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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

9:00 a.m.

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

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. 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. Live audio streaming of the MTS Board of Directors meetings can be accessed at the following link: <https://www.sdmts.com/boardroom-stream>.

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes – January 16, 2020 and February 1, 2020 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.

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. | <p><u>San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on January 14, 2020</u></p> <p>Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information and ratify any actions taken.</p> | Receive/
Ratify |
| 7. | <p><u>2020 Federal and State Legislative Programs</u></p> <p>Action would approve staff recommendations for 2020 federal and state legislative programs.</p> | Approve |
| 8. | <p><u>Appointment of Authorized Representatives for Bayfront Project Special Tax Financing District of the City of Chula Vista</u></p> <p>Action would: (1) Appoint the Chief Executive Officer and General Counsel as the authorized representatives to vote in the special election for the Bayfront Project Special Tax Financing District of the City of Chula Vista in relation to Assessor Parcel Number 567-031-26-00; and (2) Instruct the authorized representatives to vote "yes" on each of the three propositions listed in the Special Mail Ballot.</p> | Approve |
| 9. | <p><u>Excess Liability and Workers' Compensation Insurance Renewals</u></p> <p>Action would approve the purchase of excess liability insurance (at limits of \$73 million excess of a \$2 million self-insured retention [SIR]), and excess workers' compensation insurance (at statutory limits excess of a \$1 million SIR). The new policies would be in effect from March 1, 2020 through March 1, 2021.</p> | Approve |
| 10. | <p><u>Amendment to Chief Executive Officer Employment Agreement</u></p> <p>Action would approve an amendment to the Executive Employment Agreement (EEA) between MTS and Paul C. Jablonski to provide a merit bonus and a one-year contract extension.</p> | Approve |
| 11. | <p><u>Ad Buying Software – Contract Award</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2291.0-19 with Zeba Consulting (Zeba), a Disadvantaged Business Enterprise (DBE), for the provision of ad buying software for a period of one (1) base year with two (2) 1-year options, exercisable at MTS's sole discretion and not to exceed the amount of \$307,500.</p> | Approve |
| 12. | <p><u>Network Equipment for San Diego Metropolitan Transit System Network Devices Refresh – Purchase Order</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to NetXperts, Inc., a Small Business (SB), for the provision of network equipment for MTS Network Devices Refresh in the amount of \$261,005.04.</p> | Approve |
| 13. | <p><u>Unallocated Transportation Development Act (TDA) Funds for Transit-Related Projects</u></p> <p>Action would authorize the Chief Executive Officer (CFO) to approve the use of \$98,245 in unallocated TDA funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.</p> | Approve |
| 14. | <p><u>Bus Rapid Transit (BRT) Station Janitorial Maintenance Services – Contract Award</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0707.0-20 in the amount of \$5,512,249.95 with NMS Management, Inc., a</p> | Approve |

Disadvantaged Business Enterprise (DBE), for the provision of BRT station janitorial maintenance services for a five (5) year base period with two (2) 1-year option terms to be exercised at the CEO's discretion.

15. [Landscaping Maintenance Services – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. PWG302.0-20 in the amount of \$1,126,331.28 with Aztec Landscaping, Inc. (Aztec) for the provision of landscaping maintenance and as-needed repair services for a five (5) year base period with two (2) 1-year option terms to be exercised at the CEO's discretion.
16. [Light Rail Vehicle \(LRV\) Upper Level Work Platforms Construction Management Services – Work Order Amendment 2](#) Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Ratify Work Order Amendment No. 1 WOA2016-CM001.1 under MTS Doc. No. G2016.0-17 with TRC Engineers, Inc. (formerly Caltrop Consulting) for construction management and inspection services for the LRV Upper Level Work Platforms project in the amount of \$94,678.48, increasing the initial work order value from \$119,201.76 to \$213,880.24; and (2) Execute Amendment No. 2 to MTS Doc. No. WOA2016-CM001 under MTS Doc. No. G2016.0-17 with TRC Engineers, Inc. in the amount of \$67,993.73 to provide additional construction management and inspection services for the LRV Upper Level Work Platforms at MTS Building C1 East.
17. [Variable Message Sign \(VMS\) Display Assembly for South Bay Bus Rapid Transit \(BRT\) Stations – Contract Amendment](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. L1468.0-19 with My Electrician Inc., a Disabled Veteran Business Enterprise (DVBE) and Small Business (SB), for the provision of an alternative product manufacturer and purchase of three (3) additional units for the South Bay BRT VMS sign assemblies in the amount of \$223,828.79.
18. [Investment Report – Quarter Ending December 31, 2019](#) Informational

CLOSED SESSION

24. a. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: 5159 Baltimore Drive (Assessor Parcel No. 470-050-16)
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: DJR Companies, LLC
Under Negotiation: Price and Terms of Payment Possible Action

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. [San Diego Transit Corporation \(SDTC\) Pension Investment Status \(Jeremy Miller, Representative from RVK and Larry Marinesi\)](#) Informational

- | | | |
|-----|---|-------|
| 31. | <u>San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2019 (Anne Harper and Alice Alsberghe of Cheiron, Inc. and Larry Marinesi)</u> | Adopt |
| | Action would receive the SDTC Employee Retirement Plan's (Plan) actuarial valuation as of July 1, 2019, and adopt the pension contribution amount of \$17,465,703 for fiscal year 2021. | |

REPORT ITEMS

- | | | |
|-----|--|---------------|
| 45. | <u>Mid Coast Feeder Bus Plan Update (Denis Desmond and Rodrigo Carrasco)</u> | Informational |
| 46. | <u>Operations Budget Status Report for December 2019 (Gordon Meyer)</u> | Informational |

OTHER ITEMS

- | | | |
|-----|---|---------------|
| 59. | <u>Elevate SD 2020 Update</u> | Informational |
| 60. | <u>Chair Report</u> | Informational |
| 61. | <u>Chief Executive Officer's Report</u> | Informational |
| 62. | <u>Board Member Communications</u> | Informational |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
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. | <u>Next Meeting Date:</u> March 19, 2020 | |
| 65. | <u>Adjournment</u> | |

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

DRAFT MINUTES

January 16, 2020

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

1. Roll Call

Chair Fletcher called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Ms. Salas moved to approve the minutes of the December 12, 2020, MTS Board of Directors meeting. Mr. Sandke seconded the motion, and the vote was 11 to 0 in favor with Mr. Arambula, Ms. Moreno, Ms. Sotelo-Solis, and Mr. Ward absent.

3. Public Comments

Valerie Hightower – Ms. Hightower commented on the great customer service staff that she has spoken with over the years. She stated that MTS should issue service dog passes for riders that qualify to bring their dogs on board the vehicles. Ms. Hightower asked for service increases to Route 4. She asked for the bus windows to be unlocked for fresh air on the buses. Lastly, she asked for more bus benches to be installed.

James Anderson – Mr. Anderson commented on the Transit Optimization Plan (TOP) implementation results. He stated that some of the changes should be reconsidered and readjusted including the Route 848 and Route 815. He stated that he would like to see another TOP meeting to discuss needed changes and updates to the system.

David Rodger – Mr. Rodger commented on MTS security services. He stated that MTS uses security as revenue collectors. Mr. Rodger stated that MTS should create a collections department and not use their security for collections when they can be used for actual security purposes.

Helen Bourne – Ms. Bourne commented on rapid bus service. She stated that she lives in a northern coastal community and does not have sufficient transit access. She requested for MTS to consider implementing rapid bus service from downtown to the northern coastal communities.

Clive Richard – Mr. Richard commented on project costs and timelines related to Elevate SD 2020. He asked for the Board to be aware of the project budget and timeline implications for proposed projects.

4. Elect Vice Chair, Chair Pro Tem, and Committee Appointments (Sharon Cooney)

Chair Fletcher noted that the Ad Hoc Nominating Committee has made recommendations for the Vice Chair, Chair Pro Tem, and Committee appointments for 2020. He stated that he would like to make an amendment to replace Mr. Arapostathis on the Public Security Committee with

Ms. Weber, as Ms. Weber is now the primary representative for the City of La Mesa. Chair Fletcher stated that there are two other vacant spots open for the alternate position for the SANDAG Regional Planning Committee and the alternate position for the SANDAG Transportation Committee. He noted that some of these appointments may need to be brought back at the February Board meeting for additional changes in case of conflicts with other city appointments that are still pending.

PUBLIC COMMENTS

Kelvin Barrios – Mr. Barrios voiced his support for Ms. Sotelo-Solis to be appointed as Vice Chair of the Board.

Oscar Medina – Mr. Medina voiced his support for Ms. Sotelo-Solis to be appointed as Vice Chair of the Board.

Action Taken

Mr. Hall moved to elect Alejandra Sotelo-Solis as Vice Chair and Bill Sandke as Chair Pro Tem; and to approve the nominating slate proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS Committees for 2020, with the amendment of replacing Ms. Weber with Mr. Arapostathis on the Public Security Committee. Ms. Sotelo-Solis seconded the motion, and the vote was 14 to 0 in favor with Mr. Arambula absent.

CONSENT ITEMS

6. Amend 2019-20 State Transit Assistance (STA) Claim
Action would authorize the Chief Executive Officer (CEO) to execute Resolution No. 20-1 approving the amended fiscal year (FY) 2019-20 STA Claim.
7. Amend 2019-20 California Senate Bill 1 (SB 1) State of Good Repair (SGR) Funding Allocation
Action would authorize the Chief Executive Officer (CEO) to execute Resolution No. 20-2 approving the amended California SB 1, SGR funding allocation.
8. Kearny Mesa Division (KMD) Concrete Lot Pavement Rehabilitation– Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB303.0-20 with Miramar General Engineering, a Small Business (SB), for the concrete paving replacement work at the KMD in the amount of \$422,571.00.
9. Rail Car Maintenance Training Consortium Agreement - Contract Extension
Action would authorize the Chief Executive Officer (CEO) to ratify the original agreement G1867.0-16 and Amendment No. 1, and execute Amendment No. 2, with Transportation Learning Center for the Rail Car Maintenance Training Consortium Agreement, in the amount of \$128,000.
10. Fashion Valley Elevator Construction Management Services – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2015-CM02 to MTS Doc. No. G2015.0-17 with AECOM Technical Services Inc. for the Fashion Valley Station Elevator Construction Management (CM) Services in the amount of \$220,915.

11. Overhead Catenary System (OCS) Pole Disposal - Award Work Order Under A Job Order Contract (JOC)
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC275-07, under MTS Doc. No. PWG275.0-19, with ABC Construction Co., Inc. (ABC), for the provision of services, materials and equipment for the removal and disposal of 150 old and obsolete precast concrete OCS poles near Switzer Creek in the MTS rail yard in the amount of \$170,909.67.
12. Network Equipment For San Diego Metropolitan Transit System Network Devices Refresh – Purchase Order
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to NetXperts Inc., a Small Business (SB), for the provision of network equipment for MTS Network Devices Refresh in the amount of \$261,005.04.
13. Design Services For Fare Collection Upgrade – New Validators - Work Order Amendment
Action would: (1) Ratify Work Order WOA1946-AE-47 under MTS Doc. No. G1946.0-17, with Global Signals Group, Inc. (GSG), a Small Business (SB), in the amount of \$49,086.20 to provide 30% design for the electrical and communication cabling requirements to install each new validator; and (2) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to Work Order WOA1946-AE-47.01 under MTS Doc. No. G1946.0-17 with GSG in the amount of \$156,853.12 for design services to produce 100% design for electrical and communication connections and cabling requirements to install each new validator.
14. Commvault Support & Maintenance And Purchase Of Additional Capacity – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2334.0-20, with Nth Generation Computing, Inc., a Woman Owned Business Enterprise (WBE), for Commvault support & maintenance and the purchase of additional capacity for a three (3) year base period in the amount of \$292,716.20.
15. Zero Emission Bus (ZEB) Charger - Electrical Infrastructure Inspection - Task Order Contract Amendment
Action would: (1) Ratify Work Order WOA2016-CM002 under MTS Doc. No. G2016.0-17 with TRC Engineers, Inc. for electrical inspection services for the ZEB Phase I Charger Project in the amount of \$43,944.81; and (2) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. WOA2016-CM002.1 (in substantially the same format as Attachment A) under MTS Doc. No. G2016.0-17 with TRC Engineers, Inc. in the amount of \$84,438.36 to provide additional ZEB charger electrical infrastructure inspection for the ZEB Phase II Charger Project.
16. Number not used.
17. Fare Media Retail Network – Contract Award
Action would authorize the Chief Executive Officer (CEO) (1) Execute MTS Doc No. G2287.0-19 (in substantially the same format as Attachment A) with Ready Credit Corporation (RCC) for the provision of a fare media retail network for a period of ten (10) base years (minimum annual cost of \$180,000 plus 6.65% commission on all sales) with two (2) 5-year options (minimum annual cost of \$198,900 plus 6.65% commission for Option Period 1 and \$241,956 plus 6.65% commission for Option Period 2); and (2) Authorize the CEO to exercise the option periods at their discretion..

18. Radio Repeater Replacements - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL305.0-20, with Day Management Corp (dba Day Wireless Systems), for Radio Repeater Replacements as detailed in the scope of work, in the amount of \$264,387.38 effective February 2020.

BOARD COMMENTS

Chair Fletcher noted that consent item number 12 would be pulled from the agenda and brought back at the next Board meeting.

PUBLIC COMMENT – ITEM NO. 15

David Rodger – Mr. Rodger commented on the ZEB chargers that are approved to be installed. He stated that more testing and research should be conducted before money is spent on installing charging stations that may have to be moved in the future.

Action on Recommended Consent Items

Ms. Moreno moved to approve Consent Agenda Item Nos. 6 – 18, excluding number 12. Ms. Sotelo-Solis seconded the motion, and the vote was 14 to 0 in favor with Mr. Arambula absent.

NOTICED PUBLIC HEARINGS (TAKEN BEFORE CLOSED SESSION)

25. None.

DISCUSSION ITEMS (TAKEN BEFORE CLOSED SESSION)

30. None.

REPORT ITEMS (TAKEN BEFORE CLOSED SESSION)

45. Next Generation Fare Collection System Implementation Update (Israel Maldonado and Rob Schupp)

Israel Maldonado, Fare Systems Administrator, and Rob Schupp, Director of Marketing and Communications, provided an update on the Next Generation Fare Collection System implementation. Mr. Maldonado provided details on the budget and project timeline. He also discussed the current network and future network capabilities. Mr. Maldonado reviewed the project launch information, and future required updates to the regional fare ordinance.

Mr. Schupp continued the presentation and reviewed the branding for the new fare system. He reviewed the development process to decide on the new branding. Mr. Schupp discussed the research conducted for the branding. He noted that the agency decided on 'Pronto' as the new branding name. Mr. Schupp discussed results from consumer testing and presented various examples of the new brand design.

Mr. Hall asked if the fare products could be auto loaded onto the cards. Mr. Schupp replied that the new system will be capable of automatic loading.

Vice Chair Sotelo-Solis asked if customers will be able to reload the cards online or at other locations. Mr. Maldonado replied that the cards will be able to be reloaded online, at ticket vending machines, and at other store locations.

Ms. Moreno asked about the youth pass purchasing requirements for the new cards. Mr. Maldonado explained the purchasing process for the new cards, and noted that once the customer has been verified, their profile will remain on their account for easy fare reloading capabilities. Ms. Moreno asked if staff had been working with the San Diego Unified School District to implement a partnership to more easily distribute youth passes to students. Mr. Schupp stated that staff has been working towards implementing those partnerships.

Ms. Galvez asked about potential policies regarding photos on the cards to identify the riders. Ms. Cooney replied that staff is working to make the photo ID card process an easy experience for the customer. The accounts will allow customers to upload their own photos and ask for a replacement card with their photo on the card. By utilizing photo ID cards, customers will not have to provide additional backup information for previously approved discount fare products.

Ms. Montgomery asked about the partnership with NCTD. Ms. Cooney replied that NCTD has participated in the meetings related to Pronto. She noted that NCTD has been working to determine how they want to implement and update their jurisdiction related to the new system. Mr. Maldonado commented that we have been working to ensure that the system will be flexible enough to easily incorporate NCTD's jurisdiction and system.

Ms. Aguirre asked for clarification on the application process for the disabled discounted fare products. Ms. Cooney stated that for customers that do not automatically qualify for the disabled discounted fare product, they are required to obtain and show proof of a medical certification before being approved for the discounted fare.

Action Taken

No action taken. Informational item only.

46. Operations Budget Status Report for November 2019 (Gordon Meyer)

Gordon Meyer, Operating Budget Supervisor, provided an update on the operations budget status report for November 2019. He reviewed the total operating revenues, fare revenues, total operating expenses, total operating variance, and ongoing concerns.

Action Taken

No action taken. Informational item only.

59. Elevate SD 2020 Update (TAKEN BEFORE CLOSED SESSION)

Chair Fletcher provided a brief update on the Elevate SD 2020 efforts. He stated that the public participation effort is ongoing. The Board has directed staff to develop a hybrid plan based on what was previously presented. Staff will be bringing that updated plan back to the Board, outside working groups, and the public for additional input and feedback. He noted that the next round of polling will take place next week and staff plans to present all of the findings at the next Board Workshop on Saturday, February 1. Lastly, Chair Fletcher noted that staff will continue to keep the public engaged by planning webinars and community events.

60. Chair Report (TAKEN BEFORE CLOSED SESSION)

Chair Fletcher updated the Board briefly on the Alvarado Creek issue. He stated MTS had provided direction to work with the City and other stakeholders to resolve the issues with the flood plain. Chair Fletcher stated that staff recently had a follow up meeting with the City and all parties have decided on a plan to move forward and work together on these issues.

61. Chief Executive Officer's Report (TAKEN BEFORE CLOSED SESSION)

There was no Chief Executive Officer's Report.

62. Board Member Communications (TAKEN BEFORE CLOSED SESSION)

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda (TAKEN BEFORE CLOSED SESSION)

There were no additional public comments.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 10:01 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Christine Hall v San Diego Metropolitan Transit System et al. San Diego Superior Court Case No. 37-2018-00040358-CU-PA-CTL
- b. CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/ CONFERENCE WITH LABOR NEGOTIATORS – CHIEF EXECUTIVE OFFICER Pursuant to California Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Nathan Fletcher, Chair
Employee: Paul C. Jablonski
- c. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: The San Diego and Arizona Eastern Railway Company (SD&AE) Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: Baja California Railroad, Inc. (BJRR)
Under Negotiation: Price and Terms of Payment under Desert Line Lease and Operating Agreement

CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Pursuant to California Government Code Section 54959.9(d)(4) (One potential case – Baja California Railroad)

- d. **CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Pursuant to California Government Code Section 54956.8
Property: Assessors' Parcel Number (APN) 384-041-07; 8733 Cuyamaca Street,
Santee, California
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General
Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: Another Partnership, a California General Partnership
Under Negotiation: Price and Terms of Payment

The Board reconvened to Open Session at 11:02 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 legal counsel and gave instructions.
- b. The Board conducted a performance evaluation and gave instructions to the designated negotiating representative.
- c. The Board received a report and gave instructions to negotiators and legal counsel.
- d. The Board received a report and gave instructions to negotiators.

64. Next Meeting Date

The next regularly scheduled Board meeting is February 13, 2020.

65. Adjournment

Chair Fletcher adjourned the meeting at 11:03 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): January 16, 2020

CALL TO ORDER (TIME): 9:02 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 10:01 a.m.

RECONVENE: 11:02 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:03 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
ARAMBULA	<input type="checkbox"/> (Mendoza) <input type="checkbox"/>		
ARAPOSTATHIS	<input type="checkbox"/> (Weber) <input checked="" type="checkbox"/>	9:00 a.m.	11:03 a.m.
FAULCONER	<input type="checkbox"/> (Moreno) <input checked="" type="checkbox"/>	9:04 a.m.	11:03 a.m.
FLETCHER	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
FRANK	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
GALVEZ	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
GOMEZ	<input type="checkbox"/> (Campbell) <input checked="" type="checkbox"/>	9:00 a.m.	10:32 a.m.
HALL	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
MONTGOMERY	<input checked="" type="checkbox"/> (Bry) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:00 a.m.	11:03 a.m.
SOTELO-SOLIS	<input checked="" type="checkbox"/> (Quintero) <input type="checkbox"/>	9:05 a.m.	11:03 a.m.
WARD	<input checked="" type="checkbox"/> (Kersey) <input type="checkbox"/>	9:09 a.m.	10:20 a.m.

SIGNED BY THE CLERK OF THE BOARD:

Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL:

Heidi Cano

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

****ELEVATE SD 2020 BOARD WORKSHOP****

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

DRAFT MINUTES

February 1, 2020

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

1. Roll Call

Chair Fletcher called the Board meeting to order at 9:08 a.m. A roll call sheet listing Board member attendance is attached.

2. Public Comments

Keith Maddox – Mr. Maddox commented on behalf of the San Diego and Imperial Counties Labor Council. He stated that the Labor Council has three main priorities including good jobs with good wages; affordable housing and workforce housing; and a transportation system that connects where we live and work. Mr. Maddox commended the efforts of Elevate SD 2020, which address the priorities of the Labor Council. He stated that they look forward to working more with MTS, and asked for the Labor Council to be viewed as a potential partner in this effort.

Ko Tangen – Ms. Tangen commented on the health and safety issues for riders onboard the trolleys and buses. She stated that she frequently sees and smells homeless riders on the system that could potentially cause a health hazard to other riders onboard.

Renee Chello – Ms. Chello commended the bus drivers for the hard work they provide every day. She commented about public health issues on buses and trolleys. She stated that there are homeless riders that are on the buses and trolleys that are not clean and produce foul odors. She noted that these issues can translate to public health problems to the other riders onboard.

Nate Fairman – Mr. Fairman commented on behalf of the IBEW 465. He stated that for the entirety of the meeting he would be wearing the protective gear the bus mechanic workers wear when maintaining the battery electric buses. Mr. Fairman said that he is advocating for hazard pay for these employees, due to the greater risks they face working with high voltage electrical currents.

Anthony LoBue – Mr. LoBue made comments in opposition of wildcat operators at the San Ysidro Intermodal Transportation Center. He noted that wildcatters are unlicensed, uninsured, and unqualified drivers. Mr. LoBue provided details on a potential new program that would combat the wildcat operators. He stated that this type of program would help educate people to not use the wildcatters. A full transcript of Mr. LoBue's comments are included in the final meeting packet posted on the website.

Clive Richard – Mr. Richard stated that he believes we have become mode biased when it comes to transportation. He commented that he saw an article where China launched a trackless train, and would like to see similar types of new modes of transportation here in San Diego.

CONSENT ITEM

3. Affordable Housing and Sustainable Communities (AHSC) Grant Program Applications
Action would authorize the Chief Executive Officer to sign agreements with: Chelsea Investment Company, Related Companies, and/or Affirmed Housing for the transfer of funds to MTS for buses and/or other equipment purchases to support additional service, upgrades to fare collection equipment, and other transit improvements; and the City of San Diego, SANDAG, and/or other public agencies partnering with the above developers as co-applicants, as necessary to meet program requirements.

Action on Recommended Consent Item

Ms. Moreno moved to approve Consent Agenda Item No. 3. Vice Chair Sotelo-Solis seconded the motion, and the vote was 14 to 0 in favor with Mr. Hall absent.

ELEVATE SD 2020 WORKSHOP ITEMS

4. Results of the Second Community Opinion Survey (Sharon Cooney and Dave Metz of FM3)

Dave Metz of FM3 provided a presentation on the recent findings from a regional voter survey regarding Elevate SD 2020. He reviewed the methodology of the survey and provided details on key findings. Mr. Metz discussed the initial results of the survey; the mood of the electorate in San Diego; initial support results for the measure; and the impacts of messaging. Lastly, he provided high level conclusions and noted that the survey shows the measure is capable of reaching the required two-thirds support, but will require a strong outreach effort to communicate the measure's benefits to voters.

Chair Fletcher commented on the initial results of the most recent voter survey. He stated that the initial results showing about two-thirds support is encouraging for the region. Chair Fletcher noted that it is difficult to reach a two-thirds consensus in most efforts. The Board will need to work together in moving this forward for a successful outcome. Chair Fletcher stated that the Board will need to have a discussion regarding the unincorporated areas of the jurisdiction to determine whether or not those areas should be removed from the measure.

Ms. Salas commented on the high survey results from the City of Chula Vista. She noted that although survey results may be high, we have to prepare for the numbers to potentially drop in the actual vote. Ms. Salas commented about the potential of removing the unincorporated areas from the ballot measure. She confirmed with staff that even if we do remove those areas, it will not preclude MTS from implementing service enhancements in those communities, since they link up with other portions of the entire MTS service area.

Ms. Galvez asked about the differences in revenue that would be collected if the unincorporated area would be removed from the measure. Ms. Cooney stated that staff will work on calculating those numbers in the financial model and bring back the results to the Board.

Mr. Ward asked about the feedback from the unincorporated residents. He stated that it would be good to know what the priorities are and if it's possible to not leave anyone out of the vote that may benefit from the measure. Mr. Metz stated that they will take a closer look at the responses from the unincorporated residents as well as the other smaller cities to determine which messages were resonating the highest, and report those results back to the Board.

Vice Chair Sotelo-Solis asked for additional details on the breakdown of results for each of the cities within the jurisdiction. She also commented on the responses related to seeking a 25-year tax or a 50-year tax. Mr. Metz noted that the 25-year and 50-year sunset provisions were tested in two groups. The survey asked half of the respondents about a 25-year sunset provision and the other half were asked about a 50-year sunset provision. He stated that the results showed that voters did not react differently between the two options.

Ms. Montgomery asked if the ballot language would be prohibitive of making changes to the mode of transit in the future. Mr. Jablonski replied that the ordinance for the sales tax will be drafted in a manner in which the Board would be able to make necessary changes in the future to reprioritize and make any needed adjustments to transit options. Ms. Montgomery asked about the diversity of results in the survey and asked if African American voters were listed separately for polling statistics. Mr. Metz replied that the full survey report will include survey results based on race/ethnicity and African American voter results could be viewed separately.

Mr. Sandke commented that he is pleased to see the high results on the need for climate change mitigation in the survey results. He stated that he was disappointed that the ferry projects were not surveyed. Mr. Sandke noted that he wants to ensure enhanced military transit service is included in the potential sales tax measure. Chair Fletcher stated that we will be conducting another community survey and agreed that there should be a question related to the military community and how MTS can provide improved transit services.

Ms. Gomez commented on the results for providing a new trolley line to the airport and potentially asking the same type of question for transit to the beach. She recommended using consistent and well known terms, such as trolley service, for the public to consider. Ms. Gomez commented that the survey results in the City of Chula Vista have increased from the initial survey. She recommended that more public outreach be done in other cities to help increase awareness and support for the measure, similar to the City of Chula Vista. Ms. Gomez asked for staff to do more research on a no-sunset provision option for this measure. Mr. Jablonski commented that the public participation effort has been primarily focused in areas that have interested and involved community groups. He noted that the next steps for the public participation outreach will be much broader and expanded to all other areas of the region.

Mr. Sandke encouraged the Board and staff to look at any lessons learned from SANDAG's Measure A that MTS can prepare for to ensure that this measure is better equipped for success.

Action Taken

No action taken. Informational item only.

5. Elevate SD 2020 Public Participation Plan Outreach Update (Mark Olson)

Mark Olson, Manager of Public Relations, provided a brief update on the public participation plan outreach. He discussed the recent outreach events and meetings; overall outreach themes; and feedback results. He reported on the next steps of the public participation plan and provided key outreach meeting dates and topics that will be discussed in the coming months.

PUBLIC COMMENTS

Josue Arredondo – Mr. Arredondo commented on the public outreach efforts in San Ysidro. He stated that MTS should plan for increased public outreach meetings in San Ysidro to ensure the

residents are provided adequate information and have the opportunity to voice their concerns related to the measure.

Action Taken

No action taken. Informational item only.

6. Draft Expenditure Plan (Denis Desmond, Mark Olson, Sharon Cooney)

Sharon Cooney, Chief of Staff; Denis Desmond, Director of Planning; and Mark Olson, Manager of Public Relations, provided a presentation on the draft expenditure plan. Staff provided a brief update on the expenditure plan development to date and noted that staff is planning to present a refined and final plan to the Board by April. Staff discussed the following details related to the draft expenditure plan: project selection process; Blue Line/Purple Line coordination with SANDAG; draft expenditure plan refinements; improved frequency of service; expanded Rapid network; high-speed transit enhancements; sample travel time savings; bus network enhancements; Youth Opportunity Passes (YOP); Trolley to the Airport; San Ysidro Transit Center improvements; grade separations; connecting major job centers via skyway; mobility on demand; improved amenities; added security measures; and the transit-supportive city grant program. Staff also reviewed the tentative implementation timeline, cost estimates, and ridership estimates. Lastly, staff discussed next steps including collecting feedback from the Board on the draft expenditure plan; continuing public outreach; continuing refining the package; modeling the entire package of projects into a network setting; and bringing back a draft expenditure plan in ordinance form for Board review at the March 19 Board meeting.

PUBLIC COMMENTS

Jack Shu – Mr. Shu commented that he wants the Board to ensure that a good amount of the funding for this measure will be put towards equity and access for young adults and the disabled community. He stated that climate action goals should also be factored in while considering the program of projects for the measure.

Bee Mittermiller – Ms. Mittermiller commented about the need for existing climate change plans to be included within the Elevate SD 2020 measure. She also commented that the projects should be reviewed and balanced against reducing greenhouse gas emissions in the region.

Toshi Ishihara – Mr. Ishihara stated that he looks forward to the potential for this measure passing in November, and then further discussing and implementing the plan with public involvement and a public advisory committee. He commented that including flexibility within the expenditure plan is an important aspect.

Alfonso Reynoso – Mr. Reynoso commented about the increase in trolley frequencies in San Ysidro on the Blue Line. He stated that he lives right next to the trolley and the crossing gates are constantly coming down. Mr. Reynoso said that cars frequently get stuck in traffic waiting for the trolley gates. He stated that he is in support of the grade separations to help alleviate these issues.

Micah Mitrosky – Ms. Mitrosky commented on behalf of the IBEW 569. She stated that while they are generally pleased with the measure, they are concerned with the lack of rail projects, particularly the Blue Line Express and the Purple Line. Ms. Mitrosky stated that they would like to see capital investment and high prioritization of the rail lines. She commented that they would also like to see Zero Emission Buses expedited and deployed in environmental justice

communities. A full transcript of Ms. Mitrosky's comments and recommendations are included in the final meeting packet posted on the website.

Nate Fairman – Mr. Fairman commented about the deployment of electric buses and the plan for electric buses within Elevate SD 2020. He stated that the IBEW 465 is looking forward to working on the new battery electric buses and hopes that this measure will put forth funding to expedite the deployment of electric buses.

David Flores – Mr. Flores commented on behalf of Casa Familiar. He stated that they are disappointed in the prioritization of projects in Elevate SD 2020. Mr. Flores said that Casa Familiar has expressed their concerns to MTS on the lack of project prioritization for San Ysidro. He noted that San Ysidro community members will be speaking today to voice their concerns. Mr. Flores stated that Casa Familiar has taken an opposition position until an equity plan is put into place.

Monica Hernandez – Ms. Hernandez commented on behalf of Casa Familiar. She stated that the restrooms at the San Ysidro Transit Center need to be reconstructed to be more humane and freely accessible to transit riders. Ms. Hernandez stated that this is one example of transportation inequity in their community and it needs to be addressed.

Sarina Vega – Ms. Vega commented on behalf of Casa Familiar. She stated that the electrification of transportation is imperative to the climate change issues, especially in San Ysidro at the border. Ms. Vega stated that they are supportive of including the Blue Line Express project in Elevate SD 2020.

Beatriz Nunez – Ms. Nunez commented on the lack of prioritization of projects for the San Ysidro community. She stated that she would like to see additional efforts to increase transportation options for the community and for the youth riders going to schools and libraries.

Mirna Cruz – Ms. Cruz commented on behalf of Casa Familiar. She stated that safety issues are important and need to be prioritized in this measure. Ms. Cruz commented that the security officers need to not only focus on fare enforcement, but providing a safe environment for riders.

Hector Castro – Mr. Castro commented on behalf of Madres Unidas. He stated that there is a community need for equitable accessibility for riders. Mr. Castro said that San Ysidro students who ride the transportation system have voiced concerns for better access and conditions on board.

Lisa Cuestas – Ms. Cuestas commented on behalf of Casa Familiar. She stated that the comments heard today are from frustrated San Ysidro community members. Ms. Cuestas asked for MTS to implement an equity investment tool for Elevate SD 2020 and to replace the substandard and inhumane restrooms for transit riders. She stated that unless MTS addresses these points, Casa Familiar will be in opposition of the plan.

Esperanza Gonzalez – Ms. Gonzalez thanked MTS for including the YOP in Elevate SD 2020. She stated that students need a lot of financial support and would like to see the YOP extended to youth through the age of 24.

Maria Cortez – Ms. Cortez stated that she is in support of the YOP in Elevate SD 2020. She said that she would like to see the YOP extended to youth through the age of 24.

Vianney Ruvalcaba – Ms. Ruvalcaba provided comments and recommendations that were made by a regional cross-border coalition of transportation justice advocates, businesses, and labor organizations. She stated that they would like to see a more clear commitment between MTS and SANDAG regarding the Blue Line Express project; an expenditure plan with greater funding toward rail projects; focus on grade separations with options for a third track; support of the San Ysidro Transit Center enhancements; support of the YOP for youth through the age of 24; and support for accessible restrooms at all major transit stops.

Denise Lopez – Ms. Lopez commented on the poor conditions of the transit restrooms in San Ysidro. She stated that it is already expensive to ride transit and the restrooms at San Ysidro cost money to use. Ms. Lopez stated that she has had issues with her brother needing to use the restroom, but is not able to due to the cost. She asked for the Board to put in new and humane restrooms that are free and accessible to riders.

Carolina Martinez – Ms. Martinez commented on behalf of the Environmental Health Coalition (EHC). She stated that they appreciate the work MTS has done on this measure, and look forward to continuing working and refining the measure. Ms. Martinez noted that reduction of greenhouse gas emissions is a priority for the EHC. She also stated that they would like to see a commitment related to the Blue Line enhancements.

Peter Zschiesche – Mr. Zschiesche commented on behalf of the United Taxi Workers of San Diego. He stated that there is mention of the Transportation Network Companies (TNCs) in Elevate SD 2020, but little mention of the taxicab industry. He asked for the Board to include MTS's current partners in the taxicab industry within the plan as a preferred partner, rather than the TNCs. A full transcript of Mr. Zschiesche's comments are included in the final meeting packet posted on the website.

Jason Wells – Mr. Wells commented on behalf of the San Ysidro Chamber of Commerce. He commented on the proposed Elevate SD 2020 project for the San Ysidro Transit Center. Mr. Wells stated that the amount of funding being proposed and the timeline of the project is not acceptable. He stated that they are in opposition of Elevate SD 2020 until their project requests, funding limits, and timeline have been fulfilled.

Maria Rivera – Ms. Rivera stated that the greenhouse gas emission problems in San Diego is primarily from tail pipe emissions. She commented that a successful MTS ballot measure will significantly reduce emissions and vehicle miles traveled.

Charles Miles – Mr. Miles stated that if there is transportation planning, there should also be bicycle planning. He stated that issues with homelessness need to be addressed throughout the system. Mr. Miles commented that there needs to be changes to the policies surrounding fare enforcement, especially with homeless riders.

John Brady – Mr. Brady commented about issues surrounding fare enforcement and citations. He stated that MTS criminalizes fare evaders and there needs to be changes to the current policies surrounding these issues. Mr. Brady requested for a citizens review board to be implemented to address the fare enforcement and citation problem in the system.

Minta Taylor – Ms. Taylor commented on the consequences for the homeless population that are issued constant fare violation citations. She stated that many families are impacted by these high citation fines.

Brian Magee – Mr. Magee commented on the YOP proposal in Elevate SD 2020. He asked for the Board to reconsider the age limit and to extend the YOP through the age of 24. Mr. Magee stated that this is essential for the youth population and to help increase ridership.

Jacob Babauta – Mr. Babauta commented on the YOP proposal in Elevate SD 2020. He stated that they are advocating for the YOP for youth through the age of 24. Mr. Babauta said that the youth population counts on public transportation to go to school and work, and having the YOP would greatly benefit the students and their ability to get to and from school and their jobs.

Rosa Olascoaga Vidal – Ms. Vidal commented on the YOP proposal in Elevate SD 2020. She requested for the YOP age to be extended for youth through the age of 24, rather than 18. Ms. Vidal stated the youth population is facing the most debt from education and need equitable access to transit. She requested for Elevate SD 2020 to include YOP through the age of 24 to help address these issues.

Maya Rosas – Ms. Rosas commented on behalf of Circulate San Diego. She stated that MTS needs to develop a plan that will help current transit riders and potential transit riders. The measure should also help meet climate goals and include projects that will help the measure pass. Ms. Rosas commented that more rapid service and bus-only lanes should be included within the plan, along with increases to the grant funds for cities in relation to access to transit.

Josue Arredondo – Mr. Arredondo commented that San Ysidro has been historically underrepresented. He stated that it is important to get buy in from the residents and community organizations within San Ysidro. Mr. Arredondo also commented that the grade separation projects are highly important in those communities.

BOARD COMMENTS

Mr. Ward asked for additional information surrounding the Trolley to the Airport project and how that project works around other Airport transit connections being considered by the City and SANDAG. Ms. Cooney stated that the survey specifically asked the respondents about their feelings towards a Trolley to the Airport and also about more general transit options to the Airport to determine whether or not the ballot measure should be more specific or flexible. She noted that the survey results showed the respondents favored the Trolley to the Airport option. Mr. Ward stated that the Board should be aware of the other transit options being proposed for the Airport. He commented that if there are other alternatives that may be put into place by another agency, it would free up funding for MTS to implement other services or projects. Mr. Ward stated that he agrees with many of the points listed in the Environmental Justice Coalition letter, including keeping the following projects and expenditures in mind: Purple Line, bus frequency improvements, and YOP for up to 24 years old. Mr. Ward asked about the speed of the Sorrento Valley Skyway. Mr. Desmond stated that the skyways generally travel 12 to 15 miles per hour. Mr. Ward commented on additional security and the homeless population. He stated that he would like to see the potential for addressing homelessness throughout the system to be more of a priority. Ms. Cooney noted that the MTS Public Security Committee is currently discussing the options for addressing homelessness and will be providing their input on potential programs or solutions.

Ms. Salas stated that the success of the ballot measure is extremely critical to ensure that our transit system service and infrastructure is maintained and enhanced. She stated that she agrees with Mr. Ward in that we should be judicious in where we assign funding in the measure. She stated that even if a project may poll well, it may not result in the best solution for the public. Ms. Salas commented that we also need to work together and not take the opinion that if

you do not receive all of the projects on your list that you will oppose the measure. She noted the same approach occurred with SANDAG's Measure A, which resulted in a failed measure and everyone losing. Ms. Salas stated that staff has done a great job in taking the estimated amount of sales tax revenue and placing it in meaningful projects for the region. She noted that she is in support of the YOP, but is cognizant of other factors and potential funding resources related to YOP. There are still unknowns with state funding for YOP, and the Board should utilize all outside funding before using its own money. Ms. Salas stated that she supports the proposed plan for funding San Ysidro Transit Center improvements. She also said that she supports the idea of SANDAG taking the lead on the Blue Line and the Purple Line, since those are long term projects. Ms. Salas commented that she would like to further discuss the various ways to fund and provide accessible, clean, and safe restrooms for the public. She recommended possibly having a mechanism in which the transit pass would also act as the key to accessing restrooms. This would prevent any person from using the restrooms, and leave the restrooms available for the paying transit riders. Ms. Salas stated that the main goal should be to pass a successful sales tax measure in order to fund the necessary projects and improvements to the region. Lastly, she recommended for the grade separation projects to be moved up in the tentative timeline of projects.

Mr. Goble commented that he is pleased with the information staff has provided related to drafting an expenditure plan and including projects from a regional perspective. He stated that he believes many people will be getting out of their cars and into the Rapid routes that are being proposed. Mr. Goble recommended not ruling out parallel Rapid routes along Trolley lines. He stated that some Rapid routes could be implemented with few to no stops, whereas Trolley lines have multiple stops. He commented that grade separations are going to be critical in this plan, and agrees that they should be constructed at the beginning of the timeline. Mr. Goble stated that the region needs to be prepared for an increase in the senior population. He noted that MTS should be prepared to provide easy and convenient transit access to the growing senior population. Mr. Goble supports the recommendations regarding mobility on demand options for the region.

Vice Chair Sotelo-Solis commented on funding for the Blue Line. She stated that she would like to see some sort of commitment for this project, whether it is from MTS or from SANDAG, to ensure that the project moves forward. Vice Chair Sotelo-Solis discussed the expenditure plan related to amenities and stated that she would like to potentially see a sub-committee formed to determine the exact details and plan of amenities. She stated that she would like to be a part of any dialogue with the community members of San Ysidro to ensure that MTS addresses all of the needs voiced by the public. Vice Chair Sotelo-Solis commented that MTS needs to be strategic when it comes to the YOP. She stated that if the state is going to provide funding, then we need to utilize that funding before using our own funds.

Ms. Galvez stated that she appreciates the flexibility in the program of projects. She also thanked staff for capturing the feedback from the public and the Board and including those ideas into the draft expenditure plan. Ms. Galvez stated that she would like to see the measure include projects that help the military, seniors, and youth population. She asked for additional information to be provided regarding the potential of pulling out the unincorporated areas from the measure and how that would impact revenue. Ms. Galvez stated that having access to restrooms, especially at San Ysidro, is critical. She also noted that implementing the grade separations first is going to be very important for the increased service and the general public.

Ms. Montgomery stated that she appreciates the separation between amenities and security. She stated that both amenities and security are important in this measure. Ms. Montgomery asked if staff had done an analysis on restrooms. Mr. Desmond stated that an analysis had not

yet been done, but restrooms are included in the list of potential amenities to further refine. Ms. Montgomery asked for more refined details related to funding restrooms. She noted that it's important to balance the security enhancements and ensure that the focus is on security and not on issuing such a high numbers of fare citations. Ms. Montgomery stated that she wants to flag the potential for funding the administrative issuance of tickets. She commented on the topic of the YOP and including ages through 24. She stated that the Department of Labor has issued studies determining that unemployment rates are high up to this age range, and by incorporating these ages into the YOP could provide additional help to this population. She asked for staff to look more closely on what it would take to fund this and how it compares to the current YOP recommendation. Ms. Montgomery stated that she would also like to see additional improvements along the Orange Line, especially near transit oriented developments. She asked about Route 60 and why the service is not being expanded. Mr. Desmond stated that there are opportunities to still explore expansion of that route. He commented that the 805 corridor route being proposed will have three different express routes that will stop at the 47th Street Orange Line station. The improvements along the 805 corridor are estimated to take a lot of the ridership, including from the Route 60. Ms. Montgomery stated that she agrees with moving the grade separation projects up in the timeline of the measure.

Ms. Moreno commented that she believes this measure should include an equity plan. She said she appreciates the investment for the San Ysidro Transit Center and for the grade separations. Ms. Moreno stated that she would like to see more grade separations included in the measure, specifically at Dairy Mart Road and Beyer Boulevard. She asked for MTS to study the effects of increasing Blue Line frequency and how that would affect mobility in San Ysidro in the absence of grade separations.

Ms. Gomez emphasized the importance of developing and writing the ordinance in a manner where it provides MTS the most flexibility to adjust the expenditure plan as necessary. She requested to hear more in relation to the proposed Rapid routes. She stated she wants to see more information on how the routes interconnect with the system and take people to various job centers and schools. Ms. Gomez asked for additional information regarding the high-speed transit enhancements on the freeways. Mr. Desmond stated that the enhancements are not adding capacity to general purpose lanes, but rather building bus-only guideways within the existing right-of-way and center lanes on the freeways. Ms. Gomez stated that she is open to the grant programs for the cities. She commented that she would be interested in seeing those grant programs include requirements for safe routes to transit and improving transit accessibility within a specific distance of transit routes. Ms. Gomez requested for more data related to the Sorrento Valley Skyway proposal. She commented on the mobility on demand proposal, and stated that we should look into exploring partnerships with our current taxi network first, rather than the TNCs. Ms. Gomez noted that the state does not have a current plan in place for the YOP. She said she would like to see MTS move forward and make a commitment to the YOP, but also keep the flexibility in the ordinance in case of the state coming forward with a funding commitment. Lastly, she commented on the potential for developing a transportation equity program, where if a person qualifies, they would be given some level of subsidy for riding transit.

Ms. Aguirre stated that she is pleased to see the San Ysidro improvements included in the draft plan. She commented that she is in favor of increasing and improving amenities and the construction of grade separations. Ms. Aguirre stated that she would like to see more bus stops with shade and shelter components. She expressed support for the YOP and requested for all options related to YOP to be researched. Lastly, Ms. Aguirre stated that MTS should look at including funding for addressing the homelessness issues throughout the system.

Chair Fletcher instructed staff to conduct a full network analysis in order to fully realize the ridership impacts and Greenhouse Gas Emission impacts. He also asked staff to set up a meeting with SANDAG to create a Memorandum of Understanding regarding the Blue Line Express and Purple Line. Chair Fletcher noted that the samples of comparing travel times is a useful resource and would like to develop more examples for the Board to have and distribute within their jurisdictions.

Action Taken

No action taken.

7. Additional Public Comments on Items Not on the Agenda

Marilyn Benefield – This speaker was not present.

8. Next Meeting Date

The next Elevate SD 2020 Board Workshop is March 19, 2020.

9. Adjournment

Chair Fletcher adjourned the meeting at 12:31 p.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): February 1, 2020

CALL TO ORDER (TIME): 9:08 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____


RECONVENE: _____

ORDINANCES ADOPTED: _____

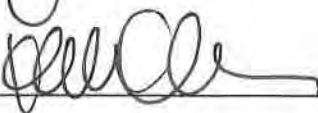
ADJOURN: 12:31 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:00 a.m.	12:31 p.m.
ARAMBULA	<input type="checkbox"/> (Mendoza) <input checked="" type="checkbox"/>	9:00 a.m.	11:42 a.m.
FAULCONER	<input type="checkbox"/> (Moreno) <input checked="" type="checkbox"/>	9:00 a.m.	12:31 p.m.
FLETCHER	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:00 a.m.	12:31 p.m.
FRANK	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:00 a.m.	12:31 p.m.
GALVEZ	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	12:31 p.m.
GOMEZ	<input checked="" type="checkbox"/> (Campbell) <input type="checkbox"/>	9:00 a.m.	12:31 p.m.
HALL	<input type="checkbox"/> (McNelis) <input type="checkbox"/>		
MCCLELLAN	<input type="checkbox"/> (Goble) <input checked="" type="checkbox"/>	9:00 a.m.	12:31 p.m.
MONTGOMERY	<input checked="" type="checkbox"/> (Bry) <input type="checkbox"/>	9:00 a.m.	12:31 p.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	12:30 p.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:00 a.m.	11:45 a.m.
SOTELO-SOLIS	<input checked="" type="checkbox"/> (Quintero) <input type="checkbox"/>	9:00 a.m.	12:31 p.m.
WARD	<input checked="" type="checkbox"/> (Kersey) <input type="checkbox"/>	9:00 a.m.	11:48 a.m.
WEBER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:00 a.m.	12:10 p.m.

SIGNED BY THE CLERK OF THE BOARD:



CONFIRMED BY THE GENERAL COUNSEL:





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

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY COMPANY QUARTERLY
REPORTS AND RATIFICATION OF ACTIONS TAKEN BY THE SD&AE BOARD OF
DIRECTORS AT ITS MEETING ON JANUARY 14, 2020

RECOMMENDATION:

That the Board of Directors receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports (Attachment A) for information and ratify any actions taken.

Budget Impact

None.

DISCUSSION:

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV and Museum, have provided operations reports during the fourth quarter of 2019 (Attachment A).

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Copy of Final Meeting Materials from 1/14/2020 SD&AE Meeting





SAN DIEGO & ARIZONA
EASTERN RAILWAY
COMPANY

A Nevada Nonprofit
Corporation

1255 Imperial Avenue
Suite 1000
San Diego, CA
92101-7490
619.231.1466

BOARD OF DIRECTORS
Paul Jablonski, Chairperson
Matt Domen
Jared Gooch

OFFICERS
Paul Jablonski, President
Matt Domen, Secretary
Erin Dunn, Treasurer

LEGAL COUNSEL
Karen Landers

AGENDA

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

January 14, 2020

9:00 a.m.

Executive Committee Room
James R. Mills Building
1255 Imperial Avenue, 10th Floor

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 five working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

ACTION RECOMMENDED

1. [Approval of the Minutes of October 8, 2019](#)
Action would approve the SD&AE Railway Company Minutes of October 8, 2019. Approve
2. [Statement of Railway Finances \(Erin Dunn\)](#)
Action would receive a report for information. Informational
3. [Report on San Diego and Imperial Valley \(SD&IV\) Railroad Operations \(Matt Domen\)](#)
Action would receive a report for information. Informational
4. [Report on Pacific Southwest Railway Museum \(Diana Hyatt\)](#)
Action would receive a report for information. Informational
5. [Report on the Desert Line \(Jorge Izquierdo\)](#)
Action would receive a report for information. Informational
6. [Real Property Matters \(Tim Allison\)](#) Informational
 - a. [Summary of SD&AE Documents Issued Since October 8, 2019](#)
7. Board Member Communications
8. Public Comments
9. Next Meeting Date: April 7, 2020

MINUTES

BOARD OF DIRECTORS MEETING OF THE SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

October 8, 2019

A meeting of the Board of Directors of the San Diego & Arizona Eastern (SD&AE) Railway Company, a Nevada corporation, was held at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, on October 8, 2019, at 9:00 a.m.

The following persons, constituting the Board of Directors, were present: Wayne Terry (for Paul Jablonski who was absent) and Jared Gooch. Matt Domen was absent. Also in attendance were members from:

San Diego Metropolitan Transit System (MTS): Tim Allison, Shiela Dilayre, Karen Landers
Baja California Railroad (BJRR): Jorge Izquierdo
Pacific Southwest Railway Museum (PSRM): Diana Hyatt

1. Approval of Minutes

Mr. Terry moved to approve the Minutes of the April 9, 2019, SD&AE Railway Board of Directors meeting. (The July 9, 2019, meeting was cancelled.) Mr. Gooch seconded the motion, and it was unanimously approved.

2. Statement of Railway Finances

Ms. Dilayre reviewed the Statement of Railway Finances for the period ending August 2019 (attached to the agenda item).

Action Taken

Informational item only. No action taken.

3. Report on San Diego & Imperial Valley Railroad (SD&IV) Operations

Mr. Gooch reviewed the SD&IV Periodic Report for activities for the third quarter of 2019 (attached to the agenda item). He explained that the decrease in freight volumes was due to trade wars, competition in ethanol shipping, and flooding in the Midwest that impacted rail operations.

Action Taken

Informational item only. No action taken.

4. Report on Pacific Southwest Railway Museum Operations

Ms. Hyatt distributed and reviewed the Pacific Southwest Railway Museum (PSRM) report for the quarter of 2019, and a copy is attached. Ms. Hyatt invited everyone to attend the Gold Spike ceremony on November 16, 2019. There will be a lot of activities all day to commemorate 100 years of the railroad. It is hoped that the Governor of Baja will attend.

Ms. Landers added that she included a link (<https://www.psrn.org/centennial-day>) from PSRM's web site to the flyer in an MTS Board report that she presented last month regarding the status of the Desert Line lease.

Ms. Hyatt stated that it has been very helpful to have MTS promote the event by agreeing to place ads on bus benches. Ms. Hyatt will send a copy of the event's flyer to MTS Marketing Director Rob Schupp to get the word out on MTS social media platforms. The event will also be featured on KUSI News on Friday.

Mr. Terry asked about the status of the Museum's acquisition of the vintage cars. Ms. Hyatt responded that Jim Lundquist was getting quotes. Mr. Terry stated that MTS staff showed Mr. Lundquist the cars several months ago but have not heard back since. Ms. Hyatt will speak with Andy Goddard, MTS Superintendent of LRV Maintenance, and then follow-up with Mr. Terry.

Action Taken

Informational item only. No action taken.

5. Report on the Desert Line

Mr. Izquierdo gave a verbal report. He stated that there have been no operations on the Desert Line. On August 15, there was a site visit with Customs and Border Patrol (CBP) authorities, the State Department, US Border Patrol, MTS (represented by Ms. Landers), and NII vendors. Mr. Izquierdo stated that BJRR has updated its plans for the Customs Inspection Facility for CBP, and CBP's input is pending. On the Mexican side, SAT authorities have complied with the customs development, and BJRR is awaiting CBP's input.

Ms. Landers added that it was a great meeting with CBP and its nonintrusive inspection (NII) vendors. The NII vendors determined that they could build a facility at the primary location at the border, which is CBP's preferred alternative. The wait now is for the vendors to submit their proposals to BJRR with general budget numbers and the feasibility of building the vendors' specific equipment at the location. Ms. Landers has received two proposals and forwarded them to BJRR. BJRR is funding the program and can decide which vendor to go with for formal approval by CBP. Ms. Landers added that environmental reviews must be completed before work can begin, which can cause significant delays to a project.

Ms. Hyatt voiced concern regarding the footprint for the facility and how it will affect the Museums' operations and parking. Mr. Izquierdo responded that the footprint is still the same as in the original mapping. Ms. Hyatt stated that she was never provided the original mapping.

Ms. Landers stated that most of the operations in the plan will be south of the Campo Depot. The original plan showed using the Yard south of the Campo Depot and some tracks north of the Campo Depot in the Museum's area. Those are the areas where a potential facility could impact the Museum's operations. Ms. Landers stated that there will need to be room to move cars at the Campo Depot and also for a building.

Per Ms. Landers' request, it was agreed that Mr. Izquierdo will set up a meeting with BJRR and the Museum to work together so that the plans include incorporation of the Museum's activities. Mr. Izquierdo will get a copy of the most recent plans to Ms. Hyatt, and they will work together going forward to maintain access and eliminate any safety issues.

Ms. Hyatt noted that in the past, operators have filled up the house track (which is the first track next to the Campo Depot) so that people can't get to the Museum's train because it is a half a mile away in each direction, and they can't go under cars or jump over couplers. Ms. Landers responded that BJRR and the Museum will have to work together to figure out how to make it work operationally.

Action Taken

Informational item only. No action taken.

6. Real Property Matters

a. Signature Authority for the President of SD&AE

Mr. Allison explained that MTS has a very flexible signature policy for processing certain types of noncontroversial contracts, which can be signed by the CEO. However, SD&AE contracts must first go to the SD&AE Board and then on to the MTS Board for ratification. This signature authority process for SD&AE contracts adds another four months to getting those contracts approved. Therefore, staff is seeking to mimic the signature authority that the CEO of MTS has so that the President of SDAE has that same authority. This would include authorizing revenue or expenditure real estate contracts that are \$100k or less.

Mr. Allison stated that any contracts that need Board input, such as large land acquisitions, disposals, or controversial projects that might impact operations would be presented to the SD&AE Board. Simple agreements, such as a new fiber line for an aerial crossing, could be signed by the SD&AE President without going to the SD&AE Board or MTS Board for ratification to save time.

Mr. Allison referenced the attached MTS Board Policy No. 41 *Signature Authority*, which outlines the signature authority granted to the MTS CEO for signing certain contracts on behalf of the MTS Board of Directors. Approval of this action today would grant those same authorities to the SD&AE President. Mr. Allison confirmed that those agreements would be reported quarterly to the SD&AE Board and then to the MTS Board as is done currently in the Summary of SD&AE Documents Issued (see SD&AE Agenda Item 6b).

Ms. Landers clarified that there are certain properties that MTS owns through the SD&AE entity, and contracts for those properties are presented to the SD&AE Board. Property matters for property owned solely by MTS are only presented to the MTS Board. A report is issued to the MTS Board at each meeting listing all documents that are executed and signed by the CEO under Policy No. 41 and that are under \$100k. Ms. Landers cited examples of documents that the CEO has the authority to execute, such as certain leases, licenses, easements, and grants valued at \$100,000 or below both for revenue and expenditure documents.

Ms. Landers also clarified that MTS Board Policy No. 12 *Ownership and Operation of the San Diego and Arizona Eastern Railway Company* does allow the MTS CEO to grant certain right of entry activities that are considered routine that do not impact operations. Ms. Landers stated that she will be revising that policy and also looking at the SD&AE Board makeup.

Mr. Gooch asked how staff would determine whether the impacts of any SD&AE-related requests would require SD&AE and MTS Board review. Mr. Allison responded that minor easements, contracts, or license requests that do not have impacts to construction would be the types of agreements that could be signed by the President to streamline the process opposed to the present process which takes four months to get authorization. Mr. Terry stated that it will also be much more efficient in day-to-day operations. Ms. Landers added that approval of this item would not eliminate any of the engineering reviews.

Action Taken

Mr. Gooch moved to approve authorizing signature authority to the SD&AE President to execute any and all real estate-related documents in the same manner as is delegated to the CEO of MTS as outlined in MTS Board Policy No. 41 *Signature Authority*. Mr. Terry seconded the motion, and it was unanimously approved.

b. Summary of SD&AE Documents Issued Since April 9, 2019

Mr. Allison stated that since the April 9, 2019, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff. (The July meeting was cancelled.) Ms. Landers added that right of entry permits were previously delegated to staff to execute and going forward, easements, contracts, and license agreements under \$100k and signed by the SD&AE President per the prior action taken in Agenda Item 6a will also be reported under the summaries of SD&AE documents issued prior to the meeting.

Mr. Allison clarified that the Purchase and Sale Agreement with the United States of America was previously brought to the SD&AE Board and approved, and it will continue to be brought to the Board.

- S200-19-695: Right of Entry Permit to HP Communications to construct an underground telecommunications line at 32nd Street and Imperial Avenue in the City of San Diego.
- S200-19-699: Right of Entry Permit to AT&T California to construct an underground fiber-optic line southeast of Smythe Avenue in the City of San Diego.
- S200-19-702: Purchase and Sale Agreement with the United States of America for purchase of right-of-way and grant of easement at San Ysidro in the City of San Diego.
- S200-19-703: Right of Entry Permit to Urban Corps of San Diego County for graffiti removal between Beardsley and Cesar Chavez Parkway in the City of San Diego.
- S200-19-704: Right of Entry Permit to Tetra Tech, Inc. to repair monitoring wells west of 32nd Street in the City of San Diego.
- S200-19-705: Right of Entry Permit to Century Link to construct an underground fiber-optic line at Cesar Chavez Parkway in the City of San Diego.

- S200-19-706: Right of Entry Permit to the City of La Mesa for its Flag Day Parade.
- S200-19-711: Right of Entry Permit to HP Communications, Inc. for pole-anchor installations at Dorothy Street in the City of Chula Vista.
- S200-20-712: Right of Entry Permit to Urban Corps of San Diego County for graffiti abatement in the City of El Cajon.
- S200-20-713: Right of Entry Permit to Ortiz Corporation to construct a water pipeline at 30th Street in the City of San Diego.
- S200-20-715: Right of Entry Permit to Superior Ready Mix Concrete L.P. for sidewalk improvements at 28th Street in the City of San Diego.
- S200-20-717: Right of Entry Permit to Old Town Trolley Tours of San Diego for shuttle services at H Street Trolley Station for Chula Vista Harbor Days.
- S200-20-720: License to Pacific Bell Telephone Co. dba AT&T California for an aerial fiber line at Hill Street in El Cajon.

Action Taken

Informational item only. No action taken.

7. Approval of the 2020 SD&AE Board of Directors Meeting Schedule

Ms. Landers confirmed with Board members that there were no conflicts with the proposed meeting schedule for 2020.

The following meeting schedule is recommended for 2020:

Tuesday, January 14, 2020	9:00 a.m.	(Fourth Quarter 2019 Reports)
Tuesday, April 7, 2020	9:00 a.m.	(First Quarter 2020 Reports)
Tuesday, July 7, 2020	9:00 a.m.	(Second Quarter 2020 Reports)
Tuesday, October 6, 2020	9:00 a.m.	(Third Quarter 2020 Reports)

Upon approval of the above meeting dates, additional information regarding materials due dates and mail-outs are as follows:

Materials Due to Clerk:

Wednesday, January 8, 2020
Wednesday, April 1, 2020
*Tuesday, June 30, 2020
Wednesday, September 30, 2020

Materials Posted:

Friday, January 10, 2020
Friday, April 3, 2020
Thursday, July 2, 2020
Friday, October 2, 2020

Action Taken

Mr. Gooch moved to approve the 2020 SD&AE Board of Directors meeting schedule. Mr. Terry seconded the motion, and it was unanimously approved.

8. Board Member Communications

Mr. Terry stated that the FRA was provided with all of the procedures on the absolute block between San Ysidro and Palomar siding. The FRA has witnessed the testing. Mr. Terry is awaiting an approval letter from Chad Tisdale with the FRA at which time the DC attorneys will be consulted to submit the letter as part of the FTA Temporal Separation Waiver. He anticipates that this will happen soon.

Mr. Terry clarified for Ms. Landers that track removal from Cleveland Street has been completed, and F Street has been completed up to the wye. Mr. Allison added that will be impacted by Chula Vista's streetscape project.

9. Public Comments

There were no public comments.

10. Next Meeting Date

The next meeting of the SD&AE Railway Company Board of Directors is on Tuesday, January 14, 2020.

11. Adjournment

The meeting was adjourned at 9:30 a.m.

/s/ Wayne Terry for Paul Jablonski
President

/s/ Karen Landers
General Counsel

Attachment: PSRM Quarterly Report (distributed during the meeting)



Pacific Southwest Railway Museum

La Mesa Depot 4695 Nebo Drive La Mesa, CA 91941 619-465-7776

October 7, 2019

SD&AE Board
c/o Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Re: Second & Third Quarter calendar year 2019

Dear SD&AE Board:

During the second and third quarter of 2019 and utilizing all volunteer crews, the Pacific Southwest Railway Museum operated 140 Golden State trains, 61 Valley Flyer trains and 3 School trains, carrying a total of 3,680 passengers during 55 operating days. There were no FRA reportable accidents or injuries during the second or third quarter, 2019. Earned revenue from SD&AE property for the second quarter, 2019 was \$41,847 and our check for \$836.94 was mailed previously. Earned revenue for the third quarter, 2019 was \$19,868.02 and our check for \$397.36 is enclosed.

Ongoing track maintenance and tie renewal along the railroad right of way continued during the second and third quarters of the calendar year 2019. Additionally, PSRM continues to maintain both signalized railroad crossings within our right of way limits with PSRM signal maintainers performing the monthly, quarterly and annual inspections.

Please mark your calendars and plan on joining us at our Gala Dinner Friday, November 1, 2019 in Coronado and on Saturday, November 16, 2019 for SD&A Centennial Day in Campo. We welcome and encourage the participation of members of the SD&A board and key personnel of MTS as honored guests at both events. We are excited to announce a collaboration with the California State Railroad Museum that will allow PSRM to borrow the SDAE MW 1004 firetruck and exhibit it at Gold Spike day and for one year afterwards. More information on the Centennial celebration can be found on our website at: psrm.org/centennial/

Sincerely,

Diana Hyatt
President

Agenda Item No. 2

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

January 14, 2020

SUBJECT:

STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a financial report for the period ending December 31, 2019.

Budget Impact

None.

DISCUSSION:

Attached are SD&AE's financial results for the period ending December 31, 2019.

As of December 31, 2019, fiscal year-to-date revenues are \$500,000 favorable to budget primarily due to the Desert Line Lease revenue not included in the budget.

Expenses are \$160,000 favorable to budget primarily due to a favorable variance in both Outside Services and Risk Management.

The year-to-date Net Income as of December 31, 2019, was \$525,000.

Attachments: SD&AE Operating Statement for period ending December 30, 2019

SD&AE Operating Statement FY 2020-19

	FY 2020					FY 2019	
	Q1 Actual	Q2 Actual	YTD Actual (July-Dec)	YTD Budget (Jul - Dec)	Variance	Q1 - Q2 Actual (Jul - Dec)	Variance
Revenues							
Right of Entry Permits	12,750	7,275	20,025	10,002	10,023	3,000	17,025
Lease Income	19,533	19,983	39,516	49,998	(10,482)	38,093	1,423
Desert Line Lease Revenue	250,010	249,990	500,000	-	500,000	500,000	-
Operator Income - SD&IV 1% Freight Fee	10,000	10,000	20,000	19,998	2	20,000	-
Total Revenues	<u>292,293</u>	<u>287,247</u>	<u>579,541</u>	<u>79,998</u>	<u>499,543</u>	<u>561,093</u>	<u>18,448</u>
Expenses							
Personnel Costs	10,782	13,343	24,125	19,508	(4,617)	15,426	(8,699)
Outside Services	-	-	-	71,696	71,696	18,376	18,376
Risk Management	3,600	5,648	9,248	43,148	33,901	7,887	(1,361)
Misc. Operating Expenses	3,433	17,857	21,289	25,153	3,864	23,072	1,783
Total Expenses	<u>17,815</u>	<u>36,847</u>	<u>54,662</u>	<u>159,505</u>	<u>104,843</u>	<u>64,761</u>	<u>10,099</u>
Net Income/(Loss)	<u>274,479</u>	<u>250,400</u>	<u>524,879</u>	<u>(79,507)</u>	<u>604,386</u>	<u>496,332</u>	<u>28,547</u>

Reserve Balance July 1, 2019	\$ 372,897
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Allocated Interest Earnings -
Estimated

Operating Profit/(Loss) - YTD	524,879
Less Desert Line Lease Revenue	(500,000)

Estimated Reserve Balance as of December 31, 2019	\$ 397,776
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Agenda Item No. 3

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

January 14, 2020

SUBJECT:

REPORT ON SAN DIEGO AND IMPERIAL VALLEY (SD&IV) RAILROAD OPERATIONS
(JARED GOOCH)

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: 4th Quarter report for 2019



SD&AE Board
C/O MTS
1255 Imperial Avenue, Suite 1000
San Diego, California 92101

Jan 1, 2020

Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company activities of interest for the 4th Quarter of 2019 are listed as follows:

1. Labor

At the end of December 31, 2019, the San Diego & Imperial Railroad had 8 employees:

- 1 General Manager
- 1 Manager - Marketing & Sales
- 1 Office Manager
- 1 Mechanical Manager
- 1 Maintenance of Way Employee
- 3 Train Service Employees

2. Marketing

Volume in the 4th Quarter had a 10% decrease as compared to the same quarter in 2018. Traffic terminating on the SDIV increased over 20% primarily due to transload products, while Bridge traffic into Mexico decreased 30% versus last year. The primary drivers for the decrease is a change in corn syrup supply for the Tecate brewery and continued reductions in LPG shipments.

3. Reportable Injuries/Environmental

Days through year to date, Dec 31, 2019, there were no FRA Reportable injuries or Environmental incidents on the SDIV Railroad.

Days FRA Reportable Injury Free: **8305**

4. Summary of Freight

	2019	2018	2017
Total rail carloads that moved by SDIY Rail Service in the quarter.	782	870	940
Total railroad carloads Terminating/Originating Mexico in the quarter.	371	535	519
Total railroad carloads Terminating/Originating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	411	335	421
Total customers directly served by SDIY in the quarter	12	10	12
Regional Truck trips that SDIY Railroad Service replaced in the quarter	2346	2610	2820

Respectfully,

Matt Domen

General Manager

Agenda Item No. 4

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

January 14, 2020

SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: Quarterly report not submitted in time for the mail-out

Agenda Item No. 5

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

January 14, 2020

SUBJECT:

REPORT ON THE DESERT LINE

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Quarterly report not submitted in time for the mail-out



REQUEST TO SPEAK

Agenda Item No. 5

Order Request Received 1

PLEASE SUBMIT THIS COMPLETED FORM (AND ANY WRITTEN STATEMENTS) TO THE CLERK OF THE COMMITTEE PRIOR TO DISCUSSION OF YOUR ITEM¹.

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Committee (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Committee authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Please Print

NAME	Reena Deutsch	
Address	San Diego	
Telephone		
Organization represented (if any)		
Subject of your remarks	Desert Line	
Regarding Agenda Item No.	5	
Your comments are presenting a position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION	

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At public hearings of the Committee, persons wishing to speak shall be permitted to address the Committee on any issue relevant to the subject of the hearing.

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each under the Public Comment agenda item. Additional speakers will be heard at the end of the Committee's agenda.

Request to Speak Form.doc

¹ REMEMBER: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Agenda Item No. 6a

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

January 14, 2020

SUBJECT:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE OCTOBER 8, 2019

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Since the October 8, 2019, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-19-700: Right of Entry Permit to Par Electric Contractors to install aerial electric facilities at and near the Palomar Trolley Station in the City of Chula Vista.
- S200-19-707: Right of Entry Permit to AT&T California to construct an aerial fiber optic line near Hill Street in the City of El Cajon.
- S200-19-721: Right of Entry Permit to Brad L. Stoner Painting, Inc. to paint the side of an adjacent building at Anita Street in the City of Chula Vista.



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

February 13, 2020

SUBJECT:

2020 FEDERAL AND STATE LEGISLATIVE PROGRAMS

RECOMMENDATION:

That the Board of Directors approve staff recommendations for 2020 federal and state legislative programs (see Attachments A and B).

Budget Impact

None.

DISCUSSION:

The draft federal and state legislative programs (Attachments A and B) are attached for review. Upon approval by the MTS Board, these programs will be used to define MTS legislative advocacy efforts in calendar year 2020. Staff will return to the Board for approval of any amendments that are required to address unforeseen events or policy initiatives.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft Federal Legislative Program
B. Draft State Legislative Program



Draft San Diego Metropolitan Transit System (MTS) 2020 Federal Legislative Program

I. Transit Funding

- Advocate for robust transit funding in the federal Surface Transportation Reauthorization bill.
- Support increased appropriation levels for existing transit funding programs, and oppose legislation that would reduce direct funding to transit agencies or transportation funding in general.
- Seek a permanent alternative fuel 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, and advocate for positive outcomes in any new infrastructure funding program.
- Seek funding to offset the costs associated with implementation of hybrid and alternative technologies in the transit fleet.
- Oppose unfunded mandates that negatively impact transit operator budgets; seek funding for all newly mandated programs.
- Oppose attempts to discontinue federal funding for school paratransit services.
- Seek a legislative fix to ensure that transit operators will be reimbursed for paratransit services for Medicaid eligible trips.
- Support the maintenance of the transit pass tax benefit, with tax treatment for employer-provided transit passes, vanpool, and carpool equal to or better than for parking.
- Support legislation that increases funding for transit security projects and personnel.
- Seek funding for the following capital projects:
 - Zero Emission Buses and Electrification Infrastructure
 - 12th and Imperial Transit Center Expansion
 - SD 100 Light Rail Vehicle Replacements
 - New Bus Maintenance Facility
 - Ferry Project
 - MTS Bus Replacement Vehicles
 - Fare Collection System Components

II. Regulatory Matters

- Support legislation and regulatory relief that would facilitate and accelerate the delivery of transit capital projects.
- 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.
- Seek limits on the interpretation of the Americans with Disabilities Act with regard to service animals.
- 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.

- Monitor and respond to attempts to alter Access Guidelines in a way that would financially burden transit operators without providing funding.
- Support federal penalties for assaults on transit workers.
- Seek approval for the operation of cross border rail freight. Work with Customs and Border Protection to seek approval for a new Customs Inspection Facility to serve cross border rail freight.
- Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.

III. Support for Legislative Programs of Other Agencies or Organizations

- Support the legislative programs of other agencies, such as the San Diego Association of Governments (SANDAG), North County Transit District (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.

Draft San Diego Metropolitan Transit System (MTS) 2020 State Legislative Program

I. Transit Funding

- Support legislation that would generate new revenue for transit projects and operating costs.
- Oppose legislation that would reduce direct funding to transit agencies, or transportation funding in general.
- Participate in efforts to streamline the Transportation Development Act (TDA) statutes, and prevent these funds from being diverted to non-transit purposes not currently covered by statute.
- Support efforts to exempt transit agencies from state sales tax.
- Seek favorable programmatic guidelines for Cap and Trade related funding sources, and seek awards under all relevant programs. Support member agency applications for all relevant programs funded by Cap and Trade related auctions, including the Affordable Housing and Sustainable Communities grant program.
- Seek subsidies for specialized fare programs (e.g. discounted youth) supported by the MTS Board; seek an exemption of any such programs from the farebox calculations used to measure performance under the TDA.
- Seek funding for zero emission buses and electrification infrastructure, favorable electric rate setting to incentivize deployment of this technology, and standardization of charging infrastructure and on board bus charge management systems.
- Support a constitutional amendment to reduce the voter threshold for infrastructure sales tax levies.

II. Transit-Oriented Development

- Support legislation that aids transit operators' efforts to create high density 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.
- Support legislation that would remove Vehicle Code restrictions on the placement of video and audio recorders inside taxicabs.
- Seek changes to MTS enabling statutes that would allow MTS to regulate taxicab transportation services for the County or any City within San Diego County.

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 negatively impact transit operators' budgets. Seek dedicated funding to offset costs when new regulatory requirements are proposed.
- Monitor and seek relief from legislation that might 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 statutory clarification that transit operators shall be reimbursed for Medi-Cal eligible paratransit trips.
- Support legislation to authorize the use of highway shoulders for bus travel.

VI. Labor Relations

- Support legislation that protects the integrity of collective bargaining agreements.
- 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 the San Diego Association of Governments (SANDAG) and North County Transit District (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. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

APPOINTMENT OF AUTHORIZED REPRESENTATIVES FOR BAYFRONT PROJECT
SPECIAL TAX FINANCING DISTRICT OF THE CITY OF CHULA VISTA

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors:

- 1) Appoint the Chief Executive Officer and General Counsel as the authorized representatives to vote in the special election for the Bayfront Project Special Tax Financing District of the City of Chula Vista in relation to Assessor Parcel Number 567-031-26-00; and
- 2) Instruct the authorized representatives to vote “yes” on each of the three propositions listed in the Special Mail Ballot.

Budget Impact

None. In the event the E Street Trolley station property is developed with a hotel or campsite use, the tenant/developer would be obligated to remit the tax to the City. MTS's transit station use is exempt under the proposed tax.

DISCUSSION:

San Diego Metropolitan Transit System (MTS) is the land owner of Assessor Parcel Number 567-031-26-00, also known as the E Street Trolley Station in the City of Chula Vista. (Attachment A.) This property is located within the boundaries of the Bayfront Project Special Tax Financing District in the City of Chula Vista.

In November 2019, the City of Chula Vista established the Bayfront Project Special Tax Financing District and called for a special mail ballot election on February 18, 2020. The special election will seek for the levy and collection of special taxes on hotel and



campsite properties to provide various rehabilitation efforts in the District. See Attachment B for MTS's ballot. As a land owner within the special district, MTS is entitled to vote on the proposed tax levy, bond indebtedness, and appropriations limits.

Today's action would appoint of the Chief Executive Officer and General Counsel as the authorized representatives to vote in the special election for the Bayfront Project Special Tax Financing District of the City of Chula Vista in relation to Assessor Parcel Number 567-031-26-00 and instruct the representatives to vote "yes" on the three ballot propositions listed in Attachment B:

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Property Map
B. Bayfront Project Special Tax Financing District of the City of Chula Vista – MTS Ballot



San Diego Metro Transit Development Board Ballot**SPECIAL MAIL BALLOT ELECTION****NUMBER OF VOTES ENTITLED TO BE CAST: 5****BAYFRONT PROJECT SPECIAL TAX FINANCING DISTRICT
OF THE CITY OF CHULA VISTA****FEBRUARY 18, 2020****OFFICIAL BALLOT**

To vote on any measure, fill in the voting square before the word "YES" or before the word "NO" following each proposition. If you tear or deface this ballot, call Nora O'Brien at (619) 525-1357 to obtain a replacement ballot.

PROPOSITION A

Shall the measure to authorize the Bayfront Project Special Tax Financing District (the "District") to levy special taxes at rates not to exceed 5% of Rent annually charged on Hotel Property and Campsite Property (as such terms are defined in Resolution No. 2019-220 accompanying this ballot) within the District, until the end of the term set forth in such resolution, raising an estimated \$30,000,000 annually to finance Improvements and Services described in such resolution, be approved?

☐ YES☐ NO**PROPOSITION B**

Shall the measure to authorize the Bayfront Project Special Tax Financing District (the "District") to incur a bonded indebtedness of the District in an amount not to exceed \$175,000,000, to be secured by special taxes subject to the approval of Proposition A above, be approved?

☐ YES☐ NO

San Diego Metro Transit Development Board Ballot

PROPOSITION C

Shall the measure to establish an Article XIII B appropriations limit equal to \$125,000,000 for the Bayfront Project Special Tax Financing District be approved?

☐ YES

☐ NO

PROPOSITION A IS SUBJECT TO THE ACCOUNTABILITY MEASURES PRESCRIBED IN SECTION 50075 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA. PROPOSITION B IS SUBJECT TO THE ACCOUNTABILITY MEASURES PRESCRIBED IN SECTIONS 53410 AND 53411 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA.

DO NOT REMOVE THE ATTACHMENTS FROM THIS BALLOT

San Diego Metro Transit Development Board Ballot

OFFICIAL BALLOT

ATTACHMENT A

(RESOLUTION NO. 2019-220 FOLLOWS)

60297.00057\32676974.1

A - 1

DO NOT REMOVE ATTACHMENTS FROM BALLOT

RESOLUTION NO. 2019-220

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CHULA VISTA FORMING AND ESTABLISHING THE
BAYFRONT PROJECT SPECIAL TAX FINANCING DISTRICT
AND AUTHORIZING SUBMITTAL OF THE LEVY OF
SPECIAL TAX WITHIN THE BAYFRONT PROJECT SPECIAL
TAX FINANCING DISTRICT TO THE QUALIFIED ELECTORS
OF SUCH DISTRICT

WHEREAS, the City of Chula Vista, California (the "City") is a municipal corporation and charter city duly organized and existing under a charter pursuant to which the City has the right and power to make and enforce all laws and regulations with respect to municipal affairs and certain other matters in accordance with and as more particularly provided in Sections 3, 5, and 7 of Article XI of the Constitution of the State of California and the Charter of the City; and

WHEREAS, Chapter 3.61 of the Chula Vista Municipal Code ("Chapter 3.61") was enacted for the purpose of establishing a procedure for financing certain public and private improvements and maintenance and services to serve the Chula Vista Bayfront Project through the establishment of the Bayfront Project Special Tax Financing District (the "District"), the levy and collection of special taxes within the District and the issuance of bonds of the District secured by such special taxes for the purpose of financing a Convention Center Facility (as defined in Chapter 3.61) and certain other public and/or private improvements; and

WHEREAS, the City Council of the City (the "City Council") duly adopted its Resolution No. 2019-168 on September 10, 2019 (the "Resolution of Intention") wherein the City Council declared its intention and initiated proceedings to consider the establishment of the District, to set forth the proposed boundaries for the District, to indicate the Improvements (as defined herein below) and the Services (as defined herein below) proposed to be financed by the District, to indicate the proposed rate and apportionment of a special tax sufficient to finance the purchase, construction, expansion, improvement, rehabilitation, replacement and upgrade, including ongoing capital repairs, of the Improvements and the Services, and the administration of the District and to repay any indebtedness incurred by the District, and to set a time and place for a public hearing relating to the establishment of the District (the "Establishment Public Hearing"); and

WHEREAS, pursuant to the Resolution of Intention, the City Council directed that a report (the "Report") be filed, at or before the time of the Establishment Public Hearing, with the City Council containing a brief description of the Improvements and Services by type which will be required to adequately meet the needs of the District, an estimate of the cost of providing such Improvements and Services and, with regard to those Improvements proposed to be acquired upon the completion thereof and those Incidental Expenses (as such term is defined in Government Code Section 53317(e)) proposed to be paid for, an estimate of the fair and reasonable cost of such Improvements and Incidental Expenses; and

WHEREAS, such Report was timely filed with the City Council; and

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WHEREAS, the City Council also adopted its Resolution No. 2019-169 ("Resolution Declaring Necessity to Incur Bonded Indebtedness") on September 10, 2019, declaring that the public convenience and necessity requires that a bonded indebtedness be incurred by the District in an amount not to exceed \$125,000,000 to contribute to the financing of the Improvements; and

WHEREAS, the Resolution Declaring Necessity to Incur Bonded Indebtedness fixed the time and place for a public hearing to be held on the intention of the City Council to incur a bonded indebtedness of the District to contribute to the financing of the Improvements, such indebtedness to be secured by all or a portion of the levy of special taxes within the District (the "Indebtedness Public Hearing" and, together with the Establishment Public Hearing, the "Public Hearings"); and

WHEREAS, pursuant to the Resolution of Intention and the Resolution Declaring Necessity to Incur Bonded Indebtedness, the Public Hearings were set by the City Council for Tuesday, October 15, 2019, at the hour of 5:00 p.m., or as soon thereafter as the City Council might reach the matters, in the Council Chambers, City Hall, 276 Fourth Avenue, Chula Vista, California; and

WHEREAS, there are on file with the City Clerk, separate proofs of publication of the Notice of Public Hearing regarding the establishment of the District and the necessity to incur bonded indebtedness of the District (the "Notice of Public Hearing") in the Star News and a Certificate of Mailing of Notice of Public Hearings (the "Certificate of Mailing") showing mailed notice of the Public Hearings to each property owner within the District; and

WHEREAS, at the time and place specified for the Public Hearings, the City Council consolidated and opened the Public Hearings and approved a motion to continue the Public Hearings to November 5, 2019, at the hour of 5:00 p.m., or as soon thereafter as the City Council might reach the matters, in the Council Chambers, City Hall, 276 Fourth Avenue, Chula Vista, California; and

WHEREAS, on November 5, 2019 at the time and place specified for the continued Public Hearings, the City Council reopened the consolidated Public Hearings and approved a motion to continue the Public Hearings to November 19, 2019, at the hour of 5:00 p.m., or as soon thereafter as the City Council might reach the matters, in the City Council Chambers, City Hall, 276 Fourth Avenue, Chula Vista, California; and

WHEREAS, at the time and place specified for the continued Public Hearings, the City Council reopened and held the consolidated Public Hearings, and all persons interested, including, but not limited to, all taxpayers and property owners within the District were given an opportunity to appear and be heard, and to present any matters relating to the establishment of the District, the rate and method of apportionment of the special tax proposed to be levied within the District, the extent of the District, the financing of the Improvements and the Services and all other related matters, and the Report and such testimony was heard and considered by this City Council; and

WHEREAS, there has been presented to the City Council the form of an agreement entitled Joint Community Facilities Agreement (Chula Vista Bayfront Project Special Tax Financing District) (the "JCFA") by and between the City and the San Diego Port District (the "Port District") pursuant to Government Code Section 53316.2 to set forth the essential terms for the allocation

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and payment of the Special Tax Revenues (as such term is defined in the JCFA) for the development, operation, maintenance and servicing of various improvements located only (a) within the Chula Vista Bayfront Master Plan (the "CVBMP") territory; or (b) outside the CVBMP territory but required by mitigation measures specified within the Project EIR (as such term is defined in the JCFA) and for which the Port District or City are responsible; and

WHEREAS, prior to the adoption of this Resolution, the City Council did, by the adoption of Resolution No. 2019-219, approve the JCFA and determine that the JCFA will be beneficial to the residents and tenants of, and visitors to, the territory within boundaries of the District; and

WHEREAS, the City Council desires to amend the Resolution of Intention to change the term of the Special Tax (as defined in Section 8 hereinbelow) to limit such term to read as set forth in paragraph "J. Term of the Special Tax" of the Rate and Method of Apportionment of Special Taxes in Exhibit C attached hereto (the "Rate and Method of Apportionment"); and

WHEREAS, all communications relating to the establishment of the District, the financing of the Improvements and Services and the levy of the Special Tax pursuant to the Rate and Method of Apportionment have been presented, and it has further been determined by this City Council that a majority protest as specified by Chapter 3.61 has not been received against the establishment of the District, the furnishing of any of the Improvements or Services or the levy of the Special Tax pursuant to the Rate and Method of Apportionment.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHULA VISTA, AS FOLLOWS:

SECTION 1. Recitals. The above recitals are all true and correct.

SECTION 2. Determinations. It is hereby determined by this City Council that:

- A. All prior proceedings pertaining to the formation of the District were valid and taken in conformity with the requirements of the law, and specifically the provisions of the Chapter 3.61, and that this finding and determination is made pursuant to the provisions of Chapter 3.61.
- B. The change in the term of the Special Tax to read as set forth in the Rate and Method of Apportionment shall not increase the maximum Special Tax or the probable Special Tax to be paid by any Operator (as such term is defined in the Rate and Method).
- B. The written protests received, if any, do not represent a majority protest as defined by the applicable provisions of Chapter 3.61 and as applied to the District, the Improvements or the Services or the levy of the Special Tax pursuant to the Rate and Method of Apportionment and, therefore, the establishment of the District, the furnishing of the Improvements and Services and the Special Tax proposed to be levied within the District have not been precluded by majority protest pursuant Chapter 3.61.
- C. The District, as proposed, conforms to the provisions of Chapter 3.61.

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- D. The Registrar of Voters of the County of San Diego has certified that no person is registered to vote within the territory proposed to be included in the District.
- E. Pursuant to Chapter 3.61 the qualified electors of the District shall be the Landowners of the District as such term is defined in Chapter 3.61 and each such Landowner who is the owner of record as of the close of the Establishment Public Hearing or any subsequent owner if the City Clerk is informed, by reliable evidence, of a change in ownership after that time and at least 24 hours before the deadline to submit ballots, or the authorized representative thereof, shall have one vote for each acre or portion of an acre of land that such Landowner owns within the District.
- F. The City Clerk, acting as the election official, has consented to conducting any required election on a date which is less than 125 days following the adoption of any resolution forming and establishing the District.

SECTION 3. Report. The Report, as now submitted by Willdan Financial Services, special tax consultant, shall stand as the report as required pursuant to Chapter 3.61 for all future proceedings and all terms and contents are approved as set forth therein. The Report shall be made a part of the record of the Establishment Public Hearing.

SECTION 4. Name of District. The City Council does hereby establish and declare the formation of the District known and designated as the "Bayfront Project Special Tax Financing District."

SECTION 5. Boundaries of the District. The boundaries of the District are generally described as follows:

All that property as shown on a map as previously approved by this City Council, such map entitled "Map of Proposed Boundaries of the Bayfront Project Special Tax Financing District, City of Chula Vista, County of San Diego, State of California," a copy of which is on file in the Office of the City Clerk. The boundary map of the proposed District has been filed pursuant to Sections 3111 and 3113 of the Streets and Highways Code of the State of California in the Office of the County Recorder of the County of San Diego, at Page 38-44 of Book 48 of the Book of Maps of Assessment and Community Facilities Districts for such County.

SECTION 6. Description of the Improvements. The District is authorized to finance the purchase, construction, expansion, improvement, rehabilitation, replacement and upgrade, including ongoing capital repairs, of certain public and private improvements pursuant to the provisions of Chapter 3.61 and any other method permitted by law. The improvements shall be located only (a) within the CVBMP territory; or (b) outside the CVBMP territory but required by mitigation measures specified within the Project EIR (as such term is defined in the JCFA) and for which the Port District or City are responsible. A general description of such improvements is set forth in Exhibit "A," attached hereto and incorporated herein by this reference (the "Improvements").

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All such Improvements shall have an estimated useful life of five years or longer. The Improvements are facilities that the City and/or the Port District are authorized by law to construct, own, or operate, or to which they may contribute revenue.

The cost of the Improvements includes Incidental Expenses and may include, but not be limited to, the cost of planning, designing and engineering the Improvements; all costs associated with the establishment of the District, the issuance and administration of bonds to be issued by the District, including the payment of any rebate obligation due and owing to the federal government, the determination of the amount of any special taxes to be levied; the cost of collecting any special taxes; and costs otherwise incurred in order to carry out the authorized purposes of the District, together with any other expenses incidental to the purchase, construction, expansion, improvement, rehabilitation, replacement and upgrade, including ongoing capital repairs of the Improvements, as set forth in Section 3.61.080 of Chapter 3.61.

SECTION 7. Description of Services. The District is authorized to finance maintenance and services authorized to be financed pursuant to the provisions of Chapter 3.61. A general description of the maintenance and services authorized to be financed is set forth in Exhibit "B," attached hereto and incorporated herein by this reference (the "Services"). The Services shall be provided only in the territory located within the CVBMP. The Services shall include, but not be limited to, the provision of all labor, material, administration, personnel, equipment and utilities necessary to maintain such improvements.

The City Council finds that the Services are necessary to meet increased demands placed upon the City and/or the Port District, as applicable, as a result of development occurring within the boundaries of the District and the Services will not supplant services already available within the boundaries of the District.

SECTION 8. Special Tax. Except where funds are otherwise available, a special tax sufficient to pay for costs of the Improvements as specified in Section 6 above and the Services as specified in Section 7 above (the "Special Tax" or "Special Taxes"), will be levied pursuant to the provisions of Chapter 3.61 in the method described in the Rate and Method of Apportionment set forth in Exhibit "C", attached hereto and incorporated herein by this reference. The revenues derived from the levy of the Special Taxes shall be allocated and utilized pursuant to the priorities established in the JCFA and/or any Implementation Agreement (as defined in the JCFA).

For further particulars as to the Rate and Method of Apportionment reference is made to the attached and incorporated Exhibit "C," which sets forth in sufficient detail the rate and method of apportionment to allow each Landowner or Operator (as such terms are defined in Chapter 3.61) within the District to estimate the maximum amount that such Landowner or Operator will have to pay.

The Special Taxes will be due and remitted with the Operator's payment of transient occupancy taxes as set forth in Chapter 3.40 of the Chula Vista Municipal Code ("Chapter 3.40"). If a Landowner is not an Operator, the Landowner shall cause the Operator to remit the Special Taxes imposed with the Operator's payment of transient occupancy tax and any Special Taxes shall only be levied on and constitute a lien against the Operator's leasehold or possessory interest in such Assessor's Parcel of Public Property, all as contemplated in Section 53340.1 of the Act, as

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modified by Chapter 3.61 and shall not be an obligation for which the Landowner of such Assessor's Parcel of Public Property is billed or responsible. Such Landowner obligation may be met by including a requirement to remit the Special Taxes in a lease or other real property instrument for a Campsite Property or Hotel Property (each as defined in the Rate and Method of Apportionment) and enforcing such requirement, as provided for in the real property instrument. However, the Special Tax is not imposed on the Transient (as defined in Chapter 3.40), but on the parcel or leasehold or possessory interest in a parcel containing a Hotel or Campsite (as such terms are defined in Chapter 3.61). The Operator may, but is not required to, pass the Special Tax through to the Transients and collect it with Rent (as defined in Chapter 3.40). Despite the method of collection and administration, the Special Tax is distinct from the City's transient occupancy tax and, subject to the Rate and Method of Apportionment, may be enforced, in the event of nonpayment, as provided in the Mello-Roos Community Facilities Act of 1982, including through a judicial foreclosure; however, the City Council reserves the right to utilize any other lawful means of billing, collecting, and enforcing the Special Taxes, including billing on the secured property tax roll, direct and supplemental billing, any other legal authority to collect delinquent Special Taxes, penalties and interest and when lawfully available, judicial foreclosure of the lien of the Special Taxes.

Subject to the Rate and Method of Apportionment, any Special Taxes delinquent as of July 1 of any fiscal year, together with any penalties and interest accrued as of that date, may, at the option of the City Council, acting as the legislative body of the District, be placed on the secured property tax roll in that fiscal year and be levied on the parcel or leasehold or possessory interest in the parcel, as applicable, for which such Special Taxes are delinquent, where it shall be collected in the same manner as ordinary ad valorem property taxes are collected and shall be subject to the same penalties and the same procedure, sale and lien priority in case of delinquency as is provided for ad valorem taxes.

The Special Taxes are imposed by the District and not the City. The Special Tax shall be levied by the District, in any year, only on a parcel or a leasehold or a possessory interest in a parcel within the District for the use of such property during such year as Hotel Property or Campsite Property.

SECTION 9. Special Taxes Accountability Measures. Pursuant to and in compliance with the provisions of Government Code Section 50075.1, this City Council hereby establishes the following accountability measures pertaining to the levy by the District of the Special Taxes described in Section 8 above:

- A. Each Special Tax shall be levied for the specific purposes set forth in Section 8 above.
- B. The proceeds of the levy of each such Special Tax shall be applied only to the specific applicable purposes set forth in Sections 6, 7 and 8 above.
- C. The District shall establish a separate account into which the proceeds of each such Special Tax shall be deposited.

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- D. The City Manager, or his or her designee, acting for and on behalf of the District, shall annually file a report with the City Council as required pursuant to Government Code Section 50075.3.

SECTION 10. Preparation of Annual Tax Roll. If there is an annual tax roll prepared for the District, the name, address and telephone number of the office, department or bureau which will be responsible for preparing the annual current roll of Special Tax levy obligations for the District and which shall be responsible for estimating future Special Tax levies pursuant to Chapter 3.61, are as follows:

Finance Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 92010
(619) 691-5250

SECTION 11. Substitution Improvements. The description of the Improvements, as set forth in Exhibit A hereto, is general in its nature. The final nature and location of the Improvements will be determined upon the preparation of final plans and specifications therefor. Such final plans may show substitutes in lieu of, or modification to, the above described types of facilities and any such substitution shall not be a change or modification in the proceedings as long as the facilities provide a service substantially similar to that as set forth in this Resolution.

SECTION 12. Election. This City Council herewith submits the levy of the special tax to the qualified electors of the District as specified in Section 2E above, such electors being the Landowners in the District, with each Landowner having one (1) voter for each acre or portion thereof of land which he or she owns within the District.

[SIGNATURES ON THE FOLLOWING PAGE]

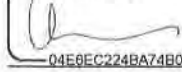
Resolution No. 2019-220

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Presented by

Approved as to form by

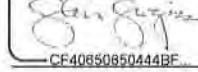
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Kelly G. Broughton, FASLA
Director of Development Services

DocuSigned by:



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Glen R. Googins
City Attorney


PASSED, APPROVED, and ADOPTED by the City Council of the City of Chula Vista, California, this 19th day of November 2019 by the following vote:

AYES: Councilmembers: Diaz, Galvez, McCann, Padilla, and Casillas Salas

NAYS: Councilmembers: None

ABSENT: Councilmembers: None

DocuSigned by:




062BFD7C0388468...

Mary Casillas Salas, Mayor

ATTEST:

DocuSigned by:



3074D104EAF342E...

Kerry K. Bigelow, MMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO)
CITY OF CHULA VISTA)

I, Kerry K. Bigelow, City Clerk of Chula Vista, California, do hereby certify that the foregoing Resolution No. 2019-220 was duly passed, approved, and adopted by the City Council at a regular meeting of the Chula Vista City Council held on the 19th day of November 2019.

Executed this 19th day of November 2019.

DocuSigned by:



3074D104EAF342E...

Kerry K. Bigelow, MMC, City Clerk

EXHIBIT A

DESCRIPTION OF THE AUTHORIZED IMPROVEMENTS

1. Convention Center Facility (as defined in Chula Vista Municipal Code Chapter 3.61);
2. Street improvements, including grading, paving, curbs, gutters, sidewalks, street signalization, signage, street lights, furnishings, and parkway and median landscaping related thereto;
3. Gateway signage;
4. Pedestrian and bicycle paths;
5. Storm drains and other water quality devices to ensure regional permit compliance;
6. Public utilities (including but not limited to water, reclaimed water, sewer, electric, gas, and telephone);
7. Public parks, open space and recreation facilities;
8. Fire protection and emergency response facilities;
9. Parking improvements;
10. Museums and cultural facilities;
11. Ecological and sustainability educational improvements;
12. Energy efficiency, water conservation, and renewable energy improvements;
13. Land, rights-of-way and easements necessary for any facilities to be financed by the District; and
14. Equipment, apparatus, facilities or fixtures with an expected useful life of 5 years or longer necessary for any of the foregoing or necessary to provide any of the services described in Exhibit B.

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EXHIBIT B

DESCRIPTION OF THE AUTHORIZED SERVICES

Authorized Services shall include the operation, maintenance, servicing, and replacement of the authorized Improvements (see Exhibit A), together with the following additional Services:

1. Landscaping, including, but not limited to trees, shrubs, grass, other ornamental vegetation located in or on slopes, parkways and medians;
2. Facilities that are directly related to storm water conveyance, including, but not limited to pipes and drainage inlets, detention basins, linear bioretention, and parks;
3. Walls and fencing;
4. Parks, including landscaping, facilities, walls, fencing, lighting, and trails;
5. Streetscape improvements, including lighting, furnishings and appurtenances;
6. Parking improvements;
7. Transportation services;
8. Promotion of public events and tourism;
9. Security, sanitation, graffiti removal, street and sidewalk cleaning, and other municipal services supplemental to those normally provided by the City or other service provider; and
10. Repair of the authorized Improvements.

For purposes of this description of the Services to be funded by the levy of Special Taxes within the District, "maintenance" includes, but is not limited to, the furnishing of services and materials for the ordinary and usual maintenance, operation, management and servicing of any of the authorized Improvements, including:

1. Repair, removal, or replacement of the authorized Improvements;
2. Providing for the life, growth, health, and beauty of habitat, including the cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury;
3. The removal of trimmings, rubbish, debris, silt, and other solid waste;
4. The cleaning, sandblasting, and painting of walls and other facilities to remove or cover graffiti;
5. The elimination, control, and removal of rodents and vermin;

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6. The operation and management of open space and natural habitat, including biological monitoring and evaluation of collected data;
7. The conduct of biological activities necessary to sustain the species being protected;
8. The operation and maintenance of pedestrian bridges and community gardens within or appurtenant to such open space or habitat area(s); and
9. The maintenance and cleaning of drainage and other storm water control facilities required to provide storm water quality control.

“Service” or “servicing” means the furnishing of:

1. Electric current or energy, gas, or other illuminating agent for any public lighting facilities or for the lighting or other operation of any other Improvements; and
2. Water for the irrigation of any landscaping or the operation or maintenance of any other Improvements.

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EXHIBIT C

**RATE AND METHOD OF
APPORTIONMENT OF SPECIAL TAX****BAYFRONT PROJECT SPECIAL TAX FINANCING DISTRICT**

The Special Tax authorized by the Bayfront Project Special Tax Financing District (the "District") shall be levied on all Taxable Property and collected within the District as provided herein commencing in Fiscal Year 2020-2021, in an amount determined by the City Council of the City of Chula Vista, acting as the legislative body of the District, through the application of the rate and method of apportionment of the Special Tax set forth below. All of the real property within the District, unless exempted by law or by the provisions hereof, shall be taxed for the purposes, to the extent, and in the manner herein provided.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Act" means the Mello-Roos Community Facilities Act of 1982, being Chapter 2.5, Part 1, Division 2 of Title 5 of the Government Code of the State of California.

"Assessor's Parcel" means a lot or parcel designated on an Assessor's Parcel Map with an assigned Assessor's Parcel number within the boundaries of the District.

"Assessor's Parcel Map" means an official map of the Assessor of the County designating parcels by Assessor's Parcel number.

"Bond Documents" means any indenture of trust, bond indenture, fiscal agent agreement, trust agreement, resolution or other instrument setting forth the terms of any Bonds, as modified, amended and/or supplemented from time to time, and any instrument replacing or supplementing the same.

"Bonds" means any binding obligation to repay a sum of money, including obligations in the form of bonds, notes, certificates of participation, long-term leases, loans from government agencies, or loans from banks, other financial institutions, private businesses, or individuals, or long-term contracts, or any refunding thereof, to which the Special Tax has been pledged.

"Boundary Map" means the "Map of Proposed Boundaries of the Bayfront Project Special Tax Financing District, City of Chula Vista, County of San Diego, State of California," filed September 12, 2019 in Book 48 of Maps of Assessments and Community Facilities Districts in the office of the County Recorder.

"Calendar Year" means the period commencing January 1 of any year and ending the following December 31.

"Campsite" shall have the meaning given such term in Chapter 3.61.

"Campsite Property" means an Assessor's Parcel of Taxable Property which consists of any Campsite or Campsites.

"Chapter 3.61" means Chapter 3.61 of the Chula Vista Municipal Code.

"City" means the City of Chula Vista.

"City Council" means the City Council of the City, acting as the legislative body of the District, or its designee.

"City Manager" means the City Manager of the City.

"County" means the County of San Diego.

"Director of Finance" means the Director of Finance of the City.

"District" means the Bayfront Project Special Tax Financing District established by the City pursuant to Chapter 3.61.

"Exempt Property" means all Assessor's Parcels within the District which are exempt from the Special Tax pursuant to law or Section F herein.

"Fiscal Year" means the period commencing on July 1 of any year and ending the following June 30.

"Hotel" shall have the meaning given such term in Chapter 3.61.

"Hotel Property" means an Assessor's Parcel of Taxable Property which consists of any Hotel or Hotels.

"Landowner" shall have the meaning given such term in Chapter 3.61.

"Maximum Annual Special Tax Rate" shall, for any Fiscal Year, not exceed five percent (5%) of all Rent charged during such Fiscal Year for the privilege of Occupancy by Transients of the Campsite(s) or Hotel(s), as applicable, located on each Assessor's Parcel of Campsite Property or Hotel Property.

"Occupancy" shall have the meaning given such term in Chapter 3.61.

"Operator" shall have the meaning given such term in Chapter 3.61.

"Port District" means the San Diego Unified Port District.

"Public Property" means any property within the boundaries of the District that is owned or held in trust by or irrevocably dedicated to the City, the federal government, the State of California, the County, the Port District, or any other public agency.

"Rent" shall have the meaning given such term in Chapter 3.61.

"Resolution of Formation" means the resolution adopted by the City Council pursuant to Chapter 3.61 establishing the District.

"Special Tax" means the special tax authorized by the District to be levied by the City Council pursuant to Chapter 3.61.

"Taxable Property" means all Assessor's Parcels that are not exempt from the Special Tax pursuant to law or this Rate and Method of Apportionment of Special Tax.

"Transient" shall have the meaning given such term in Chapter 3.61.

B. CLASSIFICATION OF ASSESSOR'S PARCELS

Each Fiscal Year, beginning with Fiscal Year 2020-2021, each Assessor's Parcel shall be classified as Taxable Property or Exempt Property. In addition, each Assessor's Parcel of Taxable Property shall be further classified as Campsite Property or Hotel Property. Commencing with Fiscal Year 2020-2021, all Campsite Property and Hotel Property shall be subject to the levy of the Special Tax pursuant to Section C below.

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C. SPECIAL TAX

For each Fiscal Year commencing Fiscal Year 2020-2021, the City Council shall, by resolution adopted on or before May 31st preceding such Fiscal Year, levy the Special Tax on each Assessor's Parcel classified as Campsite Property or Hotel Property at a rate not to exceed the Maximum Annual Special Tax Rate. For each succeeding Fiscal Year, the Special Tax shall be levied at the same rate as the rate levied in the preceding Fiscal Year unless the City Council shall, by resolution adopted by May 31st of the preceding Fiscal Year, levy the Special Tax at a different rate than the rate levied in the preceding Fiscal Year not to exceed the Maximum Annual Special Tax Rate.

The Special Tax associated with Rent that is charged for Occupancy by Transients shall be considered levied at the same time the Transient ceases such Occupancy. If a Public Property is classified as Campsite Property or Hotel Property due to the grant of a lease or other possessory interest in such Assessor's Parcel of Public Property to the Operator of a Campsite or Hotel thereon, the Special Tax shall only be levied during such time that such grant of lease or possessory interest is effective and shall cease upon the termination or expiration of such grant of lease or possessory interest.

D. MANNER OF COLLECTION

The Special Tax shall be due and remitted pursuant to the provisions of Section 3.61.120 of Chapter 3.61.

E. PREPAYMENT OF THE SPECIAL TAXES

The Special Tax may not be prepaid.

F. EXEMPTIONS

Assessor's Parcels not classified as Campsite Property or Hotel Property shall be exempt from the levy of the Special Tax.

G. FAILURE TO SUBMIT SPECIAL TAX

If the Operator of any Campsite or Hotel located on an Assessor's Parcel of Campsite Property or Hotel Property, or the Landowner of an Assessor's Parcel of Campsite Property or Hotel Property that is not Public Property, fails or refuses to pay the Special Tax levied on such Assessor's Parcel when due, the Director of Finance shall proceed in such manner as deemed best to obtain facts and information on which to base his/her estimate of such Special Tax. As soon as the Director of Finance has acquired such facts and information upon which to base such Special Tax for such Campsite Property or Hotel Property, the Director of Finance shall proceed to determine the amount of such Special Tax due plus any penalties thereon, as described below ("Determination of Special Tax Due"). In the case that such determination is made, the Director of Finance shall give a Determination of Special Tax Due by serving it personally or by depositing it in the United States mail, postage prepaid, addressed to such Operator or such Landowner, as applicable, at its last known address. Such Operator or such Landowner, as applicable, may file an appeal as provided in Section J herein.

The Special Tax on any Campsite Property or Hotel Property which is not paid within the time required shall be subject to the same penalties applicable to the transient occupancy tax in subsections A and B of Section 3.40.080 of the Chula Vista Municipal Code. For any Special Taxes and penalties that remain outstanding as of July 1 of each Fiscal Year, the City Council may direct the Director of Finance to cause the submission of any of the delinquent Special Taxes and penalties to the County for inclusion on the property tax bill for such Assessor's Parcel(s) in accordance with Section 3.61.130 of Chapter 3.61;

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provided, however, that any delinquent Special Taxes and penalties with respect to any Assessor's Parcel of Public Property that is classified as Campsite Property or Hotel Property due to the grant of a lease or other possessory interest in such Assessor's Parcel of Public Property to the Operator of a Campsite or Hotel thereon shall only be levied on and constitute a lien against the Operator's leasehold or possessory interest in such Assessor's Parcel of Public Property, all as contemplated by Section 53340.1 of the Act, as modified by Chapter 3.61, and shall not be an obligation for which the Landowner of such Assessor's Parcel of Public Property is billed or responsible.

H. MAINTENANCE OF RECORDS; SPECIAL TAX AUDIT

It shall be the duty of the Operator of any Campsite or Hotel located on any Assessor's Parcel classified as Campsite Property or Hotel Property that is subject to the Special Tax to keep and preserve, for a period of three years, all records as may be deemed necessary by the Director of Finance (and that will, at a minimum, include a record of all Rents collected) to determine the Special Taxes levied upon such Campsite Property or Hotel Property by the City Council. The Director of Finance shall have the right to inspect such records at all reasonable times.

I. APPEAL

Any Operator of a Campsite or Hotel located on any Campsite Property or Hotel Property or any Landowner of any Campsite Property or Hotel Property claiming that the amount or application of the Special Tax reflected in any Determination of Special Tax Due on such Campsite Property or Hotel Property is not correct, may appeal such Determination of Special Tax Due by filing a notice of appeal with the City Clerk within fifteen (15) calendar days of the serving or mailing of such Determination of Special Tax Due. If such appeal is made by an Operator that is not also the Landowner of such property, then the Operator shall also provide a copy of such notice of appeal to the Landowner at the same time the Operator files the notice of appeal with the City Clerk. Upon receipt of any such notice, the City Clerk shall forward a copy of such notice to the City Manager who shall establish as part of the proceedings and administration of the District a special three-member Appeal Committee. The Appeal Committee may establish such procedures as it deems necessary to undertake the review of any such appeal. The Appeal Committee shall interpret this Rate and Method of Apportionment and make determinations relative to the annual administration of the Special Tax and any appeals by Landowners, or Operators, as herein specified. The decision of the Appeal Committee shall be final, conclusive, binding as to all persons and shall be served upon the Operator or Landowner in writing at the last known address of such Operator or Landowner. Any amount found due shall be immediately due and payable upon service of the Appeal Committee findings. If the Appeal Committee decision requires that the Special Tax for an Assessor's Parcel be modified or changed in favor of the Operator or Landowner, a cash refund shall not be made, but a credit shall be given against the future Special Taxes on that Assessor's Parcel.

J. TERM OF THE SPECIAL TAXES

The Special Tax shall be levied as long as necessary to pay for authorized expenditures as specified in Section 3.61.080 of Chapter 3.61 for a period not to exceed the longer of: (a) forty years from the first day of the month immediately following the effective date of the ordinance enacted by the City Council providing for the levy of the Special Tax; or (b) the date on which all indebtedness of the Chula Vista Bayfront Facilities Financing Authority, with respect to which District Special Tax revenues have been pledged, has been paid in full.



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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

EXCESS LIABILITY AND WORKERS' COMPENSATION INSURANCE RENEWALS

RECOMMENDATION:

That the Board of Directors approve the purchase of excess liability insurance (at limits of \$73 million excess of a \$2 million self-insured retention [SIR]), and excess workers' compensation insurance (at statutory limits excess of a \$1 million SIR). The new policies would be in effect from March 1, 2020 through March 1, 2021.

Budget Impact

The combined proposed premium for both lines of coverage, including taxes and fees, would not exceed \$2,095,422 for the one year period. The total premium for the excess liability insurance represents a 28.85% or \$421,162 increase over the expiring policies. The excess workers' compensation premium is rising by 4.42% or \$9,076 over the expiring policy due solely to an increase in payroll. Terrorism coverage is included in both insurance programs.

The specific allocation among MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and San Diego and Arizona Eastern (SD&AE) Railway Company is based on the underwriting exposure. Costs associated with the excess insurance policies are allocated across two fiscal years. For fiscal year 2020, staff estimates that the agencies will be within the mid-year adjusted budget. Fiscal year 2021 budgets are currently being developed. Funds for this coverage will be designated and included within them.

The approximate annual breakdown between the agencies is noted within the following table:



COMBINED TOTAL EXCESS INSURANCE PREMIUMS					
AGENCY	MTS	SDTC	SDTI	SD&AE	TOTAL
Excess Liability	\$225,707	\$836,996	\$799,379	\$18,809	\$1,880,891
Excess Workers' Compensation	\$25,744	\$95,466	\$91,176	\$2,145	\$214,531
Total Excess Premium	\$251,451	\$932,462	\$890,555	\$20,954	\$2,095,422
Combined Excess Split	12.0%	44.5%	42.5%	1.0%	

DISCUSSION:

MTS, SDTC, SDTI, and SD&AE jointly purchase commercial general liability insurance to finance large third-party catastrophic losses for bodily injury, property damage and other damage claims in excess of a self-insured retention of \$2 million per occurrence. The agencies also jointly purchase an excess workers' compensation policy to eliminate the statutory risk excess of the self-insured program of \$1 million per occurrence. The existing policies will expire on March 1, 2020. MTS's insurance broker, Alliant Insurance Services, Inc., has worked extensively with staff and multiple insurance carriers both domestically and overseas to obtain the best coverage possible for the forthcoming year.

Current Program

MTS currently has excess liability coverage within four layers of insurance limits from various insurance companies. These layers provide for a total general liability limit per occurrence of \$75 million inclusive of MTS's \$2M self-insured retention. The policies each contain coverage for acts of terrorism. The current cost of these policies, including taxes and fees, is \$1,459,729. In addition, MTS purchases excess workers' compensation insurance at statutory limits (i.e., the maximum benefit the State would allow for a single accident/injury) for a cost of \$205,455. These premiums totaled \$1,665,184 under the current program structure.

Proposed Program

The proposed excess liability insurance program is anticipated to include six policy layers and would carry a self-insured retention of \$2 million for general liability and public entity excess liability. All of this coverage (including MTS's self-insured retention) would provide full limits up to \$75 million per occurrence at an annual cost not to exceed \$1,880,891. The proposed program includes remaining with most of the incumbent carriers, adding others and increasing from four to six layers. There is an overall not to exceed 28.85% (or \$421,162) liability insurance premium increase.

An excess workers' compensation policy is also being recommended for purchase at statutory limits less a \$1 million insurance deductible/retention. The premium cost for this policy is \$214,531, which represents a 4.42% (or \$9,076) increase over the expiring premium for the same limits and retention.

The total premium of \$2,095,422 for the combined excess liability and excess workers' compensation coverage represents an overall 25.84% (or \$430,238) increase over last year.

COVERAGE	INSURER	AM BEST RATING	LIMIT & ATTACHMENT	TOTAL PREMIUM
Workers' Comp.	Arch Insurance Company	A+ XV	Statutory x \$1M SIR	\$214,531
1 st Liability Layer	Princeton Excess & Surplus Lines (Munich Re)	A+ XV	\$10M x \$2M SIR	\$927,185
2 nd Liability Layer	Lloyd's of London	A+ XV	\$15M x \$10M x \$2M	\$359,063
3 rd Liability Layer	Great American Assurance Company	A XV	\$15M x \$25M x \$2M	\$225,000
4 th Liability Layer	Allied World Assurance Company (AWAC)	A XV	\$10M x \$40M x \$2M	\$125,000
5 th Liability Layer	Great American Assurance Company	A XV	\$5M x \$50M x \$2M	\$49,500
6 th Liability Layer	To Be Determined Prior to Renewal Date		\$18M x \$55M x \$2M	\$195,143
Total Not to Exceed Annual Cost				\$2,095,422

Renewal Issues – Underwriting Base

Premium rates for the excess liability coverage are based on a combination of passenger counts, revenue miles, operating revenue, construction costs, loss history and current market conditions. For excess workers' compensation, premiums are largely driven by payroll as well as loss history and current market conditions. This year, by far, current market conditions are the driver of the change in cost and carrier participation on the excess liability program.

Public Entity Market - Recent Observations

The liability/casualty market has undergone significant changes in the past year resulting in exceptionally hard market conditions. MTS's brokers marketed the excess general liability insurance carriers in the global commercial insurance market. Not only were MTS's incumbent carriers solicited for renewal proposals, but other carriers were solicited as well. It was learned early on in the process that of the \$73M limits of insurance purchased, the higher layer incumbent carriers each cut back their available capacity. This resulted in the requirement that MTS add more layers to reach the \$75M in coverage (inclusive of MTS's \$2M SIR). A supply and demand dynamic exists within the commercial insurance industry. With a reduction of supply absent any other forces, prices go up. This is the core reason for the increase in excess liability renewal costs.

There is currently more stability in the workers' compensation insurance market. MTS's incumbent carrier, Arch, was able to renew the program at the same rate as last year due to the rate guarantee that had been achieved at the prior year's renewal. The slight increase this year is related solely to an increase in projected payroll.

In spite of the increase in cost of MTS's excess liability program, staff is pleased overall with the efforts of MTS's insurance broker, Alliant. An informal survey of other public transit risk managers involved in renewals over the past several months revealed that the hardening of the insurance market and increase in pricing is not unique to MTS. In some cases, it is having a worse impact on other agencies that do not have as favorable a loss history or that have not cultivated healthy working relationships with the markets,

as has MTS. With assistance from its broker, MTS will continue to monitor and evaluate the insurance market, seeking opportunities for new and expanded relations with insurers to drive continued improvement in its risk transfer program.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. MTS 2020-21 Excess Liability & Excess Workers' Compensation Insurance Proposal

San Diego Metropolitan Transit System



2020 – 2021

Excess Liability & Excess Workers' Compensation Insurance Proposal

Presented on February 4, 2020

Alliant Insurance Services, Inc.
100 Pine Street, 11th Floor
San Francisco, CA 94111
O 415 403 1400
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CA License No. 0C36861

www.alliant.com

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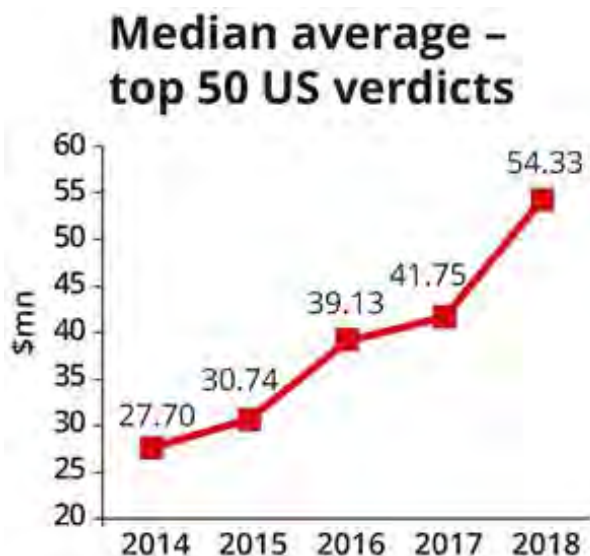
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2020-21 Insurance Market Update

- The Property & Casualty market is undergoing significant changes, relative to past years. This transition period began in Q3 2018, and accelerated after Q1 2019.
- Property segment was initially the most challenging with large global insurers including FM Global, Lloyds and other re-evaluating their entire portfolios.
- Casualty market conditions have deteriorated significantly, especially over the last 3 to 4 months. This is primarily driven by insurers' recognition of increased frequency of severe claims. The insurers suggest that past pricing models are no longer accurate. As a result, underwriters are either completely withdrawing from the market, or best case are reducing available limits for any one risk, which in turn is driving up the cost for the capacity that is left within the market.
 - In particular, the higher Excess layers are posing the greatest challenge. For example, Munich/Princeton, the insurer that provides \$10M in coverage directly above SD MTS's \$2M SIR, has proposed a 6.74% increase over expiring. In contrast, the insurers providing coverage above Munich/Princeton up to \$75M, are proposing a ~60% increase. Approximately half of SD MTS's entire liability premium is contained within the Munich/Princeton layer, such that despite the higher rate of increase in the Excess layers, the overall projected total cost for the renewal is +30% vs. expiring.
- Unfortunately, Transit is perceived by the market as a higher risk category of business, and the Automobile Liability market itself has been under increased scrutiny by underwriters as a result of years of losses. (Chronic Commercial Auto Insurance Underwriting Losses to Continue in 2019: Fitch Ratings, 8/27/19.)

Suggested variables impacting severity of loss:



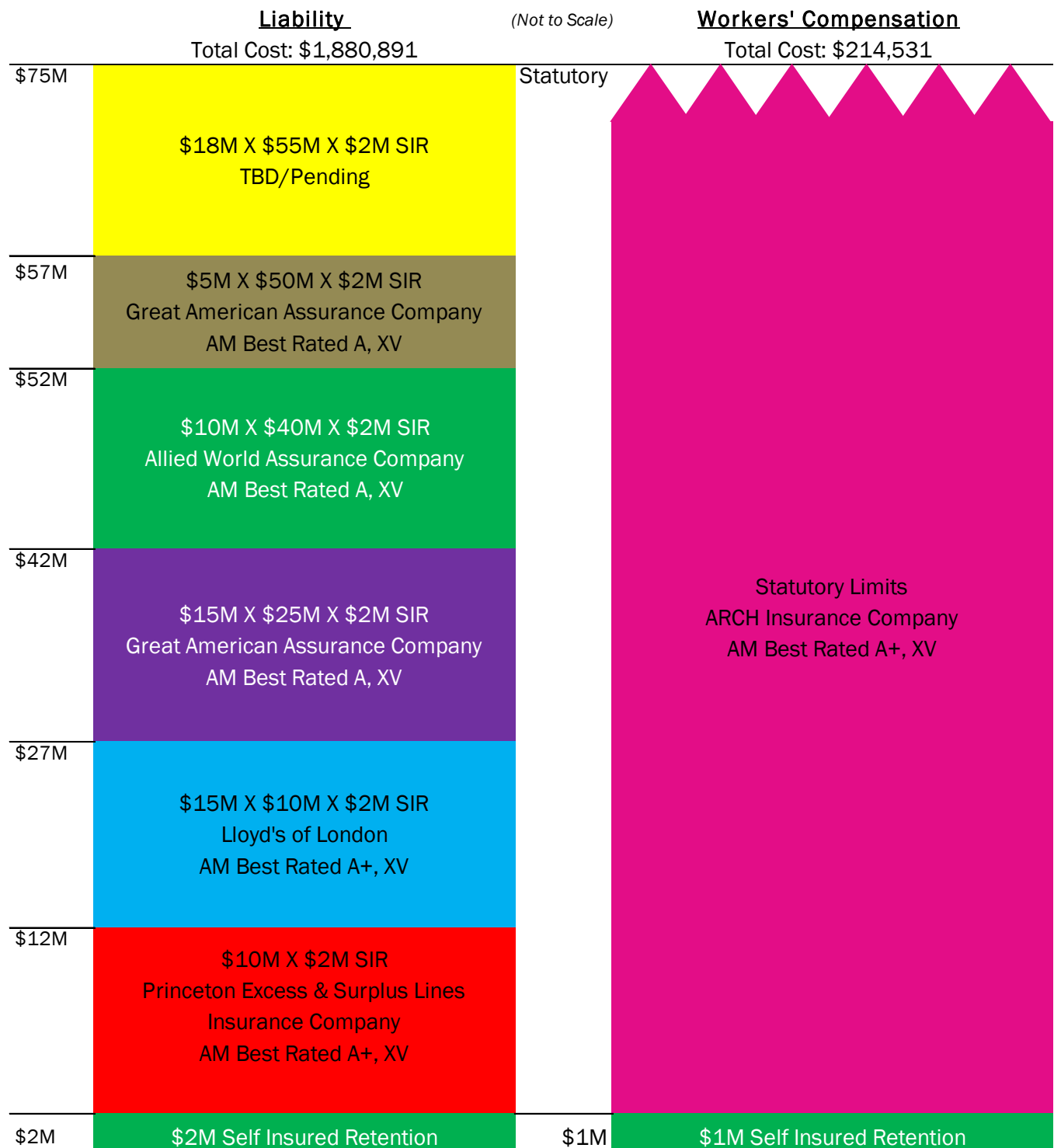
Source: Shaub, Ahmuty, Citrin & Spratt

- “Defendant Mistrust”: Plaintiff counsel are arguing that public entities are putting budgetary considerations over citizen safety.
- “Litigation Financing”: There is a growing trend for third parties to “invest in” (finance) plaintiffs’ lawsuits, underwriting expensive experts, etc. making it much easier for plaintiffs to “hang in there” to the end;
- “Social Inflation”: Where the news of large verdicts travel via regular and social media which may influence what a jury’s notion of what a reasonable verdict might be;
- “Anchoring” or setting the bar: Where the plaintiff’s lawyer argues for \$20 million and the jury might award \$10 million to split the difference, regardless of what the facts call for.

Workers' Compensation Markets

- Narrow marketplace with few insurers offering Excess Workers' Compensation coverage
- Market is mostly stable for good performing accounts with no material loss activity excess of the self-insured retention.
- SD MTS bound a 2 year rate agreement last year with Arch Insurance Company. That means this year's renewal rate remains unchanged from last year. The rate is applied to the estimated payroll for the upcoming term, and premium calculated accordingly.

LIABILITY AND WORKERS COMPENSATION STRUCTURE CHART



Premium Summary

Expiring Compared to Renewal: Net of Commission (where applicable) and Includes TRIA

Coverage	2019/20 Expiring	2020/21 Renewal	\$ Difference	% Difference
Excess Liability – Layer 1	\$868,676	\$927,185	\$58,509	6.74%
Excess Liability – Layer 2	\$259,452	\$359,063	\$99,611	38.39%
Excess Liability – Layer 3	\$227,215	\$225,000	-\$2,215	-0.97%
Excess Liability – Layer 4	\$104,386	\$125,000	\$20,614	19.75%
Excess Liability – Layer 5	N/A	\$49,500	\$49,500	N/A
Excess Liability – Layer 6**	N/A	\$195,143	\$195,143	N/A
<i>Excess Liability Sub Total:</i>	<i>\$1,459,729</i>	<i>\$1,880,891</i>	<i>\$ 421,162</i>	<i>28.85%</i>
Excess Workers' Compensation	\$205,455	\$214,531	\$9,076	4.42%
Total Annual Cost	\$1,665,184	\$2,095,422	\$430,238	25.84%

*Includes policy fees and surplus lines taxes/fees if applicable

**This layer is pending final negotiations. This premium amount is an estimate.

Historical Liability Pricing & Layering Exhibit

2016-17										
Layer	Carrier	Limit & Attachment	Annual Premium w/o Terrorism	Terrorism Surcharge	Terrorism Elected	Gross Premium	Surplus Lines Taxes & Fees 3.20%	Grand Total (w/ SL T&F's)	Price / Mil (incl TRIA)	Change over expiring
1	National Casualty Company (Admitted)	10M x 2M SIR	\$ 788,274	\$ 7,883	Yes	\$ 796,157	N/A	\$ 796,157	\$ 79,615.70	0.00%
						Net of Commission (i.e. less 10% from layer 1)		\$ 716,541		0.00%
2	Berkley National (Admitted)	15M x 10M x 2M SIR	\$ 296,451	\$ 2,965	Yes	\$ 299,416	N/A	\$ 299,416	\$ 19,961.07	0.00%
3	Great American (Admitted)	25M x 25M x 2M SIR	\$ 224,000	Included	Yes	\$ 224,000	N/A	\$ 224,000	\$ 8,960.00	0.00%
4	AWAC (Admitted)	23M x 50M x 2M SIR	\$ 98,800	Included	Yes	\$ 98,800	N/A	\$ 98,800	\$ 3,952.00	-93.03%
	TOTAL		\$ 1,407,525			\$ 1,418,373		\$ 1,418,373		0.00%
						TOTAL (Net of Commission)		\$ 1,338,757		0.00%
2017-18										
Layer	Carrier	Limit & Attachment	Annual Premium w/o Terrorism	Terrorism Surcharge	Terrorism Elected	Gross Premium	Surplus Lines Taxes & Fees 3.20%	Grand Total (w/ SL T&F's)	Price / Mil (incl TRIA)	Change over expiring
1	Princeton Excess & Surplus Lines Insurance Company (Non-Admitted)	10M x 2M SIR	\$ 733,086	\$ 7,411	Yes	\$ 740,497	\$ 23,696	\$ 764,193	\$ 74,049.70	-4.01%
2	Lloyd's of London (Non-Admitted)	15M x 10M x 2M SIR	\$ 250,000	Included	Yes	\$ 250,000	\$ 8,000	\$ 258,000	\$ 16,666.67	-13.83%
						Net of Commission (i.e. less 7.5% from layer 2)		\$ 239,250		
3	Great American (Admitted)	25M x 25M x 2M SIR	\$ 215,000	Included	Yes	\$ 215,000	N/A	\$ 215,000	\$ 8,600.00	-4.02%
4	AWAC (Admitted)	23M x 50M x 2M SIR	\$ 98,800	Included	Yes	\$ 98,800	N/A	\$ 98,800	\$ 3,952.00	0.00%
	TOTAL		\$ 1,296,886			\$ 1,304,297		\$ 1,335,993		-5.81%
						TOTAL (Net of Commission)		\$ 1,317,243		-1.61%
2018-19										
Layer	Carrier	Limit & Attachment	Annual Premium w/o Terrorism	Terrorism Surcharge	Terrorism Elected	Gross Premium	Surplus Lines Taxes & Fees 3.20%	Grand Total (w/ SL T&F's)	Price / Mil (incl TRIA)	Change over expiring
1	Princeton Excess & Surplus Lines Insurance Company (Non-Admitted)	10M x 2M SIR	\$ 806,931	\$ 8,069	Yes	\$ 815,000	\$ 26,080	\$ 841,080	\$ 81,500.00	10.06%
2	Lloyd's of London (Non-Admitted)	15M x 10M x 2M SIR	\$ 262,500	Included	Yes	\$ 262,500	\$ 8,400	\$ 270,900	\$ 17,500.00	5.00%
						Net of Commission (i.e. less 7.5% from layer 2)		\$ 251,213		
3	Great American (Admitted)	25M x 25M x 2M SIR	\$ 220,000	included	Yes	\$ 220,000	N/A	\$ 220,000	\$ 8,800.00	2.33%
4	AWAC (Admitted)	23M x 50M x 2M SIR	\$ 100,062	\$ 1,010	Yes	\$ 101,072	N/A	\$ 101,072	\$ 4,042.88	2.30%
						\$ 1,398,572		\$ 1,433,052		7.26%
						TOTAL (Net of Commission)		\$ 1,413,365		7.30%
2019-20 (Expiring)										
Layer	Carrier	Limit & Attachment	Annual Premium w/o Terrorism	Terrorism Surcharge	Terrorism Elected	Gross Premium	Surplus Lines Taxes & Fees 3.20%	Grand Total (w/ SL T&F's)	Price / Mil (incl TRIA)	Change over expiring
1	Princeton Excess & Surplus Lines Insurance Company (Non-Admitted)	10M x 2M SIR	\$ 833,406	\$ 8,334	Yes	\$ 841,740	\$ 26,936	\$ 868,676	\$ 84,174.00	3.28%
2	Lloyd's of London (Non-Admitted)	15M x 10M x 2M SIR	\$ 271,110	Included	Yes	\$ 271,110	\$ 8,676	\$ 279,786	\$ 18,074.00	3.28%
						Net of Commission (i.e. less 7.5% from layer 2)		\$ 259,452		
3	Great American (Admitted)	25M x 25M x 2M SIR	\$ 227,215	included	Yes	\$ 227,215	N/A	\$ 227,215	\$ 9,088.60	3.28%
4	AWAC (Admitted)	23M x 50M x 2M SIR	\$ 103,346	\$ 1,040	Yes	\$ 104,386	N/A	\$ 104,386	\$ 4,175.44	3.28%
						\$ 1,444,451		\$ 1,480,062		4.65%
						TOTAL (Net of Commission)		\$ 1,459,729		3.28%
2020-21 (Proposed)										
Layer	Carrier	Limit & Attachment	Annual Premium w/o Terrorism	Terrorism Surcharge	Terrorism Elected	Gross Premium	Surplus Lines Taxes & Fees 3.25%	Grand Total (w/ SL T&F's)	Price / Mil (incl TRIA)	Change over expiring
1	Princeton Excess & Surplus Lines Insurance Company (Non-Admitted)	10M x 2M SIR	\$ 889,110	\$ 8,890	Yes	\$ 898,000	\$ 29,185	\$ 927,185	\$ 89,800.00	6.74%
2	Lloyd's of London (Non-Admitted)	15M x 10M x 2M SIR	\$ 375,000	Included	Yes	\$ 375,000	\$ 12,188	\$ 387,188	\$ 25,000.00	38.39%
						Net of Commission (i.e. less 7.5% from layer 2)		\$ 359,063		
3	Great American (Admitted)	15M x 25M x 2M SIR	\$ 225,000	included	Yes	\$ 225,000	N/A	\$ 225,000	\$ 15,000.00	-0.97%
4	AWAC (Admitted)	10M x 40M x 2M SIR	\$ 125,000	included	Yes	\$ 125,000	N/A	\$ 125,000	\$ 12,500.00	19.75%
5	Great American (Admitted)	5M x 50M x 2M SIR	\$ 55,000	Included	Yes	\$ 55,000	N/A	\$ 55,000	\$ 11,000.00	
						Net of Commission (i.e. less 10% from layer 5)		\$ 49,500		
6	TBD/Pending	18M x 55M x 2M SIR	\$ 189,000	included	Yes	\$ 189,000	\$ 6,143	\$ 195,143	\$ 10,500.00	N/A
						\$ 1,867,000		\$ 1,914,515		30.73%
						TOTAL (Net of Commission)		\$ 1,880,891		28.85%

Layer 1 – Excess Liability Coverage - \$10M x 2M SIR

Insurance Company	Princeton Excess & Surplus Lines Ins. Co. (Munich)
A.M. Best Rating	A+, XV (\$2 Billion or greater)
Standard & Poor's Rating	AA-
CA Status	Non-Admitted
Coverage Term	March 1, 2020 to March 1, 2021

Limits

	Limits	Annual Aggregate Limit
Auto Liability per Accident	\$ 10,000,000	\$ N/A
General Liability per Occurrence	\$ 10,000,000	\$ N/A
Law Enforcement Liability	\$ 10,000,000	\$ 20,000,000
Wrongful Acts Liability	\$ 10,000,000	\$ 30,000,000
Employee Benefits Liability	\$ 10,000,000	\$ 20,000,000
Sexual Abuse	\$ 10,000,000	\$ 20,000,000
Miscellaneous Professional Liability	\$ 10,000,000	\$ 20,000,000

Self-Insured Retention(SIR) \$ 2,000,000

Defense Cost Inside the limit

Premium	\$ 889,110.00	
	\$ 8,890.00	(Terrorism Optional)
	\$ 26,940.00	Surplus Lines Tax
	\$ 2,245.00	Stamping Fee
	\$ 927,185.00	Total Annual Cost

Minimum Earned Premium 25 %

Optional Coverages \$2.5M SIR for Annual Cost: \$851,812.50

Endorsements & Exclusions (including by not limited to)

Forms	Endorsements
RL 1000 CDEC 09/19	Common Policy Declaration
RL 1000 LDEC 01/18	Liability Coverage Parts Declarations
RL 1000 LC 01/19	Liability Conditions Definitions and Exclusions – amended so that exclusion 17 (subsidence) will provide for Bodily Injury coverage under the GL portion of the Retained Limits Form.
RL 1000 AU 01/19	Automobile Liability – Coverage Part
RL 1000 GLOC 01/19	General Liability Coverage Part- Occurrence
RL 1000 WROC 01/19	Wrongful Acts Liability Coverage Part – Occurrence
RL 1000 MPOC 01/19	Misc. Professional Liability Coverage Part – Occurrence
RL 2008 01/18	Employee Benefits (Wrongful Act Occurrence)
RL 2012 01/11	Fire Damage Liability - \$500,000 Limit
RL 2019 01/11	Single Policy Retained Limit and Single Policy Excess Limit – Non-Clash
RL 2022 01/18	Sexual Abuse Wrongful Act (Occurrence)
RL 2028 01/11	Ultimate Net Loss Amendment
RL 2032 A 01/02	Policy Changes – Schedule of Named Insured
RL 2032 B 01/02	Policy Changes – Notice of Cancellation Revision – 90 Days
RL 2032 C 01/02	Policy Changes – Retained Limit – Other Insurance
RL 2032 E 01/02	Policy Changes – Sublimit – Front or Back Pay Coverage
RL 2032 G 01/02	Policy Changes – Law Enforcement Endorsement – Modified so that AL is not subject to any aggregate. This form is not a new form. It is the same form as the expiring 2015 07/13 Amended form with a new form number.
RL 2050 01/02	Service of Suit – PESLIC
RL 2064 A-B 01/02	Additional Insured – Lesser of Leased Equipment
RL 2089 09/08	Renewal Endorsement
RL 2100 01/18	Amendment of Definition of Insured
RL 2130 A-B 07/10	Waiver of Subrogation
RL 2173 01/19	Cyber Bodily Injury Coverage – Limited
RL 2174 04/19	Traumatic Event Response Coverage
RL VTERR 01 10/19	Cap on Losses Certified Acts of Terrorism (if terrorism is selected)
RL OFAC01	Violation of Economic or Trade Sanctions
RL 2032 D 01/02	Policy Changes – Time Element Pollution Exclusion
RL 2032 F 01/02	Policy Changes – Land or Earth Movement Exclusion
RL 2032 01/02	Mold/Fungal Pathogens Exclusion
RL 2172 01/18	Unmanned Aircraft Exclusion
RL CTERR 01 1019	Terrorist Activity Exclusion (if terrorism is rejected)

Quote Valid Until March 1, 2020

Policy Auditable Not subject to audit

Binding Conditions

- Written Request to Bind Coverage
- Sign Terrorism Notice
- Sign D1

Named Insureds are covered for all operations.

Additional Insureds are only covered with respect to their interest in your operations. See each individual policy for details.

See Disclaimer Page for Important Notices and Acknowledgement

Layer 2 - Excess Liability Coverage - \$15M x \$10M x \$2M SIR

Insurance Company	Certain Underwrites at Lloyd's, London
A.M. Best Rating	A, XV
Standard & Poor's Rating	A
CA Status	Non-Admitted
Coverage Term	March 1, 2020 to March 1, 2021

Limits

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Underlying Coverage

Carrier: The Princeton Excess & Surplus Lines Ins. Co.
Term: 03/01/2020 to 03/01/2021

	Limits	Annual Aggregate Limit
Auto Liability per Accident	\$ 10,000,000	\$ N/A
General Liability per Occurrence	\$ 10,000,000	\$ N/A
Law Enforcement Liability	\$ 10,000,000	\$ 20,000,000
Wrongful Acts Liability	\$ 10,000,000	\$ 30,000,000
Employee Benefits Liability	\$ 10,000,000	\$ 20,000,000
Sexual Abuse	\$ 10,000,000	\$ 20,000,000
Miscellaneous Professional Liability	\$ 10,000,000	\$ 20,000,000
Self-Insured Retention(SIR)	\$ 2,000,000	
Policy Premium	\$ 375,000.00	
Terrorism Option	\$ Included in the Premium Above	
	\$ -28,125.00	Commission Rebate
	\$ 11,250.00	Surplus Lines Tax
	\$ 937.50	Stamping Fee
	\$ 359,062.50	Total Annual Cost

Minimum Earned Premium 35 %

Optional Coverages \$2.5M SIR for Annual Cost: \$379,443.75

Endorsements & Exclusions (including by not limited to)

1. Schedule of Underlying Policies
2. LSW 3000 Premium Payment Clause – 60 Days
3. Endorsement for Excess Following Form Policy Issuance
4. Cancellation Clause, in the event of the downgrading of Insurer's Financial Rating
5. Assistance and Co-Operation Amendment Endorsement
6. Non-Follow Form Amendatory Endorsement
7. LMA 5020 Service of Suit Clause (USA)
8. LMA3100 Sanctions Limitation Clause
9. LMA9104 TRIA Notice; LMA 5218 to apply if purchased, LMA5219 to apply if rejected
10. CL380 Cyber Exclusion Endorsement
11. 90 Day Notice of Cancellation

Optional Coverages

Quote Valid Until March 1, 2020

Policy Auditable Not subject to audit

Binding Conditions

- Written Request to Bind Coverage
- Sign D1
- Sign Terrorism Form

See Disclaimer Page for Important Notices and Acknowledgement

Layer 3 - Excess Liability Coverage - \$15M x 25M x \$2M SIR

Insurance Company	Great American Assurance Company
A.M. Best Rating	A+, XV
Standard & Poor's Rating	A+
CA Status	Admitted
Coverage Term	March 1, 2020 to March 1, 2021

Limits

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Underlying Coverage

Carrier: Certain Underwriters at Lloyd's, London
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Carrier: The Princeton Excess & Surplus Lines Ins. Co.
Term: 03/01/2020 to 03/01/2021

	Limits	Annual Aggregate Limit
Auto Liability per Accident	\$ 10,000,000	\$ N/A
General Liability per Occurrence	\$ 10,000,000	\$ N/A
Law Enforcement Liability	\$ 10,000,000	\$ 20,000,000
Wrongful Acts Liability	\$ 10,000,000	\$ 30,000,000
Employee Benefits Liability	\$ 10,000,000	\$ 20,000,000
Sexual Abuse	\$ 10,000,000	\$ 20,000,000
Miscellaneous Professional Liability	\$ 10,000,000	\$ 20,000,000
Self-Insured Retention(SIR)	\$ 2,000,000	

Policy Premium	\$ 225,000.00	
Terrorism Option	\$ Included in the Premium Above	
	\$ 225,000.00	Total Annual Cost

Minimum Earned Premium 25 %

Endorsements & Exclusions (including by not limited to)

Great American will follow all the exclusions and limitations of the Princeton Excess & Surplus Lines Ins Co. coverage form and any additional exclusions/modifications/limitation as noted in their quote.

Great American – Exclusions, Limitations and/or Attachments

Form No.	Description
GAI6524 (06/97)	Excess Liability Coverage Form
GAI6774 (12/13)	Exclusion – Recording & Distribution of Material or Information in Violation of Statutes or Common Law
GAI6650 (03/03)	War Liability Exclusion
IL7324 (08/12)	Economic and Trade Sanctions Clause
IL7268 (09/09)	In Witness Clause
GAI6597 (06/97)	Loss Defense Within Limits of Insurance
GAI6011 (06/97)	Amendment of Cancellation Condition – California
GAI6965 (10/14)	Following Form Endorsement
GAI6704 (01/13)	California Changes
GAI6452 (04/15)	Cap on Losses from Certified Acts of Terrorism
GAI6472 (04/15)	Disclosure Pursuant to Terrorism Risk Insurance Act

Quote Valid Until March 1, 2020

Policy Auditable Not subject to audit

Binding Conditions

- Written Request to Bind Coverage
- Sign Terrorism Form

See Disclaimer Page for Important Notices and Acknowledgement

Layer 4 - Excess Liability Coverage - \$10M x \$40M x \$2 SIR

Insurance Company	Allied World Assurance Company
A.M. Best Rating	A, XV
Standard & Poor's Rating	A-
CA Status	Admitted
Coverage Term	March 1, 2020 to March 1, 2021

Limits

Each Occurrence	\$ 10,000,000
Products-Completed Operations Aggregate	\$ 20,000,000
Annual Aggregate, where applicable	\$ 20,000,000

Underlying Coverage

Carrier: Great American Assurance Company
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Carrier: Certain Underwriters at Lloyd's, London
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Carrier: The Princeton Excess & Surplus Lines Ins. Co.
Term: 03/01/2020 to 03/01/2021

	Limits	Annual Aggregate Limit
Auto Liability per Accident	\$ 10,000,000	\$ N/A
General Liability per Occurrence	\$ 10,000,000	\$ N/A
Law Enforcement Liability	\$ 10,000,000	\$ 20,000,000
Wrongful Acts Liability	\$ 10,000,000	\$ 30,000,000
Employee Benefits Liability	\$ 10,000,000	\$ 20,000,000
Sexual Abuse	\$ 10,000,000	\$ 20,000,000
Miscellaneous Professional Liability	\$ 10,000,000	\$ 20,000,000
Self-Insured Retention(SIR)	\$ 2,000,000	

Policy Premium	\$ 125,000.000
Terrorism Option	\$ 1,250.00 Included in the Premium Above
Minimum Earned Premium	25 %

Endorsements & Exclusions (including by not limited to)

Form # / Edition	Title
GL 00126 00 (06/07)	Policy Form
GL 00139 00 (12/11	AWAC – US Follow-Form Occurrence – Claims-Made Declarations
00136 (11/05)	US Treasury Department's Office of Foreign Assets Control ("OFAC") Advisory Notice to Policyholder
00241 (11/05)	Asbestos
GL 00117 00 (01/15)	Policyholder Disclosure Statement Under the Terrorism Risk Insurance Act
GL 00286 04 (02/07)	California Amendatory Endorsement
GL 00323 00 (05/09)	Schedule of Underlying Insurance
GL 003366 00 (09/11)	Follow-Form Other Aggregate Limit

Quote Valid Until March 1, 2020

Policy Auditable Not subject to audit

Binding Conditions

- Written Request to Bind Coverage
- Sign Terrorism Form
- Updated Loss Runs

See Disclaimer Page for Important Notices and Acknowledgement

Layer 5 - Excess Liability Coverage - \$5M x \$50M x \$2M SIR

Insurance Company	Great American Assurance Company
A.M. Best Rating	A+, XV
Standard & Poor's Rating	A+
CA Status	Admitted
Coverage Term	March 1, 2020 to March 1, 2021

Limits

Each Occurrence	\$ 5,000,000
Annual Aggregate, where applicable	\$ 10,000,000

Underlying Coverage

Carrier: Allied World Casualty Assurance
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 10,000,000
Annual Aggregate, where applicable	\$ 20,000,000

Carrier: Great American Assurance Company
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Carrier: Certain Underwriters at Lloyd's, London
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Carrier: The Princeton Excess & Surplus Lines Ins. Co.
Term: 03/01/2020 to 03/01/2021

	Limits	Annual Aggregate Limit
Auto Liability per Accident	\$ 10,000,000	\$ N/A
General Liability per Occurrence	\$ 10,000,000	\$ N/A
Law Enforcement Liability	\$ 10,000,000	\$ 20,000,000
Wrongful Acts Liability	\$ 10,000,000	\$ 30,000,000
Employee Benefits Liability	\$ 10,000,000	\$ 20,000,000
Sexual Abuse	\$ 10,000,000	\$ 20,000,000

Miscellaneous Professional Liability	\$ 10,000,000	\$ 20,000,000
Self-Insured Retention(SIR)	\$ 2,000,000	
Policy Premium	\$ 55,000.00	
Terrorism Option	\$ Included in the Premium Above	
	\$ -5,500.00	Commission Rebate
	\$ 49,500.00	Total Annual Cost
Minimum Earned Premium	25 %	

Endorsements & Exclusions (including by not limited to)

Great American will follow all the exclusions and limitations of the Princeton Excess & Surplus Lines Ins Co. coverage form and any additional exclusions/modifications/limitation as noted in their quote.

Great American – Exclusions, Limitations and/or Attachments

Form No.	Description
GAI6524 (06/97)	Excess Liability Coverage Form
GAI6774 (12/13)	Exclusion – Recording & Distribution of Material or Information in Violation of Statutes or Common Law
GAI6650 (03/03)	War Liability Exclusion
IL7324 (08/12)	Economic and Trade Sanctions Clause
IL7268 (09/09)	In Witness Clause
GAI6597 (06/97)	Loss Defense Within Limits of Insurance
GAI6011 (06/97)	Amendment of Cancellation Condition – California
GAI6965 (10/14)	Following Form Endorsement
GAI6704 (01/13)	California Changes
GAI6452 (04/15)	Cap on Losses from Certified Acts of Terrorism
GAI6472 (04/15)	Disclosure Pursuant to Terrorism Risk Insurance Act

Quote Valid Until March 1, 2020

Policy Auditable Not subject to audit

Binding Conditions

- Written Request to Bind Coverage
- Sign Terrorism Form if rejecting cover

See Disclaimer Page for Important Notices and Acknowledgement

Layer 6 - Excess Liability Coverage - \$18M x \$50M x \$2M SIR

Insurance Company	TDB/Pending
A.M. Best Rating	TDB/Pending
Standard & Poor's Rating	TDB/Pending
CA Status	Non-Admitted
Coverage Term	March 1, 2020 to March 1, 2021

Limits

Each Occurrence	\$ 18,000,000
Annual Aggregate, where applicable	\$ 18,000,000

Underlying Coverage

Carrier: Great American Assurance Company
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 5,000,000
Annual Aggregate, where applicable	\$ 10,000,000

Carrier: Allied World Casualty Assurance
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 10,000,000
Annual Aggregate, where applicable	\$ 20,000,000

Carrier: Great American Assurance Company
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Carrier: Certain Underwriters at Lloyd's, London
Term: 03/01/2020 to 03/01/2021

Each Occurrence	\$ 15,000,000
Annual Aggregate, where applicable	\$ 30,000,000

Carrier: The Princeton Excess & Surplus Lines Ins. Co.
Term: 03/01/2020 to 03/01/2021

	Limits	Annual Aggregate Limit
Auto Liability per Accident	\$ 10,000,000	\$ N/A
General Liability per Occurrence	\$ 10,000,000	\$ N/A
Law Enforcement Liability	\$ 10,000,000	\$ 20,000,000
Wrongful Acts Liability	\$ 10,000,000	\$ 30,000,000
Employee Benefits Liability	\$ 10,000,000	\$ 20,000,000
Sexual Abuse	\$ 10,000,000	\$ 20,000,000
Miscellaneous Professional Liability	\$ 10,000,000	\$ 20,000,000
Self-Insured Retention(SIR)	\$ 2,000,000	
Policy Premium	\$ 189,000.00 (Estimated Premium)	
Terrorism Option	\$ Included in the Premium Above	
	\$ 5,670.00	Surplus Lines Tax
	\$ 472.50	Stamping Fee
	\$ 195,142.50	Total Annual Cost
Minimum Earned Premium	25 %	

Endorsements & Exclusions (including by not limited to)

TBD / Pending

Quote Valid Until March 1, 2020

Policy Auditable Not subject to audit

Binding Conditions

- Written Request to Bind Coverage
- Sign Terrorism Form

See Disclaimer Page for Important Notices and Acknowledgement

Excess Workers' Compensation Coverage

Insurance Company	Arch Insurance Company
A.M. Best Rating	A+, XV (\$2 Billion or greater)
Standard & Poor's Rating	A+
CA Status	Admitted
Coverage Term	March 1, 2020 to March 1, 2021

Named Insured & Additional Named Insureds

San Diego Metropolitan Transit System
San Diego Transit Corporation
San Diego Metropolitan Transit Development Board
San Diego Trolley, Inc.

Limits

Workers' Compensation	Statutory Benefit
Employers Liability - Each Accident	\$ 2,000,000
Disease – Each Employee	\$ 2,000,000
Disease – Policy Limit	\$ 2,000,000
Retained Limit	\$ 1,000,000
Premium	\$ 214,531

Rate: 0.2232 per \$100 Payroll

Estimated Payroll \$96,116,211

Endorsements & Exclusions (including by not limited to)

Named Insured Endorsement

Losses Redefined to Include Allocated Loss Adjustment Expenses Endorsement

California Foreign Voluntary Compensation and Employers Liability and Repatriation Coverage Endorsement

California Terrorism Risk Insurance Program Reauthorization Act Disclosure Endorsement

California Amendatory Endorsement

**This policy is subject to Annual premium adjustment.
Your premium will be adjusted to reflect the actual payroll for the reporting period.**

It is imperative that Alliant and/or the carrier be notified IMMEDIATELY when a policyholder hires employees and/or begins operations in any state not listed in PART 3 A on the INFORMATION PAGE of the policy. Failure to obtain a workers' compensation policy in some states may result in substantial fines levied on the policyholder dating back to the original date of hire. Coverage for other states under PART 3 C. (OTHER STATES INSURANCE) of the workers' compensation policy may not fulfill the coverage verification requirement imposed by some states.

California Officer Exclusion Rule as of January 1, 2017: Only officers/directors of a corporation who own at least 15% of the issued and outstanding stock of the corporation can be excluded from coverage. A written waiver requesting exclusion (carrier specific) is required to be on file. Officers/directors with less than 15% ownership must be included and subject to the officer minimum/maximum for the policy year. Please refer to AB 2883 and/or the carrier for full details.

See Disclaimer Page for Important Notices and Acknowledgement

Named Insureds

San Diego Metropolitan Transit System (MTS)	
San Diego Metropolitan Transit Development Board (MTBD)	
San Diego Trolley, Inc. (SDTI)	
San Diego & Arizona Eastern Railway (SD&AE))	
San Diego Transit Corporation (SDTC)	
San Diego Vintage Trolley	

NAMED INSURED DISCLOSURE

- Name Insured(s) should match State of Incorporation filing. Inform Alliant if there is a difference or change.
- The First Named Insured policy status granted includes certain rights and responsibilities. These responsibilities do not apply to other Named Insureds on the policy. Some examples for First Named Insured status include; (1) being designated to act on behalf of all insureds for making policy changes, (2) receiving of correspondence, (3) distributing claim proceeds, and (4) making premium payments.
- **Are ALL entities listed as named insureds?** Coverage is **not** automatically afforded to all entities unless specifically named. Confirm with your producer and service team that all entities to be protected are on the correct policy. Not all entities may be listed on all policies based on coverage line.
- Additional named insured is (1) A person or organization, other than the first named insured, identified as an insured in the policy declarations or an addendum to the policy declarations. (2) A person or organization added to a policy after the policy is written with the status of named insured. This entity would have the same rights and responsibilities as an entity named as an insured in the policy declarations (other than those rights and responsibilities reserved to the first named insured).
- Applies to Professional Liability, Pollution Liability, Directors & Officers Liability, Employment Practices Liability, Fiduciary Liability policies (this list not all inclusive). Check your Policy language for applicability. These policies provide protection to the Named Insured for claims made against it alleging a covered wrongful act.

Glossary of Insurance Terms

Below are a couple of links to assist you in understanding the insurance terms you may find within your insurance coverages:

<http://insurancecommunityuniversity.com/UniversityResources/InsuranceGlossaryFREE.aspx>

<http://www.ambest.com/resource/glossary.html>

<http://www.irmi.com/online/insurance-glossary/default.aspx>

OTHER ALLIANT SERVICES

Alliant Business Services: HR Membership Program

Strategic HR

Strategic HR's Membership Program is designed to help our clients protect

their company or organization by averting potential problems before they develop, and quickly responding to employment-related issues after they occur. In addition, HR members have access to a wide array of tools and resources to help them navigate the complex world of human resources.

<p>The HR Membership Program provides clients of Alliant Insurance Services with the following:</p> <ul style="list-style-type: none"> • Consultation with Human Resources Experts: Assigned consultants respond quickly with advice and guidance on any HR or safety issue, such as: <ul style="list-style-type: none"> • Problem employees • Terminations • Compliance • Wage and hour issues • Leaves of absence • Harassment • Human Resources Seminars and Webinars: With employment laws and regulations constantly changing, it is imperative that employers stay current. Members receive a significant discount on admission to our webinar seminars on a variety of topics including HR, Employment Laws and Management Training. • Online Access to HR Forms, Guidelines, Policies and checklists: By accessing the password-protected members-only section of the Strategic HR web site, members have a wide range of documents available at no charge. Topics include, but are not limited to: <ul style="list-style-type: none"> • Hiring • Payroll and Recordkeeping • Performance Evaluations • Leaves of Absences • Discipline and Termination • Harassment and Investigation • Sample Policies and Required Forms • Answers to frequently asked HR questions 	<ul style="list-style-type: none"> • Alerts and Notices: Clients who are enrolled in a Strategic HR Program receive timely alerts on employment law legislation and regulations, as well as notices regarding employment trends, best practices and more. • Compensation Data: Each program level provides a certain number of salary surveys. The surveys provide compensation information with data that is customized to a specific industry and geographic location. • Special Member Pricing on HR Projects and Services: Members receive preferred rates on a wide array of projects and services, including: <ul style="list-style-type: none"> • Employee handbooks • HR audits • Job description review and development • Affirmative Action Plans • Compensation systems • Call Center Services • HR Outsourcing • Management & Supervisory Training • Preferred rates on HR partners, such as: <ul style="list-style-type: none"> • Compliance Posters: mandated federal and state employment posters • HR Plus: accurate and timely background information • Payroll Solutions: payroll services • Strategic HR Staffing – temporary and fulltime placement <p>Please contact SHR for details.</p> <p>Contact Information: (866)716-6294 Toll free clientcare@strategichr.com</p>
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OTHER ALLIANT SERVICES

Alliant Loss Control Services

HAZARD IDENTIFICATION, EVALUATION, ELIMINATION AND CONTROL WILL PROTECT YOUR COMPANY, LOWER INSURANCE COSTS, AND IMPROVE SERVICE.

Accidents and avoidable incidents that result in financial loss can threaten the very existence and long-term viability of your company. They mean lost time, damaged property, diversion of resources, and possible legal and medical expenses that can place a huge burden on your organization and prevent you from reaching your business goals.

Alliant's Risk Control Consulting helps clients identify and reduce loss exposures. Our specialists can help prevent costly accidents and losses, which can lead to lower insurance costs. Whatever the size of your company or scope of your operations, we can help strengthen your safety and risk management programs with proven services that protect lives, safeguard assets, and control costs. Services are not limited to those listed below.

<p>How to Choose the Right Risk Control Consultant</p> <p>When seeking a qualified risk control consultant, you should ask:</p> <ul style="list-style-type: none"> ▪ Does the consultant have specific commercial experience for your type(s) of operations and assets? ▪ Does the consultant have the resources and availability to do the job when you need it and for your intended use? ▪ Do they tell you whatever you need to know to control risk or only what you want to hear? ▪ Does the consultant have a support team of experts able to help you if there is an regulatory citation, a serious claims, or challenging litigation? <p>Each of the above questions can be answered <u>YES</u> by Alliant's Risk Control Consulting.</p> <p>Alliant also offers:</p> <ul style="list-style-type: none"> ▪ Extensive Experience in Diverse Business Sectors ▪ Nationwide Coverage ▪ Local Expertise ▪ Peer Review 	<p>Safety Services</p> <ul style="list-style-type: none"> ▪ Program Development ▪ On-Site Hazard/Risk Assessments ▪ Ergonomics ▪ Industrial Hygiene ▪ Fleet Safety Analysis ▪ General Liability ▪ Training Services <p>Workers' Compensation Services</p> <ul style="list-style-type: none"> ▪ Loss Prevention (Safety) ▪ Risk Control (Injury Management) ▪ Recordkeeping Management <p>Property Risk Control Services</p> <ul style="list-style-type: none"> ▪ Fire System Evaluation ▪ Risk Assessment ▪ Loss Estimates ▪ Hazard Analysis ▪ Loss Prevention and Risk Control Program Analysis ▪ Property Marketing Reports ▪ Business Interruption Analysis and Continuity Planning ▪ Infrared and Ultrasonic Testing <p>To learn more about our risk control consulting and safety services: (888) 737-4752 Toll Free riskcontrol@alliantinsurance.com</p>
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Disclosures

This proposal of insurance is provided as a matter of convenience and information only. All information included in this proposal, including but not limited to personal and real property values, locations, operations, products, data, automobile schedules, financial data and loss experience, is based on facts and representations supplied to Alliant Insurance Services, Inc. by you. This proposal does not reflect any independent study or investigation by Alliant Insurance Services, Inc. or its agents and employees.

Please be advised that this proposal is also expressly conditioned on there being no material change in the risk between the date of this proposal and the inception date of the proposed policy (including the occurrence of any claim or notice of circumstances that may give rise to a claim under any policy which the policy being proposed is a renewal or replacement). In the event of such change of risk, the insurer may, at its sole discretion, modify, or withdraw this proposal, whether or not this offer has already been accepted.

This proposal is not confirmation of insurance and does not add to, extend, amend, change, or alter any coverage in any actual policy of insurance you may have. All existing policy terms, conditions, exclusions, and limitations apply. For specific information regarding your insurance coverage, please refer to the policy itself. Alliant Insurance Services, Inc. will not be liable for any claims arising from or related to information included in or omitted from this proposal of insurance.

Alliant embraces a policy of transparency with respect to its compensation from insurance transactions. Details on our compensation policy, including the types of income that Alliant may earn on a placement, are available on our website at www.alliant.com. For a copy of our policy or for any inquiries regarding compensation issues pertaining to your account you may also contact us at: Alliant Insurance Services, Inc., Attention: General Counsel, 701 B Street, 6th Floor, San Diego, CA 92101.

Analyzing insurers' over-all performance and financial strength is a task that requires specialized skills and in-depth technical understanding of all aspects of insurance company finances and operations. Insurance brokerages such as Alliant Insurance typically rely upon rating agencies for this type of market analysis. Both A.M. Best and Standard and Poor's have been industry leaders in this area for many decades, utilizing a combination of quantitative and qualitative analysis of the information available in formulating their ratings.

A.M. Best has an extensive database of nearly 6,000 Life/Health, Property Casualty and International companies. You can visit them at www.ambest.com. For additional information regarding insurer financial strength ratings visit Standard and Poor's website at www.standardandpoors.com.

Our goal is to procure insurance for you with underwriters possessing the financial strength to perform. Alliant does not, however, guarantee the solvency of any underwriters with which insurance or reinsurance is placed and maintains no responsibility for any loss or damage arising from the financial failure or insolvency of any insurer. We encourage you to review the publicly available information collected to enable you to make an informed decision to accept or reject a particular underwriter. To learn more about companies doing business in your state, visit the Department of Insurance website for that state.

New York Regulation 194

Alliant Insurance Services, Inc. is an insurance producer licensed by the State of New York. Insurance producers are authorized by their license to confer with insurance purchasers about the benefits, terms and conditions of insurance contracts; to offer advice concerning the substantive benefits of particular insurance contracts; to sell insurance; and to obtain insurance for purchasers. The role of the producer in any particular transaction typically involves one or more of these activities.

Compensation will be paid to the producer, based on the insurance contract the producer sells. Depending on the insurer(s) and insurance contract(s) the purchaser selects, compensation will be paid by the insurer(s) selling the insurance contract or by another third party. Such compensation may vary depending on a number of factors, including the insurance contract(s) and the insurer(s) the purchaser selects. In some cases, other factors such as the volume of business a producer provides to an insurer or the profitability of insurance contracts a producer provides to an insurer also may affect compensation.

The insurance purchaser may obtain information about compensation expected to be received by the producer based in whole or in part on the sale of insurance to the purchaser, and (if applicable) compensation expected to be received based in whole or in part on any alternative quotes presented to the purchaser by the producer, by requesting such information from the producer.

Privacy

At Alliant, one of our top priorities is making sure that the information we have about you is protected and secure. We value our relationship with you and work hard to preserve your privacy and ensure that your preferences are honored. At the same time, the very nature of our relationship may result in Alliant's collecting or sharing certain types of information about you in order to provide the products and services you expect from us. Please take the time to read our full Privacy Policy posted at www.alliant.com, and contact your Alliant service team should you have any questions.

Other Disclosures/Disclaimers

FATCA

The Foreign Account Tax Compliance Act (FATCA) requires the notification of certain financial accounts to the United States Internal Revenue Service. Alliant does not provide tax advice so please contact your tax consultant for your obligation regarding FATCA.

NRRA

(Applicable if the insurance company is non-admitted)

The Non-Admitted and Reinsurance Reform Act (NRRA) went into effect on July 21, 2011. Accordingly, surplus lines tax rates and regulations are subject to change which could result in an increase or decrease of the total surplus lines taxes and/or fees owed on this placement. If a change is required, we will promptly notify you. Any additional taxes and/or fees must be promptly remitted to Alliant Insurance Services, Inc.

Guarantee Funds

Established by law in every state, guaranty funds are maintained by a state's insurance commissioner to protect policyholders in the event that an insurer becomes insolvent or is unable to meet its financial obligations. *If your insurance carrier is identified as 'Non-Admitted', your policy is not protected by your state's Guaranty Fund.*

Other Disclosures/Disclaimers (continued)

Claims Reporting

Your policy will come with specific claim reporting requirements. Please make sure you understand these obligations. Contact your Alliant Service Team with any questions.

Claims Made Policy

(Applicable to any coverage that is identified as claims made)

This claims-made policy contains a requirement stating that this policy applies only to any claim first made against the Insured and reported to the insurer during the policy period or applicable extended reporting period. Claims must be submitted to the insurer during the policy period, or applicable extended reporting period, as required pursuant to the Claims/Loss Notification Clause within the policy in order for coverage to apply. Late reporting or failure to report pursuant to the policy's requirements could result in a disclaimer of coverage by the insurer.

Any Employment Practices Liability (EPL) or Directors & Officers (D&O) with EPL coverage must give notice to the insurer of any charges / complaints brought by any state / federal agency (i.e. EEOC and similar proceedings) involving an employee. To preserve your rights under the policy, it is important that timely notice be given to the insurer, whether or not a right to sue letter has been issued.

Changes and Developments

It is important that we be advised of any changes in your operations, which may have a bearing on the validity and/or adequacy of your insurance. The types of changes that concern us include, but are not limited to, those listed below:

- Changes in any operations such as expansion to another state, new products, or new applications of existing products.
- Travel to any state not previously disclosed.
- Permanent operations outside the United States, Canada or Puerto Rico.
- Mergers and/or acquisition of new companies and any change in business ownership, including percentages.
- Any newly assumed contractual liability, granting of indemnities or hold harmless agreements.
- Any changes in existing premises including vacancy, whether temporary or permanent, alterations, demolition, etc. Also, any new premises either purchased, constructed or occupied
- Circumstances, which may require an increased liability insurance limit.
- Any changes in fire or theft protection such as the installation of or disconnection of sprinkler systems, burglar alarms, etc. This includes any alterations to the system.
- Immediate notification of any changes to a scheduled of equipment, property, vehicles, electronic data processing, etc.
- Property of yours that is in transit, unless previously discussed and/or currently insured.

Other Disclosures/Disclaimers (continued)

Certificates of Liability Insurance / Evidence of Property Insurance

A Certificate or Evidence is issued as a matter of information only and confers no rights upon the recipient. The certificate does not affirmatively or negatively amend, extend or alter the coverage afforded by a policy. Nor does it constitute a contract between the issuing insurer(s), authorized representative, producer or recipient.

You may have signed contracts, leases or other agreements requiring you to provide this evidence. In those agreements, you may assume obligations and/or liability for others (Indemnification, Hold Harmless) and some of the obligations that are not covered by insurance. We recommend that you and your legal counsel review these documents.

In addition to providing a Certificate or Evidence of insurance, you may be required to name your landlord, client or customer on your policy as loss payee on property insurance or as an additional insured on liability insurance. Adding a party as an additional insured is only possible with permission of the insurance company, added by endorsement and, in some cases, an additional premium.

By naming the Certificate holder as additional insured, there are consequences to your risks and insurance policy including:

- Your policy limits are now shared with other entities; their claims involvement may reduce or exhaust your aggregate limit.
- Your policy may provide higher limits than required by contract; your full limits can be exposed to the additional insured.
- There may be conflicts in defense when your insurer has to defend both you and the additional insured.
- An additional insured endorsement will most likely not provide notification of cancellation. Some insurance companies use a “blanket” additional insured endorsement that provides automatically when it is required in a written contract. Most insurance companies do not want to be notified of all additional insureds when there is a blanket endorsement on the policy. If a notice of cancellation is required for the additional insured party, you must notify us immediately and we will request an endorsement from your insurance company. There may be an additional premium for adding a notice of cancellation endorsement for an additional insured.

See Request to Bind Coverage page for acknowledgment of all disclaimers and disclosures.

Request to Bind Coverage

San Diego Metropolitan Transit System (SDMTS)

We have reviewed the proposal and agree to the terms and conditions of the coverages presented. We are requesting coverage to be bound as outlined by coverage line below:

Coverage Line	Bind Coverage for:
Excess Liability – Layer 1	<input type="checkbox"/>
Excess Liability – Layer 2	<input type="checkbox"/>
Excess Liability – Layer 3	<input type="checkbox"/>
Excess Liability – Layer 4	<input type="checkbox"/>
Excess Liability – Layer 5	<input type="checkbox"/>
Excess Liability – Layer 6	<input type="checkbox"/>
Excess Workers Compensation	<input type="checkbox"/>

This Authorization to Bind Coverage also acknowledges receipt and review of all disclaimers and disclosures, including exposures used to develop insurance terms, contained within this proposal.

_____ Signature of Authorized Representative	_____ Date
_____ Title	
_____ Printed / Typed Name	

This proposal does not constitute a binder of insurance. Binding is subject to final carrier approval. The actual terms and conditions of the policy will prevail.

Electronic Delivery Option Form

Alliant Insurance Services, Inc. may be required by law to obtain consent from insureds prior to providing electronic delivery of documents, including the policy. You may change your option at any time. Please select one of the following:

- ☐ **ELECTION OF ELECTRONIC INSURANCE DOCUMENT DELIVERY**
I elect to receive all my documents electronically and acknowledge I may no longer receive paper copies unless I sign a new form requesting both electronic and paper copies or specifically request them.
- ☐ **ELECTION OF ELECTRONIC INSURANCE DOCUMENT DELIVERY AND PAPER DELIVERY**
I elect to receive both electronic and paper copies of my insurance policy and supporting documents.
- ☐ **REJECTION OF ELECTRONIC INSURANCE DOCUMENT DELIVERY**
I reject the option to receive my insurance policy and supporting documents electronically. I will receive paper copies of such documents.
- ☐ **ELECTION TO WITHDRAW CONSENT OF ELECTRONIC DELIVERY**
I withdraw my previous consent of electronic delivery of my insurance policy and supporting documents. I elect to receive paper copies of such document going forward.

Named Insured: ACCTNAME

Print Name of Authorized Representative

Title

Signature of Authorized Representative

Date Signed

If you have selected electronic document delivery, please provide the email address for the individual(s) who should receive these documents. If this information changes, please provide updated details to your service team.

This selection remains intact until revised by you.

IMPORTANT NOTICE:

- 1. The insurance policy that you are applying to purchase is being issued by an insurer that is not licensed by the State of California. These companies are called “nonadmitted” or “surplus line” insurers.**
- 2. The insurer is not subject to the financial solvency regulation and enforcement that apply to California licensed insurers.**
- 3. The insurer does not participate in any of the insurance guarantee funds created by California law. Therefore, these funds will not pay your claims or protect your assets if the insurer becomes insolvent and is unable to make payments as promised.**
- 4. The insurer should be licensed either as a foreign insurer in another state in the United States or as a non-United States (alien) insurer. You should ask questions of your insurance agent, broker, or “surplus line” broker or contact the California Department of Insurance at the toll-free number 1-800-927-4357 or internet website www.insurance.ca.gov. Ask whether or not the insurer is licensed as a foreign or non-United States (alien) insurer and for additional information about the insurer. You may also visit the NAIC’s internet website at www.naic.org. The NAIC—the National Association of Insurance Commissioners—is the regulatory support organization created and governed by the chief insurance regulators in the United States.**
- 5. Foreign insurers should be licensed by a state in the United States and you may contact that state’s department of insurance to obtain more information about that insurer. You can find a link to each state from this NAIC internet website: https://naic.org/state_web_map.htm.**

6. For non-United States (alien) insurers, the insurer should be licensed by a country outside of the United States and should be on the NAIC's International Insurers Department (IID) listing of approved nonadmitted non-United States insurers. Ask your agent, broker, or "surplus line" broker to obtain more information about that insurer.

7. California maintains a "List of Approved Surplus Line Insurers (LASLI)." Ask your agent or broker if the insurer is on that list, or view that list at the internet website of the California Department of Insurance: www.insurance.ca.gov/01-consumers/120-company/07-lasli/lasli.cfm.

8. If you, as the applicant, required that the insurance policy you have purchased be effective immediately, either because existing coverage was going to lapse within two business days or because you were required to have coverage within two business days, and you did not receive this disclosure form and a request for your signature until after coverage became effective, you have the right to cancel this policy within five days of receiving this disclosure. If you cancel coverage, the premium will be prorated and any broker's fee charged for this insurance will be returned to you.

Date: _____

Insured: _____

D-1 (Effective January 1, 2020)

Named Insured : San Diego Metropolitan Transit System**Policy No. or Type of Policy: Renewal of N1-A3-RL-0000109-02 Effective Date: 03/01/2020****Insurance Company: The Princeton Excess and Surplus Lines Insurance Company**

POLICYHOLDER DISCLOSURE NOTICE OF TERRORISM INSURANCE COVERAGE

You are hereby notified that under the Terrorism Risk Insurance Act, as amended, you now have a right to purchase insurance coverage for losses resulting from acts of terrorism, *as defined in Section 102(1) of the Act*: The term "act of terrorism" means any act or acts that are certified by the Secretary of the Treasury in consultation with the Secretary of Homeland Security, and the Attorney General of the United States--to be an act of terrorism; to be a violent act or an act that is dangerous to human life, property, or infrastructure; to have resulted in damage within the United States, or outside the United States in the case of certain air carriers or vessels or the premises of a United States mission; and to have been committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

YOU SHOULD KNOW THAT WHERE COVERAGE IS PROVIDED BY THIS POLICY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM, SUCH LOSSES MAY BE PARTIALLY REIMBURSED BY THE UNITED STATES GOVERNMENT UNDER A FORMULA ESTABLISHED BY FEDERAL LAW. HOWEVER, YOUR POLICY MAY CONTAIN OTHER EXCLUSIONS WHICH MIGHT AFFECT YOUR COVERAGE, SUCH AS AN EXCLUSION FOR NUCLEAR EVENTS. UNDER THE FORMULA, THE UNITED STATES GOVERNMENT GENERALLY REIMBURSES 85% THROUGH 2015; 84% BEGINNING ON JANUARY 1, 2016; 83% BEGINNING ON JANUARY 1, 2017; 82% BEGINNING ON JANUARY 1, 2018; 81% BEGINNING ON JANUARY 1, 2019 AND 80% BEGINNING ON JANUARY 1, 2020 OF COVERED TERRORISM LOSSES EXCEEDING THE STATUTORILY ESTABLISHED DEDUCTIBLE PAID BY THE INSURANCE COMPANY PROVIDING THE COVERAGE. THE PREMIUM CHARGED FOR THIS COVERAGE IS PROVIDED BELOW AND DOES NOT INCLUDE ANY CHARGES FOR THE PORTION OF LOSS THAT MAY BE COVERED BY THE FEDERAL GOVERNMENT UNDER THE ACT.

YOU SHOULD ALSO KNOW THAT THE TERRORISM RISK INSURANCE ACT, AS AMENDED, CONTAINS A \$100 BILLION CAP THAT LIMITS U.S. GOVERNMENT REIMBURSEMENT AS WELL AS INSURERS' LIABILITY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM WHEN THE AMOUNT OF SUCH LOSSES IN ANY ONE CALENDAR YEAR EXCEEDS \$100 BILLION, IF THE AGGREGATE INSURED LOSSES FOR ALL INSURERS EXCEED \$100 BILLION, YOUR COVERAGE MAY BE REDUCED.

SELECTION OR REJECTION OF TERRORISM INSURANCE COVERAGE

_____ I hereby elect to purchase Terrorism coverage as defined in the Terrorism Risk Insurance Act, as amended, for a prospective premium of \$8,890 for Option 1 or \$8,165 for Option 2.

_____ I hereby elect to have the exclusion for terrorism coverage attached to my policy. I understand that an exclusion will be attached to my policy and I will have no coverage for losses resulting from certified acts of terrorism.

Policyholder/Applicant's Signature

Print Name

Date

TERRORISM RISK INSURANCE ACT

The following is a partial summary of the Terrorism Risk Insurance Act, as amended, (hereinafter referred to as the Act). Only the provisions of the Act determine the scope of the insurance protection available for the losses covered under the Act. The Act has been extended through December 31, 2020.

The Act provides coverage for property and casualty insurance for "insured losses" as a result of an "act of terrorism." As stated in the Act:

- A. "Insured loss" means any loss resulting from an "act of terrorism" (including an act of war, in the case of worker's compensation) that is covered by primary or excess property and casualty insurance issued by an insurer if such loss:
 - 1. occurs within the United States; or
 - 2. occurs to an air carrier (as defined in section 40102 of title 49, United States Code), to a United States flag vessel (or a vessel based principally in the United States, on which US income tax is paid and whose insurance coverage is subject to regulation in the United States), regardless of where the loss occurs, or at the premises of any United States mission.
- B. "Act of terrorism" means any act or acts that are certified by the Secretary of the Treasury, in consultation with the Secretary of Homeland Security and the Attorney General of the United States:
 - 1. To be an act of terrorism;
 - 2. To be a violent act or an act that is dangerous to:
 - a. human life;
 - b. property; or
 - c. infrastructure;
 - 3. to have resulted in damage within the United States, or outside of the United States in the case of:
 - a. an air carrier or vessel described in paragraph (5)(B) of Section 102 of the Act; or
 - b. the premises of a United States mission; and
 - 4. to have been committed by an individual or individuals, as part of an effort to coerce the civilian populations of the United States or to influence the policy or affect the conduct of the United States Government by coercion.
- C. Section 102 (1)(B) of the Act states "no act shall be certified by the Secretary as an act of terrorism if:
 - 1. the act is committed as part of the course of a war declared by the Congress, except that this clause shall not apply with respect to any coverage for workers' compensation; or
 - 2. property and casualty insurance losses resulting from the acts, in the aggregate, do not exceed \$5,000,000."
- D. The Act also contains a "program trigger" in Section 103(e)(1)(B), pursuant to which the federal government does not pay compensation for losses resulting from a certified act occurring after December 31, 2007, unless aggregate industry insured losses from such a certified act exceed a certain amount, or "trigger." For insured losses occurring in 2008 and for all additional calendar years, the program trigger is \$100,000,000 through 2015, \$120,000,000 beginning on January 1, 2016, \$140,000,000 beginning on January 1, 2017, \$160,000,000 beginning on January 1, 2018, \$180,000,000 beginning on January 1, 2019, \$200,000,000 beginning on January 1, 2020, of aggregate industry insured losses.

- E. The Act does not apply to: crop or livestock insurance; private mortgage insurance or title insurance; financial guaranty insurance issued by monoline financial guaranty insurance corporations; insurance for medical malpractice; health or life insurance; flood insurance provided under the National Flood Insurance Act of 1968; commercial automobile insurance; burglary and theft insurance; surety insurance; professional liability insurance (except Directors and Officers Liability); or farm owners multiple peril insurance.
- F. Under the Act for calendar years through December 31, 2020, the federal government will reimburse the insurance company for 85% through 2015; 84% beginning on January 1, 2016; 83% beginning on January 1, 2017; 82% beginning on January 1, 2018; 81% beginning on January 1, 2019 and 80% beginning on January 1, 2020 of its insured losses in excess of a deductible, until aggregate "insured losses" in any calendar year exceed \$100 billion. Each insurer's deductible will be 20% of its direct earned premium for property and casualty insurance (as reported on Page 14 of the company's Annual Statement), over the immediately preceding calendar year.

For the purposes of determining such deductibles, direct earned premium means only the premiums earned on the commercial lines property and casualty insurance covered by the Act for U.S. risks or vessels, aircraft and foreign missions outside the U.S. covered by the Act.

Neither the insurance company (having met its statutorily mandated share as described above) nor the federal government will be liable for payment of any portion of "insured losses" under the Act that exceeds \$100 billion in the aggregate during any calendar year.

ENDORSEMENT NUMBER 9**POLICYHOLDER DISCLOSURE NOTICE OF TERRORISM
INSURANCE COVERAGE**

You are hereby notified that under the Terrorism Risk Insurance Act of 2002, as amended ("TRIA"), that you now have a right to purchase insurance coverage for losses arising out of acts of terrorism, **as defined in Section 102(1) of the Act, as amended:** The term "act of terrorism" means any act that is certified by the Secretary of the Treasury, in consultation with the Secretary of Homeland Security and the Attorney General of the United States, to be an act of terrorism; to be a violent act or an act that is dangerous to human life, property, or infrastructure; to have resulted in damage within the United States, or outside the United States in the case of an air carrier or vessel or the premises of a United States mission; and to have been committed by an individual or individuals, as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion. Any coverage you purchase for "acts of terrorism" shall expire at 12:00 midnight December 31, 2020, the date on which the TRIA Program is scheduled to terminate, or the expiry date of the policy whichever occurs first, and shall not cover any losses or events which arise after the earlier of these dates.

YOU SHOULD KNOW THAT COVERAGE PROVIDED BY THIS POLICY FOR LOSSES CAUSED BY CERTIFIED ACTS OF TERRORISM IS PARTIALLY REIMBURSED BY THE UNITED STATES UNDER A FORMULA ESTABLISHED BY FEDERAL LAW. HOWEVER, YOUR POLICY MAY CONTAIN OTHER EXCLUSIONS WHICH MIGHT AFFECT YOUR COVERAGE, SUCH AS AN EXCLUSION FOR NUCLEAR EVENTS. UNDER THIS FORMULA, THE UNITED STATES PAYS 85% THROUGH 2015; 84% BEGINNING ON JANUARY 1, 2016; 83% BEGINNING ON JANUARY 1, 2017; 82% BEGINNING ON JANUARY 1, 2018; 81% BEGINNING ON JANUARY 1, 2019 AND 80% BEGINNING ON JANUARY 1, 2020; OF COVERED TERRORISM LOSSES EXCEEDING THE STATUTORILY ESTABLISHED DEDUCTIBLE PAID BY THE INSURER(S) PROVIDING THE COVERAGE. YOU SHOULD ALSO KNOW THAT THE TERRORISM RISK INSURANCE ACT, AS AMENDED, CONTAINS A USD100 BILLION CAP THAT LIMITS U.S. GOVERNMENT REIMBURSEMENT AS WELL AS INSURERS' LIABILITY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM WHEN THE AMOUNT OF SUCH LOSSES IN ANY ONE CALENDAR YEAR EXCEEDS USD100 BILLION. IF THE AGGREGATE INSURED LOSSES FOR ALL INSURERS EXCEED USD100 BILLION, YOUR COVERAGE MAY BE REDUCED.

THE PREMIUM CHARGED FOR THIS COVERAGE IS PROVIDED BELOW AND DOES NOT INCLUDE ANY CHARGES FOR THE PORTION OF LOSS COVERED BY THE FEDERAL GOVERNMENT UNDER THE ACT.

<input type="checkbox"/>	I hereby elect to purchase coverage for acts of terrorism for a prospective premium of USD 5%*
<input type="checkbox"/>	I hereby elect to have coverage for acts of terrorism excluded from my policy. I understand that I will have no coverage for losses arising from acts of terrorism.

Policyholder/Applicant's Signature

Hiscox Syndicate 33

Print Name

Policy Number

Date

LMA9104
12 January 2015

*Included in premium hereon. No reduction in premium if TRIA not purchased.



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POLICYHOLDER DISCLOSURE
TERRORISM COVERAGE UNDER THE TERRORISM RISK INSURANCE ACT

The Terrorism Risk Insurance Act establishes a program within the United States Department of the Treasury, under which the Federal Government shares, with the insurance industry, the risk of loss from future terrorist attacks. The Act applies when the Secretary of the Treasury certifies that an event meets the definition of an act of terrorism. The Act provides that, to be certified, an act of terrorism must cause losses of at least five million dollars and must have been committed by an individual or individuals as part of an effort to coerce the government or population of the United States.

The United States Government, Department of the Treasury, will pay a share of terrorism losses insured under the federal program. The federal share equals a percentage, as outlined below; of that portion of the amount of such insured losses that exceeds the applicable insurer retention.

Calendar Year	2015	2016	2017	2018	2019	2020
Federal Share	85%	84%	83%	82%	81%	80%

The Terrorism Risk Insurance Act contains a \$100 billion cap that limits U.S. Government reimbursement as well as insurers' liability for losses resulting from certified acts of terrorism when the amount of such losses in any one calendar year exceeds \$100 billion. If the aggregate insured losses for all insurers exceed \$100 billion, your coverage may be reduced.

In accordance with the Terrorism Risk Insurance Act, we are required to offer you coverage for losses resulting from an act of terrorism **that is certified under the federal program** as an act of terrorism. The policy's other provisions will still apply to such an act.

This coverage is being included **at no additional charge**; however, if you wish to reject this coverage please sign and date where indicated below and return to the company. By doing so, you agree that an exclusion of losses from certified acts of terrorism will be made part of this policy.

Rejection of Terrorism Coverage

By signing below I acknowledge that I am rejecting the offer of terrorism coverage. I understand that an exclusion of losses from certified acts of terrorism will be made part of this policy.

Policyholder/Applicant's Signature

San Diego Metropolitan Transit System

Named Insured

Great American Assurance Company

Insurance Company

Policyholder/Applicant's Name (Please Print)

Policy Number

Date

**POLICYHOLDER DISCLOSURE STATEMENT
UNDER THE
TERRORISM RISK INSURANCE ACT**

The **insured** is hereby notified that under the federal Terrorism Risk Insurance Act, as amended, (the “Act”), the **insured** has a right to purchase insurance coverage for **losses** arising out of an Act of Terrorism, as defined in Section 102(1) of the Act. The term “act of terrorism” means any act certified by the Secretary of the Treasury, in consultation with the Secretary of Homeland Security and the Attorney General of the United States to be an act of terrorism; to be a violent act or an act that is dangerous to human life, property, or infrastructure; to have resulted in damage within the United States, or outside of the United States in case of certain air carriers or vessels or the premises of a United States mission; and to have been committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion. The **insured** should read the Act for a complete description of its coverage. The Secretary’s decision to certify or not to certify an event as an Act of Terrorism covered by the Act is final and not subject to review.

Coverage provided by this **policy** for **losses** caused by a Certified Act of Terrorism may be partially reimbursed by the United States Government under a formula established by federal law. However, the **insured’s policy** may contain other exclusions that might affect coverage, such as an exclusion for nuclear events. Under the formula, the United States Government will generally reimburse 85% through 2015; 84% beginning on January 1, 2016; 83% beginning on January 1, 2017; 82% beginning on January 1, 2018; 81% beginning on January 1, 2019; and 80% beginning on January 1, 2020, of covered terrorism losses exceeding a statutorily established deductible that must be met by the **company**, and which deductible is based on a percentage of the **company’s** direct earned premiums for the year preceding the Certified Act of Terrorism.

Be advised that the Terrorism Risk Insurance Act, as amended, contains a \$100 billion cap on all losses resulting from Certified Acts of Terrorism. If aggregate insured losses attributable to Certified Acts of Terrorism exceed \$100 billion in a calendar year, the United States Government shall not make any payment for any portion of the amount of such loss that exceeds \$100 billion. If aggregate insured losses attributable to Certified Acts of Terrorism exceed \$100 billion in a calendar year and the **company** has met its deductible under the Act, the **company** shall not be liable for payment of any portion of the losses that exceeds \$100 billion, and in such case, insured losses up to that amount are subject to pro rata allocation in accordance with procedures established by the Secretary of the Treasury.

Coverage for “insured losses” as defined in the Act is subject to the coverage terms, conditions, amounts and limits in this **policy** applicable to **losses** arising from events other than Certified Acts of Terrorism.

The **insured** should know that under federal law, the **insured** is not required to purchase coverage for **losses** caused by Certified Acts of Terrorism.

Please indicate the selection of the **insured** below.

___ The **insured** hereby elects to purchase coverage in accordance with the Act for a premium of \$1,250.00.

___ The **insured** hereby rejects coverage and accepts reinstatement of the exclusion in accordance with the Act.

Signature of **insured** San Diego Metropolitan Transit System

Print/Title

Date

GL 00117 00 (01/15)



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

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

AMENDMENT TO CHIEF EXECUTIVE OFFICER EMPLOYMENT AGREEMENT

RECOMMENDATION:

That the Board of Directors approve an amendment to the Executive Employment Agreement (EEA) between MTS and Paul C. Jablonski to provide a merit bonus and a one-year contract extension (Attachment A).

Budget Impact

The CEO's current salary is \$390,114 plus contractual fringe benefits. No increase to base salary is proposed for calendar year 2020. The total discretionary bonus awarded for 2019 performance would be \$36,000. The proposed compensation package would result in a net increase of the CEO's compensation package over 2019 of \$12,000. Because of increases in MTS's overall healthcare insurance costs for 2020, the total increased value of the CEO's 2020 compensation package compared to 2019 would be \$13,344.

DISCUSSION:

At the Board's regular meeting on January 16, 2020 meeting, the Board conducted a closed session performance evaluation of Chief Executive Officer Paul Jablonski. The Board also conducted a closed session conference with Board Chair Nathan Fletcher, who acts as the Board's chief negotiator regarding the EEA, to discuss a potential merit increase for the CEO.

Section 4.b of Mr. Jablonski's EEA states:

Performance and Salary Review: Each year, beginning in January 2014, the Board of Directors shall review the performance of Mr. Jablonski and determine a salary adjustment, bonus or fringe benefit adjustment, if any. An award of a salary adjustment, bonus and/or fringe benefit adjustment,



if any, will be made by the Board of Directors in its sole and absolute discretion.

Some highlights of Mr. Jablonski's 2019 performance achievements include:

- Oversaw extensive Elevate SD 2020 public outreach and planning effort including:
 - Hundreds of meetings with stakeholders and community meetings
 - Polling and two sets of focus groups
 - Creation of a Vision Builder online exercise with 7000 responses
 - Evaluation and estimation of costs and benefits of proposed transit projects on the MTS network, ridership, and other factors such as greenhouse gas reductions
 - Developed financial model to support development of estimates for revenue generation and project costs as applied to various expenditure plan options
- Fleet replacement efforts to keep MTS Vehicles in a state of good repair:
 - Successfully completed a procurement for SD100 light rail vehicle replacement project, aiding transition to systemwide low-floor vehicles once all vehicles are delivered
 - Purchased 9 additional low-floor light rail vehicles to provide additional Blue and Orange Line service using Cap and Trade funded grant
 - Purchased replacements for MTS over-the-road coaches
 - Continued propane conversion of Paratransit fleet (68% completed in 2019)
- Implemented Zero Emission Bus Pilot (ongoing in 2020) to test and plan for zero emission buses throughout MTS's service territory
- Fully Implemented a Transit Optimization Plan to reevaluate and redeploy MTS transit services in order to better serve MTS passengers and increase ridership
- Successfully launched South Bay Rapid service, serving 2000 riders per day
- Gained City of San Diego support for a dedicated bus-only lane on El Cajon Boulevard
- Increased Blue Line service during morning peak hours, resulting in a 20% ridership increase during the morning peak
- Prepared a Mid-Coast staffing plan, including a hiring plan for additional LRV technicians to train for and support rollout of Mid-Coast service in 2021
- Completed final design for new fare collection system; project remains on-time for rollout in 2021

- Implemented Paratransit Taxicab pilot, resulting in \$400,000 savings (2019), 63,420 taxicab trips, and 97% customer satisfaction rate
- Reorganized MTS's Construction Management and Real Estate functions
- Received 13th consecutive Government Finance Officers Association Award for MTS's 2019 Comprehensive Financial Report (including a clean financial audit for FY 2019)
- Completed a first ever MTS Economic Impact Report demonstrating MTS's positive economic impact on the San Diego region
- Substantially increased revenue generated from MTS advertising assets, generating an additional \$3 million to support MTS transit services and capital needs
- Oversaw a success second-annual Free Ride Day with 87,000 additional riders using transit during event
- Oversaw the following performance metric improvements during Fiscal Year (FY) 2019 (over FY 18):
 - Increased MTS ridership by 3.5%
 - Improved On-Time Bus Performance by 0.5%
 - Reduced Preventable accidents by 0.8% (Bus) and 50% (Rail)
 - Increased Distance between Breakdowns by 5.2% (Bus) and 12.5% (Rail)
- As compared to MTS's peer agencies, under Mr. Jablonski's leadership, MTS carries more passengers for less money, by a substantial margin. (See Attachment B.)

In recognition of his exceptional performance, an amendment to Mr. Jablonski's EEA is proposed to provide a discretionary, one-time \$36,000 contribution to a deferred compensation account designated by Mr. Jablonski. No increase to base salary is proposed for calendar year 2020. Mr. Jablonski's pension is capped by state law, so the bonus does not increase his "pensionable compensation".

Mr. Jablonski's EEA is set to expire on December 31, 2020. Today's action would also extend the EEA by one year, to December 31, 2021.

/s/ Karen Landers
 Karen Landers
 General Counsel

Key Staff Contact: Karen Landers 619.557.4512, Karen.Landers@sdmts.com

Attachments: A. MTS Doc. No. G0912.13-04 – Proposed Amendment No. 13 to CEO Executive Employment Agreement
 B. Peer Agency Analysis (based on most current data available – FY 18)

February 13, 2020

MTS Doc. No. G0912.13-04

Mr. Paul Jablonski
Chief Executive Officer
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, California 92101

Dear Mr. Jablonski:

Subject: AMENDMENT 13 TO MTS DOC. NO. G0912.0-04
EXECUTIVE EMPLOYMENT AGREEMENT (CHIEF EXECUTIVE OFFICER)

This letter shall serve to modify our agreement for professional services pursuant to the Executive Employment Agreement dated July 1, 2008 and modified by amendments dated March 5, 2009, March 24, 2011, December 13, 2012, March 21, 2013, February 20, 2014, March 12, 2015, February 11, 2016, March 9, 2017, February 15, 2018, and April 11, 2019 ("Agreement"), as set forth below:

A. Changes Affecting Current Term (through December 31, 2020):

Modify Exhibit A "Fringe Benefits for Chief Executive Officer" to include the following additional fringe benefit, for calendar year 2020 only:

- 2020 Additional Deferred Compensation: One-time contribution of \$36,000.00 to a deferred compensation account as directed by Mr. Jablonski.

B. Extension of Term:

1. The current term of the Executive Employment Agreement expires on December 31, 2020. By this Amendment No. 13, the agreement shall be extended by an additional year, to December 31, 2021 ("2021 Term").
2. During the 2021 Term, and any holdover period thereafter, Agreement Paragraph 7(c) "Termination without Cause by MTS/Severance", sections (ii) and (iii) are replaced with the following:
 - (i) A "Severance Payment" equivalent to his then-in-effect Base Salary plus benefit accruals for 90 days, payable in a lump sum;
 - (ii) A Supplemental Retirement Payment for 90 days at the maximum IRS rate in effect on the date of termination, payable in a lump sum into his 401(a). If the amount owed exceeds the 401(a) limit, it shall be paid in cash; and

If you agree with the above, please sign in the space provided below and return one document marked "Original" to MTS. All other terms and conditions shall remain in effect.

Sincerely,

Accepted:

Nathan Fletcher
Chair

Paul C. Jablonski

Approved as to Form:

By: _____
Karen Landers, General Counsel

PEER ANALYSIS

Att. B, AI 10, 2/13/2020

Comparable Agencies to MTS

AGENCY NAME	ANNUAL RIDERSHIP	ANNUAL OPERATING COST	COST PER PASSENGER TRIP	FAREBOX RECOVERY
MTS Metropolitan Transit System (San Diego, CA)	85,429,212	\$284,436,283	\$3.33	31.7%

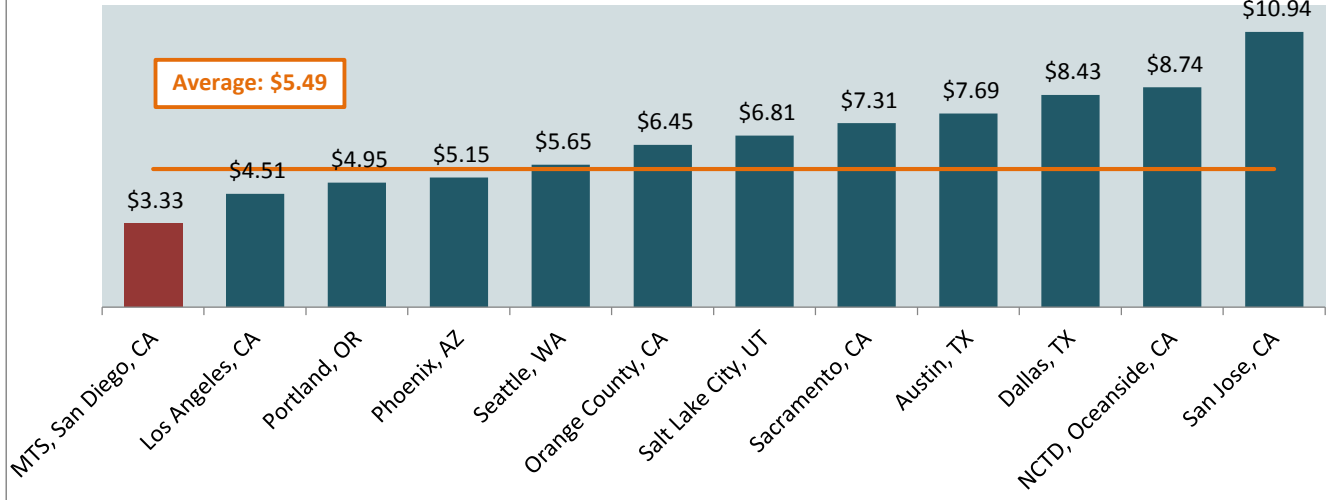
LA METRO Los Angeles County Metropolitan Transportation Authority (Los Angeles, CA)	394,361,657	\$1,777,308,055	\$4.51	17.7%
TRIMET Tri-County Metropolitan Transportation District of Oregon (Portland, OR)	97,033,281	\$480,116,590	\$4.95	25.3%
VALLEY METRO City of Phoenix/RPTA/Valley Metro Rail/vRide (Phoenix, AZ)	69,854,894	\$359,737,752	\$5.15	15.4%
KING COUNTY METRO King County Department of Transportation (Seattle, WA)	129,054,197	\$729,518,390	\$5.65	24.6%
OCTA Orange County Transportation Authority (Orange County, CA)	42,201,857	\$272,081,398	\$6.45	20.3%
UTA Utah Transit Authority (Salt Lake City, UT)	44,176,331	\$300,954,051	\$6.81	16.0%
RT Sacramento Regional Transit District (Sacramento, CA)	20,890,308	\$152,660,649	\$7.31	17.9%
CAPMETRO Capital Metropolitan Transportation Authority (Austin, TX)	29,491,269	\$226,716,115	\$7.69	9.9%
DART Dallas Area Rapid Transit (Dallas, TX)	62,438,784	\$526,345,932	\$8.43	12.4%
NCTD North County Transit District (Oceanside, CA)	10,662,534	\$93,189,180	\$8.74	16.3%
VTA Santa Clara Valley Transportation Authority (San Jose, CA)	37,511,168	\$410,229,473	\$10.94	8.9%
AVERAGES	85,258,791	\$467,774,489	\$5.49	18.4%

PEER ANALYSIS

Att. B, AI 10, 2/13/2020

Comparable Agencies to MTS

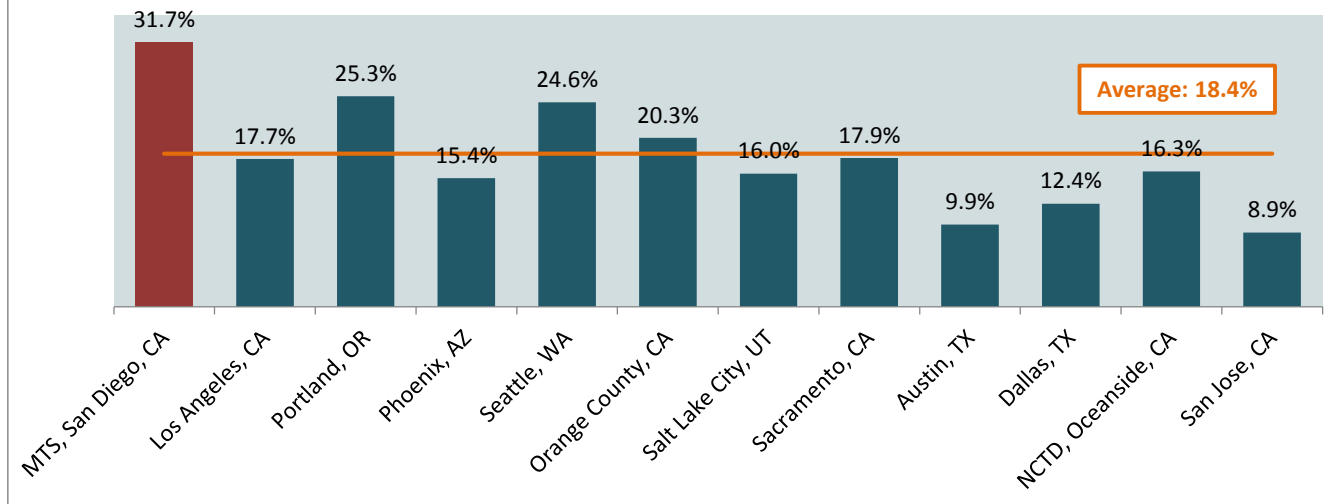
COST PER PASSENGER TRIP



SUBSIDY PER PASSENGER TRIP

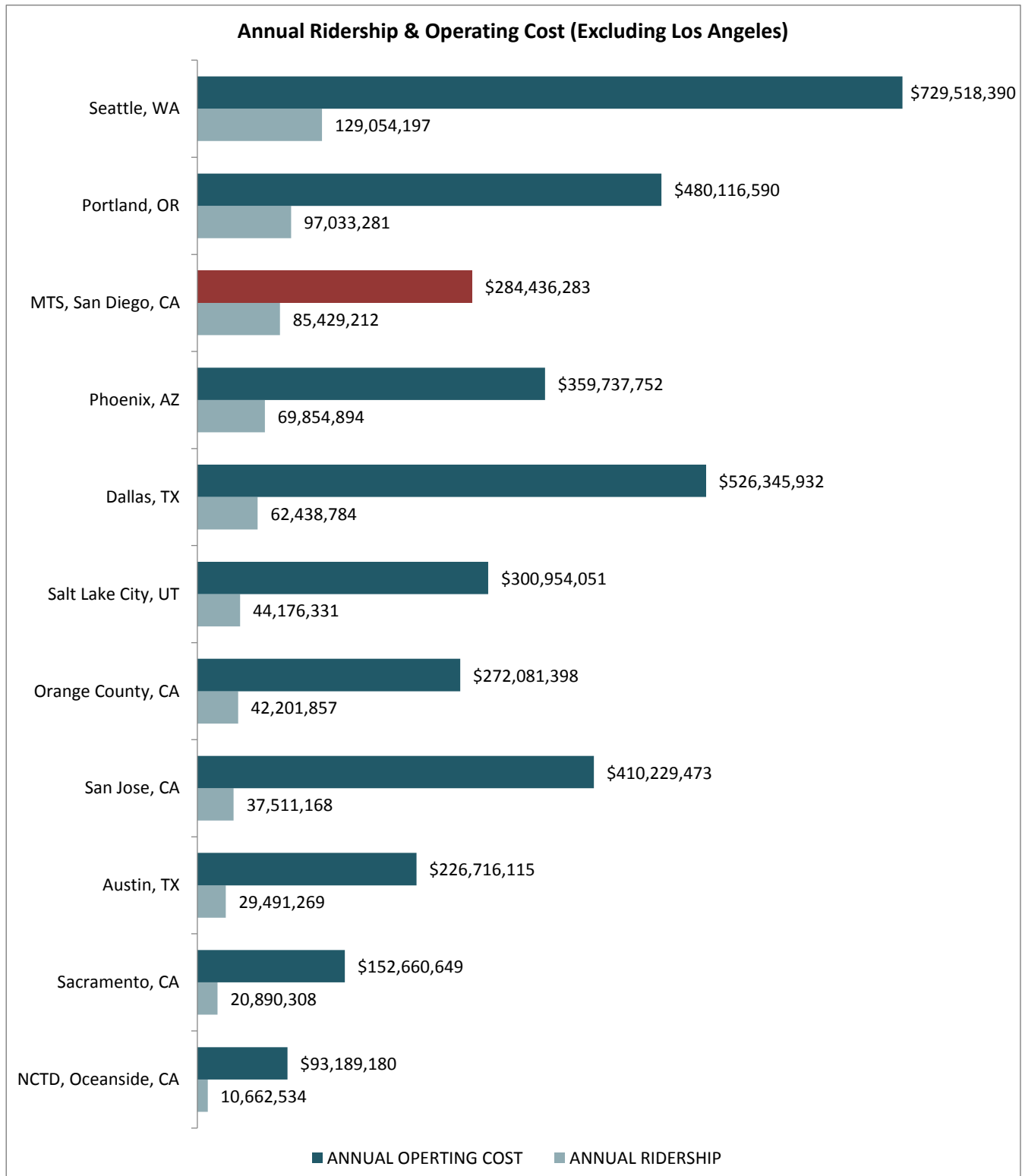


FAREBOX RECOVERY



PEER ANALYSIS
Comparable Agencies to MTS

Att. B, AI 10, 2/13/2020





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San Diego, CA 92101-7490
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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

AD BUYING SOFTWARE – 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. G2291.0-19 (in substantially the same format as Attachment A) with Zeba Consulting (Zeba), a Disadvantaged Business Enterprise (DBE), for the provision of ad buying software for a period of one (1) base year with two (2) 1-year options, exercisable at MTS's sole discretion and not to exceed the amount of \$307,500.

Budget Impact

The value of this agreement will not exceed \$307,500. The project will be funded through the Marketing department operating budget account 551010-571140. Approximately 70% of the value of this contract is the actual cost of the advertising, actual impressions; the other 30% includes software license fees and amount paid to Zeba for the services they are providing.

DISCUSSION:

The MTS Marketing department works with advertisers to promote public transportation. As part of this effort, MTS utilizes digital advertising platforms to reach a specific target audience. Due to the relatively small ad purchasing requirements of the agency, staff makes these purchases manually and without access to a more efficient, ad buying software platform. MTS Marketing sought a Demand Side Platform to purchase digital advertising with the following features:

- Cloud based platform on secure servers with access to purchase premium native, video, and display advertising online.
- Software with third-party provided brand safety measures to prevent the MTS brand from advertising on websites that are contrary to its mission or values.



- Software that provides detailed reporting about success of campaigns

The digital ad purchases will allow MTS to disseminate transit information such as service changes, partner programs, and general MTS awareness via advertising to riders and communities. Using targeted digital advertising, MTS would be able to get important information out to those who will be most affected for the best value (such as youth fare changes or increased service along certain corridors). It should be noted that these advertising purchases are outside the scope of campaigns run through the MTS contracted advertising agency.

On August 2, 2019, MTS issued a Request for Proposals for ad buying software. Two proposals were received by the due date of September 26, 2019 from Zeba Consulting and Choozle Inc.

A selection committee consisting of representatives from MTS Marketing and Information Technology rated the proposals. The ratings were based on the following criteria:

1. Qualifications, Capabilities and Capacities of the Firm	10%
2. Capabilities and Capacities	35%
3. Usability and Workflow Plan	30%
4. Cost/Price	25%
Total 100%	

On November 5, 2019, the selection committee evaluated the proposals and scored as follows:

Ranking	Proposer Name	Total Avg. Tech. Score	Avg. Cost Score	Cost in \$	Total Score
1.	Zeba	60	23	\$307,500	83
2.	Choozle	30	25	\$289,500	55

Based on the objectives of this procurement, consideration of the evaluation criteria and Zeba Consulting's technical and price proposals, the evaluation committee determined that Zeba Consulting presented the overall best value to MTS.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc No. G2291.0-19 (in substantially the same format as Attachments A) with Zeba Consulting for the provision of ad media buying software platform for a period of one (1) base year with two (2) 1-year options for a not to exceed amount of \$307,500.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft MTS Doc. No. G2291.0-19
B. Cost Breakdown

**STANDARD SERVICES AGREEMENT
FOR
AD BUYING SOFTWARE**

G2291.0-19 CONTRACT NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2020, 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: Zeba Consulting Address: 8275 Terrace Drive

Form of Business: S-Corporation El Cerrito, CA 94530
(Corporation, partnership, sole proprietor, etc.)

Telephone: 510-213-4269 Email Address: evelyn@zebamedia.com

Authorized person to sign contracts: Evelyn Grewal Chief Executive Officer
Name Title

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

Ad Buying Software as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C), and Forms (attached as Exhibit D).

The contract term is for up to one (1) base year with two (2) 1-year options, exercisable at MTS's sole discretion, for a total of three years. Base period shall be effective March 1, 2020 through February 28, 2021 and option years shall be effective March 1, 2021 through February 28, 2023, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$103,500 for the base year and \$204,000 for the option years, for a contract total not to exceed \$307,500 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ZEBA CONSULTING
By: _____ Paul Jablonski, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, Office of General Counsel	Title: _____

COST/PRICING FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AD BUYING SOFTWARE - MTS DOC NO. G2291.0-19

PROPOSER ACCEPTS RESPONSIBILITY FOR ACCURACY AND PRESENTATION OF THE ABOVE NUMBERS.

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

Table1:

LINE ITEM	DESCRIPTION	PERCENTAGE RATE
1	Demand Side Platform (DSP) Media/ Digital Ad Buy Percentage Fee (The percentage will be added or applied per Media/Ad Buy Transaction)	% <i>0 on top of quoted costs *</i>

Table2:

LINE ITEM	DESCRIPTION	UNIT COST
2	Ad Buying Software Platform (One time Set-up Fee) (This should include site or remote onboarding training and account support and any applicable fees; A supplemental detailed information of its inclusion is required to be provided for this line item)	<i>\$1000 + \$500/mo SDMP logins *</i>

COST PROPOSAL – CONTINUED ON THE NEXT PAGE

** See next pg.*

RETURN THIS FORM WITH YOUR PROPOSAL
RETAIN OTHER PAGES FOR YOUR RECORDS

Zeba Consulting, COST and Pricing Proposal Page 2 (Addendum)

ONE TIME SET UP FEES: (Year 1)

\$1500	Estimated cost of Time, Travel, Meals 2-3 days on site training for kickoff
\$500/month for 5 SDMTS Log-ins	Pass thru cost for Centro, non-negotiable* Requirement for full access to platform log-in for partnering as on-boarded client on Zeba's Centro contract.

REQUEST Clarification on additional insurance policies required for contract compliance – please see INSURANCE STATEMENT.

ESTIMATED CPM COSTS of Digital Media by Unit (Across Device: Desktop, Tablet, Mobile)*

3rd party DATA: Please add to net media cpms by unit: Pass thru costs

- General 3rd party – .50 to \$1.50 depending on vendor, including location partners.

Net Media CPMS:

Digital Display: Standard IAB Units: Cross-Device 160x600, 300x250, 728x90, 320x50	\$3.75 + Pass thru Data
Digital Display: Premium Units (MOBILE-TABLET PREMIUM) 320x480, 300x600, 1024x768, 970x250	\$14.00 + Pass thru Data
Digital Video: 30s, 15s, 10s (Pre-roll)	\$17.00 + Pass thru Data
Digital Audio: 30's, 15's	\$13.00 + Pass thru Data
Digital Native:	\$17.00 + Pass thru Data

*Disclosure:

Centro's costs are Net costs of media/data + 20%. If awarded contract, Zeba would pre-bill SDMTS GROSS media costs by campaign with understanding that Zeba will be able to pay Centro net-30 terms post each campaign. Zeba would, while providing full cost transparency, make the margin AFTER startup costs on the net margin between Gross media costs based on cpms and pass thru costs to Centro. Zeba's profit margin would be estimated at 20% of gross spend depending on unit types purchased. SDMTS will have the ability to see full profit margins available in Year 1, and to realize savings generated if decided to move forward direct with Centro in Year 2.



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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

NETWORK EQUIPMENT FOR SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NETWORK DEVICES REFRESH – PURCHASE ORDER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to issue a Purchase Order to NetXperts, Inc., a Small Business (SB), for the provision of network equipment for MTS Network Devices Refresh in the amount of \$261,005.04.

Budget Impact

The value of this agreement will not exceed \$261,005.04 including tax, and the project will be funded through the MTS Capital Improvement Project (CIP) account 1007106201.

DISCUSSION:

MTS has deployed over 80 physical Routers, Switches, and 300 Access Points throughout the MTS service area. These network devices are MTS core communication components for many different systems and applications including the fare collection system, Trolley monitoring devices, video servers, Voice over Internet Protocol (VoIP) and user day-to-day data. As the average life of a typical network device is five years, the cost of maintaining equipment beyond the useful life increases significantly and the availability of parts become lacking. In order to maintain continuity and optimum uptime, it is important to cycle out older network devices as they reach this age.

This project will fund the upcoming fiscal year's equipment refresh to replace specified network devices to maintain optimum performance and uptime, and reduce the possibility of device failure. As the MTS Information Technology (IT) staff maintains a 5-year life span for all production network devices, procurement of equipment takes place



on a year to year basis due to changes in equipment technology and manufacturers' configuration offerings. It is anticipated that this purchase order will be sufficient to refresh the specified MTS network devices for the upcoming year as part of the overall network equipment refresh program.

On November 25, 2019, MTS issued an Invitation for Bids (IFB) for Network Equipment Refresh. MTS received five 5 bids on December 9, 2019, however one of the bidders was deemed non-responsive and was not considered during the cost analysis. The responsive bidders are as follows:

Company Name	Grand Total
NetXperts	\$261,005.04
Total Communications	\$277,598.31
Red River Technology	\$320,748.38
Howard Technology Solutions	\$324,642.66

After conducting price reasonableness analyses and reviewing all bids received for responsiveness and responsibility, staff determined that NetXperts Inc. is the lowest responsive and responsible bid.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to issue a Purchase Order to NetXperts, Inc., a SB, for the provision of network equipment for MTS Network Devices Refresh in the amount of \$261,005.04.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. NetXperts Unit Price Bid

**BID FORM
NETWORK EQUIPMENT REFRESH**

Company Name: NetXperts, Inc.

Equipment List						
Line item #	Quantity	Item Description	Taxable Y/N	Unit (ea)	Unit Price	Extended Price
1	1	C9500-32QC-A- Cisco Switch Catalyst 9500	Y	ea	\$ 12,259.00	\$ 12,259.00
2	1	C9K-PWR-650WAC-R/2 Cisco Switch Catalyst 9500 Accessories	Y	ea	\$ 861.00	\$ 861.00
3	4	C9300-48P-A Cisco Catalyst 9300 - Network Advantage - switch - 48 ports - managed - rack-mountable	Y	ea	\$ 4,112.30	\$ 16,449.20
4	4	PWR-C1-715WAC-P/2 Cisco PWR-C1-715WAC Power Supply	Y	ea	\$ 512.50	\$ 2,050.00
5	2	C9300-NM-2Q Catalyst 9300 Modules & Cards	Y	ea	\$ 1,045.50	\$ 2,091.00
6	2	C9300-NM-8X Catalyst 9300 Series Modules & Cards	Y	ea	\$ 1,084.45	\$ 2,168.90
7	8	STACK-T1-50CM Cisco Catalyst 3850 Series Stack Cable	Y	ea	\$ 43.05	\$ 344.40
8	7	STACK-T1-1M- Cisco Catalyst 3850 Series Stack Cable	Y	ea	\$ 104.18	\$ 729.26
9	2	QSFP-100G-LR4-S= 100GBASE LR4 QSFP Transceiver, LC, 10km over SMF	Y	ea	\$ 9,597.20	\$ 19,194.40
10	2	CPAK-100G-LR4= Cisco - CPAK transceiver module - 100 Gigabit Ethernet	Y	ea	\$ 11,400.10	\$ 22,800.20
11	6	QSFP-40G-LR4-S Cisco SFP GLC Module	Y	ea	\$ 4,639.02	\$ 27,834.12
12	11	WS-C3850-48F-S Catalyst 3850 Switch	Y	ea	\$ 8,023.04	\$ 88,253.44
13	11	PWR-C1-1100WAC/2 Cisco Secondary Power Supply for Cisco 3850 Series Switches	Y	ea	\$ 779.00	\$ 8,569.00
14	11	C3850-NM-2-10G Cisco Network Module for Cisco 3850 Series Switches	Y	ea	\$ 1,389.90	\$ 15,288.90
Subtotal Equipment:						\$ 218,892.82
San Diego CA Sales Tax (7.75%):						\$ 16,964.19

Licenses & Subscription						
Line item #	Quantity	Item Description	Taxable Y/N	Unit (ea)	Unit Price	Extended Price
15	1	CON-SSSNT-C9532ACQ (3Y) SOLN SUPP 8X5XNBD Catalyst 9500 32-port 40/100G only, Advantage, 3 years support	N	ea	\$ -	\$ 5,595.51
16	4	CON-SSSNT-C93004PA (3Y) SOLN SUPP 8X5XNBD Catalyst 9300 48-port PoE+, Network Advantage, 3 Years Support	N	ea	\$ -	\$ 7,014.72
17	1	C9500-DNA-A-3Y Cisco Catalyst 9500 DNA Advantage 3 Year License	N	ea	\$ -	\$ 4,961.00
18	4	C9300-DNA-A-48-3Y C9300 DNA Advantage, 48-Port, 3 Year Term License	N	ea	\$ -	\$ 7,576.80
Subtotal Licenses & Subscriptions:						\$ 25,148.03
SHIPPING AND HANDLING/ FREIGHT (NO COST):						\$ -
(BASIS OF AWARD) TOTAL:						\$ 244,040.85
TOTAL SAN DIEGO, CALIFORNIA SALES TAX (7.75%):						\$ 16,964.19

GRAND TOTAL (Inclusive of all charges e.g Tax etc.): \$ 261,005.04



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR
TRANSIT-RELATED PROJECTS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CFO) to approve the use of \$98,245 in unallocated TDA funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.

Budget Impact

The use of unallocated TDA funds set aside by the County for transit-related projects in various jurisdictions would have no impact on MTS's operating or capital budgets. This request of \$98,245 will use up the entire balance of the total available unallocated TDA funds held by the County for the benefit of the City of El Cajon.

DISCUSSION:

On January 13, 2020, MTS received a request from the City of El Cajon (Attachment A) for \$98,245 of the City of El Cajon's portion of unallocated TDA held by the County to reimburse the City of El Cajon's fiscal year 2018/2019 transit related expenditures. The expenses cover salaries and benefits, graffiti removal, and repair/maintenance of existing facilities.



The available City of El Cajon unallocated TDA funds, totaling \$98,245 will be completely exhausted after this final request.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Request from City of El Cajon

January 13, 2020

Erin Dunn
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Ms. Dunne:

The following information is submitted for review in consideration of the City of El Cajon utilizing the City's administrative pass through portion of our transit fund in the amount of \$98,245 for the following:

Description	Expenditures
Operating Expenses to Repair & Replace Existing Facilities	\$357,771.75
TOTAL	\$357,771.75

Attached are the budget documents approved by the El Cajon City Council and the Expenditure Status Report. At this time the City is requesting \$98,245.

Should you require any additional information as you prepare the agenda report for the board's approval please contact me directly at (619) 441-5598.

Your assistance processing our request is appreciated, and I look forward to hearing from you soon.

Sincerely,

Elizabeth A.S. Schofer
Senior Management Analyst

Attachments: Transit Budget for FY 2018-19
Expenditure Status Report
Expenditure Audit Trail

SPI
DATE: 10/03/2019
TIME: 08:47:17

SELECTION CRITERIA: expledgr.key_orgn='213000'
ACCOUNTING PERIOD: 13/19

CITY OF EL CAJON
EXPENDITURE STATUS REPORT

PAGE NUMBER: 1
EXPSTAL1

SORTED BY: FUND,BUDGET ACTIVITY,1ST SUBTOTAL,ACCOUNT
TOTALLED ON: FUND,BUDGET ACTIVITY,1ST SUBTOTAL
PAGE BREAKS ON: FUND,BUDGET ACTIVITY

FUND-213 TRANSIT
BUDGET ACTIVITY-213000 TRANSIT TDA ARTICLE 4
1ST SUBTOTAL-7000 SALARIES AND BENEFITS

ACCOUNT	TITLE	BUDGET	PERIOD EXPENDITURES	ENCUMBRANCES OUTSTANDING	YEAR TO DATE EXP	AVAILABLE BALANCE	YTD/ BUD
7110	SALARIES	52,156.00	3,348.84	.00	71,845.83	-19,689.83	137.75
7120	OVERTIME	500.00	35.00	.00	145.62	354.38	29.12
7130	VACATION/SICK CONVERSION	3,067.00	.00	.00	3,850.85	-783.85	125.56
7310	PERS (EMPLOYER)	22,714.00	1,548.39	.00	33,198.14	-10,484.14	146.16
7312	POST RETIREMENT BENEFITS	2,403.00	.00	.00	2,403.00	.00	100.00
7315	MEDICARE TAX	887.00	55.89	.00	1,227.79	-340.79	138.42
7325	CAFETERIA	8,775.00	578.75	.00	11,165.43	-2,390.43	127.24
7335	WORKERS COMPENSATION	5,864.00	.00	.00	4,694.17	1,169.83	80.05
7340	LIFE INSURANCE	132.00	9.54	.00	196.55	-64.55	148.90
7345	LTD INSURANCE	129.00	9.89	.00	208.03	-79.03	161.26
7350	STD INSURANCE	59.00	3.98	.00	92.99	-33.99	157.61
7360	UNIFORM ALLOWANCE	.00	2.00	.00	13.00	-13.00	.00
	TOTAL SALARIES AND BENEFITS	96,686.00	5,592.28	.00	129,041.40	-32,355.40	133.46
1ST SUBTOTAL-8000 MATERIALS, SVC & SUPPLIES							
8140	JANITORIAL SUPPLIES	.00	.00	.00	319.07	-319.07	.00
8160	OPERATING SUPPLIES	1,800.00	.00	.00	1,827.59	-27.59	101.53
8336	INTERNAL ENG DESIGN	12,000.00	.00	.00	937.72	11,062.28	7.81
8337	INTERNAL INSPECT/MGMT	.00	.00	.00	8,536.89	-8,536.89	.00
8510	OVERHEAD REIMBURSEMENT	9,681.00	.00	.00	9,681.00	.00	100.00
8522	ADVERTISING	250.00	.00	.00	180.00	70.00	72.00
8538	GRAFFITI REMOVAL	20,000.00	.00	.00	14,875.20	5,124.80	74.38
8560	PERMITS AND FEES	100.00	.00	.00	61,775.88	13,224.12	82.37
8576	REPAIRS AND MAINTENANCE	75,000.00	8,127.44	.00	98,133.35	20,697.65	82.58
	TOTAL MATERIALS, SVC & SUPPLI	118,831.00	8,127.44	.00			
1ST SUBTOTAL-9000 CAPITAL OUTLAY							
9065	INFRASTRUCTURE	137,470.00	.00	.00	130,597.00	6,873.00	95.00
	TOTAL CAPITAL OUTLAY	137,470.00	.00	.00	130,597.00	6,873.00	95.00
	TOTAL TRANSIT TDA ARTICLE 4	352,987.00	13,719.72	.00	357,771.75	-4,784.75	101.36
	TOTAL TRANSIT	352,987.00	13,719.72	.00	357,771.75	-4,784.75	101.36
	TOTAL REPORT	352,987.00	13,719.72	.00	357,771.75	-4,784.75	101.36

SPI
DATE: 10/03/2019
TIME: 08:46:28

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 1
AUDIT21

SELECTION CRITERIA: expldgr,key orgn='213000'
ACCOUNTING PERIODS: 1/19 THRU 13/19

SORTED BY: FUND,BUDGET ACTIVITY,1ST SUBTOTAL,ACCOUNT
TOTALLED ON: FUND,BUDGET ACTIVITY,1ST SUBTOTAL

PAGE BREAKS ON: FUND,BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
213-12-31-30-213-000-213000 - TRANSIT TDA ARTICLE 4									
7110									
07/01/18					52,156.00	.00		POSTED BEGINNING BALANCE	
07/06/18						2,264.11		PAYROLL CHARGES	
07/06/18			1-0101			-2,264.11		PYR ACCRUAL PPE	06.29.18
07/20/18						2,717.20		PAYROLL CHARGES	
08/03/18						2,721.90		PAYROLL CHARGES	
08/17/18						2,622.80		PAYROLL CHARGES	
08/31/18						2,443.68		PAYROLL CHARGES	
09/08/18						147.22		PAYROLL CHARGES	
09/08/18						145.21		PAYROLL CHARGES	
09/08/18						145.21		PAYROLL CHARGES	
09/08/18						145.23		PAYROLL CHARGES	
09/14/18						2,593.39		PAYROLL CHARGES	
09/28/18						2,593.36		PAYROLL CHARGES	
10/12/18						2,682.88		PAYROLL CHARGES	
10/26/18						2,682.88		PAYROLL CHARGES	
11/09/18						2,744.05		PAYROLL CHARGES	
11/23/18						2,727.59		PAYROLL CHARGES	
12/07/18						2,730.36		PAYROLL CHARGES	
12/21/18						2,730.37		PAYROLL CHARGES	
01/04/19						2,730.38		PAYROLL CHARGES	
01/18/19						2,730.36		PAYROLL CHARGES	
02/01/19						2,730.39		PAYROLL CHARGES	
02/15/19						2,730.39		PAYROLL CHARGES	
03/01/19						2,720.08		PAYROLL CHARGES	
03/15/19						2,803.44		PAYROLL CHARGES	
03/29/19						2,806.45		PAYROLL CHARGES	
04/12/19						2,806.44		PAYROLL CHARGES	
04/26/19						2,807.95		PAYROLL CHARGES	
05/09/19						2,821.46		PAYROLL CHARGES	
05/24/19						2,821.47		PAYROLL CHARGES	
06/07/19						2,821.46		PAYROLL CHARGES	
06/21/19						2,821.46		PAYROLL CHARGES	
07/22/19						438.00		PYR ACCRUAL PPE	07.12.19
07/22/19						2,910.84		PYR ACCRUAL PPE	06.28.19
19-13						71,845.83			-19,689.83
TOTAL					52,156.00	.00			

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 2
AUDIT21

SELECTION CRITERIA: expldgr.key orgn='213000'
ACCOUNTING PERIODS: 1/19 THRU 13/19

SORTED BY: FUND,BUDGET ACTIVITY,1ST SUBTOTAL,ACCOUNT

TOTALLED ON: FUND,BUDGET ACTIVITY,1ST SUBTOTAL

PAGE BREAKS ON: FUND,BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7120 OVERTIME									
07/01/18	11-1				500.00	.00	.00	BEGINNING BALANCE	
07/20/18	22-1					36.99		POSTED FROM BUDGET SYSTEM	
08/03/18	22-2					11.45		PAYROLL CHARGES	
08/17/18	22-2					.70		PAYROLL CHARGES	
11/09/18	22-5					10.22		PAYROLL CHARGES	
11/23/18	22-5					.07		PAYROLL CHARGES	
03/15/19	22-9					51.12		PAYROLL CHARGES	
03/29/19	22-9					.07		PAYROLL CHARGES	
07/22/19	19-13					35.00		PYR ACCRUAL PPE	07,12.19
TOTAL	OVERTIME		13-0101		500.00	145.62	.00		354.38
7130 VACATION/SICK CONVERSIONS									
07/01/18	11-1					.00	.00	BEGINNING BALANCE	
08/03/18	22-2				3,067.00	1,181.40		POSTED FROM BUDGET SYSTEM	
08/17/18	22-2					89.05		PAYROLL CHARGES	
08/31/18	22-2					113.93		PAYROLL CHARGES	
11/09/18	22-5					137.00		PAYROLL CHARGES	
11/23/18	22-5					92.53		PAYROLL CHARGES	
12/07/18	22-6					55.40		PAYROLL CHARGES	
02/01/19	22-7					796.49		PAYROLL CHARGES	
02/15/19	22-8					1,265.67		PAYROLL CHARGES	
06/07/19	22-11					119.38		PAYROLL CHARGES	
TOTAL	VACATION/SICK CONVERSIONS				3,067.00	3,850.85	.00		-783.85
7170 STIPEND									
07/01/18	11-1				.00	.00	.00	BEGINNING BALANCE	
07/01/18	11-1				.00	.00	.00	POSTED FROM BUDGET SYSTEM	
TOTAL	STIPEND				.00	.00	.00		.00
7310 PERS (EMPLOYER)									
07/01/18	11-1				22,714.00	.00	.00	BEGINNING BALANCE	
07/06/18	22-1					690.40		POSTED FROM BUDGET SYSTEM	
07/06/18	19-1		1-0101			-690.40		PYR ACCRUAL PPE	06.29.18
07/20/18	22-1					1,255.61		PAYROLL CHARGES-FRINGE	
08/03/18	22-2					1,257.79		PAYROLL CHARGES-FRINGE	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 3
AUDIT21

SELECTION CRITERIA: expldgr_key orgn='213000'
ACCOUNTING PERIODS: 1/19 THRU 13/19

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7310		PERS (EMPLOYER)	(cont'd)						
08/17/18	22-2					1,212.05		PAYROLL CHARGES-FRINGS	
08/31/18	22-2					1,129.06		PAYROLL CHARGES-FRINGS	
09/08/18	22-3					67.09		PAYROLL CHARGES-FRINGS	
09/08/18	22-3					68.02		PAYROLL CHARGES-FRINGS	
09/08/18	22-3					67.10		PAYROLL CHARGES-FRINGS	
09/14/18	22-3					67.10		PAYROLL CHARGES-FRINGS	
09/28/18	22-3					1,198.32		PAYROLL CHARGES-FRINGS	
10/12/18	22-4					1,198.35		PAYROLL CHARGES-FRINGS	
10/26/18	22-5					1,198.39		PAYROLL CHARGES-FRINGS	
11/09/18	22-5					1,239.66		PAYROLL CHARGES-FRINGS	
11/23/18	22-5					1,239.67		PAYROLL CHARGES-FRINGS	
12/07/18	22-6					1,267.94		PAYROLL CHARGES-FRINGS	
12/21/18	22-6					1,260.32		PAYROLL CHARGES-FRINGS	
01/04/19	22-7					1,261.16		PAYROLL CHARGES-FRINGS	
01/18/19	22-7					1,261.59		PAYROLL CHARGES-FRINGS	
02/01/19	22-7					1,261.63		PAYROLL CHARGES-FRINGS	
02/15/19	22-8					1,261.63		PAYROLL CHARGES-FRINGS	
03/01/19	22-9					1,261.63		PAYROLL CHARGES-FRINGS	
03/15/19	22-9					1,256.86		PAYROLL CHARGES-FRINGS	
03/29/19	22-9					1,295.22		PAYROLL CHARGES-FRINGS	
04/12/19	22-10					1,296.75		PAYROLL CHARGES-FRINGS	
04/26/19	22-10					1,296.75		PAYROLL CHARGES-FRINGS	
05/09/19	22-11					1,297.44		PAYROLL CHARGES-FRINGS	
05/24/19	22-11					1,303.66		PAYROLL CHARGES-FRINGS	
06/07/19	22-11					1,303.72		PAYROLL CHARGES-FRINGS	
06/21/19	22-12					1,303.64		PAYROLL CHARGES-FRINGS	
07/22/19	19-13					203.00		PYR ACCRUAL PPE 07.12.19	
07/22/19	19-13					1,345.39		PYR ACCRUAL PPE 06.28.19	
TOTAL		PERS (EMPLOYER)			22,714.00	33,198.14	.00		-10,484.14
7312		POST RETIREMENT BENEFITS			.00	.00	.00	BEGINNING BALANCE	
07/01/18	11-1				2,403.00			POSTED FROM BUDGET SYSTEM	
11/19/18	19-1					200.00		POST EMPLOY BENE 1 OF 12	
11/19/18	19-2					200.00		POST EMPLOY BENE 2 OF 12	
11/19/18	19-3					200.00		POST EMPLOY BENE 3 OF 12	
11/19/18	19-4					200.00		POST EMPLOY BENE 4 OF 12	
11/27/18	19-5					200.00		POST EMPLOY BENE 5 OF 12	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 4
AUDIT21

SELECTION CRITERIA: expldgr_key_organ='213000'
ACCOUNTING PERIODS: 1/19 THRU 13/19

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7312	POST RETIREMENT BENEFITS (cont'd)									
	01/14/19	19-6		6-0005			200.00		POST EMPLOY BENE 6 OF 12	
	01/14/19	19-7		7-0005			200.00		POST EMPLOY BENE 7 OF 12	
	02/25/19	19-8		8-0005			200.00		POST EMPLOY BENE 8 OF 12	
	03/19/19	19-9		9-0005			200.00		POST EMPLOY BENE 9 OF 12	
	04/23/19	19-10		10-0005			200.00		POST EMPLOY BENE 10 OF 12	
	05/08/19	19-11		11-0005			200.00		POST EMPLOY BENE 11 OF 12	
	06/11/19	19-12		12-0005			203.00		POST EMPLOY BENE 12 OF 12	
TOTAL				POST RETIREMENT BENEFITS		2,403.00	2,403.00	.00		.00
7315	MEDICARE TAX									
	07/01/18	11-1				.00	.00	.00	BEGINNING BALANCE	
	07/06/18	22-1				887.00			POSTED FROM BUDGET SYSTEM	
	07/06/18	19-1		1-0101			-36.67		PAYROLL CHARGES-FRINGE	
	07/20/18	22-1					45.46		PRR ACCRUAL PPE 06.29.18	
	08/03/18	22-2					62.15		PAYROLL CHARGES-FRINGE	
	08/17/18	22-2					44.57		PAYROLL CHARGES-FRINGE	
	08/31/18	22-2					37.18		PAYROLL CHARGES-FRINGE	
	09/08/18	22-3					2.28		PAYROLL CHARGES-FRINGE	
	09/08/18	22-3					2.30		PAYROLL CHARGES-FRINGE	
	09/08/18	22-3					2.11		PAYROLL CHARGES-FRINGE	
	09/08/18	22-3					2.28		PAYROLL CHARGES-FRINGE	
	09/14/18	22-3					42.86		PAYROLL CHARGES-FRINGE	
	09/28/18	22-3					42.88		PAYROLL CHARGES-FRINGE	
	10/12/18	22-4					42.87		PAYROLL CHARGES-FRINGE	
	10/26/18	22-5					43.48		PAYROLL CHARGES-FRINGE	
	11/09/18	22-5					45.57		PAYROLL CHARGES-FRINGE	
	11/23/18	22-5					45.80		PAYROLL CHARGES-FRINGE	
	12/07/18	22-6					44.97		PAYROLL CHARGES-FRINGE	
	12/21/18	22-6					44.22		PAYROLL CHARGES-FRINGE	
	01/04/19	22-7					44.59		PAYROLL CHARGES-FRINGE	
	01/18/19	22-7					44.60		PAYROLL CHARGES-FRINGE	
	02/01/19	22-7					56.15		PAYROLL CHARGES-FRINGE	
	02/15/19	22-8					62.96		PAYROLL CHARGES-FRINGE	
	03/01/19	22-9					44.59		PAYROLL CHARGES-FRINGE	
	03/15/19	22-9					46.21		PAYROLL CHARGES-FRINGE	
	03/29/19	22-9					41.37		PAYROLL CHARGES-FRINGE	
	04/12/19	22-10					46.31		PAYROLL CHARGES-FRINGE	
	04/26/19	22-10					46.33		PAYROLL CHARGES-FRINGE	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 6
AUDIT21

SELECTION CRITERIA: expldgr_key_0rgn='213000'
ACCOUNTING PERIODS: 1/19 THRU 13/19

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7325	06/21/19			CAFETERIA	(cont'd)		488.75		PAYROLL CHARGES	
	07/22/19			13-0101			90.00		PYR ACCRUAL PPE 07.12.19	
	07/22/19			13-0100			488.75		PYR ACCRUAL PPE 06.28.19	
TOTAL				CAFETERIA		8,775.00	11,165.43	.00	-2,390.43	
7335	07/01/18			WORKERS COMPENSATION			.00	.00	BEGINNING BALANCE	
	07/06/18			22-1		5,864.00	143.08		POSTED FROM BUDGET SYSTEM	
	07/06/18			19-1	1-0101		-143.08		PAYROLL CHARGES-FRINGE	
	07/20/18			22-1			216.00		PYR ACCRUAL PPE 06.29.18	
	08/03/18			22-2			211.66		PAYROLL CHARGES-FRINGE	
	08/17/18			22-2			211.39		PAYROLL CHARGES-FRINGE	
	08/31/18			22-2			178.29		PAYROLL CHARGES-FRINGE	
	09/08/18			22-3			6.26		PAYROLL CHARGES-FRINGE	
	09/08/18			22-3			6.35		PAYROLL CHARGES-FRINGE	
	09/08/18			22-3			6.26		PAYROLL CHARGES-FRINGE	
	09/08/18			22-3			6.26		PAYROLL CHARGES-FRINGE	
	09/14/18			22-3			185.13		PAYROLL CHARGES-FRINGE	
	09/28/18			22-3			185.09		PAYROLL CHARGES-FRINGE	
	10/12/18			22-4			185.11		PAYROLL CHARGES-FRINGE	
	10/26/18			22-5			200.42		PAYROLL CHARGES-FRINGE	
	11/09/18			22-5			213.90		PAYROLL CHARGES-FRINGE	
	11/23/18			22-5			196.26		PAYROLL CHARGES-FRINGE	
	12/07/18			22-6			200.22		PAYROLL CHARGES-FRINGE	
	12/21/18			22-6			191.01		PAYROLL CHARGES-FRINGE	
	01/04/19			22-7			191.01		PAYROLL CHARGES-FRINGE	
	01/18/19			22-7			168.05		PAYROLL CHARGES-FRINGE	
	02/01/19			22-7			168.05		PAYROLL CHARGES-FRINGE	
	02/15/19			22-8			172.28		PAYROLL CHARGES-FRINGE	
	03/01/19			22-9			168.09		PAYROLL CHARGES-FRINGE	
	03/15/19			22-9			173.59		PAYROLL CHARGES-FRINGE	
	03/29/19			22-9			179.09		PAYROLL CHARGES-FRINGE	
	04/12/19			22-10			179.54		PAYROLL CHARGES-FRINGE	
	04/26/19			22-10			174.24		PAYROLL CHARGES-FRINGE	
	05/09/19			22-11			174.54		PAYROLL CHARGES-FRINGE	
	05/24/19			22-11			192.01		PAYROLL CHARGES-FRINGE	
	06/07/19			22-11			174.53		PAYROLL CHARGES-FRINGE	
	06/21/19			22-12			174.53		PAYROLL CHARGES-FRINGE	
TOTAL				WORKERS COMPENSATION		5,864.00	4,694.17	.00	1,169.83	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 8
AUDIT21

SELECTION CRITERIA: expldgr_key orgn='213000'
ACCOUNTING PERIODS: 1/19 THRU 12/19

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

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PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7345	LTD	INSURANCE	(cont'd)						
07/06/18 22-1			1-0101			7.31		PAYROLL CHARGES-FRINGE	
07/06/18 19-1						-7.31		PYR ACCRUAL PPE 06.29.18	
07/20/18 22-1						9.28		PAYROLL CHARGES-FRINGE	
08/03/18 22-2						9.28		PAYROLL CHARGES-FRINGE	
08/17/18 22-2						9.28		PAYROLL CHARGES-FRINGE	
09/14/18 22-3						8.48		PAYROLL CHARGES-FRINGE	
09/28/18 22-3						8.48		PAYROLL CHARGES-FRINGE	
10/12/18 22-4						8.48		PAYROLL CHARGES-FRINGE	
10/26/18 22-5						8.48		PAYROLL CHARGES-FRINGE	
11/09/18 22-5						8.48		PAYROLL CHARGES-FRINGE	
11/23/18 22-5						8.48		PAYROLL CHARGES-FRINGE	
12/07/18 22-6						8.48		PAYROLL CHARGES-FRINGE	
12/21/18 22-6						8.48		PAYROLL CHARGES-FRINGE	
01/04/19 22-7						8.48		PAYROLL CHARGES-FRINGE	
01/18/19 22-7						8.48		PAYROLL CHARGES-FRINGE	
02/01/19 22-7						8.48		PAYROLL CHARGES-FRINGE	
02/15/19 22-8						8.48		PAYROLL CHARGES-FRINGE	
03/01/19 22-9						8.48		PAYROLL CHARGES-FRINGE	
03/15/19 22-9						8.48		PAYROLL CHARGES-FRINGE	
04/12/19 22-10						8.57		PAYROLL CHARGES-FRINGE	
04/26/19 22-10						8.57		PAYROLL CHARGES-FRINGE	
05/09/19 22-11						8.58		PAYROLL CHARGES-FRINGE	
05/24/19 22-11						8.62		PAYROLL CHARGES-FRINGE	
06/07/19 22-11						8.62		PAYROLL CHARGES-FRINGE	
06/21/19 22-12						8.62		PAYROLL CHARGES-FRINGE	
07/22/19 19-13						1.00		PYR ACCRUAL PPE 07.12.19	
07/22/19 19-13						8.89		PYR ACCRUAL PPE 06.28.19	
TOTAL	LTD	INSURANCE			129.00	208.03	.00		-79.03
7350	STD	INSURANCE							
07/01/18 11-1					.00	.00	.00	BEGINNING BALANCE	
07/06/18 22-1					59.00			POSTED FROM BUDGET SYSTEM	
07/06/18 19-1						3.26		PAYROLL CHARGES-FRINGE	
07/20/18 22-1						-3.26		PYR ACCRUAL PPE 06.29.18	
08/03/18 22-2						4.17		PAYROLL CHARGES-FRINGE	
08/17/18 22-2						4.17		PAYROLL CHARGES-FRINGE	
09/14/18 22-3						4.17		PAYROLL CHARGES-FRINGE	
09/28/18 22-3						3.81		PAYROLL CHARGES-FRINGE	
						3.81		PAYROLL CHARGES-FRINGE	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 9
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SELECTION CRITERIA: expldgr_key orgn='213000'
ACCOUNTING PERIODS: 1/19 THRU 13/19

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7350	STD	INSURANCE	(cont'd)						
10/12/18	22-4					3.81		PAYROLL CHARGES-FRINGE	
10/26/18	22-5					3.81		PAYROLL CHARGES-FRINGE	
11/09/18	22-5					3.81		PAYROLL CHARGES-FRINGE	
11/23/18	22-5					3.81		PAYROLL CHARGES-FRINGE	
12/07/18	22-6					3.81		PAYROLL CHARGES-FRINGE	
12/21/18	22-6					3.81		PAYROLL CHARGES-FRINGE	
01/04/19	22-7					3.81		PAYROLL CHARGES-FRINGE	
01/18/19	22-7					3.81		PAYROLL CHARGES-FRINGE	
02/01/19	22-7					3.81		PAYROLL CHARGES-FRINGE	
02/15/19	22-8					3.81		PAYROLL CHARGES-FRINGE	
03/01/19	22-9					3.81		PAYROLL CHARGES-FRINGE	
03/15/19	22-9					3.81		PAYROLL CHARGES-FRINGE	
04/12/19	22-10					3.85		PAYROLL CHARGES-FRINGE	
04/26/19	22-10					3.85		PAYROLL CHARGES-FRINGE	
05/09/19	22-11					3.85		PAYROLL CHARGES-FRINGE	
05/24/19	22-11					3.87		PAYROLL CHARGES-FRINGE	
06/07/19	22-11					3.87		PAYROLL CHARGES-FRINGE	
06/21/19	22-12					3.87		PAYROLL CHARGES-FRINGE	
07/22/19	19-13					3.98		PYR ACCRUAL PPE 06.28.19	
TOTAL	STD	INSURANCE	13-0100		59.00	92.99	.00		-33.99
7360	UNIFORM	ALLOWANCE							
07/01/18	11-1				.00	.00	.00	BEGINNING BALANCE	
07/20/18	22-1				.00	11.00	.00	POSTED FROM BUDGET SYSTEM	
07/22/19	19-13				.00	2.00	.00	PYR ACCRUAL PPE 07.12.19	
TOTAL	UNIFORM	ALLOWANCE	13-0101		.00	13.00	.00		-13.00
TOTAL 1ST SUBTOTAL - SALARIES AND BENEFITS					96,686.00	129,041.40	.00		-32,355.40
8140	JANITORIAL	SUPPLIES			.00	.00	.00	BEGINNING BALANCE	
07/01/18	11-1				.00	.00	.00	POSTED FROM BUDGET SYSTEM	
03/06/19	21-8		648446	11337 MISSION JANITORI	.00	319.07	.00	BAG LINERS	
TOTAL	JANITORIAL	SUPPLIES			.00	319.07	.00		-319.07
8160	OPERATING	SUPPLIES			.00	.00	.00	BEGINNING BALANCE	
07/01/18	11-1				1,800.00	.00	.00	POSTED FROM BUDGET SYSTEM	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 10
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SELECTION CRITERIA: expldgr.key orgn='213000'
ACCOUNTING PERIODS: 1/19 THRU 13/19

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
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PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8160										
	07/30/18	21-1		645385 (cont'd)	12854 DIXIELINE LUMBER		19.76	.00	FIRE STA 8	.00
	09/25/18	21-3		646232	11337 MISSION JANITORI		425.20	.00	BAG LINERS	.00
	05/28/19	21-11		649832	11337 MISSION JANITORI		319.07	.00	BAG LINERS	.00
	06/11/19	21-12		650019	11337 MISSION JANITORI		1,063.56	.00	BAG LINERS	.00
TOTAL				OPERATING SUPPLIES		1,800.00	1,827.59	.00		-27.59
8335										
	07/01/18	11-1		ENGINEERING SERVICES		.00	.00	.00	BEGINNING BALANCE	.00
TOTAL				ENGINEERING SERVICES		.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
8336										
	07/01/18	11-1		INTERNAL ENG DESIGN		.00	.00	.00	BEGINNING BALANCE	.00
	03/18/19	19-8		8-0011		12,000.00	496.44	.00	POSTED FROM BUDGET SYSTEM	.00
	04/29/19	19-10		10-0011			441.28	.00	CIP-FEBRUARY 19	.00
TOTAL				INTERNAL ENG DESIGN		12,000.00	937.72	.00	CIP-APRIL 19	11,062.28
8337										
	07/01/18	11-1		INTERNAL INSPECT/MGMT		.00	.00	.00	BEGINNING BALANCE	.00
	11/15/18	19-1		1-0011		.00	1,082.73	.00	CIP-JULY 18	.00
	11/15/18	19-2		2-0011			3,248.19	.00	CIP-AUGUST 18	.00
	11/19/18	19-3		3-0011			1,082.73	.00	CIP-SEPTEMBER 18	.00
	03/18/19	19-8		8-0011			1,653.48	.00	CIP-FEBRUARY 19	.00
	04/29/19	19-10		10-0011			1,469.76	.00	CIP-APRIL 19	.00
TOTAL				INTERNAL INSPECT/MGMT		.00	8,536.89	.00		-8,536.89
8395										
	07/01/18	11-1		OTHER PROF/TECH SERVICES		.00	.00	.00	BEGINNING BALANCE	.00
TOTAL				OTHER PROF/TECH SERVICES		.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
8505										
	07/01/18	11-1		IT SERVICES		.00	.00	.00	BEGINNING BALANCE	.00
TOTAL				IT SERVICES		.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
8510										
				OVERHEAD REIMBURSEMENT		.00	.00	.00	BEGINNING BALANCE	.00

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

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PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8510	OVERHEAD	REIMBURSEMENT	(cont'd)		9,681.00				
07/01/18	11-1		1-0001			807.00		POSTED FROM BUDGET SYSTEM	
11/19/18	19-1		2-0001			807.00		OVERHEAD ALLOC. 1 OF 12	
11/19/18	19-2		3-0001			807.00		OVERHEAD ALLOC. 2 OF 12	
11/19/18	19-3		4-0001			807.00		OVERHEAD ALLOC. 3 OF 12	
11/19/18	19-4		5-0001			807.00		OVERHEAD ALLOC. 4 OF 12	
11/27/18	19-5		6-0001			807.00		OVERHEAD ALLOC. 5 OF 12	
01/14/19	19-6		7-0001			807.00		OVERHEAD ALLOC. 6 OF 12	
01/14/19	19-7		8-0001			807.00		OVERHEAD ALLOC. 7 OF 12	
02/25/19	19-8		9-0001			807.00		OVERHEAD ALLOC. 8 OF 12	
03/19/19	19-9		10-0001			807.00		OVERHEAD ALLOC. 9 OF 12	
04/23/19	19-10		11-0001			807.00		OVERHEAD ALLOC. 10 OF 12	
05/08/19	19-11		12-0001			804.00		OVERHEAD ALLOC. 11 OF 12	
06/11/19	19-12							OVERHEAD ALLOC. 12 OF 12	
TOTAL	OVERHEAD	REIMBURSEMENT			9,681.00	9,681.00	.00		.00
8522	ADVERTISING				.00	.00	.00	BEGINNING BALANCE	
07/01/18	11-1				250.00			POSTED FROM BUDGET SYSTEM	
10/10/18	21-4					180.00	.00	BIDNO017-19 9/6,13/18	70.00
TOTAL	ADVERTISING			14125 EAST COUNTY GAZE	250.00	180.00	.00		
8538	GRAFFITI REMOVAL				.00	.00	.00	BEGINNING BALANCE	
07/01/18	11-1				20,000.00			POSTED FROM BUDGET SYSTEM	
07/12/18	17-1		645107	16337 AES PROPERTY SER		1,239.60	14,875.25	GRAFFITI ABATEMENT SERVIC	
07/16/18	21-1		645470	16337 AES PROPERTY SER		1,239.60	-1,239.60	GRAFFITI ABATE - JULY	
08/02/18	21-2		645976	16337 AES PROPERTY SER		1,239.60	-1,239.60	GRAFFITI ABATEME-AUG	
09/10/18	21-3		646364	16337 AES PROPERTY SER		1,239.60	-1,239.60	SEP-18 GRAFFITI ABATE	
10/10/18	21-4		646789	16337 AES PROPERTY SER		1,239.60	-1,239.60	OCT 18-GRAFFITI ABATE	
11/06/18	21-4		647276	16337 AES PROPERTY SER		1,239.60	-1,239.60	GRAFFITI ABATEMENT SERVIC	
12/10/18	21-6		647613	16337 AES PROPERTY SER		1,239.60	-1,239.60	DEC 18-GRAFFITI ABATE	
01/08/19	21-7		648125	16337 AES PROPERTY SER		1,239.60	-1,239.60	JAN 19 GRAFFITI ABATE	
02/12/19	21-8		648395	16337 AES PROPERTY SER		1,239.60	-1,239.60	GRAFFITI ABATE 2/2019	
03/05/19	21-8		649017	16337 AES PROPERTY SER		1,239.60	-1,239.60	GRAFFITI ABATE 3/2019	
04/09/19	21-10		649430	16337 AES PROPERTY SER		1,239.60	-1,239.60	GRAFFITI ABATE 4/2019	
05/08/19	21-11		650065	16337 AES PROPERTY SER		1,239.60	-1,239.60	GRAFFITI ABATE 5/2019	
06/18/19	21-11			16337 AES PROPERTY SER		14,875.20	-1,239.65	GRAFFITI ABATEME-JUNE	5,124.80
TOTAL	GRAFFITI REMOVAL				20,000.00	14,875.20	.00		

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

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FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8560	PERMITS AND FEES		(cont'd)		.00	.00	.00	BEGINNING BALANCE	
8560	PERMITS AND FEES				100.00	.00	.00	POSTED FROM BUDGET SYSTEM	100.00
07/01/18	11-1				100.00	.00	.00		
TOTAL	PERMITS AND FEES					.00	.00		
8576	REPAIRS AND MAINTENANCE				.00	.00	.00	BEGINNING BALANCE	
07/01/18	19-1		1-0118		75,000.00	-3,736.74	.00	PAC SWEEP 148077R JUN-18	
07/01/18	11-1							POSTED FROM BUDGET SYSTEM	
07/24/18	17-1			22618 CANNON PACIFIC S		3,143.80	16,542.68	ENCUMB CARRIED FORWARD	
08/20/18	21-2		645745	10220 ST MADELEINE SOP		3,736.74	.00	JULY'18 CREW	
08/23/18	21-2		645827	22618 CANNON PACIFIC S		3,143.80	-3,736.74	APR-JUN PRES WASH	
09/10/18	21-3		646043	10220 ST MADELEINE SOP		3,143.80	.00	AUG'18 CREW	
10/18/18	21-4		646570	10220 ST MADELEINE SOP		3,143.80	.00	09/01/18-09/30/18	
11/01/18	21-4		646759	22618 CANNON PACIFIC S		5,401.34	-5,401.34	PRES WASH JUL - SEP	
11/14/18	21-5		646960	10220 ST MADELEINE SOP		3,143.80	.00	10/01/18-10/31/18	
01/15/19	21-7		647794	10220 ST MADELEINE SOP		3,143.80	.00	SERVICES NOVEMBER-18	
01/15/19	21-7		647768	22618 CANNON PACIFIC S		5,401.34	-5,401.34	PRESSURE WASH OCT-DEC	
01/23/19	21-7		647910	10220 ST MADELEINE SOP		3,143.80	.00	SERVICE DEC-18	
02/13/19	21-8		648221	10220 ST MADELEINE SOP		3,143.80	.00	SERVICES JAN-2019	
02/13/19	17-8			22618 CANNON PACIFIC S		3,143.80	22,685.63	NOT TO EXCEED AMOUNT	
03/27/19	21-9		648814	10220 ST MADELEINE SOP		3,143.80	.00	SERVICES FEB-2019	
04/16/19	21-10		649049	10220 ST MADELEINE SOP		3,143.80	.00	SERVICES MARCH 2019	
04/24/19	21-10		649170	22618 CANNON PACIFIC S		4,923.91	-2,003.26	PRESSURE WASH JAN-MAR	
05/15/19	21-11		649618	10220 ST MADELEINE SOP		3,143.80	.00	APRIL WORK CREW	
06/18/19	21-12		650160	10220 ST MADELEINE SOP		3,143.80	.00	MAY WORK CREW	
06/24/19	21-12		650262	10220 ST MADELEINE SOP		17.06	.00	FEB 2019 SERVICES	
06/24/19	21-12		650262	10220 ST MADELEINE SOP		3,203.53	.00	APRIL 2019 SERVICES	
06/24/19	21-12		650262	10220 ST MADELEINE SOP		59.73	.00	MARCH 2019 SERVICES	
06/24/19	21-12		650262	10220 ST MADELEINE SOP		59.73	.00	NOT TO EXCEED AMOUNT STAT	
07/02/19	21-13		93576-01	22618 CANNON PACIFIC S		3,203.53	.00	2/21/19-2/20/20 WC	
07/17/19	21-13		650600	10220 ST MADELEINE SOP		4,923.91	-4,923.91	PRESSURE WASH APR-JUN	
07/24/19	21-13		650702	22618 CANNON PACIFIC S		61,775.88	-17,761.72	PRIOR YEAR ENCUMBRANCE	
07/25/19	18-13		94029-01	22618 CANNON PACIFIC S		75,000.00	.00		13,224.12
TOTAL	REPAIRS AND MAINTENANCE								
TOTAL 1ST SUBTOTAL - MATERIALS, SVC & SUPPL					118,831.00	98,133.35	.00		20,697.65
9060	BUILDINGS & IMPROVEMENTS				.00	.00	.00	BEGINNING BALANCE	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 13
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SELECTION CRITERIA: expldgr.key orgn='213000'
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PAGE BREAKS ON: FUND,BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
9060	07/01/18			BUILDINGS & IMPROVEMENTS (cont'd)		.00			POSTED FROM BUDGET SYSTEM	.00
TOTAL	07/01/18			BUILDINGS & IMPROVEMENTS		.00	.00	.00		.00
9065	07/01/18			INFRASTRUCTURE		.00			BEGINNING BALANCE	.00
	07/18/18	17-1			22860 INR ENGINEERING	137,470.00	.00	68,950.00	POSTED FROM BUDGET SYSTEM	
	08/23/18	21-2			22860 INR ENGINEERING		2,721.88	-2,721.88	STREET LIGHT TRANSIT FACI	
	08/23/18	21-2			22860 INR ENGINEERING		51,715.62	-51,715.62	RET#1	
	09/25/18	21-3			22860 INR ENGINEERING		725.63	-725.63	RET#2	
	09/25/18	21-3			22860 INR ENGINEERING		13,786.87	-13,786.87	RET#2	
	12/12/18	17-6			22860 INR ENGINEERING		1,425.00	-1,425.00	INCREASE PER CONTRACT CHA	
	01/02/19	21-6			22860 INR ENGINEERING		75.00	-75.00	PE #3 C/O	
	01/02/19	21-6			22860 INR ENGINEERING				RET #3	
	02/07/19	17-8			13804 FORDYCE CONSTRUC		931.00	-931.00	NOT TO EXCEED AMOUNT STAT	
	03/06/19	21-8			13804 FORDYCE CONSTRUC		17,689.00	-17,689.00	RET #1 - PW3646	
	03/11/19	17-9			13804 FORDYCE CONSTRUC		217.85	-217.85	INCREASE PER CONTRACT CHA	
	03/20/19	21-9			13804 FORDYCE CONSTRUC		4,139.15	-4,139.15	RET#2-PW3646	
	04/30/19	21-10			13804 FORDYCE CONSTRUC		1,342.15	-1,342.15	RET#3-PW3646	
	04/30/19	21-10			13804 FORDYCE CONSTRUC		516.35	-516.35	RET#3-PW3646	
	04/30/19	21-10			13804 FORDYCE CONSTRUC		9,810.65	-9,810.65	RET#3-PW3646	
	07/01/19	21-13			13804 FORDYCE CONSTRUC		.00	.00	NOT TO EXCEED AMOUNT STAT	
	07/01/19	21-13			13804 FORDYCE CONSTRUC		.00	.00	INCREASE PER CONTRACT CHA	
	07/02/19	21-13			22860 INR ENGINEERING		.00	.00	STREET LIGHT TRANSIT FACI	
	07/02/19	21-13			22860 INR ENGINEERING		.00	.00	INCREASE PER CONTRACT CHA	
TOTAL	07/02/19			INFRASTRUCTURE		137,470.00	130,597.00	.00		6,873.00
TOTAL 1ST SUBTOTAL - CAPITAL OUTLAY						137,470.00	130,597.00	.00		6,873.00
9910	07/01/18			TRANSFER OUT		.00	.00	.00	BEGINNING BALANCE	.00
TOTAL	07/01/18			TRANSFER OUT		.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
9995				PROJECTS		.00	.00	.00	BEGINNING BALANCE	.00

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

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FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE (cont'd)	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
9995	PROJECTS				.00				
07/01/18	11-1				.00				
TOTAL	PROJECTS				.00	.00		POSTED FROM BUDGET SYSTEM	.00
TOTAL 1ST SUBTOTAL - OTHER FINANCING USES					.00	.00			.00
TOTAL BUDGET ACTIVITY - TRANSIT TDA ARTICLE					352,987.00	357,771.75	.00		-4,784.75
TOTAL FUND - TRANSIT					352,987.00	357,771.75	.00		-4,784.75
TOTAL REPORT					352,987.00	357,771.75	.00		-4,784.75

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

BUS RAPID TRANSIT (BRT) STATION JANITORIAL MAINTENANCE SERVICES -
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. B0707.0-20 (in substantially the same format as Attachment A) in the amount of \$5,512,249.95 with NMS Management, Inc., a Disadvantaged Business Enterprise (DBE), for the provision of BRT station janitorial maintenance services for a five (5) year base period with two (2) 1-year option terms to be exercised at the CEO's discretion.

Budget Impact

The total cost of this agreement would not exceed \$5,512,249.95 as reflected below and costs will be reimbursed by SANDAG through TransNet funding.

Term	Amount
Base Year 1 (3/1/20 – 2/28/21)	\$741,463.55
Base Year 2 (3/1/21 – 2/28/22)	\$756,292.82
Base Year 3 (3/1/22 – 2/28/23)	\$771,418.74
Base Year 4 (3/1/23 – 2/28/24)	\$786,846.69
Base Year 5 (3/1/24 – 2/28/25)	\$802,584.03
Subtotal (Base Period):	\$3,858,605.84
Option Yr. I (Year 6) (3/1/25 – 2/28/26)	\$818,635.69
Option Yr. II (Year 7) (3/1/26 – 2/28/27)	\$835,008.42
Subtotal (Option Period):	\$1,653,644.11
Grand Total (Base and Options):	\$5,512,249.95



DISCUSSION:

MTS currently has 77 existing BRT Stations and Transit Centers with options for future expansion throughout the MTS system.

On August 16, 2019, MTS issued a Request for Proposals (RFP) for BRT Station Janitorial Maintenance Services to secure a multiyear contract to provide routine janitorial services, parking/platform sweeping/power washing, pest control services, trash removal and general station cleaning.

On October 9, 2019, MTS received a total of four (4) proposals from the following:

1. Aztec Landscaping, Inc., dba: Aztec Janitorial
2. Crisp Environments, LLC
3. NMS Management, Inc.
4. Shelter Clean Services, Inc.

All proposals were found to be responsive and responsible. A selection committee consisting of representatives from the MTS Contract Operations and Passenger Facilities and Finance departments evaluated the proposals based on the following criteria:

- | | | |
|----|--|------------|
| 1. | Qualifications and Experience of Firm/Individual | 15% |
| 2. | Proposed Staffing and Management Plan | 25% |
| 3. | Proposed Methodology and Work Plan | 25% |
| 4. | Cost/Price | <u>35%</u> |
| | Total | 100% |

After the initial evaluation, Aztec Janitorial and NMS Management were deemed to be within the competitive range. MTS requested both proposers to submit a revised proposal and address additional clarifications. After final submissions, the selection committee determined that NMS Management, Inc. provided the best value and most advantageous offer to MTS after considering both technical and price factors.

The following represents the final scores and total proposed cost:

PROPOSER NAME	Technical (max 65%)	Cost (max 35%)	TOTAL (max 100%)	Proposed Cost	Ranking
NMS Management	52.83	34.72	87.55	\$5,512,249.95	1
Aztec Janitorial	40.67	35.00	75.67	\$5,467,688.29	2
Crisp Environments	33.33	35.00	68.33	\$5,258,722.57	3
Shelter Clean Services	36.67	29.62	66.29	\$6,213,980.98	4

NMS received the highest technical score as their proposal not only demonstrated a strong emphasis on safety but also provided specific labor requirements, equipment needs and plan for completing the work; including a well-defined reporting structure with a tracking system for oversight and inspections. Based on the selection committee's analysis of the technical proposal, clarifications and evaluation of price, MTS staff deemed that NMS Management's pricing is fair and reasonable, and has provided a very competitive proposal that meets MTS's requirements as outlined in the RFP. Staff was

also able to reduce the proposed cost by \$426,447.38 (7.7%) from the original price of \$5,938,697.33 to a revised price of \$5,512,249.95.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0707.0-20 (in substantially the same format as Attachment A) in the amount of \$5,512,249.95 with NMS Management, Inc., a DBE, for the provision of BRT station janitorial maintenance services for a five (5) year base period with two (2) 1-year option terms to be exercised at the CEO's discretion.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft Contract B0707.0-20
B. Cost Summary

STANDARD SERVICES AGREEMENT

B0707.0-20
 CONTRACT NUMBER

DRAFT

THIS AGREEMENT is entered into this _____ day of _____, 2020, 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: NMS Management, Inc. Address: 155 West 35th St, Suite A

Form of Business: Corporation National City, CA 91950
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 619-425-0440 Email: nmsmanagment@msn.com

Authorized person to sign contracts: David M. Guaderrama President
 Name Title

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

Provide Bus Rapid Transit (BRT) Station Janitorial Maintenance Services as set forth in the MTS Scope of Work (attached as Exhibit A), NMS Management's Proposal (attached as Exhibit B), in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C), and MTS Signed Forms (attached as Exhibit D).

The contract term is for up to a 7-year period (5-year base with two 1-year options, exercisable at MTS's sole discretion). Base period shall be effective March 1, 2020, through February 28, 2025, and Option Years I, and II shall be effective March 1, 2025, through February 28, 2027, if exercised by MTS. Payment terms shall be net 30 days from invoice date.

The total contract cost shall not exceed \$3,858,605.84 for the base period and \$1,653,644.11 for the option years for a total of **\$5,512,249.95** 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: _____

COST SUMMARY - BRT STATION JANITORIAL MAINTENANCE SERVICES, MTS DOC. NO. B0707.0-20					
#	TERM	AZTEC JANITORIAL	NMS MANAGEMENT	CRISP ENVIRONMENTS	SHELTER CLEAN SERVICES
1	BASE YR 1 - (3/1/20 - 2/28/21)	\$ 682,742.25	\$ 741,463.55	\$ 676,720.33	\$ 810,964.00
2	BASE YR 2 - (3/1/21 - 2/28/22)	\$ 726,720.46	\$ 756,292.82	\$ 710,255.69	\$ 835,292.92
3	BASE YR 3 - (3/1/22 - 2/28/23)	\$ 772,021.35	\$ 771,418.74	\$ 743,074.03	\$ 860,351.71
4	BASE YR 4 - (3/1/23 - 2/28/24)	\$ 791,485.00	\$ 786,846.69	\$ 759,103.67	\$ 886,162.26
5	BASE YR 5 - (3/1/24 - 2/28/25)	\$ 811,108.04	\$ 802,584.03	\$ 773,748.51	\$ 912,747.13
	SUBTOTAL - BASE:	\$ 3,784,077.10	\$ 3,858,605.84	\$ 3,662,902.23	\$ 4,305,518.01
6	OPTION YR I (YR 6) - (3/1/25 - 2/28/26)	\$ 831,441.52	\$ 818,635.69	\$ 790,301.13	\$ 940,129.54
7	OPTION YR II (YR 7) - (3/1/26 - 2/28/27)	\$ 852,169.67	\$ 835,008.42	\$ 805,519.20	\$ 968,333.43
	SUBTOTAL - OPTIONS:	\$ 1,683,611.19	\$ 1,653,644.11	\$ 1,595,820.34	\$ 1,908,462.97
GRAND TOTAL (BASE + OPTIONS):		\$ 5,467,688.29	\$ 5,512,249.95	\$ 5,258,722.57	\$ 6,213,980.98



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

LANDSCAPING MAINTENANCE SERVICES – 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. PWG302.0-20 (in substantially the same format as Attachment A) in the amount of \$1,126,331.28 with Aztec Landscaping, Inc. (Aztec) for the provision of landscaping maintenance and as-needed repair services for a five (5) year base period with two (2) 1-year option terms to be exercised at the CEO's discretion.

Budget Impact

The value of this agreement will not exceed \$1,126,331.28. The project will be funded through the respective fiscal years' maintenance operating budget accounts as follows:

	<i>Budget Account</i>	<i>Budget Amount Base Years 1-5</i>	<i>Budget Amount Optional Years 1-2</i>	<i>Total Budget Amount</i>
Bus Rapid Transit (BRT)	845012-571140	\$ 630,052.64	\$ 279,539.01	\$ 909,591.65
Land Management (LM)	791010-571250	\$ 161,151.82	\$ 55,587.81	\$ 216,739.63
		\$ 791,204.46	\$ 335,126.82	\$ 1,126,331.28

DISCUSSION:

MTS currently has 27 Bus Rapid Transit (BRT) stations, and six (6) MTS-owned properties managed by MTS's Land Management department that require landscaping maintenance and as-needed repairs. This contract will provide full provision of labor, equipment, materials and supplies for a comprehensive multiyear landscaping maintenance program. The program also includes general landscaping, ground cover maintenance, weed, trash, brush abatement services, irrigation maintenance and repair, and tree trimming/pruning services.



On September 20, 2019, MTS issued a Request for Proposals (RFP) for landscaping maintenance for BRT stations and six (6) other owned MTS properties. Landscaping maintenance and repair activities will be to ensure a safe, attractive, healthy, colorful, and lush appearance of various vegetation, and clean hardscapes and sidewalks at MTS BRT locations.

On October 31, 2019, MTS received a total of three (3) proposals from Aztec, Quality Sprayers, Inc. (QSI), and Singh Group, Inc. (SGI).

A selection committee consisting of representatives from various MTS departments met and rated the proposals. The ratings were based on the following criteria:

1. Qualifications of Firm or Individual	15%
2. Staffing, Organization and Management Plan	15%
3. Work Plan	30%
4. Cost/Price	40%
Total 100%	

After the initial evaluations, the selection committee determined that only Aztec was within the competitive range. No further questions and clarifications were necessary; therefore, staff proceeded to request for a Best and Final Offer (BAFO). Aztec reduced their proposed pricing by \$16,186.11 from the original offer of \$1,142,517.39 to a revised offer of \$1,126,331.28.

After considering the technical and price factors and price analysis, the selection committee deemed that Aztec provided the best value to MTS.

The following table represents the final scores and ranking for the proposers:

Proposer Name	Technical (max 60%)	Cost (max 40%)	TOTAL (max 100%)	Proposed Cost	Ranking
Aztec	49.80	40.00	89.80	\$1,126,331.28	1
QSI	34.88	33.20	68.08	\$1,356,882.47	2
SGI	39.90	18.88	58.78	\$2,386,366.22	3

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc No. PWG302.0-20 (in substantially the same format as Attachment A) in the amount of \$1,126,331.28 with Aztec for the provision of landscaping maintenance and as-needed repair services for a five (5) year base period with two (2) 1-year option terms to be exercised at the CEO's discretion.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft MTS Doc. No. PWG302.0-20
B. Cost Summary

PWG302.0-20 CONTRACT NUMBER

STANDARD SERVICES AGREEMENT

THIS AGREEMENT is entered into this _____ day of _____, 2020, 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: Aztec Landscaping, Inc. Address: 7980 Lemon Grove Way
Lemon Grove, CA 91945

Form of Business: Corporation
 (Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 619.464.3303 ext.106

Email Address: rafael@azteclandscaping.com

Authorized person to sign contracts

<u>Rafael Aguilar</u> Name	<u>V.P. of Operations</u> Title
-------------------------------	------------------------------------

The attached Standard Conditions are part of this Agreement. The Contractor agrees to

Provide landscaping maintenance services as specified in the Scope of Work (attached as Exhibit A), Proposal (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C), and Forms (attached as Exhibit D).

The contract term is for up to five (5) base years with two (2) 1-year options, exercisable at MTS's sole discretion, for a total of seven (7) years. Base period shall be effective March 1, 2020 through February 28, 2025 and option years shall be effective March 1, 2025 through February 28, 2027, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$791,204.47 for the base years and \$331,126.81 for the option years, for a total contract value not to exceed \$1,126,331.28 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	AZTEC LANDSCAPING, INC.
By: <u>Paul Jablonski, Chief Executive Officer</u>	By <u>_____</u>
Approved as to form: By: <u>Karen Landers, Office of General Counsel</u>	Title: <u>_____</u>

COST SUMMARY - LANDSCAPING MAINTENANCE SERVICES, MTS DOC. NO. PWG302.0-20				
#	TERM	AZTEC	QSI	SINGH
1	BASE YR 1 - (3/1/20 - 2/28/21)	\$ 154,322.34	\$ 180,609.46	\$ 340,730.00
2	BASE YR 2 - (3/1/21 - 2/28/22)	\$ 155,965.60	\$ 180,669.96	\$ 340,785.00
3	BASE YR 3 - (3/1/22 - 2/28/23)	\$ 157,960.79	\$ 187,316.22	\$ 340,842.75
4	BASE YR 4 - (3/1/23 - 2/28/24)	\$ 160,306.56	\$ 193,333.03	\$ 340,903.39
5	BASE YR 5 - (3/1/24 - 2/28/25)	\$ 162,649.18	\$ 198,890.32	\$ 340,967.06
	SUBTOTAL - BASE:	\$ 791,204.47	\$ 940,818.99	\$ 1,704,228.20
6	OPTION YR I (YR 6) - (3/1/25 - 2/28/26)	\$ 165,885.60	\$ 204,909.26	\$ 341,033.91
7	OPTION YR II (YR 7) - (3/1/26 - 2/28/27)	\$ 169,241.21	\$ 211,154.22	\$ 341,104.11
	SUBTOTAL - OPTIONS:	\$ 335,126.81	\$ 416,063.48	\$ 682,138.02

GRAND TOTAL (BASE + OPTIONS):	\$ 1,126,331.28	\$ 1,356,882.47	\$ 2,386,366.22
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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

LIGHT RAIL VEHICLE (LRV) UPPER LEVEL WORK PLATFORMS CONSTRUCTION
MANAGEMENT SERVICES – WORK ORDER AMENDMENT 2

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Ratify Work Order Amendment No. 1 WOA2016-CM001.1 under MTS Doc. No. G2016.0-17 (Attachment A) with TRC Engineers, Inc. (formerly Caltrop Consulting) for construction management and inspection services for the LRV Upper Level Work Platforms project in the amount of \$94,678.48, increasing the initial work order value from \$119,201.76 to \$213,880.24; and
- 2) Execute Amendment No. 2 to MTS Doc. No. WOA2016-CM001 (in substantially the same format as Attachment B) under MTS Doc. No. G2016.0-17 with TRC Engineers, Inc. in the amount of \$67,993.73 to provide additional construction management and inspection services for the LRV Upper Level Work Platforms at MTS Building C1 East.

Budget Impact

The value of Amendment No. 2 will not exceed \$67,993.73 and is funded through the MTS Capital Improvement Project (CIP) budget account(s) 2006003302 and 2006005402. With this amendment, the new work order totals shall not exceed \$281,873.97.

DISCUSSION:

On October 17, 2014, the San Diego Association of Governments (SANDAG) issued a Request for Statement of Qualifications (RFSQ) for Construction Management (CM) services and MTS was assigned the right to utilize this contract through an assignment agreement on June 7, 2017. The RFSQ resulted in the approval of 8 firms qualified to



perform CM services. Tasks are assigned to the firms through a work order process, and MTS selects the most qualified firm based on the scope of work to be performed.

The LRV upper level work platform project adds work platforms in Buildings A and C to enhance a safe working environment for LRV maintainers. This project will increase LRV shop maintenance space and subsequently reduce vehicle down time for repairs. This board agenda item is to authorize construction management services for oversight of the construction contractor while the LRV upper level work platforms are installed.

On January 18, 2018 (AI 15), the Board approved a Work Order with Caltrop/TRC Engineers, Inc. for construction management services (\$119,201.76) for the construction work in Building A (tracks 2 and 3), and Building C (tracks 4 and 5). Construction began in 2018, but design problems required platform construction at all four locations to stop for re-design work. Ultimately the project was re-bid in late 2019, with a new construction contract approved by the board on December 12, 2019 (AI 11). The most recent solicitation included an additional platform, in Building C, track 1 and removable handrails for all five platform locations.

Pursuant to the CEO's authority under Policy No. 41, Amendment No. 1 to the TRC Engineers construction management work order, for \$94,678.48, was executed on May 10, 2019 to accommodate project delays and increase time and costs needed for construction management services on the original scope of work (four platform locations).

Amendment No. 2 to the TRC Engineer's construction management work order, for \$67,993.73, adds the new platform (Building C, track 1 and removable handrails) covered in the December 12, 2019 approved construction contract. Construction is scheduled to begin in early March 2020.

At the onset of the project, TRC Engineers, Inc. was selected as the most qualified firm to do the initial work order. Staff has determined that amendments to the existing work order is the most cost-effective way to move forward, based on TRC's experience with the project.

Staff recommends that the MTS Board of Directors authorize the CEO to ratify Amendment No. 1 the original task order (Attachment A) and to execute Amendment No. 2 Doc. No. WOA2016-CM001 (in substantially the same format as Attachment B) to provide additional construction management and inspection services for the additional platform in Building C, track 1 and removable handrails. With this amendment the new work order totals shall not exceed \$281,873.97.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. MTS Doc. No. G2016.0-17 WOA2016-CM001.1
B. Draft MTS Doc. No. G2016.0-17 WOA2016-CM001.2



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May 1, 2019

MTS Doc. No. G2016.0-17
Work Order No. WOA2016-CM001.1

Derich Sukow, P.E.
Vice President of Construction Engineering and Inspection, California
TRC Engineers, Inc.
17911 Von Karman Avenue Suite 400
Irvine, CA 92614

Dear Mr. Sukow:

Subject: MTS DOC. NO. G2016.1-17, WOA2016-CM001.1 AMENDMENT NO. 1, LRV UPPER
PLATFORMS CONSTRUCTION MANAGEMENT SERVICES – WORK ORDER
AGREEMENT AMENDMENT.

This letter shall serve as Amendment 1 to MTS Doc. No. G2016.1-17, WOA2016-CM001, for
professional services under the General Engineering Consultant Agreement, as further described
below.

SCOPE OF SERVICES

Additional Construction Management, Inspection to support new construction contract executed to
finish LRV Upper Platforms Project.

SCHEDULE

See LRV Upper Platforms Construction Project schedule (PWL273.0-19)

PAYMENT

The total cost for all work under this Amendment shall not exceed \$94,678.48, without prior written
approval from MTS. The total value of this contract including this amendment shall not exceed
\$213,880.20.

Sincerely,

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

Paul C. Jablonski
Chief Executive Officer

Accepted:

A handwritten signature in blue ink, appearing to read 'Derich Sukow', written over a horizontal line.

Derich Sukow
TRC Engineers, Inc.

Date: May 10, 2019

Attachments: B - Schedule Negotiated Fee Proposal

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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.

Work Order Estimate Summary

Att. A, AI 16, 2/13/20

MTS Doc. No. G2016.0-17

Work Order No. WOA2016-CM001 A01

Attachment: B

Work Order Title: LRV Upper Level Work Platforms

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0700-2700	Perform Construction Inspection	\$94,678.48
2			

Totals = \$94,678.48

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	0700-2700	Perform Construction Inspection	568.0	\$94,678.48
2				
3				
4				
5				

Totals = 568.0 \$94,678.48

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	TRC Engineers, Inc.	568.0	\$94,678.48

Totals = 568.0 \$94,678.48

Work Order Estimate

Summary

Consultant/Subconsultant: **TRC Engineers, Inc.**

MTS Doc. No.: **G2016.0-17**

Att. A, AI 16, 2/13/20

Work Order No.: **WOA2016-CM001 A01**

Total Hours =

568

Total Costs =

\$94,678.48

Work Order Title: **LRV Upper Level Work Platforms**

Attachment:

B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Javier Galindo - Project Manager	Thomas Kiepe - Inspector 3 (Civil)					Total Hours	Totals
				\$ 281.02	\$ 150.33	\$ -	\$ -	\$ -	\$ -		
1	Task 1	Construction Inspection Services									
	ODC - Vehicle (6 months @ \$1,200)			\$7,200.00							\$7,200.00
	Pre-Construction				12						
	Construction Inspection (120 Working Days - 6 months)				500						
	Close Out				40						
	Project Management			16							
	Subtotals (Hours) =		N/A	16	552						\$7,200.00
	Subtotals (Costs) =		\$7,200.00	\$4,496.32	\$82,982.16					568	\$94,678.48
	Totals (Summary) =									568	\$94,678.48
	Total (Hours) =		N/A	16	552						\$7,200.00
	Total (Costs) =		\$7,200.00	\$4,496.32	\$82,982.16						\$7,200.00
	Percentage of Total (Hours) =		N/A	3%	97%					100%	
	Percentage of Total (Costs) =		8%	5%	88%						100%

MTS Doc. No. G2016.0-17
Work Order No. WOA2016-CM001.2

February 17, 2020

Derich Sukow, P.E.
Vice President of Construction Engineering and Inspection, California
TRC Engineers, Inc.
17911 Von Karman Avenue Suite 400
Irvine, CA 92614

Dear Mr. Sukow:

Subject: MTS DOC. NO. G2016.0-17, WOA2016-CM001.2 AMENDMENT NO. 2, LIGHT RAIL
VEHICLE (LRV) UPPER PLATFORMS CONSTRUCTION MANAGEMENT SERVICES –
WORK ORDER AGREEMENT AMENDMENT.

This letter shall serve as Amendment 2 to MTS Doc. No. G2016.1-17, WOA2016-CM001.2, for
professional services under the General Engineering Consultant Agreement, as further described
below.

SCOPE OF SERVICES

Additional Construction Management, Inspection to support new construction contract executed to
finish LRV Upper Platforms Combined Project.

SCHEDULE

See LRV Upper Platforms Construction Project schedule (MTS Doc No. PWL287.0-19)

PAYMENT

The total cost for all work under this Amendment shall not exceed \$67,993.73, without prior written
approval from MTS. The total value of this contract including this amendment shall not exceed
\$281,873.97.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Derich Sukow
TRC Engineers, Inc.

Date: _____

Attachments: A - Scope of Work
B – Work Order Estimate Summary/Schedule Negotiated Fee Proposal



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

VARIABLE MESSAGE SIGN (VMS) DISPLAY ASSEMBLY FOR SOUTH BAY BUS
RAPID TRANSIT (BRT) STATIONS – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. L1468.0-19 (in substantially the same format as Attachment A) with My Electrician Inc., a Disabled Veteran Business Enterprise (DVBE) and Small Business (SB), for the provision of an alternative product manufacturer and purchase of three (3) additional units for the South Bay BRT VMS sign assemblies in the amount of \$223,828.79.

Budget Impact

The total budget for this Amendment shall not exceed \$223,828.79 and is funded by Capital Improvement Project (CIP) account 3004010301. The new total contract amount shall not exceed \$441,836.79.

DISCUSSION:

At the December 13, 2018 Board Meeting (AI 15), the board approved a contract with Mr. Electrician, Inc., to furnish 28 VMS displays and enclosure assemblies for the South Bay BRT stations, to be installed by MTS staff upon delivery.

After the contract was executed and during the submittal review process, MTS was informed the monitor product (LG Outdoor TVs) proposed by MTS had been discontinued.

A search for alternate outdoor commercial monitors commenced, by MTS, the design team and Mr. Electrician. In mid-2019, the Nanov Display product was identified as a



potential solution and MTS worked with the Contractor to fabricate and test a prototype assembly with the new display. The Nanov Display, Inc product (Nanov Nisdms-460LHC) is a two-sided sign with an integral enclosure. The Nanov Display, Inc product meets the Buy America requirements and is compliant with Underwriters Laboratories (UL) Safety Testing and Certification process.

The prototype unit was field tested at the Imperial Ave Division (IAD) Bus facility for several months, feedback and test results by MTS staff and inspectors were sent back to the manufacturer, and the final device was certified and approved by MTS in late 2019.

To keep the contract valid during the product testing period, MTS issued 3, no cost time extensions to the contractor while the team worked to find a solution to the discontinued monitor product. The no-cost time extensions were issued as contract Amendments 1, 2 and 3.

The change in manufacturer has resulted in a net increase in the cost of each sign. The total cost of Amendment No. 4 is the result of a credit for \$218,008.00 for the original assembly and a charge of 394,095.86 for 28 signs by the new manufacturer. The addition of three signs for the Old Town transit station at a cost of \$42,223.50, to be billed to the Old Town project CIP, and the cost for the on-site prototype. MTS staff has determined that Amendment No. 4 pricing is fair and reasonable based on a comparison to the original bids received, current market pricing and MTS's Independent Cost Estimate (ICE).

Summary of Costs Amendment No. 4	
Credit for As-Bid Assembly	(218,008.00)
Nanov Display	394,095.86
3 Additional Signs (Old Town)	42,223.50
On-Site prototype	5,517.43
Total	\$223,828.79

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 4 to MTS Doc. No. L1468.0-19, with My Electrician Inc., a DVBE and SB, for the provision of an alternative product manufacturer and purchase of three (3) additional units for the South Bay BRT VMS sign assemblies in the amount of \$223,828.79.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Amendment No. 4 - L1468.4.-19

February 14, 2020

MTS Doc. No. L1468.4-19

Brian Alston
My Electrician Inc.
27315 Jefferson Ave. Ste. J-46
Temecula, CA 92590

Subject: AMENDMENT NO. 4 TO MTS DOC. NO. L1468.0-19 VARIABLE MESSAGE SIGN
DISPLAY FOR SOUTH BAY BUS RAPID TRANSIT (BRT)

Mr. Alston:

This shall serve as Amendment No. 4 to our agreement for Variable Message Sign Display for South Bay BRT as further described below.

SCOPE

The scope shall be revised per Attachment NISDM-460LHC-SAN SPECS.

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

As a result of this amendment, the contract is increased by \$223,828.79; from \$218,008 to a new total contract amount not to exceed \$441,836.79.

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

Brian Alston
My Electrician Inc.

Date: _____

Attachments: A - NISDM-460LHC-SAN SPECS
B - Proposal 010620



46" Outdoor Double-Sided VMS Transit Monitor



Model: NISDM-460LHC-SAN, Double-sided

- ✓ Tamper-proof, anti-reflection, tempered glass over 46" screen
- ✓ Sunlight readable, 2500cd, HVAC (Heater, Ventilation, Air-circulation)
- ✓ Commercial, maintenance-ready design,
- ✓ Compliance: UL 48, UL879, UL60695
- ✓ Remote Hardware Maintenance Module
- ✓ Powdered steel enclosure structure

46" Outdoor Double-sided Transit VMS Specification

Parameter	Specification
Video Orientation	Landscape
Screen Dimensions	1020mm (width) x 575mm (height); (40.2 inches x 22.6 inches)
Enclosure Dimensions	1200mm (width) x 750mm (height) x 282mm (depth); (47.2 inches x 29.5 inches x 11.1 inches)
Resolution	1920 x 1080 pixels
Color	1.07 billion colors (10-bit)
Dimming	50-100% automatic dimming
Calibrated Intensity	2500 Cd/m ²
Color Temperature Modes	Warm / Medium / Cool
Refresh Rate	120 Hz
Contrast Ratio	2,000:1 (Typical); 10,000:1 (Dynamic)
Viewing Angle	178 degrees (side/side) 178 degrees (up/down)
Burn Time (one static image)	30 min

Power, Computer & Electronics

Parameter	Specification	
Power Consumption	Max 800W	
Embedded computer (1)	CPU	Intel N2930, 1.83 GHz turbo to 2.16 GHz Quad Core
	RAM	4GB/1333MHz dual channel memory
	Dimensions (W x H x D)	6.5 in. x 6.2 in. x 0.9 in.
	Storage	TBD
	OS	Chrome OS
Inputs / Outputs	HDMI (2) DVI (720p/1080i/1080p) Four USB 2.0 PC Input via 15-pin Gig Ethernet LAN (RJ45, Cat 6), RS-232C Wi-Fi 802.11ac dual band, 2x2 Bluetooth 4.0 Module Optional: LTE Modem	
On Screen Display (OSD)	English (default),	
Hardware Maintenance Software	Installed networking module to control hardware	

System Level Design & Durability

Parameter	Specification
Rated Operating Conditions	Temperature: -30°C to +45°C Humidity: 20% to 80%
Heating, Ventilation & Air Circulation (HVAC)	Automated system for heating & cooling with active air inflow & exhaust <i>[patent pending]</i>
External Housing	Fully-sealed, weather-proof enclosure Powder coated surface treatment Available finishing materials: Stainless steel, Aluminum, Architectural glass
Glass	Anti-vandal, tempered glass
Certification	FCC, UL48, UL879, UL 60695
Warranty	36 Months
Mean Time Between Failure	50,000 hours
KIOSK Health Maintenance Module (Remote hardware control board) [Model: NRMCB-10]	Remote capabilities: <ul style="list-style-type: none"> - Control internal temperature using fan speed - Adjust screen brightness - Screen power on/off - Computer power on/off - Analog-Digital board on/off - Optional pixel detection sensor when the screen does not move pixel Sensor Diagnostic Logs

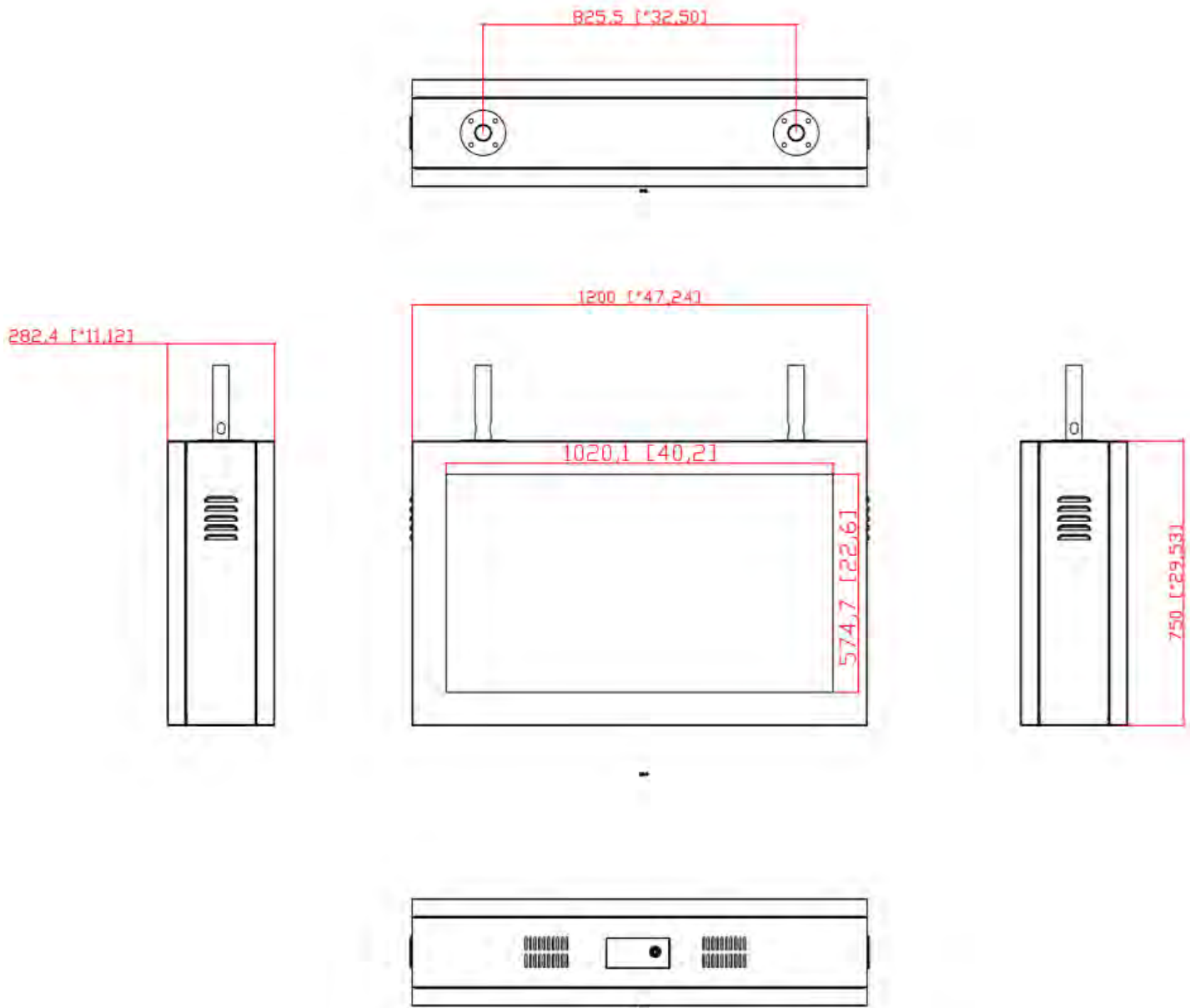
Maintenance Door Concept

This Nanov Display product is designed with easy maintenance access in mind. You can swing open the enclosure door to access the monitor in no time at all. Next, to access the electronics directly, the screen can pivot upwards thanks to its mounting with heavy-duty pneumatic spring.



Physical Dimensions

Total System Weight: 60 kg (132 lb.) per unit



Concept Drawing





Nanov Display Inc.

Building 77, Navy Yard

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Brooklyn, NY 11205

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A-10



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

INVESTMENT REPORT – QUARTER ENDING DECEMBER 31, 2019

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of December 31, 2019. The combined total of all investments has decreased quarter to quarter from \$139.5 million to \$129.6 million. This \$9.9 million decrease is attributable to \$31.4 million in capital expenditures and \$2.5 million in debt payments related to the pension obligation bonds, partially offset by \$19.8 million in subsidy reimbursement from SANDAG relating to the light-rail vehicle procurement and \$7.7 million in Federal Transit Administration (FTA) funding, 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. MTS remains in compliance with Board Policy 30 and is able to meet expenditure requirements for a minimum of the next six months as required.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Investment Report for the Quarter Ending December 31, 2019.



**San Diego Metropolitan Transit System
Investment Report
December 31, 2019**

Institution / Issuer	Function	Investment Type	Restricted	Unrestricted	Total	Avg. Rate of Return		Benchmark
J.P. Morgan Chase	Operating Funds	Depository Bank	-	37,726,730	37,726,730	0.22%	*	0.500% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	6,442,512	-	6,442,512	N/A	**	-
San Diego County Treasurer's Office	Prop 1B TSGP Grant Funds	Investment Pool	13,303,565	-	13,303,565	2.334%		2.011% S&P US T-Bill 0-3 Mth Index
Subtotal: Restricted for Capital Support			19,746,077	-	19,746,077			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	4,480,475	41,510,574	45,991,049	2.043%		2.011% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	26,140,676	26,140,676	2.334%		2.011% S&P US T-Bill 0-3 Mth Index
Subtotal: Investment Surplus Funds			4,480,475	67,651,250	72,131,725			
Grand Total Cash and Investments			\$ 24,226,553	\$ 105,377,980	\$ 129,604,532			

*-The .22% is an annual percentage yield on the average daily balance that exceeds \$22 million

** - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

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:

The Plan's investment advisor, Jeremy Miller from RVK, will provide the Board of Directors with an update as to the performance of the SDTC Employee Retirement Plan (Plan) as well as general capital market performance. RVK's pension investment performance analysis (Attachment A) for the Plan as of June 30, 2019 includes assets with a market value of \$170.9 million. During fiscal year 2019, the Plan's assets increased by approximately \$4.0 million. This resulted from a net investment gain of \$9.3 million, partially offset by a net payout of benefits and expenses less contributions of \$5.3 million.

The Plan's ten products achieved a combined investment return of 5.73% for the year. The Plan's returns over the past three, five and ten years were 6.76%, 3.93% and 7.29% respectively. Since inception (10/1/1982), the Plan's investments have returned 8.93%.

RVK will also provide an update to performance for calendar year 2019 which has produced a combined investment return of 16.18% for the year.

/s/ Paul C. Jablonski

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





Monthly Investment Performance Analysis

San Diego Transit Corporation

Employees Retirement Plan

Period Ended: June 30, 2019



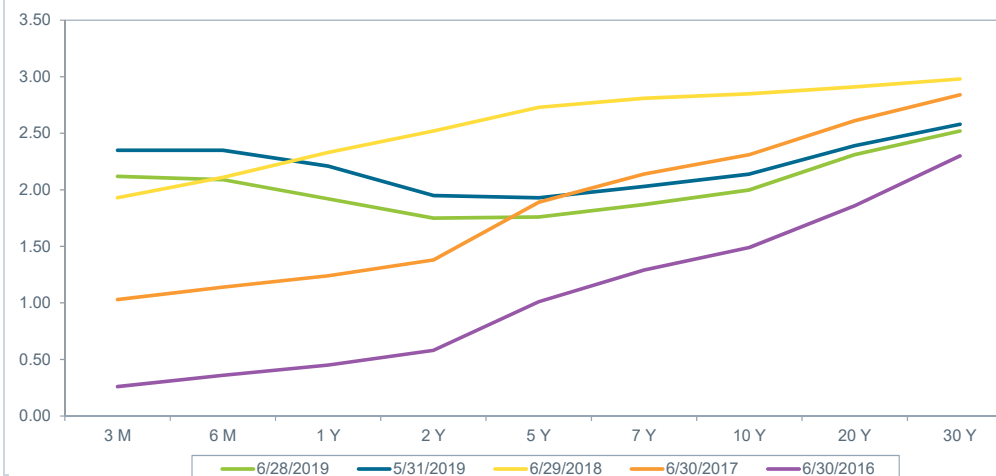
Capital Markets Review

As of June 30, 2019

General Market Commentary

- The Federal Open Market Committee (FOMC) voted to leave interest rates unchanged in June and Chairman Powell stated that "the case for somewhat more accommodative policy has strengthened" leading market participants to believe one or more interest rate cuts could occur in 2019 and 2020.
- The US Treasury yield curve steepened throughout the month as yields continued to fall across the curve, with a significant drop occurring in short-term rates. Despite an overall steepening, the curve remains inverted across the 3-month to 10-year maturity.
- Stocks rebounded sharply in June after a turbulent May despite declining US economic fundamentals. Specifically, consumer confidence and US housing data suggested slowing growth in segments of the US economy.
- Equity markets posted positive returns in June as the S&P 500 (Cap Wtd) Index returned 7.05% and the MSCI EAFE (Net) Index returned 5.93%. Emerging markets returned 6.24% as measured by the MSCI EM (Net) Index.
- The Bloomberg US Aggregate Bond Index returned 1.26% in June, outperforming the 0.83% return by the Bloomberg US Treasury Intermediate Term Index. International fixed income markets returned 3.21%, as measured by the FTSE Non-US World Gov't Bond Index.
- Public real estate, as measured by the FTSE NAREIT Eq REITs Index (TR), returned 1.26% in June and 7.92% over the trailing five-year period.
- The Cambridge US Private Equity Index returned 10.61% for the trailing one-year period and 11.82% for the trailing five-year period ending December 2018.
- Absolute return strategies, as measured by the HFRI FOF Comp Index, returned 1.56% for the month and 1.15% over the trailing one-year period.
- Crude oil's price increased by 9.29% during the month, but has decreased by 21.15% YoY.

Treasury Yield Curve (%)



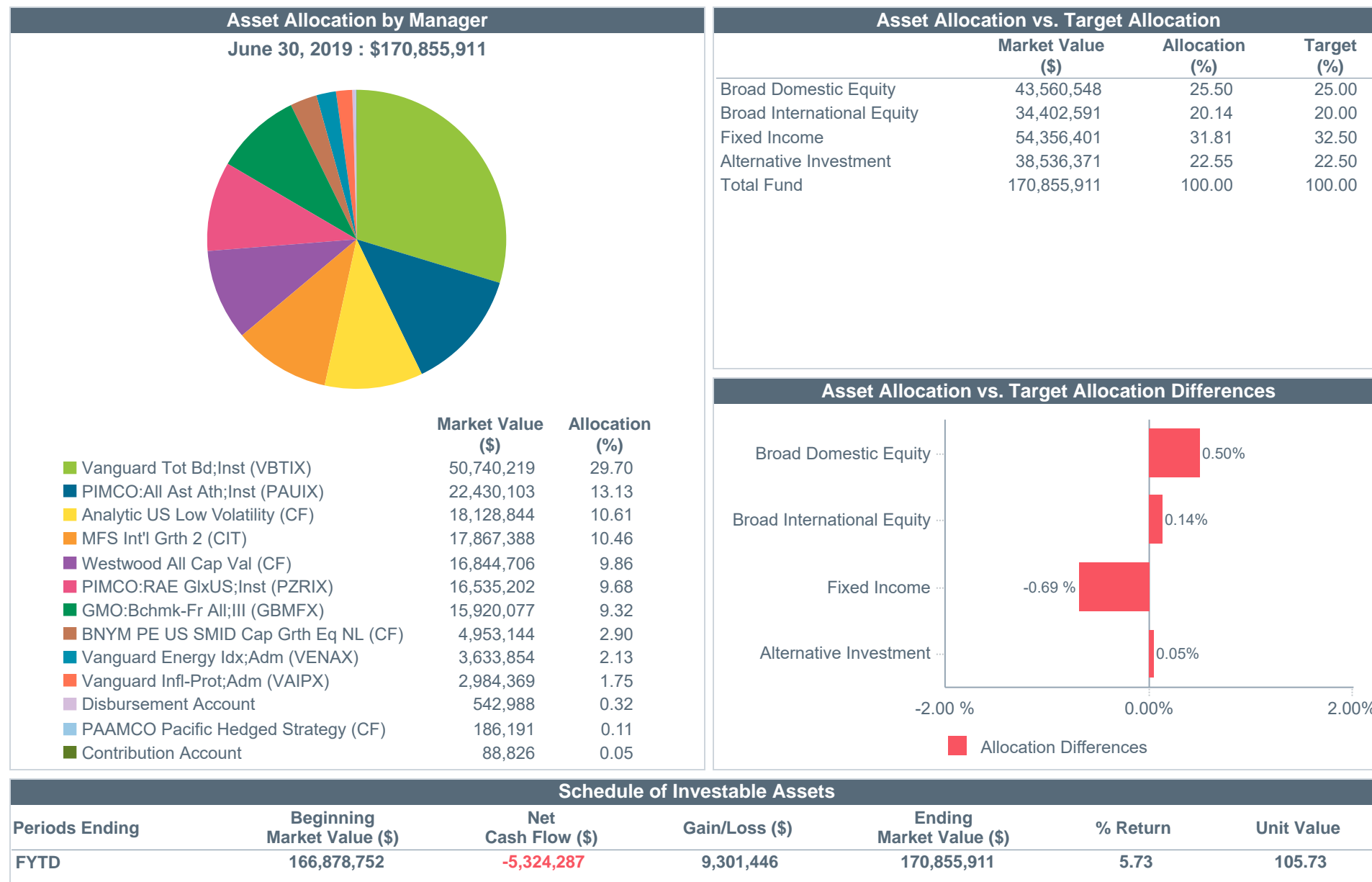
Economic Indicators	Jun-19		May-19	Jun-18	10 Yr	20 Yr
Federal Funds Rate (%)	2.40	—	2.40	1.91	0.52	1.88
Breakeven Inflation - 5 Year (%)	1.54	▼	1.59	2.08	1.75	1.86
Breakeven Inflation - 10 Year (%)	1.70	▼	1.74	2.13	2.01	2.04
Breakeven Inflation - 30 Year (%)	1.76	▼	1.83	2.12	2.16	2.27
Bloomberg US Agg Bond Index - Yield (%)	2.49	▼	2.69	3.29	2.58	3.91
Bloomberg US Agg Bond Index - OAS (%)	0.46	▼	0.49	0.44	0.54	0.64
Bloomberg US Agg Credit Index - OAS (%)	1.09	▼	1.20	1.16	1.37	1.47
Bloomberg US Corp: HY Index - OAS (%)	3.77	▼	4.33	3.63	5.01	5.51
Capacity Utilization (%)	77.79	▼	77.79	78.55	76.22	77.21
Unemployment Rate (%)	3.7	▲	3.6	4.0	6.6	5.9
PMI - Manufacturing (%)	51.7	▼	52.1	60.0	54.4	52.8
Baltic Dry Index - Shipping	1,354	▲	1,096	1,385	1,344	2,311
Consumer Conf (Conf Board)	124.30	▼	131.30	127.10	87.42	92.71
CPI YoY (Headline) (%)	1.6	▼	1.8	2.9	1.6	2.2
CPI YoY (Core) (%)	2.1	▲	2.0	2.3	1.8	2.0
PPI YoY (%)	0.4	▼	1.0	4.1	1.6	2.3
M2 YoY (%)	4.7	▲	4.2	4.1	6.0	6.2
US Dollar Total Weighted Index	90.86	▼	92.76	89.97	81.96	86.19
WTI Crude Oil per Barrel (\$)	58	▲	54	74	73	61
Gold Spot per Oz (\$)	1,409	▲	1,305	1,253	1,325	905

Treasury Yield Curve (%)	Jun-19	May-19		Jun-18	Jun-17	Jun-16		
3 Month	2.12	2.35		1.93	1.03	0.26		
6 Month	2.09	2.35		2.11	1.14	0.36		
1 Year	1.92	2.21		2.33	1.24	0.45		
2 Year	1.75	1.95		2.52	1.38	0.58		
5 Year	1.76	1.93		2.73	1.89	1.01		
7 Year	1.87	2.03		2.81	2.14	1.29		
10 Year	2.00	2.14		2.85	2.31	1.49		
20 Year	2.31	2.39		2.91	2.61	1.86		
30 Year	2.52	2.58		2.98	2.84	2.30		
Market Performance (%)	MTD	QTD	CYTD	1 Yr	3 Yr	5 Yr	7 Yr	10 Yr
S&P 500 (Cap Wtd)	7.05	4.30	18.54	10.42	14.19	10.71	13.98	14.70
Russell 2000	7.07	2.10	16.98	-3.31	12.30	7.06	11.63	13.45
MSCI EAFE (Net)	5.93	3.68	14.03	1.08	9.11	2.25	7.31	6.90
MSCI EAFE SC (Net)	4.24	1.71	12.55	-6.35	9.06	4.40	9.89	9.67
MSCI EM (Net)	6.24	0.61	10.59	1.21	10.66	2.49	4.15	5.81
Bloomberg US Agg Bond	1.26	3.08	6.11	7.87	2.31	2.95	2.62	3.90
ICE BofAML 3 Mo US T-Bill	0.22	0.64	1.24	2.31	1.38	0.87	0.65	0.49
NCREIF ODCE (Gross)	1.00	1.00	2.43	6.41	7.57	9.76	10.52	9.88
FTSE NAREIT Eq REITs Index (TR)	1.26	1.24	17.78	11.21	4.20	7.92	8.88	15.46
HFRI FOF Comp Index	1.56	1.49	6.16	1.15	4.25	2.19	3.67	3.21
Bloomberg Cmtdv Index (TR)	2.69	-1.19	5.06	-6.75	-2.18	-9.15	-6.69	-3.74

Treasury data courtesy of the US Department of the Treasury. Economic data courtesy of Bloomberg Professional Service.

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

As of June 30, 2019



Performance shown is gross of fees. RVK market values include accrued income for performance reporting purposes. Allocations shown may not sum up to 100% exactly due to rounding. Fiscal year ends 06/30. Market value shown for PAAMCO represents a 5% holdback amount, and will be paid out when the financial audit has been completed.

San Diego Transit Corporation Employees Retirement Plan
Asset Allocation & Performance

As of June 30, 2019

	Allocation		Performance (%)														
	Market Value (\$)	%	MTD	QTD	FYTD	CYTD	1 Year	3 Years	5 Years	10 Years	2018	2017	2016	Since Incep.	Inception Date		
San Diego Transit Total Fund	170,855,911	100.00	3.59	3.33	5.73	10.75	5.73	6.76	3.93	7.29	-4.93	13.21	7.19	8.93	10/01/1982		
Policy Index			3.53	3.07	5.87	10.48	5.87	6.85	4.11	7.55	-4.36	11.91	6.26	9.08			
Difference			0.06	0.26	-0.14	0.27	-0.14	-0.09	-0.18	-0.26	-0.57	1.30	0.93	-0.15			
Domestic Equity	43,560,548	25.50	5.74	4.80	6.90	19.04	6.90	10.48	8.99	13.21	-7.70	17.26	11.96	7.73	03/01/2005		
Russell 3000 Index			7.02	4.10	8.98	18.71	8.98	14.02	10.19	14.67	-5.24	21.13	12.74	8.76			
Difference			-1.28	0.70	-2.08	0.33	-2.08	-3.54	-1.20	-1.46	-2.46	-3.87	-0.78	-1.03			
International Equity	34,402,591	20.14	6.05	3.55	3.42	14.34	3.42	11.54	4.22	7.72	-11.76	30.60	8.11	4.06	03/01/2005		
MSCI ACW Ex US Index (USD) (Net)			6.02	2.98	1.29	13.60	1.29	9.39	2.16	6.54	-14.20	27.19	4.50	4.79			
Difference			0.03	0.57	2.13	0.74	2.13	2.15	2.06	1.18	2.44	3.41	3.61	-0.73			
Fixed Income	54,356,401	31.81	1.13	3.04	7.59	6.06	7.59	2.27	2.50	4.61	0.07	3.57	0.97	4.97	03/01/2005		
Bloomberg US Agg Bond Index			1.26	3.08	7.87	6.11	7.87	2.31	2.95	3.90	0.01	3.54	2.65	4.17			
Difference			-0.13	-0.04	-0.28	-0.05	-0.28	-0.04	-0.45	0.71	0.06	0.03	-1.68	0.80			
Alternative Investment	38,536,371	22.55	2.58	1.91	3.97	6.42	3.97	4.13	1.08	4.99	-3.90	7.90	8.56	2.32	05/01/2007		
HFRI FOF: Cnsvt Index			0.73	1.47	2.06	4.65	2.06	3.79	2.11	3.11	-0.87	4.12	1.89	1.33			
Difference			1.85	0.44	1.91	1.77	1.91	0.34	-1.03	1.88	-3.03	3.78	6.67	0.99			

Performance shown is gross of fees. RVK market values include accrued income for performance reporting purposes. Fiscal year ends 06/30. Inception dates shown represent the first full month following initial funding. The Alternative Investment performance shown is a blend of gross and net of fees, due to gross of fees performance for PAAMCO Pacific Hedged Strat (CF) being unavailable.

**San Diego Transit Corporation Employees Retirement Plan
Comparative Performance**

As of June 30, 2019

	MTD	QTD	FYTD	CYTD	1 Year	3 Years	5 Years	10 Years	2018	2017	2016	Since Incep.	Inception Date
San Diego Transit Total Fund	3.59	3.33	5.73	10.75	5.73	6.76	3.93	7.29	-4.93	13.21	7.19	8.93	10/01/1982
Policy Index	3.53	3.07	5.87	10.48	5.87	6.85	4.11	7.55	-4.36	11.91	6.26	9.08	
Difference	0.06	0.26	-0.14	0.27	-0.14	-0.09	-0.18	-0.26	-0.57	1.30	0.93	-0.15	
Westwood All Cap Value (CF) (1)	5.97	6.06	5.83	17.61	5.83	11.38	7.61	12.76	-9.63	19.12	13.56	10.66	07/01/1986
Russell 3000 Val Index (2)	7.12	3.68	7.34	16.05	7.34	10.19	7.31	13.49	-8.58	13.19	18.40	9.89	
Difference	-1.15	2.38	-1.51	1.56	-1.51	1.19	0.30	-0.73	-1.05	5.93	-4.84	0.77	
Vanguard Energy Idx;Adm (VENAX)	8.84	-4.04	-16.43	12.08	-16.43	N/A	N/A	N/A	-19.82	-2.29	N/A	-0.14	08/01/2016
MSCI US IM Energy 25/50 Index (Gross)	8.84	-4.03	-16.42	12.09	-16.42	-0.79	-7.10	N/A	-19.80	-2.33	29.56	-0.14	
Difference	0.00	-0.01	-0.01	-0.01	-0.01	N/A	N/A	N/A	-0.02	0.04	N/A	0.00	
Analytic US Low Volatility (CF)	4.54	5.57	13.25	18.92	13.25	8.73	10.19	N/A	-4.85	13.37	10.36	11.97	10/01/2012
MSCI US Min Vol Index (USD) (Net)	4.97	5.45	17.96	18.63	17.96	11.80	12.32	14.63	0.87	18.41	9.84	13.19	
Difference	-0.43	0.12	-4.71	0.29	-4.71	-3.07	-2.13	N/A	-5.72	-5.04	0.52	-1.22	
Russell 1000 Index	7.02	4.25	10.02	18.84	10.02	14.15	10.45	14.77	-4.78	21.69	12.05	13.49	
Difference	-2.48	1.32	3.23	0.08	3.23	-5.42	-0.26	N/A	-0.07	-8.32	-1.69	-1.52	
BNYM PE US SMID Cap Grth Eq NL (CF)	7.14	4.55	10.61	31.04	10.61	20.83	13.37	17.41	-0.86	27.31	11.75	18.33	04/01/2009
Russell 2500 Grth Index	7.78	4.14	6.13	23.92	6.13	16.14	9.98	15.67	-7.47	24.46	9.73	17.50	
Difference	-0.64	0.41	4.48	7.12	4.48	4.69	3.39	1.74	6.61	2.85	2.02	0.83	
PIMCO:RAE GlxUS;Inst (PZRIX)	5.40	1.73	-0.96	9.71	-0.96	9.58	1.40	N/A	-14.44	26.66	13.61	5.76	03/01/2012
FTSE RAFI Dvl'd Ex US 1000 Index	5.89	2.36	-1.45	11.27	-1.45	10.15	1.72	6.85	-14.55	25.72	7.30	5.79	
Difference	-0.49	-0.63	0.49	-1.56	0.49	-0.57	-0.32	N/A	0.11	0.94	6.31	-0.03	
MSCI ACW Ex US Index (USD) (Net)	6.02	2.98	1.29	13.60	1.29	9.39	2.16	6.54	-14.20	27.19	4.50	4.73	
Difference	-0.62	-1.25	-2.25	-3.89	-2.25	0.19	-0.76	N/A	-0.24	-0.53	9.11	1.03	
MFS Int'l Grth 2 (CIT)	6.66	5.21	7.45	18.78	7.45	13.88	7.12	N/A	-7.99	33.94	3.58	8.06	03/01/2013
MSCI ACW Ex US Grth Index (USD) (Net)	6.64	4.35	2.64	17.20	2.64	9.81	4.00	7.61	-14.43	32.01	0.12	5.68	
Difference	0.02	0.86	4.81	1.58	4.81	4.07	3.12	N/A	6.44	1.93	3.46	2.38	
Vanguard Tot Bd;Inst (VBTIX)	1.17	3.09	7.91	6.14	7.91	2.28	N/A	N/A	0.04	3.61	N/A	2.28	07/01/2016
Vanguard Spl B US Agg Flt Adj Index	1.29	3.15	7.97	6.25	7.97	2.32	2.96	3.92	-0.08	3.63	2.75	2.32	
Difference	-0.12	-0.06	-0.06	-0.11	-0.06	-0.04	N/A	N/A	0.12	-0.02	N/A	-0.04	
Vanguard Infl-Prot;Adm (VAIPX)	0.84	2.85	4.83	6.17	4.83	2.01	1.80	N/A	-1.31	3.04	4.71	3.05	08/01/2010
Bloomberg US Trsy US TIPS Index	0.86	2.86	4.84	6.15	4.84	2.08	1.76	3.64	-1.26	3.01	4.68	3.02	
Difference	-0.02	-0.01	-0.01	0.02	-0.01	-0.07	0.04	N/A	-0.05	0.03	0.03	0.03	

Performance shown is gross of fees. RVK market values include accrued income for performance reporting purposes. Manager inception dates shown represent the first full month following initial funding. Fiscal year ends 06/30. Please see Addendum for more information regarding custom hybrids denoted with a number in parentheses.

**San Diego Transit Corporation Employees Retirement Plan
Comparative Performance**

As of June 30, 2019

	MTD	QTD	FYTD	CYTD	1 Year	3 Years	5 Years	10 Years	2018	2017	2016	Since Incep.	Inception Date
PIMCO:All Ast Ath;Inst (PAUIX)	2.33	2.24	3.35	6.26	3.35	5.64	1.46	5.72	-5.25	13.09	14.80	4.40	06/01/2008
All Asset Custom Index (EqI Wtd) (3)	2.69	2.82	6.44	8.47	6.44	5.83	4.00	6.58	-1.62	8.94	6.47	4.64	
Difference	-0.36	-0.58	-3.09	-2.21	-3.09	-0.19	-2.54	-0.86	-3.63	4.15	8.33	-0.24	
Consumer Price Index+5%	0.43	2.00	6.73	4.47	6.73	7.15	6.52	6.82	7.01	7.21	7.18	6.60	
Difference	1.90	0.24	-3.38	1.79	-3.38	-1.51	-5.06	-1.10	-12.26	5.88	7.62	-2.20	
GMO:Bchmk-Fr All;III (GBMFX)	3.01	1.77	3.93	7.61	3.93	6.44	2.80	N/A	-4.49	14.10	4.35	3.35	04/01/2014
60% MSCI ACW (Net)/40% Bbrg US Agg Idx	4.43	3.52	6.96	12.27	6.96	7.98	5.05	7.86	-5.52	15.41	5.92	5.56	
Difference	-1.42	-1.75	-3.03	-4.66	-3.03	-1.54	-2.25	N/A	1.03	-1.31	-1.57	-2.21	
Consumer Price Index+5%	0.43	2.00	6.73	4.47	6.73	7.15	6.52	6.82	7.01	7.21	7.18	6.63	
Difference	2.58	-0.23	-2.80	3.14	-2.80	-0.71	-3.72	N/A	-11.50	6.89	-2.83	-3.28	

Performance shown is gross of fees. RVK market values include accrued income for performance reporting purposes. Manager inception dates shown represent the first full month following initial funding. Fiscal year ends 06/30. Please see Addendum for more information regarding custom hybrids denoted with a number in parentheses.

**San Diego Transit Corporation Employees Retirement Plan
Fee Schedule**

As of June 30, 2019

	Fee Schedule	Market Value As of 06/30/2019 (\$)	Estimated Annual Fee (\$)	Estimated Annual Fee (%)
Westwood All Cap Val (CF)	0.75 % of Assets	16,844,706	126,335	0.75
Vanguard Energy Idx;Adm (VENAX)	0.10 % of Assets	3,633,854	3,634	0.10
Analytic US Low Volatility (CF)	0.40 % of First \$20 M 0.30 % of Next \$80 M 0.20 % Thereafter	18,128,844	72,515	0.40
BNYM PE US SMID Cap Grth Eq NL (CF)	0.90 % of First \$25 M 0.75 % Thereafter	4,953,144	44,578	0.90
PIMCO:RAE GlxUS;Inst (PZRIX)	0.55 % of Assets	16,535,202	90,944	0.55
MFS Int'l Grth 2 (CIT)	0.75 % of Assets	17,867,388	134,005	0.75
Vanguard Tot Bd;Inst (VBTIX)	0.04 % of Assets	50,740,219	17,759	0.04
Vanguard Infl-Prot;Adm (VAIPX)	0.10 % of Assets	2,984,369	2,984	0.10
PIMCO:All Ast Ath;Inst (PAUIX)	0.94 % of Assets	22,430,103	210,843	0.94
GMO:Bchmk-Fr All;III (GBMFX)	0.93 % of Assets	15,920,077	148,057	0.93
Contribution Account	0.18 % of Assets	88,826	160	0.18
Disbursement Account	0.18 % of Assets	542,988	977	0.18
San Diego Transit Total Fund		170,855,911	854,654	0.50

Mutual Fund fees are sourced from Morningstar and/or the investment manager. The expense ratio for Vanguard Tot Bd;Inst (VBTIX) is 0.035%.

San Diego Transit Corporation Employees Retirement Plan Addendum

Performance Related and Miscellaneous Comments

- Performance is gross of fees.
- Performance is annualized for periods greater than one year.
- Manager inception dates shown represent the first full month following initial funding.
- Fiscal year ends 06/30.
- The Alternative Investment performance shown is a blend of gross and net of fees, due to gross of fees performance for PAAMCO Pacific Hedged Strategy (CF) being unavailable.
- PIMCO:All Ast Ath;Inst (PAUIX) performance prior to 08/2011 is represented by PIMCO:All Asset;Inst (PAAIX).
- PIMCO:RAE GixUS;Inst (PZRIX) performance prior to 06/2015 is represented by Research Affiliates Global AC Ex-US, L.P. (CF).
- Effective 01/02/2019 The Boston Company was rebranded under the Mellon Corporation.
- Vanguard Infl-Prot;Adm (VAIPX) performance prior to 05/2019 is represented by Vanguard Infl-Prot;Inst (VIPIX). Prior to 06/2012, performance is represented by Vanguard Infl-Prot;Adm (VAIPX).

Custom Hybrid Comments

- The Policy Index is calculated monthly and currently consists of 25% Russell 3000 Index, 20% MSCI ACW Ex US Index (USD) (Net), 32.50% Bloomberg US Agg Bond Index and 22.50% HFRI FOF: Cnsvt Index.
- Performance shown for Westwood All Cap Value (CF) (1) represents Westwood All Cap Value (CF) from 08/2011 through present; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SMidCap Equity (CF) from 07/2008 through 07/2011; Westwood LargeCap Value (CF) from 10/2004 through 06/2008; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SmallCap Growth (CF) from 01/1997 through 09/2004; and Westwood LargeCap Value (CF) from 07/1986 through 12/1996.
- Performance shown for Russell 3000 Val Index (2) represents Russell 3000 Val Index from 08/2011 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 07/2008 through 07/2011; Russell 1000 Val Index from 10/2004 through 06/2008; 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 01/1997 through 09/2004; and Russell 1000 Val Index from 01/1986 through 12/1996.
- Performance shown for All Asset Custom Index (EqL Wtd) (3) represents All Asset Custom Index (EqL Wtd) from 01/2014 through present; and All Asset Composite Index from 10/1997 through 12/2013.
- The All Asset Custom Index (EqL 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*: ICE BofAML 1 Yr T-Bill Index
2. *US Core and Long Maturity Bond Strategies*: Bloomberg US Agg Bond Index
3. *EM and Gbl Bond Strategies*: PIMCO GLADI Index*
4. *Crdt Strategies*: ICE BofAML 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*: ICE BofAML 3 Mo US T-Bill Index+3%

* Performance for the PIMCO Gbl Advantage Bond Index (London Close) prior to 01/01/2004 consists of the JPM EMBI Gbl Dvf'd Index (USD) (TR).

PORTLAND

BOISE

CHICAGO

NEW YORK

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Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

SAN DIEGO TRANSIT CORPORATION (SDTC) EMPLOYEE RETIREMENT PLAN'S
ACTUARIAL VALUATION AS OF JULY 1, 2019 (ANNE HARPER AND ALICE
ALSBERGHE 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, 2019 (Attachment A), and adopt the pension contribution amount of \$17,465,703 for fiscal year 2021.

Budget Impact

Board adoption would result in the annual pension contribution of \$17,465,703 for fiscal year 2021, consisting of both employer and employee contributions.

DISCUSSION:

The actuarial valuation of the Plan as of July 1, 2019 was completed in December 2019 by Cheiron, Inc., and the entire report is included as Attachment A. The purpose of the actuarial valuation 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
- Compute the total annual pension contribution amount.

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

- The normal cost,
- Expected administrative expenses, and
- Amortization of the unfunded actuarial liability.

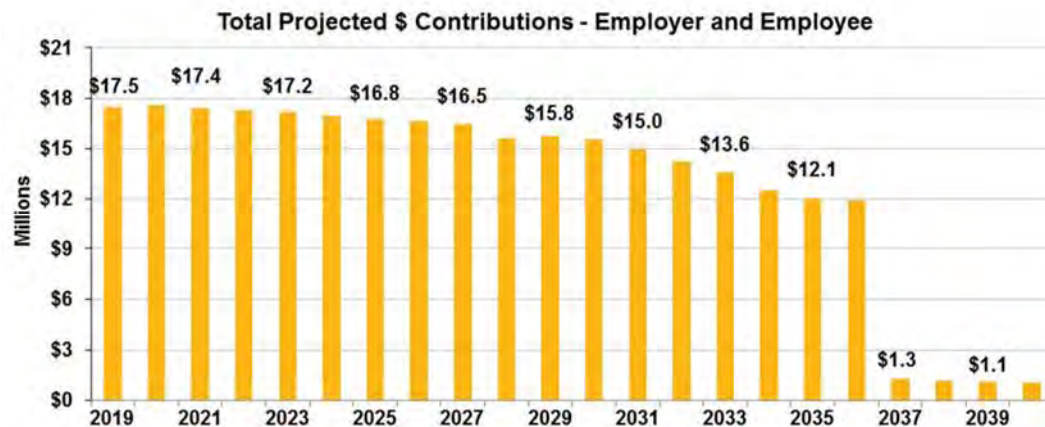


This valuation has calculated a total contribution of \$17,465,703 which would be used for the fiscal year 2021 budget.

As reflected in the following table, contributions are increasing year over year by approximately \$1.5 million. Based upon MTS Board direction at the April 2019 Board Meeting, staff reduced the discount rate from a 7.00% expected rate of return on assets to 6.75% as of July 1, 2019, resulting in approximately \$705,000 in additional contribution levels for the upcoming fiscal year. Actuarial investment returns have underperformed to target and have resulted in approximately \$698,000 in additional contributions for fiscal year 2021.

Total Contribution Reconciliation	
Fiscal Year 2019-2020, middle of the year	15,919,058
Change due to reduction of discount rate (7.00% to 6.75%)	705,040
Change due to actuarial investment experience	697,675
Change due to liability experience	299,827
Changed due to effect of closed plan on benefits earned	(183,256)
Change due to other miscellaneous factors	27,359
Fiscal Year 2020-2021, middle of the year	17,465,703

Given the updated projected rates of return and the closed nature of the plan, the plan contributions are projected to level off over the next few years, and the Unfunded Actuarial Liability will be fully paid off by fiscal year 2036.



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

/s/ Paul C. Jablonski
 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 Report as of July 1, 2019

Produced by Cheiron

December 2019

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December 18, 2019

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 ("Plan," "SDTC") as of July 1, 2019. This report contains information on the Plan's assets, liabilities, and contribution levels. It also contains an assessment and disclosures of the Plan's risks. 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 is for the use of the Retirement Board and MTS Board and its auditors in preparing financial reports in accordance with applicable law and accounting requirements.

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.

The assumptions used in calculating the liabilities found in this report reflect the results of an Experience Study approved by the Budget Development Committee in April 2016, with the exception of the expected rate of return assumption which was adopted by the MTS Board in April, 2019.

Future results may differ significantly from the current results presented in this report due to such factors as the following: plan experience differing from that anticipated by the assumptions; changes in assumptions; and, changes in plan provisions or applicable law.

This report and its contents have been prepared in accordance with generally recognized and accepted actuarial principles and our understanding of the Code of Professional Conduct and applicable Actuarial Standards of Practice set out by the Actuarial Standards Board as well as applicable law and regulations. 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.

Mr. Larry Marinesi
San Diego Transit Corporation
December 18, 2019
Page ii

This report was prepared exclusively for the Retirement Board and MTS Board for the purposes described herein. Other uses of this valuation report are not intended users as defined in the Actuarial Standards of Practice, and Cheiron assumes no duty or liability to any other user.

Sincerely,
Cheiron



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



Alice I. Alsberghe, ASA, EA, MAAA
Associate Actuary

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

FOREWORD

Cheiron has performed the actuarial valuation of the Retirement Plans of San Diego Transit Corporation as of July 1, 2019. The valuation report 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 – Assessment and Disclosure of Risk
 - Section III – Assets
 - Section IV – Liabilities
 - Section V – 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).

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

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 (employer and employee) to be made during Fiscal Year 2020-2021.

In the balance of this Executive Summary, we present (A) the basis upon which this year's valuation was completed, (B) the key results 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,
- Expected administrative expenses, and
- Amortization of the Unfunded Actuarial Liability (UAL) based on level dollar payments.

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 to the Plan 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. As of December 2017, the member contribution rate increased to 8% of compensation.
- 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 increased to 8% of compensation.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

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 contributing 6.25% of pay and the employer pays the remaining cost of the Plan. For the July 1, 2019 valuation, the PEPRA member rate remains at 6.25% of pay. The development of the PEPRA member rate can be found in Section V in the body of this report.

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. The results of this valuation do not include members participating in the defined contribution plans.

Assumed Rate of Return Analysis

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. The MTS Board voted to decrease the expected rate of return at its April, 2019 meeting from 7.00% to 6.75%. The results of this valuation as of July 1, 2019 reflect the reduction of the expected rate of return on assets, also referred to as the discount rate assumption.

The Plan's real return assumption of 4.00% (6.75% less assumed inflation of 2.75%) is slightly more than the average of selected investment consultants' real return expectations over the long and short term of 3.91%, based on their capital market assumptions and the Plan's asset allocation.¹ The real return expectation of 3.91% combined with the Plan's inflation assumption of 2.75%, results in a nominal expected rate of return of 6.66%. We find the current assumed rate of return discount rate of 6.75% to be a reasonable assumption.

¹*RVK, other California investment consultant, and the Horizon Survey of Capital Market Assumptions including over 30 investment consultants, nationwide. Please refer to Cheiron's March 28, 2019 presentation "Review of Economic Assumptions and Projections" for more detail.*

However, there are a few considerations to discuss relevant to the expected rate of return in the short term.

- Many investment consultants expect poor rates of return in the immediate and near-term future. They reason that there is little in the way of yields on fixed income, and that the equity markets are fully valued.
- If RVK and much of the investment community are correct in their projections, we can expect returns below the 6.75% assumed rate for a number of years. This will result in actuarial losses and increases in employer contributions. However, these losses may be partially offset by gains on the liabilities from inflation below the assumed level of 2.75%.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

SECTION I – EXECUTIVE SUMMARY

- We believe that near- and mid-term return projections should be considered along with long-term projections. Fund performance is usually measured over five to 10 years; longer measurement periods are often considered less relevant because of the potential for changes in the economy and in the investment markets.

We recommend that the Board and staff continue to conduct at least a brief discussion of this assumption annually, in consultation with the Plan's actuary and investment consultant, to determine if changes are appropriate.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

SECTION I – EXECUTIVE SUMMARY

B. Key Results of this Valuation

The key results of the July 1, 2019 actuarial valuation are as follows:

- The actuarial contribution determined in this report is the total contribution required from both, the employer and the employees. The total contribution increased from \$15,919,058 to \$17,465,703, an increase of \$1.5 million from the July 1, 2018 valuation. This increase is primarily due to the reduction of the discount rate assumption and to the recognition of current and prior years' deferred asset losses in the Actuarial Value of Assets. See Table I-2 for a reconciliation of the contribution cost from last year to this year that includes all components of the change.
- The assumed rate of return on assets decreased from 7.00% to 6.75% as of July 1, 2019. This reduction in the discount rate assumption increased the Actuarial Liability by \$7,536,766.
- During the plan year ending June 30, 2019, the return on Plan assets was 5.13% based on the Market Value of Assets compared to the 7.0% assumed rate of return. A return over 7.0% would result in a gain, and a return lower than 7.0% would result in an actuarial loss. The actual return was 1.87% lower than expected, producing unexpected earnings of (\$3,065,572), or an actuarial loss.
- The AVA recognizes 20% of the difference between the expected and actual return, "Unexpected Earnings," on the Market Value of Assets (MVA) for each of the prior five years. The Actuarial Value of Assets (AVA) experienced a return 3.14%. See Table III-3 and III-4 for the detailed calculations.
- The Plan's funded ratio, the ratio of actuarial (smoothed) assets over the Actuarial Liability, slightly decreased from 58.2% last year to 55.8% as of July 1, 2019. Additionally, the funded ratio based on the Market Value of Assets decreased from 55.4% to 54.0%.
- 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 \$125,395,896 to \$139,105,186 as of July 1, 2019.
- Overall, participant membership decreased compared to last year since the Plan is closed to most new entrants. Total projected payroll decreased from \$27,015,234 for FYE June 30, 2019 to \$25,519,608 for FYE June 30, 2020. However, average total pay increased by about 2.9%. As the closed Plan continues to mature, average pay is expected to continue to increase without new members entering the Plan at lower pay levels to offset the average.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

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			
<u>Participant Counts</u>	July 1, 2018	July 1, 2019	% Change
Active Participants	462	424	-8.2%
Participants Receiving a Benefit	975	1,011	3.7%
Inactive Participants	230	218	-5.2%
Total	1,667	1,653	-0.8%
Projected Plan Member Payroll ¹ for Fiscal Year 2019 and 2020	\$ 27,015,234	\$ 25,519,608	-5.5%
<u>Assets and Liabilities</u>			
Actuarial Liability (AL)	\$ 300,300,433	\$ 314,919,978	4.9%
Actuarial Value of Assets (AVA)	174,904,537	175,814,792	0.5%
Unfunded Actuarial Liability (UAL)	\$ 125,395,896	\$ 139,105,186	10.9%
Market Value of Assets (MVA)	\$ 166,239,057	\$ 170,139,617	2.3%
Funded Ratio (AVA)	58.2%	55.8%	-2.4%
Funded Ratio (MVA)	55.4%	54.0%	-1.3%
<u>Contributions</u>	FY 2019-2020	FY 2020-2021	
Total Normal Cost ²	\$ 3,744,307	\$ 3,728,085	-0.4%
Total UAL Contribution	12,174,751	13,737,618	12.8%
Total Contribution (middle of year)	\$ 15,919,058	\$ 17,465,703	9.7%

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

² Includes assumed administrative expenses of \$274,497 for FY 2018-2019 and \$282,045 for FY 2019-2020.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

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	
Fiscal Year 2019-2020, middle of year	\$ 15,919,058
Change due to reduction of discount rate (7.00% to 6.75%)	705,040
Change due to actuarial investment experience	697,675
Change due to liability experience	299,827
Change due to effect of closed plan on benefits earned	(183,256)
Change due to other miscellaneous factors	27,359
Fiscal Year 2020-2021, middle of year	\$ 17,465,703

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

- A change to the discount rate increased the contribution by \$705,040. The expected rate of return on assets decreased from 7.00% to 6.75% as of July 1, 2019.
- The actual return on the Actuarial Value Assets (AVA) was 3.14% compared to the expected return of 7.00%, resulting in a negative variance (actuarial loss) of \$6,662,461 and an increase to the total contribution of \$697,675. The average annual return for the last five years on the Market Value of Assets (MVA) was 3.4%, below the 7.0% target. As a result, there are net deferred actuarial losses of approximately \$5.7 million, the difference between the AVA and MVA.
- Actual demographic experience will always differ from the actuarial assumptions. Salary experience, Cost-of-Living Adjustment (COLA) experience, and demographic experience of the Plan – rates of retirement, death, disability, and termination – were different than expected based on the actuarial assumptions, causing an increase in the contribution of \$299,827. The liability experience loss was driven by COLA increases for Non-Contract retirees above the 2.0% post retirement COLA assumption and retired members living longer than expected.
- Closing the Plan to most new entrants decreases the total amount of benefits that are being earned as members continue to leave employment through retirements, terminations, disabilities, and death, and thus cease to earn additional benefits. This decreased the Plan contribution by \$183,256.
- The net effect of other miscellaneous factors, including actual administrative expenses being different than expected and a contribution timing adjustment, increased the Plan contributions by \$27,359.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

SECTION I – EXECUTIVE SUMMARY

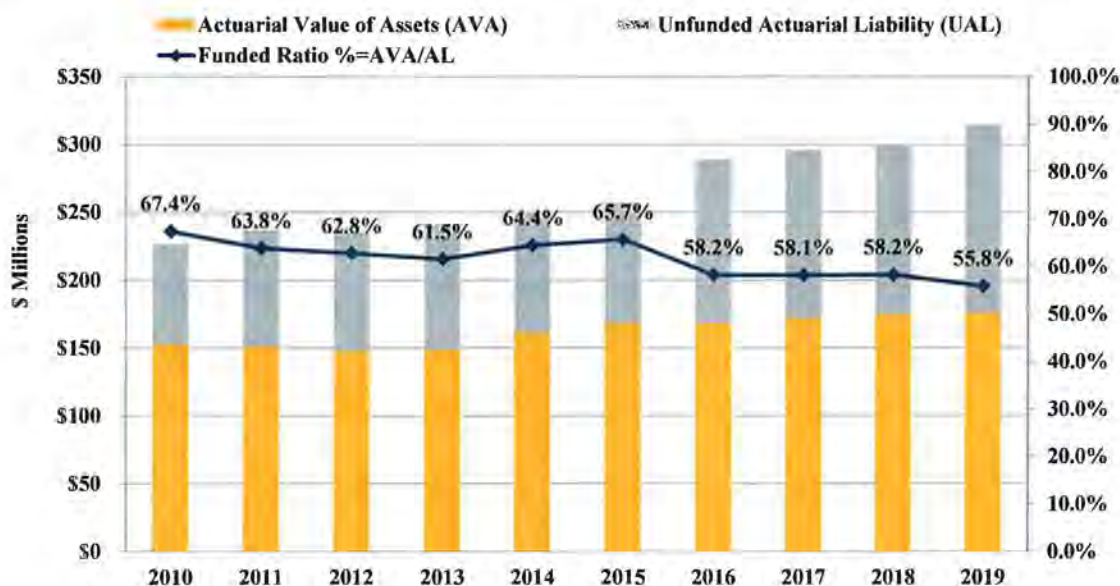
D. Historical Trends

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

Following the severe market downturn in 2008, the funded ratio decreased year over year until 2013 with the gradual recognition of deferred investment losses in the Actuarial Value of Assets. The funded ratio decreased again in 2016 to 58.2% following an actuarial experience study which significantly increased the Actuarial Liability. From 2016 to 2018, the funded ratio remained stable. The funded ratio of 55.8% in 2019 shows a decrease from 2018, primarily due to the reduction of the discount rate assumption.

This chart presents the Actuarial Value of Assets, Unfunded Actuarial Liability, and Funded Ratio. The top of the bars depicts the total Actuarial Liability. Over the period shown, the Actuarial Liability was increasing with relatively steady Actuarial Value of Assets, therefore leading to a decreasing funded ratio.



**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

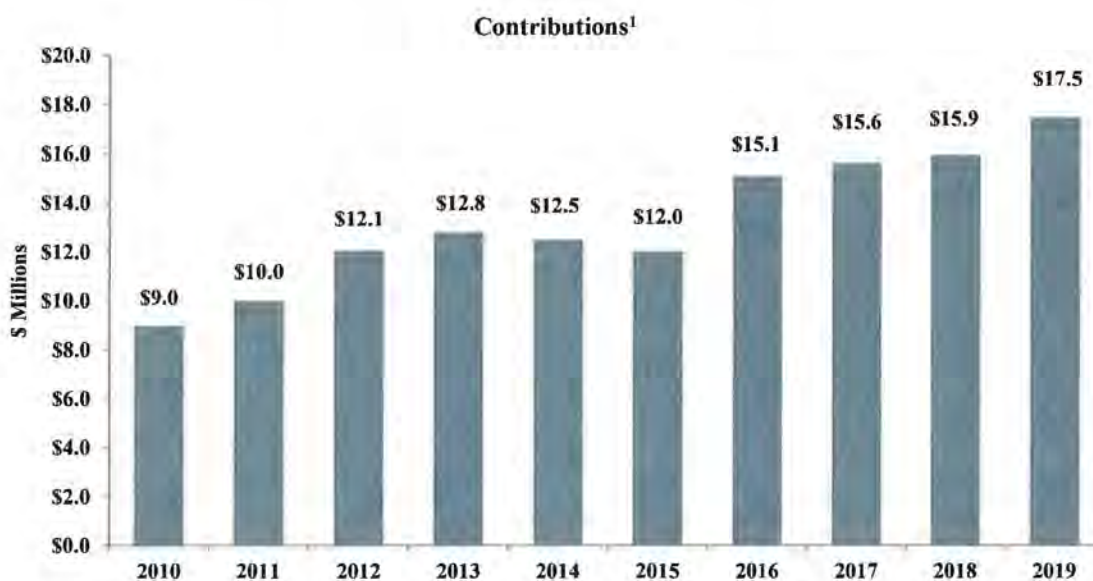
SECTION I – EXECUTIVE SUMMARY

Contributions

The chart below shows a history of the Plan's actuarially determined total contribution. The Plan's actuarially determined contributions increased from 2010 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 leveled off between \$12-\$13 million from 2012 to 2015.

In 2016, the Board approved actuarial assumption changes based on the recommendations in the Actuarial Experience Study for July 1, 2010 through June 30, 2015. Most notably were the new mortality assumptions and the assumed investment rate of return decreasing from 7.50% to 7.00%. After 2016, investment experience on the AVA is the primary source of the contribution increases. However, in 2019 the reduction of the discount rate assumption to 6.75% also increased the contribution level to \$17.5 million.

A reconciliation of the contributions from the 2018 to 2019 valuations can be found in Table I-2 of this report.



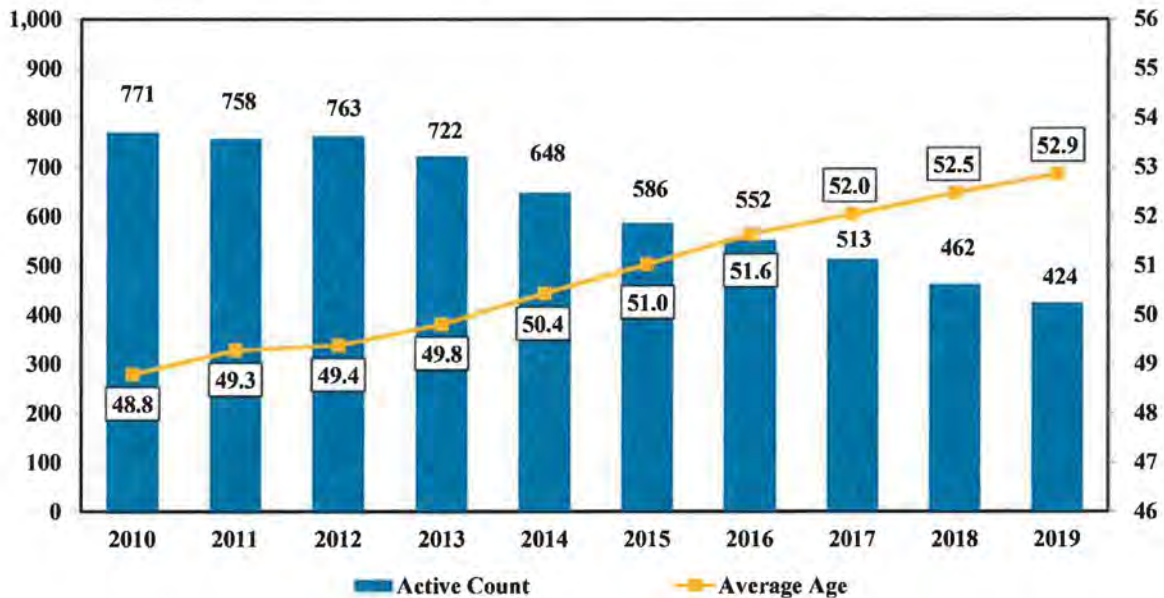
¹ Beginning with 2015, contribution amounts are mid-year values for the upcoming fiscal year.

RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019

SECTION I – EXECUTIVE SUMMARY

Active 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 771 actives on July 1, 2010, to 424 actives on July 1, 2019, a decrease of 45%. In addition, the average age of an active member has increased by over four years during the period shown. These trends are expected to continue, as most new employees participate instead in the defined contribution plan.



**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

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, 2019 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 6.75% 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, 6.75% return each year



The graph shows that the Plan's contribution is expected to increase next year before the Plan's contributions are expected to steadily decline from \$17.6 million in 2020 to \$11.9 million in 2036. The gradual decline in the contribution is due to the decrease in the annual benefits that are earned as the number of active members decline since the Plan is closed to most new entrants. During Fiscal Year 2036-37, the last payment for the majority of the Plan's expected UAL will be made.

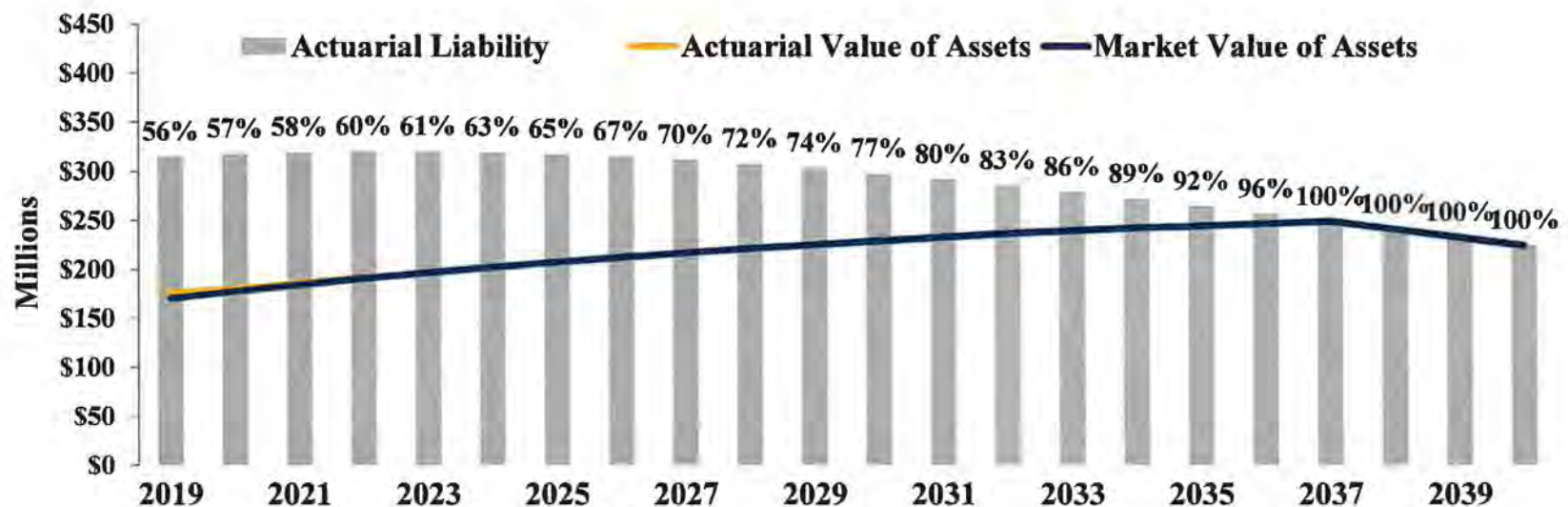
RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION I – EXECUTIVE SUMMARY

Asset and Liability Projections:

The following graph shows the projection of assets and liabilities assuming that assets will earn the 6.75% assumption each year during the projection period.

Projection of Assets and Liabilities, 6.75% return each year



The funded status is expected to gradually increase 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.

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SECTION II – ASSESSMENT AND DISCLOSURE OF RISK

Actuarial valuations are based on a set of assumptions about future economic and demographic experience. These assumptions represent a reasonable estimate of future experience, but actual future experience will undoubtedly be different and may be significantly different. This section of the report is intended to identify the primary risks to the plan, provide some background information about those risks, and provide an assessment of those risks.

Identification of Risks

The fundamental risk to a pension plan is that the contributions needed to pay the benefits become unaffordable. While we believe it is unlikely that the Plan by itself would become unaffordable, the contributions needed to support the Plan may differ significantly from expectations. While there are a number of factors that could lead to contribution amounts deviating from expectations, we believe the primary sources are:

- Investment risk,
- Inflation risk, and
- Contribution risk.

Other risks that we have not identified may also turn out to be important.

Investment Risk is the potential for investment returns to be different than expected. Lower investment returns than anticipated will increase the Unfunded Actuarial Liability (UAL) necessitating higher contributions in the future unless there are other gains that offset these investment losses. In contrast, higher investment returns than anticipated may create a potentially significant surplus that could be difficult to use until all benefits have been paid. Expected future investment returns and their potential volatility are determined by the Plan's asset allocation.

Inflation risk is the potential for actual inflation to be different than expected. Retirement benefits under the plan for the Non-Contract retirees who retired on or after June 30, 1999 are potentially increased annually for inflation with certain caps. Higher inflation than expected could result in the payment of greater benefits, and lower inflation than expected could result in the payment of lower benefits.

Contribution risk is the potential for actual future actuarially determined contributions to deviate from expected future contributions to an extent that they become unaffordable. The Plan's funding policy is to determine an Actuarially Determined Contribution (ADC) equal to the sum of the normal cost, amortization of the UAL, and the Plan's expected administrative expenses. The UAL is amortized in level dollar payments with several layers with differing amortization periods. The UAL is currently expected to be fully paid for as of 2037. However, as 2037 gets closer and the Plan's remaining amortization period shortens, a significant loss or change in assumption may cause a large increase in the ADC. While the funding policy can be changed when such a situation occurs, any reduction in the ADC will result in a slower recovery in funded status.

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SECTION II – ASSESSMENT AND DISCLOSURE OF RISK

Plan Maturity Measures

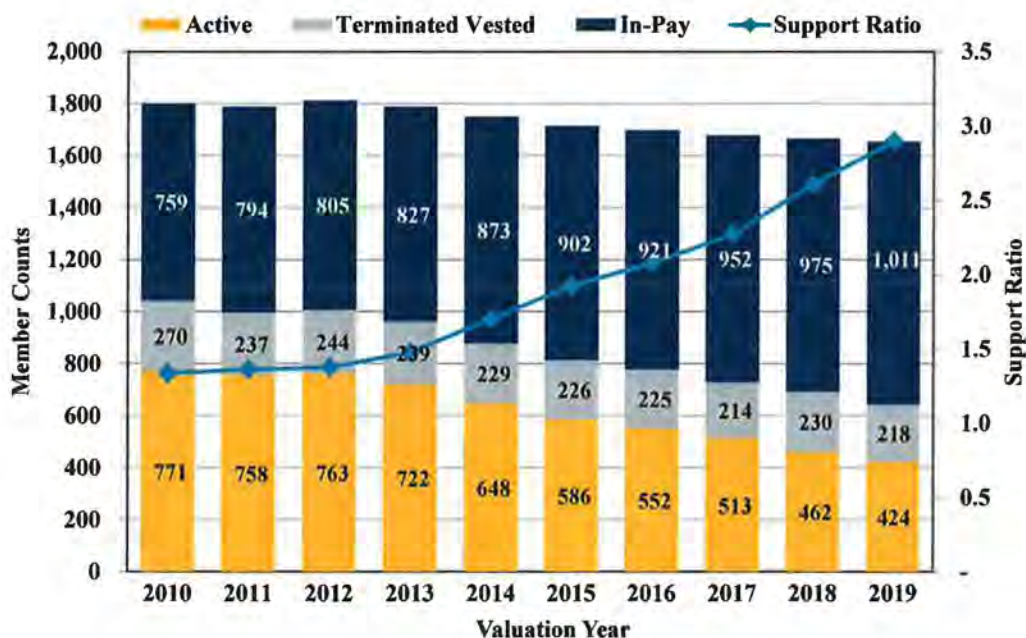
The future financial condition of a mature pension plan is more sensitive to each of the risks identified above than a less mature plan. Before assessing each of these risks, it is important to understand the maturity of the plan.

Plan maturity can be measured in a variety of ways, but they all get at one basic dynamic – the larger the plan is compared to the contribution or revenue base that supports it; the more sensitive the plan will be to risk. Given that the Plan has been closed to most new entrants since 2012, measures specific to the Plan show significant increases in maturity while maturity measures in context of Metropolitan Transit System as a whole show declining maturity.

Support Ratio (Inactives per Active)

One simple measure of plan maturity is the ratio of the number of inactive members (those receiving benefits or entitled to a deferred benefit) to the number of active members. For a closed plan, the Support Ratio is expected to increase significantly as the active members retire or terminate and there are no new entrants replacing them. The chart below shows the growth in the Support Ratio for the Plan for the past 10 years.

Support Ratio (Inactives per Active)



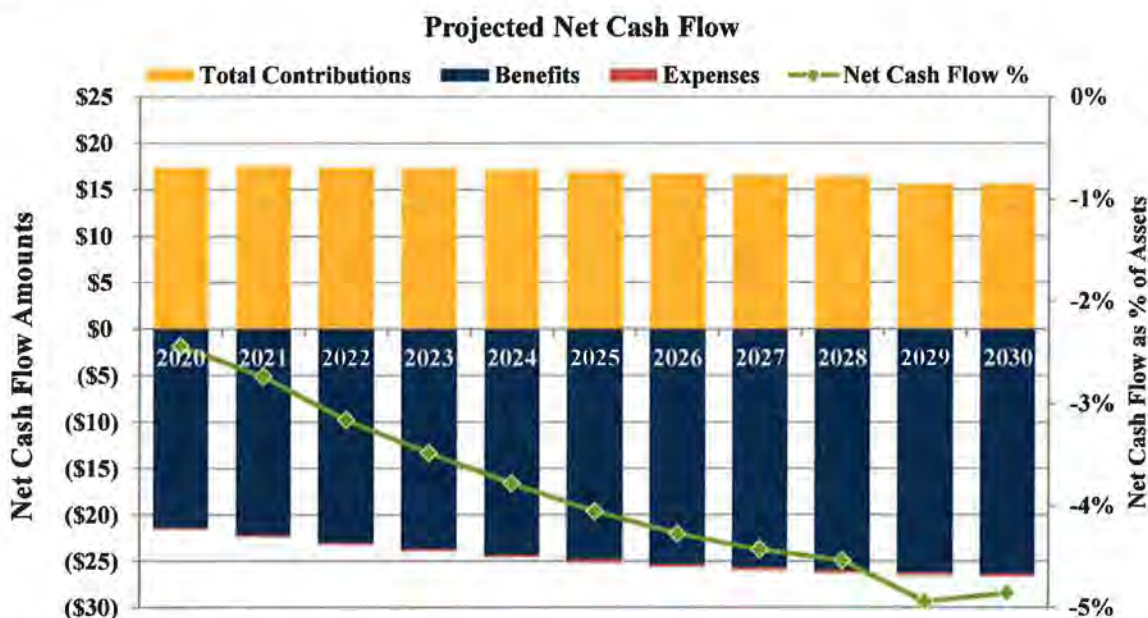
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SECTION II – ASSESSMENT AND DISCLOSURE OF RISK

Net Cash Flow

The net cash flow of the plan as a percentage of the beginning of year assets indicates the sensitivity of the plan to short-term investment returns. Net cash flow is equal to contributions less benefit payments and administrative expenses. Mature plans can have large amounts of benefit payments compared to contributions, particularly if they are well funded.

The chart below shows the projected net cash flow for the next 10 fiscal years. The bars represent the dollar amounts of the different components of the projected net cash flow, and the line represents the net cash flow as a percentage of the assets as of the beginning of the fiscal year.



The net cash flow has been negative since at least 2013. The net cash flow is expected to become increasingly negative as benefit payments grow, the Plan becomes better funded and contributions are reduced.

The first issue the negative cash flow presents to the Plan is a need for liquidity in the investments so that benefits can be paid. When the cash flow was positive or close to neutral, benefits could be paid out of contributions without liquidating investments. As net cash flow becomes increasingly negative, the benefit payments will require liquidation of some investments (at least to the extent the bond portfolio doesn't generate sufficient cash income).

The other change of note is the sensitivity to short-term investment returns. Investment losses in the short term are compounded by the net withdrawal from the plan leaving a smaller asset base to try to recover from the investment losses. On the other hand, large investment gains in the

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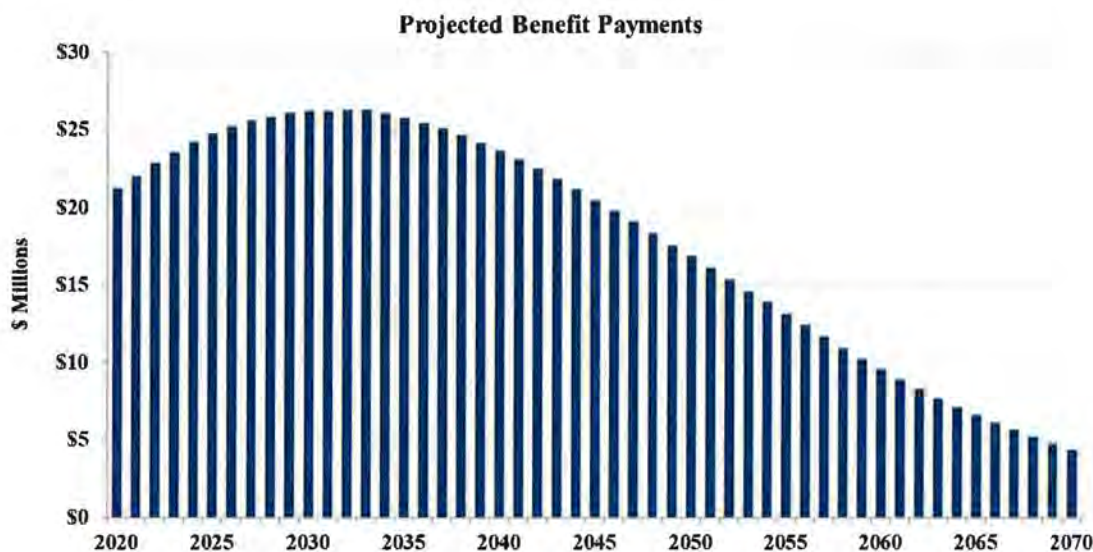
SECTION II – ASSESSMENT AND DISCLOSURE OF RISK

short term also tend to have a longer beneficial effect as any future losses are relative to a smaller liability base due to the negative cash flow.

Assessing Costs and Risks

A closed pension plan will ultimately either end up with excess assets after all benefits have been paid or run out of assets before all benefits have been paid. If the Plan develops surplus assets, it may be able to reduce the risk in its investment portfolio, immunize investments, or purchase annuities to settle the remaining obligation. However, such an approach may not be the objective for MTS, and if the surplus assets exceed the additional amounts needed to purchase annuities or immunize the portfolio, it is not clear how they could be used until all benefits have been paid.

If the Plan, on the other hand, were to run out of assets, MTS would be forced to pay benefits directly on a pay-as-you-go basis. As long as MTS can afford the pay-as-you-go costs, benefits would remain secure. The chart below shows a projection of expected benefit payments for the closed plan.



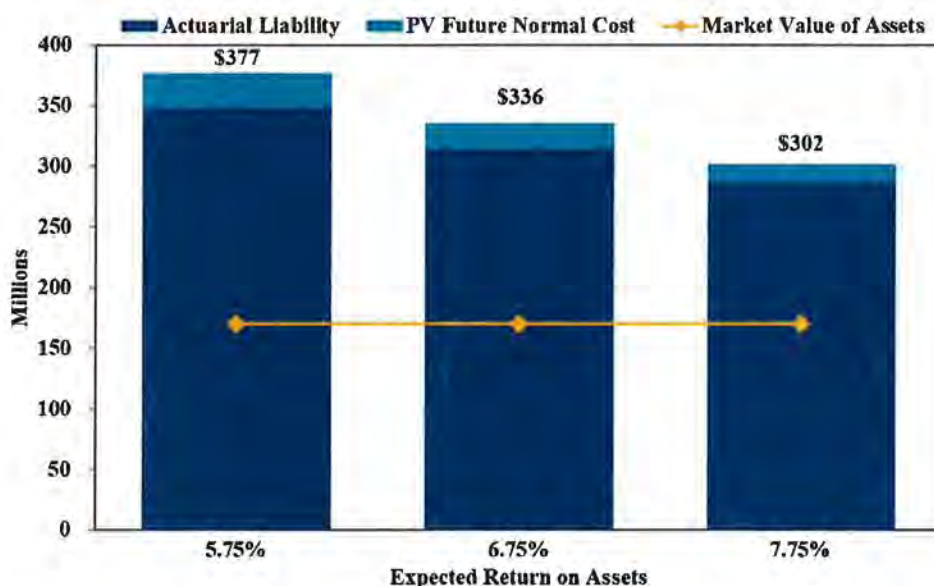
RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION II – ASSESSMENT AND DISCLOSURE OF RISK

Sensitivity to Investment Returns

The chart below page compares assets to the present value of all projected future benefits discounted at the current expected rate of return and at investment return 100 basis points above and below the expected rate of return. The present value of future benefits is shown as a bar with the portion attributable to past service in dark blue (Actuarial Liability) and the portion attributable to future service in teal (Present Value of Future Normal Costs). The Market Value of Assets is shown by the gold line.

Present Value of Future Benefits versus Assets



If investments return 6.75% annually, the Plan would need approximately \$336 million in assets today to pay all projected benefits compared to current assets of \$170 million. If investment returns are only 5.75%, the Plan would need approximately \$377 million in assets today, and if investment returns are 7.75%, the Plan would need approximately \$302 million in assets today.

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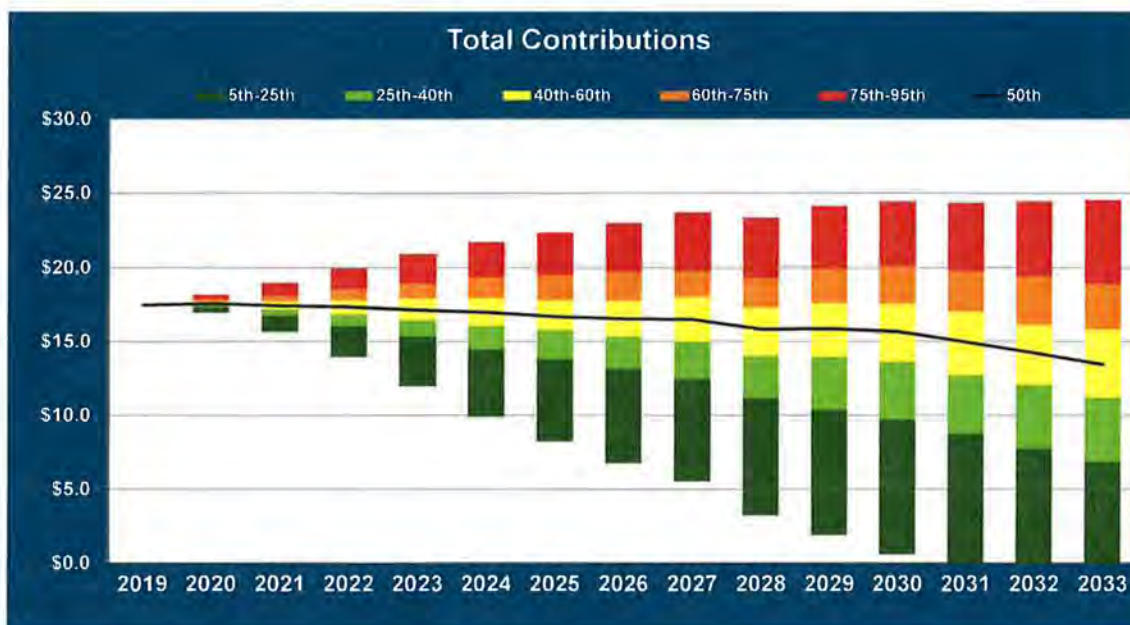
SECTION II – ASSESSMENT AND DISCLOSURE OF RISK

Stochastic Projections

Stochastic projections serve to show the range of probable outcomes of various measurements. The charts on the following pages show the projected range of the total contributions and of the funded ratio on an actuarial value of assets basis. The range in both scenarios is driven by the volatility of investment returns (a 10.9% standard deviation of annual returns from RVK's Asset Allocation Study dated February 2019).

The stochastic projection contributions shows the probable range of future contributions. The baseline contributions (black line), which assumes actual investment returns will equal expected returns of 6.75% each year, aligns with the projections discussed in Subsection E. of the Executive Summary of this report. In the most pessimistic scenario shown, the 95th percentile, the projected contributions approach \$25 million.

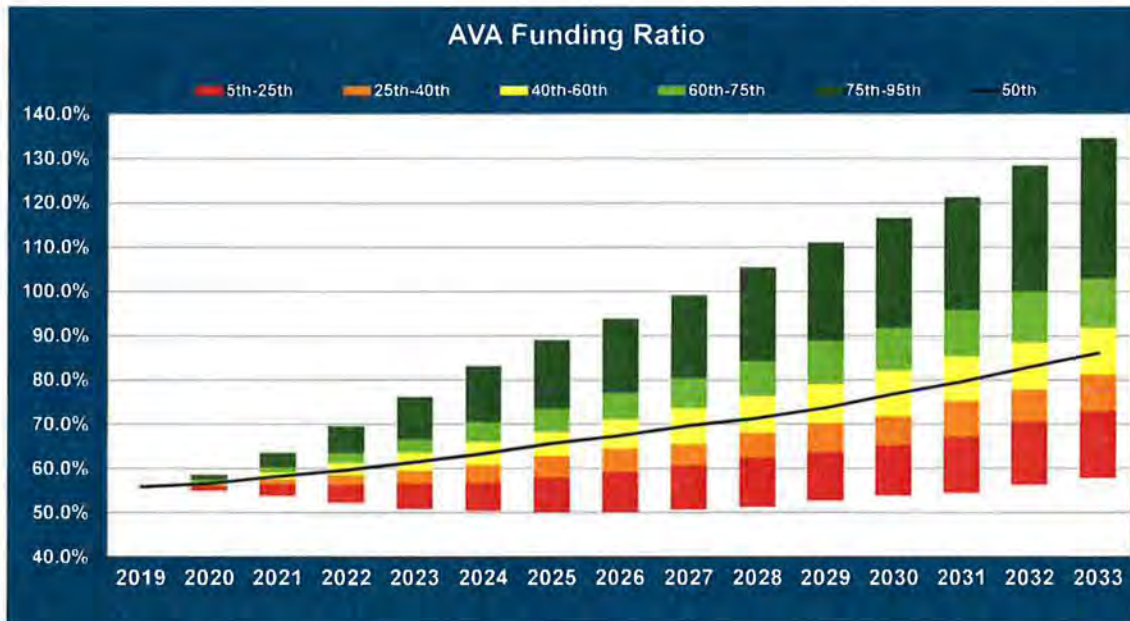
**Stochastic Projection of Total Contributions
(in millions)**



RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION II – ASSESSMENT AND DISCLOSURE OF RISK

Stochastic Projection of Funded Ratio on an Actuarial Value of Assets Basis



While the baseline funded ratio (black line) is only projected to be slightly above 85% at the end of the 15-year period shown here, there is a wide range of potential outcomes. Good investment returns have the likelihood of bringing the funded ratio well over 100%. Due to the sound funding policy of the Plan, even in scenarios with unfavorable investment returns, the Plan is projected to remain over 50% funded on an actuarial value of assets basis.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION III – 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, 2018 and June 30, 2019,
- 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 III – ASSETS

Table III-1 discloses and compares each component of the Market Value of Assets as of June 30, 2018 and June 30, 2019.

Table III-1 Statement of Assets at Market Value		
Investments	June 30, 2018	June 30, 2019
Common Stock	\$ 65,774,104	\$ 74,267,853
Mutual Funds	34,630,810	41,983,514
Corporate Debt / Bond Funds	45,745,179	50,739,381
Closely Held Instruments	10,187,258	185,954
US Treasury Obligations	10,070,291	2,984,267
Short-Term Investments	470,322	693,394
Total Investments	\$ 166,877,964	\$ 170,854,363
Receivables		
Dividends and Interest	\$ 777	\$ 1,480
Other Receivables	0	0
Total Receivables	\$ 777	\$ 1,480
Payables		
Due to Plan Sponsor	\$ 510,821	\$ 549,303
Other Payables	128,863	166,923
Total Payables	\$ 639,684	\$ 716,226
Market Value of Assets	\$ 166,239,057	\$ 170,139,617

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

Changes in Market Value

The components of asset change are:

- Contributions (employer and employee)
- Investment income (realized and unrealized), net of investment expenses
- Benefit payments
- Administrative Expenses

Table III-2 shows the components of a change in the Market Value of Assets during FYE 2018 and FYE 2019.

Table III-2 Changes in Market Values		
	June 30, 2018	June 30, 2019
Contributions		
Employer's Contribution	13,020,223	13,633,181
Members' Contributions	<u>1,751,616</u>	<u>2,074,025</u>
Total Contributions	14,771,839	15,707,206
Investment Income		
Interest	9,888	21,852
Dividends	3,565,546	3,818,826
Realized & Unrealized Gain/(Loss)	5,535,603	4,900,584
Investment Expenses	<u>(318,737)</u>	<u>(325,461)</u>
Net Investment Income	8,792,300	8,415,801
Disbursements		
Benefit Payments	(18,715,199)	(19,969,862)
Administrative Expenses	<u>(244,890)</u>	<u>(252,585)</u>
Total Disbursements	(18,960,089)	(20,222,447)
Net Increase (Decrease)	4,604,050	3,900,560
Net Assets Held in Trust for Benefits		
Beginning of Year	<u>161,635,007</u>	<u>166,239,057</u>
End of Year	<u>166,239,057</u>	<u>170,139,617</u>
Approximate Return	5.51%	5.13%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION III – 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 III-3
Development of Actuarial Value of Assets
as of June 30, 2019**

	(a) Expected	(b) Actual	(c) = (b) – (a) Unexpected	(d) Phase-In	(c) x (d) Phase-In
<u>Plan Year</u>	<u>Earnings</u>	<u>Earnings</u>	<u>Earnings</u>	<u>Factor</u>	<u>Adjustment</u>
2014 -15	12,204,882	(2,018,866)	(14,223,748)	0%	0
2015 -16	11,704,510	(540,093)	(12,244,603)	20%	(2,448,921)
2016 -17	10,584,363	12,216,936	1,632,573	40%	653,029
2017 -18	11,170,341	8,792,300	(2,378,041)	60%	(1,426,825)
2018 -19	11,481,373	8,415,801	(3,065,572)	80%	(2,452,458)
1. Total Unrecognized Asset Gains/(Losses)					(5,675,175)
2. Market Value of Assets as of June 30, 2019					170,139,617
3. Actuarial Value of Assets as of June 30, 2019: [(2) - (1)]					175,814,792
4. Ratio of Actuarial Value to Market Value [(3) ÷ (2)]					103.3%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

SECTION III – 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 valuation's long-term assumption. Effective with this July 1, 2019 actuarial valuation, the rate of return assumption is 6.75%; however, the expected investment earnings rate for FYE June 30, 2019 was 7.00%.

Table III-4		
Actuarial Gain/(Loss) on Assets		
	Market Value	Actuarial Value
As of June 30, 2018	\$ 166,239,057	\$ 174,904,537
Employer Contributions	13,633,181	13,633,181
Employee Contributions	2,074,025	2,074,025
Benefit Payments	(19,969,862)	(19,969,862)
Administrative Expenses	(252,585)	(252,585)
Expected Investment Earnings at 7.00%	11,481,373	12,087,957
Expected Value as of July 1, 2019	\$ 173,205,189	\$ 182,477,253
Actuarial (Loss)/Gain on Assets	(3,065,572)	(6,662,461)
Actual Value as of June 30, 2019	170,139,617	175,814,792
Actual Rate of Return	5.13%	3.14%
Variance from Expected Return of 7.00%	-1.87%	-3.86%

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

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

- **Disclosure** of Plan liabilities at July 1, 2018 and July 1, 2019,
- Statement of **changes** in these liabilities during the year.

Disclosure

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

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

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

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

Table IV-1		
Liabilities and Unfunded Actuarial Liability		
	July 1, 2018	July 1, 2019
1. Present Value of Future Benefits		
Active Participant Benefits		
ATU/Drivers	\$ 62,871,053	\$ 60,359,725
IBEW/Mechanics	26,899,768	28,096,965
ATU/Clerical	2,317,565	2,096,051
Non-Contract/Admin ¹	<u>21,986,491</u>	<u>22,876,251</u>
Total	\$ 114,074,877	\$ 113,428,992
2. Inactive Actuarial Liability		
ATU/Drivers	\$ 112,517,249	\$ 120,824,212
IBEW/Mechanics	27,614,109	29,891,297
ATU/Clerical	4,737,714	4,953,197
Non-Contract/Admin	<u>62,495,725</u>	<u>66,868,890</u>
Total	\$ 207,364,797	\$ 222,537,596
3. Active Actuarial Liability		
ATU/Drivers	\$ 51,077,768	\$ 49,064,420
IBEW/Mechanics	21,787,973	22,816,691
ATU/Clerical	2,015,149	1,843,014
Non-Contract/Admin ¹	<u>18,054,746</u>	<u>18,658,257</u>
Total	\$ 92,935,636	\$ 92,382,382
4. Total Actuarial Liability, [(2) + (3)]	\$ 300,300,433	\$ 314,919,978
5. Plan Assets (Actuarial Value)	<u>174,904,537</u>	<u>175,814,792</u>
6. Unfunded Actuarial Liability (UAL), [(4) - (5)]	\$ 125,395,896	\$ 139,105,186

¹ Includes PEPPA members.

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

Table IV-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 IV-2 below), depending upon which liability is analyzed, can include:

- Benefits accrued since the last valuation
- Plan amendments changing benefits (none for the 2019 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 IV-2		
Changes in Actuarial Liability		
Actuarial Liability at July 1, 2019	\$	314,919,978
Actuarial Liability at July 1, 2018	\$	300,300,433
Liability Increase (Decrease)	\$	14,619,545
Change due to:		
Assumption Changes		7,536,766
Accrual of Benefits		3,345,262
Actual Benefit Payments		(19,969,862)
Interest		20,568,075
Actuarial (Gain)/Loss		3,139,304
Liability Increase (Decrease)	\$	14,619,545

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

Unfunded liabilities will change (as shown in Table IV-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 IV-3 Development of Actuarial Gain / (Loss)		
1. Unfunded Actuarial Liability (UAL) at Start of Year (not less than zero)	\$	125,395,896
2. Expected UAL Payment		(11,769,776)
3. Interest on (1) and (2) to End of Year		7,953,828
4. Increase in UAL due to Assumption Change		<u>7,536,766</u>
5. Expected Unfunded Actuarial Liability at End of Year, [(1) + (2) + (3) + (4)]	\$	129,116,714
6. Actual Unfunded Actuarial Liability at End of Year (not less than zero)	\$	139,105,186
7. Actuarial Gain/(Loss), [(5) – (6)]	\$	(9,988,472)
(a) Liability Gain/(Loss)		(3,139,304)
(b) Asset Gain/(Loss) on Actuarial Value		(6,662,461)
(c) Contribution Timing Gain/(Loss)		(219,142)
(d) Administrative Expenses Less than Expected		32,435

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
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SECTION V – 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 during the plan year by active Plan members. The amortization of the unfunded liability represents 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 three-fourths 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 V-1 Development of Annual Contribution		
	July 1, 2018	July 1, 2019
1. Total Actuarial Liability	\$ 300,300,433	\$ 314,919,978
2. Plan Assets (Actuarial Value)	<u>174,904,537</u>	<u>175,814,792</u>
3. Unfunded Actuarial Liability (UAL), [(1) - (2)]	\$ 125,395,896	\$ 139,105,186
4. UAL Amortization Payment (BOY)	\$ 11,769,776	\$ 13,296,199
5. Total Plan Normal Cost	\$ 3,345,262	\$ 3,326,248
6. Expected Administrative Expenses	\$ 274,497	\$ 282,045
7. Total Cost, [(4) + (5) + (6)]	\$ 15,389,535	\$ 16,904,492
8. Total Cost (interest adjusted to middle of year)	\$ 15,919,058	\$ 17,465,703

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

Table V-2 presents the calculation of the UAL payments for the Plan under the amortization policy adopted in 2012.

Table V-2 Development of the Amortization Payment (BOY) as of July 1, 2019						
Type of Base	Date Established	Initial Balance	Initial Amortization	Outstanding Balance	Remaining Amortization	Amortization Amount
Initial Unfunded						
1. Actuarial Liability	7/1/2012	\$ 87,613,245	25	\$ 75,983,323	18	\$ 6,948,912
2. Actuarial Loss	7/1/2013	6,555,553	15	4,712,253	9	670,346
3. Actuarial Gain	7/1/2014	(2,132,368)	15	(1,649,628)	10	(217,483)
4. Actuarial Loss	7/1/2015	740,624	15	610,724	11	75,347
5. Assumption Changes	7/1/2016	29,699,872	21	27,571,669	18	2,521,515
6. Actuarial Loss	7/1/2016	4,978,340	15	4,341,433	12	505,232
7. Actuarial Loss	7/1/2017	5,880,935	15	5,396,495	13	596,324
8. Method Changes	7/1/2018	(640,322)	19	(623,192)	18	(56,993)
9. Actuarial Loss	7/1/2018	5,453,907	15	5,236,871	14	552,565
10. Assumption Changes	7/1/2019	7,536,766	18	7,536,766	18	689,261
11. Actuarial Loss	7/1/2019	9,988,472	15	9,988,472	15	1,011,173
TOTAL				\$ 139,105,186		\$ 13,296,199
				Total UAL Payment, Middle of Year		\$ 13,737,618

Table V-3 presents the development of the PEPPRA Member Contribution Rate. PEPPRA Members must contribute half of the total normal cost rate of the Plan, rounded to the nearest 0.25%, as shown in the table below.

Table V-3 Development of the PEPPRA Member Contribution Rate			
Valuation Date	July 1, 2018	July 1, 2019	
Effective Date	FY 2019-20	FY 2020-21	
Assumed Rate of Return	7.00%	7.00%	6.75%
Total Normal Cost Rate	12.70%	11.99%	12.55%
50/50 Cost Sharing Rate for Members	6.35%	5.99%	6.28%
Member Contribution Rate (rounded to nearest quarter %)	6.25%	6.00%	6.25%
Active PEPPRA Membership Statistics			
Number	17	19	
Average Age	46.6	46.2	
Average Service	4.4	5.9	
Average Age at Hire Date	42.2	40.4	

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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, 2018	July 1, 2019
Number	55	52
Average Age	51.6	51.7
Average Service	17.1	17.5
Average Pay	\$ 72,966	\$ 75,551
Non-Contract/PEPRA	July 1, 2018	July 1, 2019
Number	17	19
Average Age	46.6	46.2
Average Service	4.4	5.9
Average Pay	\$ 64,128	\$ 64,493
ATU/Clerical	July 1, 2018	July 1, 2019
Number	14	11
Average Age	50.4	52.6
Average Service	14.6	15.9
Average Pay	\$ 50,106	\$ 51,045
ATU/Drivers	July 1, 2018	July 1, 2019
Number	264	237
Average Age	53.8	54.3
Average Service	16.0	16.3
Average Pay	\$ 59,536	\$ 61,004
IBEW/Mechanics	July 1, 2018	July 1, 2019
Number	112	105
Average Age	50.8	51.4
Average Service	19.2	19.9
Average Pay	\$ 61,062	\$ 64,373
Total	July 1, 2018	July 1, 2019
Number	462	424
Average Age	52.5	52.9
Average Service	16.4	16.8
Average Pay	\$ 61,388	\$ 63,520

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APPENDIX A – MEMBERSHIP INFORMATION

Summary of Participant Data

Deferred Participants

Terminated Vested	July 1, 2018	July 1, 2019
Number	230	218
Average Age	53.9	54.3
Average Annual Benefit	\$ 8,917	\$ 8,405

In-Pay Participants

Service Retired	July 1, 2018	July 1, 2019
Number	746	778
Average Age	70.2	70.4
Average Annual Benefit	\$ 22,618	\$ 23,172
Beneficiaries	July 1, 2018	July 1, 2019
Number	149	154
Average Age	71.3	71.1
Average Annual Benefit	\$ 10,001	\$ 10,572
Disabled	July 1, 2018	July 1, 2019
Number	80	79
Average Age	70.0	70.3
Average Annual Benefit	\$ 9,905	\$ 10,075
Total	July 1, 2018	July 1, 2019
Number	975	1,011
Average Age	70.3	70.5
Average Annual Benefit	\$ 19,647	\$ 20,229

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APPENDIX A – MEMBERSHIP INFORMATION

Data Summary as of July 1, 2019

Active Participants	<u>Non-Contract/Administrative</u>			ATU/	ATU/	IBEW/	Total
	Non-PEPRA	PEPRA	Sub-Total	Clerical	Drivers	Mechanics	
Number	52	19	71	11	237	105	424
Average Age	51.7	46.2	50.3	52.6	54.3	51.4	52.9
Average Service	17.5	5.9	14.4	15.9	16.3	19.9	16.8
Average Pay	\$75,551	\$64,493	\$72,592	\$51,045	\$61,004	\$64,373	\$63,520

Inactive Participants	<u>Non-Contract/Administrative</u>			ATU/	ATU/	IBEW/	Total
	Non-PEPRA	PEPRA	Sub-Total	Clerical	Drivers	Mechanics	
Service Retired							
Number	126	n/a	126	32	504	116	778
Average Age	68.7	n/a	68.7	72.3	70.8	70.4	70.4
Average Annual Benefit	\$38,311	n/a	\$38,311	\$14,095	\$20,251	\$21,920	\$23,172
Beneficiaries							
Number	32	n/a	32	3	90	29	154
Average Age	67.8	n/a	67.8	73.2	72.7	69.5	71.1
Average Annual Benefit	\$19,630	n/a	\$19,630	\$3,146	\$8,485	\$7,821	\$10,572
Disabled							
Number	2	n/a	2	3	64	10	79
Average Age	69.7	n/a	69.7	80.9	70.1	68.2	70.3
Average Annual Benefit	\$9,273	n/a	\$9,273	\$6,102	\$9,891	\$12,607	\$10,075
Terminated Vested							
Number	22	n/a	22	13	138	45	218
Average Age	51.2	n/a	51.2	54.0	54.8	54.4	54.3
Average Annual Benefit	\$18,704	n/a	\$18,704	\$4,945	\$7,892	\$5,941	\$8,405

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APPENDIX A – MEMBERSHIP INFORMATION

**Status Reconciliation - All Divisions
Changes in Plan Membership as of July 1, 2019**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2018	462	230	80	746	149	1,667
New Entrants	2					2
Rehires						0
Disabilities		(3)	3			0
Retirements/ Domestic Relations Order (DRO)	(31)	(18)		49	3	3
Vested Terminations	(8)	8				0
Died, with Beneficiaries' Benefit Payable		(1)		(6)	7	0
Transfers						0
Died, without Beneficiary, and Other Terminations	(1)		(2)	(12)		(15)
Beneficiary Deaths					(5)	(5)
Data Corrections or Benefit Suspension		2	(2)	1		1
Total Change	(38)	(12)	(1)	32	5	(14)
Participant count as of July 1, 2019	424	218	79	778	154	1,653

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

**Status Reconciliation - Non-Contract/Administrative¹
Changes in Plan Membership as of July 1, 2019**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2018	72	24	2	122	30	250
New Entrants	2					2
Rehires						0
Disabilities						0
Retirements/ Domestic Relations Order (DRO)	(4)	(3)		7	1	1
Vested Terminations	(1)	1				0
Died, with Beneficiaries' Benefit Payable				(2)	2	0
Transfers	3					3
Died, without Beneficiary, and Other Terminations	(1)			(1)		(2)
Beneficiary Deaths					(1)	(1)
Data Corrections or Benefit Suspension						0
Total Change	(1)	(2)	0	4	2	3
Participant count as of July 1, 2019	71	22	2	126	32	253

¹ Includes 19 active individuals participating in PEPRAs.

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**Status Reconciliation - Clerical
Changes in Plan Membership as of July 1, 2019**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2018	14	13	3	33	3	66
New Entrants						0
Rehires						0
Disabilities						0
Retirements/ Domestic Relations Order (DRO)	(1)	(1)		2		0
Vested Terminations	(1)	1				0
Died, with Beneficiaries' Benefit Payable						0
Transfers	(1)					(1)
Died, without Beneficiary, and Other Terminations				(3)		(3)
Beneficiary Deaths						0
Data Corrections or Benefit Suspension						0
Total Change	(3)	0	0	(1)	0	(4)
Participant count as of July 1, 2019	11	13	3	32	3	62

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**Status Reconciliation - ATU/Drivers
Changes in Plan Membership as of July 1, 2019**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2018	264	142	67	484	89	1,046
New Entrants						0
Rehires						0
Disabilities		(1)	1			0
Retirements/ Domestic Relations Order (DRO)	(20)	(10)		30	1	1
Vested Terminations	(6)	6				0
Died, with Beneficiaries' Benefit Payable		(1)		(3)	4	0
Transfers	(1)					(1)
Died, without Beneficiary, and Other Terminations			(2)	(8)		(10)
Beneficiary Deaths					(4)	(4)
Data Corrections or Benefit Suspension		2	(2)	1		1
Total Change	(27)	(4)	(3)	20	1	(13)
Participant count as of July 1, 2019	237	138	64	504	90	1,033

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APPENDIX A – MEMBERSHIP INFORMATION

**Status Reconciliation - IBEW/Mechanics
Changes in Plan Membership as of July 1, 2019**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
Participant count as of July 1, 2018	112	51	8	107	27	305
New Entrants						0
Rehires						0
Disabilities		(2)	2			0
Retirements/ Domestic Relations Order (DRO)	(6)	(4)		10	1	1
Vested Terminations						0
Died, with Beneficiaries' Benefit Payable				(1)	1	0
Transfers	(1)					(1)
Died, without Beneficiary, and Other Terminations						0
Beneficiary Deaths						0
Data Corrections or Benefit Suspension						0
Total Change	(7)	(6)	2	9	2	0
Participant count as of July 1, 2019	105	45	10	116	29	305

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APPENDIX A – MEMBERSHIP INFORMATION

Age / Service Distribution Of Active Participants - Non-Contract/Administrative ¹ (Counts)													
As of July 1, 2019													
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	1	2	2	0	0	0	0	0	5
35 to 39	1	1	0	0	0	6	3	0	0	0	0	0	11
40 to 44	0	0	0	0	0	4	2	0	1	0	0	0	7
45 to 49	0	0	0	0	1	3	1	1	3	0	0	0	9
50 to 54	0	0	0	0	0	2	1	1	2	1	2	0	9
55 to 59	0	0	1	0	2	2	5	2	2	1	0	1	16
60 to 64	0	0	0	0	0	3	0	1	2	2	0	3	11
65 to 69	0	0	0	0	0	1	1	1	0	0	0	0	3
70 & up	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	4	23	15	6	10	4	2	4	71

¹ Includes 19 active individuals participating in PEPR.

Age / Service Distribution Of Active Participants - Non-Contract/Administrative ¹ (Average Salary)													
As of July 1, 2019													
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	64,334	64,334	68,531	0	0	0	0	0	\$66,013
35 to 39	48,006	55,016	0	0	0	68,156	75,069	0	0	0	0	0	\$67,015
40 to 44	0	0	0	0	0	72,363	54,787	0	84,115	0	0	0	\$69,020
45 to 49	0	0	0	0	79,206	58,642	91,520	67,330	82,812	0	0	0	\$73,602
50 to 54	0	0	0	0	0	63,714	62,946	66,206	57,077	62,159	95,078	0	\$69,228
55 to 59	0	0	79,206	0	52,385	75,442	68,000	77,272	78,863	56,784	0	79,206	\$70,195
60 to 64	0	0	0	0	0	60,074	0	106,018	98,727	96,678	0	103,085	\$89,664
65 to 69	0	0	0	0	0	81,578	64,334	62,853	0	0	0	0	\$69,588
70 & up	0	0	0	0	0	0	0	0	0	0	0	0	\$0
Total	\$48,006	\$55,016	\$79,206	\$0	\$62,078	\$67,091	\$68,710	\$76,158	\$80,188	\$78,075	\$95,078	\$97,115	\$72,592

¹ Includes 19 active individuals participating in PEPR.

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APPENDIX A – MEMBERSHIP INFORMATION

Age / Service Distribution Of Active Participants - ATU/Clerical (Counts) As of July 1, 2019													
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	0	1	0	0	0	0	0	1
35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0
40 to 44	0	0	0	0	0	1	1	0	0	0	0	0	2
45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0
50 to 54	0	0	0	0	0	1	1	1	0	0	0	0	3
55 to 59	0	0	0	0	0	0	1	1	1	0	0	0	3
60 to 64	0	0	0	0	0	0	0	0	0	0	0	1	1
65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0
70 & up	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	2	5	2	1	0	0	1	11

Age / Service Distribution Of Active Participants - ATU/Clerical (Average Salary) As of July 1, 2019													
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	0	47,901	0	0	0	0	0	\$47,901
35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	\$0
40 to 44	0	0	0	0	0	62,100	43,785	0	0	0	0	0	\$52,942
45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	\$0
50 to 54	0	0	0	0	0	43,785	43,925	43,785	0	0	0	0	\$43,832
55 to 59	0	0	0	0	0	0	61,653	58,613	62,386	0	0	0	\$60,884
60 to 64	0	0	0	0	0	0	0	0	0	0	0	46,353	\$46,353
65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	\$0
70 & up	0	0	0	0	0	0	47,209	0	0	0	0	0	\$47,209
Total	\$0	\$0	\$0	\$0	\$0	\$52,942	\$48,895	\$51,199	\$62,386	\$0	\$0	\$46,353	\$51,045

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Age / Service Distribution Of Active Participants - ATU/Drivers (Counts) As of July 1, 2019													
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	3	3	0	0	0	0	0	6
35 to 39	0	0	0	0	0	7	8	0	0	0	0	0	15
40 to 44	0	0	0	0	0	2	13	3	0	0	0	0	18
45 to 49	0	0	0	0	0	3	13	9	2	0	0	0	27
50 to 54	0	0	0	0	0	9	21	8	6	2	1	0	47
55 to 59	0	0	0	0	0	12	13	9	9	13	2	0	58
60 to 64	0	0	0	0	0	7	13	7	9	4	4	1	45
65 to 69	0	0	0	0	0	1	5	1	4	2	2	1	16
70 & up	0	0	0	0	0	0	1	2	0	0	1	1	5
Total	0	0	0	0	0	44	90	39	30	21	10	3	237

Age / Service Distribution Of Active Participants - ATU/Drivers (Average Salary) As of July 1, 2019													
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	49,830	58,494	0	0	0	0	0	\$54,162
35 to 39	0	0	0	0	0	48,685	57,865	0	0	0	0	0	\$53,581
40 to 44	0	0	0	0	0	43,902	61,692	70,597	0	0	0	0	\$61,200
45 to 49	0	0	0	0	0	50,258	62,087	62,406	70,643	0	0	0	\$61,513
50 to 54	0	0	0	0	0	55,313	63,499	57,722	66,602	60,171	69,472	0	\$61,330
55 to 59	0	0	0	0	0	52,708	63,450	63,148	63,233	66,233	55,809	0	\$61,507
60 to 64	0	0	0	0	0	55,679	58,162	64,759	62,387	61,622	69,733	83,278	\$61,541
65 to 69	0	0	0	0	0	61,613	60,519	70,047	71,874	59,579	73,817	64,654	\$65,825
70 & up	0	0	0	0	0	0	49,140	56,552	0	0	72,839	59,276	\$58,872
Total	\$0	\$0	\$0	\$0	\$0	\$52,512	\$61,263	\$62,564	\$65,299	\$64,144	\$68,049	\$69,069	\$61,004

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Age / Service Distribution Of Active Participants - IBEW/Mechanics (Counts) As of July 1, 2019													
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	2	0	0	0	0	0	0	2
30 to 34	0	0	0	0	0	4	9	0	0	0	0	0	13
35 to 39	0	0	0	0	0	2	3	3	0	0	0	0	8
40 to 44	0	0	0	0	0	1	0	2	3	0	0	0	6
45 to 49	0	0	0	0	0	2	0	3	2	6	0	0	13
50 to 54	0	0	0	0	0	1	2	1	5	0	1	0	10
55 to 59	0	0	0	0	0	0	4	7	2	9	3	2	27
60 to 64	0	0	0	0	0	1	6	3	2	4	1	2	19
65 to 69	0	0	0	0	0	0	2	1	1	1	0	1	6
70 & up	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	13	26	21	15	20	5	5	105

Age / Service Distribution Of Active Participants - IBEW/Mechanics (Average Salary) As of July 1, 2019													
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	62,135	0	0	0	0	0	0	\$62,135
30 to 34	0	0	0	0	0	60,576	72,758	0	0	0	0	0	\$69,010
35 to 39	0	0	0	0	0	34,852	63,812	74,412	0	0	0	0	\$60,547
40 to 44	0	0	0	0	0	74,412	0	74,412	50,625	0	0	0	\$62,518
45 to 49	0	0	0	0	0	70,477	0	61,189	70,477	70,477	0	0	\$68,334
50 to 54	0	0	0	0	0	34,852	50,697	74,412	67,966	0	66,543	0	\$61,703
55 to 59	0	0	0	0	0	0	51,568	71,039	70,477	69,082	71,789	74,412	\$67,793
60 to 64	0	0	0	0	0	66,543	52,424	63,669	49,181	74,412	66,543	74,412	\$62,288
65 to 69	0	0	0	0	0	0	41,549	50,052	50,052	66,543	0	74,412	\$54,026
70 & up	0	0	0	0	0	0	0	34,852	0	0	0	0	\$34,852
Total	\$0	\$0	\$0	\$0	\$0	\$57,926	\$59,676	\$66,820	\$61,469	\$70,439	\$69,690	\$74,412	\$64,373

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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, changes in actuarial assumptions or methods will be amortized in level dollar payments over a separate period that ends on June 30, 2037, consistent with the amortization of the remaining June 30, 2012 UAL.

Changes in the Unfunded Actuarial Liability due to actuarial gains and losses are amortized over closed separate 15-year periods in level dollar payments.

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, 2019.

1. Rate of Return

The annual rate of return on all Plan assets is assumed to be 6.75%, 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 a two-year average of each Participant's pay during the two years 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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APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS

5. Merit Pay (Longevity and Promotion) Increases

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

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

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

6. Active Participant Mortality

Rates of mortality for all active Participants are given by the Combined Healthy Retired Pensioners (RP) 2000 Tables published by the Society of Actuaries using male's rates for both male and female members with generational improvements from the base year 2010 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 from the base year 2010 using Scale MP-2015.

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APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS

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 \$282,045 are included in the annual cost calculated, increasing each year with the assumed 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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APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS

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%

¹Non-Contract retirement assumption at age 52 is for PEPPA 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 are 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

The annual rate of return on all Plan assets has decreased from 7.00% to 6.75%.

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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 (\$124,180 for 2019 and \$121,388 for 2018) 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 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 increased 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 increased to 7% of compensation on January 1, 2016. As of January 1, 2017, the member contribution rate increased to 8% of compensation.
- PEPR: New Members must contribute half of the normal cost of the Plan, rounded to the nearest 0.25%. Currently, PEPR 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 the 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, 2019**

APPENDIX C – SUMMARY OF PLAN PROVISIONS

ATU/Clerical Table A-2: Retirement Benefit Multipliers

Credited Years Of Service	Age at Retirement										
	Clerical										
	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, 2019**

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, 2019**

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, 2019**

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, 2019**

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, 2019**

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, 2019**

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.

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.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2019**

APPENDIX D – GLOSSARY

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. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 13, 2020

SUBJECT:

MID COAST FEEDER BUS PLAN UPDATE (DENIS DESMOND AND RODRIGO CARRASCO)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

The Mid-Coast Light Rail extension will open in the middle of next year, requiring adjustments to existing bus services in the area to complement the new Blue Line service. Beginning with outreach in late 2018, staff has been developing a feeder bus plan that would connect adjacent communities to the new Blue Line stations, reallocate resources to meet anticipated changes in demand, and reduce service that would be duplicative of the new Trolley line. Staff will provide the Board with an update on the project and introduce the concept operating plan, which will be refined for final approval following a major service change process and public hearing in early 2021.

/s/ 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

February 13, 2020

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR DECEMBER 2019 (GORDON MEYER)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

This report summarizes the year-to-date operating results for December 2019 compared to the fiscal year (FY) 2020 budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for December 2019. Attachment A-2 details the December 2019 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 December 2019 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 December 2019, MTS's net-operating income favorable variance totaled \$215,000 (0.2%). Operations produced a \$253,000 (-0.3%) unfavorable variance and the administrative/other activities areas were favorable by \$468,000.



MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through December 2019 were \$58,482,000 compared to the year-to-date budget of \$57,227,000, representing a \$1,254,000 (2.2%) favorable variance. Year-to-date passenger revenue has an unfavorable variance of \$18,000. Other operating revenue was favorable by \$1,272,000 (13.8%), primarily due to state energy credit revenue, interest income, and advertising revenue. State energy credit revenues included the direct sale of 4,700 state energy credits for \$968,200.

Operating Expenses. Year-to-date combined expenses through December 2019 were \$152,597,000 compared to the budget of \$151,558,000, resulting in a \$1,039,000 (-0.7%) unfavorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$70,565,000, compared to a budgetary figure of \$70,440,000, producing an unfavorable variance of \$125,000 (-0.2%). This is primarily due to unfavorable directly operated bus operator and shop wages.

Outside Services and Purchased Transportation. Total outside services through six months of the fiscal year totaled \$53,888,000, compared to a budget of \$54,290,000, resulting in a favorable variance of \$402,000 (0.7%). This is primarily due to favorable purchased transportation costs for fixed route and paratransit divisions; partially offset by unfavorable outside services costs within administration.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$7,056,000, compared to a budgetary figure of \$6,385,000, resulting in an unfavorable variance of \$670,000 (-10.5%). This is primarily due to higher than expected costs for revenue vehicle parts for both internal bus and rail operations.

Energy. Total year-to-date energy costs were \$15,702,000, compared to the budget of \$15,397,000, resulting in an unfavorable variance of \$304,000 (-2.0%). This is primarily due to unfavorable electricity and CNG expenses.

Risk Management. Total year-to-date expenses for risk management were \$2,084,000 compared to the budget of \$1,880,000, resulting in an unfavorable variance totaling \$204,000 (-10.9%). This is primarily due unfavorable settlement payments.

General and Administrative. The year-to-date general and administrative costs were \$2,723,000 through December 2019, compared to a budget of \$2,512,000, resulting in an unfavorable variance of \$211,000 (-8.4%). This is primarily due to unfavorable non-maintenance general supplies costs and Mill's building rent expenses.

Vehicle and Facility Leases. The year-to-date vehicle and facilities leases costs were \$579,000 compared to the budget of \$652,000, resulting in a \$73,000 (11.2%) favorable variance. This is primarily due to favorable non-revenue vehicle lease expenses.

YEAR-TO-DATE SUMMARY

The December 2019, year-to-date net-operating income totaled a favorable variance of \$215,000 (0.2%). These factors include favorable variances in other operating revenue, outside services, and vehicle facility leases; offset by unfavorable variances in passenger revenue, personnel, materials and supplies, energy, risk management, and general and administrative costs.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Comparison to Budget

**MTS
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 47,990	\$ 48,008	\$ (18)	0.0%
Other Revenue	10,491	9,219	1,272	13.8%
Total Operating Revenue	\$ 58,482	\$ 57,227	\$ 1,254	2.2%
Personnel costs	\$ 70,565	\$ 70,440	\$ (125)	-0.2%
Outside services	53,888	54,290	402	0.7%
Materials and supplies	7,056	6,385	(670)	-10.5%
Energy	15,702	15,397	(304)	-2.0%
Risk management	2,084	1,880	(204)	-10.9%
General & administrative	2,723	2,512	(211)	-8.4%
Vehicle/facility leases	579	652	73	11.2%
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	\$ 152,597	\$ 151,558	\$ (1,039)	-0.7%
Operating Income (Loss)	\$ (94,115)	\$ (94,331)	\$ 215	0.2%
Total Non-Operating Activities	(528)	(169)	(359)	213.0%
Income (Loss) before Capital Contributions	\$ (94,643)	\$ (94,499)	\$ (144)	0.2%

**OPERATIONS
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 47,990	\$ 48,008	\$ (18)	0.0%
Other Revenue	378	386	(8)	-2.0%
Total Operating Revenue	\$ 48,368	\$ 48,394	\$ (26)	-0.1%
Personnel costs	\$ 59,269	\$ 58,975	\$ (295)	-0.5%
Outside services	44,950	46,047	1,097	2.4%
Materials and supplies	7,053	6,382	(671)	-10.5%
Energy	15,245	14,966	(279)	-1.9%
Risk management	1,646	1,574	(72)	-4.6%
General & administrative	448	376	(72)	-19.3%
Vehicle/facility leases	484	549	65	11.9%
Administrative Allocation	13,564	13,564	-	0.0%
Total Operating Expenses	\$ 142,660	\$ 142,433	\$ (228)	-0.2%
Operating Income (Loss)	\$ (94,292)	\$ (94,039)	\$ (253)	-0.3%
Total Non-Operating Activities	(188)	128	(315)	-246.7%
Income (Loss) before Capital Contributions	\$ (94,480)	\$ (93,911)	\$ (569)	0.6%

OPERATIONS

BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

COMPARISON TO BUDGET - FISCAL YEAR 2020

DECEMBER 31, 2019

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 11,171	\$ 10,980	\$ 190	1.7%
Other Revenue	3	8	(4)	-58.7%
Total Operating Revenue	\$ 11,174	\$ 10,988	\$ 186	1.7%
Personnel costs	\$ 39,121	\$ 38,842	\$ (279)	-0.7%
Outside services	781	961	180	18.7%
Materials and supplies	3,327	2,989	(338)	-11.3%
Energy	3,022	2,829	(192)	-6.8%
Risk management	821	734	(87)	-11.8%
General & administrative	178	167	(11)	-6.5%
Vehicle/facility leases	164	195	31	16.1%
Administrative Allocation	4,130	4,130	-	0.0%
Total Operating Expenses	\$ 51,542	\$ 50,846	\$ (696)	-1.4%
Operating Income (Loss)	\$ (40,368)	\$ (39,858)	\$ (510)	-1.3%
Total Non-Operating Activities	(302)	14	(315)	-2329.5%
Income (Loss) before Capital Contributions	\$ (40,670)	\$ (39,845)	\$ (825)	2.1%

OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 22,439	\$ 21,717	\$ 723	3.3%
Other Revenue	375	378	(3)	-0.9%
Total Operating Revenue	\$ 22,814	\$ 22,095	\$ 719	3.3%
Personnel costs	\$ 19,795	\$ 19,819	\$ 24	0.1%
Outside services	2,530	2,422	(109)	-4.5%
Materials and supplies	3,679	3,371	(308)	-9.1%
Energy	8,107	7,785	(322)	-4.1%
Risk management	818	832	14	1.7%
General & administrative	247	200	(47)	-23.4%
Vehicle/facility leases	158	182	24	13.3%
Administrative Allocation	8,138	8,138	-	0.0%
Total Operating Expenses	\$ 43,473	\$ 42,750	\$ (723)	-1.7%
Operating Income (Loss)	\$ (20,659)	\$ (20,655)	\$ (4)	0.0%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (20,659)	\$ (20,655)	\$ (4)	0.0%

OPERATIONS
BUS - CONTRACTED SERVICES (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 13,121	\$ 13,577	\$ (456)	-3.4%
Other Revenue	0	-	0	-
Total Operating Revenue	\$ 13,121	\$ 13,577	\$ (456)	-3.4%
Personnel costs	\$ 269	\$ 226	\$ (42)	-18.7%
Outside services	33,140	33,536	397	1.2%
Materials and supplies	47	21	(25)	-118.3%
Energy	3,343	3,410	67	2.0%
Risk management	-	-	-	-
General & administrative	0	3	3	85.4%
Vehicle/facility leases	23	33	9	29.2%
Administrative Allocation	1,031	1,031	-	0.0%
Total Operating Expenses	\$ 37,852	\$ 38,260	\$ 408	1.1%
Operating Income (Loss)	\$ (24,731)	\$ (24,683)	\$ (48)	-0.2%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (24,731)	\$ (24,683)	\$ (48)	0.2%

OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,259	\$ 1,734	\$ (475)	-27.4%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,259	\$ 1,734	\$ (475)	-27.4%
Personnel costs	\$ 85	\$ 87	\$ 3	2.9%
Outside services	8,388	9,017	630	7.0%
Materials and supplies	-	-	-	-
Energy	774	942	168	17.9%
Risk management	8	8	-	0.0%
General & administrative	23	5	(17)	-314.5%
Vehicle/facility leases	140	140	(0)	0.0%
Administrative Allocation	265	265	-	0.0%
Total Operating Expenses	\$ 9,682	\$ 10,465	\$ 783	7.5%
Operating Income (Loss)	\$ (8,422)	\$ (8,731)	\$ 308	3.5%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (8,422)	\$ (8,731)	\$ 308	-3.5%

**OPERATIONS
CORONADO FERRY**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	112	112	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	\$ 112	\$ 112	\$ -	0.0%
Operating Income (Loss)	\$ (112)	\$ (112)	\$ -	0.0%
Total Non-Operating Activities	114	114	-	0.0%
Income (Loss) before Capital Contributions	\$ 3	\$ 3	\$ -	0.0%

**ADMINISTRATION
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	9,938	8,639	1,300	15.0%
Total Operating Revenue	\$ 9,938	\$ 8,639	\$ 1,300	15.0%
Personnel costs	\$ 10,900	\$ 11,050	\$ 149	1.4%
Outside services	8,922	8,207	(715)	-8.7%
Materials and supplies	2	3	0	13.3%
Energy	449	422	(28)	-6.5%
Risk management	420	279	(142)	-50.8%
General & administrative	2,203	2,058	(146)	-7.1%
Vehicle/facility leases	83	90	7	7.4%
Administrative Allocation	(13,600)	(13,600)	-	0.0%
Total Operating Expenses	\$ 9,381	\$ 8,508	\$ (873)	-10.3%
Operating Income (Loss)	\$ 557	\$ 131	\$ 427	-326.1%
Total Non-Operating Activities	(340)	(296)	(44)	14.7%
Income (Loss) before Capital Contributions	\$ 218	\$ (166)	\$ 383	-231.4%

OTHER ACTIVITIES
CONSOLIDATEDCOMPARISON TO BUDGET - FISCAL YEAR 2020
DECEMBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	175	195	(20)	-10.1%
Total Operating Revenue	\$ 175	\$ 195	\$ (20)	-10.1%
Personnel costs	\$ 395	\$ 416	\$ 20	4.9%
Outside services	15	36	20	56.7%
Materials and supplies	-	1	1	-
Energy	7	9	2	20.1%
Risk management	18	28	10	36.3%
General & administrative	72	79	7	9.1%
Vehicle/facility leases	12	12	1	7.4%
Administrative Allocation	37	37	-	0.0%
Total Operating Expenses	\$ 556	\$ 617	\$ 62	10.0%
Operating Income (Loss)	\$ (381)	\$ (422)	\$ 42	9.9%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (381)	\$ (422)	\$ 42	-9.9%



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Agenda Item No. 61

Chief Executive Officer's Report

February 13, 2020

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 January 7, 2020 through January 31, 2020.

*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.

CEO Travel Report (since last Board meeting)

N/A

Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
L1373.1-17	JACOBS ENGINEERING GROUP	EXERCISE 3 OPTION YEARS	\$0.00	1/7/2020
G2017.0-17CM004	CH2M HILL	BEYER BLVD SLOPE	\$39,397.84	1/7/2020
L1468.3-19	MY ELECTRICIAN	ZERO COST TIME EXTENSION	\$0.00	1/8/2020
B066.1-17	RELY ENVIRONMENTAL	EXERCISE OPTION YEARS	\$0.00	1/8/2020
G1973.1-17	AAA PRINTING	NO COST TIME EXTENSION	\$0.00	1/10/2020
PWG274.0-19274-01.01	PUB CONSTRUCTION	CCO 1 - JOIST RIM REPLACEMENT AS WELL AS REPLACEMENT DOOR	\$1,849.47	1/13/2020
L1509.2-19	MILLER INGENUITY	ADD ADDITIONAL IN STREET MOUNTING STAND	\$1,777.88	1/13/2020
PWG274.0-19274-05	PUB CONSTRUCTION	EMERGENCY REPAIR LEAK AT MILLS	\$13,726.53	1/14/2020
PWL266.2-19	BBM LIFTS	LIFTING JACKS REPLACEMENT EQUIP PURCHASE	\$13,766.08	1/15/2020
G1268.13-09	BP ENERGY COMPANY	EXTEND DELIVERY PERIOD TO 12/31/22	\$55,000.00	1/16/2020
G2203.2-19	PPS&C	ADDS FUNDS	\$99,000.00	1/21/2020
L1193.3-14	CARLOS GUZMAN INC	LRV ACCIDENT AND VANDALISM BODY REPAIRS	\$0.00	1/21/2020
PWG274.0-19274-07	PUB CONSTRUCTION	ACE PARKING LOT FENCE REVISIONS	\$94,146.57	1/22/2020
PWG274.0-19274-02	PUB CONSTRUCTION	CONSTRUCTION SERVICES FOR BLDG A MOW BREAKROOM RENOVATIONS	\$26,212.10	1/22/2020
G2029.2-17	OCEAN BLUE ENVIRONMENTAL SERVICES	ADD USE OF DRUM VACCUM, GEAR TRUCK EQUIP	\$0.00	1/23/2020
G1866.5-16	STEER, DAVIES & GLEAVES	NO COST TIME EXTENSION	\$0.00	1/24/2020
G1867.2-16	APTA	PHASE 3	\$48,000.00	1/27/2020
PWL182.0-167501-1.3	HERZOG CONSTRUCTION	REMOVAL VEGETATION AND OTHER ITEMS FROM CHANNEL	\$13,185.53	1/30/2020
PWG27.0-19274-08	PUB CONSTRUCTION	INFILL TRENCH AT PYRAMID BLDG	\$9,398.27	1/30/2020
PWG274.0-19274-03	PUB CONSTRUCTION	REPLACE HVAC UNITS AT PROSPECT SQUARE	\$72,023.27	1/30/2020
G1786.2-15	PRIDE STAFF	TIME EXTENSION ONLY	\$0.00	1/31/2020
G1785.2-15	THE LAWTON GROUP	TIME EXTENSION ONLY	\$0.00	1/31/2020
PWL305.0-20	DAY WIRELESS	PROVIDE RADIO REPEATER REPLACEMENTS	\$61,690.39	1/31/2020

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
L1521.0-20	DEMPSEY CONSTRUCTION	ROE - 1065 5TH AVENUE	\$2,136.45	1/10/2020
L5782.3-16	SDG&E	JROE - CONTINUE TO ALLOW SDG&E MAINTENANCE	\$750.00	1/13/2020

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
L6741.2-16	JACOBS PROJECT MGMT CO	JROE - TIME EXTENSION	\$750.00	1/13/2020
G1805.1-19	BRICEHOUSE INC	CREDIT FOR CUSTOMER ADS	\$19,710.00	1/13/2020
G2346.0-20	CARTE HOTELS	ECO PASS 3 MONTH PILOT PROGRAM	\$7,856.00	1/14/2020
B0700.1-19	MCRT CALIFORNIA CONSTRUCTION	ROE - TIME EXTENSION	\$750.00	1/17/2020
G1661.5-14	NEXTEL OPERATIONS C/C SPRINT	CLOSING OF FREQUENCY RECONFIGURATION AGREEMENT	\$0.00	1/22/2020
L1530.0-20	DMS WINDOW CLEANING	ROE - 700 W E ST	\$1,911.87	1/23/2020
G0006.5-90	COUNTY OF SAN DIEGO	NO COST LEASE OF MILLS BLDG 1ST FLOOR	\$0.00	1/27/2020
G2101.2-18	NATIONAL CITY CHAMBER OF COMMERCE	EXERCISING SECOND OPTION YEAR 2020	\$0.00	1/28/2020
G2351.0-20	HAZARD CENTER	ANNUAL PARTNERSHIP AGREEMENT	\$0.00	1/30/2020

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400000848	1/7/2020	Office Depot		G200-OFFICE SUPPLIES	44.94	-	-
4400000849	1/7/2020	Office Depot		G200-OFFICE SUPPLIES	83.63	-	-
4400000850	1/8/2020	W.W. Grainger Inc		T110-TRACK, RAIL	336.67	-	-
4400000851	1/8/2020	W.W. Grainger Inc		T110-TRACK, RAIL	446.54	-	-
4400000852	1/8/2020	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	90.04	-	-
4400000853	1/10/2020	Office Depot		G200-OFFICE SUPPLIES	67.77	-	-
4400000854	1/13/2020	Office Depot		G200-OFFICE SUPPLIES	583.82	-	-
4400000855	1/13/2020	Office Depot		G200-OFFICE SUPPLIES	86.19	-	-
4400000856	1/13/2020	Office Depot		G200-OFFICE SUPPLIES	999.00	-	-
4400000857	1/13/2020	W.W. Grainger Inc		G130-SHOP TOOLS	607.62	-	-
4400000858	1/13/2020	W.W. Grainger Inc		G130-SHOP TOOLS	574.28	-	-
4400000859	1/14/2020	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS	12.76	-	-
4400000860	1/14/2020	Office Depot		G200-OFFICE SUPPLIES	11.09	-	-
4400000861	1/14/2020	Office Depot		G200-OFFICE SUPPLIES	330.27	-	-
4400000862	1/14/2020	Office Depot		G200-OFFICE SUPPLIES	384.20	-	-
4400000863	1/14/2020	W.W. Grainger Inc		G200-OFFICE SUPPLIES	16.50	-	-
4400000864	1/14/2020	Office Depot		G200-OFFICE SUPPLIES	523.70	-	-
4400000865	1/15/2020	Office Depot		G180-JANITORIAL SUPPLIES	537.10	-	-
4400000866	1/16/2020	W.W. Grainger Inc		G130-SHOP TOOLS	411.77	-	-
4400000867	1/16/2020	Office Depot		G200-OFFICE SUPPLIES	247.97	-	-
4400000868	1/17/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	399.40	-	-
4400000869	1/17/2020	Office Depot		G200-OFFICE SUPPLIES	142.54	-	-
4400000870	1/21/2020	Office Depot		G200-OFFICE SUPPLIES	662.81	-	-
4400000871	1/21/2020	Office Depot		G200-OFFICE SUPPLIES	596.86	-	-
4400000872	1/22/2020	Office Depot		G200-OFFICE SUPPLIES	78.78	-	-
4400000873	1/22/2020	Office Depot		G200-OFFICE SUPPLIES	85.70	-	-
4400000874	1/22/2020	W.W. Grainger Inc		G130-SHOP TOOLS	150.51	-	-
4400000875	1/23/2020	Office Depot		G200-OFFICE SUPPLIES	71.01	-	-
4400000876	1/23/2020	Office Depot		G200-OFFICE SUPPLIES	13.65	-	-
4400000877	1/24/2020	Office Depot		G200-OFFICE SUPPLIES	2,090.21	-	-
4400000878	1/24/2020	Office Depot		G200-OFFICE SUPPLIES	306.54	-	-
4400000879	1/28/2020	Office Depot		G200-OFFICE SUPPLIES	17.80	-	-
4400000880	1/28/2020	Office Depot		G200-OFFICE SUPPLIES	757.39	-	-
4400000881	1/28/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	162.79	-	-
4400000882	1/29/2020	Office Depot		G200-OFFICE SUPPLIES	61.36	-	-
4400000883	1/29/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	543.69	-	-
4400000884	1/30/2020	W.W. Grainger Inc		G200-OFFICE SUPPLIES	88.25	-	-
4500028563	1/7/2020	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	2,120.78	-	-
4500028564	1/7/2020	J H Platinum		P330-UNIFORM RENT/CLEAN	539.00	-	-
4500028565	1/7/2020	Graybar Electric Co Inc		M110-SUB STATION	29.02	-	-
4500028566	1/7/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	9,524.95	-	-
4500028567	1/7/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,422.85	-	-
4500028568	1/7/2020	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL	31,707.41	-	-
4500028569	1/7/2020	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	1,097.05	-	-
4500028570	1/7/2020	B Hepworth & Company Limited		R120-RAIL/LRV CAR BODY	2,672.12	-	-
4500028571	1/7/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	133.07	-	-
4500028572	1/7/2020	Red Truck Fire & Safety Co.	Woman Owned Business	F110-SHOP/BLDG MACHINERY	96.77	-	-
4500028573	1/7/2020	Shilpark Paint Corp.		F180-BUILDING MATERIALS	1,299.52	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028574	1/7/2020	The Lawton Co Inland Empire Inc	DBE	P450-PERSONNEL SVCS	11,030.40	-	-
4500028575	1/7/2020	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	296.37	-	-
4500028576	1/7/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	137.13	-	-
4500028577	1/7/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	34.33	-	-
4500028578	1/7/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	64.95	-	-
4500028580	1/7/2020	Home Depot USA Inc		G140-SHOP SUPPLIES	444.03	-	-
4500028581	1/7/2020	BCP Systems Inc		G290-FARE REVENUE EQUIP	723.44	-	-
4500028582	1/7/2020	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	1,598.16	-	-
4500028583	1/7/2020	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	160.14	-	-
4500028584	1/7/2020	Chromate Industrial Corporation		G150-FASTENERS	711.10	-	-
4500028585	1/7/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	502.63	-	-
4500028586	1/8/2020	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	51.05	-	-
4500028587	1/8/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	557.86	-	-
4500028588	1/8/2020	Gillig LLC		B250-BUS REPAIR PARTS	138.35	-	-
4500028589	1/8/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	262.84	-	-
4500028590	1/8/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	5,371.34	-	-
4500028591	1/8/2020	Transit Holdings Inc		B140-BUS CHASSIS	6,504.61	-	-
4500028592	1/8/2020	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	780.52	-	-
4500028593	1/8/2020	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	797.25	-	-
4500028594	1/8/2020	Material Sales Inc	Small Business	R220-RAIL/LRV TRUCKS	1,135.24	-	-
4500028595	1/8/2020	Home Depot USA Inc		F180-BUILDING MATERIALS	1,057.87	-	-
4500028596	1/8/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	1,912.30	-	-
4500028599	1/8/2020	Kone Inc.		F110-SHOP/BLDG MACHINERY	91,222.64	-	-
4500028600	1/8/2020	Virginia Electronic & Lighting LLC		M140-WAYSIDE SIGNALS	2,101.13	-	-
4500028601	1/8/2020	Schunk Carbon Technology LLC		R220-RAIL/LRV TRUCKS	9,482.44	-	-
4500028602	1/8/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	3,321.14	-	-
4500028603	1/8/2020	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	23,893.88	-	-
4500028604	1/8/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	401.28	-	-
4500028605	1/8/2020	Prochem Specialty Products Inc	Small Business	G170-LUBRICANTS	237.05	-	-
4500028606	1/8/2020	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	191.28	-	-
4500028607	1/8/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	3,077.66	-	-
4500028608	1/8/2020	Wayne Harmeier Inc		B160-BUS ELECTRICAL	571.08	-	-
4500028609	1/8/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	181.12	-	-
4500028610	1/8/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	514.40	-	-
4500028611	1/8/2020	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	436.39	-	-
4500028612	1/8/2020	VCA Animal Hospitals, Inc.		G120-SECURITY	102.68	-	-
4500028613	1/8/2020	711 Print Enterprises Inc		G120-SECURITY	3,123.68	-	-
4500028614	1/9/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	1,102.04	-	-
4500028615	1/9/2020	Louis Sardo Upholstery Inc		B130-BUS BODY	3,012.22	-	-
4500028616	1/9/2020	Transit Holdings Inc		B130-BUS BODY	744.55	-	-
4500028617	1/9/2020	Dimensional Silk Screen Inc		C130-CONSTRUCTION SVCS	1,757.80	-	-
4500028618	1/9/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	193.65	-	-
4500028619	1/9/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	2,059.56	-	-
4500028620	1/9/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	8.63	-	-
4500028621	1/9/2020	Uline		G200-OFFICE SUPPLIES	312.70	-	-
4500028622	1/9/2020	Battery Power Inc.		B160-BUS ELECTRICAL	5,924.55	-	-
4500028623	1/9/2020	Smart Car Care Products Inc		R240-RAIL/LRV REPR PARTS	504.14	-	-
4500028624	1/9/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,305.71	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028625	1/9/2020	Golden State Supply LLC		G170-LUBRICANTS	123.80	-	-
4500028626	1/9/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	3,417.67	-	-
4500028627	1/9/2020	SC Commercial, LLC		B180-BUS DIESEL	8,168.91	-	-
4500028628	1/9/2020	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	3,463.13	-	-
4500028629	1/9/2020	OneSource Distributors, LLC		G140-SHOP SUPPLIES	2,703.99	-	-
4500028630	1/9/2020	Gillig LLC		B250-BUS REPAIR PARTS	397.38	-	-
4500028631	1/9/2020	National City Chamber of Commerce		T110-TRACK, RAIL	1,110.77	-	-
4500028632	1/9/2020	Aztec Landscaping Inc		C130-CONSTRUCTION SVCS	3,026.00	-	-
4500028633	1/10/2020	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	805.46	-	-
4500028634	1/10/2020	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	2,276.77	-	-
4500028635	1/10/2020	Airgas Inc		G140-SHOP SUPPLIES	171.58	-	-
4500028636	1/10/2020	Professional Contractors Supplies		G130-SHOP TOOLS	253.53	-	-
4500028637	1/10/2020	CDW LLC		I110-INFORMATION TECH	541.17	-	-
4500028638	1/10/2020	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	5,973.66	-	-
4500028639	1/10/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	179.95	-	-
4500028640	1/10/2020	Transit Holdings Inc		B130-BUS BODY	4,354.23	-	-
4500028641	1/10/2020	Transit Holdings Inc		B140-BUS CHASSIS	4,164.16	-	-
4500028642	1/10/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	286.08	-	-
4500028643	1/10/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	5,070.93	-	-
4500028644	1/10/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	1,166.39	-	-
4500028645	1/10/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	462.76	-	-
4500028646	1/10/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	308.04	-	-
4500028647	1/10/2020	Culligan of San Diego		G140-SHOP SUPPLIES	2,040.00	-	-
4500028648	1/10/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,720.69	-	-
4500028649	1/10/2020	BJ's Rentals	Small Business	P160-EQUIPMENT RENTALS	218.50	-	-
4500028650	1/10/2020	Western Pump Inc	Small Business	I120-INFO TECH, SVCS	500.00	-	-
4500028651	1/10/2020	Graybar Electric Co Inc		M110-SUB STATION	554.11	-	-
4500028652	1/10/2020	Kenneth Place		P130-EQUIP MAINT REPR SVC	411.99	-	-
4500028653	1/10/2020	Transit Holdings Inc		B140-BUS CHASSIS	2,300.22	-	-
4500028654	1/10/2020	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	2,224.13	-	-
4500028655	1/10/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	202.57	-	-
4500028656	1/10/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	11,378.79	-	-
4500028657	1/10/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500028658	1/10/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	62.92	-	-
4500028659	1/10/2020	Valvoline Inc.		B120-BUS MECHANICAL PARTS	42,776.76	-	-
4500028660	1/10/2020	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	59.20	-	-
4500028661	1/10/2020	Data Controls Printworks Inc	Small Business	G230-PRINTED MATERIALS	206.88	-	-
4500028662	1/10/2020	James C. Jennwein		P310-ADVERTISING SERVICES	1,000.00	-	-
4500028663	1/13/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	1,697.43	-	-
4500028664	1/13/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	348.68	-	-
4500028665	1/13/2020	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	364.54	-	-
4500028666	1/13/2020	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	145.47	-	-
4500028667	1/13/2020	Kurt Morgan		G200-OFFICE SUPPLIES	387.05	-	-
4500028668	1/13/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	24.01	-	-
4500028669	1/13/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	3,763.47	-	-
4500028670	1/13/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	3,946.84	-	-
4500028671	1/13/2020	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	327.56	-	-
4500028672	1/13/2020	JKL Cleaning Systems		G130-SHOP TOOLS	50.90	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028673	1/13/2020	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	1,210.39	-	-
4500028674	1/13/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,599.10	-	-
4500028675	1/13/2020	Muncie Transit Supply		B130-BUS BODY	108.69	-	-
4500028676	1/13/2020	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	77.36	-	-
4500028677	1/13/2020	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	559.32	-	-
4500028678	1/13/2020	Easykeys.com, Inc.		G200-OFFICE SUPPLIES	260.94	-	-
4500028679	1/13/2020	B&H Photo & Electronics Corp		G220-OFFICE EQUIPMENT	1,740.38	-	-
4500028680	1/13/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	11,688.84	-	-
4500028681	1/13/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	243.30	-	-
4500028682	1/13/2020	Sufian Business Machines		G220-OFFICE EQUIPMENT	2,838.37	-	-
4500028683	1/13/2020	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	1,374.85	-	-
4500028684	1/13/2020	Battery Power Inc.		B160-BUS ELECTRICAL	9,694.71	-	-
4500028685	1/13/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	25.89	-	-
4500028686	1/13/2020	W.W. Grainger Inc		B130-BUS BODY	32.84	-	-
4500028687	1/13/2020	Jeyco Products Inc		G150-FASTENERS	28.94	-	-
4500028688	1/13/2020	Cubic Transportation Systems		B190-BUS FARE EQUIP	3,232.50	-	-
4500028689	1/13/2020	Louis Sardo Upholstery Inc		B130-BUS BODY	512.72	-	-
4500028690	1/13/2020	Arizona Machinery LLC		A110-AUTO/TRUCK TIRES	314.94	-	-
4500028691	1/13/2020	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	236.41	-	-
4500028692	1/13/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	772.03	-	-
4500028693	1/13/2020	Professional Contractors Supplies		G140-SHOP SUPPLIES	1,000.68	-	-
4500028694	1/13/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	10,012.13	-	-
4500028695	1/13/2020	Cubic Transportation Systems		G290-FARE REVENUE EQUIP	5,450.45	-	-
4500028696	1/13/2020	El Dorado Coatings Inc	Small Business	R140-RAIL/LRV DOORS/RAMP	271.53	-	-
4500028697	1/13/2020	Praxair Distribution Inc.		G130-SHOP TOOLS	111.61	-	-
4500028698	1/13/2020	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	2,800.21	-	-
4500028699	1/13/2020	Pape Material Handling		F110-SHOP/BLDG MACHINERY	620.00	-	-
4500028700	1/13/2020	SDSU Foundation		P310-ADVERTISING SERVICES	1,000.00	-	-
4500028701	1/13/2020	Mannis Communications		P310-ADVERTISING SERVICES	1,335.00	-	-
4500028702	1/13/2020	Daniels Tire Service		A140-AUTO/TRUCK REPAIR	504.79	-	-
4500028703	1/13/2020	San Diego Chinese Tribune		P310-ADVERTISING SERVICES	760.00	-	-
4500028704	1/13/2020	San Diego Union Tribune LLC		P310-ADVERTISING SERVICES	2,322.00	-	-
4500028705	1/13/2020	Vietnamese American Media Corp		P310-ADVERTISING SERVICES	240.00	-	-
4500028706	1/13/2020	The Filipino Press, Inc.		P310-ADVERTISING SERVICES	735.00	-	-
4500028707	1/13/2020	Latina & Associates Inc.		P310-ADVERTISING SERVICES	1,146.00	-	-
4500028708	1/13/2020	Eckenroth Publications, Inc.		P310-ADVERTISING SERVICES	1,358.00	-	-
4500028709	1/13/2020	Christopher O'Connell		P310-ADVERTISING SERVICES	250.00	-	-
4500028710	1/13/2020	Edward A. Verdugo		P310-ADVERTISING SERVICES	1,320.00	-	-
4500028711	1/13/2020	Voice of San Diego		P310-ADVERTISING SERVICES	1,960.00	-	-
4500028712	1/13/2020	Warren Communications Inc		P310-ADVERTISING SERVICES	1,386.00	-	-
4500028713	1/14/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	1,721.42	-	-
4500028714	1/14/2020	Uline		F170-MATL HANDLING EQUIP	725.18	-	-
4500028715	1/14/2020	Transit Holdings Inc		B130-BUS BODY	4,474.33	-	-
4500028716	1/14/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,422.85	-	-
4500028717	1/14/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	1,911.67	-	-
4500028718	1/14/2020	Shilpark Paint Corp.		F180-BUILDING MATERIALS	342.08	-	-
4500028719	1/14/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	20,483.83	-	-
4500028720	1/14/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	250.37	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028721	1/14/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	24.35	-	-
4500028722	1/14/2020	Gillig LLC		B130-BUS BODY	2,594.05	-	-
4500028723	1/14/2020	Muncie Transit Supply		B130-BUS BODY	23.80	-	-
4500028724	1/14/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	13,148.68	-	-
4500028725	1/14/2020	SC Commercial, LLC		B180-BUS DIESEL	8,118.75	-	-
4500028726	1/14/2020	W.W. Grainger Inc		G130-SHOP TOOLS	608.68	-	-
4500028727	1/14/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	62.50	-	-
4500028729	1/14/2020	West-Lite Supply Co Inc	Small Business	M140-WAYSIDE SIGNALS	664.58	-	-
4500028730	1/14/2020	Chromate Industrial Corporation		G150-FASTENERS	1,310.12	-	-
4500028731	1/14/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	109.58	-	-
4500028732	1/14/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	288.08	-	-
4500028733	1/15/2020	Kaman Industrial Technologies		B130-BUS BODY	34.28	-	-
4500028734	1/15/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	822.58	-	-
4500028735	1/15/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,139.51	-	-
4500028736	1/15/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	13,468.75	-	-
4500028737	1/15/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	93.25	-	-
4500028738	1/15/2020	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	781.88	-	-
4500028739	1/15/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	2,909.25	-	-
4500028740	1/15/2020	Staples Contract & Commercial Inc		F170-MATL HANDLING EQUIP	339.68	-	-
4500028741	1/15/2020	Global Equipment Company	Small Business	G210-OFFICE FURNITURE	667.92	-	-
4500028742	1/15/2020	B&H Photo & Electronics Corp		G220-OFFICE EQUIPMENT	26.29	-	-
4500028743	1/15/2020	Gillig LLC		B140-BUS CHASSIS	428.79	-	-
4500028744	1/15/2020	Dartco Transmission		B200-BUS PWR TRAIN EQUIP	1,195.70	-	-
4500028745	1/15/2020	Transit Holdings Inc		B130-BUS BODY	1,378.21	-	-
4500028746	1/15/2020	TK Services Inc		B110-BUS HVAC SYSTEMS	31.42	-	-
4500028747	1/15/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	83.97	-	-
4500028748	1/15/2020	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	812.66	-	-
4500028749	1/15/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	108.53	-	-
4500028750	1/15/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	3,646.26	-	-
4500028751	1/15/2020	Jankovich Company		G170-LUBRICANTS	3,342.41	-	-
4500028752	1/15/2020	Headsets.com Inc		I110-INFORMATION TECH	1,960.78	-	-
4500028753	1/15/2020	HD Supply Construction Supply, LTD.		G140-SHOP SUPPLIES	934.09	-	-
4500028754	1/15/2020	American Scissor Lift, Inc.		P130-EQUIP MAINT REPR SVC	1,403.12	-	-
4500028755	1/15/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	3,609.20	-	-
4500028756	1/15/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	97.79	-	-
4500028757	1/15/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	315.51	-	-
4500028758	1/15/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	3,373.90	-	-
4500028759	1/15/2020	Praxair Distribution Inc.		G130-SHOP TOOLS	1,897.24	-	-
4500028760	1/15/2020	Baker Capital Limited		R240-RAIL/LRV REPR PARTS	15,360.84	-	-
4500028761	1/15/2020	W.W. Grainger Inc		G150-FASTENERS	127.26	-	-
4500028762	1/15/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500028763	1/15/2020	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	1,288.41	-	-
4500028764	1/16/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	30.60	-	-
4500028765	1/16/2020	Battery Systems Inc		B160-BUS ELECTRICAL	1,137.38	-	-
4500028766	1/16/2020	Curbell Plastics Inc		B130-BUS BODY	120.60	-	-
4500028767	1/16/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	1,648.16	-	-
4500028768	1/16/2020	Kaman Industrial Technologies		G130-SHOP TOOLS	17.49	-	-
4500028769	1/16/2020	Transit Holdings Inc		B130-BUS BODY	2,408.19	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028770	1/16/2020	Flyers Energy LLC		R230-RAIL/LRV MECHANICAL	6,002.62	-	-
4500028771	1/16/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	4,617.56	-	-
4500028772	1/16/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	737.01	-	-
4500028773	1/16/2020	Rush Truck Centers of California		B250-BUS REPAIR PARTS	64.65	-	-
4500028774	1/16/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	164.38	-	-
4500028775	1/16/2020	Westinghouse Air Brake		R160-RAIL/LRV ELECTRICAL	168.52	-	-
4500028776	1/16/2020	Muncie Transit Supply		B130-BUS BODY	34.16	-	-
4500028777	1/16/2020	Genuine Parts Co		B250-BUS REPAIR PARTS	41.99	-	-
4500028778	1/16/2020	Dave C. Yu		G120-SECURITY	1,050.00	-	-
4500028779	1/16/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	800.00	-	-
4500028780	1/16/2020	Eran Hason		P280-GENERAL SVC AGRMNTS	165.00	-	-
4500028781	1/16/2020	Brown & Bigelow Inc		G240-UNIFORM PROCUREMENT	3,327.73	-	-
4500028782	1/16/2020	Brand Makers LLC	Small Business	G230-PRINTED MATERIALS	3,189.25	-	-
4500028783	1/16/2020	Thales Consulting Inc		P400-FINANCIAL & AUDIT	1,800.00	-	-
4500028784	1/16/2020	Safeway, Inc.		G250-NOVELTIES & AWARDS	500.00	-	-
4500028785	1/16/2020	CDW LLC		I110-INFORMATION TECH	788.19	-	-
4500028786	1/16/2020	Wayne Harmeier Inc		B160-BUS ELECTRICAL	571.08	-	-
4500028787	1/16/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	702.72	-	-
4500028788	1/16/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	72.54	-	-
4500028789	1/16/2020	L&W Industries LLC		G130-SHOP TOOLS	2,828.88	-	-
4500028790	1/16/2020	CASEI		F180-BUILDING MATERIALS	190.72	-	-
4500028791	1/16/2020	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	288.02	-	-
4500028792	1/16/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	157.37	-	-
4500028793	1/16/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	341.29	-	-
4500028794	1/16/2020	Gillig LLC		B130-BUS BODY	132.32	-	-
4500028795	1/16/2020	VCA Animal Hospitals, Inc.		G120-SECURITY	220.77	-	-
4500028796	1/16/2020	MCAS Miramar Vet		G120-SECURITY	61.16	-	-
4500028797	1/16/2020	Home Depot USA Inc		F180-BUILDING MATERIALS	156.28	-	-
4500028798	1/16/2020	W.W. Grainger Inc		M110-SUB STATION	437.67	-	-
4500028799	1/17/2020	Sufian Business Machines		G210-OFFICE FURNITURE	641.12	-	-
4500028800	1/17/2020	Cubic Transportation Systems		B190-BUS FARE EQUIP	1,616.25	-	-
4500028801	1/17/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	8.57	-	-
4500028802	1/17/2020	Transit Holdings Inc		B130-BUS BODY	24.73	-	-
4500028803	1/17/2020	Annex Automotive and		G160-PAINTS & CHEMICALS	382.93	-	-
4500028804	1/17/2020	Sherwin Williams Company		B130-BUS BODY	973.12	-	-
4500028805	1/17/2020	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	10,642.38	-	-
4500028806	1/17/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,865.15	-	-
4500028807	1/17/2020	Glass & Screens Etc		F180-BUILDING MATERIALS	507.52	-	-
4500028808	1/17/2020	Home Depot USA Inc		F180-BUILDING MATERIALS	300.44	-	-
4500028809	1/17/2020	Material Sales Inc	Small Business	F180-BUILDING MATERIALS	291.00	-	-
4500028810	1/17/2020	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	455.79	-	-
4500028811	1/17/2020	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	1,127.88	-	-
4500028812	1/17/2020	Supreme Oil Company		B180-BUS DIESEL	7,858.95	-	-
4500028813	1/17/2020	Professional Contractors Supplies		G140-SHOP SUPPLIES	341.38	-	-
4500028814	1/17/2020	Chromate Industrial Corporation		G140-SHOP SUPPLIES	423.28	-	-
4500028815	1/17/2020	CDW LLC		G210-OFFICE FURNITURE	769.31	-	-
4500028816	1/17/2020	Home Depot USA Inc		G130-SHOP TOOLS	2,059.38	-	-
4500028817	1/17/2020	Home Depot USA Inc		F180-BUILDING MATERIALS	161.39	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028818	1/17/2020	JKL Cleaning Systems		G160-PAINTS & CHEMICALS	434.89	-	-
4500028819	1/17/2020	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	48,873.25	-	-
4500028820	1/17/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	179.95	-	-
4500028821	1/17/2020	ASPEN Refrigerants Inc		R170-RAIL/LRV HVAC	364.20	-	-
4500028822	1/21/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	651.08	-	-
4500028823	1/21/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	43.99	-	-
4500028824	1/21/2020	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	24,046.58	-	-
4500028825	1/21/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	377.75	-	-
4500028826	1/21/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	768.84	-	-
4500028827	1/21/2020	Transit Holdings Inc		B140-BUS CHASSIS	4,569.49	-	-
4500028828	1/21/2020	Gillig LLC		B160-BUS ELECTRICAL	1,865.98	-	-
4500028829	1/21/2020	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	1,212.19	-	-
4500028830	1/21/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	597.69	-	-
4500028831	1/21/2020	Synco Chemical Corporation		G170-LUBRICANTS	23,209.35	-	-
4500028832	1/21/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,425.82	-	-
4500028833	1/21/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	137.71	-	-
4500028834	1/21/2020	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	3,219.59	-	-
4500028835	1/21/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	27.51	-	-
4500028836	1/21/2020	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	33.08	-	-
4500028837	1/21/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	68.79	-	-
4500028838	1/21/2020	CDW LLC		I110-INFORMATION TECH	430.02	-	-
4500028839	1/21/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	1,791.81	-	-
4500028840	1/21/2020	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	468.77	-	-
4500028841	1/21/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	2,881.40	-	-
4500028842	1/21/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	383.63	-	-
4500028843	1/21/2020	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	150.25	-	-
4500028844	1/21/2020	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	7,964.88	-	-
4500028845	1/21/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	90.51	-	-
4500028846	1/21/2020	Airgas Inc		G140-SHOP SUPPLIES	1,462.52	-	-
4500028847	1/21/2020	Willy's Electronic Supply Co	Small Business	G270-ELECTRICAL/LIGHTING	258.60	-	-
4500028848	1/21/2020	Deaf Community Services		G260-MEDIA	357.50	-	-
4500028849	1/21/2020	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	146.53	-	-
4500028850	1/21/2020	HI-TEC Enterprises	Small Business	R120-RAIL/LRV CAR BODY	646.50	-	-
4500028851	1/21/2020	Pressnet Express Inc		G230-PRINTED MATERIALS	129.30	-	-
4500028852	1/21/2020	Steven Timme		G110-BUS/TROLLEY SIGNAGE	100.82	-	-
4500028853	1/21/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	1,842.42	-	-
4500028854	1/21/2020	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	233.87	-	-
4500028855	1/21/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	389.70	-	-
4500028856	1/21/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	1,406.65	-	-
4500028857	1/21/2020	Battery Systems Inc		B160-BUS ELECTRICAL	1,516.50	-	-
4500028858	1/21/2020	Culligan of San Diego		G140-SHOP SUPPLIES	1,591.20	-	-
4500028859	1/21/2020	Professional Contractors Supplies		G170-LUBRICANTS	258.23	-	-
4500028860	1/21/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	83.40	-	-
4500028861	1/21/2020	Pape Material Handling		F110-SHOP/BLDG MACHINERY	369.80	-	-
4500028862	1/21/2020	Miller Felpax Corporation		G190-SAFETY/MED SUPPLIES	17,842.55	-	-
4500028863	1/22/2020	Transit Holdings Inc		B130-BUS BODY	188.30	-	-
4500028864	1/22/2020	Pressnet Express Inc		G230-PRINTED MATERIALS	748.87	-	-
4500028865	1/22/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	4,518.14	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028866	1/22/2020	OneSource Distributors, LLC		R160-RAIL/LRV ELECTRICAL	1,637.80	-	-
4500028867	1/22/2020	Newegg Business, Inc.		G290-FARE REVENUE EQUIP	1,050.40	-	-
4500028868	1/22/2020	American Scissor Lift, Inc.		P130-EQUIP MAINT REPR SVC	206.38	-	-
4500028869	1/22/2020	W.W. Grainger Inc		G130-SHOP TOOLS	299.21	-	-
4500028870	1/22/2020	Racine Railroad Products, Inc		G130-SHOP TOOLS	3,395.21	-	-
4500028871	1/22/2020	Inland Kenworth (US) Inc		P190-REV VEHICLE REPAIRS	296.37	-	-
4500028872	1/22/2020	Home Depot USA Inc		G200-OFFICE SUPPLIES	281.50	-	-
4500028873	1/22/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	880.16	-	-
4500028874	1/22/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	5,387.50	-	-
4500028875	1/22/2020	SMC Electrical Products Inc		M110-SUB STATION	5,068.56	-	-
4500028876	1/22/2020	Battery Systems Inc		B160-BUS ELECTRICAL	1,137.38	-	-
4500028877	1/22/2020	Golden Star Technology Inc	Small Business	I120-INFO TECH, SVCS	1,988.00	-	-
4500028878	1/22/2020	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	47.37	-	-
4500028879	1/22/2020	Gillig LLC		B200-BUS PWR TRAIN EQUIP	92.59	-	-
4500028880	1/22/2020	Neopart Transit LLC		B160-BUS ELECTRICAL	2,030.31	-	-
4500028881	1/22/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	80.49	-	-
4500028882	1/22/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,380.30	-	-
4500028883	1/22/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,917.86	-	-
4500028884	1/22/2020	Plasco ID Holdings, LLC		G200-OFFICE SUPPLIES	4,458.70	-	-
4500028885	1/22/2020	National City Chamber of Commerce		P310-ADVERTISING SERVICES	1,000.00	-	-
4500028886	1/22/2020	Steven Timme		G230-PRINTED MATERIALS	563.06	-	-
4500028887	1/23/2020	Louis Sardo Upholstery Inc		B130-BUS BODY	2,980.19	-	-
4500028888	1/23/2020	Citywide Auto Glass Inc		B130-BUS BODY	754.25	-	-
4500028889	1/23/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	295.86	-	-
4500028890	1/23/2020	Transit Holdings Inc		B140-BUS CHASSIS	4,260.86	-	-
4500028891	1/23/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	138.28	-	-
4500028892	1/23/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	906.71	-	-
4500028893	1/23/2020	Jeyco Products Inc		G130-SHOP TOOLS	76.84	-	-
4500028894	1/23/2020	Kaman Industrial Technologies		B250-BUS REPAIR PARTS	262.77	-	-
4500028895	1/23/2020	Gillig LLC		B250-BUS REPAIR PARTS	104.31	-	-
4500028896	1/23/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	171.23	-	-
4500028897	1/23/2020	Sherwin Williams Company		G160-PAINTS & CHEMICALS	116.98	-	-
4500028898	1/23/2020	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	321.31	-	-
4500028899	1/23/2020	Gillig LLC		B120-BUS MECHANICAL PARTS	543.51	-	-
4500028900	1/23/2020	Kurt Morgan		G200-OFFICE SUPPLIES	994.59	-	-
4500028901	1/23/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	410.20	-	-
4500028902	1/23/2020	Kiel NA LLC		B130-BUS BODY	412.26	-	-
4500028903	1/23/2020	Battery Systems Inc		B160-BUS ELECTRICAL	1,516.50	-	-
4500028904	1/23/2020	Robcar Corporation	Woman Owned Business	F180-BUILDING MATERIALS	224.09	-	-
4500028905	1/23/2020	Supreme Oil Company		B180-BUS DIESEL	7,729.05	-	-
4500028906	1/23/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	157.53	-	-
4500028907	1/23/2020	Rush Truck Centers of California		B250-BUS REPAIR PARTS	64.65	-	-
4500028908	1/23/2020	APD Incorporated		B130-BUS BODY	5,741.49	-	-
4500028909	1/23/2020	Cembre Inc		M170-IMPEDANCE BOND	1,486.95	-	-
4500028910	1/23/2020	Chromate Industrial Corporation		G150-FASTENERS	182.94	-	-
4500028911	1/23/2020	Machinex, Inc.		R160-RAIL/LRV ELECTRICAL	1,481.57	-	-
4500028912	1/23/2020	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	3,060.10	-	-
4500028913	1/23/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	82.39	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028914	1/23/2020	W.W. Grainger Inc		M110-SUB STATION	169.39	-	-
4500028915	1/23/2020	Golden State Supply LLC		G170-LUBRICANTS	309.29	-	-
4500028916	1/23/2020	Knorr Brake Holding Corporation		R140-RAIL/LRV DOORS/RAMP	1,939.50	-	-
4500028917	1/23/2020	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	103.17	-	-
4500028918	1/24/2020	Transit Holdings Inc		B140-BUS CHASSIS	6,409.82	-	-
4500028919	1/24/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	44.52	-	-
4500028920	1/24/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	4,722.40	-	-
4500028921	1/24/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	997.54	-	-
4500028922	1/24/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	11,762.82	-	-
4500028923	1/24/2020	Citywide Auto Glass Inc		B130-BUS BODY	911.57	-	-
4500028924	1/24/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,958.59	-	-
4500028925	1/24/2020	State Water Resources Control Board		P280-GENERAL SVC AGRMNTS	136.00	-	-
4500028926	1/24/2020	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	884.03	-	-
4500028927	1/24/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	3,291.98	-	-
4500028928	1/24/2020	Airgas Inc		G140-SHOP SUPPLIES	2,113.96	-	-
4500028929	1/24/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	183.05	-	-
4500028930	1/24/2020	Willy's Electronic Supply Co	Small Business	M180-STATION ELECTRICAL	162.71	-	-
4500028931	1/24/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	15.11	-	-
4500028932	1/24/2020	Aimee Partners Inc		P260-TESTING & ANALYSIS	2,235.00	-	-
4500028933	1/24/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	2,039.70	-	-
4500028934	1/24/2020	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	1,616.64	-	-
4500028935	1/24/2020	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	22.15	-	-
4500028936	1/24/2020	Gillig LLC		B120-BUS MECHANICAL PARTS	720.62	-	-
4500028937	1/24/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	6.44	-	-
4500028938	1/24/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	188.28	-	-
4500028939	1/24/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	900.45	-	-
4500028941	1/24/2020	Rush Truck Centers of California		B200-BUS PWR TRAIN EQUIP	12.93	-	-
4500028942	1/24/2020	Western Sierras Inc		M120-OVRHEAD CATENARY SYS	3,031.61	-	-
4500028943	1/24/2020	Sunbelt Rentals, Inc		P160-EQUIPMENT RENTALS	366.12	-	-
4500028944	1/27/2020	Prudential Overall Supply		G140-SHOP SUPPLIES	16.60	-	-
4500028945	1/27/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	283.87	-	-
4500028946	1/27/2020	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	932.05	-	-
4500028947	1/27/2020	NS Corporation		F110-SHOP/BLDG MACHINERY	61.05	-	-
4500028948	1/27/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,719.82	-	-
4500028949	1/27/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	8,209.25	-	-
4500028950	1/27/2020	Annex Automotive and		R240-RAIL/LRV REPR PARTS	3,149.42	-	-
4500028951	1/27/2020	Allied Refrigeration Inc		B250-BUS REPAIR PARTS	167.84	-	-
4500028952	1/27/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	147.52	-	-
4500028953	1/27/2020	Norman Industrial Materials		B250-BUS REPAIR PARTS	1,168.72	-	-
4500028954	1/27/2020	PUB Construction, Inc.	Minority Owned Business	P120-BLDG/FACILITY REPRS	13,726.53	-	13,125.31
4500028955	1/27/2020	Transit Holdings Inc		B140-BUS CHASSIS	1,920.65	-	-
4500028956	1/27/2020	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	10,643.37	-	-
4500028957	1/27/2020	The Gordian Group, Inc.		P120-BLDG/FACILITY REPRS	368.81	-	-
4500028958	1/27/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	222.12	-	-
4500028959	1/27/2020	Transit Holdings Inc		B130-BUS BODY	294.70	-	-
4500028960	1/27/2020	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	39.67	-	-
4500028961	1/27/2020	PUB Construction, Inc.	Minority Owned Business	C110-GENERAL CONTRACTORS	94,146.57	-	72,266.91
4500028962	1/27/2020	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	3,608.55	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500028963	1/27/2020	Reid and Clark Screen Arts Co		G230-PRINTED MATERIALS	631.95	-	-
4500028964	1/27/2020	The Gordian Group, Inc.		P120-BLDG/FACILITY REPRS	403.56	-	-
4500028965	1/27/2020	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	3,374.10	-	-
4500028966	1/27/2020	Battery Systems Inc		B160-BUS ELECTRICAL	1,516.50	-	-
4500028967	1/27/2020	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	183.95	-	-
4500028968	1/27/2020	Northwest Pump & Equipment Co		G130-SHOP TOOLS	1,216.65	-	-
4500028969	1/27/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	179.78	-	-
4500028970	1/27/2020	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	1,391.49	-	-
4500028971	1/27/2020	Pressnet Express Inc		G230-PRINTED MATERIALS	765.03	-	-
4500028972	1/27/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	232.39	-	-
4500028973	1/27/2020	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	618.87	-	-
4500028974	1/27/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	186.87	-	-
4500028975	1/27/2020	Vern Rose Inc		G160-PAINTS & CHEMICALS	464.03	-	-
4500028976	1/27/2020	Culligan of San Diego		G140-SHOP SUPPLIES	1,530.00	-	-
4500028977	1/27/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	846.33	-	-
4500028978	1/27/2020	Arizona Machinery LLC		F110-SHOP/BLDG MACHINERY	18,638.18	-	-
4500028979	1/27/2020	Grah Safe & Lock Inc	Small Business	M110-SUB STATION	2,693.39	-	-
4500028980	1/27/2020	Kaman Industrial Technologies		B160-BUS ELECTRICAL	1,393.46	-	-
4500028981	1/27/2020	Professional Contractors Supplies		G140-SHOP SUPPLIES	112.09	-	-
4500028982	1/27/2020	Sherwin Williams Company		B130-BUS BODY	243.56	-	-
4500028983	1/27/2020	BCP Systems Inc		G290-FARE REVENUE EQUIP	1,053.87	-	-
4500028984	1/27/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	78.02	-	-
4500028985	1/27/2020	Smart Car Care Products Inc		R240-RAIL/LRV REPR PARTS	122.77	-	-
4500028986	1/27/2020	US Mobile Wireless		G120-SECURITY	260.00	-	-
4500028987	1/27/2020	Staples Contract & Commercial Inc		G210-OFFICE FURNITURE	3,232.37	-	-
4500028988	1/27/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	29.90	-	-
4500028989	1/27/2020	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	1,383.92	-	-
4500028990	1/27/2020	W.W. Grainger Inc		G130-SHOP TOOLS	473.13	-	-
4500028991	1/27/2020	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	144.01	-	-
4500028992	1/27/2020	Baker Capital Limited		R160-RAIL/LRV ELECTRICAL	15,160.43	-	-
4500028993	1/27/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	96.30	-	-
4500028994	1/27/2020	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	997.23	-	-
4500028995	1/27/2020	Home Depot USA Inc		G140-SHOP SUPPLIES	75.85	-	-
4500028996	1/27/2020	Ace Uniforms & Accessories	Small Business	G120-SECURITY	387.84	-	-
4500028997	1/27/2020	Ace Uniforms & Accessories	Small Business	G120-SECURITY	215.39	-	-
4500028998	1/28/2020	Freeby Signs		B250-BUS REPAIR PARTS	1,864.52	-	-
4500028999	1/28/2020	Southern Counties Oil Co, LP		G170-LUBRICANTS	817.83	-	-
4500029000	1/28/2020	Jeyco Products Inc		G130-SHOP TOOLS	60.73	-	-
4500029001	1/28/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	8.57	-	-
4500029002	1/28/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	1,095.82	-	-
4500029003	1/28/2020	Transit Holdings Inc		B140-BUS CHASSIS	4,238.52	-	-
4500029004	1/28/2020	Transit Holdings Inc		B140-BUS CHASSIS	3,763.90	-	-
4500029005	1/28/2020	Don Oleson Inc	Small Business	P190-REV VEHICLE REPAIRS	450.00	-	-
4500029006	1/28/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	15.48	-	-
4500029007	1/28/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	99.73	-	-
4500029008	1/28/2020	Dunn-Edwards Corporation		F110-SHOP/BLDG MACHINERY	388.85	-	-
4500029009	1/28/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	53.46	-	-
4500029010	1/28/2020	San Diego Bowl Game Association		G230-PRINTED MATERIALS	1,000.00	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500029011	1/28/2020	MS Electrical Distribution Inc		G270-ELECTRICAL/LIGHTING	3,462.01	-	-
4500029012	1/28/2020	Aztec Shops, Ltd.		P310-ADVERTISING SERVICES	510.00	-	-
4500029013	1/28/2020	General Information Systems Ltd		G120-SECURITY	621.00	-	-
4500029014	1/28/2020	Neyenesch Printers Inc		G230-PRINTED MATERIALS	467.64	-	-
4500029015	1/28/2020	CRK Appraisals LLC		P370-RISK MANAGEMENT	1,500.00	-	-
4500029016	1/28/2020	Data Hardware Depot LP		I110-INFORMATION TECH	806.58	-	-
4500029017	1/28/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500029018	1/28/2020	Diana Nicastro	Woman Owned Business	P480-EE MAINTENANCE	13,917.24	-	-
4500029019	1/28/2020	Wesco Distribution Inc		G270-ELECTRICAL/LIGHTING	39.24	-	-
4500029020	1/28/2020	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	23,957.19	-	-
4500029021	1/28/2020	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	23,957.19	-	-
4500029022	1/28/2020	Transit Holdings Inc		B130-BUS BODY	347.79	-	-
4500029023	1/29/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,326.10	-	-
4500029024	1/29/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	2,104.71	-	-
4500029025	1/29/2020	The Transportation Alliance, Inc.		C120-SPECIALTY CONTRACTOR	750.00	-	-
4500029026	1/29/2020	APD Incorporated		B130-BUS BODY	7,773.58	-	-
4500029027	1/29/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	221.43	-	-
4500029028	1/29/2020	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	3,448.00	-	-
4500029029	1/29/2020	Vern Rose Inc		G140-SHOP SUPPLIES	72.14	-	-
4500029030	1/29/2020	Rush Truck Centers of California		B250-BUS REPAIR PARTS	129.30	-	-
4500029031	1/29/2020	Wesco Distribution Inc		G270-ELECTRICAL/LIGHTING	46.75	-	-
4500029032	1/29/2020	Transit Holdings Inc		B130-BUS BODY	161.28	-	-
4500029033	1/29/2020	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	2,003.93	-	-
4500029034	1/29/2020	Graybar Electric Co Inc		G130-SHOP TOOLS	295.32	-	-
4500029035	1/29/2020	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	465.00	-	-
4500029036	1/29/2020	Konecranes Inc		C120-SPECIALTY CONTRACTOR	3,024.99	-	-
4500029037	1/29/2020	Dictation Sales and Service, Inc.	Small Business	I110-INFORMATION TECH	1,600.00	-	-
4500029038	1/29/2020	Supreme Oil Company		B180-BUS DIESEL	7,404.30	-	-
4500029039	1/29/2020	Gillig LLC		B130-BUS BODY	207.94	-	-
4500029040	1/29/2020	Muncie Transit Supply		B130-BUS BODY	72.67	-	-
4500029041	1/29/2020	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	53.61	-	-
4500029042	1/29/2020	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	3,103.20	-	-
4500029043	1/30/2020	Home Depot USA Inc		F180-BUILDING MATERIALS	170.87	-	-
4500029044	1/30/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	32.50	-	-
4500029045	1/30/2020	Transit Holdings Inc		B130-BUS BODY	2,977.66	-	-
4500029046	1/30/2020	Transit Holdings Inc		B130-BUS BODY	2,206.93	-	-
4500029047	1/30/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,778.38	-	-
4500029048	1/30/2020	Knorr Brake Holding Corporation		R140-RAIL/LRV DOORS/RAMP	18,529.57	-	-
4500029049	1/30/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	548.46	-	-
4500029050	1/30/2020	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	124.07	-	-
4500029051	1/30/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	193.35	-	-
4500029052	1/30/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	37.51	-	-
4500029053	1/30/2020	Gillig LLC		B250-BUS REPAIR PARTS	181.87	-	-
4500029054	1/30/2020	Kurt Morgan		G200-OFFICE SUPPLIES	285.53	-	-
4500029055	1/30/2020	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	183.95	-	-
4500029056	1/30/2020	Kaman Industrial Technologies		G130-SHOP TOOLS	2,041.58	-	-
4500029057	1/30/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	994.50	-	-
4500029058	1/30/2020	Staples Contract & Commercial Inc		G210-OFFICE FURNITURE	2,693.64	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500029059	1/30/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	9,385.90	-	-
4500029060	1/30/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	106.44	-	-
4500029061	1/30/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	148.85	-	-
4500029062	1/30/2020	Airgas Inc		F170-MATL HANDLING EQUIP	500.00	-	-
4500029063	1/30/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	74.43	-	-
4500029064	1/30/2020	Air & Lube Systems Inc	DBE	F110-SHOP/BLDG MACHINERY	307.74	-	-
4500029065	1/30/2020	BJ's Rentals	Small Business	C130-CONSTRUCTION SVCS	1,202.79	-	-
4500029066	1/30/2020	B&H Photo & Electronics Corp		G220-OFFICE EQUIPMENT	4,051.28	-	-
4500029067	1/30/2020	VCA Animal Hospitals, Inc.		G120-SECURITY	600.00	-	-
4500029068	1/31/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	2,007.71	-	-
4500029069	1/31/2020	BJ's Rentals	Small Business	P160-EQUIPMENT RENTALS	178.87	-	-
4500029070	1/31/2020	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	330.00	-	-
4500029071	1/31/2020	Western Sierras Inc		G130-SHOP TOOLS	3,206.51	-	-
4500029072	1/31/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	1,227.71	-	-
4500029073	1/31/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	3,703.01	-	-
4500029074	1/31/2020	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	524.97	-	-
4500029075	1/31/2020	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	32.69	-	-
4500029076	1/31/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	37,362.50	-	-
4500029077	1/31/2020	San Diego Plastics Inc	Small Business	G290-FARE REVENUE EQUIP	431.00	-	-
4500029078	1/31/2020	Romaine Electric Corporation	Small Business	M130-CROSSING MECHANISM	1,846.72	-	-
4500029079	1/31/2020	Disbursing Officer-DFAS Cleveland		P180-LEASES, OTHER	1.00	-	-
4500029080	1/31/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	3,228.75	-	-
4500029081	1/31/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,387.40	-	-
4500029082	1/31/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,159.14	-	-
4500029083	1/31/2020	Taymark		G250-NOVELTIES & AWARDS	923.96	-	-
4500029084	1/31/2020	TAKKT America Holding Inc		G210-OFFICE FURNITURE	2,489.06	-	-
4500029085	1/31/2020	Buswest LLC		B110-BUS HVAC SYSTEMS	686.15	-	-
4500029086	1/31/2020	Air & Lube Systems Inc	DBE	F110-SHOP/BLDG MACHINERY	1,086.12	-	-
4500029087	1/31/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500029088	1/31/2020	Genuine Parts Co		B250-BUS REPAIR PARTS	161.50	-	-
4500029089	1/31/2020	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	406.22	-	-
4500029090	1/31/2020	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	320.58	-	-
4500029091	1/31/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	2,471.10	-	-
4500029092	1/31/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	75.00	-	-
4500029093	1/31/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,127.40	-	-
4500029094	1/31/2020	OneSource Distributors, LLC		M180-STATION ELECTRICAL	83.40	-	-
4500029095	1/31/2020	ASPEN Refrigerants Inc		R170-RAIL/LRV HVAC	364.20	-	-
4500029096	1/31/2020	BJ's Rentals	Small Business	F180-BUILDING MATERIALS	329.25	-	-
4500029097	1/31/2020	PUB Construction, Inc.	Minority Owned Business	C110-GENERAL CONTRACTORS	26,212.10	-	-