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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. Solar Powered Rail Lubricators - Contract Award Approve
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.
7. Proposed Revisions to San Diego Metropolitan Transit System (MTS) Board Policy No. 44, "Travel Expense Policy" Approve
Action would approve the proposed revisions to MTS Board Policy No. 44, "Travel Expense Policy".
8. Siemens Industry, Inc. (Siemens) Traction Power Substations (TPSS) Procurement Release for Exercising TPSS Option Notice - Up to an Additional 17 TPSS Approve
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.
9. MTS Sale of 2014 Ford E450 Starcraft Paratransit Bus to First Transit Inc. Approve
Action would authorize the negotiated sale of MTS Vehicle No. 3936 (2014 Ford E450 Starcraft, VIN #1FDFE4FS7EDB17985) to First Transit, Inc.
10. Green Line Train to Wayside Communications (TWC) System Upgrade - Contract Award Approve
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.
11. Courthouse Station - Purchase New Shelters - Contract Award Approve
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.
12. Investment Report - November 2016 Information
13. 2017 State and Federal Legislative Programs Approve
Action would approve staff recommendations for 2017 federal and state legislative programs.
14. Fare Collection Concept of Operations - Contract Award Approve
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.
15. San Diego Trolley, Inc. (SDTI): Internal Revenue Service-Required Pension Resolution Approve
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.

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

DRAFT 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 compliant. 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: _____

Ran C



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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 Zemar 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)**

| |
|--------------------------------------|
| <u>L1342.0-17</u> CONTRACT NUMBER |
| _____ FILE/PO NUMBER(S) |

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

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 |
|----------------------|-------------------|--------------|
| <u>\$ 193,504.36</u> | <u>2008101801</u> | <u>FY 17</u> |

By: _____ Date
 Chief Financial Officer

(___ total pages, each bearing contract number)

SA-PROCUREMENT REVISED (REV 5-16)
DATE



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

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: <u>2/2/2016</u> | Costs to be charged to: |
| Employee Name: _____ | Department/Acct Code: _____ |
| Title: _____ | OPERATIONS ONLY |
| Department Name: _____ | Project/Task Detail: _____ |
| | CIP ONLY |
| Travel Dates: _____ | Location: _____ |
| Meeting Name/Purpose: _____ | |

PART II - TOTAL ESTIMATED EXPENSES

| | |
|--|--|
| Transportation | |
| Air | |
| Train | |
| Car | |
| <i>Mileage rate = 54¢ / mile</i> | |
| <i>Rental car insurance is not reimbursable</i> | |
| 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 INFORMATION

Report 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 <small>(Use Detail Tabs)</small> | Breakfast (\$20 daily limit)* | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | 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 | CIP ONLY | Description / Purpose | Telephone 555100 | Meeting Exp. 575230 | Mileage (54¢/mile) 575230 | Other |
|---------------|-----------------|------------------------|-----------------------|---------------------|---------------------------|---------------------------------|-------|
| | Dept./Acct Code | Project/Task Detail | | | | | |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| _____ | _____ | _____ | _____ | \$ - | \$ - | \$ - | \$ - |
| 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. 54 535 |
|--|------------------------|

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 #1FD4E4FS7EDB17985) 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 #1FDFF4FS7EDB17985) 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,

John Lewis,
General Manager

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



Metropolitan Transit System

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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

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

DRAFT

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 | Firm: _____ |
| Approved as to form: | By: _____ Signature |
| By: _____ Office of General Counsel | Title: _____ |

| AMOUNT ENCUMBERED | BUDGET ITEM | FISCAL YEAR |
|-----------------------|----------------------|-------------|
| \$1,414,743.49 | CIP/WBSE #2005002402 | 17-18 |

By: _____ Date
 Chief Financial Officer

**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

| # | STATION/DESCRIPTION | GLOBAL SIGNALS GROUP | | | |
|--|--------------------------------|------------------------|----------------------|----------------------|----------------------|
| | | BASE BID | | OPTION | |
| | | 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 G. 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 Corona, CA 92879
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 951-547-8214

Authorized person to sign contracts: Kerry Berlin Business Dev. Manager
 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 |
|-------------------|-------------|-------------|
| \$ 109,324.08 | 2004007503 | FY 17 |

By: _____ Date
 Chief Financial Officer

MTS BID FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Project: COURTHOUSE TROLLEY STATION SHELTERS
 MTS 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 | \$ ∅ | \$ ∅ | |
| SUBTOTAL | | | | \$ 101,226 | |
| TAX | | | | \$ 9,980.8 | |
| 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 MTS

Read 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: 259 MARIAH CIRCLE
 CITY, STATE & ZIP: CORONA, CA 92979
 PHONE NUMBER: 951-547-8214
 E-MAIL ADDRESS: KBERLIN@TOLARMFG.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.

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. Investment Report for November 2016



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

| | <u>Restricted</u> | <u>Unrestricted</u> | <u>Total</u> | <u>Average rate of return</u> |
|---|--------------------------|---------------------------|---------------------------|-----------------------------------|
| 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)

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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.



DRAFT

San Diego Metropolitan Transit System (MTS) 2016~~7~~ 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

| Task | 2017 | | | | | | | | | | |
|--|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Task 1 - Current System Analysis | █ | | | | | | | | | | |
| Task 2 - Detailed System Requirements Capture | █ | █ | █ | | | | | | | | |
| Task 3 - Mobile Ticketing Integration Strategy | | | █ | █ | █ | | | | █ | █ | █ |
| Task 4 - Fare Structure Analysis | | █ | █ | | | | | | █ | █ | █ |
| Task 5 - Operations and Procurement Approach | | | █ | █ | | | | | | | |
| Task 6 - System Transition Plan | | | | █ | █ | █ | | | █ | █ | █ |
| Task 7 - Cost Estimate Update | | | | | █ | █ | | | █ | █ | █ |
| Task 8 (Optional) - Vendor Proposal Analysis and Negotiation | | | | | | █ | █ | █ | | | |

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



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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



1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

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 Transit Corporation Employees Retirement Plan Investment Performance Analysis

Period Ended: June 30, 2016

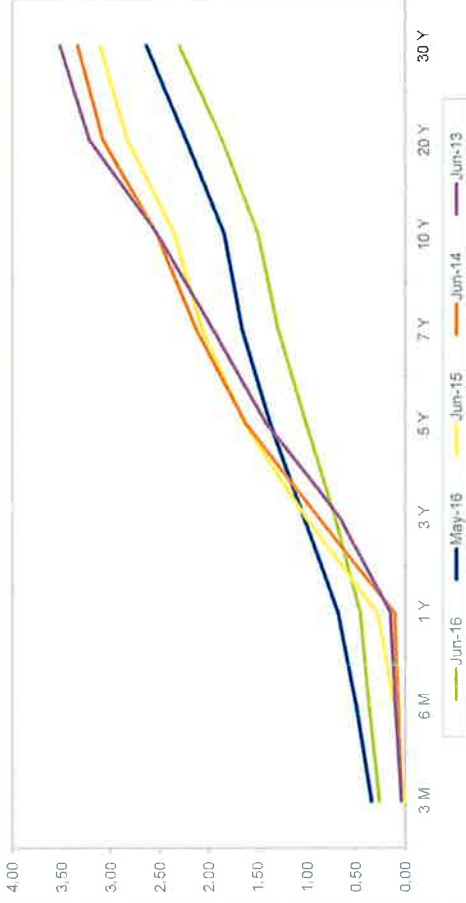


Capital Markets Review

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 Bboard) | 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 (%) | Jun-16 | May-16 | Jun-15 | Jun-14 | Jun-13 |
|--------------------------|--------|--------|--------|--------|--------|
| 3 Month | 0.26 | 0.34 | 0.01 | 0.04 | 0.04 |
| 6 Month | 0.36 | 0.49 | 0.11 | 0.07 | 0.10 |
| 1 Year | 0.45 | 0.68 | 0.28 | 0.11 | 0.15 |
| 3 Year | 0.71 | 1.03 | 1.01 | 0.88 | 0.66 |
| 5 Year | 1.01 | 1.37 | 1.63 | 1.62 | 1.41 |
| 7 Year | 1.29 | 1.66 | 2.07 | 2.13 | 1.96 |
| 10 Year | 1.49 | 1.84 | 2.35 | 2.53 | 2.52 |
| 20 Year | 1.86 | 2.23 | 2.83 | 3.08 | 3.22 |
| 30 Year | 2.30 | 2.64 | 3.11 | 3.34 | 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 Gmdy 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 (%) |
|--|-------------------|----------------|
| Vanguard Tot Bd;Inst (VBPIX) | 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 |
| WTCC-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 |

Schedule of Investable Assets

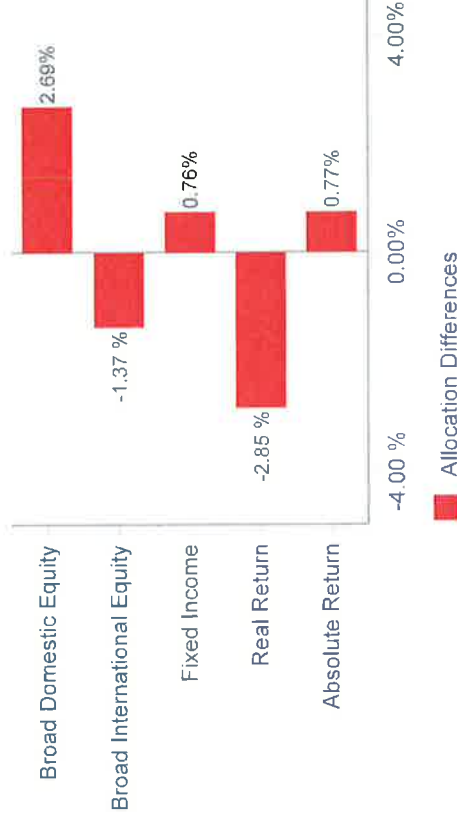
| Periods Ending | Beginning Market Value (\$) | Net Cash Flow (\$) | Gain/Loss (\$) | Ending Market Value (\$) | Unit Value |
|----------------|-----------------------------|--------------------|----------------|--------------------------|------------|
| FYTD | 159,277,346 | -5,494,021 | -137,975 |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

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



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 | 2014 | | 2015 | 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 | 4.33 | 2.66 | -2.64 | 9.13 | 9.13 | 10/01/1982 |
| Policy Index | | | 0.46 | 1.62 | 2.98 | -0.24 | -0.24 | 4.19 | 4.11 | 4.53 | 4.53 | 3.86 | -1.57 | 9.78 | 9.28 | |
| Difference | | | 0.93 | 1.03 | 2.03 | 0.15 | 0.15 | -0.09 | -0.42 | -0.20 | -0.20 | -1.20 | -1.07 | -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 | 6.73 | 12.58 | 1.06 | 31.19 | 7.02 | 03/01/2005 |
| Russell 3000 Index | | | 0.21 | 2.63 | 3.62 | 2.14 | 2.14 | 11.13 | 11.60 | 7.40 | 7.40 | 12.56 | 0.48 | 33.55 | 7.41 | |
| Difference | | | 2.64 | 1.57 | 3.37 | 2.59 | 2.59 | 0.35 | -0.60 | -0.67 | -0.67 | 0.02 | 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 | 0.70 | -4.73 | -4.55 | 21.80 | 2.16 | 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 | 1.87 | -3.87 | -5.66 | 15.29 | 3.60 | |
| Difference | | | 1.21 | 1.58 | 3.68 | 4.21 | 4.21 | 2.04 | 1.22 | -1.17 | -1.17 | -0.86 | 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 | 6.25 | 4.56 | 0.72 | -1.07 | 5.70 | 03/01/2005 |
| Bloomberg US Agg Bond Index | | | 1.80 | 2.21 | 5.31 | 6.00 | 6.00 | 4.06 | 3.76 | 5.13 | 5.13 | 5.97 | 0.55 | -2.02 | 4.67 | |
| Difference | | | -0.95 | -0.25 | -1.54 | -2.46 | -2.46 | -0.46 | -0.01 | 1.12 | 1.12 | -1.41 | 0.17 | 0.95 | 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 | N/A | -2.41 | -10.41 | -3.69 | 1.22 | 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 | N/A | 0.99 | -4.47 | -0.24 | 2.83 | |
| Difference | | | 1.57 | 1.80 | 3.90 | -2.25 | -2.25 | -2.46 | -1.65 | N/A | N/A | -3.40 | -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 | N/A | 2.25 | -2.61 | 1.89 | 1.24 | 06/01/2007 |
| HFRI FOF: Cnsvt Index | | | -0.46 | 0.52 | -1.57 | -3.33 | -3.33 | 1.94 | 1.92 | 1.36 | 1.36 | 3.14 | 0.37 | 7.70 | 0.37 | |
| Difference | | | 0.98 | 1.13 | 3.19 | 0.56 | 0.56 | -0.70 | -1.35 | N/A | N/A | -0.89 | -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 | 2014 | 2015 | 2016 | 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 | 2.66 | -2.64 | 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 | 9.78 | 3.86 | -1.57 | 3.86 | 9.28 | |
| Difference | 0.93 | 1.03 | 2.03 | 0.15 | 0.15 | -0.09 | -0.42 | -0.20 | -0.04 | -1.20 | -1.07 | -1.20 | -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 | 10.79 | -2.45 | 10.79 | 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 | 12.70 | -4.13 | 12.70 | 9.86 | |
| Difference | 0.68 | -1.24 | -2.24 | -4.06 | -4.06 | -0.57 | -1.30 | 1.00 | 1.92 | -1.91 | 1.68 | -1.91 | 0.73 | |
| Analytic US Low Volatility (CF) | 4.37 | 4.87 | 10.12 | 13.32 | 13.32 | 14.10 | N/A | N/A | 24.58 | 16.65 | 4.99 | 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 | 24.37 | 15.76 | 4.92 | 15.76 | 14.31 | |
| Difference | -0.13 | -0.72 | -1.24 | -3.14 | -3.14 | -0.11 | N/A | N/A | 0.21 | 0.89 | 0.07 | 0.89 | 0.31 | |
| Russell 1000 Index | 0.23 | 2.54 | 3.74 | 2.93 | 2.93 | 11.48 | 11.88 | 7.51 | 33.11 | 13.24 | 0.92 | 13.24 | 12.97 | |
| Difference | 4.14 | 2.33 | 6.38 | 10.39 | 10.39 | 2.62 | N/A | N/A | -8.53 | 3.41 | 4.07 | 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 | 4.82 | -1.28 | 4.82 | 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 | 7.05 | -0.19 | 7.05 | 18.07 | |
| Difference | 1.82 | 2.07 | 4.80 | 2.30 | 2.30 | 0.53 | 1.79 | N/A | 0.82 | -2.23 | -1.09 | -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 | -5.55 | -10.81 | -5.55 | 3.20 | 03/01/2012 |
| FTSE RAFI Dvld Ex US 1000 TR Index | -3.94 | -1.56 | -4.03 | -12.51 | -12.51 | 1.72 | 0.40 | 2.28 | 25.41 | -4.79 | -4.80 | -4.79 | 2.87 | |
| Difference | 3.87 | 2.63 | 6.67 | 2.08 | 2.08 | 0.06 | N/A | N/A | -1.02 | -0.76 | -6.01 | -0.76 | 0.33 | |
| MSCIACW Ex US Index (USD) (Net) | -1.53 | -0.64 | -1.02 | -10.24 | -10.24 | 1.16 | 0.10 | 1.87 | 15.29 | -3.87 | -5.66 | -3.87 | 1.62 | |
| Difference | 1.46 | 1.71 | 3.66 | -0.19 | -0.19 | 0.62 | N/A | N/A | 9.10 | -1.68 | -5.15 | -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 | -4.19 | 1.29 | -4.19 | 3.08 | 03/01/2013 |
| MSCIACW Ex US Grth Index (USD) (Net) | -0.39 | 0.46 | 0.13 | -6.20 | -6.20 | 3.11 | 1.52 | 2.81 | 15.49 | -2.65 | -1.25 | -2.65 | 2.10 | |
| Difference | -0.14 | 0.38 | 2.54 | 4.11 | 4.11 | 1.08 | N/A | N/A | 0.98 | -1.54 | 2.54 | -1.54 | 0.98 | |
| Vanguard Tot Bd;Inst (VBTIX) | N/A | N/A | N/A | 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 | N/A | 5.85 | 0.44 | 5.85 | N/A | |
| Difference | N/A | N/A | N/A | 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 | -4.57 | -1.40 | -10.89 | -1.40 | 3.95 | 06/01/2008 |
| All Asset Custom Index (EqI Wtd) (3) | 0.93 | 2.00 | 4.44 | 2.47 | 2.47 | 3.43 | 4.04 | 5.07 | 1.67 | 3.73 | -1.07 | 3.73 | 4.20 | |
| Difference | 2.92 | 2.79 | 6.43 | -3.60 | -3.60 | -3.86 | -2.34 | N/A | -6.24 | -5.13 | -9.82 | -5.13 | -0.25 | |
| Consumer Price Index+5% | 0.74 | 2.45 | 4.42 | 6.05 | 6.05 | 6.11 | 6.39 | 6.82 | 6.58 | 5.79 | 5.77 | 5.79 | 6.39 | |
| Difference | 3.11 | 2.34 | 6.45 | -7.18 | -7.18 | -6.54 | -4.69 | N/A | -11.15 | -7.19 | -16.66 | -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 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. Returns may be slightly adjusted to tie out with actuarial and audited financial statements.



San Diego Transit Corporation Employees Retirement Plan
Comparative Performance

| | MTD | QTD | FYTD | CYTD | 1 Year | 3 Years | 5 Years | 10 Years | 2015 | 2014 | 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 | N/A | N/A | 08/01/2016 |
| MSCI Wrld Energy Index (USD) (Net) | 4.27 | 10.57 | -5.47 | 16.23 | -5.47 | -3.10 | -2.46 | 1.29 | -22.80 | -11.60 | 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 | N/A | N/A | |
| Vanguard Infr-Profi;Inst (VIPIX) | 2.36 | 1.80 | 4.81 | 6.48 | 4.81 | 2.49 | 2.76 | N/A | -1.60 | 4.14 | -8.77 | 3.59 | 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 | -1.44 | 3.64 | -8.61 | 3.49 | |
| Difference | 0.28 | 0.09 | 0.46 | 0.24 | 0.46 | 0.18 | 0.13 | N/A | -0.16 | 0.50 | -0.16 | 0.10 | |
| GMO:Bchmk-Fr All;III (GBMFX) | 0.49 | 0.86 | -4.30 | 1.02 | -4.30 | N/A | N/A | N/A | -4.30 | 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 | -0.98 | 4.96 | 12.32 | 2.41 | |
| Difference | 0.13 | -0.63 | -4.63 | -1.95 | -4.63 | N/A | N/A | N/A | -3.32 | 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 | 5.77 | 5.79 | 6.58 | 5.93 | |
| Difference | -0.25 | -1.59 | -10.35 | -3.40 | -10.35 | N/A | N/A | N/A | -10.07 | 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 | -1.01 | 3.78 | -8.37 | 1.61 | 10/01/2011 |
| Bloomberg US Agg Bond Index | 1.80 | 2.21 | 6.00 | 5.31 | 6.00 | 4.06 | 3.76 | 5.13 | 0.55 | 5.97 | -2.02 | 3.15 | |
| Difference | 0.63 | 3.26 | 4.33 | 7.21 | 4.33 | 0.70 | N/A | N/A | -1.56 | -2.19 | -6.35 | -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 | 5.05 | 5.04 | 5.10 | 5.19 | |
| Difference | 1.98 | 4.17 | 5.13 | 9.90 | 5.13 | -0.33 | N/A | N/A | -6.06 | -1.26 | -13.47 | -3.58 | |
| PAAMCO Pacific Hedged Strat (CF) | -0.48 | 0.43 | -7.48 | -3.15 | -7.48 | 0.59 | 1.74 | N/A | -1.65 | 0.51 | 13.61 | 1.88 | 06/01/2007 |
| HFRI FOF: Cnsvt Index | -0.46 | 0.52 | -3.33 | -1.57 | -3.33 | 1.94 | 1.92 | 1.36 | 0.37 | 3.14 | 7.70 | 0.37 | |
| Difference | -0.02 | -0.09 | -4.15 | -1.58 | -4.15 | -1.35 | -0.18 | N/A | -2.02 | -2.63 | 5.91 | 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 | 5.05 | 5.04 | 5.10 | 5.93 | |
| Difference | -0.93 | -0.87 | -12.68 | -5.77 | -12.68 | -4.50 | -3.46 | N/A | -6.70 | -4.53 | 8.51 | -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 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.

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 Infr-Prot Inst (VIPIX) performance prior to Jun-2012 is represented by Vanguard Infr-Prot Adm (VAIPX).
- Performance 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 net of fees.
- PIMCO:RAE Fnd GkUS;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% HFRI 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 (EqL 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 Hi 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.

PORTLAND

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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 | <u>2,710,670</u> |
| 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 | <u>3,553</u> |
| 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 | | | |
| <u>Participant Counts</u> | <u>Valuation</u> | <u>Impact of Experience Study</u> | <u>July 1, 2016 Valuation</u> |
| Active Participants | 586 | 586 | 552 |
| Participants Receiving a Benefit | 902 | 902 | 921 |
| Inactive Participants | 226 | 226 | 225 |
| 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 |

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

²Includes 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 | 2,710,670 |
| 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 | 3,553 |
| 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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

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.

| | |
|----------------------------|----------------|
| 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.

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

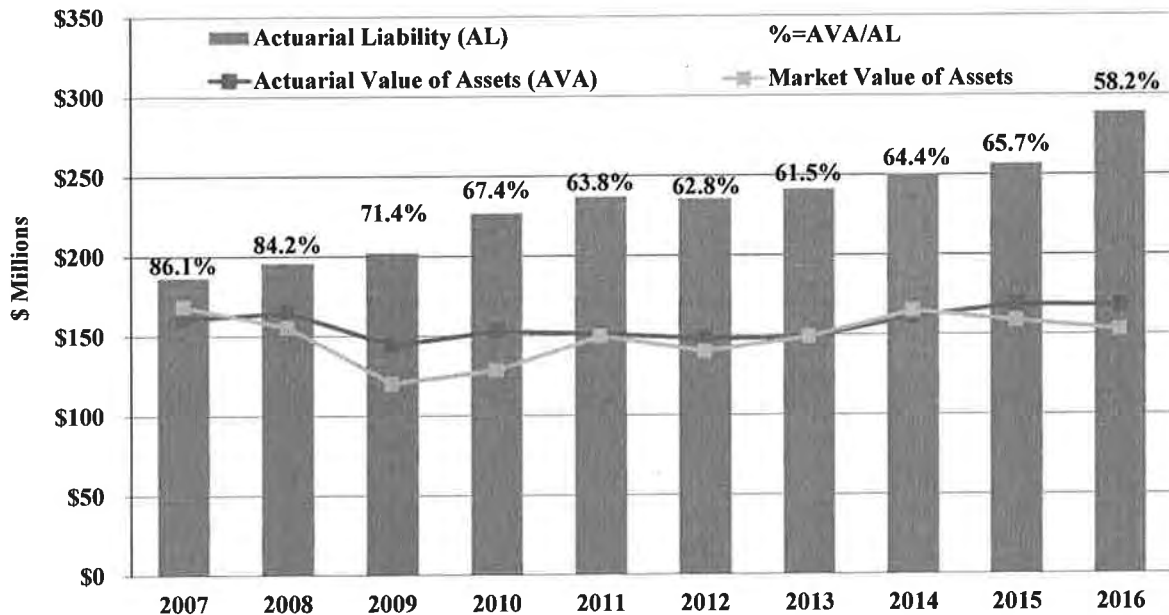
SECTION I – EXECUTIVE SUMMARY

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.

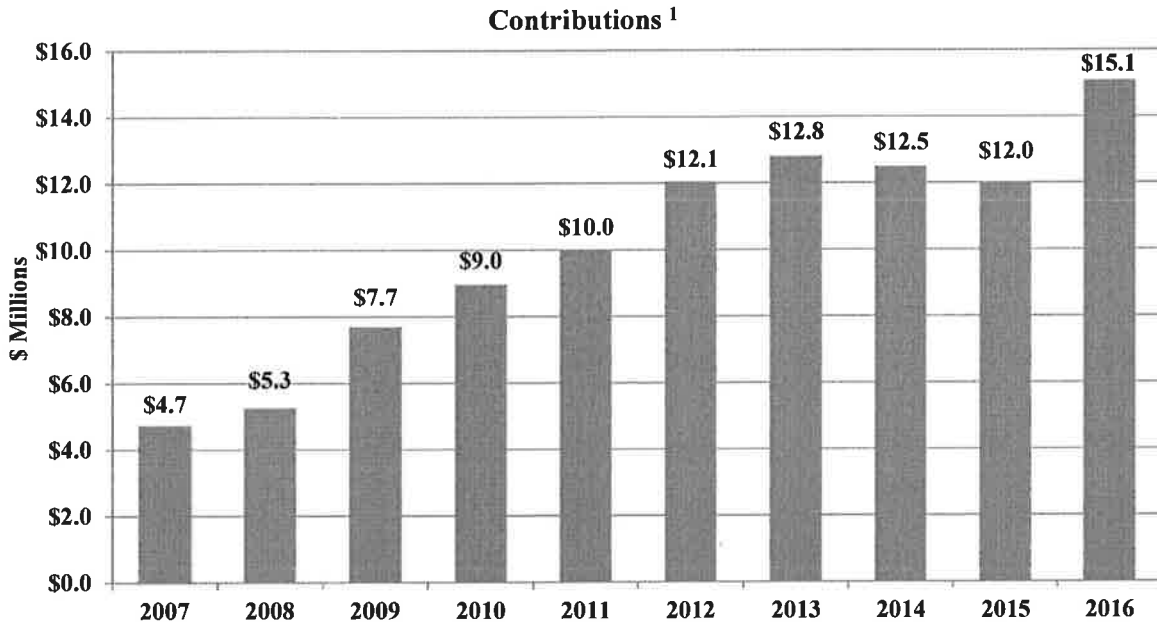


RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION I – EXECUTIVE SUMMARY

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.



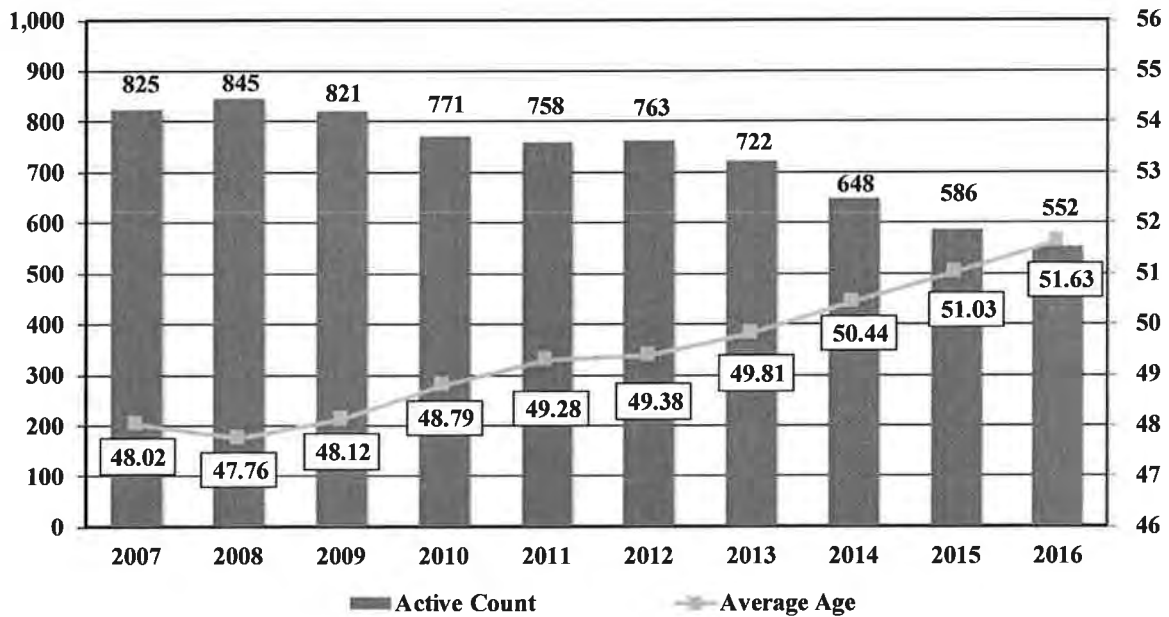
¹ Beginning with 2015, contribution amounts are mid-year values for the upcoming fiscal year.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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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.

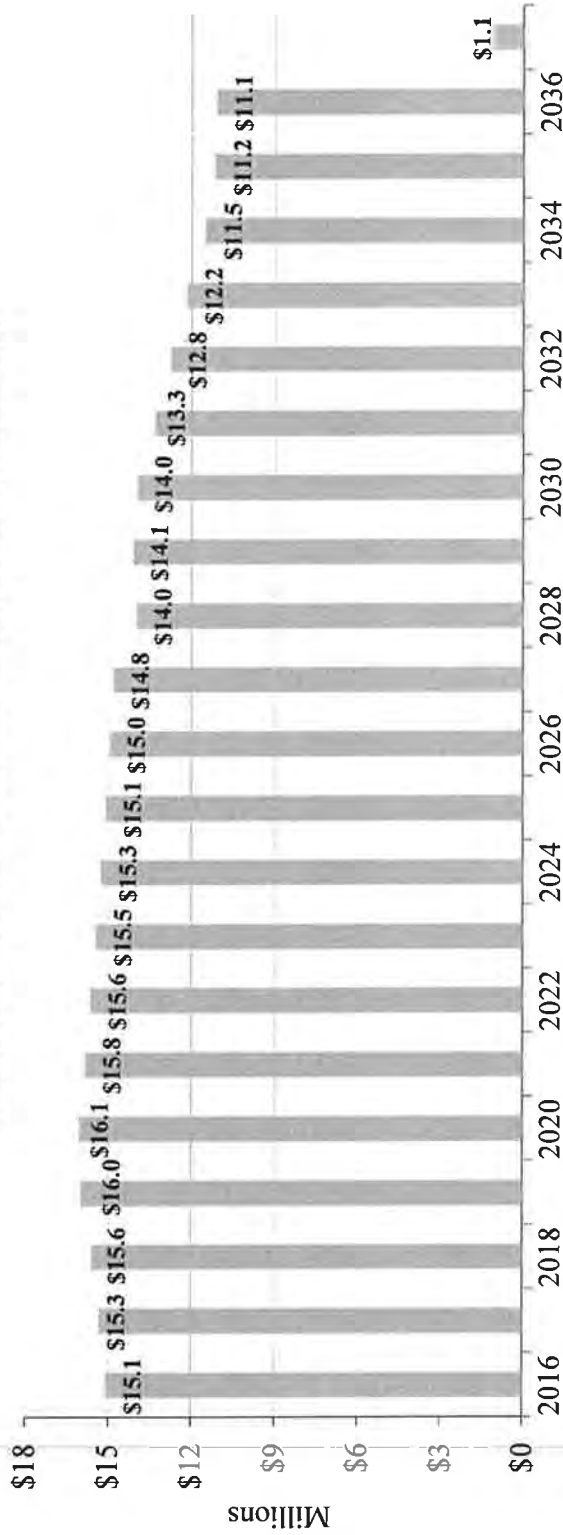


SECTION I – EXECUTIVE SUMMARY

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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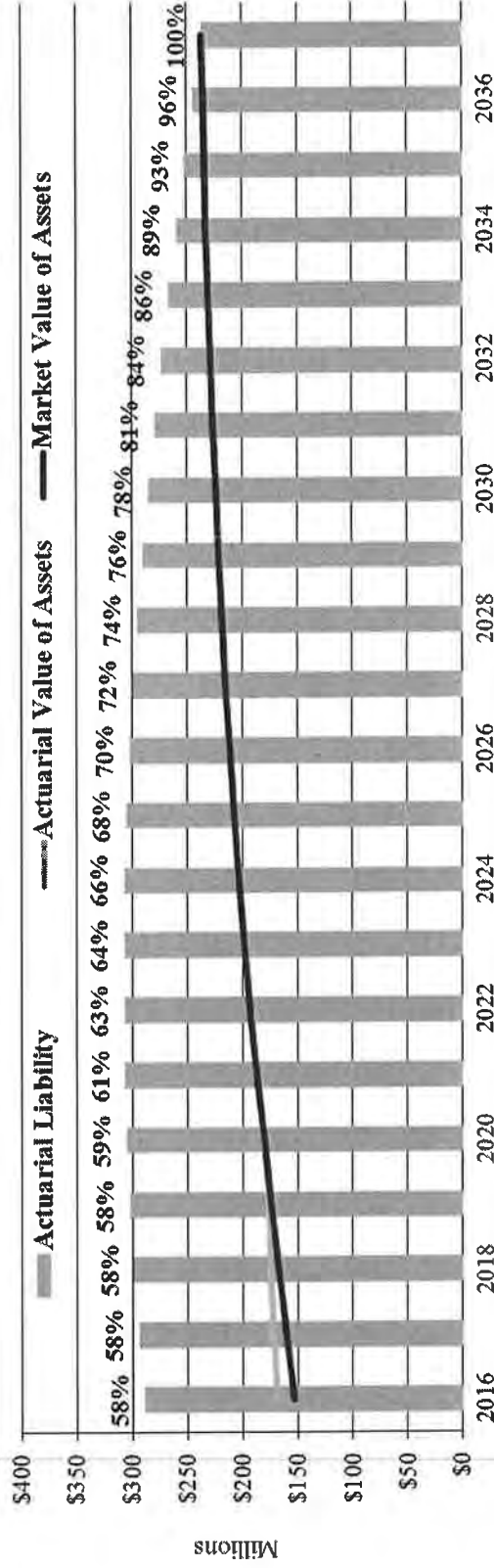
SECTION I – EXECUTIVE SUMMARY

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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

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) |
| <u>Plan Year</u> | <u>Expected Earnings</u> | <u>Actual Earnings</u> | <u>Unexpected Earnings</u> | <u>Phase-In Factor</u> | <u>Phase-In 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% | <u>(9,795,682)</u> |
| 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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

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%) | <u>11,704,510</u> | <u>12,448,814</u> |
| Expected Value as of July 1, 2016 | \$ 165,177,454 | \$ 175,845,802 |
| Investment Gain/(Loss) | <u>(12,244,603)</u> | <u>(7,610,524)</u> |
| 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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

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 PEPRAs members.

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

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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

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 |

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

Data Summary as of July 1, 2016

| Active Participants | Non-PEPRA | Non-Contract/Administrative PEPRA | Sub-Total | ATU/ Clerical | ATU/ Drivers | IBEW/ Mechanics | 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-PEPRA | Non-Contract/Administrative PEPRA | Sub-Total | ATU/ Clerical | ATU/ Drivers | IBEW/ Mechanics | 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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016

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 PEPPRA.

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) | | | | | (3) |
| Beneficiary Deaths | | | | | (1) | (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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016

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 |
| Rehires | | | | | | 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 |
| Rehires | 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
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2016**

APPENDIX A – MEMBERSHIP INFORMATION

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

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 | | | | | | | | | | | | | Total |
| | 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 | 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 | 0 | \$62,891 |
| 35 to 39 | 0 | 0 | 70,796 | 0 | 44,739 | 65,871 | 60,911 | 0 | 0 | 0 | 0 | 0 | 0 | \$61,638 |
| 40 to 44 | 0 | 0 | 42,869 | 0 | 58,164 | 54,201 | 0 | 88,712 | 0 | 0 | 0 | 0 | 0 | \$58,724 |
| 45 to 49 | 0 | 69,368 | 0 | 73,898 | 47,129 | 61,437 | 61,859 | 61,301 | 49,421 | 0 | 0 | 0 | 0 | \$62,052 |
| 50 to 54 | 0 | 0 | 68,927 | 0 | 0 | 62,094 | 71,926 | 73,728 | 0 | 70,584 | 78,938 | 0 | 0 | \$70,609 |
| 55 to 59 | 0 | 0 | 0 | 0 | 0 | 65,363 | 67,101 | 75,186 | 88,263 | 79,477 | 119,121 | 94,321 | 0 | \$82,928 |
| 60 to 64 | 0 | 0 | 0 | 0 | 0 | 65,809 | 87,284 | 85,106 | 0 | 96,464 | 0 | 85,155 | 0 | \$83,041 |
| 65 to 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68,117 | 0 | 0 | 0 | 0 | \$68,117 |
| 70 & up | 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 | \$92,030 | \$71,460 |

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 | Service | | | | | | | | | | Total | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| | 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 |
| 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 | 0 | 1 | 0 | 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 | Service | | | | | | | | | | Total | | |
|--------------|------------|------------|------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|-----------------|
| | 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 |
| 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 | \$43,038 |
| 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 | \$40,593 |
| 50 to 54 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,055 | \$47,356 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,256 |
| 55 to 59 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,055 | \$53,947 | \$57,872 | \$48,588 | \$0 | \$0 | \$50,365 |
| 60 to 64 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,055 | \$0 | \$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 | | | | | | | | | | | | | Total |
|--------------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|------------|
| | 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 | | |
| 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 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 30 to 34 | 0 | 0 | 0 | 1 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 35 to 39 | 0 | 0 | 0 | 2 | 0 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 40 to 44 | 0 | 0 | 0 | 0 | 3 | 12 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 29 |
| 45 to 49 | 0 | 0 | 0 | 3 | 4 | 17 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 48 |
| 50 to 54 | 0 | 0 | 0 | 1 | 4 | 19 | 11 | 13 | 6 | 15 | 0 | 0 | 0 | 69 |
| 55 to 59 | 0 | 0 | 0 | 0 | 6 | 17 | 8 | 14 | 9 | 14 | 0 | 0 | 0 | 68 |
| 60 to 64 | 0 | 0 | 0 | 0 | 2 | 13 | 11 | 13 | 7 | 12 | 0 | 5 | 0 | 63 |
| 65 to 69 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 9 |
| 70 & up | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 4 |
| Total | 0 | 0 | 0 | 7 | 27 | 95 | 64 | 56 | 24 | 44 | 0 | 8 | 0 | 325 |

**Age / Service Distribution Of Active Participants - ATU/Drivers (Average Salary)
As of July 1, 2016**

| Age | Service | | | | | | | | | | | | | Total |
|--------------|------------|------------|------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|-----------------|------------|-----------------|
| | 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 | | |
| 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 | \$45,399 | \$46,062 | \$0 | \$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 | \$0 | \$43,167 |
| 35 to 39 | \$0 | \$0 | \$0 | \$41,532 | \$0 | \$49,066 | \$50,988 | \$66,824 | \$0 | \$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 | \$0 | \$48,954 |
| 45 to 49 | \$0 | \$0 | \$0 | \$37,795 | \$40,518 | \$50,193 | \$51,782 | \$55,377 | \$60,412 | \$0 | \$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 | \$0 | \$54,466 |
| 55 to 59 | \$0 | \$0 | \$0 | \$0 | \$40,563 | \$45,088 | \$53,330 | \$58,781 | \$51,653 | \$56,732 | \$0 | \$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 | \$0 | \$55,389 |
| 65 to 69 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,805 | \$51,970 | \$52,064 | \$0 | \$65,276 | \$0 | \$55,051 | \$0 | \$53,363 |
| 70 & up | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,031 | \$63,188 | \$0 | \$64,414 | \$0 | \$54,535 | \$0 | \$0 | \$59,042 |
| Total | \$0 | \$0 | \$0 | \$38,590 | \$38,705 | \$48,126 | \$53,872 | \$56,694 | \$56,823 | \$59,431 | \$0 | \$60,753 | \$0 | \$52,229 |

**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 - IBEW/Mechanics (Counts)
As of July 1, 2016**

| Age | Service | | | | | | | | | | | | | Total |
|--------------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|------------|
| | 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 | | |
| 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 | 0 | 10 |
| 30 to 34 | 0 | 0 | 0 | 1 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 35 to 39 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 40 to 44 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 10 |
| 45 to 49 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 5 | 0 | 0 | 0 | 15 |
| 50 to 54 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 6 | 2 | 7 | 5 | 0 | 0 | 25 |
| 55 to 59 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 2 | 6 | 3 | 5 | 0 | 29 |
| 60 to 64 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 2 | 5 | 1 | 4 | 0 | 21 |
| 65 to 69 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| 70 & up | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 1 | 0 | 34 | 12 | 33 | 13 | 24 | 9 | 9 | 9 | 135 |

**Age / Service Distribution Of Active Participants - IBEW/Mechanics (Average Salary)
As of July 1, 2016**

| Age | Service | | | | | | | | | | | | | Total |
|--------------|------------|------------|------------|-----------------|------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | 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 | | |
| 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 | \$0 | \$59,183 |
| 30 to 34 | \$0 | \$0 | \$0 | \$31,562 | \$0 | \$49,142 | \$67,596 | \$67,596 | \$0 | \$0 | \$0 | \$0 | \$0 | \$164,396 |
| 35 to 39 | \$0 | \$0 | \$0 | \$0 | \$0 | \$63,167 | \$67,596 | \$58,609 | \$0 | \$0 | \$0 | \$0 | \$0 | \$189,372 |
| 40 to 44 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,344 | \$0 | \$54,619 | \$64,704 | \$0 | \$0 | \$0 | \$0 | \$164,667 |
| 45 to 49 | \$0 | \$0 | \$0 | \$0 | \$0 | \$43,631 | \$31,648 | \$60,377 | \$64,027 | \$63,313 | \$0 | \$0 | \$0 | \$262,996 |
| 50 to 54 | \$0 | \$0 | \$0 | \$0 | \$0 | \$46,053 | \$63,167 | \$52,302 | \$64,027 | \$60,357 | \$64,741 | \$0 | \$0 | \$300,617 |
| 55 to 59 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,847 | \$55,658 | \$54,942 | \$64,027 | \$66,406 | \$62,837 | \$66,168 | \$0 | \$309,875 |
| 60 to 64 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,251 | \$36,787 | \$55,573 | \$49,590 | \$57,319 | \$60,458 | \$67,596 | \$0 | \$309,014 |
| 65 to 69 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,648 | \$0 | \$37,905 | \$60,458 | \$67,596 | \$0 | \$0 | \$0 | \$197,607 |
| 70 & up | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,648 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,648 |
| Total | \$0 | \$0 | \$0 | \$31,562 | \$0 | \$50,671 | \$54,689 | \$55,479 | \$61,740 | \$62,154 | \$63,630 | \$66,803 | \$66,803 | \$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.

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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.

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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 | IBEW | | Non-Contract |
| | Drivers | Mechanics | Clerical | |
| 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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APPENDIX C – SUMMARY OF PLAN PROVISIONS

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.
- 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.

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% |

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

APPENDIX C – SUMMARY OF PLAN PROVISIONS

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.



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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



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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".

Paul C. Jablonski
Chief Executive Officer

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





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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".

Paul C. Jablonski
Chief Executive Officer

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





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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

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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% |



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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 | DATEL 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 |
| 440000120 | 12/2/2016 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 318.01 |
| 440000121 | 12/2/2016 | W.W. Grainger Inc | M160-SUMP PUMP STATIONS | 3,195.94 |
| 440000122 | 12/2/2016 | W.W. Grainger Inc | M200-YARD FACILITIES | 271.92 |
| 440000123 | 12/2/2016 | Mcmaster-Carr Supply Co | F180-BUILDING MATERIALS | 97.18 |
| 440000124 | 12/2/2016 | Mcmaster-Carr Supply Co | F180-BUILDING MATERIALS | 502.78 |
| 440000125 | 12/6/2016 | Mcmaster-Carr Supply Co | F180-BUILDING MATERIALS | 92.28 |
| 440000126 | 12/6/2016 | W.W. Grainger Inc | F180-BUILDING MATERIALS | 80.87 |
| 440000127 | 12/12/2016 | Mcmaster-Carr Supply Co | F180-BUILDING MATERIALS | 78.97 |
| 440000128 | 12/14/2016 | Mcmaster-Carr Supply Co | F180-BUILDING MATERIALS | 15.47 |
| 440000129 | 12/14/2016 | W.W. Grainger Inc | G160-PAINTS & CHEMICALS | 72.67 |
| 440000130 | 12/16/2016 | W.W. Grainger Inc | G180-JANITORIAL SUPPLIES | 100.92 |
| 440000131 | 12/16/2016 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 289.44 |
| 440000132 | 12/23/2016 | W.W. Grainger Inc | B150-BUS COMM EQUIP. | 126.71 |
| 440000133 | 1/4/2017 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 81.46 |
| 440000134 | 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 |
| 450009016 | 12/2/2016 | All American First Aid & Safety | C120-SPECIALTY CONTRACTOR | 1,306.26 |
| 450009017 | 12/2/2016 | America Fujikura LTD | M120-OVRHEAD CATENARY SYS | 7,663.16 |
| 450009018 | 12/2/2016 | FinishMaster Inc | F120-BUS/LRV PAINT BOOTHS | 2,766.98 |
| 450009019 | 12/2/2016 | SouthComm Business Media, LLC | P310-ADVERTISING SERVICES | 2,100.00 |
| 450009020 | 12/5/2016 | City Treasurer | C140-CONSTRUCTION MGT SRV | 17,630.00 |
| 450009021 | 12/5/2016 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 2,513.53 |
| 450009022 | 12/5/2016 | Kaman Industrial Technologies | B250-BUS REPAIR PARTS | 104.01 |
| 450009023 | 12/5/2016 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 253.83 |
| 450009024 | 12/5/2016 | Pacific Rigging Loft Inc | M120-OVRHEAD CATENARY SYS | 1,322.40 |
| 450009025 | 12/5/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 706.52 |
| 450009026 | 12/5/2016 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 399.00 |
| 450009027 | 12/5/2016 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 218.00 |
| 450009028 | 12/5/2016 | Gillig LLC | B250-BUS REPAIR PARTS | 307.15 |
| 450009029 | 12/5/2016 | Recaro North America Inc | B130-BUS BODY | 376.66 |
| 450009030 | 12/5/2016 | Waxie Sanitary Supply Inc | G180-JANITORIAL SUPPLIES | 259.84 |
| 450009031 | 12/5/2016 | Gillig LLC | B130-BUS BODY | 2,680.24 |
| 450009032 | 12/5/2016 | W.W. Grainger Inc | G160-PAINTS & CHEMICALS | 27.37 |
| 450009033 | 12/5/2016 | Transit Holdings Inc | B140-BUS CHASSIS | 2,998.28 |
| 450009034 | 12/5/2016 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 3,274.74 |
| 450009035 | 12/5/2016 | BKM OfficeWorks, LLC | C110-GENERAL CONTRACTORS | 459.01 |
| 450009036 | 12/5/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,750.86 |
| 450009037 | 12/5/2016 | Sullivan Hill Lewin Rez & Engel | P340-LEGAL | 30,000.00 |
| 450009038 | 12/5/2016 | Pressnet Express Inc | G230-PRINTED MATERIALS | 745.20 |
| 450009039 | 12/5/2016 | Transit Holdings Inc | B200-BUS PWR TRAIN EQUIP | 2,268.87 |
| 450009040 | 12/5/2016 | Merrimac Petroleum Inc | A120-AUTO/TRUCK GASOLINE | 17,163.36 |
| 450009041 | 12/5/2016 | R.S. Hughes Co Inc | G160-PAINTS & CHEMICALS | 581.28 |
| 450009042 | 12/5/2016 | Office Solutions | G200-OFFICE SUPPLIES | 326.75 |
| 450009043 | 12/5/2016 | Gillig LLC | B250-BUS REPAIR PARTS | 170.86 |
| 450009044 | 12/5/2016 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 208.92 |
| 450009045 | 12/5/2016 | Industrial Maintenance Supply LLC | G150-FASTENERS | 242.91 |
| 450009046 | 12/5/2016 | Applied Industrial Technologies-CA | G170-LUBRICANTS | 460.51 |
| 450009047 | 12/5/2016 | Knorr Brake Company | R160-RAIL/LRV ELECTRICAL | 2,694.17 |
| 450009048 | 12/5/2016 | W.W. Grainger Inc | M110-SUB STATION | 1,920.93 |
| 450009049 | 12/5/2016 | Culligan of San Diego | G140-SHOP SUPPLIES | 840.00 |
| 450009050 | 12/5/2016 | Global Power Group Inc | G180-JANITORIAL SUPPLIES | 2,747.32 |
| 450009051 | 12/6/2016 | Team One Repair Inc | G290-FARE REVENUE EQUIP | 2,099.52 |
| 450009052 | 12/6/2016 | San Diego Highway Development Ass'n | P480-EE MAINTENANCE | 260.00 |
| 450009053 | 12/6/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,732.37 |
| 450009054 | 12/6/2016 | T&T Janitorial Inc | P110-BLDG MAINTENANCE | 27,000.00 |
| 450009055 | 12/6/2016 | Professional Contractors Supplies | G160-PAINTS & CHEMICALS | 582.06 |
| 450009056 | 12/6/2016 | Home Depot USA Inc | G140-SHOP SUPPLIES | 904.21 |
| 450009057 | 12/6/2016 | Willy's Electronic Supply Co | R160-RAIL/LRV ELECTRICAL | 15.32 |
| 450009058 | 12/6/2016 | Gillig LLC | B250-BUS REPAIR PARTS | 338.90 |
| 450009059 | 12/6/2016 | Dunn-Edwards Corporation | F110-SHOP/BLDG MACHINERY | 56.09 |
| 450009060 | 12/6/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 2,111.21 |
| 450009062 | 12/6/2016 | Trentman Corporation | F110-SHOP/BLDG MACHINERY | 56.70 |
| 450009063 | 12/6/2016 | Prochem Speciality Products Inc | G180-JANITORIAL SUPPLIES | 1,856.18 |
| 450009064 | 12/6/2016 | Mayday Grounding Inc | M110-SUB STATION | 1,008.00 |
| 450009065 | 12/6/2016 | M Power Truck & Diesel Repair | P210-NON-REV VEH REPAIRS | 1,486.71 |
| 450009066 | 12/6/2016 | HI-TEC Enterprises | R160-RAIL/LRV ELECTRICAL | 2,448.51 |
| 450009067 | 12/6/2016 | Pressnet Express Inc | G230-PRINTED MATERIALS | 1,946.16 |
| 450009068 | 12/6/2016 | David Bueltel | G230-PRINTED MATERIALS | 285.12 |
| 450009069 | 12/7/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 301.17 |
| 450009070 | 12/7/2016 | Dropbox Inc | I110-INFORMATION TECH | 2,045.00 |
| 450009071 | 12/7/2016 | SiteOne Landscape Supply Holding | F190-LANDSCAPING MAT'LS | 472.53 |
| 450009072 | 12/7/2016 | Coast United Advertising | P310-ADVERTISING SERVICES | 600.00 |
| 450009073 | 12/7/2016 | Michelin North America Inc | B210-BUS TIRES & TUBES | 287.02 |
| 450009074 | 12/7/2016 | David Bueltel | G230-PRINTED MATERIALS | 825.12 |
| 450009075 | 12/7/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,701.54 |
| 450009076 | 12/7/2016 | CDW LLC | G200-OFFICE SUPPLIES | 89.63 |

| Purchase Orders | | | | |
|-----------------|-----------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 450009077 | 12/7/2016 | Transit Products and Services | B130-BUS BODY | 405.01 |
| 450009078 | 12/7/2016 | Wesco Distribution Inc | F110-SHOP/BLDG MACHINERY | 1,334.00 |
| 450009079 | 12/7/2016 | Golden State Supply LLC | G140-SHOP SUPPLIES | 35.82 |
| 450009080 | 12/7/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 625.23 |
| 450009081 | 12/7/2016 | All The King's Flags | G230-PRINTED MATERIALS | 681.57 |
| 450009082 | 12/7/2016 | Tri-Signal Integration Inc | P260-TESTING & ANALYSIS | 170.00 |
| 450009083 | 12/7/2016 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 1,620.02 |
| 450009084 | 12/7/2016 | Linkedin Corporation | P450-PERSONNEL SVCS | 35,450.00 |
| 450009085 | 12/7/2016 | J. J. Keller & Associates Inc | P540-MAINTENANCE TRAINING | 148.67 |
| 450009086 | 12/7/2016 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 16,358.83 |
| 450009087 | 12/7/2016 | T&T Janitorial Inc | C120-SPECIALTY CONTRACTOR | 39,600.00 |
| 450009088 | 12/7/2016 | Exit Certified Corp | P410-CONSULTING | 99,000.00 |
| 450009089 | 12/7/2016 | Janek Corporation | B250-BUS REPAIR PARTS | 944.00 |
| 450009090 | 12/7/2016 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 33.05 |
| 450009091 | 12/7/2016 | Genuine Parts Co | B250-BUS REPAIR PARTS | 14.59 |
| 450009092 | 12/7/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 252.08 |
| 450009093 | 12/7/2016 | L L Printers Carlsbad LLC | G230-PRINTED MATERIALS | 3,294.02 |
| 450009094 | 12/7/2016 | Harbor Diesel & Equipment | B200-BUS PWR TRAIN EQUIP | 1,088.16 |
| 450009095 | 12/7/2016 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 1,374.76 |
| 450009096 | 12/7/2016 | Jeyco Products Inc | G160-PAINTS & CHEMICALS | 233.39 |
| 450009097 | 12/7/2016 | Kaman Industrial Technologies | G140-SHOP SUPPLIES | 2,494.11 |
| 450009098 | 12/7/2016 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 587.32 |
| 450009099 | 12/7/2016 | Wesco Distribution Inc | G270-ELECTRICAL/LIGHTING | 185.40 |
| 450009100 | 12/7/2016 | R.S. Hughes Co Inc | G160-PAINTS & CHEMICALS | 40.92 |
| 450009101 | 12/7/2016 | David Bueltel | G230-PRINTED MATERIALS | 542.16 |
| 450009102 | 12/7/2016 | SPX Corporation | G290-FARE REVENUE EQUIP | 47.52 |
| 450009103 | 12/7/2016 | Kiyoto Enterprises Inc | P280-GENERAL SVC AGRMNTS | 12,420.00 |
| 450009104 | 12/7/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 752.85 |
| 450009105 | 12/7/2016 | Steven Timme | C130-CONSTRUCTION SVCS | 1,162.20 |
| 450009106 | 12/7/2016 | Thompson Building Materials | R230-RAIL/LRV MECHANICAL | 5,136.27 |
| 450009107 | 12/8/2016 | Sherwin Williams Company | G140-SHOP SUPPLIES | 128.61 |
| 450009108 | 12/8/2016 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 1,547.42 |
| 450009109 | 12/8/2016 | Kaman Industrial Technologies | B250-BUS REPAIR PARTS | 546.64 |
| 450009110 | 12/8/2016 | Railquip, Inc. | F130-VEH HOISTS, JACKS | 2,532.40 |
| 450009111 | 12/8/2016 | Office Solutions | G200-OFFICE SUPPLIES | 151.25 |
| 450009112 | 12/8/2016 | DoAll Company | P130-EQUIP MAINT REPR SVC | 3,664.04 |
| 450009113 | 12/8/2016 | New Technical Solutions, Inc. | I110-INFORMATION TECH | 2,370.00 |
| 450009114 | 12/8/2016 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 8,068.71 |
| 450009115 | 12/8/2016 | Romaine Electric Corporation | B160-BUS ELECTRICAL | 2,545.32 |
| 450009116 | 12/8/2016 | Sunroad Auto LLC | B250-BUS REPAIR PARTS | 725.51 |
| 450009117 | 12/8/2016 | NS Corporation | P120-BLDG/FACILITY REPRS | 1,690.20 |
| 450009118 | 12/8/2016 | Home Depot USA Inc | P540-MAINTENANCE TRAINING | 214.93 |
| 450009119 | 12/8/2016 | Daniels Tire Service | A140-AUTO/TRUCK REPAIR | 398.54 |
| 450009120 | 12/8/2016 | OneSource Distributors, LLC | G240-UNIFORM PROCUREMENT | 1,709.87 |
| 450009121 | 12/8/2016 | Brookville Equipment Corporation | R160-RAIL/LRV ELECTRICAL | 9,549.98 |
| 450009122 | 12/8/2016 | JKL Cleaning Systems | F190-LANDSCAPING MAT'LS | 1,371.60 |
| 450009123 | 12/8/2016 | Robcar Corporation | G190-SAFETY/MED SUPPLIES | 371.71 |
| 450009124 | 12/8/2016 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 532.00 |
| 450009125 | 12/8/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 1,874.36 |
| 450009126 | 12/8/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,707.71 |
| 450009127 | 12/8/2016 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 240.87 |
| 450009128 | 12/8/2016 | Office Depot | G200-OFFICE SUPPLIES | 291.05 |
| 450009129 | 12/8/2016 | San Diego Seal Inc | R220-RAIL/LRV TRUCKS | 1,521.35 |
| 450009130 | 12/8/2016 | UniFirst Corporation | C120-SPECIALTY CONTRACTOR | 420.27 |
| 450009131 | 12/8/2016 | Mak Cleaners Inc | C120-SPECIALTY CONTRACTOR | 59.40 |
| 450009132 | 12/8/2016 | W.W. Grainger Inc | G170-LUBRICANTS | 639.90 |
| 450009133 | 12/9/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 899.91 |
| 450009134 | 12/9/2016 | Freeby Signs | B250-BUS REPAIR PARTS | 901.83 |
| 450009135 | 12/9/2016 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 2,503.57 |
| 450009136 | 12/9/2016 | Cummins-Allison | B250-BUS REPAIR PARTS | 484.69 |

| Purchase Orders | | | | |
|-----------------|------------|------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 450009137 | 12/9/2016 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 35.39 |
| 450009138 | 12/9/2016 | BC Group Holdings Inc | G200-OFFICE SUPPLIES | 3,897.73 |
| 450009139 | 12/9/2016 | Spectrasite Wireless Towers Inc | P180-LEASES, OTHER | 24,808.23 |
| 450009141 | 12/9/2016 | Chromate Industrial Corporation | G140-SHOP SUPPLIES | 216.83 |
| 450009142 | 12/9/2016 | South Bay Fence Inc | F190-LANDSCAPING MAT'LS | 1,868.42 |
| 450009143 | 12/9/2016 | Transit Holdings Inc | B140-BUS CHASSIS | 7,084.63 |
| 450009144 | 12/9/2016 | Capital One National Association | G200-OFFICE SUPPLIES | 2,235.99 |
| 450009145 | 12/9/2016 | NMS Management Inc | G180-JANITORIAL SUPPLIES | 104.89 |
| 450009147 | 12/9/2016 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,094.84 |
| 450009148 | 12/9/2016 | HI-TEC Enterprises | R160-RAIL/LRV ELECTRICAL | 2,460.31 |
| 450009149 | 12/9/2016 | Ruben Leon | P420-MAIL SERVICES | 160.00 |
| 450009150 | 12/9/2016 | Knorr Brake Company | R220-RAIL/LRV TRUCKS | 4,938.84 |
| 450009151 | 12/9/2016 | Cubic Transportation Systems | G290-FARE REVENUE EQUIP | 16,200.00 |
| 450009152 | 12/9/2016 | Western-Cullen-Hayes Inc | M130-CROSSING MECHANISM | 2,361.19 |
| 450009153 | 12/9/2016 | Total Filtration Services Inc | R230-RAIL/LRV MECHANICAL | 699.79 |
| 450009154 | 12/9/2016 | Applied Industrial Technologies-CA | G140-SHOP SUPPLIES | 1,200.77 |
| 450009155 | 12/9/2016 | Airgas Inc | G190-SAFETY/MED SUPPLIES | 274.32 |
| 450009156 | 12/9/2016 | Golden State Supply LLC | G170-LUBRICANTS | 132.93 |
| 450009157 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 725.74 |
| 450009158 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 712.78 |
| 450009159 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 312.95 |
| 450009160 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 315.87 |
| 450009161 | 12/9/2016 | Allied Refrigeration Inc | R230-RAIL/LRV MECHANICAL | 970.86 |
| 450009162 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 313.71 |
| 450009163 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 275.37 |
| 450009164 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 294.27 |
| 450009165 | 12/9/2016 | Sid Tool Co | G180-JANITORIAL SUPPLIES | 440.80 |
| 450009166 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 298.58 |
| 450009167 | 12/9/2016 | Ace Uniforms & Accessories | G120-SECURITY | 357.45 |
| 450009168 | 12/9/2016 | Home Depot USA Inc | G130-SHOP TOOLS | 245.17 |
| 450009169 | 12/9/2016 | W.W. Grainger Inc | R160-RAIL/LRV ELECTRICAL | 221.03 |
| 450009170 | 12/9/2016 | Steven Timme | G230-PRINTED MATERIALS | 68.61 |
| 450009171 | 12/9/2016 | Professional Contractors Supplies | G160-PAINTS & CHEMICALS | 122.28 |
| 450009172 | 12/9/2016 | Merrimac Petroleum Inc | A120-AUTO/TRUCK GASOLINE | 16,358.83 |
| 450009173 | 12/12/2016 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 470.90 |
| 450009174 | 12/12/2016 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 150.99 |
| 450009175 | 12/12/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 270.00 |
| 450009176 | 12/12/2016 | Transit Holdings Inc | B120-BUS MECHANICAL PARTS | 2,560.56 |
| 450009177 | 12/12/2016 | Gillig LLC | B250-BUS REPAIR PARTS | 2,332.80 |
| 450009178 | 12/12/2016 | Pacific Flexible Metal Hose Co | B200-BUS PWR TRAIN EQUIP | 66.08 |
| 450009179 | 12/12/2016 | Lucerix International Corporation | B130-BUS BODY | 309.64 |
| 450009180 | 12/12/2016 | W.W. Grainger Inc | B130-BUS BODY | 222.88 |
| 450009181 | 12/12/2016 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 1,707.46 |
| 450009182 | 12/12/2016 | Gillig LLC | B140-BUS CHASSIS | 1,685.29 |
| 450009183 | 12/12/2016 | Mission Janitorial Supplies | G180-JANITORIAL SUPPLIES | 683.76 |
| 450009184 | 12/12/2016 | Kaman Industrial Technologies | B200-BUS PWR TRAIN EQUIP | 820.76 |
| 450009185 | 12/12/2016 | Waxie Sanitary Supply Inc | G180-JANITORIAL SUPPLIES | 481.97 |
| 450009186 | 12/12/2016 | Jeyco Products Inc | G130-SHOP TOOLS | 30.53 |
| 450009187 | 12/12/2016 | Charter Industrial Supply Inc | G140-SHOP SUPPLIES | 146.43 |
| 450009188 | 12/12/2016 | Western-Cullen-Hayes Inc | M130-CROSSING MECHANISM | 2,029.62 |
| 450009189 | 12/12/2016 | Battery Systems Inc | B160-BUS ELECTRICAL | 3,991.68 |
| 450009190 | 12/12/2016 | Accurate Elastomer Products Inc | B130-BUS BODY | 173.32 |
| 450009191 | 12/12/2016 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 256.47 |
| 450009192 | 12/12/2016 | Muncie Transit Supply | B200-BUS PWR TRAIN EQUIP | 1,236.88 |
| 450009193 | 12/12/2016 | Industrial Maintenance Supply LLC | G200-OFFICE SUPPLIES | 139.48 |
| 450009194 | 12/12/2016 | TK Services Inc | B110-BUS HVAC SYSTEMS | 119.89 |
| 450009195 | 12/12/2016 | Tribologik Corporation | G140-SHOP SUPPLIES | 2,176.51 |
| 450009196 | 12/12/2016 | Pressnet Express Inc | G230-PRINTED MATERIALS | 932.05 |
| 450009197 | 12/12/2016 | Office Depot | G200-OFFICE SUPPLIES | 260.69 |
| 450009198 | 12/12/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 16,358.83 |

| Purchase Orders | | | | |
|-----------------|------------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 450009199 | 12/12/2016 | Dunn-Edwards Corporation | G160-PAINTS & CHEMICALS | 350.97 |
| 450009200 | 12/12/2016 | Byrne Doughty Mgt Corp | G200-OFFICE SUPPLIES | 98.06 |
| 450009201 | 12/12/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 2,040.30 |
| 450009202 | 12/12/2016 | SB & KB Inc. | P210-NON-REV VEH REPAIRS. | 184.34 |
| 450009203 | 12/12/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,720.04 |
| 450009204 | 12/12/2016 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 378.43 |
| 450009205 | 12/12/2016 | Willy's Electronic Supply Co | R150-RAIL/LRV COMM EQUIP | 278.35 |
| 450009206 | 12/12/2016 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 148.18 |
| 450009207 | 12/12/2016 | DoAll Company | R230-RAIL/LRV MECHANICAL | 2,831.53 |
| 450009208 | 12/12/2016 | Louis Sardo Upholstery Inc | B130-BUS BODY | 539.46 |
| 450009209 | 12/12/2016 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 6,822.31 |
| 450009210 | 12/12/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 1,354.34 |
| 450009211 | 12/12/2016 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 75.52 |
| 450009212 | 12/12/2016 | Madden Construction Inc | C110-GENERAL CONTRACTORS | 793.01 |
| 450009213 | 12/12/2016 | Staples Contract & Commercial Inc | P540-MAINTENANCE TRAINING | 126.42 |
| 450009214 | 12/12/2016 | David Wasserman | P440-CATERING SERVICES | 830.26 |
| 450009215 | 12/12/2016 | The Cravory | G250-NOVELTIES & AWARDS | 3,456.00 |
| 450009216 | 12/12/2016 | Robcar Corporation | G110-BUS/TROLLEY SIGNAGE | 491.41 |
| 450009217 | 12/12/2016 | Robcar Corporation | G110-BUS/TROLLEY SIGNAGE | 291.60 |
| 450009218 | 12/13/2016 | W.W. Grainger Inc | G130-SHOP TOOLS | 2,508.78 |
| 450009220 | 12/13/2016 | Home Depot USA Inc | G130-SHOP TOOLS | 1,250.60 |
| 450009221 | 12/13/2016 | Communications Usa Inc | P130-EQUIP MAINT REPR SVC | 17,621.28 |
| 450009223 | 12/13/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,726.20 |
| 450009224 | 12/13/2016 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 393.64 |
| 450009225 | 12/13/2016 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 1,212.06 |
| 450009226 | 12/13/2016 | West-Lite Supply Co Inc | M180-STATION ELECTRICAL | 1,007.18 |
| 450009227 | 12/13/2016 | Ferguson Enterprises | F110-SHOP/BLDG MACHINERY | 158.44 |
| 450009228 | 12/13/2016 | Kaman Industrial Technologies | G140-SHOP SUPPLIES | 2,333.92 |
| 450009229 | 12/13/2016 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 1,119.55 |
| 450009230 | 12/13/2016 | I/O Controls Corporation | B250-BUS REPAIR PARTS | 1,134.96 |
| 450009231 | 12/13/2016 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 138.24 |
| 450009232 | 12/13/2016 | Cummins Pacific LLC | B120-BUS MECHANICAL PARTS | 1,655.70 |
| 450009233 | 12/13/2016 | Paradigm Mechanical Corp | B110-BUS HVAC SYSTEMS | 120.00 |
| 450009234 | 12/13/2016 | Transit Holdings Inc | B110-BUS HVAC SYSTEMS | 768.94 |
| 450009235 | 12/13/2016 | Jeyco Products Inc | G180-JANITORIAL SUPPLIES | 644.64 |
| 450009236 | 12/13/2016 | Prudential Overall Supply | G140-SHOP SUPPLIES | 934.87 |
| 450009237 | 12/13/2016 | Battery Systems Inc | B160-BUS ELECTRICAL | 2,903.04 |
| 450009238 | 12/13/2016 | Flyers Energy LLC | A120-AUTO/TRUCK GASOLINE | 16,537.61 |
| 450009239 | 12/13/2016 | San Diego Friction Products, Inc. | B140-BUS CHASSIS | 3,422.00 |
| 450009240 | 12/13/2016 | Cembre Inc | G130-SHOP TOOLS | 461.39 |
| 450009241 | 12/13/2016 | Comfort Mechanical Inc | M190-SDSU ELECTRICAL | 998.00 |
| 450009242 | 12/13/2016 | Transit Holdings Inc | B140-BUS CHASSIS | 2,433.00 |
| 450009243 | 12/13/2016 | Denlo Inc | G140-SHOP SUPPLIES | 129.60 |
| 450009244 | 12/13/2016 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 292.60 |
| 450009245 | 12/13/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 2,132.87 |
| 450009246 | 12/13/2016 | TK Services Inc | B250-BUS REPAIR PARTS | 295.28 |
| 450009247 | 12/13/2016 | Paragon Solutions Group Inc | G280-FARE MATERIALS | 32,319.01 |
| 450009248 | 12/13/2016 | Genuine Parts Co | B250-BUS REPAIR PARTS | 69.36 |
| 450009249 | 12/13/2016 | Flyers Energy LLC | R230-RAIL/LRV MECHANICAL | 1,769.18 |
| 450009250 | 12/13/2016 | Culligan of San Diego | G140-SHOP SUPPLIES | 840.00 |
| 450009251 | 12/13/2016 | Daniels Tire Service | P210-NON-REV VEH REPAIRS | 395.80 |
| 450009252 | 12/13/2016 | Agricultural Pest Control Svcs. | P110-BLDG MAINTENANCE | 900.00 |
| 450009253 | 12/13/2016 | San Diego Plastics Inc | R220-RAIL/LRV TRUCKS | 1,169.41 |
| 450009254 | 12/13/2016 | Chromate Industrial Corporation | G150-FASTENERS | 87.70 |
| 450009255 | 12/13/2016 | Mission Janitorial Supplies | G180-JANITORIAL SUPPLIES | 399.39 |
| 450009256 | 12/13/2016 | B Hepworth & Company Limited | R120-RAIL/LRV CAR BODY | 478.84 |
| 450009257 | 12/13/2016 | Total Filtration Services Inc | R230-RAIL/LRV MECHANICAL | 803.62 |
| 450009258 | 12/13/2016 | Waxie Sanitary Supply Inc | G180-JANITORIAL SUPPLIES | 409.86 |
| 450009259 | 12/14/2016 | Gillig LLC | B140-BUS CHASSIS | 628.30 |
| 450009260 | 12/14/2016 | Prochem Speciality Products Inc | G180-JANITORIAL SUPPLIES | 1,973.66 |

| Purchase Orders | | | | |
|-----------------|------------|-------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 450009261 | 12/14/2016 | The Animal Keeper Inc | G120-SECURITY | 275.00 |
| 450009262 | 12/14/2016 | City Electric Works Inc | P120-BLDG/FACILITY REPRS | 400.00 |
| 450009263 | 12/14/2016 | E.T. Services | P120-BLDG/FACILITY REPRS | 220.00 |
| 450009264 | 12/14/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,713.87 |
| 450009265 | 12/14/2016 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 30,912.55 |
| 450009266 | 12/14/2016 | HI-TEC Enterprises | R160-RAIL/LRV ELECTRICAL | 6,754.69 |
| 450009267 | 12/14/2016 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 210.61 |
| 450009268 | 12/14/2016 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 192.72 |
| 450009269 | 12/14/2016 | W.W. Grainger Inc | R240-RAIL/LRV REPR PARTS | 266.87 |
| 450009270 | 12/14/2016 | US Mobile Wireless | I120-INFO TECH, SVCS | 5,520.00 |
| 450009271 | 12/14/2016 | San Diego Convention Center Corp | P310-ADVERTISING SERVICES | 13,095.00 |
| 450009272 | 12/14/2016 | Dartco Transmission | B250-BUS REPAIR PARTS | 658.41 |
| 450009273 | 12/14/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 623.03 |
| 450009275 | 12/14/2016 | Mark Carass | P120-BLDG/FACILITY REPRS | 315.00 |
| 450009276 | 12/14/2016 | Angelica Ella Eclar | P160-EQUIPMENT RENTALS | 2,425.00 |
| 450009277 | 12/14/2016 | M.A.N.D.A.T.E Records Inc | P160-EQUIPMENT RENTALS | 1,000.00 |
| 450009278 | 12/14/2016 | Team One Repair Inc | G290-FARE REVENUE EQUIP | 15,529.84 |
| 450009279 | 12/14/2016 | Transit Holdings Inc | B140-BUS CHASSIS | 18,129.28 |
| 450009280 | 12/15/2016 | Mouser Electronics Inc | B250-BUS REPAIR PARTS | 188.57 |
| 450009281 | 12/15/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 2,432.72 |
| 450009282 | 12/15/2016 | Genuine Parts Co | B250-BUS REPAIR PARTS | 173.93 |
| 450009283 | 12/15/2016 | Harbor Diesel & Equipment | B250-BUS REPAIR PARTS | 258.18 |
| 450009284 | 12/15/2016 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 2,503.57 |
| 450009285 | 12/15/2016 | Norman Industrial Materials | P190-REV VEHICLE REPAIRS | 792.96 |
| 450009286 | 12/15/2016 | Barry Sandler Enterprises | G180-JANITORIAL SUPPLIES | 1,817.79 |
| 450009287 | 12/15/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,720.04 |
| 450009288 | 12/15/2016 | West End Holdings Inc | P120-BLDG/FACILITY REPRS | 262.80 |
| 450009289 | 12/15/2016 | Master International Corporation | R170-RAIL/LRV HVAC | 98.89 |
| 450009290 | 12/15/2016 | Western-Cullen-Hayes Inc | M130-CROSSING MECHANISM | 3,044.40 |
| 450009291 | 12/15/2016 | Home Depot USA Inc | G140-SHOP SUPPLIES | 1,122.54 |
| 450009292 | 12/15/2016 | Kent Global Systems Inc | G180-JANITORIAL SUPPLIES | 284.10 |
| 450009293 | 12/15/2016 | Airgas Inc | G190-SAFETY/MED SUPPLIES | 61.49 |
| 450009294 | 12/15/2016 | Professional Contractors Supplies | G140-SHOP SUPPLIES | 393.73 |
| 450009295 | 12/15/2016 | OneSource Distributors, LLC | G130-SHOP TOOLS | 580.93 |
| 450009296 | 12/15/2016 | American Battery Corporation | G290-FARE REVENUE EQUIP | 202.18 |
| 450009297 | 12/15/2016 | Siemens Industry Inc | R220-RAIL/LRV TRUCKS | 2,154.71 |
| 450009298 | 12/15/2016 | B Hepworth & Company Limited | R160-RAIL/LRV ELECTRICAL | 95.36 |
| 450009299 | 12/15/2016 | Ansaldo Sts Usa Inc | G130-SHOP TOOLS | 138.98 |
| 450009300 | 12/15/2016 | P & R Paper Supply Company Inc | G180-JANITORIAL SUPPLIES | 4,679.90 |
| 450009301 | 12/15/2016 | San Diego Community College Distric | G230-PRINTED MATERIALS | 279.24 |
| 450009302 | 12/15/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 496.04 |
| 450009303 | 12/15/2016 | TK Services Inc | B250-BUS REPAIR PARTS | 404.67 |
| 450009304 | 12/15/2016 | Western Lift Inc | F110-SHOP/BLDG MACHINERY | 432.00 |
| 450009305 | 12/15/2016 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 1,430.70 |
| 450009306 | 12/15/2016 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 161.49 |
| 450009307 | 12/15/2016 | Wesco Distribution Inc | F110-SHOP/BLDG MACHINERY | 254.65 |
| 450009308 | 12/15/2016 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 594.00 |
| 450009309 | 12/15/2016 | Industrial Maintenance Supply LLC | G150-FASTENERS | 113.98 |
| 450009310 | 12/15/2016 | Jeyco Products Inc | G130-SHOP TOOLS | 42.54 |
| 450009311 | 12/15/2016 | Waxie Sanitary Supply Inc | G180-JANITORIAL SUPPLIES | 450.60 |
| 450009312 | 12/15/2016 | CASEI | F180-BUILDING MATERIALS | 1,251.84 |
| 450009313 | 12/15/2016 | Gillig LLC | B160-BUS ELECTRICAL | 1,377.33 |
| 450009314 | 12/15/2016 | Cummins Pacific LLC | B120-BUS MECHANICAL PARTS | 175.35 |
| 450009315 | 12/15/2016 | Transit Holdings Inc | B130-BUS BODY | 872.95 |
| 450009316 | 12/15/2016 | Waco Filters Corporation | F120-BUS/LRV PAINT BOOTHS | 1,028.37 |
| 450009317 | 12/15/2016 | Sportworks Northwest Inc | B130-BUS BODY | 125.18 |
| 450009318 | 12/15/2016 | Neopart | B130-BUS BODY | 2,399.11 |
| 450009319 | 12/15/2016 | Janek Corporation | B130-BUS BODY | 527.54 |
| 450009321 | 12/16/2016 | Pacific Coast Air Tools & Supply In | G130-SHOP TOOLS | 2,096.49 |
| 450009322 | 12/16/2016 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 3,024.00 |

Purchase Orders

| 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 |

| Purchase Orders | | | | |
|-----------------|------------|------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 450009385 | 12/19/2016 | OneSource Distributors, LLC | G130-SHOP TOOLS | 746.77 |
| 450009386 | 12/19/2016 | Sloan Electromechanical | R160-RAIL/LRV ELECTRICAL | 34,569.44 |
| 450009387 | 12/19/2016 | Ismael Frausto | R120-RAIL/LRV CAR BODY | 491.79 |
| 450009388 | 12/19/2016 | Cubic Transportation Systems | G290-FARE REVENUE EQUIP | 20,050.21 |
| 450009389 | 12/20/2016 | Matthias Moos | M120-OVRHEAD CATENARY SYS | 1,587.60 |
| 450009390 | 12/20/2016 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 410.40 |
| 450009391 | 12/20/2016 | OneSource Distributors, LLC | R160-RAIL/LRV ELECTRICAL | 11,084.38 |
| 450009392 | 12/20/2016 | Washington-Lincoln Laurels | P310-ADVERTISING SERVICES | 1,000.00 |
| 450009393 | 12/20/2016 | W.W. Grainger Inc | M110-SUB STATION | 78.75 |
| 450009394 | 12/20/2016 | Transwest San Diego LLC | B250-BUS REPAIR PARTS | 168.82 |
| 450009395 | 12/20/2016 | Southern Counties Lubricants LLC | G170-LUBRICANTS | 29,864.16 |
| 450009396 | 12/20/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,738.53 |
| 450009397 | 12/20/2016 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 1,788.72 |
| 450009398 | 12/20/2016 | Kaman Industrial Technologies | B250-BUS REPAIR PARTS | 485.04 |
| 450009399 | 12/20/2016 | Simplexgrinnell LP | M190-SDSU ELECTRICAL | 999.60 |
| 450009400 | 12/20/2016 | M Power Truck & Diesel Repair | P210-NON-REV VEH REPAIRS | 2,856.43 |
| 450009402 | 12/20/2016 | Merrimac Petroleum Inc | A120-AUTO/TRUCK GASOLINE | 18,978.03 |
| 450009403 | 12/20/2016 | JKL Cleaning Systems | P130-EQUIP MAINT REPR SVC | 978.79 |
| 450009404 | 12/20/2016 | Cubic Transportation Systems | G290-FARE REVENUE EQUIP | 6,480.00 |
| 450009405 | 12/20/2016 | Critical Mention, Inc. | G260-MEDIA | 2,999.00 |
| 450009406 | 12/21/2016 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 2,248.39 |
| 450009407 | 12/21/2016 | MCAS Miramar Vet | G120-SECURITY | 35.00 |
| 450009408 | 12/21/2016 | Transit Holdings Inc | B160-BUS ELECTRICAL | 3,003.29 |
| 450009409 | 12/21/2016 | Gillig LLC | G140-SHOP SUPPLIES | 3,309.38 |
| 450009410 | 12/21/2016 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 280.29 |
| 450009411 | 12/21/2016 | Recaro North America Inc | B130-BUS BODY | 188.33 |
| 450009412 | 12/21/2016 | Harbor Diesel & Equipment | B200-BUS PWR TRAIN EQUIP | 1,184.58 |
| 450009413 | 12/21/2016 | R.S. Hughes Co Inc | G160-PAINTS & CHEMICALS | 576.50 |
| 450009414 | 12/21/2016 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 2,350.07 |
| 450009415 | 12/21/2016 | Wesco Distribution Inc | G270-ELECTRICAL/LIGHTING | 244.62 |
| 450009416 | 12/21/2016 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 101.33 |
| 450009417 | 12/21/2016 | Charter Industrial Supply Inc | G140-SHOP SUPPLIES | 168.82 |
| 450009418 | 12/21/2016 | Kaman Industrial Technologies | B120-BUS MECHANICAL PARTS | 298.50 |
| 450009419 | 12/21/2016 | San Diego Friction Products, Inc. | B160-BUS ELECTRICAL | 372.60 |
| 450009420 | 12/21/2016 | Buswest LLC | B200-BUS PWR TRAIN EQUIP | 104.13 |
| 450009421 | 12/21/2016 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 587.23 |
| 450009422 | 12/21/2016 | Robert Costanzo | B140-BUS CHASSIS | 120.07 |
| 450009423 | 12/21/2016 | Knorr Brake Company | R160-RAIL/LRV ELECTRICAL | 658.04 |
| 450009424 | 12/21/2016 | Mission Janitorial Supplies | G180-JANITORIAL SUPPLIES | 973.28 |
| 450009425 | 12/21/2016 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 1,300.42 |
| 450009426 | 12/21/2016 | Prudential Overall Supply | G140-SHOP SUPPLIES | 422.40 |
| 450009427 | 12/21/2016 | Hydraulic Electric Component | B200-BUS PWR TRAIN EQUIP | 30.37 |
| 450009428 | 12/21/2016 | Jeyco Products Inc | G200-OFFICE SUPPLIES | 294.70 |
| 450009429 | 12/21/2016 | Industrial Maintenance Supply LLC | G150-FASTENERS | 106.13 |
| 450009430 | 12/21/2016 | Prochem Speciality Products Inc | G180-JANITORIAL SUPPLIES | 1,568.36 |
| 450009431 | 12/21/2016 | Rockwest Technology Group Inc | I120-INFO TECH, SVCS | 2,278.00 |
| 450009432 | 12/21/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,744.70 |
| 450009433 | 12/21/2016 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 1,618.31 |
| 450009434 | 12/21/2016 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 36.61 |
| 450009435 | 12/21/2016 | Staples Contract & Commercial Inc | G210-OFFICE FURNITURE | 559.27 |
| 450009436 | 12/21/2016 | Drain Medic Inc | P120-BLDG/FACILITY REPRS | 542.30 |
| 450009437 | 12/21/2016 | Janek Corporation | B250-BUS REPAIR PARTS | 1,647.01 |
| 450009438 | 12/21/2016 | Battery Systems Inc | B250-BUS REPAIR PARTS | 1,268.44 |
| 450009439 | 12/21/2016 | Gillig LLC | B250-BUS REPAIR PARTS | 245.72 |
| 450009440 | 12/21/2016 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 19.50 |
| 450009441 | 12/21/2016 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 5,917.11 |
| 450009442 | 12/21/2016 | Presidio Networked Solutions Group | C120-SPECIALTY CONTRACTOR | 7,672.50 |
| 450009443 | 12/21/2016 | Industrial Maintenance Supply LLC | G150-FASTENERS | 87.43 |
| 450009444 | 12/21/2016 | Charter Industrial Supply Inc | B250-BUS REPAIR PARTS | 125.67 |
| 450009445 | 12/21/2016 | Louis Sardo Upholstery Inc | B130-BUS BODY | 599.41 |

| Purchase Orders | | | | |
|-----------------|------------|------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 450009446 | 12/21/2016 | Transit Holdings Inc | B130-BUS BODY | 1,702.35 |
| 450009447 | 12/21/2016 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 2,956.91 |
| 450009448 | 12/21/2016 | Newark Corporation | M110-SUB STATION | 77.13 |
| 450009449 | 12/21/2016 | Charter Industrial Supply Inc | B250-BUS REPAIR PARTS | 113.41 |
| 450009450 | 12/21/2016 | Rick Busch | G180-JANITORIAL SUPPLIES | 172.81 |
| 450009451 | 12/21/2016 | Praxair Distribution Inc. | G140-SHOP SUPPLIES | 816.90 |
| 450009452 | 12/21/2016 | Schunk Carbon Technology LLC | R190-RAIL/LRV PANTOGRAPH | 30,479.76 |
| 450009453 | 12/21/2016 | Culligan of San Diego | G140-SHOP SUPPLIES | 840.00 |
| 450009454 | 12/21/2016 | Transit Holdings Inc | B140-BUS CHASSIS | 2,980.69 |
| 450009455 | 12/21/2016 | Muncie Transit Supply | B160-BUS ELECTRICAL | 33.77 |
| 450009456 | 12/21/2016 | Transwest San Diego LLC | B160-BUS ELECTRICAL | 3,204.10 |
| 450009457 | 12/21/2016 | Airgas Inc | G140-SHOP SUPPLIES | 66.25 |
| 450009458 | 12/21/2016 | Professional Contractors Supplies | G140-SHOP SUPPLIES | 1,145.94 |
| 450009459 | 12/21/2016 | Home Depot USA Inc | G140-SHOP SUPPLIES | 189.94 |
| 450009460 | 12/21/2016 | Dimensional Silk Screen Inc | C130-CONSTRUCTION SVCS | 147.42 |
| 450009461 | 12/22/2016 | Airgas Inc | G190-SAFETY/MED SUPPLIES | 641.66 |
| 450009462 | 12/22/2016 | Machinex, Inc. | R140-RAIL/LRV DOORS/RAMP | 1,749.60 |
| 450009463 | 12/22/2016 | JKL Cleaning Systems | P130-EQUIP MAINT REPR SVC | 924.24 |
| 450009465 | 12/22/2016 | Westair Gases & Equipment Inc | G140-SHOP SUPPLIES | 177.17 |
| 450009466 | 12/22/2016 | Pressnet Express Inc | G230-PRINTED MATERIALS | 283.20 |
| 450009467 | 12/22/2016 | Willy's Electronic Supply Co | G130-SHOP TOOLS | 339.82 |
| 450009468 | 12/22/2016 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 315.56 |
| 450009469 | 12/22/2016 | Mak Cleaners Inc | G120-SECURITY | 1,084.60 |
| 450009470 | 12/22/2016 | OneSource Distributors, LLC | M130-CROSSING MECHANISM | 304.58 |
| 450009471 | 12/22/2016 | All The King's Flags | M200-YARD FACILITIES | 289.66 |
| 450009472 | 12/22/2016 | HI-TEC Enterprises | R160-RAIL/LRV ELECTRICAL | 5,928.29 |
| 450009473 | 12/22/2016 | Paul Plevin Sullivan & Connaughton | P490-MANAGEMENT TRAINING | 1,000.00 |
| 450009474 | 12/22/2016 | Office Depot | G200-OFFICE SUPPLIES | 277.08 |
| 450009475 | 12/22/2016 | F-1 Marketing Group | G230-PRINTED MATERIALS | 2,003.99 |
| 450009476 | 12/22/2016 | Chromate Industrial Corporation | G140-SHOP SUPPLIES | 192.05 |
| 450009477 | 12/22/2016 | Western-Cullen-Hayes Inc | G140-SHOP SUPPLIES | 13.92 |
| 450009478 | 12/22/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,732.37 |
| 450009479 | 12/22/2016 | Team One Repair Inc | G290-FARE REVENUE EQUIP | 1,230.98 |
| 450009480 | 12/22/2016 | Cubic Transportation Systems | G290-FARE REVENUE EQUIP | 10,927.87 |
| 450009481 | 12/22/2016 | Total Filtration Services Inc | M110-SUB STATION | 126.16 |
| 450009482 | 12/22/2016 | Southern Counties Lubricants LLC | G170-LUBRICANTS | 6,410.95 |
| 450009483 | 12/22/2016 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 5,283.36 |
| 450009484 | 12/22/2016 | OneSource Distributors, LLC | M120-OVRHEAD CATENARY SYS | 2,483.62 |
| 450009485 | 12/22/2016 | West-Lite Supply Co Inc | M180-STATION ELECTRICAL | 686.88 |
| 450009486 | 12/22/2016 | Cembre Inc | M170-IMPEDANCE BOND | 1,486.74 |
| 450009487 | 12/23/2016 | Newark Corporation | G290-FARE REVENUE EQUIP | 4,751.99 |
| 450009488 | 12/23/2016 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 4,457.31 |
| 450009489 | 12/23/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 18,772.43 |
| 450009490 | 12/27/2016 | TK Services Inc | B250-BUS REPAIR PARTS | 171.06 |
| 450009492 | 12/27/2016 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,769.36 |
| 450009493 | 12/27/2016 | Freeby Signs | G140-SHOP SUPPLIES | 313.29 |
| 450009494 | 12/27/2016 | Asbury Environmental Services | P260-TESTING & ANALYSIS | 250.00 |
| 450009495 | 12/27/2016 | Kaman Industrial Technologies | R220-RAIL/LRV TRUCKS | 734.13 |
| 450009496 | 12/27/2016 | Cummins-Allison | G220-OFFICE EQUIPMENT | 110.00 |
| 450009497 | 12/27/2016 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 114.16 |
| 450009498 | 12/27/2016 | HI-TEC Enterprises | R160-RAIL/LRV ELECTRICAL | 777.60 |
| 450009499 | 12/27/2016 | Waxie Sanitary Supply Inc | G180-JANITORIAL SUPPLIES | 947.92 |
| 450009500 | 12/27/2016 | Knorr Brake Company | R220-RAIL/LRV TRUCKS | 3,386.11 |
| 450009501 | 12/27/2016 | Culligan of San Diego | G140-SHOP SUPPLIES | 840.00 |
| 450009502 | 12/27/2016 | Westair Gases & Equipment Inc | G140-SHOP SUPPLIES | 868.81 |
| 450009503 | 12/27/2016 | Airgas Inc | G190-SAFETY/MED SUPPLIES | 1,246.51 |
| 450009504 | 12/27/2016 | All The King's Flags | M200-YARD FACILITIES | 307.99 |
| 450009505 | 12/27/2016 | Eaton Corporation | R160-RAIL/LRV ELECTRICAL | 1,539.91 |
| 450009506 | 12/27/2016 | Chromate Industrial Corporation | G150-FASTENERS | 642.89 |
| 450009507 | 12/27/2016 | American Battery Corporation | G140-SHOP SUPPLIES | 27.22 |

| Purchase Orders | | | | |
|-----------------|------------|-----------------------------------|---------------------------|-----------|
| 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 |

Purchase Orders

| 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 |

| Purchase Orders | | | | |
|-----------------|----------|-------------------------------------|---------------------------|-----------|
| 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 |

| Purchase Orders | | | | |
|-----------------|-----------|-----------------------------------|---------------------------|-----------|
| 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 |

| Purchase Orders | | | | |
|-----------------|-----------|---------------------------|---------------------------|-----------|
| 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 |