retirement Death Benefit

Eligibility: A vested Participant is entitled to elect coverage of a pre-retirement spouse's benefit.

For years, a Participant is age 55 or under, the cost of the coverage is paid by the Company. For the years a Participant is over age 55 and has elected this coverage the cost of this coverage is paid by the Participant in the form of a reduced benefit upon retirement. The reduction is 3.5¢ per \$10 of monthly benefit for each year of coverage.

There is no cost for this benefit for any ATU, Clerical, or Non-Contract Participant whose monthly benefit commences after November 27, 1990. There is no cost for this benefit for any IBEW Participant whose monthly benefit commences after December 3, 1996.

In order for the spouse to be eligible for this benefit, the participant must be married to the spouse for one year prior to death, unless death occurs from accidental causes.

Benefit Amount: For a Participant who is eligible to retire at death, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant retired immediately prior to his or her death and elected to receive a 50% Joint and Survivor annuity.

For a Participant who dies before being eligible to retire, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant survived to his or her earliest retirement date, retired, elected to receive a 50% Joint and Survivor annuity, and died immediately.

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PEPRA: Note that the Pre-Retirement Death Benefit for New Participants is based on the new definition of Compensation, which is subject to a maximum and excludes overtime.

Form of Benefit: For a Participant who is eligible to retire at death, the death benefit begins when the Participant dies and continues for the life of the surviving spouse.

For a Participant who dies before being eligible to retire, the death benefit begins when the Participant would have reached his or her earliest retirement date and continues for the life of the surviving spouse.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant or spouse (if any) upon death.

F. Termination Benefit

Eligibility: A Participant is eligible for a termination benefit after earning five Credited Years of Service.

Benefit Amount: The termination benefit is computed in the same manner as the Normal Retirement Benefit, but it is based on Credited Years of Service and Average Monthly Final Earnings on the date of termination.

Effective July 1, 2000, Non-Contract participants who terminate prior to eligibility for early service retirement will have their benefits actuarially reduced if they begin receiving benefits before Normal Retirement Age.

PEPRA: For New Participants, the benefit multiplier will be 1% at age 52, increasing by 0.1% for each year of age to 2.5% at 67. In between exact ages, the multiplier will increase by 0.025% for each quarter year increase in age. Note also that the Termination Benefit for New Participants is based on the new definition of Compensation, which is subject to a maximum and excludes overtime.

We assume a refund of employee contributions, with no interest, if termination occurs before five years of service.

Form of Benefit: The Participant will be eligible to commence benefits at the later of termination and earliest retirement eligibility age.

The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death.

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The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant (if any) upon death.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

G. Cost of Living Adjustments

Eligibility: An annual Cost of Living Adjustment (COLA) has been added for Non-Contract Participants who were actively employed on or after June 30, 1999. One time only (ad hoc) COLAs were granted to ATU and IBEW Participants in 1991 and 1992.

Benefit Amount: For Non-Contract Participants, the cumulative COLA is the increase in the Consumer Price Index (CPI) since the Participant began receiving benefits.

The COLA is subject to the following limits for Non-Contract Participants:

- The cumulative COLA cannot exceed 2% compounded annually for all years since the Participant's benefits began;
- The annual COLA is zero if the CPI increase in that year is less than 1%;
- The annual COLA is limited to 6% of the initial benefit amount in any year; and,
- A Participant's benefit cannot be reduced below the benefit level when payments commenced.

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H. Voluntary Early Retirement Program

The Plan provided enhanced benefits to ATU participants who voluntarily elected early retirement during the window period from July 1, 1998 through February 20, 1998.

The Plan provided enhanced benefits to certain IBEW participants who voluntarily elected early retirement during the window period from July 1, 2004 through December 31, 2004.

I. DROP Program

The Plan provided DROP benefits to a number of ATU participants who elected retirement from July 1, 2002 through December 31, 2002.

J. Funding

- IBEW members contributed 3% of Compensation to the Plan in April 2013 and 4% of Compensation in April 2014. The contribution rate increased to 6% of Compensation in April 2015 and will increase to 8% of Compensation in April 2016.
- ATU drivers and clerical members contributed 3% of Compensation in July 2013. The contribution rate increased to 5% of Compensation in July 2014 and to 6% in July 2015. The contribution rate will increase to 7% of Compensation in July 2016 and to 8% of Compensation in December 2017.
- Non-contract members hired before July 1, 2013 contributed 2% of Compensation to the Plan prior to January 2014. The Non-contract member contributions increased to 4% of Compensation in January 2014, to 6% of in January 2015, and will increase to 7% of Compensation on January 1, 2016. As of January 1, 2017, the member contribution rate will increase to 8% of Compensation.
- PEPPRA: New Members must contribute half of the normal cost of the Plan, rounded to the nearest 0.25%. Currently, PEPPRA members are paying 6.25% of pay and the employer pays the remaining cost of the Plan.

The Corporation pays the actuarial cost of the Plan as reduced by Member contributions. Member contribution rates in the future may change in response to collective bargaining.

K. Changes in Plan Provisions since Prior Valuation

None.

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ATU/Clerical Table A-1: Retirement Benefit Multipliers

Credited Years Of Service	Age at Retirement								
	55	56	57	58	59	60	61	62	63+
5	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

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ATU/Clerical Table A-2: Retirement Benefit Multipliers

Credited Years Of Service	Age at Retirement										
	Clerical		55	56	57	58	59	60	61	62	63+
	53	54									
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX C – SUMMARY OF PLAN PROVISIONS

IBEW Table A-1: Retirement Benefit Multipliers

Credited Years Of Service	Age at Retirement										
	55	56	57	58	59	60	61	62	63	64	65+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX C – SUMMARY OF PLAN PROVISIONS

IBEW Table A-2: Retirement Benefit Multipliers

Credited Years Of Service	Age at Retirement								
	55	56	57	58	59	60	61	62	63+
5	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX C – SUMMARY OF PLAN PROVISIONS

Non-Contract Table A-1: Retirement Benefit Multipliers

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX C – SUMMARY OF PLAN PROVISIONS

Non-Contract Table A-2: Retirement Benefit Multipliers

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016

APPENDIX C – SUMMARY OF PLAN PROVISIONS

Table B: Alternate Retirement Formula Multipliers

Credited Years Of Service	Percentage
10	20.1%
11	22.2%
12	24.2%
13	26.2%
14	28.2%
15	30.2%
16	32.2%
17	34.3%
18	36.3%
19	38.3%
20	40.3%
21	42.3%
22	44.3%
23	46.3%
24	48.4%
25	50.4%
26	52.4%
27	54.4%
28	56.4%
29	58.4%
30	60.4%
31	62.5%
32	64.5%
33	66.5%
34	68.5%
35 or more	70.5%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX D – GLOSSARY

1. Actuarial Assumptions

Assumptions as to the occurrence of future events affecting pension costs such as mortality, withdrawal, disability, retirement, changes in compensation, and rates of investment return.

2. Actuarial Cost Method

A procedure for determining the Actuarial Present Value of pension plan benefits and expenses and for developing an allocation of such value to each year of service, usually in the form of a Normal Cost and an Actuarial Liability.

3. Actuarial Gain (Loss)

The difference between actual experience and that expected based upon a set of Actuarial Assumptions during the period between two Actuarial Valuation dates, as determined in accordance with a particular Actuarial Cost Method.

4. Actuarial Liability

The portion of the Actuarial Present Value of Projected Benefits, which will not be paid by future Normal Costs. It represents the value of the past Normal Costs with interest to the valuation date.

5. Actuarial Present Value (Present Value)

The value as of a given date of a future amount or series of payments. The Actuarial Present Value discounts the payments to the given date at the assumed investment return and includes the probability of the payment being made.

6. Actuarial Valuation

The determination, as of a specified date, of the Normal Cost, Actuarial Liability, Actuarial Value of Assets, and related Actuarial Present Values for a pension plan.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

**APPENDIX D
GLOSSARY**

7. Actuarial Value of Assets

The value of cash, investments, and other property belonging to a pension plan as used by the actuary for the purpose of an Actuarial Valuation. The purpose of an Actuarial Value of Assets is to smooth out fluctuations in market values.

8. Actuarially Equivalent

Of equal Actuarial Present Value, determined as of a given date, with each value based on the same set of actuarial assumptions.

9. Amortization Payment

The portion of the pension plan contribution that is designed to pay interest and principal on the Unfunded Actuarial Liability in order to pay for that liability in a given number of years.

10. Entry Age Normal Actuarial Cost Method

A method under which the Actuarial Present Value of the Projected Benefits of each individual included in an Actuarial Valuation is allocated on a level basis over the earnings of the individual between entry age and assumed exit ages.

11. Funded Ratio

The ratio of the Actuarial Value of Assets to the Actuarial Liabilities.

12. Normal Cost

That portion of the Actuarial Present Value of pension plan benefits and expenses, which is allocated to a valuation year by the Actuarial Cost Method.

13. Projected Benefits

Those pension plan benefit amounts which are expected to be paid in the future under a particular set of Actuarial Assumptions, taking into account such items as increases in future compensation and service credits.

14. Unfunded Actuarial Liability

The excess of the Actuarial Liability over the Actuarial Value of Assets.



Classic Values, Innovative Advice

Retirement Plans of San Diego Transit Corporation

AI No. 31, 1/19/17



Classic Values, Innovative Advice

Actuarial Valuation as of July 1, 2016

January 19, 2017

Anne D. Harper, FSA, EA, MAAA

Alice I. Alsberghe, ASA, MAAA

Today's Discussion



- Recap of the recent Experience Study
- Contributions for 2016 Valuation
- Plan History
- Plan Future

Experience Study Overview



- Actuarial Experience Study for the period July 1, 2010 through June 30, 2015 was completed in April 2016
- Budget Development Committee approved the recommended assumption changes
- Assumption changes with the most significant impact:
 - Updated mortality rates along with future mortality improvements
 - Investment return assumption was decreased from 7.5% to 7.0%

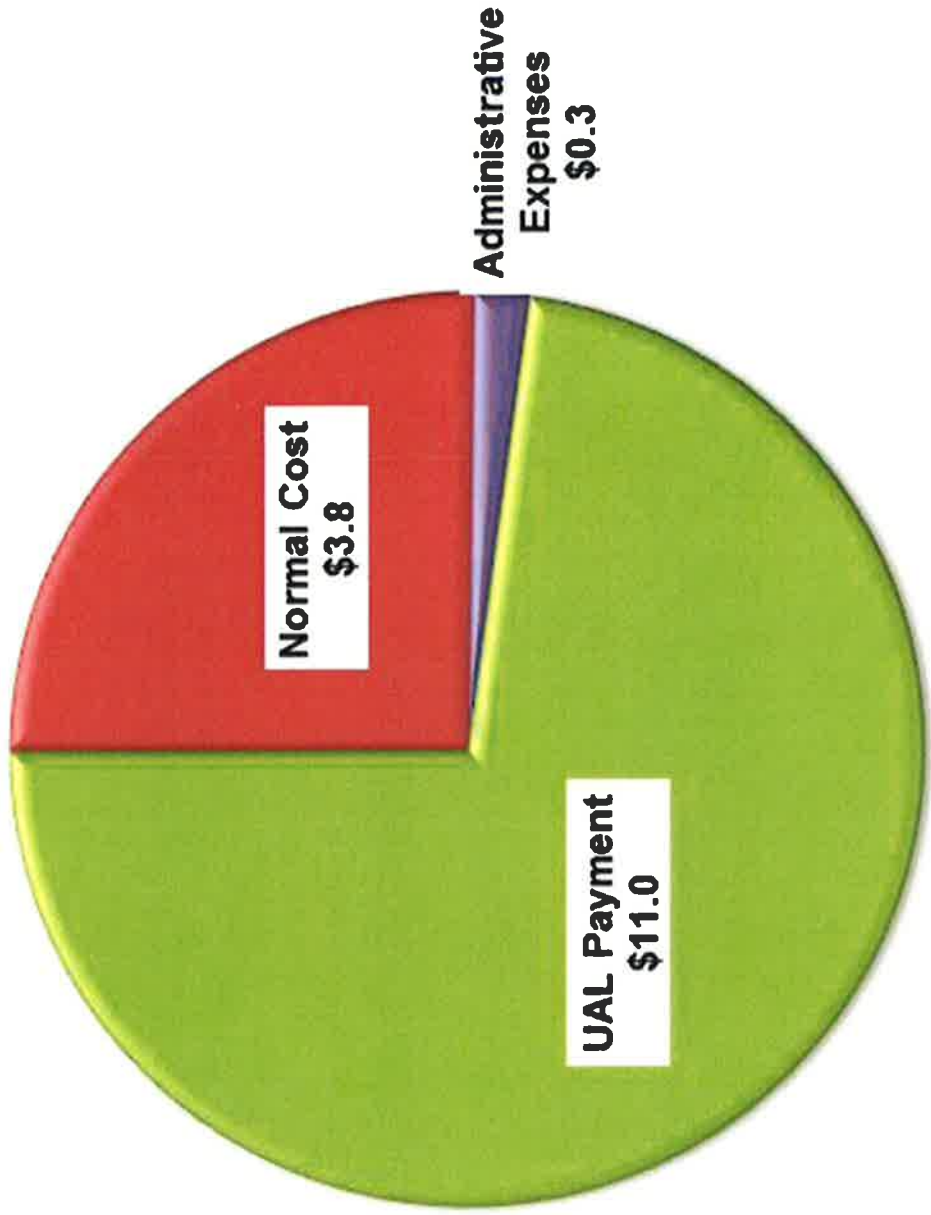
Plan Cost Changes



Total Contribution Reconciliation	
Contribution based on July 1, 2015 valuation	\$ 12,009,000
Estimated increase due to assumption changes	<u>2,711,000</u>
Estimated Contribution based on July 1, 2015 valuation	\$ 14,720,000
Additional increase from assumption changes	97,000
Effect of closed plan on benefits earned	(274,000)
Change due to investment experience	832,000
Change due to demographic and salary experience	(238,000)
Other Changes	(50,000)
Total Contribution for July 1, 2016 Valuation	\$ 15,087,000



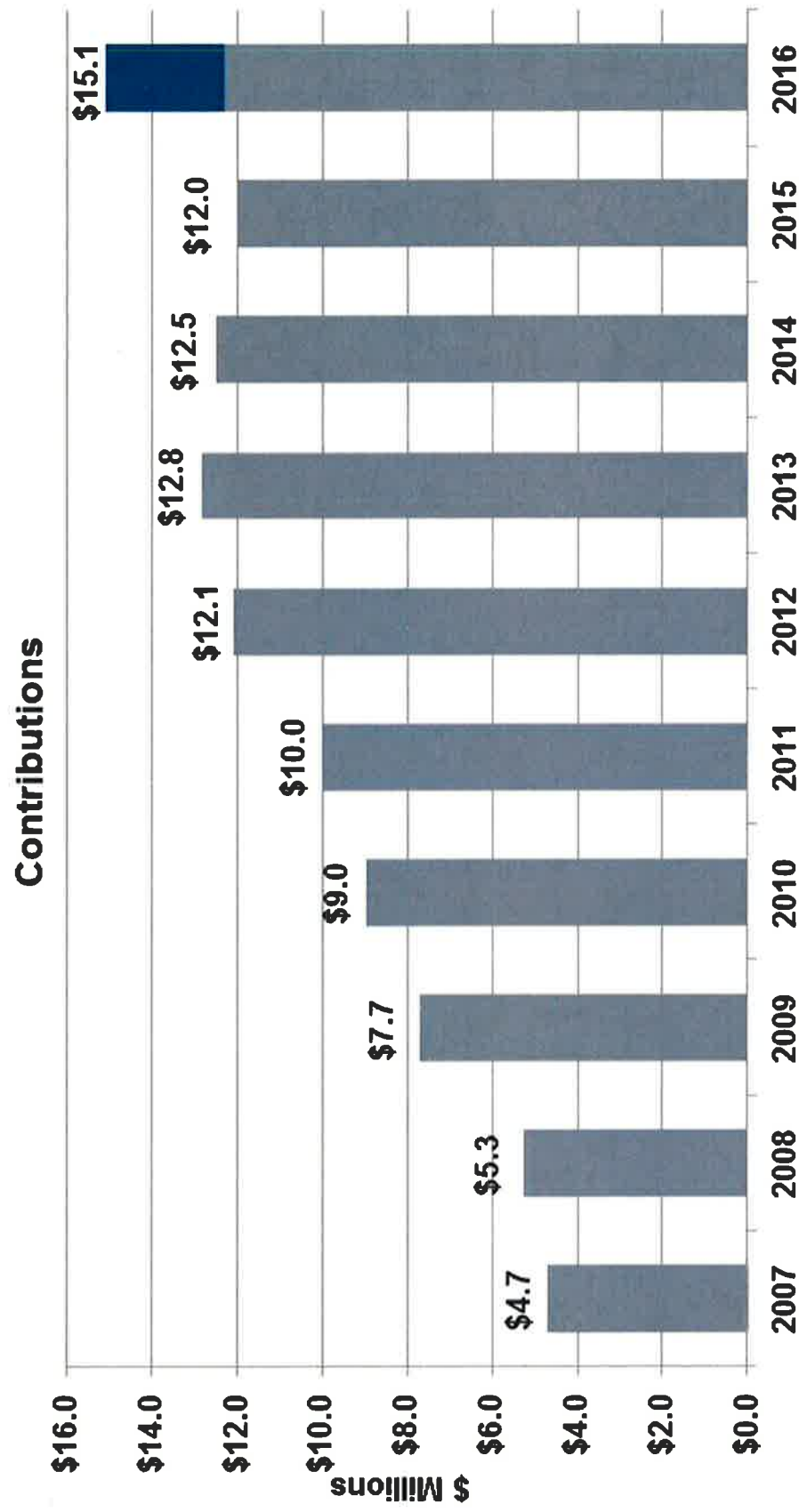
Total Contribution \$15.1 million





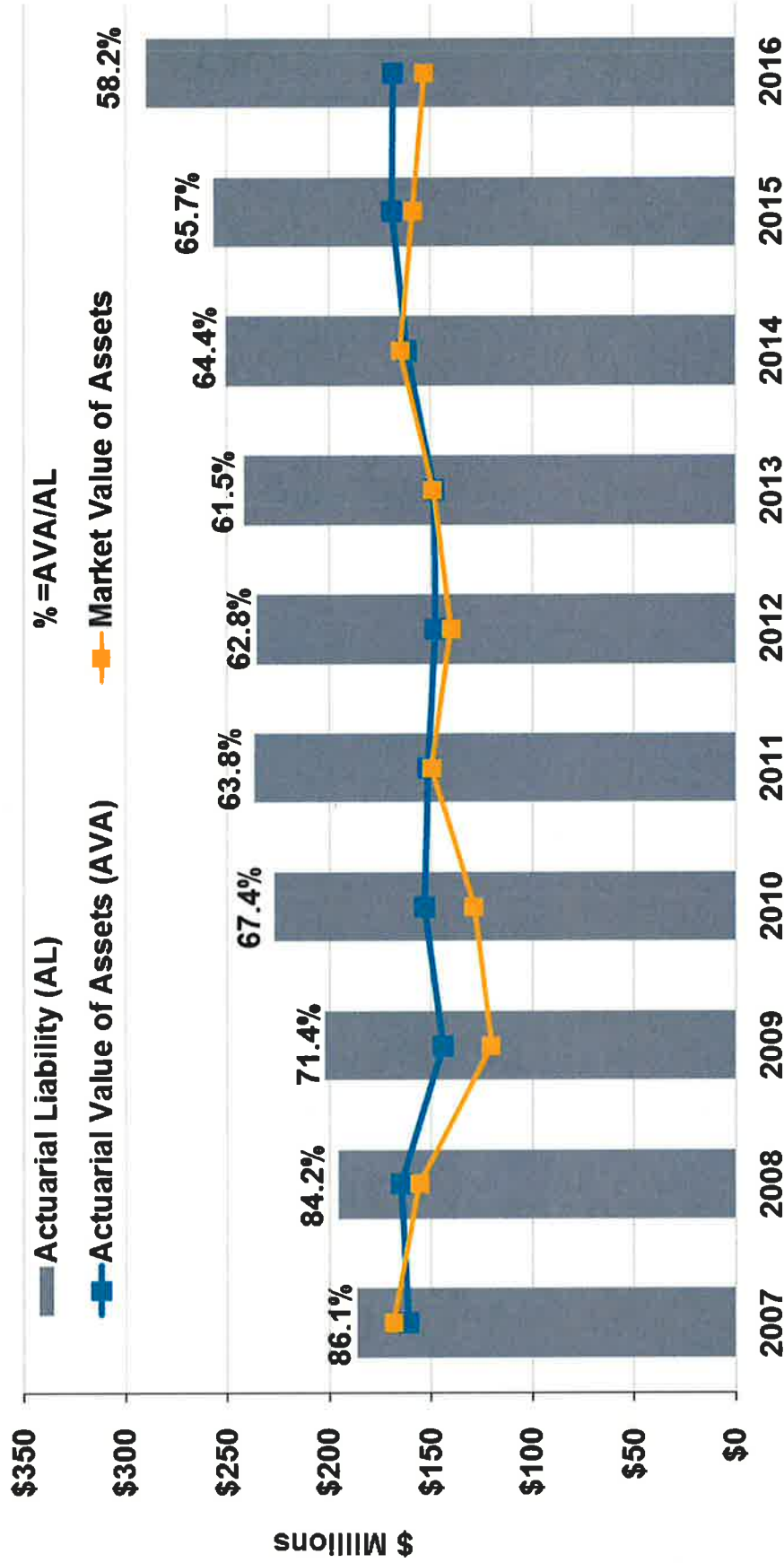

Plan History – Contributions





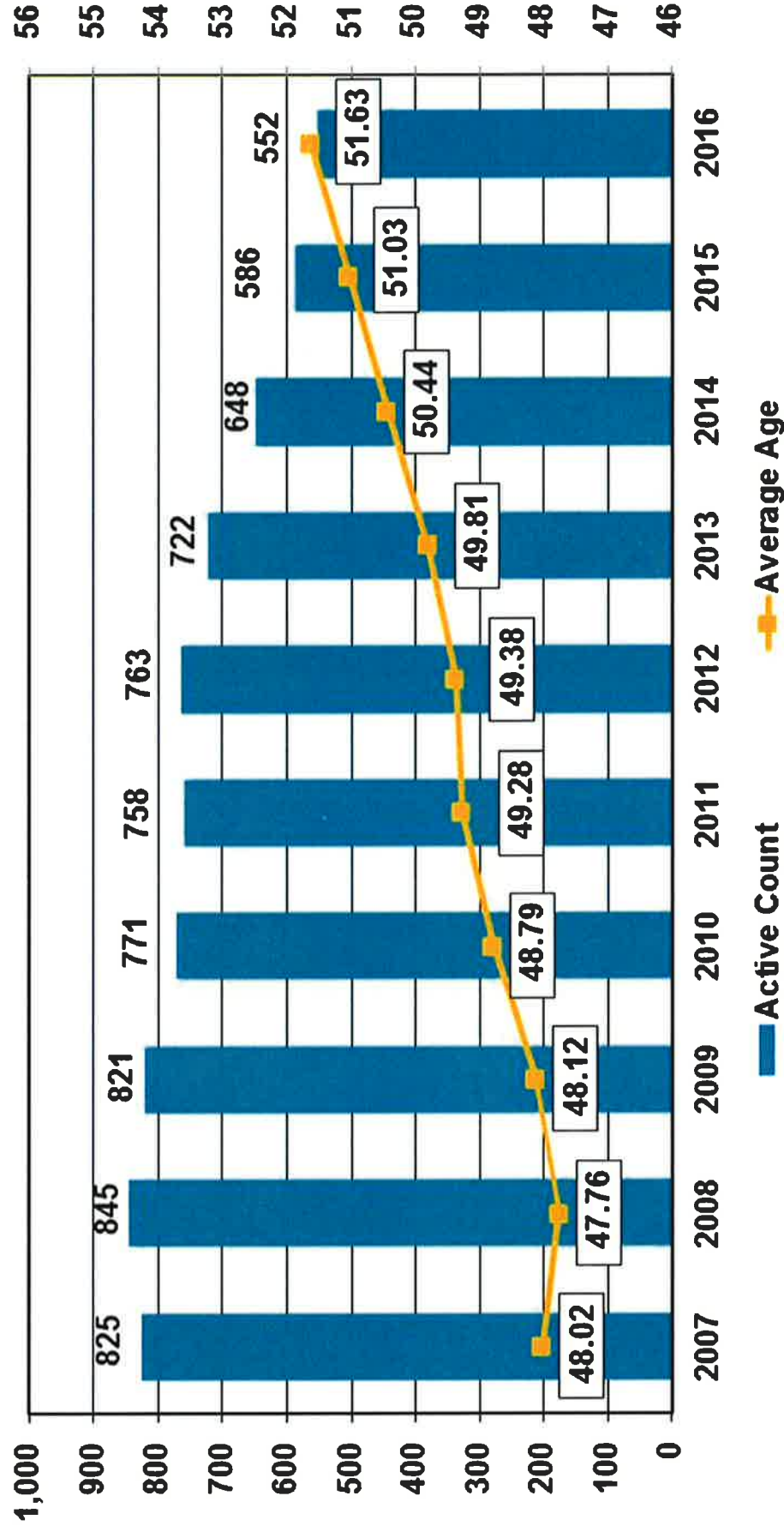
Note: \$2.8 million (blue area) of the increase from 2015 to 2016 is due to the assumption changes

Plan History – Funding

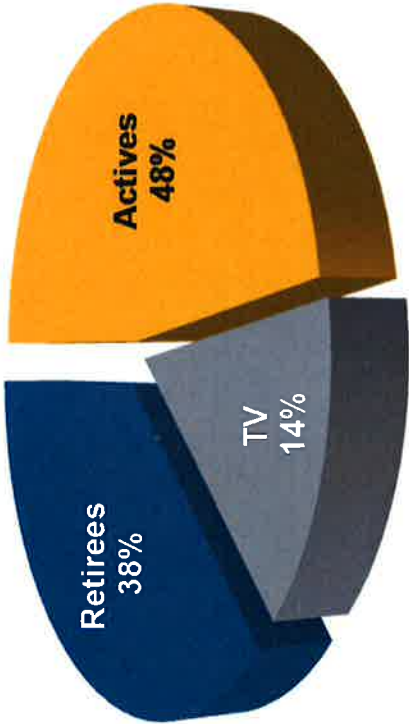


Note: 6.7% of the funded ratio decrease from 2015 to 2016 is due to the assumption changes

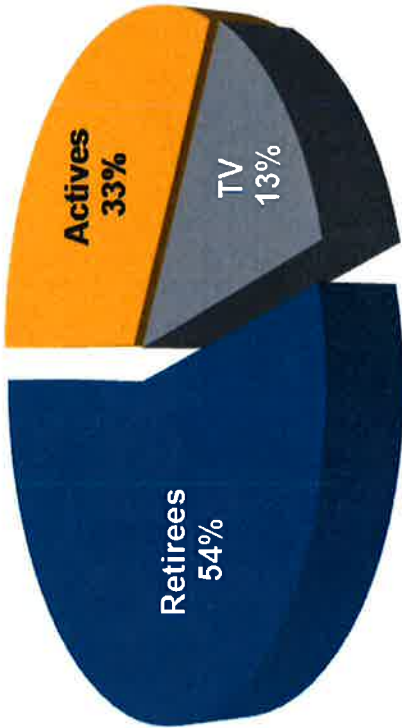
Plan History – Active Membership



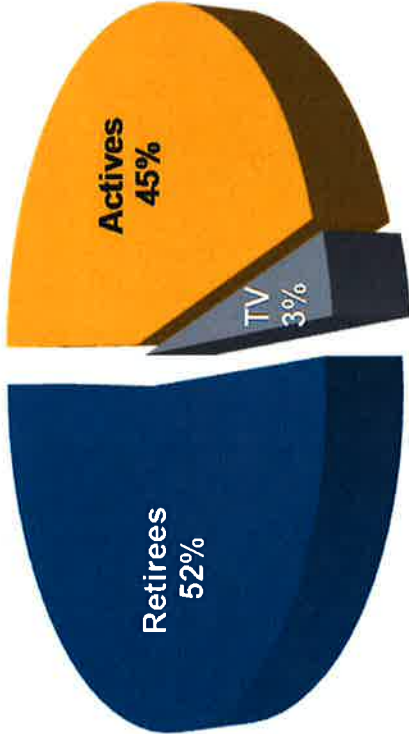
2007 Head Count



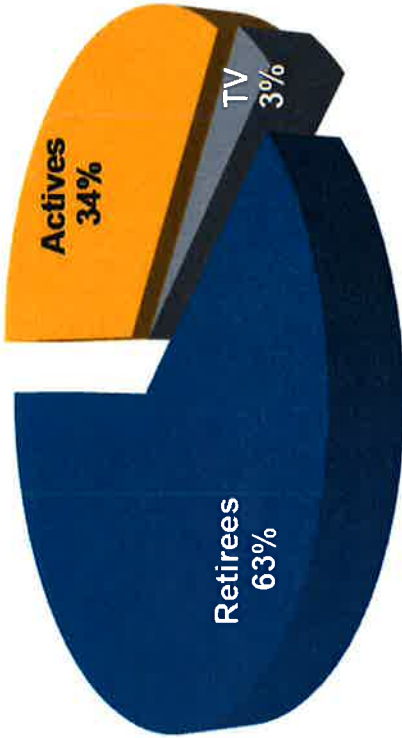
2016 Head Count



2007 Plan Liabilities



2016 Plan Liabilities



TV = Terminated Vested Members

Plan Future – Projections...



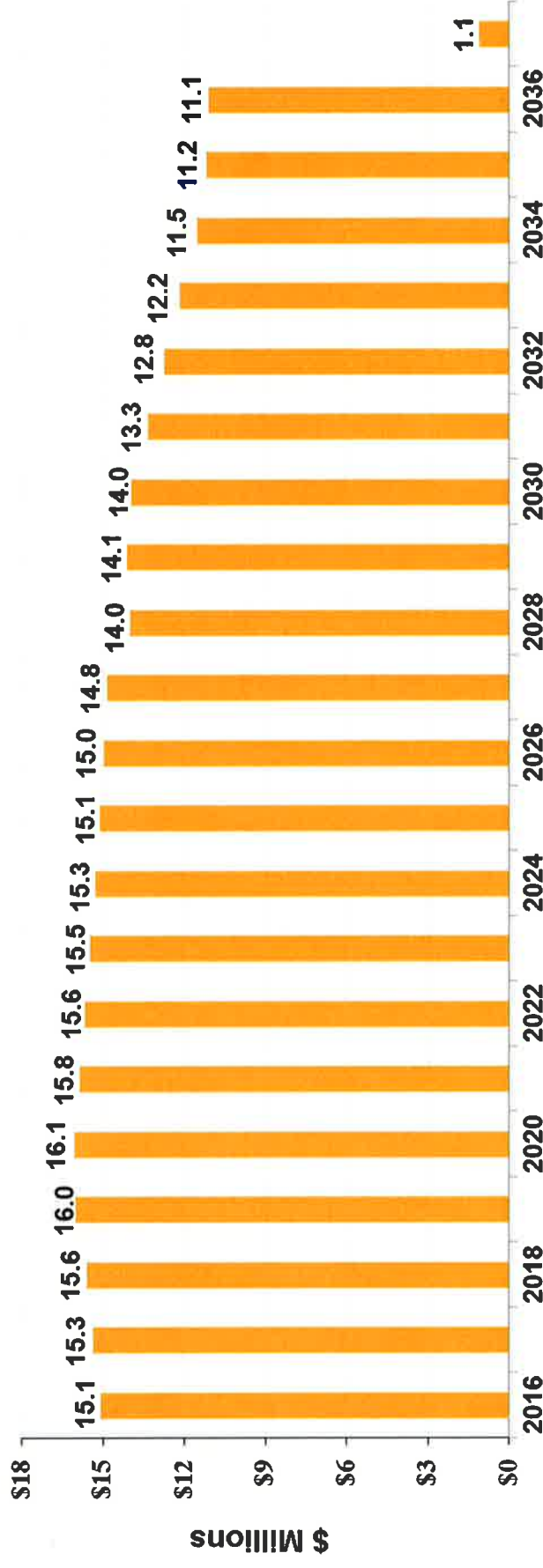
...Are Only Estimates

- Projected contributions and funding levels assume all actuarial assumptions will be realized exactly every year
- This is clearly impossible
- Actual experience – particularly investment experience – will determine contribution and funding levels

Projected Total Contributions



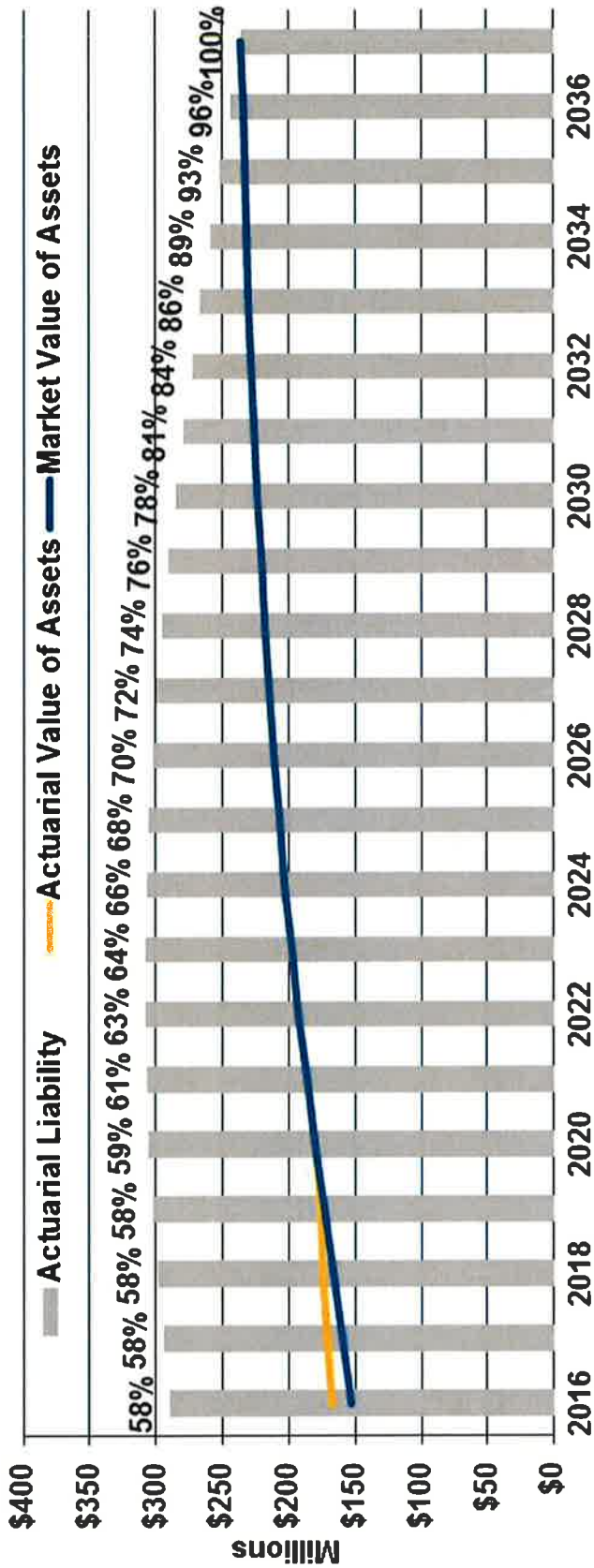
Total Projected \$ Contributions - Employer and Employee



- Costs are expected to increase slightly over the next four years due to the phasing-in of the unfavorable investment returns in FYE 2015 and 2016
- Then gradually decline starting in 2021
- Costs are expected to decrease to \$1.1 million in 2037, when the UAL is paid off




Projected Funded Ratio



- Funded ratio expected to remain stable in the next few years
- Projected to be fully funded by 2037
- In 2016, the Actuarial Value of Assets is 10% higher than the Market Value of Assets since there are deferred losses, which are keeping the funded ratio from improving in the near future

Today's Takeaways

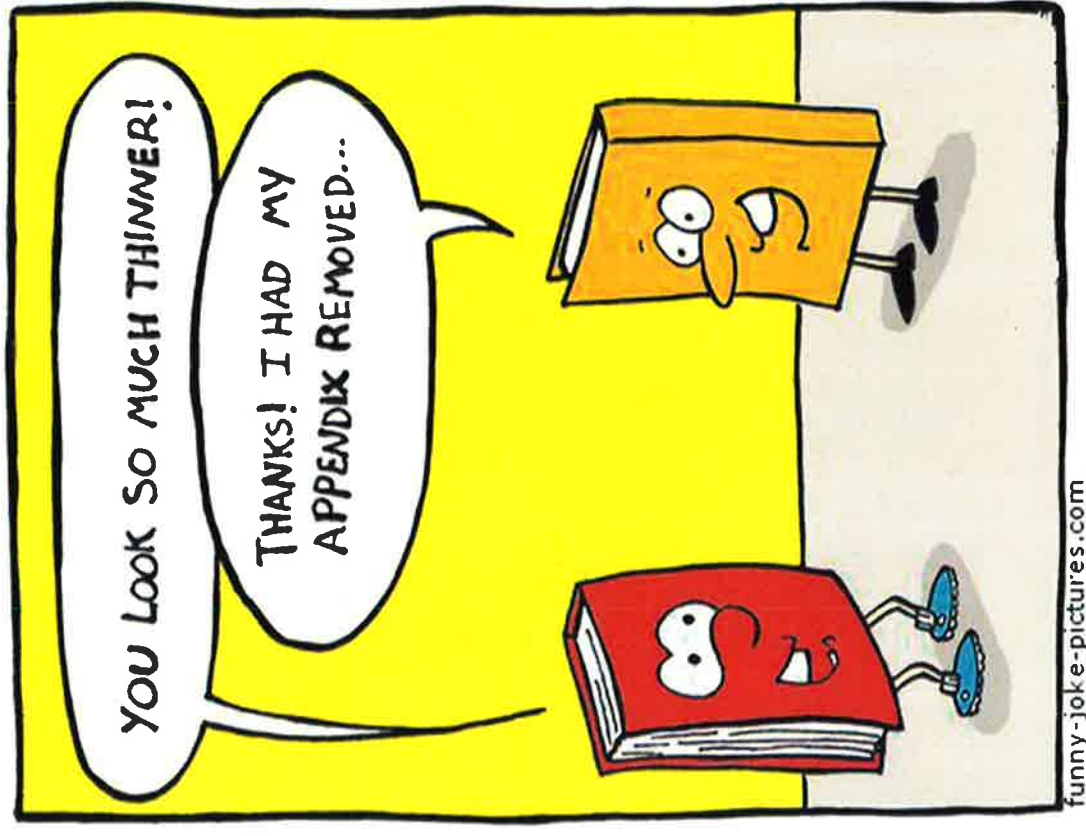


- Plan History
 - Assumption changes (improved mortality, decreased investment return) increased costs year over year
 - Year over year plan costs (exclusive of Experience Study) slightly increased primarily due to market returns
 - Active population continues to decline given the largely closed nature of the Plan
- Plan Future
 - Cost is expected to increase slightly over the next four years, then start declining
 - Investments will drive actual cost
 - Plan membership is declining and growing older, shorter investment horizon

Appendix



- Actuarial funding



Actuarial Funding



- Estimate assets required at retirement to provide the promised retirement benefit
 - ✓ Requires economic assumptions (e.g., rate of return on assets) and demographic assumptions (e.g., life expectancy)
- Design a plan to accumulate those assets as the employee works
 - ✓ The Actuarial Funding Method (e.g., Entry Age Normal)
- Set a series of asset targets to achieve as the employee works
 - ✓ These asset targets are called the Actuarial Liability
- Set an annual contribution that will hit these asset targets if all the assumptions hold true
 - ✓ This is the Normal Cost
- Monitor funding progress every year
 - ✓ Compare actual assets against the asset targets in the annual actuarial valuation
- Adjust annual contribution for assets above or below the asset target
 - ✓ This is the amortization of the unfunded liability (if assets below target)



SDTC Funding Policies



- Return assumption: 7.00% for July 1, 2016 valuation
- Wage and price inflation: 2.75% per year
- Amortization Policy
 - Closed 25-year amortization of Unfunded Actuarial Liability (UAL) on July 1, 2012; 21 years remaining as of July 1, 2016
 - Closed 21-year amortization of UAL impact due to assumption changes as of July 1, 2016
 - Closed 15-year amortization of actuarial gains and losses emerging in each year's valuation
 - Currently "Acceptable." As amortization period of UAL declines, will transition to Model by CAAP
- Asset smoothing method: five-year smoothing using fixed periods, 80%/120% corridor
 - Classified as Model by CAAP

Reliance



- The purpose of this presentation is to discuss the current status and outlook for the Retirement Plans of San Diego Transit Corporation. This presentation is for the use of the Executive Committee in its education and outreach efforts.
- In preparing this presentation, we relied on information (some oral and some written) supplied by the Staff at San Diego Transit and San Diego Metropolitan Transit System. This information includes, but is not limited to, the plan provisions, employee data, and financial information. We performed an informal examination of the obvious characteristics of the data for reasonableness and consistency in accordance with Actuarial Standard of Practice No. 23.
- To the best of our knowledge, this presentation has been prepared in accordance with generally recognized and accepted actuarial principles and practices which are consistent with the Code of Professional Conduct and applicable Actuarial Standards of Practice set out by the Actuarial Standards Board. Furthermore, as credentialed actuaries, we meet the Qualification Standards of the American Academy of Actuaries to render the opinion contained in this presentation. This presentation does not address any contractual or legal issues. We are not attorneys and our firm does not provide any legal services or advice.
- This presentation was prepared solely for the Executive Committee of the Retirement Plans of San Diego Transit Corporation for the purposes described herein. This presentation is not intended to benefit any third party and Cheiron assumes no duty or liability to any such party.

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Classic Values, Innovative Advice

January 12, 2017

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Agenda Item No. 32

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

January 19, 2017

SUBJECT:

POTENTIAL FOR MTS SALES TAX BALLOT MEASURE (KAREN LANDERS)

RECOMMENDATION:

That the Board of Directors receive a report and provide direction.

Budget Impact

None at this time.

DISCUSSION:

At the December 2016 MTS Board of Directors meeting, Councilman David Alvarez requested that MTS legal counsel research whether MTS has the ability to pursue its own sales tax measure to support future transit capital and operational funding needs.

MTS General Counsel has concluded that MTS cannot place a sales tax measure on the ballot unless the Legislature amends MTS's enabling legislation, expressly authorizing such action.

Article XIII, Section 24 of the California Constitution states that only local governments may impose a tax to be used for municipal purposes. However, before a local government may impose a tax, it must have express authorization from the State Legislature to do so.

MTS's enabling legislation, Public Utilities Code Sections 120000, et seq., does not include authorization to impose a sales tax.¹ Instead, the San Diego Association of Governments (SANDAG) is designated as the region's Metropolitan Planning Organization and its Regional Transportation Commission. SANDAG is charged with preparing the regional transportation improvement plan (RTIP) and the regional

¹ State statutes refer to the sales tax as a "retail transactions and use tax."



transportation plan (RTP). MTS and North County Transit District (NCTD), as the ultimate operators of public transit in the region, provide input to SANDAG during the development of the RTIP and RTP.

SANDAG's enabling legislation expressly grants SANDAG with the authority to adopt an ordinance proposing a sales tax to fund public transportation purposes consistent with the RTIP and RTP. SANDAG is then required to allocate resulting sales tax revenues to MTS and NCTD for transit purposes consistent with the RTIP and RTP. The maximum tax rate SANDAG may propose is 1%. (See Public Utilities Code §§ 132302-132332.) SANDAG's legislation expressly authorizes a county-wide sales tax measure. (See Public Utilities Code § 132301.)

Therefore, a legislative amendment to either MTS or SANDAG's enabling legislation is required before SANDAG or MTS may propose a MTS-only related sales tax measure, which would be voted on only within MTS's jurisdictional boundaries.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Agenda Item 32

Potential for MTS Sales Tax Ballot Measure

January 19, 2017



1



California Constitution

Article XIII, Section 24:

- Only local governments may impose a tax for municipal purposes.
- BUT, the State must first authorize the local government to pursue such taxes.
 - MTS must have EXPRESS statutory authority to recommend a tax.
 - 2/3 Voter Approval is required



2



MTS Enabling Legislation

(Pub. Util. Code §§ 120000 et seq)

- Does NOT include authorization to impose a sales tax.
- MTS provides input to SANDAG re the Regional Transportation Infrastructure Plan (RTIP) and the Regional Transportation Plan (RTP).
- MTS gets funding from SANDAG for transit purposes consistent with RTIP and RTP.



3



SANDAG Enabling Legislation

(Pub. Util. Code §§ 132000 et seq)

- SANDAG has express authority to pursue a sales tax to fund transportation purposes consistent with the RTIP and RTP
- Max tax rate of 1%
- County-wide tax measure
- SANDAG must allocate sales tax revenues to MTS and NCTD for transit purposes consistent with RTIP and RTP



4



Current State Law Does Not Authorize MTS-Only Sales Tax Measure

- MTS-Only Sales Tax Measure would require statutory amendment.
- Could seek amendment of either MTS statute or SANDAG statute:
 - Authorize MTS to directly pursue sales tax measure to fund MTS projects and operations; or
 - Authorize SANDAG to pursue a more narrow sales tax measure (non-county-wide) within existing framework.



5



Staff Recommendation

- Coordinate additional research with SANDAG
- Report back to Board for further direction as policy or legislative proposal is developed
- Could benefit from Ad Hoc Board subcommittee



6





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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

MTS SECURITY UPDATE REPORT (MANNY GUADERRAMA)

INFORMATIONAL ONLY

Budget Impact

None with this action.

DISCUSSION:

This security update report will include the crime statistics for the first two quarters of calendar year 2016, information regarding security and enforcement, and proposed changes and improvements to Transit Enforcement operations.

Transit Enforcement staff utilized the Automated Regional Justice Information System (ARJIS) database to obtain/identify Part I crimes that were possibly transit related. All law enforcement agencies in the San Diego region report their crime information to ARJIS and this is the most reliable data. Crime statistics where MTS staff was notified/involved are tracked and maintained in the MTS database (eForce). Once a crime was identified as possibly transit related, crime reports were obtained/reviewed to determine if there was a nexus to MTS.

Staff will present a report on the crime statistics for the first two quarters of calendar year 2016.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



TRANSIT ENFORCEMENT 2016 SECURITY UPDATE

Manny Guaderrama
Chief of Police

January 19, 2017



INTRODUCTION

Transit Enforcement Components

Code Compliance Inspectors

- 34 Personnel
- Public Officers with Powers of Arrest

Contract Security Officers - Transit Systems Security

- 175 Personnel
 - 194 officers beginning July 1, 2016 per new contract
- Private Person's arrest – 837 PC

Joint Agency Task Force (JATF)

- A six person team of police officers (one sergeant and five officers) from five different law enforcement agencies



Security Contract

Transit Systems Security

- New Contract Effective July 1, 2016
- 194 Officers (up from 175)
 - Significant Challenges Meeting Staffing Requirements
- Body Cameras for Security Officers
- Increased Supervision
 - Two Additional Lieutenants Added
- Increased Training Hours for New Hires
 - From 160 to 200



Part I Reported Crimes: Trolley

ARJIS Data vs. MTS Response

January 1 – June 30

ARJIS Data

Part I Crimes	2015	2016
Homicide	0	0
Rape	0	3*
Robbery	24	26
Aggravated Assault	27	36
Burglary	1	1
Larceny/Theft	15	66
Motor Vehicle Theft	21	46
Arson	0	4
Total:	88	182

MTS Response Data

Part I Crimes	2015	2016
Homicide	0	0
Rape	1	0
Robbery	10	6
Aggravated Assault	15	11
Burglary	1	0
Larceny/Theft	36	28
Motor Vehicle Theft	5	6
Arson	0	6
Total:	68	57

*Two cases determined to be unfounded,
one case not MTS related



Part I Reported Crime Comparison: Trolley

MTS and Los Angeles Metro - January through June 2016

MTS Los Angeles

18,822,266 54,413,728

.97 1.03

Ridership
Incidents per 100,000

Against Persons

Homicide 0 1

Rape 3 3

Robbery 26 143

Agg. Assault 36 82

Subtotal 65 229

Against Property

Burglary 1 5

Theft 66 284

MV Theft 46 42

Arson 4 2

Subtotal 117 333

Total Part I Incidents 182 562



MTS Response to Part II Crimes:

Trolley

January 1 – June 30

Part II Incidents	2015 Arrests	2016 Arrests	2015 Reports	2016 Reports
Drunkenness	127	67	N/A	N/A
Drug Abuse Violations	98	54	N/A	N/A
Other Assaults	64	45	93	91
Vandalism	35	18	113	155
Sex Offenses	1	7	4	16
Total:	325	191	210	262



BUS

Calls for Service:

January 1 – June 30

Division	Calls for Service
----------	-------------------

• MTS Bus	135
• TransDev E. County Division	20
• TransDev S. Bay Division	72
Total:	<u>227</u>

Top Three Call Types:

• Disturbance Calls	149
• Vandalism	31
• Assaults	37



MTS Response to Part I Crimes:

Bus

Part I Crimes	2015 Total Crime s	2016 Total Crime s	2015 Onboard	2016 Onboard	2015 Arrests	2016 Arrests
Homicide	0	0	0	0	0	0
Rape	0	0	0	0	0	0
Robbery	2	1	1	0	0	1
Aggravated Assault	8	5	5	2	7	2
Burglary	0	0	0	0	0	0
Larceny/Theft	8	11	6	2	0	0
Motor Vehicle Theft	2	0	0	0	0	0
Arson	0	0	0	0	0	0
Total:	20	17	12	4	7	3



MTS Response to Part II Crimes:

Bus

Part II Incidents	2015 Total Crimes	2016 Total Crimes	2015 Onboard	2016 Onboard	2015 Arrests	2016 Arrests
Drunkenness	N/A	N/A	N/A	N/A	17	12
Drug Abuse Violations	N/A	N/A	N/A	N/A	7	4
Other Assaults	30	30	20	16	8	7
Vandalism	38	45	31	20	7	3
Sex Offenses	2	0	2	0	1	0
Total:	70	75	53	36	40	26



Assaults

January 1, 2016 through June 30, 2016

- MTS responded to 143 assaults (Part I and Part II) on both trolley and bus
 - 62 of those assaults were on MTS employees (Security Officers, Code Compliance Inspectors, and Bus and Trolley Personnel)



SECURITY & ENFORCEMENT



Joint Agency Task Force - JATF

January 1, 2016 to June 30 2016

• Felony Arrests:	129
• Misdemeanor Arrests:	415
• Misdemeanor Cites:	47
• Infraction Cites:	882
• Field Interviews:	357
• 4th Waiver searches:	473 (Parole/Probation/AB109)
• Detentions:	39 (5150, Run away juvenile, etc.)



JATF – MTS Partnership

Additional Impacts (January 1, 2016 to June 30, 2016)

Weapons Recovered: 24
Narcotics Seized/Impounded: 78
Burglary Tools Seized: 4
Documented Gang Members Contacted: 139
DHS/JTTF “Person of Interest” Hits: 17
Registered Sex Offenders Contacted/Arrested: 54



JATF – MTS Partnership

JATF has recovered the following narcotics / controlled substances:

Ambien, 4.2g Heroin, 243.5g Marijuana, 23.8g Methamphetamine, 4 Morphine tablets, .25g Rock Cocaine, “Spice”, Temazepam, 15 Tramadol, cocaine pipes, meth pipes, syringes, scales, “hype kits” and packaging materials.

JATF has recovered the following weapons / destructive devices / contraband:

9mm replica pistol, Tec-9 replica, .22 starter pistol, Walther CP99 replica, C11 9mm replica, Knives, daggers, razor blades, utility knives, survival axes, Pepper Spray (2), Stun gun flashlight, burglary tools (bolt cutters, cable cutters, pry bars, glass etchers, spring punches, etc.), stolen CDL, birth Certificate, purse, U.S. Currency, counterfeit U.S. currency, cell phones



Fare Inspections and Citations

January 1 – June 30

There was a 24.5% increase in fare inspections and a 16.6% increase in citations issued in 2016:

Fare Inspections	2015	2016
	3,435,494	4,275,167
Citations	10,763	12,549

The top three citation violation charges are for Fare Evasion, Smoking and Failure to Comply.

	2015	2016	Percentage Change
Fare Evasion	9296	9415	+1.3%
Smoking	451	950	+110.6%
Failure to Comply	264	297	+12.5%



Special Enforcement Details

Fare Evasion Rate: Trolley

January 1 – June 30

- 37 Special Enforcement Details

(Controlled and Non-Controlled)

– Patrons Inspected	37,736
– Fare Violations	1,239
– Fare Evasion Rate	3.28%



16



SDM Inspections

January 1 – June 30

	Total Riders Inspected	Total SDMs Inspected	Citations	Warnings	Violation Rate
Trolley	4,275,167	488,850	422	225	0.13%
Bus	38,355	15,266	97	25	0.80%



Quality of Life – Transient Encampment Details

Fifteen Transient Encampment details were conducted during the first six months of the year to address illegal lodging and other nuisance quality-of-life concerns on MTS properties.

The following number of citations were issued:

- Trespassing – 63
- Loitering – 25
- No Fare – 175
- Drug/Paraphernalia – 12
- Quality of Life* - 42

– *Includes smoking, alcohol violations and unruly conduct.



End of Presentation

Questions?



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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

STORM WATER BRIEFING (KAREN LANDERS & MYLENE NOCEDA)

INFORMATIONAL ONLY

Budget Impact

None with this action.

DISCUSSION:

Staff will provide a briefing regarding MTS's storm water program.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



Agenda Item No. 46

MTS Storm Water Program

January 19, 2017



1



California Storm Water Regulation

- San Diego Regional Water Quality Control Board



2



MS4 Phase II Permit

- Covers ALL MTS Property
 - Railroad Right of Way
 - MTS-Owned Transit Stations
 - IGP/NEC Maintenance Facilities



3



MS4 Phase II Schedule

- Water Board Enrollment
 - Gave MTS notice in FY 16 of intent to enroll
 - Working with Water Board to make sure MTS is able/ready to comply at time of enrollment
 - Hired outside counsel / environmental consultant to prepare plan
 - Scheduled for Enrollment at Water Board February 2017 meeting
 - Compliance schedule will commence July 1, 2017
 - 5 years to get program developed and fully implemented



4



MS4 Phase II Components **- Parsons Brinkerhoff Contract** **(Approved June 2016)**

- | | |
|---|--|
| a. Program Management | f. Pollution Prevention/Good Housekeeping For Permittee Operations Program |
| b. Education and Outreach Program | g. Post Construction Stormwater Management Program |
| c. Public Involvement and Participation Program | h. Program Effectiveness Assessment |
| d. Illicit Discharge Detection and Elimination | i. Total Maximum Daily Loads Compliance Requirements |
| e. Construction Site Storm Water Runoff Control Program | j. Annual Reporting Program |



5



Industrial General Permit (IGP)

- Applies to existing maintenance facilities with outdoor activities
 - IAD Bus Maintenance Facility
 - KMD Bus Maintenance Facility
 - Trolley Yard
 - Copley Park Place
- No Exposure Certification (NEC) = all activities indoors
 - South Bay Bus Maintenance Facility
 - East County Bus Maintenance Facility



6



Ongoing Compliance under IGPs

- Sampling
 - sediment (total suspended solids),
 - metals,
 - nitrates, and
 - oil and grease
- Maintenance
- If sampling finds high levels of contaminants in water:
 - Remediation Projects
 - Increased Testing requirements apply



7



IAD Contech Vault Cleanup

Status: Complete

Cost: \$15,300



8



KMD Filter Installation

Status: In Progress

Tentatively February 2017

Cost: \$3,500



9



Trolley Yard - Installation of 23 Filters

Status: In Progress - Tentatively February 2017

Cost: \$54,000



10



Phase II and IGP Anticipated Costs (6 year Implementation Phase)

Fiscal Year	Anticipated Costs
July 2016 – June 2017 July 2017 – June 2018	\$ 810,080
July 2018 – June 2019	\$ 598,240
July 2019 – June 2020	\$ 320,540
July 2020 – June 2021	\$ 241,040
July 2021 – June 2022	\$ 226,340
Ongoing (remediation projects as identified)	\$81,100 (costs to date)
Total	\$2,277,340



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Parsons Brinkerhoff MS4 Phase II Expenses

Fiscal Year	Phase II Year	Anticipated Costs
July 2016 - June 2017 July 2017 - June 2018	0-1	\$ 560,000
July 2018 - June 2019	2	\$ 441,200
July 2019 - June 2020	3	\$ 163,500
July 2020 - June 2021	4	\$ 84,000
July 2021 - June 2022	5	\$ 69,300
PB Total		\$ 1,318,100



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IGP Baseline Expense

Description	Cost
Annual Permit Fee (3 sites)	\$ 3,900
IAD and KMD Lab Analytics (Prior to April)	\$ 13,000
IAD and KMD Storm Water Services (after April)	\$ 42,600
Trolley Yard StormWater Services	\$ 30,000
SWPPP Update	\$ 3,000
Annual Training	\$ 540
IGP Baseline Expenses	\$ 93,040



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IGP Level 1 Expenses

Description	Location	Cost
Exceedance Response Action (ERA) Evaluation and Reporting	IAD, KMD, Trolley Yard, and East County (Johnson Way)	\$ 8,000
Contech Vault Cleanup	IAD	\$ 15,300
Inlet Filter (1)	KMD	\$ 3,500
Inlet Filter (23), Erosion Control, and Retrofitting Piping	Trolley Yard	\$ 54,300
ERA Total Expenses		\$ 81,100



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Storm Water Compliance Program Challenges

Challenge/ Additional Cost Driver	Action
As-built maps are inaccurate	Contractors are conducting discoveries and updating mapping as they are discovered.
IGP Sampling Criteria	Contractor is currently inquiring for a back-up lab.
3 rd party lawsuits on the rise	Diligent in being compliant
Documenting Compliance	Inquiring for software
Water Board Enforcement Cases	MTS engaging counsel/experts early to monitor certain cases and protect MTS rights



15



Questions?



16





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Agenda Item No. 47

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 19, 2017

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR NOVEMBER 2016 (MIKE THOMPSON)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

This report summarizes the year-to-date operating results for November 2016 compared to the fiscal year (FY) 2017 adopted budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for November 2016. Attachment A-2 details the November 2016 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides November 2016 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending November 2016, MTS's net-operating income favorable variance totaled \$319,000 (0.5%). Operations produced a \$928,000 (-1.4%) unfavorable variance and the administrative/other activities areas were favorable by \$1,248,000.

MTS COMBINED RESULTS

Revenues. Year-to-date combined revenues through November 2016 were \$46,332,000, compared to the year-to-date budget of \$48,852,000, representing a \$2,520,000 (-5.2%) unfavorable variance. This is primarily due to unfavorable variances within Passenger Fare revenues.



Expenses. Year-to-date combined expenses through November 2016 were \$111,429,000 compared to the budget of \$114,268,000, resulting in a \$2,839,000 (2.5%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$53,140,000, compared to a budgetary figure of \$54,187,000, producing a favorable variance of \$1,047,000 (1.9%).

Outside Services and Purchased Transportation. Total outside services for the first five months of the fiscal year totaled \$38,803,000, compared to a budget of \$39,742,000, resulting in a favorable variance of \$939,000 (2.4%).

Materials and Supplies. Total year-to-date materials and supplies expenses were \$4,146,000, compared to a budgetary figure of \$4,753,000, resulting in a favorable variance of \$607,000 (12.8%).

Energy. Total year-to-date energy costs were \$11,618,000, compared to the budget of \$11,982,000 resulting in a favorable variance of \$363,000 (3.0%).

Risk Management. Total year-to-date expenses for risk management were \$1,498,000, compared to the budget of \$1,683,000, resulting in a favorable variance totaling \$185,000 (11.0%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$2,223,000 through November 2016, compared to a budget of \$1,920,000, resulting in an unfavorable variance of \$303,000 (-15.8%).

YEAR-TO-DATE SUMMARY

The November 2016, year-to-date net-operating income totaled a favorable variance of \$319,000 (0.5%). These factors include favorable variances in personnel costs, outside services, materials and supplies, energy and risk management; offset by unfavorable variances in operating revenue and general and administrative costs.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 40,058	\$ 43,086	\$ (3,029)	-7.0%
Other Revenue	6,275	5,766	509	8.8%
Total Operating Revenue	\$ 46,332	\$ 48,852	\$ (2,520)	-5.2%
Personnel costs	\$ 53,140	\$ 54,187	\$ 1,047	1.9%
Outside services	38,803	39,742	939	2.4%
Transit operations funding	-	-	-	-
Materials and supplies	4,146	4,753	607	12.8%
Energy	11,618	11,982	363	3.0%
Risk management	1,498	1,683	185	11.0%
General & administrative	1,721	1,389	(332)	-23.9%
Vehicle/facility leases	502	531	29	5.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	0	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 111,429	\$ 114,268	\$ 2,839	2.5%
Operating income (loss)	\$ (65,096)	\$ (65,416)	\$ 319	0.5%
Total public support and nonoperating revenues	(781)	(1,041)	259	-24.9%
Income (loss) before capital contributions	\$ (65,878)	\$ (66,456)	\$ 578	-0.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 40,058	\$ 43,086	\$ (3,029)	-7.0%
Other Revenue	477	294	183	62.3%
Total Operating Revenue	\$ 40,535	\$ 43,380	\$ (2,846)	-6.6%
Personnel costs	\$ 44,743	\$ 45,506	\$ 763	1.7%
Outside services	33,141	33,506	365	1.1%
Transit operations funding	-	-	-	-
Materials and supplies	4,285	4,740	455	9.6%
Energy	11,300	11,632	331	2.8%
Risk management	1,345	1,489	143	9.6%
General & administrative	345	206	(138)	-67.1%
Vehicle/facility leases	431	429	(3)	-0.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	11,635	11,635	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 107,225	\$ 109,143	\$ 1,917	1.8%
Operating income (loss)	\$ (66,691)	\$ (65,763)	\$ (928)	-1.4%
Total public support and nonoperating revenues	(297)	(301)	4	-1.3%
Income (loss) before capital contributions	\$ (66,988)	\$ (66,064)	\$ (924)	1.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 10,029	\$ 11,119	\$ (1,090)	-9.8%
Other Revenue	2	2	(0)	-19.1%
Total Operating Revenue	\$ 10,031	\$ 11,121	\$ (1,090)	-9.8%
Personnel costs	\$ 29,952	\$ 30,646	\$ 694	2.3%
Outside services	1,176	713	(463)	-64.9%
Transit operations funding	-	-	-	-
Materials and supplies	1,806	1,823	17	0.9%
Energy	2,525	2,522	(3)	-0.1%
Risk management	641	730	89	12.1%
General & administrative	157	97	(60)	-61.6%
Vehicle/facility leases	142	163	21	12.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	4,089	4,089	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 40,490	\$ 40,784	\$ 294	0.7%
Operating income (loss)	\$ (30,459)	\$ (29,663)	\$ (796)	-2.7%
Total public support and nonoperating revenues	(396)	(395)	(1)	0.2%
Income (loss) before capital contributions	\$ (30,855)	\$ (30,058)	\$ (797)	2.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 17,243	\$ 18,439	\$ (1,196)	-6.5%
Other Revenue	475	292	183	62.7%
Total Operating Revenue	\$ 17,718	\$ 18,731	\$ (1,013)	-5.4%
Personnel costs	\$ 14,478	\$ 14,379	\$ (99)	-0.7%
Outside services	1,832	2,437	606	24.8%
Transit operations funding	-	-	-	-
Materials and supplies	2,473	2,897	424	14.6%
Energy	5,347	5,604	257	4.6%
Risk management	698	753	55	7.3%
General & administrative	143	103	(40)	-38.7%
Vehicle/facility leases	165	136	(29)	-21.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	6,652	6,652	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 31,788	\$ 32,960	\$ 1,172	3.6%
Operating income (loss)	\$ (14,070)	\$ (14,229)	\$ 160	1.1%
Total public support and nonoperating revenues	5	-	5	-
Income (loss) before capital contributions	\$ (14,065)	\$ (14,229)	\$ 165	-1.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 11,431	\$ 12,399	\$ (967)	-7.8%
Other Revenue	0	-	0	-
Total Operating Revenue	\$ 11,432	\$ 12,399	\$ (967)	-7.8%
Personnel costs	\$ 73	\$ 224	\$ 151	67.5%
Outside services	22,744	23,015	271	1.2%
Transit operations funding	-	-	-	-
Materials and supplies	6	21	15	72.0%
Energy	2,559	2,439	(120)	-4.9%
Risk management	-	-	-	-
General & administrative	0	3	2	98.3%
Vehicle/facility leases	8	13	6	43.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	672	672	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 26,061	\$ 26,387	\$ 326	1.2%
Operating income (loss)	\$ (14,629)	\$ (13,988)	\$ (641)	-4.6%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (14,629)	\$ (13,988)	\$ (641)	4.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,354	\$ 1,130	\$ 224	19.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,354	\$ 1,130	\$ 224	19.8%
Personnel costs	\$ 51	\$ 68	\$ 17	24.7%
Outside services	7,147	7,099	(48)	-0.7%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	869	1,067	198	18.5%
Risk management	6	6	-	0.0%
General & administrative	44	3	(41)	-1260.1%
Vehicle/facility leases	117	117	(0)	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	222	222	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 8,456	\$ 8,581	\$ 125	1.5%
Operating income (loss)	\$ (7,103)	\$ (7,452)	\$ 349	4.7%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (7,103)	\$ (7,452)	\$ 349	-4.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	86	86	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
Total Operating Expenses	\$ 86	\$ 86	\$ -	0.0%
Operating income (loss)	\$ (86)	\$ (86)	\$ -	0.0%
Total public support and nonoperating revenues	94	94	-	0.0%
Income (loss) before capital contributions	\$ 8	\$ 8	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	5,648	5,262	387	7.4%
Total Operating Revenue	\$ 5,648	\$ 5,262	\$ 387	7.4%
Personnel costs	\$ 7,986	\$ 8,234	\$ 248	3.0%
Outside services	5,630	6,175	545	8.8%
Transit operations funding	-	-	-	-
Materials and supplies	(140)	10	150	1494.7%
Energy	315	343	29	8.3%
Risk management	146	188	42	22.2%
General & administrative	1,321	1,135	(186)	-16.4%
Vehicle/facility leases	61	92	31	33.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(11,695)	(11,695)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 3,625	\$ 4,481	\$ 857	19.1%
Operating income (loss)	\$ 2,024	\$ 780	\$ 1,244	-159.4%
Total public support and nonoperating revenues	(484)	(740)	255	-34.5%
Income (loss) before capital contributions	\$ 1,540	\$ 41	\$ 1,499	3692.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
NOVEMBER 30, 2016
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	149	210	(61)	-29.0%
Total Operating Revenue	\$ 149	\$ 210	\$ (61)	-29.0%
Personnel costs	\$ 411	\$ 447	\$ 36	8.1%
Outside services	33	61	29	46.7%
Transit operations funding	-	-	-	-
Materials and supplies	1	3	2	55.9%
Energy	3	7	4	51.3%
Risk management	6	7	0	3.9%
General & administrative	55	48	(7)	-15.0%
Vehicle/facility leases	9	11	1	12.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	60	60	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 579	\$ 644	\$ 65	10.0%
Operating income (loss)	\$ (430)	\$ (433)	\$ 4	0.8%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (430)	\$ (433)	\$ 4	-0.8%

Metropolitan Transit System FY 2017 - November 2016 Financial Review

MTS Board of Directors Meeting
January 19, 2016



1



CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – NOVEMBER 30, 2016 - FY 2017

TOTAL OPERATING REVENUES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Fare Revenue	\$ 40,058	\$ 43,086	(\$3,029)	-7.0%
Other Operating Revenue	6,275	5,766	509	8.8%
Operating Revenue	\$46,332	\$48,852	(\$2,520)	-5.2%

- Fare Revenue
 - Plan was for no growth in FY17 over FY16 amended budget
 - With the FY16 results, now need \$2.9M of growth to make budget
 - Unfavorable to the prior year by \$2.2M (-5.3%)



CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – NOVEMBER 30, 2016 - FY 2017

TOTAL OPERATING EXPENSES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 53,140	\$ 54,187	\$ 1,047	1.9%
Purchased Transportation	29,142	29,232	90	0.3%
Other Outside Services	9,661	10,510	849	8.1%
Energy	11,618	11,982	363	3.0%
Other Expenses	7,867	8,357	490	5.9%
Operating Expenses	\$ 111,429	\$ 114,268	\$ 2,839	2.5%

- Personnel Costs - Favorable experience in Wages and Fringe
- Other Outside Services - Timing of Service Contracts



CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – NOVEMBER 30, 2016 - FY 2017

TOTAL OPERATING VARIANCE (\$000's)

Combined Net Operating Variance

MTS Operating Revenue

\$ (2,520)

MTS Operating Expenses

2,839

Total Combined Net Operating Variance

\$319

Variance Percentage

0.5%



CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – NOVEMBER 30, 2016 - FY 2017

ON GOING CONCERNS

	Budget	YTD Actual	Projected	
Sales Tax Subsidy Revenue	\$432.8 M	\$242.9 M	\$421.0 M	
State of California Budget	\$14.5 M	\$2.7 M	\$13.1 M	
Passenger Levels	95.3 M	38.1 M	92.6 M	
Energy Prices				
CNG	\$ 0.90	\$ 0.91	\$ 0.90	
Diesel	\$ 2.25	\$ 1.81	\$ 1.90	
Gas	\$ 2.65	\$ 2.38	\$ 2.11	
Electricity	\$ 0.199	\$ 0.208	\$ 0.199	

Favorable

On Target

Unfavorable



5





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Agenda Item No. 61

Chief Executive Officer's Report

January 19, 2017

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period November 30, 2016 through January 10, 2017.

*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G1728.1-15	NOBLE AMERICAN ENERGY SOLUTION	EXERCISE ONE 3-YEAR OPTION FOR ESP	\$80,640.00	12/1/2016
G1768.2-15	BIG BEN MARKET	MONTHLY PASS OUTLET	\$12,500.00	12/1/2016
PWL164.5-15	A GOOD SIGN & GRAPHIC COMPANY	SWAP LOCATIONS 1 & 2/ SWITCH SOLAR SYSTM	\$4,257.64	12/2/2016
G1514.1-13	US HEALTHWORKS MEDICAL GROUP	EXERCISE OY 1	\$69,179.17	12/6/2016
G1740.1-15	XEROX TRANSPORT SOLUTIONS, INC	AMEND #1 RADIO REBANDING SRVS	\$8,026.00	12/6/2016
G1922.1-16	TMD (TRANSPORT MANG. DESIGN)	EXERCISE OPTION TASK 5	\$22,673.09	12/6/2016
L1317.1-16	EPIC PEST CONTROL	ADDITIONAL FUNDING FOR AS NEEDED SRVS	\$9,492.00	12/6/2016
PWL183.2-16	MASS ELECTRIC CONSTRUCTION	GREEN LINE TRACTION POWER SUBSTANTION	\$0.00	12/6/2016
L1338.0-17	HOLLAND LP	GEOMETRIC TRACK TESTING	\$87,000.00	12/8/2016
G1429.3-12	OPPER & VARCO, LLP.	LEGAL SVCS GEN & TORT LIABILITY	\$0.00	12/13/2016
G1430.7-12	PAUL PLEVIN SULLIVAN & CONNAUG	LEGAL SVS - LABOR EMPLOYMENT	\$0.00	12/13/2016
G1431.1-12	R. MARTIN BOHL	LEGAL SERVICES - REAL ESTATE	\$0.00	12/13/2016
G1432.7-12	RYAN CARVALHO & WHITE, LLP	LEGAL SVCS - GENERAL & TORT LIABILITY	\$0.00	12/13/2016
G1433.7-12	TROVILLION INVEISS PONTICELLO	LEGAL SERVICES WORKER'S COMP	\$0.00	12/13/2016
G1434.6-12	WHEATLEY BINGHAM & BAKER	LEGAL SVC - GENERAL & TORT LIABILITY	\$0.00	12/13/2016
G1421.3-12	BAKER & MILLER, PLLC	LEGAL SVCS - RAILROAD & ENVIRONMENTAL	\$0.00	12/14/2016
G1422.7-12	BEST BEST & KRIEGER, LLP	LEGAL SERVICES - MTS OPERATIONS	\$0.00	12/14/2016
G1423.7-12	DAVID C. SKYER, APC	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$0.00	12/14/2016
G1426.6-12	MARK H BARBER	LEGAL SERVICES - WORKER'S COMP	\$0.00	12/14/2016
G1455.6-12	LAUGHLIN, FALBO, LEVY & MORESI	LEGAL SERVICES - WORKER'S COMP	\$0.00	12/14/2016
G1490.6-12	LIEDLE, LARSON, LIDL, & VAIL	LEGAL SERVICES- GENERAL LIABILITY	\$0.00	12/14/2016
G1491.5-13	MANNING & KASS ELLROD RAMIREZ	LEGAL SVCS-GEN LIABILITY/WORK COMP	\$0.00	12/14/2016
G1716.3-14	DUANE MORRIS LLP	LEGAL SERVICES - FINANCE	\$0.00	12/14/2016
G1973.0-17	AAA PRINTING COMPANY	MTS STATIONERY	\$31,353.13	12/14/2016
G1976.0-17	SANDAG	PARTIAL ASSIGN DBE & LABOR COMPLIANCE		12/14/2016
G1844.1-16	PRUDENTIAL OVERALL SUPPLY	UNIFORM RENTAL	\$1,040.00	12/29/2016
L1320.1-16	KNORR BRAKE CORPORATION	BRAKE REHAB AGREEMENT	\$0.00	1/3/2017
G1963.0-17	UCSD	OCCUPATIONAL MEDICAL SERVICES	\$93,448.00	1/5/2017
G1428.6-12	MICHAEL E. RIPLEY	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$0.00	1/6/2017
L1333.0-17	HMS CONSTRUCTION, INC.	CATENARY POLES FOR COURTHOUSE	\$66,636.00	1/6/2017
G1594.1-13	TRIBOLOGIK CORP	BUS OIL ANALYSIS SVCS	\$38,743.00	1/9/2017
G1984.0-17	GCAP SERVICES, INC.	DBE CONSULTING	\$40,000.00	1/9/2017

EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G1321.1-10	AMERICAN TOWER CORPORATION	PAYMENT TERMS CLARIFICATION	\$4,594.61	1/10/2017

REVENUE CONTRACTS & MOUS				
Doc #	Organization	Subject	Amount	Day
G1942.0-17	MIRA COSTA COLLEGE	COMPASS CARD EMPLOYER PROGRAM	\$0.00	11/30/2016
G1974.0-17	SD HOLIDAY BOWL	HOLIDAY BOWL	\$0.00	11/30/2016
L5782.1-16	SDG&E	FIRST AMEND TO UPDATE DURABLE PERMIT	\$0.00	11/30/2016
S200-16-635	HP COMMUNICATIONS, INC.	ROE - 32ND ST & HARBOR DR	\$4,637.79	11/30/2016
G1958.0-17	COLEMAN TECH CHARTER HIGH SCHO	COMPASS CARD EMPLOYER PROGRAM	\$0.00	12/2/2016
L1339.0-17	SOUTHLAND ELECTRIC, INC.	DURABLE ROE FOR SDG&E FACILITIES	\$1,500.00	12/6/2016
L6756.0-17	DATTEL SYSTEMS, INC.	ROE - INTALL MESH POLES	\$1,500.00	12/6/2016
L6731.1-16	HDR ENGINEERING, INC.	NEW EXPIRATION DATE	\$0.00	12/8/2016
L0774.1-07	SAN YSIDRO HEALTH CENTER	60 PARKING SPACES BEYER TROLLEY STATION	\$1,500.00	12/9/2016
L1326.0-17	BPG DESIGNS	ROE - INSTALLING A 6' CASING PIPE	\$2,500.00	12/9/2016
L1335.0-17	EVERYWON, INC	ROE - 2016 RACE EVENT	\$750.00	12/9/2016
L4628.0-17	CITY SD - PUBLIC WORKS	MOW PARK BLVD	\$0.00	12/9/2016
L6750.0-17	HERZOG CONTRACTING CORPORATION	JROE - SORRENTO MIRAMAR WALKWAY	\$0.00	12/9/2016
S200-17-648	AIRX UTILITY SURVEYORS	ROE - POTHOLING AT ELM AV	\$1,500.00	12/9/2016
G1661.3-14	NEXTEL OPERATIONS	ADDING ADDITIONAL UNITS TO THE 800MHZ	\$96,782.00	12/14/2016
G1943.0-17	PALOMAR COLLEGE	COMPASS CARD EMPLOYER PROGRAM	\$0.00	12/14/2016
G1973.0-1.3	SANDAG	SOUTH BAY BRT OPS & MAINTENANCE	\$37,824.98	12/14/2016
L1330.0-17	SANDAG	ROE PERMIT SITE VISITS, INPSECTIONS	\$0.00	12/21/2016
L1347.0-17	SDGE	H STREET TRANSIT CENTER	\$0.00	1/10/2017

WORK ORDERS				
Doc #	Organization	Subject	Amount	Day
G1496.0-13.11	RAILPROS, INC.	GENERAL ENGINEERING KMD BAY 18 REHA	\$59,000.00	12/2/2016
G1496.0-13.14	RAILPROS, INC.	KMD BUS WASH UPGRADE	\$25,000.00	12/9/2016
PLWL203.0-16	HMS CONSTRUCTION, INC.	JOC-MTSJOC7500-02 SANTEE SIGNAL POL	\$7,893.57	12/14/2016
G0930.17-04.34.1	SANDAG	SUPER LOOP STATION REPAIR	\$15,000.00	12/29/2016

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4400000120	12/2/2016	W.W. Grainger Inc	B250-BUS REPAIR PARTS	318.01
4400000121	12/2/2016	W.W. Grainger Inc	M160-SUMP PUMP STATIONS	3,195.94
4400000122	12/2/2016	W.W. Grainger Inc	M200-YARD FACILITIES	271.92
4400000123	12/2/2016	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	97.18
4400000124	12/2/2016	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	502.78
4400000125	12/6/2016	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	92.28
4400000126	12/6/2016	W.W. Grainger Inc	F180-BUILDING MATERIALS	80.87
4400000127	12/12/2016	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	78.97
4400000128	12/14/2016	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	15.47
4400000129	12/14/2016	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	72.67
4400000130	12/16/2016	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	100.92
4400000131	12/16/2016	W.W. Grainger Inc	B250-BUS REPAIR PARTS	289.44
4400000132	12/23/2016	W.W. Grainger Inc	B150-BUS COMM EQUIP.	126.71
4400000133	1/4/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	81.46
4400000134	1/10/2017	Kaman Industrial Technologies	R160-RAIL/LRV ELECTRICAL	174.90
4500008911	11/30/2016	Baker Capital Limited	R160-RAIL/LRV ELECTRICAL	1,246.08
4500008912	11/30/2016	Home Depot USA Inc	G140-SHOP SUPPLIES	224.64
4500008913	11/30/2016	Office Solutions	G200-OFFICE SUPPLIES	637.11
4500008914	11/30/2016	Daniels Tire Service	A140-AUTO/TRUCK REPAIR	398.54
4500008915	11/30/2016	RCP Block & Brick Inc.	F190-LANDSCAPING MAT'LS	88.24
4500008916	11/30/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	705.61
4500008917	11/30/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	59.08
4500008918	11/30/2016	Virginia Electronic & Lighting LLC	M140-WAYSIDE SIGNALS	2,124.00
4500008919	11/30/2016	Transit Holdings Inc	B140-BUS CHASSIS	2,709.34
4500008920	11/30/2016	Transwest San Diego LLC	B160-BUS ELECTRICAL	389.72
4500008921	11/30/2016	Steven Paul Letz	P410-CONSULTING	1,200.00
4500008922	11/30/2016	The Heath Group	P550-REAL ESTATE	1,200.00
4500008923	11/30/2016	TK Services Inc	B250-BUS REPAIR PARTS	1,492.50
4500008924	11/30/2016	Denlo Inc	G140-SHOP SUPPLIES	312.89
4500008925	11/30/2016	Transit Holdings Inc	B130-BUS BODY	2,673.19
4500008926	11/30/2016	Gillig LLC	B160-BUS ELECTRICAL	3,137.63
4500008927	11/30/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,738.53
4500008928	11/30/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	1,602.72
4500008929	11/30/2016	Team One Repair Inc	G290-FARE REVENUE EQUIP	272.70
4500008930	11/30/2016	Professional Contractors Supplies	G140-SHOP SUPPLIES	270.86
4500008931	11/30/2016	Airgas Inc	G190-SAFETY/MED SUPPLIES	795.99
4500008932	11/30/2016	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	837.92
4500008933	11/30/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	501.56
4500008934	11/30/2016	Robert Costanzo	B140-BUS CHASSIS	86.83
4500008935	11/30/2016	Raphael's Party Rentals Inc	G260-MEDIA	638.04
4500008936	11/30/2016	City Treasurer	P530-CIVIL & STRUCTURAL	22,269.00
4500008937	11/30/2016	Nth Generation Computing Inc	I110-INFORMATION TECH	1,847.00
4500008938	11/30/2016	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	9,631.10
4500008939	11/30/2016	Ismael Frausto	R160-RAIL/LRV ELECTRICAL	219.23
4500008940	11/30/2016	Crossman Landscape & Maintenance	P290-LANDSCAPING SERVICES	300.00
4500008941	11/30/2016	The Heath Group	P550-REAL ESTATE	1,200.00
4500008942	11/30/2016	Saft America Inc.	R160-RAIL/LRV ELECTRICAL	5,416.20
4500008943	11/30/2016	F-1 Marketing Group	G230-PRINTED MATERIALS	672.61
4500008944	11/30/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	218.71
4500008945	12/1/2016	Genuine Parts Co	P210-NON-REV VEH REPAIRS	82.29
4500008946	12/1/2016	No-Spill Systems Inc	B250-BUS REPAIR PARTS	530.30
4500008947	12/1/2016	TK Services Inc	B250-BUS REPAIR PARTS	2,456.94
4500008948	12/1/2016	TK Services Inc	B250-BUS REPAIR PARTS	1,630.69
4500008949	12/1/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	945.08
4500008950	12/1/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	445.18
4500008951	12/1/2016	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	155.31
4500008952	12/1/2016	United Refrigeration Inc	F110-SHOP/BLDG MACHINERY	419.04
4500008953	12/1/2016	Cummins Pacific LLC	B160-BUS ELECTRICAL	2,677.30
4500008954	12/1/2016	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	1,988.85
4500008955	12/1/2016	Transit Holdings Inc	B160-BUS ELECTRICAL	3,390.33

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500008956	12/1/2016	Aztec Fire & Safety	G140-SHOP SUPPLIES	788.88
4500008957	12/1/2016	Home Depot USA Inc	G140-SHOP SUPPLIES	186.97
4500008958	12/1/2016	Flyers Energy LLC	G170-LUBRICANTS	2,974.86
4500008959	12/1/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	1,385.42
4500008960	12/1/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,294.87
4500008961	12/1/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	207.25
4500008962	12/1/2016	Mohawk Mfg & Supply Co	B160-BUS ELECTRICAL	101.79
4500008963	12/1/2016	Charter Industrial Supply Inc	B200-BUS PWR TRAIN EQUIP	315.49
4500008964	12/1/2016	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	2,192.40
4500008965	12/1/2016	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	88.75
4500008966	12/1/2016	Prudential Overall Supply	G140-SHOP SUPPLIES	448.11
4500008967	12/1/2016	Enviromatrix Analytical Services In	P280-GENERAL SVC AGRMNTS	1,200.00
4500008968	12/1/2016	Battery Systems Inc	B160-BUS ELECTRICAL	4,779.01
4500008969	12/1/2016	AxleTech LLC	B140-BUS CHASSIS	241.17
4500008970	12/1/2016	Mcmaster-Carr Supply Co	B160-BUS ELECTRICAL	325.09
4500008971	12/1/2016	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	625.04
4500008972	12/1/2016	CDW LLC	I110-INFORMATION TECH	102.76
4500008973	12/1/2016	Hydraulic Electric Component	B160-BUS ELECTRICAL	29.62
4500008974	12/1/2016	Westair Gases & Equipment Inc	B200-BUS PWR TRAIN EQUIP	172.81
4500008975	12/1/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	222.74
4500008976	12/1/2016	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	2,395.27
4500008977	12/1/2016	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	459.39
4500008978	12/1/2016	Sportworks Northwest Inc	B130-BUS BODY	114.57
4500008979	12/1/2016	Staples Contract & Commercial Inc	G210-OFFICE FURNITURE	2,200.57
4500008980	12/1/2016	B Hepworth & Company Limited	R120-RAIL/LRV CAR BODY	259.60
4500008981	12/1/2016	OneSource Distributors, LLC	B160-BUS ELECTRICAL	173.47
4500008982	12/1/2016	Newark Corporation	R160-RAIL/LRV ELECTRICAL	64.40
4500008983	12/1/2016	711 Print Enterprises Inc	G120-SECURITY	1,509.23
4500008984	12/1/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	92.45
4500008985	12/1/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	278.20
4500008986	12/1/2016	Grah Safe & Lock Inc	F110-SHOP/BLDG MACHINERY	38.88
4500008987	12/1/2016	Voith Turbo Inc	R160-RAIL/LRV ELECTRICAL	72.22
4500008988	12/1/2016	South Bay Fence Inc	F190-LANDSCAPING MAT'LS	140.40
4500008989	12/1/2016	Wolfcom Enterprises	G120-SECURITY	895.00
4500008990	12/1/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.52
4500008991	12/1/2016	Soco Group Inc	G170-LUBRICANTS	1,781.82
4500008992	12/1/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	2,129.78
4500008993	12/1/2016	The Kendra Group, Inc.	G300-GENERAL CAPITAL EQP	2,319.60
4500008994	12/1/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	17,342.15
4500008995	12/1/2016	Susan Shepard	G280-FARE MATERIALS	17,357.77
4500008996	12/2/2016	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,239.96
4500008997	12/2/2016	OneSource Distributors, LLC	G190-SAFETY/MED SUPPLIES	1,340.13
4500008998	12/2/2016	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	1,023.57
4500008999	12/2/2016	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	186.30
4500009000	12/2/2016	Janek Corporation	B250-BUS REPAIR PARTS	450.00
4500009001	12/2/2016	The French Gourmet Inc	P480-EE MAINTENANCE	4,976.54
4500009002	12/2/2016	Meeting Services Inc	P160-EQUIPMENT RENTALS	426.00
4500009003	12/2/2016	Ricoh USA Inc	I120-INFO TECH, SVCS	13,010.23
4500009004	12/2/2016	Office Depot	G200-OFFICE SUPPLIES	448.93
4500009005	12/2/2016	Stephan Hirano	P310-ADVERTISING SERVICES	1,000.00
4500009006	12/2/2016	Trentman Corporation	G110-BUS/TROLLEY SIGNAGE	124.21
4500009007	12/2/2016	Matthias Moos	M120-OVRHEAD CATENARY SYS	3,024.00
4500009008	12/2/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	1,851.14
4500009009	12/2/2016	Freeby Signs	B250-BUS REPAIR PARTS	507.62
4500009010	12/2/2016	Softchoice Corporation	I110-INFORMATION TECH	20,589.90
4500009011	12/2/2016	CDW LLC	I110-INFORMATION TECH	20,113.20
4500009012	12/2/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	129.53
4500009013	12/2/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,464.74
4500009014	12/2/2016	Beverly Christensen	G130-SHOP TOOLS	20,346.15
4500009015	12/2/2016	Sid Tool Co	G130-SHOP TOOLS	2,455.43

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500009016	12/2/2016	All American First Aid & Safety	C120-SPECIALTY CONTRACTOR	1,306.26
4500009017	12/2/2016	America Fujikura LTD	M120-OVRHEAD CATENARY SYS	7,663.16
4500009018	12/2/2016	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	2,766.98
4500009019	12/2/2016	SouthComm Business Media, LLC	P310-ADVERTISING SERVICES	2,100.00
4500009020	12/5/2016	City Treasurer	C140-CONSTRUCTION MGT SRV	17,630.00
4500009021	12/5/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,513.53
4500009022	12/5/2016	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	104.01
4500009023	12/5/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	253.83
4500009024	12/5/2016	Pacific Rigging Loft Inc	M120-OVRHEAD CATENARY SYS	1,322.40
4500009025	12/5/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	706.52
4500009026	12/5/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	399.00
4500009027	12/5/2016	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	218.00
4500009028	12/5/2016	Gillig LLC	B250-BUS REPAIR PARTS	307.15
4500009029	12/5/2016	Recaro North America Inc	B130-BUS BODY	376.66
4500009030	12/5/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	259.84
4500009031	12/5/2016	Gillig LLC	B130-BUS BODY	2,680.24
4500009032	12/5/2016	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	27.37
4500009033	12/5/2016	Transit Holdings Inc	B140-BUS CHASSIS	2,998.28
4500009034	12/5/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	3,274.74
4500009035	12/5/2016	BKM OfficeWorks, LLC	C110-GENERAL CONTRACTORS	459.01
4500009036	12/5/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,750.86
4500009037	12/5/2016	Sullivan Hill Lewin Rez & Engel	P340-LEGAL	30,000.00
4500009038	12/5/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	745.20
4500009039	12/5/2016	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	2,268.87
4500009040	12/5/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	17,163.36
4500009041	12/5/2016	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	581.28
4500009042	12/5/2016	Office Solutions	G200-OFFICE SUPPLIES	326.75
4500009043	12/5/2016	Gillig LLC	B250-BUS REPAIR PARTS	170.86
4500009044	12/5/2016	W.W. Grainger Inc	B250-BUS REPAIR PARTS	208.92
4500009045	12/5/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	242.91
4500009046	12/5/2016	Applied Industrial Technologies-CA	G170-LUBRICANTS	460.51
4500009047	12/5/2016	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	2,694.17
4500009048	12/5/2016	W.W. Grainger Inc	M110-SUB STATION	1,920.93
4500009049	12/5/2016	Culligan of San Diego	G140-SHOP SUPPLIES	840.00
4500009050	12/5/2016	Global Power Group Inc	G180-JANITORIAL SUPPLIES	2,747.32
4500009051	12/6/2016	Team One Repair Inc	G290-FARE REVENUE EQUIP	2,099.52
4500009052	12/6/2016	San Diego Highway Development Ass'n	P480-EE MAINTENANCE	260.00
4500009053	12/6/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,732.37
4500009054	12/6/2016	T&T Janitorial Inc	P110-BLDG MAINTENANCE	27,000.00
4500009055	12/6/2016	Professional Contractors Supplies	G160-PAINTS & CHEMICALS	582.06
4500009056	12/6/2016	Home Depot USA Inc	G140-SHOP SUPPLIES	904.21
4500009057	12/6/2016	Willy's Electronic Supply Co	R160-RAIL/LRV ELECTRICAL	15.32
4500009058	12/6/2016	Gillig LLC	B250-BUS REPAIR PARTS	338.90
4500009059	12/6/2016	Dunn-Edwards Corporation	F110-SHOP/BLDG MACHINERY	56.09
4500009060	12/6/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,111.21
4500009062	12/6/2016	Trentman Corporation	F110-SHOP/BLDG MACHINERY	56.70
4500009063	12/6/2016	Prochem Speciality Products Inc	G180-JANITORIAL SUPPLIES	1,856.18
4500009064	12/6/2016	Mayday Grounding Inc	M110-SUB STATION	1,008.00
4500009065	12/6/2016	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,486.71
4500009066	12/6/2016	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	2,448.51
4500009067	12/6/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	1,946.16
4500009068	12/6/2016	David Bueltel	G230-PRINTED MATERIALS	285.12
4500009069	12/7/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	301.17
4500009070	12/7/2016	Dropbox Inc	I110-INFORMATION TECH	2,045.00
4500009071	12/7/2016	SiteOne Landscape Supply Holding	F190-LANDSCAPING MAT'LS	472.53
4500009072	12/7/2016	Coast United Advertising	P310-ADVERTISING SERVICES	600.00
4500009073	12/7/2016	Michelin North America Inc	B210-BUS TIRES & TUBES	287.02
4500009074	12/7/2016	David Bueltel	G230-PRINTED MATERIALS	825.12
4500009075	12/7/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,701.54
4500009076	12/7/2016	CDW LLC	G200-OFFICE SUPPLIES	89.63

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500009077	12/7/2016	Transit Products and Services	B130-BUS BODY	405.01
4500009078	12/7/2016	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	1,334.00
4500009079	12/7/2016	Golden State Supply LLC	G140-SHOP SUPPLIES	35.82
4500009080	12/7/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	625.23
4500009081	12/7/2016	All The King's Flags	G230-PRINTED MATERIALS	681.57
4500009082	12/7/2016	Tri-Signal Integration Inc	P260-TESTING & ANALYSIS	170.00
4500009083	12/7/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	1,620.02
4500009084	12/7/2016	Linkedin Corporation	P450-PERSONNEL SVCS	35,450.00
4500009085	12/7/2016	J. J. Keller & Associates Inc	P540-MAINTENANCE TRAINING	148.67
4500009086	12/7/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	16,358.83
4500009087	12/7/2016	T&T Janitorial Inc	C120-SPECIALTY CONTRACTOR	39,600.00
4500009088	12/7/2016	Exit Certified Corp	P410-CONSULTING	99,000.00
4500009089	12/7/2016	Janek Corporation	B250-BUS REPAIR PARTS	944.00
4500009090	12/7/2016	W.W. Grainger Inc	B250-BUS REPAIR PARTS	33.05
4500009091	12/7/2016	Genuine Parts Co	B250-BUS REPAIR PARTS	14.59
4500009092	12/7/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	252.08
4500009093	12/7/2016	L L Printers Carlsbad LLC	G230-PRINTED MATERIALS	3,294.02
4500009094	12/7/2016	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	1,088.16
4500009095	12/7/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,374.76
4500009096	12/7/2016	Jeyco Products Inc	G160-PAINTS & CHEMICALS	233.39
4500009097	12/7/2016	Kaman Industrial Technologies	G140-SHOP SUPPLIES	2,494.11
4500009098	12/7/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	587.32
4500009099	12/7/2016	Wesco Distribution Inc	G270-ELECTRICAL/LIGHTING	185.40
4500009100	12/7/2016	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	40.92
4500009101	12/7/2016	David Bueltel	G230-PRINTED MATERIALS	542.16
4500009102	12/7/2016	SPX Corporation	G290-FARE REVENUE EQUIP	47.52
4500009103	12/7/2016	Kiyoto Enterprises Inc	P280-GENERAL SVC AGRMNTS	12,420.00
4500009104	12/7/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	752.85
4500009105	12/7/2016	Steven Timme	C130-CONSTRUCTION SVCS	1,162.20
4500009106	12/7/2016	Thompson Building Materials	R230-RAIL/LRV MECHANICAL	5,136.27
4500009107	12/8/2016	Sherwin Williams Company	G140-SHOP SUPPLIES	128.61
4500009108	12/8/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,547.42
4500009109	12/8/2016	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	546.64
4500009110	12/8/2016	Railquip, Inc.	F130-VEH HOISTS, JACKS	2,532.40
4500009111	12/8/2016	Office Solutions	G200-OFFICE SUPPLIES	151.25
4500009112	12/8/2016	DoAll Company	P130-EQUIP MAINT REPR SVC	3,664.04
4500009113	12/8/2016	New Technical Solutions, Inc.	I110-INFORMATION TECH	2,370.00
4500009114	12/8/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	8,068.71
4500009115	12/8/2016	Romaine Electric Corporation	B160-BUS ELECTRICAL	2,545.32
4500009116	12/8/2016	Sunroad Auto LLC	B250-BUS REPAIR PARTS	725.51
4500009117	12/8/2016	NS Corporation	P120-BLDG/FACILITY REPRS	1,690.20
4500009118	12/8/2016	Home Depot USA Inc	P540-MAINTENANCE TRAINING	214.93
4500009119	12/8/2016	Daniels Tire Service	A140-AUTO/TRUCK REPAIR	398.54
4500009120	12/8/2016	OneSource Distributors, LLC	G240-UNIFORM PROCUREMENT	1,709.87
4500009121	12/8/2016	Brookville Equipment Corporation	R160-RAIL/LRV ELECTRICAL	9,549.98
4500009122	12/8/2016	JKL Cleaning Systems	F190-LANDSCAPING MAT'LS	1,371.60
4500009123	12/8/2016	Robcar Corporation	G190-SAFETY/MED SUPPLIES	371.71
4500009124	12/8/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	532.00
4500009125	12/8/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,874.36
4500009126	12/8/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,707.71
4500009127	12/8/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	240.87
4500009128	12/8/2016	Office Depot	G200-OFFICE SUPPLIES	291.05
4500009129	12/8/2016	San Diego Seal Inc	R220-RAIL/LRV TRUCKS	1,521.35
4500009130	12/8/2016	UniFirst Corporation	C120-SPECIALTY CONTRACTOR	420.27
4500009131	12/8/2016	Mak Cleaners Inc	C120-SPECIALTY CONTRACTOR	59.40
4500009132	12/8/2016	W.W. Grainger Inc	G170-LUBRICANTS	639.90
4500009133	12/9/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	899.91
4500009134	12/9/2016	Freeby Signs	B250-BUS REPAIR PARTS	901.83
4500009135	12/9/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,503.57
4500009136	12/9/2016	Cummins-Allison	B250-BUS REPAIR PARTS	484.69

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PO Number	PO Date	Name	Material Group	PO Value
4500009137	12/9/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	35.39
4500009138	12/9/2016	BC Group Holdings Inc	G200-OFFICE SUPPLIES	3,897.73
4500009139	12/9/2016	Spectrasite Wireless Towers Inc	P180-LEASES, OTHER	24,808.23
4500009141	12/9/2016	Chromate Industrial Corporation	G140-SHOP SUPPLIES	216.83
4500009142	12/9/2016	South Bay Fence Inc	F190-LANDSCAPING MAT'LS	1,868.42
4500009143	12/9/2016	Transit Holdings Inc	B140-BUS CHASSIS	7,084.63
4500009144	12/9/2016	Capital One National Association	G200-OFFICE SUPPLIES	2,235.99
4500009145	12/9/2016	NMS Management Inc	G180-JANITORIAL SUPPLIES	104.89
4500009147	12/9/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,094.84
4500009148	12/9/2016	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	2,460.31
4500009149	12/9/2016	Ruben Leon	P420-MAIL SERVICES	160.00
4500009150	12/9/2016	Knorr Brake Company	R220-RAIL/LRV TRUCKS	4,938.84
4500009151	12/9/2016	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	16,200.00
4500009152	12/9/2016	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	2,361.19
4500009153	12/9/2016	Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	699.79
4500009154	12/9/2016	Applied Industrial Technologies-CA	G140-SHOP SUPPLIES	1,200.77
4500009155	12/9/2016	Airgas Inc	G190-SAFETY/MED SUPPLIES	274.32
4500009156	12/9/2016	Golden State Supply LLC	G170-LUBRICANTS	132.93
4500009157	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	725.74
4500009158	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	712.78
4500009159	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	312.95
4500009160	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	315.87
4500009161	12/9/2016	Allied Refrigeration Inc	R230-RAIL/LRV MECHANICAL	970.86
4500009162	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	313.71
4500009163	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	275.37
4500009164	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	294.27
4500009165	12/9/2016	Sid Tool Co	G180-JANITORIAL SUPPLIES	440.80
4500009166	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	298.58
4500009167	12/9/2016	Ace Uniforms & Accessories	G120-SECURITY	357.45
4500009168	12/9/2016	Home Depot USA Inc	G130-SHOP TOOLS	245.17
4500009169	12/9/2016	W.W. Grainger Inc	R160-RAIL/LRV ELECTRICAL	221.03
4500009170	12/9/2016	Steven Timme	G230-PRINTED MATERIALS	68.61
4500009171	12/9/2016	Professional Contractors Supplies	G160-PAINTS & CHEMICALS	122.28
4500009172	12/9/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	16,358.83
4500009173	12/12/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	470.90
4500009174	12/12/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	150.99
4500009175	12/12/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	270.00
4500009176	12/12/2016	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	2,560.56
4500009177	12/12/2016	Gillig LLC	B250-BUS REPAIR PARTS	2,332.80
4500009178	12/12/2016	Pacific Flexible Metal Hose Co	B200-BUS PWR TRAIN EQUIP	66.08
4500009179	12/12/2016	Lucerix International Corporation	B130-BUS BODY	309.64
4500009180	12/12/2016	W.W. Grainger Inc	B130-BUS BODY	222.88
4500009181	12/12/2016	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	1,707.46
4500009182	12/12/2016	Gillig LLC	B140-BUS CHASSIS	1,685.29
4500009183	12/12/2016	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	683.76
4500009184	12/12/2016	Kaman Industrial Technologies	B200-BUS PWR TRAIN EQUIP	820.76
4500009185	12/12/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	481.97
4500009186	12/12/2016	Jeyco Products Inc	G130-SHOP TOOLS	30.53
4500009187	12/12/2016	Charter Industrial Supply Inc	G140-SHOP SUPPLIES	146.43
4500009188	12/12/2016	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	2,029.62
4500009189	12/12/2016	Battery Systems Inc	B160-BUS ELECTRICAL	3,991.68
4500009190	12/12/2016	Accurate Elastomer Products Inc	B130-BUS BODY	173.32
4500009191	12/12/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	256.47
4500009192	12/12/2016	Muncie Transit Supply	B200-BUS PWR TRAIN EQUIP	1,236.88
4500009193	12/12/2016	Industrial Maintenance Supply LLC	G200-OFFICE SUPPLIES	139.48
4500009194	12/12/2016	TK Services Inc	B110-BUS HVAC SYSTEMS	119.89
4500009195	12/12/2016	Tribologik Corporation	G140-SHOP SUPPLIES	2,176.51
4500009196	12/12/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	932.05
4500009197	12/12/2016	Office Depot	G200-OFFICE SUPPLIES	260.69
4500009198	12/12/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	16,358.83

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PO Number	PO Date	Name	Material Group	PO Value
4500009199	12/12/2016	Dunn-Edwards Corporation	G160-PAINTS & CHEMICALS	350.97
4500009200	12/12/2016	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	98.06
4500009201	12/12/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,040.30
4500009202	12/12/2016	SB & KB Inc.	P210-NON-REV VEH REPAIRS	184.34
4500009203	12/12/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,720.04
4500009204	12/12/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	378.43
4500009205	12/12/2016	Willy's Electronic Supply Co	R150-RAIL/LRV COMM EQUIP	278.35
4500009206	12/12/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	148.18
4500009207	12/12/2016	DoAll Company	R230-RAIL/LRV MECHANICAL	2,831.53
4500009208	12/12/2016	Louis Sardo Upholstery Inc	B130-BUS BODY	539.46
4500009209	12/12/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	6,822.31
4500009210	12/12/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,354.34
4500009211	12/12/2016	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	75.52
4500009212	12/12/2016	Madden Construction Inc	C110-GENERAL CONTRACTORS	793.01
4500009213	12/12/2016	Staples Contract & Commercial Inc	P540-MAINTENANCE TRAINING	126.42
4500009214	12/12/2016	David Wasserman	P440-CATERING SERVICES	830.26
4500009215	12/12/2016	The Cravory	G250-NOVELTIES & AWARDS	3,456.00
4500009216	12/12/2016	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	491.41
4500009217	12/12/2016	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	291.60
4500009218	12/13/2016	W.W. Grainger Inc	G130-SHOP TOOLS	2,508.78
4500009220	12/13/2016	Home Depot USA Inc	G130-SHOP TOOLS	1,250.60
4500009221	12/13/2016	Communications Usa Inc	P130-EQUIP MAINT REPR SVC	17,621.28
4500009223	12/13/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,726.20
4500009224	12/13/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	393.64
4500009225	12/13/2016	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	1,212.06
4500009226	12/13/2016	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	1,007.18
4500009227	12/13/2016	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	158.44
4500009228	12/13/2016	Kaman Industrial Technologies	G140-SHOP SUPPLIES	2,333.92
4500009229	12/13/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	1,119.55
4500009230	12/13/2016	I/O Controls Corporation	B250-BUS REPAIR PARTS	1,134.96
4500009231	12/13/2016	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	138.24
4500009232	12/13/2016	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	1,655.70
4500009233	12/13/2016	Paradigm Mechanical Corp	B110-BUS HVAC SYSTEMS	120.00
4500009234	12/13/2016	Transit Holdings Inc	B110-BUS HVAC SYSTEMS	768.94
4500009235	12/13/2016	Jeyco Products Inc	G180-JANITORIAL SUPPLIES	644.64
4500009236	12/13/2016	Prudential Overall Supply	G140-SHOP SUPPLIES	934.87
4500009237	12/13/2016	Battery Systems Inc	B160-BUS ELECTRICAL	2,903.04
4500009238	12/13/2016	Flyers Energy LLC	A120-AUTO/TRUCK GASOLINE	16,537.61
4500009239	12/13/2016	San Diego Friction Products, Inc.	B140-BUS CHASSIS	3,422.00
4500009240	12/13/2016	Cembre Inc	G130-SHOP TOOLS	461.39
4500009241	12/13/2016	Comfort Mechanical Inc	M190-SDSU ELECTRICAL	998.00
4500009242	12/13/2016	Transit Holdings Inc	B140-BUS CHASSIS	2,433.00
4500009243	12/13/2016	Denlo Inc	G140-SHOP SUPPLIES	129.60
4500009244	12/13/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	292.60
4500009245	12/13/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,132.87
4500009246	12/13/2016	TK Services Inc	B250-BUS REPAIR PARTS	295.28
4500009247	12/13/2016	Paragon Solutions Group Inc	G280-FARE MATERIALS	32,319.01
4500009248	12/13/2016	Genuine Parts Co	B250-BUS REPAIR PARTS	69.36
4500009249	12/13/2016	Flyers Energy LLC	R230-RAIL/LRV MECHANICAL	1,769.18
4500009250	12/13/2016	Culligan of San Diego	G140-SHOP SUPPLIES	840.00
4500009251	12/13/2016	Daniels Tire Service	P210-NON-REV VEH REPAIRS	395.80
4500009252	12/13/2016	Agricultural Pest Control Svcs	P110-BLDG MAINTENANCE	900.00
4500009253	12/13/2016	San Diego Plastics Inc	R220-RAIL/LRV TRUCKS	1,169.41
4500009254	12/13/2016	Chromate Industrial Corporation	G150-FASTENERS	87.70
4500009255	12/13/2016	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	399.39
4500009256	12/13/2016	B Hepworth & Company Limited	R120-RAIL/LRV CAR BODY	478.84
4500009257	12/13/2016	Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	803.62
4500009258	12/13/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	409.86
4500009259	12/14/2016	Gillig LLC	B140-BUS CHASSIS	628.30
4500009260	12/14/2016	Prochem Speciality Products Inc	G180-JANITORIAL SUPPLIES	1,973.66

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PO Number	PO Date	Name	Material Group	PO Value
4500009261	12/14/2016	The Animal Keeper Inc	G120-SECURITY	275.00
4500009262	12/14/2016	City Electric Works Inc	P120-BLDG/FACILITY REPRS	400.00
4500009263	12/14/2016	E.T. Services	P120-BLDG/FACILITY REPRS	220.00
4500009264	12/14/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,713.87
4500009265	12/14/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	30,912.55
4500009266	12/14/2016	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	6,754.69
4500009267	12/14/2016	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	210.61
4500009268	12/14/2016	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	192.72
4500009269	12/14/2016	W.W. Grainger Inc	R240-RAIL/LRV REPR PARTS	266.87
4500009270	12/14/2016	US Mobile Wireless	I120-INFO TECH, SVCS	5,520.00
4500009271	12/14/2016	San Diego Convention Center Corp	P310-ADVERTISING SERVICES	13,095.00
4500009272	12/14/2016	Dartco Transmission	B250-BUS REPAIR PARTS	658.41
4500009273	12/14/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	623.03
4500009275	12/14/2016	Mark Carass	P120-BLDG/FACILITY REPRS	315.00
4500009276	12/14/2016	Angelica Ella Eclar	P160-EQUIPMENT RENTALS	2,425.00
4500009277	12/14/2016	M.A.N.D.A.T.E Records Inc	P160-EQUIPMENT RENTALS	1,000.00
4500009278	12/14/2016	Team One Repair Inc	G290-FARE REVENUE EQUIP	15,529.84
4500009279	12/14/2016	Transit Holdings Inc	B140-BUS CHASSIS	18,129.28
4500009280	12/15/2016	Mouser Electronics Inc	B250-BUS REPAIR PARTS	188.57
4500009281	12/15/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,432.72
4500009282	12/15/2016	Genuine Parts Co	B250-BUS REPAIR PARTS	173.93
4500009283	12/15/2016	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	258.18
4500009284	12/15/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,503.57
4500009285	12/15/2016	Norman Industrial Materials	P190-REV VEHICLE REPAIRS	792.96
4500009286	12/15/2016	Barry Sandler Enterprises	G180-JANITORIAL SUPPLIES	1,817.79
4500009287	12/15/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,720.04
4500009288	12/15/2016	West End Holdings Inc	P120-BLDG/FACILITY REPRS	262.80
4500009289	12/15/2016	Master International Corporation	R170-RAIL/LRV HVAC	98.89
4500009290	12/15/2016	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	3,044.40
4500009291	12/15/2016	Home Depot USA Inc	G140-SHOP SUPPLIES	1,122.54
4500009292	12/15/2016	Kent Global Systems Inc	G180-JANITORIAL SUPPLIES	284.10
4500009293	12/15/2016	Airgas Inc	G190-SAFETY/MED SUPPLIES	61.49
4500009294	12/15/2016	Professional Contractors Supplies	G140-SHOP SUPPLIES	393.73
4500009295	12/15/2016	OneSource Distributors, LLC	G130-SHOP TOOLS	580.93
4500009296	12/15/2016	American Battery Corporation	G290-FARE REVENUE EQUIP	202.18
4500009297	12/15/2016	Siemens Industry Inc	R220-RAIL/LRV TRUCKS	2,154.71
4500009298	12/15/2016	B Hepworth & Company Limited	R160-RAIL/LRV ELECTRICAL	95.36
4500009299	12/15/2016	Ansaldo Sts Usa Inc	G130-SHOP TOOLS	138.98
4500009300	12/15/2016	P & R Paper Supply Company Inc	G180-JANITORIAL SUPPLIES	4,679.90
4500009301	12/15/2016	San Diego Community College Distric	G230-PRINTED MATERIALS	279.24
4500009302	12/15/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	496.04
4500009303	12/15/2016	TK Services Inc	B250-BUS REPAIR PARTS	404.67
4500009304	12/15/2016	Western Lift Inc	F110-SHOP/BLDG MACHINERY	432.00
4500009305	12/15/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	1,430.70
4500009306	12/15/2016	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	161.49
4500009307	12/15/2016	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	254.65
4500009308	12/15/2016	W.W. Grainger Inc	B250-BUS REPAIR PARTS	594.00
4500009309	12/15/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	113.98
4500009310	12/15/2016	Jeyco Products Inc	G130-SHOP TOOLS	42.54
4500009311	12/15/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	450.60
4500009312	12/15/2016	CASEI	F180-BUILDING MATERIALS	1,251.84
4500009313	12/15/2016	Gillig LLC	B160-BUS ELECTRICAL	1,377.33
4500009314	12/15/2016	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	175.35
4500009315	12/15/2016	Transit Holdings Inc	B130-BUS BODY	872.95
4500009316	12/15/2016	Waco Filters Corporation	F120-BUS/LRV PAINT BOOTHS	1,028.37
4500009317	12/15/2016	Sportworks Northwest Inc	B130-BUS BODY	125.18
4500009318	12/15/2016	Neopart	B130-BUS BODY	2,399.11
4500009319	12/15/2016	Janek Corporation	B130-BUS BODY	527.54
4500009321	12/16/2016	Pacific Coast Air Tools & Supply In	G130-SHOP TOOLS	2,096.49
4500009322	12/16/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	3,024.00

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PO Number	PO Date	Name	Material Group	PO Value
4500009323	12/16/2016	NASG Holding Inc	R120-RAIL/LRV CAR BODY	2,686.87
4500009324	12/16/2016	Camira Group Inc	R200-RAIL/LRV SEATING	2,244.95
4500009325	12/16/2016	Communication Paper Limited Inc	G280-FARE MATERIALS	3,711.92
4500009326	12/16/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	84.82
4500009327	12/16/2016	W.W. Grainger Inc	G150-FASTENERS	78.19
4500009328	12/16/2016	Sid Tool Co	G130-SHOP TOOLS	16.74
4500009329	12/16/2016	Barry Sandler Enterprises	G180-JANITORIAL SUPPLIES	1,516.81
4500009330	12/16/2016	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	1,025.43
4500009331	12/16/2016	Digital Printing Systems Inc	G280-FARE MATERIALS	3,207.60
4500009332	12/16/2016	RCP Block & Brick Inc.	P120-BLDG/FACILITY REPRS	570.69
4500009333	12/16/2016	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	848.23
4500009334	12/16/2016	OneSource Distributors, LLC	G140-SHOP SUPPLIES	2,980.59
4500009335	12/16/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,670.72
4500009336	12/16/2016	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	108.02
4500009337	12/16/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,670.72
4500009338	12/16/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	41.42
4500009339	12/16/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	17,073.97
4500009340	12/16/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	186.97
4500009341	12/16/2016	Matthias Moos	M120-OVRHEAD CATENARY SYS	2,493.07
4500009342	12/16/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	819.50
4500009343	12/16/2016	Willy's Electronic Supply Co	G140-SHOP SUPPLIES	83.15
4500009346	12/16/2016	Janek Corporation	B250-BUS REPAIR PARTS	1,716.91
4500009347	12/16/2016	BCP Systems Inc	G290-FARE REVENUE EQUIP	5,186.11
4500009348	12/16/2016	Kustom Seating Unlimited Inc	B130-BUS BODY	4,793.58
4500009349	12/19/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	1,552.30
4500009350	12/19/2016	West-Lite Supply Co Inc	M110-SUB STATION	376.92
4500009351	12/19/2016	Romaine Electric Corporation	B160-BUS ELECTRICAL	10,977.69
4500009352	12/19/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	3,149.28
4500009353	12/19/2016	Transit Holdings Inc	B130-BUS BODY	583.29
4500009354	12/19/2016	Gillig LLC	B250-BUS REPAIR PARTS	227.58
4500009355	12/19/2016	DIRECTV	P130-EQUIP MAINT REPR SVC	85.56
4500009356	12/19/2016	County of San Diego	C130-CONSTRUCTION SVCS	3,650.00
4500009357	12/19/2016	ADT LLC	C130-CONSTRUCTION SVCS	569.00
4500009358	12/19/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,720.04
4500009359	12/19/2016	TK Services Inc	B250-BUS REPAIR PARTS	1,630.69
4500009360	12/19/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	100.94
4500009361	12/19/2016	Kidde Technologies Inc	B200-BUS PWR TRAIN EQUIP	679.86
4500009362	12/19/2016	Airgas Inc	G140-SHOP SUPPLIES	39.05
4500009363	12/19/2016	Muncie Transit Supply	B160-BUS ELECTRICAL	71.40
4500009364	12/19/2016	TK Services Inc	B200-BUS PWR TRAIN EQUIP	94.87
4500009365	12/19/2016	Denlo Inc	G140-SHOP SUPPLIES	58.88
4500009366	12/19/2016	AxleTech LLC	B140-BUS CHASSIS	306.94
4500009367	12/19/2016	Allied Refrigeration Inc	G170-LUBRICANTS	142.45
4500009368	12/19/2016	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	97.20
4500009369	12/19/2016	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	56.13
4500009370	12/19/2016	Acuity Specialty Products Inc	G180-JANITORIAL SUPPLIES	756.75
4500009371	12/19/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	1,507.53
4500009372	12/19/2016	Dartco Transmission	B200-BUS PWR TRAIN EQUIP	610.00
4500009373	12/19/2016	Don Oleson Inc	P190-REV VEHICLE REPAIRS	575.00
4500009374	12/19/2016	Asbury Environmental Services	B200-BUS PWR TRAIN EQUIP	349.45
4500009375	12/19/2016	San Diego Friction Products, Inc.	B140-BUS CHASSIS	390.09
4500009376	12/19/2016	Delphin Computer Supply	G200-OFFICE SUPPLIES	184.79
4500009377	12/19/2016	Willy's Electronic Supply Co	M180-STATION ELECTRICAL	609.54
4500009378	12/19/2016	Aslan Capital Inc	G180-JANITORIAL SUPPLIES	392.95
4500009379	12/19/2016	Rush Truck Centers of California	B200-BUS PWR TRAIN EQUIP	322.01
4500009380	12/19/2016	David Bueltel	G230-PRINTED MATERIALS	1,062.00
4500009381	12/19/2016	Reefco LLC	B110-BUS HVAC SYSTEMS	627.43
4500009382	12/19/2016	IPD Packaging Inc.	G140-SHOP SUPPLIES	245.34
4500009383	12/19/2016	Robert Costanzo	B140-BUS CHASSIS	79.07
4500009384	12/19/2016	Transit Holdings Inc	B140-BUS CHASSIS	2,707.30

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PO Number	PO Date	Name	Material Group	PO Value
4500009385	12/19/2016	OneSource Distributors, LLC	G130-SHOP TOOLS	746.77
4500009386	12/19/2016	Sloan Electromechanical	R160-RAIL/LRV ELECTRICAL	34,569.44
4500009387	12/19/2016	Ismael Frausto	R120-RAIL/LRV CAR BODY	491.79
4500009388	12/19/2016	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	20,050.21
4500009389	12/20/2016	Matthias Moos	M120-OVRHEAD CATENARY SYS	1,587.60
4500009390	12/20/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	410.40
4500009391	12/20/2016	OneSource Distributors, LLC	R160-RAIL/LRV ELECTRICAL	11,084.38
4500009392	12/20/2016	Washington-Lincoln Laurels	P310-ADVERTISING SERVICES	1,000.00
4500009393	12/20/2016	W.W. Grainger Inc	M110-SUB STATION	78.75
4500009394	12/20/2016	Transwest San Diego LLC	B250-BUS REPAIR PARTS	168.82
4500009395	12/20/2016	Southern Counties Lubricants LLC	G170-LUBRICANTS	29,864.16
4500009396	12/20/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,738.53
4500009397	12/20/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,788.72
4500009398	12/20/2016	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	485.04
4500009399	12/20/2016	Simplexgrinnell LP	M190-SDSU ELECTRICAL	999.60
4500009400	12/20/2016	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,856.43
4500009402	12/20/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	18,978.03
4500009403	12/20/2016	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	978.79
4500009404	12/20/2016	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	6,480.00
4500009405	12/20/2016	Critical Mention, Inc.	G260-MEDIA	2,999.00
4500009406	12/21/2016	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,248.39
4500009407	12/21/2016	MCAS Miramar Vet	G120-SECURITY	35.00
4500009408	12/21/2016	Transit Holdings Inc	B160-BUS ELECTRICAL	3,003.29
4500009409	12/21/2016	Gillig LLC	G140-SHOP SUPPLIES	3,309.38
4500009410	12/21/2016	Steven Timme	G110-BUS/TROLLEY SIGNAGE	280.29
4500009411	12/21/2016	Recaro North America Inc	B130-BUS BODY	188.33
4500009412	12/21/2016	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	1,184.58
4500009413	12/21/2016	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	576.50
4500009414	12/21/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,350.07
4500009415	12/21/2016	Wesco Distribution Inc	G270-ELECTRICAL/LIGHTING	244.62
4500009416	12/21/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	101.33
4500009417	12/21/2016	Charter Industrial Supply Inc	G140-SHOP SUPPLIES	168.82
4500009418	12/21/2016	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	298.50
4500009419	12/21/2016	San Diego Friction Products, Inc.	B160-BUS ELECTRICAL	372.60
4500009420	12/21/2016	Buswest LLC	B200-BUS PWR TRAIN EQUIP	104.13
4500009421	12/21/2016	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	587.23
4500009422	12/21/2016	Robert Costanzo	B140-BUS CHASSIS	120.07
4500009423	12/21/2016	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	658.04
4500009424	12/21/2016	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	973.28
4500009425	12/21/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,300.42
4500009426	12/21/2016	Prudential Overall Supply	G140-SHOP SUPPLIES	422.40
4500009427	12/21/2016	Hydraulic Electric Component	B200-BUS PWR TRAIN EQUIP	30.37
4500009428	12/21/2016	Jeyco Products Inc	G200-OFFICE SUPPLIES	294.70
4500009429	12/21/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	106.13
4500009430	12/21/2016	Prochem Speciality Products Inc	G180-JANITORIAL SUPPLIES	1,568.36
4500009431	12/21/2016	Rockwest Technology Group Inc	I120-INFO TECH, SVCS	2,278.00
4500009432	12/21/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,744.70
4500009433	12/21/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,618.31
4500009434	12/21/2016	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	36.61
4500009435	12/21/2016	Staples Contract & Commercial Inc	G210-OFFICE FURNITURE	559.27
4500009436	12/21/2016	Drain Medic Inc	P120-BLDG/FACILITY REPRS	542.30
4500009437	12/21/2016	Janek Corporation	B250-BUS REPAIR PARTS	1,647.01
4500009438	12/21/2016	Battery Systems Inc	B250-BUS REPAIR PARTS	1,268.44
4500009439	12/21/2016	Gillig LLC	B250-BUS REPAIR PARTS	245.72
4500009440	12/21/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	19.50
4500009441	12/21/2016	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	5,917.11
4500009442	12/21/2016	Presidio Networked Solutions Group	C120-SPECIALTY CONTRACTOR	7,672.50
4500009443	12/21/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	87.43
4500009444	12/21/2016	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	125.67
4500009445	12/21/2016	Louis Sardo Upholstery Inc	B130-BUS BODY	599.41

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PO Number	PO Date	Name	Material Group	PO Value
4500009446	12/21/2016	Transit Holdings Inc	B130-BUS BODY	1,702.35
4500009447	12/21/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,956.91
4500009448	12/21/2016	Newark Corporation	M110-SUB STATION	77.13
4500009449	12/21/2016	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	113.41
4500009450	12/21/2016	Rick Busch	G180-JANITORIAL SUPPLIES	172.81
4500009451	12/21/2016	Praxair Distribution Inc.	G140-SHOP SUPPLIES	816.90
4500009452	12/21/2016	Schunk Carbon Technology LLC	R190-RAIL/LRV PANTOGRAPH	30,479.76
4500009453	12/21/2016	Culligan of San Diego	G140-SHOP SUPPLIES	840.00
4500009454	12/21/2016	Transit Holdings Inc	B140-BUS CHASSIS	2,980.69
4500009455	12/21/2016	Muncie Transit Supply	B160-BUS ELECTRICAL	33.77
4500009456	12/21/2016	Transwest San Diego LLC	B160-BUS ELECTRICAL	3,204.10
4500009457	12/21/2016	Airgas Inc	G140-SHOP SUPPLIES	66.25
4500009458	12/21/2016	Professional Contractors Supplies	G140-SHOP SUPPLIES	1,145.94
4500009459	12/21/2016	Home Depot USA Inc	G140-SHOP SUPPLIES	189.94
4500009460	12/21/2016	Dimensional Silk Screen Inc	C130-CONSTRUCTION SVCS	147.42
4500009461	12/22/2016	Airgas Inc	G190-SAFETY/MED SUPPLIES	641.66
4500009462	12/22/2016	Machinex, Inc.	R140-RAIL/LRV DOORS/RAMP	1,749.60
4500009463	12/22/2016	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	924.24
4500009465	12/22/2016	Westair Gases & Equipment Inc	G140-SHOP SUPPLIES	177.17
4500009466	12/22/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	283.20
4500009467	12/22/2016	Willy's Electronic Supply Co	G130-SHOP TOOLS	339.82
4500009468	12/22/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	315.56
4500009469	12/22/2016	Mak Cleaners Inc	G120-SECURITY	1,084.60
4500009470	12/22/2016	OneSource Distributors, LLC	M130-CROSSING MECHANISM	304.58
4500009471	12/22/2016	All The King's Flags	M200-YARD FACILITIES	289.66
4500009472	12/22/2016	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	5,928.29
4500009473	12/22/2016	Paul Plevin Sullivan & Connaughton	P490-MANAGEMENT TRAINING	1,000.00
4500009474	12/22/2016	Office Depot	G200-OFFICE SUPPLIES	277.08
4500009475	12/22/2016	F-1 Marketing Group	G230-PRINTED MATERIALS	2,003.99
4500009476	12/22/2016	Chromate Industrial Corporation	G140-SHOP SUPPLIES	192.05
4500009477	12/22/2016	Western-Cullen-Hayes Inc	G140-SHOP SUPPLIES	13.92
4500009478	12/22/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,732.37
4500009479	12/22/2016	Team One Repair Inc	G290-FARE REVENUE EQUIP	1,230.98
4500009480	12/22/2016	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	10,927.87
4500009481	12/22/2016	Total Filtration Services Inc	M110-SUB STATION	126.16
4500009482	12/22/2016	Southern Counties Lubricants LLC	G170-LUBRICANTS	6,410.95
4500009483	12/22/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	5,283.36
4500009484	12/22/2016	OneSource Distributors, LLC	M120-OVRHEAD CATENARY SYS	2,483.62
4500009485	12/22/2016	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	686.88
4500009486	12/22/2016	Cembre Inc	M170-IMPEDANCE BOND	1,486.74
4500009487	12/23/2016	Newark Corporation	G290-FARE REVENUE EQUIP	4,751.99
4500009488	12/23/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	4,457.31
4500009489	12/23/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	18,772.43
4500009490	12/27/2016	TK Services Inc	B250-BUS REPAIR PARTS	171.06
4500009492	12/27/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,769.36
4500009493	12/27/2016	Freeby Signs	G140-SHOP SUPPLIES	313.29
4500009494	12/27/2016	Asbury Environmental Services	P260-TESTING & ANALYSIS	250.00
4500009495	12/27/2016	Kaman Industrial Technologies	R220-RAIL/LRV TRUCKS	734.13
4500009496	12/27/2016	Cummins-Allison	G220-OFFICE EQUIPMENT	110.00
4500009497	12/27/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	114.16
4500009498	12/27/2016	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	777.60
4500009499	12/27/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	947.92
4500009500	12/27/2016	Knorr Brake Company	R220-RAIL/LRV TRUCKS	3,386.11
4500009501	12/27/2016	Culligan of San Diego	G140-SHOP SUPPLIES	840.00
4500009502	12/27/2016	Westair Gases & Equipment Inc	G140-SHOP SUPPLIES	868.81
4500009503	12/27/2016	Airgas Inc	G190-SAFETY/MED SUPPLIES	1,246.51
4500009504	12/27/2016	All The King's Flags	M200-YARD FACILITIES	307.99
4500009505	12/27/2016	Eaton Corporation	R160-RAIL/LRV ELECTRICAL	1,539.91
4500009506	12/27/2016	Chromate Industrial Corporation	G150-FASTENERS	642.89
4500009507	12/27/2016	American Battery Corporation	G140-SHOP SUPPLIES	27.22

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PO Number	PO Date	Name	Material Group	PO Value
4500009508	12/27/2016	R.S. Hughes Co Inc	G190-SAFETY/MED SUPPLIES	241.80
4500009509	12/27/2016	OneSource Distributors, LLC	G140-SHOP SUPPLIES	1,625.57
4500009510	12/27/2016	Aztec Fire & Safety	G140-SHOP SUPPLIES	788.88
4500009511	12/27/2016	Gillig LLC	B130-BUS BODY	3,260.62
4500009512	12/27/2016	Transit Holdings Inc	B130-BUS BODY	3,097.19
4500009513	12/27/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,985.55
4500009514	12/27/2016	Denlo Inc	G140-SHOP SUPPLIES	277.96
4500009515	12/27/2016	Luminator Mass Transit, LLC	B250-BUS REPAIR PARTS	2,022.52
4500009516	12/27/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	819.21
4500009517	12/27/2016	San Diego Friction Products, Inc.	B140-BUS CHASSIS	1,927.81
4500009518	12/27/2016	San Diego Friction Products, Inc.	B140-BUS CHASSIS	84.01
4500009519	12/27/2016	Dartco Transmission	B200-BUS PWR TRAIN EQUIP	610.00
4500009520	12/27/2016	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	87.58
4500009521	12/27/2016	Gillig LLC	B250-BUS REPAIR PARTS	699.84
4500009522	12/27/2016	Acuity Specialty Products Inc	G180-JANITORIAL SUPPLIES	648.65
4500009523	12/27/2016	Battery Systems Inc	B160-BUS ELECTRICAL	4,141.81
4500009524	12/27/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,280.64
4500009525	12/28/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	2,099.14
4500009526	12/28/2016	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	2,322.27
4500009527	12/28/2016	Super Welding of Southern CA	R220-RAIL/LRV TRUCKS	1,947.00
4500009528	12/28/2016	West-Lite Supply Co Inc	M140-WAYSIDE SIGNALS	191.97
4500009529	12/28/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	2,228.48
4500009530	12/28/2016	Saft America Inc.	R160-RAIL/LRV ELECTRICAL	310.67
4500009531	12/28/2016	Delphin Computer Supply	G200-OFFICE SUPPLIES	32.19
4500009532	12/28/2016	Sherwin Williams Company	B250-BUS REPAIR PARTS	327.98
4500009533	12/28/2016	General Auto Repair	P210-NON-REV VEH REPAIRS	209.65
4500009534	12/28/2016	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	1,888.00
4500009535	12/28/2016	Kaman Industrial Technologies	B140-BUS CHASSIS	1,732.47
4500009536	12/28/2016	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	631.77
4500009537	12/28/2016	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	1,188.30
4500009538	12/28/2016	Marco's Canopies Inc	G140-SHOP SUPPLIES	1,399.68
4500009539	12/28/2016	Battery Systems Inc	B160-BUS ELECTRICAL	5,097.60
4500009540	12/28/2016	Don Oleson Inc	B200-BUS PWR TRAIN EQUIP	2,701.78
4500009541	12/28/2016	Jeyco Products Inc	B160-BUS ELECTRICAL	390.29
4500009542	12/28/2016	Mcmaster-Carr Supply Co	M110-SUB STATION	250.56
4500009543	12/28/2016	Muncie Transit Supply	B160-BUS ELECTRICAL	27.61
4500009544	12/28/2016	Hoppecke Batteries	R160-RAIL/LRV ELECTRICAL	557.43
4500009545	12/28/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	100.50
4500009546	12/28/2016	Golden State Supply LLC	G140-SHOP SUPPLIES	23.50
4500009547	12/28/2016	The Truck Lighthouse	B160-BUS ELECTRICAL	269.88
4500009548	12/28/2016	Louis Sardo Upholstery Inc	B130-BUS BODY	599.41
4500009550	12/28/2016	Kaman Industrial Technologies	B140-BUS CHASSIS	165.67
4500009551	12/28/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.52
4500009552	12/28/2016	Norcon Communications Inc.	C130-CONSTRUCTION SVCS	885.13
4500009553	12/28/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	3,570.72
4500009554	12/28/2016	IPC (USA), Inc.	A120-AUTO/TRUCK GASOLINE	17,878.50
4500009555	12/28/2016	Ismael Frausto	R120-RAIL/LRV CAR BODY	484.86
4500009556	12/28/2016	Golden State Supply LLC	A140-AUTO/TRUCK REPAIR	22.64
4500009557	12/28/2016	Kaman Industrial Technologies	G140-SHOP SUPPLIES	18.84
4500009558	12/28/2016	Trentman Corporation	G140-SHOP SUPPLIES	196.83
4500009559	12/28/2016	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	3,280.85
4500009560	12/29/2016	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,514.93
4500009561	12/29/2016	Daniels Tire Service	P210-NON-REV VEH REPAIRS	623.77
4500009562	12/29/2016	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	13,235.79
4500009563	12/29/2016	San Diego Seal Inc	B250-BUS REPAIR PARTS	81.91
4500009564	12/29/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	315.58
4500009565	12/29/2016	SPX Corporation	G290-FARE REVENUE EQUIP	5,200.47
4500009566	12/29/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,794.02
4500009567	12/29/2016	DLT Solutions LLC	I110-INFORMATION TECH	34,114.40
4500009568	12/29/2016	Gillig LLC	B160-BUS ELECTRICAL	1,250.99

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PO Number	PO Date	Name	Material Group	PO Value
4500009569	12/29/2016	Battery Systems Inc	B160-BUS ELECTRICAL	2,540.16
4500009570	12/29/2016	B & S Graphics Inc	B130-BUS BODY	42.13
4500009571	12/29/2016	Westair Gases & Equipment Inc	B200-BUS PWR TRAIN EQUIP	187.46
4500009572	12/29/2016	Tribologik Corporation	G140-SHOP SUPPLIES	1,003.00
4500009573	12/29/2016	Airgas Inc	G140-SHOP SUPPLIES	73.51
4500009574	12/29/2016	Cummins Pacific LLC	B140-BUS CHASSIS	3,338.07
4500009575	12/29/2016	Transit Holdings Inc	B130-BUS BODY	3,224.36
4500009576	12/29/2016	Meeting Services Inc	P160-EQUIPMENT RENTALS	456.02
4500009577	12/29/2016	AxleTech LLC	B140-BUS CHASSIS	784.18
4500009578	12/29/2016	MCI Service Parts Inc	B140-BUS CHASSIS	47.58
4500009579	12/29/2016	US Mobile Wireless	G120-SECURITY	226.00
4500009580	12/29/2016	Cable, Pipe & Leak Detection, Inc.	P120-BLDG/FACILITY REPRS	250.00
4500009581	12/29/2016	Taxicab, Limousine &	C120-SPECIALTY CONTRACTOR	400.00
4500009582	12/29/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	436.60
4500009583	12/29/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	175.28
4500009584	12/29/2016	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	59.29
4500009585	12/29/2016	Transit Holdings Inc	B250-BUS REPAIR PARTS	577.37
4500009586	12/29/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	1,095.54
4500009587	12/29/2016	United Refrigeration Inc	G170-LUBRICANTS	102.80
4500009588	12/29/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,967.84
4500009589	12/29/2016	Kidde Technologies Inc	B200-BUS PWR TRAIN EQUIP	2,391.19
4500009590	12/29/2016	TK Services Inc	B110-BUS HVAC SYSTEMS	173.82
4500009591	12/29/2016	San Diego Seal Inc	P190-REV VEHICLE REPAIRS	248.56
4500009592	12/29/2016	Transit Holdings Inc	B140-BUS CHASSIS	2,926.25
4500009593	12/29/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,943.03
4500009594	12/29/2016	CDW LLC	I110-INFORMATION TECH	2,419.15
4500009595	12/29/2016	Transit Holdings Inc	B160-BUS ELECTRICAL	26,115.57
4500009596	12/29/2016	Holland LP	T110-TRACK, RAIL	87,000.00
4500009597	12/30/2016	Verdugo Testing Co Inc	P120-BLDG/FACILITY REPRS	216.41
4500009598	12/30/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,588.04
4500009599	12/30/2016	General Auto Repair	P130-EQUIP MAINT REPR SVC	175.04
4500009600	12/30/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,781.69
4500009601	12/30/2016	Optimum Floorcare	P130-EQUIP MAINT REPR SVC	1,455.35
4500009603	12/30/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	19,487.57
4500009604	12/30/2016	Tennant Sales & Serv Co	G300-GENERAL CAPITAL EQP	62,737.27
4500009605	12/30/2016	Flyers Energy LLC	A120-AUTO/TRUCK GASOLINE	11,097.00
4500009606	1/3/2017	Flyers Energy LLC	G170-LUBRICANTS	3,243.42
4500009607	1/3/2017	Kent Global Systems Inc	G180-JANITORIAL SUPPLIES	2,671.39
4500009608	1/3/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	687.68
4500009609	1/3/2017	Transwest San Diego LLC	B160-BUS ELECTRICAL	214.26
4500009610	1/3/2017	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	1,125.54
4500009611	1/3/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	789.54
4500009612	1/3/2017	Buswest LLC	B110-BUS HVAC SYSTEMS	1,714.78
4500009613	1/3/2017	Prochem Speciality Products Inc	G170-LUBRICANTS	94.81
4500009614	1/3/2017	R.S. Hughes Co Inc	B130-BUS BODY	176.82
4500009615	1/3/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,365.73
4500009616	1/3/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	84.79
4500009617	1/3/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	535.28
4500009618	1/3/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,238.63
4500009619	1/3/2017	TK Services Inc	B250-BUS REPAIR PARTS	235.67
4500009620	1/3/2017	Kidde Technologies Inc	B250-BUS REPAIR PARTS	1,011.09
4500009621	1/3/2017	Jeyco Products Inc	G150-FASTENERS	29.91
4500009622	1/3/2017	Pluralsight LLC	I110-INFORMATION TECH	3,375.00
4500009623	1/3/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,276.16
4500009624	1/3/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.52
4500009625	1/3/2017	Sherwin Williams Company	P190-REV VEHICLE REPAIRS	3,608.57
4500009626	1/3/2017	Cummins Pacific LLC	B130-BUS BODY	3,360.77
4500009627	1/3/2017	Gillig LLC	B120-BUS MECHANICAL PARTS	170.68
4500009628	1/3/2017	Transit Holdings Inc	G140-SHOP SUPPLIES	1,448.62
4500009629	1/3/2017	San Diego Seal Inc	B250-BUS REPAIR PARTS	28.64

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PO Number	PO Date	Name	Material Group	PO Value
4500009630	1/3/2017	Madden Construction Inc	M180-STATION ELECTRICAL	894.00
4500009631	1/3/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	75.80
4500009632	1/3/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	828.60
4500009633	1/3/2017	P & R Paper Supply Company Inc	G180-JANITORIAL SUPPLIES	409.62
4500009634	1/3/2017	Kaman Industrial Technologies	G160-PAINTS & CHEMICALS	80.96
4500009635	1/3/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	197.82
4500009636	1/3/2017	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	2,815.56
4500009637	1/3/2017	Home Depot USA Inc	G140-SHOP SUPPLIES	148.42
4500009638	1/3/2017	Office Solutions	G200-OFFICE SUPPLIES	404.40
4500009639	1/3/2017	Denlo Inc	G140-SHOP SUPPLIES	820.63
4500009640	1/4/2017	Dellner Inc	R130-RAIL/LRV COUPLER	4,739.12
4500009641	1/4/2017	Chromate Industrial Corporation	R110-RAIL/LRV PROCRMNT	21.51
4500009642	1/4/2017	Projector Lamps World Ltd	I110-INFORMATION TECH	700.43
4500009643	1/4/2017	YMCA of San Diego County	G250-NOVELTIES & AWARDS	600.00
4500009644	1/4/2017	Mak Cleaners Inc	C120-SPECIALTY CONTRACTOR	32.40
4500009645	1/4/2017	Siemens Industry Inc	R230-RAIL/LRV MECHANICAL	17,518.00
4500009646	1/4/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,096.55
4500009647	1/4/2017	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	2,111.15
4500009648	1/4/2017	DLT Solutions LLC	I110-INFORMATION TECH	3,185.38
4500009649	1/4/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	64.04
4500009650	1/4/2017	Advance Blueprint & Digital Copy In	G230-PRINTED MATERIALS	88.57
4500009651	1/4/2017	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	824.95
4500009652	1/4/2017	Valley Power Systems Inc	G170-LUBRICANTS	1,777.37
4500009653	1/4/2017	Coast United Advertising	P310-ADVERTISING SERVICES	196.00
4500009654	1/4/2017	CDW LLC	I110-INFORMATION TECH	299.99
4500009655	1/4/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,781.69
4500009656	1/4/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	14,580.23
4500009658	1/4/2017	Transit Holdings Inc	B140-BUS CHASSIS	2,169.95
4500009659	1/4/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	160.07
4500009660	1/4/2017	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	124.45
4500009661	1/4/2017	HMS Construction Inc	M140-WAYSIDE SIGNALS	7,814.63
4500009662	1/4/2017	The Gordian Group Inc	M140-WAYSIDE SIGNALS	202.86
4500009663	1/4/2017	CDW LLC	I110-INFORMATION TECH	2,605.99
4500009664	1/4/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,351.23
4500009665	1/5/2017	Magnetic Ticket & Label Corp	G280-FARE MATERIALS	34,373.33
4500009666	1/5/2017	Professional Contractors Supplies	G130-SHOP TOOLS	56.52
4500009667	1/5/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	531.82
4500009668	1/5/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,769.36
4500009669	1/5/2017	Golden State Supply LLC	B250-BUS REPAIR PARTS	122.82
4500009670	1/5/2017	General Information Systems Ltd	G120-SECURITY	583.00
4500009671	1/5/2017	Citywide Auto Glass Inc	P190-REV VEHICLE REPAIRS	538.82
4500009672	1/5/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,783.74
4500009673	1/5/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	304.22
4500009674	1/5/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,348.14
4500009675	1/5/2017	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	174.01
4500009676	1/5/2017	Sunroad Auto LLC	B250-BUS REPAIR PARTS	239.53
4500009677	1/5/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	97.30
4500009678	1/5/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,435.88
4500009679	1/5/2017	Asbury Environmental Services	B200-BUS PWR TRAIN EQUIP	2,790.06
4500009680	1/5/2017	Robcar Corporation	F180-BUILDING MATERIALS	286.88
4500009681	1/5/2017	Controlled Motion Solutions Inc	R120-RAIL/LRV CAR BODY	189.06
4500009682	1/5/2017	M Power Truck & Diesel Repair	P130-EQUIP MAINT REPR SVC	465.00
4500009683	1/5/2017	California Air Compressor Company	F120-BUS/LRV PAINT BOOTHS	1,243.45
4500009684	1/5/2017	W.W. Grainger Inc	R170-RAIL/LRV HVAC	357.46
4500009685	1/5/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	1,104.25
4500009686	1/5/2017	County of San Diego	P110-BLDG MAINTENANCE	3,562.00
4500009687	1/5/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	8,024.15
4500009688	1/5/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	36,218.52
4500009689	1/6/2017	Dimensional Silk Screen Inc	G110-BUS/TROLLEY SIGNAGE	2,235.82
4500009690	1/6/2017	CDW LLC	I110-INFORMATION TECH	172.49

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PO Number	PO Date	Name	Material Group	PO Value
4500009691	1/6/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	101.29
4500009692	1/6/2017	Ace Parking Management Inc	P280-GENERAL SVC AGRMNTS	2,437.50
4500009694	1/6/2017	CDW LLC	I110-INFORMATION TECH	382.73
4500009695	1/6/2017	Transit Holdings Inc	B140-BUS CHASSIS	2,191.87
4500009696	1/6/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,952.07
4500009697	1/6/2017	Sid Tool Co	F110-SHOP/BLDG MACHINERY	149.78
4500009698	1/6/2017	Cheryl Jackson	P370-RISK MANAGEMENT	1,500.00
4500009699	1/6/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,588.04
4500009700	1/6/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	15,258.38
4500009701	1/6/2017	Genuine Parts Co	G140-SHOP SUPPLIES	244.56
4500009702	1/6/2017	Transit Holdings Inc	G140-SHOP SUPPLIES	194.29
4500009703	1/9/2017	Jeyco Products Inc	G130-SHOP TOOLS	1,033.79
4500009704	1/9/2017	Office Solutions	G200-OFFICE SUPPLIES	716.45
4500009705	1/9/2017	Schunk Carbon Technology LLC	G170-LUBRICANTS	861.79
4500009706	1/9/2017	Willy's Electronic Supply Co	G120-SECURITY	2,081.73
4500009707	1/9/2017	Mark Carass	P120-BLDG/FACILITY REPRS	968.00
4500009708	1/9/2017	Transit Holdings Inc	B140-BUS CHASSIS	3,405.50
4500009709	1/9/2017	Muncie Transit Supply	B200-BUS PWR TRAIN EQUIP	317.40
4500009710	1/9/2017	Denlo Inc	G140-SHOP SUPPLIES	448.25
4500009711	1/9/2017	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	1,822.99
4500009712	1/9/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	388.23
4500009713	1/9/2017	TK Services Inc	B250-BUS REPAIR PARTS	1,307.43
4500009714	1/9/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,800.18
4500009715	1/9/2017	Transwest San Diego LLC	G140-SHOP SUPPLIES	2,807.25
4500009716	1/9/2017	Industrial Maintenance Supply LLC	G130-SHOP TOOLS	114.45
4500009717	1/9/2017	Steven Timme	G230-PRINTED MATERIALS	2,053.58
4500009718	1/9/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	499.98
4500009719	1/9/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	392.55
4500009720	1/9/2017	United Laboratories Inc	G180-JANITORIAL SUPPLIES	143.00
4500009721	1/9/2017	Recaro North America Inc	B130-BUS BODY	939.65
4500009722	1/9/2017	Gillig LLC	B130-BUS BODY	1,904.74
4500009723	1/9/2017	J. C. Ehrlich Co Inc	G200-OFFICE SUPPLIES	190.43
4500009724	1/9/2017	AxleTech LLC	B140-BUS CHASSIS	739.92
4500009726	1/9/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	1,923.34
4500009727	1/9/2017	Lucerix International Corporation	B130-BUS BODY	617.86
4500009728	1/9/2017	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	1,847.03
4500009729	1/9/2017	SPX Corporation	B190-BUS FARE EQUIP	1,875.17
4500009730	1/9/2017	Buswest LLC	B110-BUS HVAC SYSTEMS	1,714.78
4500009731	1/9/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	2,653.30
4500009732	1/9/2017	Mcmaster-Carr Supply Co	G150-FASTENERS	116.32
4500009733	1/9/2017	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	108.33
4500009734	1/9/2017	Jeyco Products Inc	G140-SHOP SUPPLIES	83.02
4500009735	1/9/2017	Tribologik Corporation	G140-SHOP SUPPLIES	1,000.88
4500009736	1/9/2017	Waytek Inc	G140-SHOP SUPPLIES	69.06
4500009737	1/9/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	184.22
4500009738	1/9/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	508.55
4500009739	1/9/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	73.72
4500009741	1/9/2017	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	147.19
4500009742	1/9/2017	Prochem Speciality Products Inc	G180-JANITORIAL SUPPLIES	1,654.27
4500009743	1/9/2017	GCAP Services Inc	P350-OTHER LEGAL	40,000.00
4500009744	1/9/2017	Siemens Industry Inc	R140-RAIL/LRV DOORS/RAMP	4,851.17
4500009746	1/10/2017	Daktronics Inc	I110-INFORMATION TECH	27,055.00
4500009747	1/10/2017	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	118.22
4500009748	1/10/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	108.94
4500009749	1/10/2017	Citywide Auto Glass Inc	P190-REV VEHICLE REPAIRS	400.00
4500009750	1/10/2017	Culligan of San Diego	G140-SHOP SUPPLIES	1,260.00
4500009751	1/10/2017	Professional Contractors Supplies	G180-JANITORIAL SUPPLIES	427.20
4500009752	1/10/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	107.45
4500009753	1/10/2017	Westair Gases & Equipment Inc	G190-SAFETY/MED SUPPLIES	190.19
4500009754	1/10/2017	Steven Timme	G230-PRINTED MATERIALS	117.72

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PO Number	PO Date	Name	Material Group	PO Value
4500009755	1/10/2017	West-Lite Supply Co Inc	R180-RAIL/LRV LIGHTING	301.70
4500009756	1/10/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,684.37
4500009757	1/10/2017	Dartco Transmission	B200-BUS PWR TRAIN EQUIP	7,259.66
4500009758	1/10/2017	Muncie Transit Supply	B120-BUS MECHANICAL PARTS	87.42
4500009759	1/10/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,720.04
4500009760	1/10/2017	Transwest San Diego LLC	B110-BUS HVAC SYSTEMS	4,012.61
4500009761	1/10/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	460.00
4500009762	1/10/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	1,803.74
4500009763	1/10/2017	Office Solutions	G200-OFFICE SUPPLIES	442.35
4500009764	1/10/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	18,626.52
4500009765	1/10/2017	711 Print Enterprises Inc	G120-SECURITY	1,001.00
4500009766	1/10/2017	Gillig LLC	B140-BUS CHASSIS	6,322.76
4500009767	1/10/2017	Kronos Inc	I120-INFO TECH, SVCS	12,244.17