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04-08-16 P04:32 IN

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - March 17, 2016 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics
during the meeting



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

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

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

CONSENT ITEMS

- | | | |
|-----|---|-------------|
| 6. | <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 19, 2016</u> | Information |
| 7. | <u>Authorization to Increase Legal Services Contract with Tyson & Mendes, LLP to Pay Projected Expenses</u>
Action would: (1) approve increasing the spend authority for Tyson & Mendes, LLP contract by \$200,000 to cover anticipated legal expenses; and (2) extend the contract for an additional two years with this firm effective January 1, 2017 through December 31, 2018. | Approve |
| 8. | <u>Arc of San Diego Interior Bus Cleaning Services - Contract Amendment</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0602.1-13, to amend the contract with The Arc of San Diego (Arc) to authorize an additional expense authority of \$216,248.45 for the remainder of the contract term. | Approve |
| 9. | <u>Rail Welding Maintenance Services - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL169.0-15, with Morrison Metalweld Process Corp. for the provision of rail welding maintenance services for five years, beginning on May 1, 2016 and ending on April 30, 2021. | Approve |
| 10. | <u>Investment Report - February 2016</u> | Information |
| 11. | <u>Light Rail Vehicle (LRV) Tire Kits - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1285.0-16 with Siemens Industry, Inc., for the purchase of Light Rail Vehicle (LRV) tire kits for up to six years. | Approve |
| 12. | <u>San Diego Metropolitan Transit System (MTS) Intranet Redesign, Implementation, and Annual Maintenance Services - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1866.0-16 with Steer Davies & Gleave, Inc. for the provision of redesign and implementation services for MTS's Intranet, as well as, software maintenance services for three (3) years. | Approve |

CLOSED SESSION

- | | | |
|-----|---|-----------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
<u>Agency:</u> San Diego Trolley, Inc. (SDTI)
<u>Employee Organization:</u> International Brotherhood of Electrical Workers, Local 465 (Representing SDTI Train Operators, Electromechanics, Servicers and Clerical)
<u>Agency-Designated Representative:</u> Jeff Stumbo | Possible Action |
| | b. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) San Diego Metropolitan Transit System v. Grand Central West LLC San Diego Superior Court Case No. 37-2014-00044014-CU-OR-CTL | Possible Action |

c. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION Pursuant to California Government Code Section 54956.9 (One potential case: John Albert Elardo, Sr.; Marion Elizabeth Elardo; Coronado Shores Landscaping & Recreational Committee, et al.)

Possible
Action

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- | | | |
|-----|---|---------|
| 30. | <u>Silver Line Naming Rights and Sponsorship Agreement (Rob Schupp)</u>
Action would direct the Chief Executive Officer (CEO) to execute revenue contract G1902.0-16 with San Diego Gas & Electric (SDG&E) for the Naming Rights and Sponsorship of the Silver Line. | Approve |
| 31. | <u>Potential Funding Measure (Sharon Cooney)</u>
Action would receive a report on a potential November 2016 ballot measure which would include funding for transit capital and operations, and provide direction to the Chief Executive Officer (CEO) with regard to a possible expenditure plan. | Approve |
| 32. | <u>Mobile Ticketing Services Agreement - Contract Award (Rob Schupp)</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1818.0-15 with GlobeSherpa, for the provision of Mobile Ticketing Services for three (3) base years with an option to extend for an additional three (3) years. | Approve |

REPORT ITEMS

- | | | |
|-----|---|-------------|
| 45. | <u>MTS Compass Card Stored Value Payment Option (Larry Marinesi)</u> | Information |
| 46. | <u>Enterprise Resource Planning/Transit Asset Management Implementation - Final Update (Larry Marinesi)</u> | Information |
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Chief Executive Officer's Report</u> | Information |
| 62. | <u>Board Member Communications</u> | |
| 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: May 12, 2016</u> | |
| 65. | <u>Adjournment</u> | |

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

MINUTES

March 17, 2016

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:05 a.m. A roll call sheet listing Board member attendance is attached.

3. Public Comments (TAKEN OUT OF ORDER)

Steve Padilla – Mr. Padilla commented on behalf of Grand Central West (GCW) regarding its litigation with MTS about the McDonalds building at the San Ysidro transit station. Mr. Padilla believes the safest way for the traveling public to connect between the trolley station and the bus terminal is through the McDonalds building. He stated that cutting off this access is having a negative impact on the small businesses at this location as well as travelers trying to connect from the trolley station to the bus platform. Mr. Padilla inquired about MTS's public policy position on this matter.

Oscar Marmol – Mr. Marmol stated that he is the lead security guard for the McDonalds building located at the San Ysidro transit station. Mr. Marmol has noticed that the largest numbers of people using the McDonalds doorway from the trolley station to the bus platform are Greyhound bus passengers. He stated that bus passengers are now confused and having a hard time getting to the bus platform now that the doorway is restricted.

Jason Wells – Mr. Wells commented on behalf of the San Ysidro Smart Border Coalition. He stated that the San Ysidro Smart Board Coalition voted in opposition to MTS's policy regarding access between the San Ysidro trolley station and the bus terminal. Mr. Wells said they feel these actions discriminate against the elderly, disabled passengers and passengers with luggage. He requested that MTS explain the public policy rationale and objectives associated with their actions. Mr. Wells provided a typed letter of his statements, which is included in the final meeting packet.

Peter Zschiesche – Mr. Zschiesche stated that he is representing the Employee Rights Center (ERC) and the United Taxi Workers of San Diego (UTWSD). He commented that MTS previously tried to organize a group meeting to process more taxicab applications, but was unsuccessful. Mr. Zschiesche urged MTS staff to continue to work with UTWSD to organize large group taxicab applicant sessions. He also noted that the ERC and UTWSD will bring forward proposed forms that could help make the market more competitive for taxicabs.

Nizar Narahi – Mr. Narahi said that he is a taxicab driver. He stated that he applied for a medallion about six months ago, but is having problems with his approval process. He requested for MTS staff to assist him with this matter.

Abdi Abdul – Mr. Abdul gave his speaking time to Mikaiil Hussein.

Mikaiil Hussein – Mr. Hussein commented on behalf of the UTWSD. He said that the one on one taxicab application interviews are not effective. Mr. Hussein stated that they still have a lot of problems that are not being resolved since the taxicab permit cap was lifted. He said that the

application processes are taking too long. Mr. Hussein asked for MTS staff to work with the UTWSD on these issues.

2a. Fiscal Year 2017 Capital Improvement Program (Mike Thompson)

Mike Thompson, Director of Financial Planning and Analysis, provided a presentation on the fiscal year (FY) 2017 Capital Improvement Program (CIP). He reviewed the development of the FY 2017 CIP, the CIP project highlights for rail and the CIP project highlights for bus. Mr. Thompson discussed the capital funding levels for FY 2017. He also reviewed the capital budget funding trend over the past ten years.

Mr. Roberts commented about the bus maintenance facility. He noted that this facility is needed for MTS's natural expansion and is not related to the proposed Charger's stadium. Mr. Roberts also commented that he just returned from the APTA Legislative Conference, along with Lorie Bragg, where they were able to meet with legislators regarding future transit funding.

Mr. Jablonski discussed the rail car replacement in the CIP. He noted that federal funding can be used toward preventative maintenance and not only for capital projects. Mr. Jablonski also stated that the planning phase will begin this year for a new bus maintenance facility.

Mr. Gloria inquired about the bus maintenance facility and where it would be located. Mr. Jablonski replied that the exact location of the facility has not been selected yet, but is being analyzed now. Mr. Gloria asked if the social equity analysis is done based on Title VI obligations. Mr. Thompson replied yes. Mr. Gloria also inquired if Information Technology and Fare Systems projects are classified as operational and safety needs. Mr. Thompson replied yes. Lastly, Mr. Gloria asked if MTS would be able to compete for Cap and Trade funds for a new Fare Systems program. Mr. Thompson replied that MTS is submitting a Transit and Intercity Rail Capital Program (TIRCP) grant application for \$10,000,000 for Fare Collection System Enhancements.

Ms. Zapf inquired about retiring buses and rail cars. Mr. Thompson replied that the retiring buses are sent to auction for sale. He stated that we try to find new homes for the operational trolley cars, but if that's not possible, they are sent to auction for scrap sale. Mr. Roberts commented that some of the trolley cars were purchased by Mendoza, Argentina. Mr. Jablonski noted that trolley cars have also been sold/donated to different museums and to Homeland Security for training purposes.

Mr. Alvarez inquired about the design of future trolleys and if they will better accommodate bicycles, strollers and carts. Mr. Jablonski commented that there is a possibility that the future rail cars could have a new interior design to accommodate more bikes, wheelchairs, etc. Mr. Alvarez asked about the anticipated size of the new bus maintenance facility. Mr. Jablonski replied that those specifics are still being analyzed. Mr. Alvarez commented on the future project at 25th Street and Commercial Street. He requested for lighting and signaling updates to be done on Commercial Street for the Orange Line. Lastly, Mr. Alvarez commented on fare system improvements and whether funding would be allocated to this project if no grant funding was awarded. Mr. Thompson replied that they would reallocate funding from the regular budget to fare system improvements.

Action Taken

Mr. Cunningham moved to: (1) approve the fiscal year 2017 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, all the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; (2) recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS fiscal year 2017 CIP; (3) approve the transfer of \$600,000 from project 1142500 - Centralize Train Control to 1144000 - Substation SCADA; and (4) recommend that the SANDAG Board of Directors approve amendment number 11 of the 2014 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2017 CIP recommendations. Mr. McClellan seconded the motion, and the vote was 15 to 0 in favor.

2b. Fiscal Year 2016 Midyear Adjustment (Mike Thompson)

Mr. Thompson provided a presentation on the FY 2016 midyear adjustment. He reviewed the midyear revenue assumptions for passenger fares, operating and non-operating revenues. Mr. Thompson discussed the midyear expense assumptions for personnel. He noted that there was a recent salary survey conducted by Nyhart to compare MTS's salary grade structure to the competitive market. He introduced Steve Rosenberg, with Nyhart, to report on the salary survey results. Mr. Rosenberg stated that the previous salary study took place in 2011. He noted that the completion of this study resulted in a recommendation of a six percent structured increase to grade ranges 1 – 14, and 15% increase to the senior leadership grade, number 15. Implementing these structure changes will result in a pay increase for approximately 23 employees falling below the proposed minimum of their competitive grade range (Attachment O). Mr. Thompson continued the presentation and reviewed expense assumptions for outside services, energy, risk management, and general and administrative expenses. Lastly, he reviewed the contingency reserve balance.

Ms. Zapf inquired about the State Transit Assistance (STA) revenues. Mr. Thompson replied that MTS receives these payments on a quarterly basis. Mr. Jablonski commented that the decrease in STA revenue is related to the drop in diesel costs, but is also due to a recent redistribution of the revenues by the State Controller. He stated that MTS, along with other transit agencies in the state, are going to work toward reversing the redistribution to the original methodology.

Ms. Cole asked about the increase in taxicab admin processing fees. Mr. Thompson replied that revenue is from new permit fees and costs. He noted that the \$1.1 million in revenue is the estimated total for the entire year, which includes pending permit applications. Ms. Cole requested that a written update on taxicab permits be provided at the next meeting.

Mr. Alvarez inquired about taxicab permit fees and if the department worked on a cost recovery basis. Ms. Cooney replied that the taxicab department does operate on a cost recovery basis. She noted that there are one-time costs that have to be taken into account while budgeting for the taxicab administration, such as the purchase of vehicles, radios, cameras, etc. These types of purchases would be funded through the taxicab administration reserve account. Mr. Alvarez inquired if these fees are reviewed by Karen Landers in relation to Prop. 26. Mr. Landers replied that she has reviewed those fees, but has not done an analysis with Prop. 26 (she noted that she can do that analysis). Mr. Alvarez requested for these fees to be analyzed against Prop. 26 and asked for the reserves to be reviewed on how they can be allocated properly. Mr. Alvarez

inquired about the salary grades. Mr. Jablonski stated that the salary grades are shifting up by six percent. He noted that only the salary grades are affected by this change and not merit raises. Mr. Alvarez commented on MTS's contingency reserves. He asked if there is a policy to use the reserves for fares in an economic crisis. Mr. Jablonski replied that matter would be at the discretion of the Board if there was an economic crisis.

Mr. Gloria asked about the transmission rate increase. Mr. Thompson replied that the California Public Utilities Commission (CPUC) controls this rate.

Action Taken

Mr. Minto moved to enact Resolution No. 16-9 amending the fiscal year (FY) 2016 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry. Ms. Zapf seconded the motion, and the vote was 15 to 0 in favor.

4. Next Finance Workshop

The next Finance Workshop is May 12, 2016.

5b. Approval of Minutes

Mr. Minto moved to approve the minutes of the February 11, 2016, MTS Board of Directors meeting. Ms. Rios seconded the motion, and the vote was 15 to 0 in favor.

CONSENT ITEMS

6. Property Insurance Renewal

Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties - Excess Insurance Authority (CSAC-EIA) Property Insurance Program, effective March 31, 2016 through March 31, 2017, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).

7. Wireless Voice Communications Network Agreement with San Diego County - Imperial County Regional Communications System (RCS)

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1893.0-16 with RCS for up to seventy (70) radio connections to the RCS network, for a five year period, on a non-member basis.

8. Investment Report - December 2015

9. MTS Work Order Approval for Orange Line Courthouse Station - Design Engineering Services

Action would authorize the Chief Executive Officer (CEO) to execute Work Order 13.09.01 to MTS Doc. No. G1496.0-13, with RailPros, Inc., to perform Design Engineering Services for the Orange Line Courthouse Station Project ("Project") for one-hundred percent (100%) design.

10. California Department of Transportation (Caltrans) Program of Projects for Federal Transit Administration (FTA) Section 5311 Funding, Federal Fiscal Year 2016

Action would approve Resolution No. 16-4, authorizing the use of, and application for, \$265,000 of FTA Section 5311 funds for operating assistance.

11. California Department of Transportation (Caltrans) Program of Projects for Federal Transit Administration (FTA) Section 5311(f) Funding, Fiscal Year 2016
Action would approve Resolution No. 16-5, authorizing the use of, and application for, \$275,000 of FTA Section 5311(f) funds for operating assistance in non-urbanized areas.
12. 2016 Transit and Intercity Rail Capital Program (TIRCP) Grant Application - Trolley Capacity Improvements Project
Action would approve Resolution No. 16-6, authorizing the Chief Executive Officer (CEO) to submit an application for up to \$4,671,816 in fiscal year 2016 TIRCP funding for the Trolley Capacity Improvements (LRV Purchase) Project.
13. 2016 Transit and Intercity Rail Capital Program (TIRCP) Grant Application - Blue Line Curve Straightening Project
Action would approve Resolution No. 16-7, authorizing the Chief Executive Officer (CEO) to submit an application for up to \$10,000,000 in 2016 TIRCP funding for the Blue Line Curve Straightening Project.
14. Authorized Agent for Low Carbon Transit Operations Program (LCTOP) Funding
Action would approve Resolution No. 16-8, authorizing the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation.
15. SD100 Journal Box Bearing - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1293.0-16, with HI-TEC Enterprises, for the purchase of 200 Light Rail Vehicle (LRV) SD100 journal box bearings.
16. Procurement and Installation of Artificial Ivy Around Trolley Substation - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute Doc. No. PWL200.0-16 with A B Hashmi Construction Company to procure and install artificial ivy around Blue and Orange Line Trolley substations.
17. Accessible Services Advisory Committee Membership Guidelines
Action would approve the revisions to the Accessible Services Advisory Committee Membership Guidelines.
18. On-Call Railroad General Electrical & Communication Services - Job Order Contract (JOC) Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL203.0-16 with HMS Construction Corporation, for the provision of on-call railroad general electrical communication services with a three-year agreement.
19. On-Call Railroad General Civil Construction Services - Job Order Contract (JOC) Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL204.0-16 with ABC Construction Company, for the provision of on-call railroad general civil construction services with a three-year agreement.
20. Green Line Traction Power Substations Rehabilitation Services - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL183.0-16 with Mass Electric Construction Company Inc. for the provision of rehabilitation services for nine MTS Traction Power Substations (TPSS) along the MTS Green Line.

21. Green Line Variable Message Signs Installation Services - Authorize Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7501-08 with Herzog Contracting Corporation for services for the installation of Variable Message Signs on the MTS Green Line under MTS Doc. No. PWL182.0-16 Herzog Job Order Contract (JOC).
22. Purchase of 46 Class B Propane Powered Paratransit Buses - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0641.0-16, with Creative Bus Sales, for the purchase of up to forty-six (46) propane powered Class B paratransit buses under the CalACT Bus Purchase Agreement No. 11-03.
23. Fairfield Grossmont Trolley, LLC Lease: Consent to Transfer and Participation Event
Action would authorize the Chief Executive Officer to execute the Acknowledgment consenting to this transfer of FF California Housing Fund's ownership interest in the Fairfield Grossmont Trolley, LLC lease to the California State Teachers Retirement System (CalSTRS) and acknowledging that MTS is not entitled to any payments arising from the transfer and execute any additional documents necessary to close the transaction.
24. 2016 Transit and Intercity Rail Capital Program (TIRCP) Grant Application - Fare Collection System Enhancements Project
Action would approve Resolution No. 16-10 authorizing the Chief Executive Officer (CEO) to submit an application for up to \$10,000,000 in 2016 TIRCP funding for the Fare Collection System Enhancements Project.
25. Investment Report - January 2016

Action on Recommended Consent Items

Mr. Gastil moved to approve Consent Agenda Item Nos. 6 – 25. Ms. Cole seconded the motion, and the vote was 15 to 0 in favor.

CLOSED SESSION

26. Closed Session Items

Public Comments – Closed Session Item 26c (TAKEN OUT OF ORDER)

Amy Kalivas – Ms. Kalivas commented on behalf of Access to Independence. She said that she would like to use her phone to purchase transit tickets and is glad to see that there is movement to upgrade the system and safety of this system.

Ruben Ceballos – Mr. Ceballos said that he is glad to see that the issue of credit card security is being addressed by the Board.

The Board convened to Closed Session at 10:44 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6

Agency: San Diego Trolley, Inc. (SDTI)

Employee Organization: International Brotherhood of Electrical Workers, Local 465 (Representing SDTI Train Operators, Electromechanics, Servicers and Clerical)

Agency-Designated Representative: Jeff Stumbo

- b. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8

Property: 100 16th Street, San Diego, CA 92101

Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets

Negotiating Parties: JMI Realty, Inc.; Chargers Football Company, LLC

CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(d)(2) and (4) (2 potential cases related to potential downtown stadium project)

- c. CLOSED SESSION – THREAT TO PUBLIC SERVICES OR FACILITIES PURSUANT TO GOVERNMENT CODE SECTION 54957

Consultation with: Paul Jablonski, MTS Chief Executive Officer; Sandra Bobek, MTS Chief Information Officer; Karen Landers, MTS General Counsel; Toufic Tabshouri, MTS Internal Auditor; and Trent Hein, Applied Trust Consultant

The Board reconvened to Open Session at 12:30 p.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received an update on labor negotiations.
- b. The Board received a report and gave negotiating instructions to staff.
- c. The Board received a report from staff.

NOTICED PUBLIC HEARINGS

27. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

- 45. Enterprise Resource Planning/Transit Asset Management Implementation - Final Update (Larry Marinesi and Fred LaCroix)

This item was deferred to the April 14, 2016 Board meeting.

60. Chairman's Report

There was no Chairman's report.

61. Chief Executive Officer's Report

Mr. Jablonski reported on the following travel: he traveled to Sacramento to testify at the California Air Resources Board meeting on February 18; he attended the SANDAG Board retreat at Barona Resort from March 9 – March 10; and he also attended the APTA Legislative Conference in Washington D.C. from March 11 – 16.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

Eyal Abudi – Mr. Abudi commented that he runs a business in the McDonalds building located at the San Ysidro transit station. He stated that there has been a large decrease in the amount of people walking through the building now that the doorway is restricted from the trolley station to the bus terminal.

64. Next Meeting Date

The next regularly scheduled Board meeting is April 14, 2016.

65. Adjournment

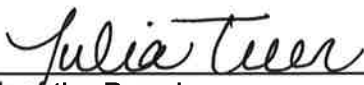
Chairman Mathis adjourned the meeting at 12:34 p.m.



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
FINANCE WORKSHOP
ROLL CALL

MEETING OF (DATE): March 17, 2016

CALL TO ORDER (TIME): 9:05 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 10:40 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
BRAGG	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
COLE	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
GLORIA	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:05 a.m.	10:40 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:12 a.m.	10:40 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:15 a.m.	10:40 a.m.
SALAS	<input checked="" type="checkbox"/> (Miesen) <input type="checkbox"/>	9:05 a.m.	10:40 a.m.
WOIWODE	<input type="checkbox"/> (Sandke) <input checked="" type="checkbox"/>	9:05 a.m.	10:40 a.m.
ZAPF	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:09 a.m.	10:40 a.m.

SIGNED BY THE CLERK OF THE BOARD:

Julia Turner

CONFIRMED BY THE GENERAL COUNSEL:

Karl Cho

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): March 17, 2016

CALL TO ORDER (TIME): 10:40 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 10:44 a.m.

RECONVENE: 12:30 p.m.

PUBLIC HEARING: _____

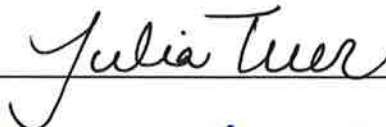
RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 12:34 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	10:40 a.m.	10:44 a.m.
BRAGG	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
COLE	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	10:40 a.m.	12:05 p.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
GLORIA	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	10:40 a.m.	12:15 p.m.
MATHIS	<input checked="" type="checkbox"/>	10:40 a.m.	12:34 p.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	10:40 a.m.	12:27 p.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
SALAS	<input checked="" type="checkbox"/> (Miesen) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.
WOIWODE	<input type="checkbox"/> (Sandke) <input checked="" type="checkbox"/>	10:40 a.m.	12:34 p.m.
ZAPF	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	10:40 a.m.	12:34 p.m.

SIGNED BY THE CLERK OF THE BOARD:



CONFIRMED BY THE GENERAL COUNSEL:





AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

PLANNER

Date	4-14-2016		
Name	LOUIS I PRUITT		
Address	1485 ELDER AVE #36		
Telephone	(619) 423-9655 CELL (619) 621-4971		
Organization Represented	N/A		
Subject of Your Remarks	#901 ROUTE		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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(PLEASE PRINT)

Date					
Name	R. Mitchell Beauchamp				
Address					
Telephone					
Organization Represented					
Subject of Your Remarks	Rail Infrastructure				
Regarding Agenda Item No.					
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION

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AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

83

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(PLEASE PRINT)

Date	APRIL 14, 2016			
Name	EDWARD SCHMIEGE			
Address	4007 RISA COURT, SD 92124			
Telephone	(619) 316-3645			
Organization Represented	n/a, myself			
Subject of Your Remarks	Help with publ. transportation			
Regarding Agenda Item No.	n/a			
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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3

AGENDA ITEM NO.  

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 

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(PLEASE PRINT)

Date	4/14/16				
Name	Michael Hogan				
Address					
Telephone					
Organization Represented					
Subject of Your Remarks					
Regarding Agenda Item No.					
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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



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

April 14, 2016

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 19, 2016.


INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV, Museum, and
PIR have provided operations reports during the fourth quarter of 2015 (Attachment A).



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. SD&AE Meeting Agenda and Materials



AGENDA

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

January 19, 2016

9:00 a.m.

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



**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
BLAKE JONES

OFFICERS
PAUL JABLONSKI, PRESIDENT
MATT DOMEN, SECRETARY
ERIN DUNN, TREASURER

LEGAL COUNSEL
KAREN LANDERS

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 13, 2015 Approve
Action would approve the SD&AE Railway Company Minutes of October 13, 2015.
2. Statement of Railway Finances (Erin Dunn) Receive
Action would receive a report for information.
3. Report on San Diego and Imperial Valley (SD&IV) Railroad Operations (Matt Domen) Receive
Action would receive a report for information.
4. Report on Pacific Southwest Railway Museum (Diana Hyatt) Receive
Action would receive a report for information.
5. Report on the Desert Line (Don Stoecklein/Arturo Alemany) Receive
Action would receive a report for information.
6. Real Property Matters (Tim Allison)
 - a. Summary of SD&AE Documents Issued Since October 13, 2015 Receive
Action would receive a report for information.
 - S200-15-629: Right of Entry Permit to Aguirre and Associates, for performing various field surveys in the City of La Mesa.
 - S200-16-631: Right of Entry Permit to Cal Poly State University for public surveys at the Lemon Grove Trolley Station.
 - S200-16-632: Right of Entry Permit to Henkels & McCoy, Inc., for removing SDG&E transmission towers along the South Line between Sampson St. and Schley St.
7. Amendment to Articles of Incorporation (Karen Landers)
Action would approve the Amendment of Articles of Incorporation

8. Board Member Communications
9. Public Comments
10. Next Meeting Date: April 12, 2016
11. Adjournment

MINUTES

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

October 13, 2015

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 13, 2015, at 9:00 a.m.

The following persons, constituting the Board of Directors, were present: Blake Jones, Matt Domen, and Paul Jablonski. Also in attendance were members from:

San Diego Metropolitan Transit System:	Tim Allison, Karen Landers, Wayne Terry, Erin Dunn, Traci Wutke
Pacific Southwest Railway Museum:	Diana Hyatt
Trains Magazine:	Don Jones

1. Approval of Minutes

Mr. Jones moved to approve the Minutes of the July 14, 2015, SD&AE Railway Board of Directors meeting. Mr. Domen seconded the motion, and it was unanimously approved.

2. Statement of Railway Finances

Erin Dunn reviewed the financial statement for the first quarter of 2016 (attached to the agenda item).

Mr. Jablonski inquired about the uncollectable Port of San Diego invoices totaling \$14,000 that were written off in FY 2014. Ms. Dunn explained that the Port of San Diego refused to pay the invoice regarding fiber-optics. Ms. Landers and Mr. Allison added that this is being reviewed, and the charges are good and fair. Currently, the Port of San Diego is asking for more crossings. Mr. Jablonski and Ms. Landers agreed that with unpaid invoices, these projects are not likely to move forward.

Action Taken

Mr. Jones moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

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

Mr. Domen reviewed the report of activities for the third quarter of 2015 (attached to the agenda item).

Mr. Jablonski asked if the cattle feed commodity was relatively new or if SD&IV has always been involved. Mr. Domen said that they have always been involved in cattle feed, but it was contingent on the price as to whether it was purchased in Mexico or in the United States.

Action Taken

Mr. Jablonski moved to receive the report for information. Mr. Jones seconded the motion, and it was unanimously approved.

4. Report on Pacific Southwest Railway Museum Operations

Diana Hyatt reviewed the third quarter of 2015 report (attached to the agenda item). Ms. Hyatt reported that the west portal of tunnel four is deteriorating. Ms. Hyatt recognizes that this is not the responsibility of the SD&AE Board; however, she would like to bring this to the Board's attention. Ms. Landers commented that this issue is something that will have to be rectified before too long as it poses a safety threat to traffic using that line. Ms. Landers mentioned that Dan Davis is aware of this need and will be including it in his report.

Action Taken

Mr. Jablonski moved to receive the report for information. Mr. Jones seconded the motion, and it was unanimously approved.

5. Report on the Desert Line

There were no representatives from Pacific Imperial Railroad to give an oral report. The Board acknowledged the written report submitted by PIR. Karen Landers gave a brief review of the contents of the PIR report.

Ms. Landers commented that she will join PIR representatives who will be attending a U.S. State Department working group (US/Mexico Bi-national Bridges and Border Crossings Group) on October 28, 2015. The working group asked for a report on the Desert Line project at that time.

Action Taken

Mr. Jablonski moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

6. Real Property Matters

6a. Since the July 14, 2015, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-15-625: Right of Entry Permit to Hulcher Services, Inc., for moving GATX cars on the Desert Line.
- S200-16-626: Right of Entry Permit to the San Diego County Bicycle Coalition for the annual Bike the Bay bike ride.

Mr. Jablonski noted that the Salt Works easement has expired and needs to be renewed. Mr. Allison said that MTS would be entering into new agreements in the near future.

6b. Tim Allison gave a report regarding the drainage easement to the City of La Mesa for a portion of Alvarado Creek.

SD&AE Railway Company Board Meeting Minutes

October 13, 2015

Action Taken

Mr. Jablonski moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

7. Approval of the 2016 SD&AE Board of Directors Meeting Schedule

Karen Landers explained that SD&AE holds quarterly meetings in January, April, July, and October and asked members to review the proposed dates for the 2016 meeting schedule. All Board members were in agreement of the proposed dates as listed:

Tuesday, January 19, 2016	9:00 a.m.	(Fourth Quarter 2015 Reports)
Tuesday, April 12, 2016	9:00 a.m.	(First Quarter 2016 Reports)
Tuesday, July 19, 2016	9:00 a.m.	(Second Quarter 2016 Reports)
Tuesday, October 11, 2016	9:00 a.m.	(Third Quarter 2016 Reports)

Action Taken

Mr. Jones moved to receive the report for information. Mr. Domen seconded the motion, and it was unanimously approved.

8. Board Member Communications

None.

9. Public Comments

None.

10. Next Meeting Date

The next meeting of the SD&AE Railway Company Board of Directors will be on January 19, 2016.

11. Adjournment

The meeting was adjourned at 9:24 a.m.


President


General Counsel

San Diego and Arizona Eastern Railway Company

1/19/2016

Sign-in Sheet (VOLUNTARY)

Name	Company
1. <i>MATT DORCE</i>	<i>SDIV</i>
2. <i>Tared Gooch</i>	<i>SDIV</i>
3. <i>Clint Ashmead</i>	<i>" "</i>
4. <i>Jeff Owen</i>	<i>SDIV</i>
5. <i>DON JONES</i>	<i>TRAINS MAGAZINE</i>
6. <i>Diane Hyatt</i>	<i>PSRM</i>
7.	
8.	
9.	
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22.	
23.	

Agenda

Item No. 2

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

January 19, 2016

SUBJECT: STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a financial report for the period ending November 30, 2015.

Budget Impact

None

DISCUSSION:

Attached are SD&AE's financial results for the period ending November 30, 2015, as well as the financial results for the fiscal year-to-date actuals as of December 31, 2014. Due to the implementation of MTS's new Enterprise Resource Planning (ERP) system on January 1, 2016, December's figures are not available. Results of operation for December 2015 will be reported to the Board at the next quarterly meeting.

The current fiscal year-to-date revenues are \$411,000 favorable to budget primarily due to the Desert Line Lease revenue not included in the budget. This revenue is partially reduced by Right of Entry Permits under budget by \$8,000.

Expenses are \$19,000 favorable to budget primarily due to favorable variances in Personnel Costs and Outside Services.

The Net Income for the period ending November 30, 2015 was \$418,000.

Attachments: SD&AE Operating Statement For The Period Ending November 30, 2015

SD&AE Operating Statement FY2016-15

	FY 2016					FY 2015	
	Q1 Actual	Oct - Nov Actual	YTD - Actual (Jul - Nov)	YTD Budget (Jul - Nov)	Variance	Q1 - Q2 Actual (Jul - Dec)	Variance
Revenues							
Right of Entry Permits	\$ 750	\$ 4,150	4,900	12,500	\$ (7,600)	\$ 8,906	\$ (4,006)
Lease Income	18,529	14,785	31,314	29,165	\$ 2,149	\$ 36,504	\$ (5,190)
Desert Line Lease Revenue	250,000	166,667	416,667	-	\$ 416,667	\$ 500,000	\$ (83,333)
Operator Income - SD&IV 1% Freight Fee	8,500	5,700	14,200	14,585	\$ (385)	\$ 18,000	\$ (3,800)
Total Revenue	275,779	191,302	467,081	56,250	410,831	563,410	(96,329)
Expenses							
Personnel Costs	16,642	8,771	25,413	40,124	14,711	61,814	36,401
Outside Services	422	17,011	17,433	20,901	3,468	34,048	16,615
Risk Management	3,347	2,646	5,993	6,670	677	7,375	1,382
Misc. Operating Expenses	250	156	406	210	(196)	284	(122)
Total Expense	20,661	28,584	49,245	67,905	18,660	103,521	54,276
Net Income/(Loss)	\$ 255,118	\$ 162,718	\$ 417,836	\$ (11,655)	\$ 429,491	\$ 459,889	\$ (42,053)

Reserve Balance 2015	\$ 1,553,150
Allocated Interest Earnings - Estimated	2,083
Operating Profit/(Loss) - YTD	417,836
Reserve Balance 2016 as of Nov. 30, 2015	\$ 1,973,069

Agenda Item No. 3

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

January 19, 2016

SUBJECT:

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

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: Periodic Report for the 4th Quarter of 2015



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

January 6 , 2016

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 2015 are listed as follows:

1. Labor

At the end of December 31, 2015 the San Diego & Imperial Railroad had 9 employees:

- 1 General Manager
- 1 Trainmaster
- 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 increased 12% as compared to 2015. Bridge traffic into Mexico had a 5% increase, primarily driven by increases in LPG. Traffic terminating or originating on the SDIY was up over 30% versus last year. Increase is due primarily to the addition of a new ethanol transload operation in San Ysidro.

3. Reportable Injuries/Environmental

Days through year to date, December 31, 2015, there were no FRA Reportable injuries or Environmental incidents on the SDIV Railroad.

Days FRA Reportable Injury Free: 6845

4. Summary of Freight

	2015	2014	2013
Total rail carloads that moved by SDIY Rail Service in the quarter.	923	826	1301
Total railroad carloads Terminating/Oriinating Mexico in the quarter.	655	622	1119
Total railroad carloads Terminating/Oriinating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	268	204	182
Total customers directly served by SDIY in the quarter	10	11	11
Regional Truck trips that SDIY Railroad Service replaced in the quarter	2769	2478	3903

Respectfully,

Matt Domen

General Manager

Agenda Item No. 4

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

January 19, 2015

SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

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



Pacific Southwest Railway Museum

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

January 8, 2016

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

Re: Fourth Quarter 2015

Dear SD&AE Board:

During the fourth quarter of 2015, utilizing all volunteer crews, the Pacific Southwest Railway Museum ran 39 passenger trains to Division and return and 56 passenger trains operated within Campo Yard limits carrying 7,110 passengers with no FRA reportable accidents or injuries. Total income from SD&AE property for fourth quarter, 2015 was \$234,294.32. Our check for \$4,685.89 will follow under separate cover. By comparison, PSRM carried 6,765 passengers during the fourth quarter of 2014 and total income from SD&AE property was \$196,218.

Passenger ridership by comparison to the same quarter in previous years:

7,110	Passengers during the fourth quarter of 2015
6,765	Passengers during the fourth quarter of 2014
6,535	Passengers during the fourth quarter of 2013
6,889	Passengers during the fourth quarter of 2012
6,109	Passengers during the fourth quarter of 2011
4,384	Passengers during the fourth quarter of 2010
3,268	Passengers during the fourth quarter of 2009
4,554	Passengers during the fourth quarter of 2008

Passenger ridership has significantly increased during this period as compared to past years. During this season an additional four trains were added to the North Pole Limited offering. And Pumpkin Express trains were offered for one additional day: three additional trains with Halloween landing on a Saturday in 2015.

PSRM continues to maintain both signalized railroad crossings at Highway 94 in Campo, performing the monthly, quarterly and annual inspections. PSRM also performs twice-weekly

Page 2: PSRM 4th quarter 2015 Report

track inspections between MP 59.9 and 66.77 while operating passenger trains and as necessary after inclement weather. Our volunteer track crew continues to perform track maintenance tasks, and tie replacement on the mainline.

In early 2016, PSRM looks forward to assisting with the Christmas Train event also known as the Three Kings Train in Tecate, B.C., Mexico on Sunday, January 10, 2016. This will be the seventh year that a train from Campo to Tecate has not been possible. Track work is progressing near Lindero on the Mexican side of the border and the west portal of tunnel 4, the international tunnel has been inspected several times in the past two months with the intention of mitigation and repairs.

Members of this board and staff are always welcome to visit us at Campo, please contact me whenever there is an interest.

Sincerely,



Diana Hyatt
President

Agenda Item No. 5

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

January 19, 2016

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

SD&AE 01/19/16



PERIODIC REPORT

January 19, 2016

The periodic report to the SD&AE Railway Company is produced quarterly by the Pacific Imperial Railroad, Inc. for the SD&AE Board, in fulfillment of contractual requirements and to document activity in the restoration of the line to regional service along with its ongoing improvement for future generations.

Pacific Imperial Railroad, Inc.

SD&AE 01/19/16

Fourth Quarter 2015

CONTENTS

- I. MAJORITY OWNERSHIP TRANSFER**
- II. RECONSTRUCTION PLAN – AMENDMENT I**
- III. RL BANKS**
- IV. MOU WITH INTERZONE, INC.**
- V. WILSON & CO**
- VI. PROGRESS WITH MEXICO**
- VII. REPORTABLE INJURIES / ACCIDENTS /
ENVIRONMENTAL INCIDENTS**
- VIII. FREIGHT ACTIVITY**
- IX. MTS LEASE PAYMENT**

SD&AE 01/19/16

I. MAJORITY OWNERSHIP TRANSFER

On October 28, 2015, Pacific Imperial Railroad, Inc. (PIR), announced the closing of a transaction resulting in the immediate acquisition of the majority controlling interest in PIR by the New York based conglomerate, Pacific Transportation Investments, Inc. (PTI) (formerly Conatus Capital Group, Inc.), represented by Ambassador Joseph Zappala, his legal counsel, Phillip Mindlin of Wachtell, Lipton, Rosen & Katz, Charles E. Fletcher, of the Fletcher Infrastructure Group and Arturo Alemany of Alemany & Associates; from the Nevada Group consisting of International Railroad Investment Fund, Inc. and Gold Mountain North, LLC, sellers represented by Charles McHaffie. Also, Arturo Alemany, principal of PTI, has been confirmed as CEO and President of PIR.

Mr. Alemany has more than 25 years of experience in international business development and operations in the U.S., Europe and Latin America. He is President and Chief Executive Officer of Alemany and Associates, a company providing multi-cultural expertise in international contract negotiations, and has ten (10) years of prior railroad experience with Amtrak.

SD&AE 01/19/16

Donald Stoecklein, former CEO of PIR, who will remain as Chief Compliance Officer also stated that “We welcome Arturo’s experience with Amtrak and his leadership to PIR, and in his new role as CEO & President. His results-oriented approach and ability to think strategically, along with his vital contacts in Mexico and New York will play a pivotal role in helping us grow,” said Stoecklein.

PTI and Alemany intend to work closely with Ambassador Joseph Zappala, former United States Ambassador to Spain, Charles E. Fletcher of the Fletcher Infrastructure Group in New York and New York City lawyer Philip Mindlin to reconstruct and develop the Desert Line railroad.

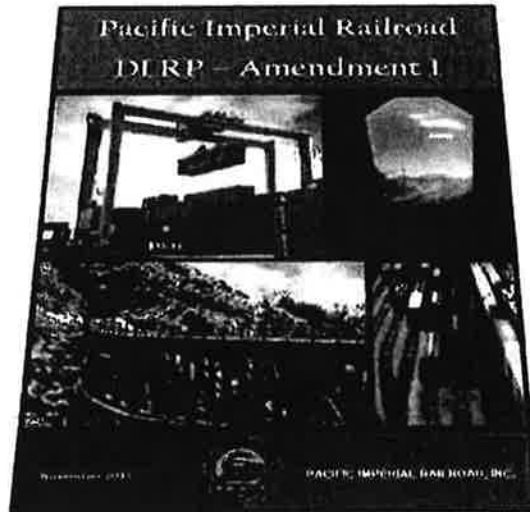
II. DESERT LINE RECONSTRUCTION PLAN – AMENDMENT I

In accordance with the lease, PIR submitted the Desert Line Reconstruction Plan – Amendment 1 (DLRP – A/1) to MTS on December 1st, 2015. The purpose of this report was to provide an exposition of PIR’s new reconstruction strategy as it relates to our revenue-generating business model as well as a description of the

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different phases, the financing plan and the role of our engineering consultant and contractor.

This DLRP/A-1 amends the DLRP Supplement dated June of 2014 as a result of PIR approaching American Pacific Constructors (APC) in March 2015. APC



was a critical component during the initial planning and development stages of the Reconstruction Plan Amendment. APC was the first contractor to bid the phase 1 job and also aided in the reorganization of the lease. We have been in negotiations with APC over the past several months during which several key issues arose including the type and availability of the material, job costing and mobilization expenses as well as environmental concerns.

Once the GATX cars were removed from the Line, the final track inspection and material inventory was conducted by APC and JLP. Based on these inspections and subsequent discussions, our

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team realized we needed to use a higher grade of lumber in order to be in compliance with FRA regulations. Once this requirement was established, APC asserted it would take 6 months to get this type of lumber and would cost significantly more. Once we discussed this with JLP and MTS, we decided to approach a pre-fabricated concrete company in order to evaluate our options in order to determine the most efficient and cost effective approach to the rehabilitation of the phase 1 bridges.

On August 27th, 2015, the PIR team met with APC and Trabis, a Mexican precast concrete company, in order to conduct a cost-benefit analysis of concrete vs. wood. During the field inspection, Trabis gathered information and compiled a preliminary bid for the bridge repairs in concrete. The goal was to determine which type of building material would allow for the repairs to be completed on schedule while staying within our budget. Upon further investigation and discussions with JLP, it was determined that the environmental complications associated with the construction of new pre-cast cement bridges and all-new cement pilings would cause similar or worse delays than ordering the lumber. Furthermore, the cost of pre-cast similarly offset the

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benefits of using Trabis. As such, it was determined phase 1 would proceed with wooden reconstruction.

After the decision was made to proceed with wooden bridge reconstruction; discussions with APC over the proposed contract revealed that APC's mobilization and material deposit cost were too expensive and required too much up-front capital. It is PIR's understanding that APC's high upfront cost is due to the small size of their operation and their lack of rail specific equipment. Although, we appreciate APC's involvement in the renegotiations of the Lease and the overall reconstruction process, the PIR team decided not to execute the contract with APC..

After being unable to reach an agreement with APC over payment




schedules, mobilization cost and price changes, PIR management approached Railworks Track Services to get a second bid on Phase 1 from a rail specialist. "Railworks is North America's leader in Track and Transit & Systems construction and maintenance services. Railworks provides railway construction and railroad maintenance services for a range of clients, from major transit

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authorities and transportation agencies, to industries served by rail, ports, waterways and utilities, to railroads of all sizes". On November 12, 2015, Railworks submitted their proposal and statement of qualification. PIR was impressed with their history of work with MTS and SANDAG as well as their overall railroad expertise. Railworks has an established system for job costing and communicating with their clients as well as a expansive inventory of railroad equipment. Although their prices are slightly higher than APC's, PIR decided to choose Railworks due to the other important advantages listed above. The Railworks contract and scope of work which is included in section 6 is currently under final review and we hope to have a fully executed agreement in the near future. As a disclaimer, the contract is subject to change due to recent discussions over the exact scope work which will best achieve operational status.

III. RL BANKS AND ASSOCIATES

During October, 2015, MTS hired RL  Banks & Associates ("RLB") to facilitate further negotiations between PIR and BJRR as a result of the MOU signing. "R.L. Banks

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& Associates, Inc. embodies deep and diverse expertise in railroad economics, engineering and service planning. RLBA brings over 50 years of experience integrating these disciplines in a unique way across intercity passenger rail, commuter rail and freight rail projects in North America. RLBA's team of rail consultants combines its strong technical understanding of railroad operations, economics and engineering to perform complex analyses and effectively communicate findings that strengthen the work of rail customers, railroads, government agencies, rail authorities, investors, attorneys, planners and economic developers."

RLBA's role was to act as a neutral third-party mediator to provide diverse railroad expertise to both parties specific to the formation of a definitive agreement. During their consultation, RLB and PIR conducted a visual inspection of the entire Desert Line via truck and rail. The final recommendation evaluates the strengths and weaknesses of several different alternative types of agreements including an interchange agreement, a sub-lease agreement and trackage rights agreement.

After the MTS recommendation was completed, PIR entered into a separate consulting agreement with RL Banks on November

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6, 2015, in order to obtain further professional support with both the intermodal design and the reconstruction process. The contract with RLBA is to provide on-call professional consulting services to assist PIR in the reactivation of the Desert Line and to assist PIR and InterZone in the construction and operation of the intermodal facility. Under the agreement, RLB acts as an extension of PIR's and InterZone's staffs on an as-needed basis to assist in managing the desert line restoration efforts. Since signing the agreement, RLBA has performed a review of the Railworks contract discussed below as well as a review of the initial Coyote Well's site plans.

PIR has also approached RLBA for assistance with the pro forma economic analysis which is necessary to obtain high-level project financing. On December 29, 2015, RLBA submitted a five step proposal to perform this analysis of the prospective intermodal terminal at Coyote Wells, CA and associated railroad operations developed to a level which can be presented to prospective investors to demonstrate profitability and return on investment. The proposed work would include market research, intermodal and rail operations' costs and revenues and the corresponding

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infrastructural requirements as well as the final pro forma economic analysis.

IV. MOU WITH INTERZONE, INC.

Inter-Zone, Inc. ("InterZone") is a Nevada corporation incorporated on July 1st, 2015, for the purpose of constructing and operating the intermodal facility as an agent on behalf of PIR. On September 28, 2015, PIR and InterZone entered into a Memorandum of Understanding in pursuit of this mutually beneficial relationship.



V. WILSON & COMPANY

Although the Intermodal construction will have its own timing and phasing, PIR and InterZone believe it is important to concurrently develop the site plans for the Coyote Wells facility. As such, InterZone retained Wilson & Company (W&C) on November 9th to develop a conceptual site layout for the Coyote Wells intermodal facility. "For more than eight decades, clients have chosen Wilson & Company to help them



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move from concept to completion, unused spaces to productive places, underutilized to efficient facilities, and rural to urban challenges to achievable solutions. Wilson & Company provides engineering, architecture, planning, environmental, survey & mapping, and construction management services. Their focus on their client's specific needs to deliver high-quality professional services with lasting Higher Relationships in mind; discipline, intensity, collaboration, shared ownership, and solutions."

InterZone's management team was attracted to W&C specifically due to their involvement with the newly constructed Union Pacific Santa Teresa Terminal Fueling Facility, Block Swap Yard and Intermodal Ramp. W&C completed all survey; permitting; hydraulic & hydrologic design; utility design; roadway design; grading and track design; electrical design' mechanical design; architectural design; and construction management for the project. David Olsen, the Facility & Utility Design Program Manager for this project, was retained by InterZone for the Coyote Wells initial design work.

On November 13, 2015, InterZone received the initial conceptual design for the layout of the facility which includes the

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facility entrance and checkpoint, the parking and maintenance facilities as well as the intermodal strip tracks, gantry crane configuration as well as the circulation roadway and blocking swap yard. The site design directly affects Phase 1 reconstruction because the blocking yard on the eastern side of the freeway extends 8,000 ft. towards Plaster City. As such, it was decided to remove that portion of track and bridge 123.89 from the Phase 1 scope of work because it will require specific planning and design characteristics in order to accommodate 6 blocking and storage tracks. This portion of track and bridge 123.89 will now be considered part of the first phase of the intermodal construction process. The proposed contract with Railworks reflects this decision.

VI. PROGRESS WITH MEXICO

On December 12, 2015, the leadership from PIR and BJRR, in addition to Charles Castany, a former Union Pacific executive who oversaw UP's Mexican operations, met to discuss the rehabilitation of the Desert Line, evaluate the obstacles associated with the rehabilitation, and devise the framework for moving forward that aligns the initiatives of both parties with the aim of

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reestablishing binational rail operations in the most cost effective and operationally efficient manner possible. In addition to these fundamental shipping questions Mr. Romandia and Mr. Castany were able to shed some light on other challenges, specific to the Cali Baja freight transportation status quo, to anticipate when attempting to determine accurate pro forma numbers.

In addition to concerns over anticipated freight volumes, there was some discussion on how the unified rail line would be operated. Mr. Romandia was under the impression that it would be more profitable for BJRR to interchange with UP at Plaster City, or even as far east as El Centro by collecting fees for the extra mileage. However, PIR and Mr. Castany asserted that this would create operational inefficiencies because BJRR would be wasting time waiting for their 30-40 car trains to be built into the more desirable 100 car trains for UP, when they could be turning around and retrieving more freight instead. Mr. Castany felt that the most efficient operating method would involve BJRR dropping freight at Coyote Wells, allowing Interzone to build the trains into 100 cars, and then PIR can pull the trains in UP engines to Sealy and simply switch out crews.

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It was agreed by all parties that in order to better coordinate our efforts it was necessary to start working on a "Customer Matrix" that includes a list of our top potential customers and the information regarding the movement of their freight in/out of Tijuana. Mr. Romandia suggested hiring a 3rd party to do a feasibility study, however based on past experiences with consultants, everyone felt that it would be beneficial to do as much internally as possible before incurring such expenses. Both parties agreed that it would also be beneficial to have regular meetings face to face at least once weekly in order to effectively coordinate the advancement of our common interests. It was decided that by working together, we could plausibly answer the questions regarding the volumes by January 30th, at the latest.

Another important discussion item was PIR's lease payment schedule in the lease with MTS that ultimately results in a payment of 15% of gross revenue after five years of operations. In recent weeks PIR has undergone extensive research to ascertain expense ratios common to North American short line railroads as part of the effort to develop and refine an accurate pro forma modeling a unified binational railroad. This work included comparing the

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operating ratios (operating expenses/operating revenue) of Class I carriers to short lines, retaining R.L. Banks and Associates, and prior meetings with BJRR.

The conclusion of these efforts is that a unified binational rail line operating efficiently will have an operating ratio between 75-85%. As such the lease payments to MTS become problematic for PIR for several reasons given that it poses the threat of running a deficit if operating expenses for a given year exceed 85% of operating revenues. Therefore, it was agreed that renegotiation of the lease payments will be required for reaching a definitive agreement between BJRR and PIR with both parties endeavoring to negotiate a structure minimizing payments to MTS. Mr. Castany expressed a continued willingness to be available to assist us with advancing this project and advising us on any further issues, questions, or concerns. As a result, in December, 2015, PIR was excited to welcome Mr. Castany to the PIR team as an official consultant.

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**VII. REPORTABLE INJURIES / ACCIDENTS /
ENVIRONMENTAL INCIDENTS**

- i. There have not been any reportable injuries.
- ii. There have not been any reportable accidents or environmental incidents in the third quarter.

VIII. FREIGHT ACTIVITY

- a. Currently, PIR has not commenced revenue generation pending completion of the construction required to move freight on both Baja Rail and the Desert Line as well as the intermodal facility.

IX. LEASE PAYMENT

- a. On January 1, 2016, the semi-annual lease payment was due to MTS, which PIR paid. To date, PIR has made 6 lease payments totaling \$3,000,000.

Agenda

Item No. 6

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

January 19, 2016

SUBJECT:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE OCTOBER 13, 2015

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

Since the October 13, 2015, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-15-629: Right of Entry Permit to Aguirre and Associates, for performing various field surveys in the City of La Mesa.
- S200-16-631: Right of Entry Permit to Cal Poly State University for public surveys at the Lemon Grove Trolley Station.
- S200-16-632: Right of Entry Permit to Henkels & McCoy, Inc., for removing SDG&E transmission towers along the South Line between Sampson St. and Schley St.

Agenda

Item No. 7

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

SDAE 710.1 (PC 50771)

January 19, 2016

SUBJECT:

REVISIONS TO ARTICLES OF INFORMATION

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors adopt Resolution No. 16-1, approving changes to the Articles of Information (Attachment A).

Budget Impact

None.

DISCUSSION:

San Diego Metropolitan Transit System (MTS) purchased SD&AE from Southern Pacific Railroad on November 1, 1979 for purposes of constructing San Diego's light rail system. Because it was an operating freight railway corridor, federal law obligated MTS to continue honoring SD&AE's freight railroad status. Consequently, using the SD&AE entity, MTS contracts with separate freight railroad operators to transport freight – San Diego & Imperial Valley Railroad (SD&IV) on the Blue Line and Orange Line corridors, and Pacific Imperial Railroad on the Desert Line. MTS Administration employees act as SD&AE staff to oversee real property-related issues and perform general corporate functions for SD&AE.

SD&AE was incorporated in the State of Nevada on September 9, 1931. Upon the purchase of SD&AE in 1979, MTS revised the Articles of Incorporation to be a nonstock, nonprofit corporation and to provide that the "specific and primary purpose [of SD&AE] is to own railroad right-of-ways for use as public mass transit corridors and, in conjunction therewith, to operate railway systems thereon for freight transportation." (Article III subparagraph (a).) The Articles of Incorporation have not been amended since November 1, 1979.

In approximately 2007, MTS staff realized that its freight operations contractor, SD&IV, had been filing various tax forms for SD&AE since their contract was awarded in 1984. At that time, MTS formally took on the corporate and administrative tasks of SD&AE, with SD&IV only responsible for its own business/freight transportation obligations. Because SD&AE was an instrumentality of MTS, a public agency, its operations and finances were treated as instrumentalities of the state and reported as a

component unit of MTS. However, at the time of this shift, no formal recognition of SD&AE's exempt status was received from state or federal tax authorities.

Recently, staff has been working with outside legal counsel at Best Best & Krieger LLP to receive formal recognition from the Internal Revenue Service (IRS) and State of California Franchise Tax Board (FTB) that SD&AE is an exempt organization and that SD&AE income is not be subject to taxation as unrelated business taxable income. In Fiscal Year 2015, the FTB confirmed SD&AE's exempt status. MTS and SD&AE are now seeking a formal exemption from federal income tax under Section 501(c)(3) of the Internal Revenue Code as a charitable organization on the basis that it lessens the burdens of government (i.e., MTS).

In order to support SD&AE's application for exemption (IRS Form 1023), certain amendments to the SD&AE Articles of Incorporation are necessary to properly document SD&AE's exempt purpose. Today's action would adopt Resolution NO. 16-1, making the following changes to the current Articles of Incorporation:

Amend Article III subparagraph (a) to read:

The specific and primary purpose is to lessen the burdens of government by owning railroad right-of-ways for use as public mass transit corridors and, in conjunction wherewith, to operate railway systems thereon for freight transportation.

Add new Article VIII, titled "DISSOLUTION" to read:

Upon the dissolution of the Corporation, assets shall be distributed for one or more exempt purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code, or corresponding section of any future federal tax code, or shall be distributed to the federal government, or to a state or local government, for a public purpose.

Attachments: A. Resolution No. 16-1

RESOLUTION NO. 16-1

**RESOLUTION OF THE BOARD OF DIRECTORS OF
SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY
APPROVING AN AMENDMENT TO ARTICLES OF INCORPORATION**


WHEREAS, the Board of Directors ("Board") of the San Diego & Arizona Eastern Railway Company ("SD&AE"), a Nevada nonprofit corporation, adopted the Restated Articles of Incorporation of SD&AE effective November 1, 1979 ("Articles"); and

WHEREAS, the Board desires to amend the Articles in order to conform to the requirements for an exemption from federal taxation under Internal Revenue Code Section 501(c)(3); and

WHEREAS, the Board has been provided a copy of the Certificate of Amendment of the Articles prepared by Best Best & Krieger LLP.

NOW, THEREFORE, be it resolved, determined, and ordered by the Board of Directors that the Certificate of Amendment heretofore considered and discussed is hereby adopted and approved effective as of the date set forth below.

APPROVED this 19th day of January, 2016.


FOR
President

ATTEST:

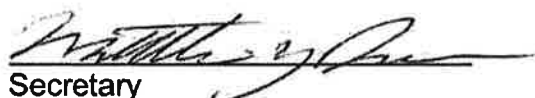

Secretary

EXHIBIT A

CERTIFICATE OF AMENDMENT

**CERTIFICATE OF AMENDMENT TO
ARTICLES OF INCORPORATION
OF
SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY**

PAUL C. JABLONSKI and MATT DOMEN certify that:

1. They are the President and Secretary, respectively, of the SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY, a Nevada nonprofit corporation ("Corporation").

2. Subparagraph (a) of Article III of the Articles of Incorporation of this Corporation is amended in its entirety to read as follows:

"The specific and primary purpose is to lessen the burdens of government by owning railroad right-of-ways for use as public mass transit corridors and, in conjunction therewith, to operate railway systems thereon for freight transportation."

3. A new Article VIII is added to the Articles of Incorporation of this Corporation to read as follows:

**"Article VIII
DISSOLUTION**

Upon the dissolution of the Corporation, assets shall be distributed for one or more exempt purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code, or corresponding section of any future federal tax code, or shall be distributed to the federal government, or to a state or local government, for a public purpose."

4. The Board of Directors has approved the amendment by resolution dated January 19, 2016. The vote by which the amendment was adopted by the Board of Directors is as follows: 2 in favor and 0 opposed.

Date: January 19, 2016


PAUL C. JABLONSKI, President


MATT DOMEN, Secretary



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

AUTHORIZATION TO INCREASE LEGAL SERVICES CONTRACT WITH TYSON &
MENDES, LLP TO PAY PROJECTED EXPENSES

RECOMMENDATION:

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

- 1) Approve increasing the spend authority for Tyson & Mendes, LLP contract by \$200,000 to cover anticipated legal expenses; and
- 2) Extend the contract for an additional two years with this firm effective January 1, 2017 through December 31, 2018.

Budget Impact

Sufficient funding has been programmed to pay these expenses in the fiscal year (FY) 2017 operating budget. Payments will be drawn against the Risk Department legal services line item of the operating budget.

DISCUSSION:

Pursuant to MTS Policy No. 52, "Procurement of Goods and Services", the Chief Executive Officer (CEO) may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000.

On May 21, 2015, MTS established a contract on a sole source basis with Tyson & Mendes in the amount of \$100,000 to defend against a high exposure lawsuit. Calderon v. MTS case is currently scheduled for trial in October 2016. Discovery is ongoing and the additional contract authority is necessary to cover attorney's fees and litigation expenses through trial. Tyson & Mendes' rates are fair and reasonable based on past



purchase history and are comparable to MTS's panel attorneys' rates for general litigation and special litigation.

Staff is requesting that the Board of Directors: (1) Approve increasing spend authority with Tyson & Mendes, LLP contract by \$200,000 to cover anticipated legal expenses and (2) Extend the contract for an additional two years with this firm effective January 1, 2017 through December 31, 2018.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft Legal Services

DRAFT

April 14, 2016

MTS Doc. No. G1824.1-15
LEG 491 (PC 50633)

Tyson & Mendes, LLP
Mr. Robert Tyson, Jr.
Managing Partner
5661 La Jolla Blvd.
San Diego, CA 92037

Dear Mr. Tyson:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G1824.0-15; LEGAL SERVICES – SPECIAL
LITIGATION (*CALDERON V MTS, et al*)

This shall serve as Amendment No. 1 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Continue to represent MTS as attorney of record in the Calderon v MTS, et al (SD case No. 37-2014-00019527-CU-PO-CTL) litigation, including all post-trial or appellate work, if any.

SCHEDULE

The contract shall be extended for an additional two (2) years. The contract extension shall be effective from January 1, 2017 through December 31, 2018.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$200,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$300,000. This amount shall not be exceeded without written approval from MTS.

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

Robert Tyson, Managing Partner
Tyson & Mendes, LLP

APRIL2016.G1824.1-15.TYSON&MENDES.LEGAL.doc

Date: _____

Cc: S. Lockwood, K. Landers, C. Aquino, Procurement File



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

ARC OF SAN DIEGO INTERIOR BUS CLEANING SERVICES - CONTRACT
AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0602.1-13 (in substantially the same format as Attachment A), to amend the contract with The Arc of San Diego (Arc) to authorize an additional expense authority of \$216,248.45 for the remainder of the contract term.

Budget Impact

This amendment would increase the previously authorized contract limit by \$216,248.45, from the original \$1,139,990.59 to a new \$1,356,239.04. Funding for fiscal year (FY) 2016 is included in the MTS Bus Maintenance Department's operating budget 311014-536150. Funding for future fiscal years will be included in each respective fiscal year's budget.

DISCUSSION:

The Arc of San Diego is a not-for-profit organization that provides services to individuals with disabilities in San Diego County to promote personal, social, and economic independence. One Arc program provides jobs for individuals with disabilities such as supervised cleaning crews. In 2013, the MTS Board of Directors awarded a sole source contract to Arc to provide services for the deep cleaning of San Diego Transit Corporation (SDTC) buses for up to a five-year period (3-year base with two 1-year options).

In September 2013, the California Legislature passed Assembly Bill No. 10, which mandated an increase in the hourly minimum wage rate for California from \$9.00 per hour to \$10.00 per hour effective January 1, 2016. This request will allow Arc to comply with the new mandate.



The table below illustrates the periodic increases needed to ensure Arc is able to provide the services without sustaining undue financial hardship:

Required Cost Increase				
Description	Portion of Base Year 2	Base Year 3	Option Year I	Option Year II
	Jan-Mar 2016	Apr 2016- Mar 2017	Apr 2017 – Mar 2018	Apr 2018 – Mar 2019
Current Contracted Monthly Amount	\$18,187.84	\$18,733.47	\$19,295.48	\$19,874.34
Requested Increase per month	\$ 5,327.91	\$ 5,751.31	\$ 5,267.30	\$ 5,670.95
Requested Annual Increase	\$15,983.73	\$69,015.72	\$63,207.60	\$68,051.40
Subtotal (Base Years)	\$84,999.45			
Subtotal (Option Years)			\$131,259.00	
TOTAL (Base + Options)	\$216,258.45			

Current contracted rate includes consumer wages based on \$8.00/hour plus a burden of 22.05% while the proposed price includes consumer wages based on \$10.00/hour plus a burden of 37.49%.

The increase in wages is a result of the increase in State Minimum Wage while the increase in burden is a result of the Affordable Care Act, which requires Arc to offer medical benefits to employees working 30 hours per week or more.

Arc's performance has been satisfactory, and its costs, even with this recent increase, remain fair and reasonable in comparison with other alternatives. Furthermore, allowing this contract to continue provides a distinct socioeconomic benefit to Arc's clients.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0602.1-13 (in substantially the same format as Attachment A), to amend the contract with The Arc of San Diego (Arc) to authorize an additional expense authority of \$216,248.45 for the remainder of the contract term.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. B0602.1-13

DRAFT

April 14, 2016

MTS Doc. No. B0602.1-13
311014-536150

The ARC of San Diego
Mr. Matt Mouer
3030 Market Street
San Diego, CA 92101

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0602.0-13; INTERIOR BUS CLEANING

This shall serve as Amendment No. 1 to our agreement for the Interior Bus Cleaning for MTS Bus (IAD/KMD) as further described below.

SCOPE OF SERVICES

Due to the State minimum wage increase mandate under Assembly Bill No. 10, Section 1182.12 of the Labor Code, the hourly rate has been increased effective January 1, 2016.

SCHEDULE

There shall be no changes to scope of services provision of this contract.

PAYMENT

Payment shall be based on actual cost not-to-exceed \$216,258.45 (\$84,999.45 for the base period and \$131,259 for the option periods) without prior written approval from MTS. The total value of this contract, including this amendment, shall not exceed \$1,356,239.04.

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

Matt Mouer, Dir. Of Community Employment
The ARC of San Diego

Date: _____

Typist
MARCH2016.B0602.1-13.ARC

Cc: J. Stafford, J. Ortiz, E. DeGuzman, C. Aquino, Procurement File



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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

RAIL WELDING 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. PWL169.0-15 (in substantially the same format as Attachment A), with Morrison Metalweld Process Corp. for the provision of rail welding maintenance services for five years, beginning on May 1, 2016 and ending on April 30, 2021.

Budget Impact

The value of this agreement will not exceed \$205,320 and will be funded through the San Diego Trolley Inc. (SDTI) Track Department's annual operating budget for each fiscal year as follows:

Year	Period	Budget Account	Budget Amount
Year 1	May 1, 2016 – April 30, 2017	370016-536600	\$36,440.00
Year 2	May 1, 2017 – April 30, 2018	370016-536600	\$38,576.00
Year 3	May 1, 2018 – April 30, 2019	370016-536600	\$40,888.00
Year 4	May 1, 2019 – April 30, 2020	370016-536600	\$43,376.00
Year 5	May 1, 2020 – April 30, 2021	370016-536600	\$46,040.00
Grand Total:			\$205,320.00

DISCUSSION:

SDTI currently has 110 miles of track including track maintenance yards A and C, as well as, auxiliary tracks. SDTI operates 128 Light Rail Vehicles (LRVs) and two Vintage PCC cars. Regular LRV service operates daily from 4:00am of one day to 2:00am the following day. Vintage PCC service operates three days per week during mid-day only. In addition, the San Diego and Imperial Valley Railroad shares the same rail system for



heavy freight transportation on an average of three times per week. This constant daily use causes extreme wear on the tracks, and requires SDTI to keep a rail welding maintenance services provider to look after the reconditioning of track components such as diamond rail crossing, manganese frogs, switch points, joints, wing frogs, guardrails and rail in general. Not reconditioning tracks on time can cause weld points to wear out which may result in a derailment.

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

On June 8, 2015, staff issued MTS Doc. No. PWL169.0 -15 to solicit bids. Two responsive bids were received from Morrison Metalweld Process Corp. and Rail Works - Track Services Inc. Their bids are as follows:

FIRM	COST
<i>Morrison Metal Weld</i>	\$205,320.00
Rail Works – Track Services	\$566,220.00.

After conducting price reasonableness analyses and reviewing both bids for responsiveness and responsibility, staff determined that Morrison Metalweld Process Corp. presented the lowest responsive and responsible bid.

Morrison Metal Weld is a small company and has been doing business with SDTI since 2004. Morrison Metal Weld is a Women Business Enterprise certified company. They are located in Southern California and a large portion of their business is working with medium and short line rail agencies on the west coast. Rail Works – Track Services is a coast to coast corporation which focuses on large rail lines and subcontracts out all of their rail welding services, which incurs higher expenses on their operational requirements.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL169.0-15 (in substantially the same format as Attachment A), with Morrison Metalweld Process Corp. for the provision of rail welding maintenance services for five years, beginning on May 1, 2016 and ending on April 30, 2021.



Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft MTS Doc. No. PWL169.0-15
B. Morrison Metal Weld Price Breakdown

ATTACHMENT A

DRAFT

**STANDARD SERVICES AGREEMENT
FOR
RAIL WELDING MAINTENANCE SERVICES**

PWL169.0-15 CONTRACT NUMBER
OPS 970.4 FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2016, 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: Morrison Metalweld Process Corp. Address: 3685 Stutz Drive Suite 102

Form of Business: Corporation Canfield OH 44406-9155
(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 330-702-5188

Authorized person to sign contracts: Robin Eisenbrei President
Name Title

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

Rail Welding Maintenance Services for a five year period as specified in the Technical Specifications (attached as Exhibit A), the Bid Summary (attached as Exhibit B), Standard Services Conditions (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

The contract period of performance shall be from May 1, 2016 through April 30, 2021. The total amount of this contract shall not exceed \$205,320.00 including mobilization and transportation fees without prior written approval from MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Paul C. Jablonski, Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$ 205,320.00</u>	<u>370016-536600</u>	<u>FY 2016 - 2021</u>

By: _____
Chief Financial Officer

(_____ total pages, each bearing contract number)

MTS BID FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS Doc. No. PWL169.0-15Opening: June 24, 2015
2:00 P.M. PLCFor: RAIL WELDING MAINTENANCE SERVICES**Year One**

Item	Description	Qty.	Unit Price	Extended Price
1	Hourly Labor Rate	160 Hrs.	\$ <u>190.00</u>	\$ <u>30,400.00</u>
2	Option Hourly Labor Rate	Up to 16 Hrs.	\$ <u>190.00</u>	\$ <u>3,040.00</u>
3	Mobilizations and Transportation Fee's	2	\$ <u>1,500.00</u>	\$ <u>3,000.00</u>
			Year One Total:	\$ <u>36,440.00</u>

Year Two

Item	Description	Qty.	Unit Price	Extended Price
1	Hourly Labor Rate	160 Hrs.	\$ <u>201.00</u>	\$ <u>32,160.00</u>
2	Option Hourly Labor Rate	Up to 16 Hrs.	\$ <u>201.00</u>	\$ <u>3,216.00</u>
3	Mobilizations and Transportation Fee's	2	\$ <u>1,600.00</u>	\$ <u>3,200.00</u>
			Year Two Total:	\$ <u>38,576.00</u>

Year Three

Item	Description	Qty.	Unit Price	Extended Price
1	Hourly Labor Rate	160 Hrs.	\$ <u>213.00</u>	\$ <u>34,080.00</u>
2	Option Hourly Labor Rate	Up to 16 Hrs.	\$ <u>213.00</u>	\$ <u>3,408.00</u>
3	Mobilizations and Transportation Fee's	2	\$ <u>1,700.00</u>	\$ <u>3,400.00</u>
			Year Three Total:	\$ <u>40,888.00</u>

Year Four

Item	Description	Qty.	Unit Price	Extended Price
1	Hourly Labor Rate	160 Hrs.	\$ <u>226.00</u>	\$ <u>36,160.00</u>
2	Option Hourly Labor Rate	Up to 16 Hrs.	\$ <u>226.00</u>	\$ <u>3,616.00</u>
3	Mobilizations and Transportation Fee's	2	\$ <u>1,800.00</u>	\$ <u>3,600.00</u>
			Year Four Total:	\$ <u>43,376.00</u>

BIDDER ACCEPT'S RESPONSIBILITY FOR ACCURACY OF THE ABOVE NUMBERS

NOTE: Unit prices will prevail regardless of extensions submitted by the Bidder. This offer shall remain firm for (Minimum 30) days from the date of proposal.

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS Doc. No. PWL169.0-15

Opening: June 24, 2015
2:00 P.M. PLCFor: RAIL WELDING MAINTENANCE SERVICES

Year Five

Item	Description	Qty	Unit Price	Extended Price
1	Hourly Labor Rate	160 Hrs.	\$ 240.00	\$38,400.00
2	Option Hourly Labor Rate	Up to 16 Hrs.	\$ 240.00	\$ 3,840.00
3	Mobilizations and Transportation Fee's	2	\$1,900.00	\$3,800.00
Year Five Total:				\$46,040.00

Total Year 1:	\$36,440.00
Total Year 2:	\$38,576.00
Total Year 3:	\$40,888.00
Total Year 4:	\$43,376.00
Total Year 5:	\$46,040.00
Grand Total Basis of Award	\$205,320.00

BIDDER ACCEPTS RESPONSIBILITY FOR ACCURACY OF THE ABOVE NUMBERS

NOTE: Unit prices will prevail regardless of extensions submitted by the Bidder. This offer shall remain firm for (Minimum 30) days from the date of proposal.

MTS does not guarantee a minimum value for this agreement.

DATE: 6-19-15

FIRM: Morrison Metalweld Process Corp

SIGNATURE: Robin Eisenbrei

TYPE OR PRINT NAME: Robin Eisenbrei

TITLE: President + CEO

ADDRESS: 3685 Stutz Dr Suite 102

CITY, STATE & ZIP: Canfield OH 44406-9155

PHONE NUMBER: 330-702-5188 Direct # 330-519-4311

FAX NUMBER: 330-702-5198

E-MAIL ADDRESS: Robin@MorrisonMetalweld.com

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



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

April 14, 2016

SUBJECT:

INVESTMENT REPORT – FEBRUARY 2016

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of February 29, 2016. The combined total of all investments has increased month to month from \$96.5 million to \$102.0 million. This \$5.5 million increase is attributable to \$3.2 million in State Transit Assistance (STA) revenue as well as normal timing differences in other payments and receipts.

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

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



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Investment Report for February 2016



**San Diego Metropolitan Transit System
Investment Report
February 29, 2016**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	<u>Average rate of return</u>
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	25,654,572	25,654,572	0.00%
Total Cash and Cash Equivalents	-	25,654,572	25,654,572	
Cash - Restricted for Capital Support				
US Bank - retention trust account	4,758,582	-	4,758,582	N/A *
San Diego County Investment Pool Proposition 1B TSGP grant funds	6,885,243	192,601	7,077,844	
Total Cash - Restricted for Capital Support	11,643,826	192,601	11,836,427	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	17,370,327	47,097,160	64,467,487	0.467%
Total Investments - Working Capital	17,370,327	47,097,160	64,467,487	
Total cash and investments	<u>\$ 29,014,153</u>	<u>\$ 72,944,333</u>	<u>\$ 101,958,485</u>	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

LIGHT RAIL VEHICLE (LRV) TIRE KITS – 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. L1285.0-16 (in substantially the same format as Attachment A) with Siemens Industry, Inc., for the purchase of LRV tire kits for up to six years.

Budget Impact

The total value of this agreement will not exceed \$4,342,553.08 and is funded under the San Diego Trolley, Inc. (SDTI) LRV Maintenance budget account 350016-545100 for the current fiscal year. Funding for future years will be under each respective fiscal year's SDTI LRV Maintenance budget.

DISCUSSION:

The SDTI LRV fleet is comprised of 76 low floor S70 and 52 SD100 vehicles. To ensure trolley tire maintenance and repair programs are sustained without interruption, SDTI must have an adequate inventory of tire kits. The award of this contract to Siemens will make certain that the tire kits are available when needed.

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

On November 24, 2015, MTS issued Doc. No. L1285.0-16 to solicit bids for LRV tire kits for up to a six year period. Two bids were received by the due date of March 10, 2016, as follows:



LRV Tire Kits		
COMPANY NAME	BID AMOUNT	Meets Buy America Requirements
** Siemens Industry	\$ 4,028,115.00	Y
<i>Penn Machine</i>	\$ 4,140,000.00	Y

After a price reasonability analysis, and a review for responsiveness and responsibility, Siemens Industry, Inc.'s offer was determined to be the lowest responsive and responsible bid.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1285.0-16 (in substantially the same format as Attachment A) with Siemens Industry, Inc., for the purchase of LRV tire kits for up to six years.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. L1285.0-16
B. Siemens Industry, Inc. Pricing Breakdown

**ATTACHMENT A
(DRAFT)**

**STANDARD PROCUREMENT AGREEMENT
FOR
LRV TIRE KITS**

L1285.0-16
CONTRACT NUMBER

FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2016, 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: Siemens Industry Address: 5301 Price Ave.

Form of Business: Corporation McClellan, CA 95652
(Corporation, partnership, sole proprietor, etc.)

Telephone: 916-621-2641

Authorized person to sign contracts: Reiner Martin Director
Name Title

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

LRV Tire Kits as specified in the Scope of Work (attached as Exhibit A), Siemens' Bid dated March 8, 2016 (attached as Exhibit B), and in accordance with the Standard Conditions Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit C), and the Federal Requirements (attached as Exhibits D).

Total contract will be in the amount of **\$4,342,553.08** (May 2016 through April 2021)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____	
By: _____ Office of General Counsel		Signature	
		Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
<u>\$ 4,342,553.08</u>	<u>350016-545100</u>	<u>FY 16</u>	

By: _____ Date
Chief Financial Officer

(___ total pages, each bearing contract number)

SA-SERVICES REVISED (REV 6-13)
DATE

MTS BID FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS Doc. No. L1285.0-16Opening: January 6, 2016
2:00 P.M.For: LRV Tire Kits**Year One (1) – March 1, 2016 – February 28, 2017**

Item #	Description	Estimated Qty.	Unit Price	Extended Price
1	LRV Tire Kits for Siemens U2s and SD-100 Vehicles	90	\$ 1817.00	\$ 163,530.00
2	LRV Tire Kits for Siemens S-70 Vehicles	0	\$ -	\$ -
3	Sub-Total:			\$ 163,530.00
4	California Sales Tax 8% (if applicable):			\$ 13,082.40
5	Freight Charges (if applicable):			\$ 5,130.00
6	Sub-Total Amount – Year One (1):			181,742.40

Year Two (2) – March 1, 2017 – February 28, 2018

Item #	Description	Estimated Qty.	Unit Price	Extended Price
1	LRV Tire Kits for Siemens U2s and SD-100 Vehicles	164	\$ 1908.00	\$ 312,912.00
2	LRV Tire Kits for Siemens S-70 Vehicles	34	\$ 2038.00	\$ 69,292.00
3	Sub-Total:			\$ 382,204.00
4	California Sales Tax 8% (if applicable):			\$ 30,576.32
5	Freight Charges (if applicable):			\$ 11,195.00
6	Sub-Total Amount – Year Two (2):			423,975.32

Year Three (3) – March 1, 2018 – February 28, 2019

Item #	Description	Estimated Qty.	Unit Price	Extended Price
1	LRV Tire Kits for Siemens U2s and SD-100 Vehicles	104	\$ 2004.00	\$ 208,416.00
2	LRV Tire Kits for Siemens S-70 Vehicles	104	\$ 2140.00	\$ 222,560.00
3	Sub-Total:			\$ 430,976.00
4	California Sales Tax 8% (if applicable):			\$ 34,478.08
5	Freight Charges (if applicable):			\$ 11,752.00
6	Sub-Total Amount – Year Three (3):			477,206.08

* The quantities described on the bid form are for bidding purposes only. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered may be more or less than what is anticipated on the bid form, and it is dictated by MTS' actual requirements and the available funding at the time each phase and/or option is initiated.

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



SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LIGHT RAIL VEHICLE (LRV) TIRE KITS – MTS DOC. NO. L1285.0-16
BID FORM – CONTINUED

Bidder Name: Siemens Industry, Inc.

Year Four (4) / Option Year One (1) – March 1, 2019 – February 28, 2020

Item #	Description	Estimated Qty.	Unit Price	Extended Price
1	LRV Tire Kits for Siemens U2s and SD-100 Vehicles	104	\$ 2104.00	\$ 218,816.00
2	LRV Tire Kits for Siemens S-70 Vehicles	148	\$ 2247.00	\$ 332,556.00
3	Sub-Total:			\$ 551,372.00
4	California Sales Tax 8.75% (if applicable):			\$ 48,245.05
5	Freight Charges (if applicable):			\$ 14,216.00
6	Sub-Total Amount – Year Four (4) / Option Year One (1):			613,833.05

Year Five (5) / Option Year Two (2) – March 1, 2020 – February 28, 2021

Item #	Description	Estimated Qty.	Unit Price	Extended Price
1	LRV Tire Kits for Siemens U2s and SD-100 Vehicles	168	\$ 2251.00	\$ 378,168.00
2	LRV Tire Kits for Siemens S-70 Vehicles	374	\$ 2404.00	\$ 899,096.00
3	Sub-Total:			\$ 1,277,264.00
4	California Sales Tax 8.75% (if applicable):			\$ 111,760.60
5	Freight Charges (if applicable):			\$ 30,520.00
6	Sub-Total Amount – Year Five (5) / Option Year Two (2):			1,419,544.60

Year Five (6) / Option Year Three (3) – March 1, 2021 – February 28, 2022

Item #	Description	Estimated Qty.	Unit Price	Extended Price
1	LRV Tire Kits for Siemens U2s and SD-100 Vehicles	74	\$ 2409.00	\$ 178,266.00
2	LRV Tire Kits for Siemens S-70 Vehicles	368	\$ 2573.00	\$ 946,864.00
3	Sub-Total:			\$ 1,125,130.00
4	California Sales Tax 8.75% (if applicable):			\$ 98,448.88
5	Freight Charges (if applicable):			\$ 24,826.00
6	Sub-Total Amount – Year Six (6) / Option Year Three (3):			1,248,404.88

* The quantities described on the bid form are for bidding purposes only. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered may be more or less than what is anticipated on the bid form, and it is dictated by MTS' actual requirements and the available funding at the time each phase and/or option is initiated.

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



SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LIGHT RAIL VEHICLE (LRV) TIRE KITS – MTS DOC. NO. L1285.0-16
BID FORM – CONTINUED

Bidder Name: Siemens Industry, Inc.

Grand Totals

Item #	Contract Year	Totals
1	Contract Year One (1) – 2016:	\$ 181,742.40
2	Contract Year Two (2) – 2017:	\$ 423,975.32
3	Contract Year Three (3) – 2018:	\$ 477,206.08
4	Contract Year Four (4) / Option Year One (1) – 2019:	\$ 613,833.05
5	Contract Year Five (5) / Option Year Two (2) – 2020:	\$ 1,419,544.60
6	Contract Year Five (5) / Option Year Three (3) – 2021:	1,248,404.88
7	GRAND TOTAL – BASIS OF AWARD:	\$ 4,364,706.33

* The quantities described on the bid form are for bidding purposes only. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered may be more or less than what is anticipated on the bid form, and it is dictated by MTS' actual requirements and the available funding at the time each phase and/or option is initiated.

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

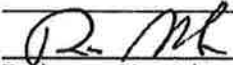
F.O.B. POINT: San Diego Trolley, Inc., Attn: , Project Manager, 1341 Commercial Street, San Diego, CA 92113

DELIVERY DATE: Delivery is estimated at 24 weeks ARO

Read attached General Provisions carefully. They are a part of your bid. Unit prices will prevail regardless of extensions submitted by the Bidder. The following Addenda have been noted and attached hereto:

DATE: 03/08/2016

FIRM: Siemens Industry Inc.

SIGNATURE: 

TYPE OR PRINT NAME: Reiner Martin

TITLE: Director

ADDRESS: 5301 Price Avenue

CITY, STATE & ZIP: McClellan Ca 95652

PHONE NUMBER: 916-621-2641

FAX NUMBER: 916-681-3116

E-MAIL ADDRESS: reiner.g.martin@siemens.com

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



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

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) INTRANET REDESIGN,
IMPLEMENTATION, AND ANNUAL MAINTENANCE SERVICES – CONTRACT
AWARD

RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1866.0-16 (in substantially the same format as Attachment A) with Steer Davies & Gleave, Inc. for the provision of redesign and implementation services for MTS's Intranet, as well as, software maintenance services for three (3) years.

Budget Impact

The total cost of this agreement would not exceed \$299,757.50 (\$268,257.50 for intranet redesign and implementation, and \$31,500 for a three-year intranet annual maintenance service period). The redesign and implementation services are funded by the FY 2016 Capital Improvement Project (CIP) 1007002602. Funding for the annual software maintenance service for FY 2016 is in the Information Technology Department's Operating Budget 661010-571250. Funding for future fiscal years will be included in each of the respective fiscal year's operating budgets.

DISCUSSION:

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

On January 29, 2016, MTS issued a Request for Proposals (RFP) for Intranet Redesign, Implementation and Annual Maintenance Services. The services include the creation of a contemporary and dynamic ADA compliant internal website that is responsive to all software platforms. The new internal website will be used to manage organizational



knowledge, publish content, be a communication tool, enable collaboration, improve knowledge sharing, and manage content. It is anticipated that improved usability and accessibility of information for MTS staff will improve efficiency and effectiveness leading to increased productivity throughout the organization.

In particular the new Intranet will drive:

- Innovation – Improving and developing products, services and business processes
- Operations – Producing and delivering current services and products
- Engagement – Enabling MTS team members to perform at their best

On March 1, 2016, MTS received a total of five (5) proposals from the following:

1. Interpersonal Frequency, McLean, VA 22101
2. 360 Business Consulting, Orange, CA 92867
3. Civic Resource Group International Inc., Los Angeles, CA 90017
4. Steer Davies Gleave Inc., Los Angeles, CA 90014
5. Meijun, San Diego, CA 92111

Meijun's submission was found to be non-responsive as its proposal was delivered late. The remaining four (4) proposals were deemed responsive and responsible and were provided to the selection committee for evaluation.

The selection committee, consisting of representatives from the MTS Finance, Human Resources, Marketing, IT and Security departments, met and scored the proposals based on the following:

1.	Capacities and Capabilities	20%
2.	Qualifications, Experience and References	15%
3.	Staffing, Org., Management Plan	25%
4.	Work Plan	20%
5.	Cost and Price	20%
		Total 100%

After the initial evaluation, Civic Resources Group International Inc., and Steer Davies & Gleave Inc. were deemed to be within the competitive range and advanced to the next step of the selection process, which included interviews and discussions.

Based on the selection panel's analysis of the technical proposal, discussions, and interviews, MTS staff determined that the offer from Steer Davies & Gleave, Inc., provided the best technical value for MTS.

Additionally, as a result of negotiations between MTS and Steers Davies & Gleave Inc., the total project cost was reduced from the originally proposed \$420,493.00 to a revised \$299,757.50, resulting in a savings of \$120,735.50 or 29%.

PROPOSER NAME	<u>Original Proposed Costs (Redesign and Implementation)</u>	<u>Original Proposed Costs (Three Years of Annual Maintenance)</u>	<u>Total Original Proposed Project Costs</u>
Steer Davies Gleave, Inc.	\$ 321,850.00	\$ 98,643	\$ 420,493.00

PROPOSER NAME	<u>Negotiated Costs (Redesign and Implementation)</u>	<u>Negotiated Costs (Three Years of Annual Maintenance)</u>	<u>Total Negotiated Project Costs</u>
Steer Davies Gleave, Inc.	\$ 299,757.50	\$31,500	\$ 299,757.50

As such, Steer Davies & Gleave Inc., technical proposal and negotiated costs represent the overall best value for MTS.

The following table represents the final scores and rankings:

PROPOSER NAME	TOTAL AVG. TECH. SCORE	AVG. COST SCORE	TOTAL SCORE (Tech + Cost) Total Possible Points: 100	RANKING
Steer Davies Gleave, Inc.	69	17	86	1
Civic Resources Group International Inc.	62	20	82	2

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G1866.0-16 (in substantially the same format as Attachment A) with Steer Davies & Gleave, Inc. for the provision of redesign and implementation services for MTS' Intranet, as well as, software maintenance services for three (3) years.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft Standard Services Agreement; Contract G1866.0-16

DRAFT
STANDARD SERVICES AGREEMENT
FOR
MTS INTRANET REDESIGN, IMPLEMENTATION
AND ANNUAL MAINTENANCE

G1866.0-16
CONTRACT NUMBER

121.9
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2016, 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: Steer, Davies & Gleaves, Inc.

Address: 523 West 6th Street Suite 741,
Los Angeles, CA 90014

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

Telephone: 213-425-0942

Email Address: lisa.buchanan@sdgworld.net

Authorized person to sign contracts: <u>Lisa Buchanan</u>	Director
Name	Title

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

Intranet Redesign, Implementation, and Annual Maintenance services, as specified in the Scope of Work (attached as Exhibit A), the Contractors Proposal (attached as Exhibit B), and in accordance with the Standard Services Agreement, including the Standard Conditions Services (attached as Exhibit C).

The period of performance for the Intranet Redesign and Implementation shall commence on May 2, 2016 and conclude on November 7, 2016.

The period of performance for the Intranet annual maintenance services shall commence on November 8, 2016 and conclude on November 7, 2019.

The total contract amount shall not exceed \$299,757.50

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM
\$299,757.50	CIP 1007002602 / Operational 661010
	FISCAL YEAR
	2016-2019

By: _____
Chief Financial Officer
(_____ total pages, each bearing contract number)

Date _____
SA-SERVICES REVISED (REV 12-15)



CLSD SESS 24B

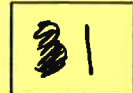
AGENDA ITEM NO.



24b

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED



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

1. INSTRUCTIONS

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

(PLEASE PRINT)

Date	03/14/16				
Name	Eliot Kevin				
Address					
Telephone					
Organization Represented					
Subject of Your Remarks	San Ysidro back door (w/ video)				
Regarding Agenda Item No.					
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



CLSP SPSS 24B

AGENDA ITEM NO.

24b

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

Donate Time To Eliot Kevin.

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TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	04/14/16		
Name	Oscar Marmol		
Address			
Telephone			
Organization Represented			
Subject of Your Remarks	San Ysidro Back door (w/video)		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/> SUPPORT <input type="checkbox"/>	<input type="checkbox"/> OPPOSITION

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CLSD 5855

AGENDA ITEM NO.

24e

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

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(PLEASE PRINT)

Date	4-14-2016		
Name	ALAN AEGERTER		
Address	1810 AVENIDA del MUNDO, CORONADO		
Telephone	(619) 437-8151		
Organization Represented	CORONADO SHORES ASSN #8		
Subject of Your Remarks	ASST DIR BUS STOP LOCATION		
Regarding Agenda Item No.	ITEM 24 C		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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From: Jon sandler <grantproperties@hotmail.com>
Sent: Tuesday, April 12, 2016 10:36 AM
To: Woiwode, Mike; bmulcahy@mulcahylaw.net
Subject: Shores bus stop

Mr. Woiwode-

I am the owner of a condo in the El Encanto tower at the Shores. I am writing you to make you aware of the problem the bus stop has caused us. Having the bus available for my parents to use is a great advantage, however, as we look over our rail down to the street, we are greeted by the view of the top of the bus, which most of the time is running and just sitting there. We are only 5 floors up and between the noise, the smell and the view--well, you can imagine.

Relocating the bus stop can not be that great of an inconvenience especially when the right to stop in the Shores may not have been given to MTS through appropriate methods. I would appreciate it if you could share my email with the rest of the MTS board and hope the bus stop will be relocated before we get there in June.

Thank you.

Jon Sandler

From: Don Bushell <don4101@gmail.com>
Sent: Monday, April 11, 2016 5:07 PM
To: Woiwode, Mike
Subject: MTS 904 bus stop

Mike,

I am in favor of **REMOVING** the 904 bus stop from Avenida de las Arenas. Those that gave permission to place it at its present location did not have the authority to do so. I'm surprised MTS did not validate that authority.

If MTS would like to pursue a future stop at Avenida de las Arenas it should be done legally with proper authorization and concern for the Coronado Shores owners.

Sincerely,
Don Bushell (owner)
1810 Avenida del Mundo #501

From: Olga Minvielle <olgaminvielle1@gmail.com>
Sent: Monday, April 11, 2016 5:07 PM
To: Woiwode, Mike; Harry Mathis
Subject: Bus Stop in The Shores

I am one of the Shores Owners requesting MTS removal of our premises.

Thank you

From: judy parris <lrparris@sbcglobal.net>
Sent: Monday, April 11, 2016 11:16 AM
To: Woiwode, Mike
Subject: 904 Bus at Coronado Shores

I sent this email to you almost a year ago and nothing has been done. Why the procrastination?

Move the 904 Bus Away from Avenida de las Arenas

The 904 Bus in this area impedes the safety of pedestrians and bicyclists. They are at risk in this high traffic area. Its just a matter of time before someone is injured or killed. And who will be responsible for this?

The noise and smell are unbearable! Especially for the residents of the El Encanto Building.

Please move the 904 bus away from the south side of Avenida de las Arenas, maybe across the street where it currently has and uses a bus stop and is in closer proximity to restroom facilities for bus drivers. City Hall is what was originally on the bus schedule. IT NEEDS TO GO BACK!

Judy Parris (Resident of the Coronado Shores)

From: Jon Ericson <ericsonjl@icloud.com>
Sent: Monday, April 11, 2016 10:04 AM
To: Woiwode, Mike; Harry Mathis
Subject: Bus 904

April 11, 2016

Dear Mr. Woiwode, Coronado Councilman and Mr. Mathis, Chairman of the MTS Board

My name is Jon Ericson, I live at 1810 Avenida del Mundo, unit 306. Following the unauthorized invitation in 2011 to bring Bus 904 onto our property, a day with Bus 904 at my window goes like this:

Before 9:00 am, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 10:00 am, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 11:00 am, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 12:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 1:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 2:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 3:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 4:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 5:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 6:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 7:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 8:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 9:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves;
Before 10:00 pm, bus arrives; bus leaves; bus arrives, bus leaves; bus arrives; bus leaves.

Weekend, last bus 10:42 pm.

Bus arrives; screech, engine off; engine on 2 to 4 minutes [or more]; screech, drive off. Repeat more than 80 times a day.

The above may make for boring reading; living it is anything but boring. Who among the city council or MTS Board would want to live this way?

Those of us living in The Shores know that being a good neighbor means my pleasure cannot be your pain; my convenience cannot be your discomfort. The unauthorized invitation in 2011 was a betrayal of this good neighbor policy necessary for people to live in harmony. It was extremely disappointing when the bus company's reply was to be a part of this betrayal rather than join our leaders to end it.

The question then is not convenience but consistent application of a policy. Any question about convenience draws attention to Ms. Cooney's [letter of December 29, 2015 to Rashid Kassir] comment that "fewer" riders use the bus during non-summer months. "Fewer" indeed. Endless times I see no one get off the bus or get on the bus. Then one person gets on the bus; maybe one rider gets off the bus. It is difficult not to conclude that convenience means convenient for the bus company to find a place to park the bus.

During discussion to move the bus, two owners from buildings far from the bus wrote: "The bus doesn't affect me, but this is no way to treat our neighbors. Move the bus." On the other hand, is the owner who said, "I voted to keep the bus, but I wouldn't want it next to my condo." The question for the bus company is which value reflected in these comments does it support?

Jon Ericson

I would appreciate if you would share my view with your colleagues on the council and the board.

From: Susan Yoder <swyoder@cox.net>
Sent: Sunday, April 10, 2016 6:21 PM
To: Woiwode, Mike; Harry Mathis
Cc: Bailey, Richard (gmail)
Subject: MTS BUS 904 Coronado Shores

Mr. Woiwode and Mr Mathis,

I am writing to express my concerns with the 904 bus stop on Coronado Shores Property. I have been a resident/owner for the past 27 years. The bus stop sits directly below our condo. As I write this email the bus has been idling ten floors below, making a constant noise which forces me to close the windows on a beautiful, not only to quiet the noise but to avoid the fumes and pollution that emit from the exhaust. This poses a health hazard to individuals living in the condos.

This does not only appear to be a bus stop but rather a resting stop for MTS buses and employees. Buses continue to park, idle and perform maintenance on private property. My understanding is that there are several stops on public property that would adequately meet the needs of the 904 allowing the public to safely ride the bus. If an elderly or handicapped individual needs assistance I was under the impression door to door service was provided. At this point I don't understand why this continues to be an issue and why the MTS refuses to remove bus operations from Avenida de las Arenas.

I would ask that you share my concerns and those of my fellow residents with fellow board members and come up with a workable solution that benefits the residents of Coronado Shores and the community. Refusing to move the bus is not a solution

Respectfully,

Susan Yoder
1810 Avenida del Mundo 1007
Coronado, CA 92118

From: Felicia Bell <feliciabell@gmail.com>
Sent: Sunday, April 10, 2016 9:31 AM
To: Woiwode, Mike; Harry Mathis
Subject: MTS Bus #904 Layover/Stop at the Coronado Shores

Councilman Woiwode and Chairman Mathis:

I am writing to ask you to vote to remove the MTS Bus #904 Layover/Stop from Avenida de las Arenas at the Coronado Shores community.

By way of background information, my husband and I, along with our family, have lived in Coronado since 1962. We originally owned homes in the Village and since 2002 have resided at 1720 Avenida del Mundo #106 in the Coronado Shores. Over a year ago I was made aware of the problems faced by my neighbors that live in close proximity to the bus stop and even though my residence is a distance away, I immediately attended the monthly L&R (Landscape and Recreation) meeting to voice my concerns and support my neighbors whose daily lives were negatively affected by the bus stop. We are a "community" and I will not be silent when a nuisance disrupts the quiet enjoyment of the daily lives of my neighbors.

In addition to the immediate impact on the residences near the bus stop, I am confronted every day with buses parked in the "red zone" and blocking the street causing me (and all other drivers) to maneuver around the bus (sometimes two buses and a service vehicle) in order to turn right on Highway 75. This is not a safe situation and should not have to be tolerated. During the summer months when the shuttle operates every 20 minutes throughout the day and into the night, these MTS vehicles are entering the community and making a U-Turn crossing three heavily used intersections.....a danger to pedestrians and drivers alike.

Finally, our community has demanded that MTS remove the #904 Bus Layover/Stop citing that it is illegal for MTS to operate a bus stop on Avenida de las Arenas. We have waited months and devoted countless hours and expense to this issue and it is time for the MTS Board to support our community and remove this nuisance.

Thank you for your consideration.

Felicia and Ronald Bell

--
Felicia F. Bell
DRE#00429681
Broker Associate, GRI
Coronado Shores Company
Cell: 619-920-9124

From: Barbara Kelly <barbkelly2002@me.com>
Sent: Saturday, April 09, 2016 9:50 PM
To: Woiwode, Mike
Subject: MTS Use of Shores Private Property

Dear Mike:

We would like to add our voices to those of other Coronado Shores residents who are frustrated with MTS and their use of the Shore's private property. The buses are noisy and smelly and, when the population of the Shores increases during the summer, a hazard to cars, bicyclists, and people alike. What remains so difficult for us to understand is why they cannot use the bus stops that are a block away. It seems blatantly unfair for MTS to continue to use our private property when we as property owners do not want them here.

Please consider our property rights and wishes, most sincerely, Peter and Barbara Kelly

Sent from my iPhone

From: Roberta Schofield <rmfschofield@gmail.com>
Sent: Saturday, April 09, 2016 8:08 PM
To: harry.mathif@sdmts.com; Woiwode, Mike
Subject: Removal Shores Bus Stop 904

To whom it concerns:

Please share the following email with the entire MTS Board members as well as Coronado City Council Members.

Permission was granted by the Shores L and R committee for use of a temporary bus stop on Avenida de las Arenas now it is time for you to withdrawal the bus stop you no longer have our permission.

I request the 904 bus immediately not enter Avenida de las Arenas.

Sincerely,

Mrs. Roberta Schofield
1770 Avenida Del Mundo #802
Coronado, Ca 92118

From: Marlene Sandler <nanimarlene@msn.com>
Sent: Saturday, April 09, 2016 7:59 PM
To: Woiwode, Mike
Subject: 904 bus

We are requesting the mets system relocate the 904 bus. It is a hazard, a unauthorized use of Coronado shores land and a constant noise maker. For those reasons and others we demand the removal immediately .
Marlene and Ron Sandler. 505 El Encanto Sent from my iPad

From: Ann Kennedy <annkennedy@me.com>
Sent: Saturday, April 09, 2016 7:11 PM
To: Woiwode, Mike
Subject: Bus on Coronado Shores property

This email confirms that I don't want the buses on the Coronado Shores property. Sincerely, Ann Kennedy

1820 Avenida del Mundo PH03
Coronado, Ca 92118
Sent from my iPhone

From: Lisa L. Portnoff <lportnoff@sbcglobal.net>
Sent: Saturday, April 09, 2016 6:38 AM
To: Woiwode, Mike; Harry Mathis
Subject: MTS Bus Stop On Coronadao Shores Property

Dear Mr. Woiwode and Mr. Mathis:

My husband and I own two condominiums at Coronado Shores, at 1810 and 1830 Avenida del Mundo. We are strongly opposed to MTS' unauthorized taking of Coronado Shores private property and support the demand that the MTS Board remove the 904 bus stop on Avenida de las Arenas immediately. We view the MTS operations on Coronado Shores private property as illegal and as a nuisance. The 904 bus stop could easily be relocated on the nearby Silver Strand Blvd. Please share our position with the entire MTS Board.

Sincerely,

Lisa Portnoff

Lisa Luehrman Portnoff

Attorney at Law

200 S. Bemiston, Suite 207

St. Louis, MO 63105-1915

Phone (314) 727-3141

Fax (314) 727-5677

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form of communication in the future, upon your notification of same, no further e-mail communication will be forthcoming.

This e-mail message and any attachment to this e-mail message are intended for use by the addressee(s) named herein and may contain legally privileged confidential information. If you are not the intended recipient, you must not review, retransmit, convert to hard copy, and use or disseminate the e-mail or any attachments to it. If you have received this e-mail in error, please immediately notify us by return e-mail and delete this message. Please note that if this e-mail message contains a forwarded message or is a reply to a prior message, some or all of the contents of this message or any attachments may not have been produced by the originating source. This notice is automatically appended to each e-mail message leaving Lisa Luehrman Portnoff, Attorney at Law. Thank you.

From: Sharon Lapid <sharonlapid@me.com>
Sent: Friday, April 08, 2016 10:18 AM
To: Woiwode, Mike; Harry Mathis
Subject: Fwd: The 904 Bus

Hello Gentleman,

My name is Sharon Lapid. I am a resident of El Encanto Tower and its President of many years. I am writing on my own behalf, on behalf of the residents of the 60 units whose north facing windows look out on Avenida de las Arenas and the many other residents of our building who find having a bus depot illegally set up on our private property inappropriate and distasteful. I implore you to immediately relocate the illegal buses that the MTS has conveniently maintained since the Shores improper 2011 invitation. As you know the original bus request was for an hourly pick up/ drop off, as and only as, needed. This rogue invite has morphed into an annoying bus depot that is not only illegal, but a dangerous intrusion on the traffic flow of our community.

Rather than reiterate all the details regarding easements, safety and illegalities, that I am sure you both have heard over and over from the Shores attorneys and community members, I am urging you to do the right thing and immediately relocate the errant 904 Bus to a convenient, public location on the Strand.

Please share my comments with the MTS Board Members and the Coronado City Council Members.

Thank you,

Sincerely,
Sharon Lapid

From: Brent Yoder <beyoder@cox.net>
Sent: Friday, April 08, 2016 9:23 AM
To: Woiwode, Mike
Subject: Removal of bus stop at Coronado Shores

Dear Mr. Woiwode,

I live at the Coronado Shores in the El Encanto building that borders the entrance to the Shores. The inclusion of the bus stop on Coronado Shores property has caused a nuance to our living situation. Since we are directly above the bus stop we hear the buses starting, stopping, idling and repairing. Due to the location of our building these noises reverberate between our buildings thus magnifying these noises. At times these noises have been so loud we have not been able to keep our doors open for fresh air or to listen to our television. Our living situation, which used to be quiet, sounds as though we are living in the center of a city. We support the request to move the bus stop to the other side of Orange Avenue near the community buildings, which would seem more appropriate to me. I know that the MTS did not intend to create this deterioration of our living situation thus we ask the MTS rectify this disturbance by moving the bus stop. Please share this with other members of the MTS board. Thank you for your consideration.

Best regards,

Brent E Yoder

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From: Beth Mulcahy <BMulcahy@mulcahylawfirm.com>
Sent: Thursday, April 07, 2016 8:22 PM
To: Woiwode, Mike; Harry Mathis
Subject: OPPOSED to MTS Bus Stop on Coronado Shores Private Property
Attachments: Re: 904 Bus Stop

Dear Mr. Woiwode and Mr. Mathis:

I am writing to urge both of you to please vote for FULL REMOVAL of the 904 MTS bus stop on Avenida de las Arenas located within the Coronado Shores Condominium Development at your MTS Board meeting on April 14, 2016.

As I am sure you are aware, MTS' 904 bus stop on Avenida de las Arenas is located on PRIVATE PROPERTY, owned by the Coronado Shores. MTS' permission to use the Coronado Shores' private property street for a public bus stop was revoked in writing in late November, 2015. MTS has no legal rights here and is no longer welcome to have a bus stop on our private property. The Association's L and R Committee is unified and is going to deny access to your buses if you continue to trespass after April 15, 2016.

The easement (we've all reviewed it plus four outside lawyers retained by various owners and L and R) allows vehicular access to enter and exit and turn around on Avenida de las Arenas. The easement DOES NOT ALLOW MTS Buses to turn the entrance to our beautiful, upscale community into a "bus lift station" laying over, parking, maintaining, repairing and idling buses all day, seven days a week, 365 days a year in a FIRE LANE; towing away inoperative buses by large flatbed trucks; conducting shift changes with additional MTS vehicles facilitating the exchange of employees on our property; and allowing MTS employees to take their rest (and smoke) breaks on Coronado Shores' private property. The noise and sight pollution of this bus stop is horrible for all Shores residents adjacent to this bus stop.

MTS has refused to comply with valid records requests by Shores owners in a timely manner on this issue, has played "hide the ball" with records and has played the "stall" game non-stop on this issue. Enough is enough. We will sue MTS and ask for damages as soon as legally possible if this matter is not rectified now. It also appears that L & R is also gearing up to sue MTS and will also seek damages.

Mr. Woiwode:

We need to see some leadership from you as the Coronado Representative for MTS on this matter. To date, you have done nothing but ignore disgruntled Shores owners on this issue despite repeated requests to remove the bus stop over the past months. We have over 100 people extremely upset about this issue and many more are contacting us each day pledging their support.

See attached emails to you from me (FYI, you never bothered to respond to me and many other owners on this issue). Do things have to elevate to the level of a threat of lawsuit and police involvement to get MTS off our property before this gets on your radar and you actually look at the issue and respond to your constituents? THIS IS A PUBLIC TAKING BY MTS OF PRIVATE LAND. Your actions (or inaction in this case) will get not only MTS, but, also the City of Coronado sued.

Frankly, the only person on Coronado City Council who has been responsive and attentive to the concerned Coronado Shores residents is Councilman Richard Bailey. He deserves to be the next Mayor of Coronado because he LISTENS, RESPONDS and tries to genuinely HELP Coronado residents to the best of his ability. If he can't do anything, he is honest and tells you the TRUTH. He's also smart, researches the issues and is fiscally responsible.

The time has come for you to stand up for what is right and tell MTS to get off our private property NOW.

I am asking please that you forward this email to Coronado City Attorney and all Coronado City Council Members. I am asking for a written response please from you as to what your position will be on this issue on April 14, 2016.

Thank you.

Sincerely,

Beth Mulcahy Elardo, Esq.

19 year Coronado Shores Resident and Owner Owner of Lot 108 and Lot 109, La Perla, Coronado Shores

From: CoronadoVacation <coronadovacation@gmail.com>
Sent: Thursday, April 07, 2016 5:53 PM
To: Harry Mathis; Woiwode, Mike
Subject: Coronado Shores MTS - Please change location

Hello Mr. Mathis & Mr. Woiwode,

I am emailing to request that you move the location of 904 Bus Stop off the Coronado Shores Property.

I am upset about this because it seems like the owners and residents of the Coronado Shores Complex actually don't exist to the City of Coronado.

They pay a huge amount in taxes and contribute heavily to the businesses of Coronado.

Yet you do not consider their wellbeing. There is noise created at various times of the day. A majority of the residents are elderly and are at home all day long. And another portion is on vacation.

Also, if you were to ever drive in that section as I often do, then you would notice that is area for accidents to occur.

You have the traffic coming from Avenida de Las Arenas going through to the beach and to each side of the complex as well as traffic going from one side of the complex to the other. And you have the kids riding their bicycles with one hand and a surfboard in the other. I have often almost crashed into other cars and people there.

A bus in that area creates even more chaos and is dangerous.

Please forward this email to other city council and MTS board members.

Thank you.

From: Lewis A Wells <lwells21@cox.net>
Sent: Thursday, April 07, 2016 5:44 PM
To: Woiwode, Mike
Subject: OPPOSED to MTS' unauthorized use of Coronado Shores private property.

Dear Sir:

Please be advised that we are OPPOSED to MTS' unauthorized use of Coronado Shores private property and request that the MTS Board vote to REMOVE the 904 bus stop on Avenida de las Arenas immediately. We consider the 904 bus stop to be an unlawful operation on Coronado Shores' property.

Please share my email with the entire MTS Board.

Lewis A. and Trudy B. Wells

Coronado Shores #8-1001

From: ruieta dasilva <ruieta@me.com>
Sent: Thursday, April 07, 2016 2:27 PM
To: Woiwode, Mike; Harry Mathis
Subject: OPPOSED to MTS at Coronado Shores

Dear Mr. Woiwode and Mr. Mathis,

As an owner/resident at the Coronado Shores, I am opposed to MTS' unauthorized use of Private Coronado Shores Property and shocked that nobody asked the owners for permission. I am requesting that the MTS Board vote to REMOVE the 904 bus stop on Avenida de las Arenas immediately.

We have invested quite a bit at the Coronado Shores Complex and pay a huge amount in Property taxes. It seems like you do not care about us. Possibly we should shift our investments to another area where the City cares more about an essential part of their community.

Please also share my email with the entire MTS Board.

The DaSilvas

From: BMackie777@aol.com
Sent: Thursday, April 07, 2016 12:49 PM
To: Woiwode, Mike; Harry Mathis
Cc: bmulcahy@mulcahylaw.net
Subject: OPPOSED TO MTS BUS STOP ON CORONADO SHORES PROPERTY

Mike Woiwode; Harry Mathis, As the owner of two units above the unauthorized bus stop at Avenida de las Arenas I am opposed to any further unauthorized use by MTS. As I sit here sending you this email the bus has been parked outside for 10 minutes with it's motor running and discharging it's air braked. It is impossible to have are windows open at night due to the noise created by MTS.

"I REQUEST (DEMAND) THAT THE MTS VOTE TO REMOVE THE 904 BUS STOP ON AVENIDA de las ARENAS IMMEDIATELY"

Please share this email with all MTS Board members and confirm receipt of this email to me.

Mike, as a elected official of The City of Coronado your first responsibility should be to protect the rights of the citizens of Coronado. My feeling is anything other than a vote to "REMOVE" the bus stop from you would be a reason to not support you in any upcoming election.

Please feel free to contact me to visit my units and see and hear for yourself how bad the situation is for the people living in the area.

Bruce Mackie
1810 Avenida Del Mundo #207 & 208
Coronado, ca. 92118
1-916-416-8351
40 year Coronado Shores Owner

From: Ryan T <rtsengmit@gmail.com>
Sent: Thursday, April 07, 2016 10:34 AM
To: Woiwode, Mike; Harry Mathis
Subject: Please remove MTS Bus Stop at Coronado Shores

Dear Mike and Harry,

I am writing this letter to express my discontent with MTS for unlawfully appropriating my communities private property. As a Coronado Shores resident who lives in a unit adjacent to, and facing the bus stop, I respectfully request that you immediately remove the bus stop from our private property.

As you are probably aware, there is a suitable location across the street that provides easy access to the bay and community center. For those who wish to access the beach, there are excellent crosswalks. My family and I use these crosswalk on a regular basis and feel very safe using them day or night.

I understand that you are evaluating the fate of this bus stop with the MTS Board, and thus I would be appreciative if you could share this e-mail with your colleagues on the Board.

Sincerely,

Ryan Tseng
Coronado Shores Resident

From: Mary Ericson <maryericson30@yahoo.com>
Sent: Monday, April 11, 2016 12:19 PM
To: Woiwode, Mike; Harry Mathis
Subject: Re: 904 Bus Operations At Coronado Shores

Mike,

Thanks for getting back to me. You referenced further discussion.

Ms. Cooney's December 29, 2015 refusal to Rashid Kassir to move the 904 bus operations from the Avenida de las Arenas (ADLA) is based upon the following issues:

1) Legal Issues: Reliance upon a Surface Easement and the CA Public Utilities Code. Several lawyers familiar with the facts and the law have disagreed with her analysis.

2) Customer Service:

A) Ms. Cooney states the summer 2015 survey "generated multiple unsolicited responses requesting that this stop be retained". In fact, the survey results report that only THREE out of TWO HUNDRED AND THIRTY respondents requested retention of the current site and the survey was provided to onboard riders, a captive audience. Have the MTS and City ever surveyed the affected residents on the Avenida de las Arenas (ADLA) regarding site retention? Of course not, but the MTS and City have received many emails and telephone calls from residents with complaints and also photographic evidence of the illegal activities conducted by the MTS on the ADLA.

B) Ms. Cooney states "The stop is well patronized with over 250 riders per summer weekday and fewer riders during non-summer months." On any day there is an alternative currently existing bus stop just steps away across the Strand on 75N. The Strand intersection has recently been updated with pedestrian count downs and pedestrian crossing signage. People in their late eighties and families in our building have had no trouble crossing in even less than the allowable time. Additionally, we live right above the bus stop and ridership is scant during the winter months, often no one gets off or gets on.

C) Ms. Cooney states the current site "provides a more comfortable waiting environment when compared with a location along SR-75". 75N and 75S are much closer to restroom facilities than the ADLA both for riders and bus drivers (who are entitled by labor law to have proximate rest room facilities). The current site on the ADLA forces riders and drivers to walk across the Strand to use the Community Center's restrooms. Additionally, 75N and 75S have much better proximity to various recreational attractions, civic and business activities as discussed at 4) below.

D) Ms. Cooney states the ADLA is efficient for north/south turn arounds. We have never disagreed with the MTS use of the ADLA as a north/south turn around. We do take issue with using it for a bus stop/staging area.

E) Ms. Cooney states that bus stops must be ADA accessible. The current ADLA site is NOT ADA compliant. This continuing violation of the ADA only serves to increase danger and safety issues and is another example of the illegality of the bus stop/staging area on ADLA.

3) Safety:

Ms. Cooney cites MTS's mandate is to consider "the safety of the stop for pedestrians and vehicles". Current bus operations on the ADLA, a lane of traffic, with two "No Parking Anytime" signs, in a fire lane, along a red curb (prohibited parking by Shores rules) is DANGEROUS. Alternative sites on 75 N and 75S are NOT in lanes

of traffic, but in allowable parking lanes on public property. MTS staff has reportedly stated it is afraid of buses being hit from behind. There is far greater danger of being hit from behind and/or causing accidents on the ADLA when MTS vehicles occupy and block portions of the only south bound lane of traffic turning onto 75S. This is an exit lane for a 100 space parking lot and for 1500 residential units along with their guests, service and emergency vehicles, pedestrians, bicyclists and motorcyclists. Additionally, buses make tight U Turns in the face of traffic coming from three different locations.

4) Convenience:

Ms. Cooney states the MTS's mandate is to consider "the convenience and proximity of the route and stop to housing, businesses and recreation activities". Alternative sites along 75N and 75S are much closer to the Community Center, the City pool, the City park, all of which provide recreational activities and are closer to City Hall, which accommodates business and civic activities. The current ADLA site is immediately adjacent to a high rise residential building which is a nuisance to its residents and any such location should be avoided by transportation agencies. The 75N and 75S sites would provide quick and proximate access to 904 bus services to all Coronado Shores residents. In fact, seven out of the total ten building residents would be relieved of having to cross the extremely congested ADLA to access the bus.

Alternative Site to 75N and 75S

Why not relocate at the Ferry Landing on First Street, which currently operates as a pick up and drop off site? It is on public property, with a bench and signage, ADA accessible, has ample space for parking a bus and other MTS vehicles, is close to restrooms for drivers, close to restaurants and recreational activities and is NOT in a lane of traffic. That site is now only used for buses to park momentarily if they are a few minutes ahead of schedule. It could easily become the layover and staging area. In an email message dated December 1, 2011, (almost five years ago) Mr. Jeff Codling, MTS, informed the Coronado Shores that this site was under consideration.

Time for a reality check. Things need to be put in proper perspective. What is at stake here? The MTS engaging in an illegal and unsafe public taking versus the solution of relocating 904 bus operations onto public property with no denial of safe, proximate and convenient access to 904 bus services.

Please share this message with the entire MTS Board.

Thank you,

Mary Ericson

On Apr 9, 2016, at 11:23 AM, "Woiwode, Mike" <mwoiwode@coronado.ca.us> wrote:

> Ms. Ericson,

> I have just been notified of the meeting on the 14th. I appreciate the points you make in your email. I will ensure that I make clear to the board your position, and that of the other residents who have contacted me. Feel free to contact me to discuss further, if desired.

> Mike Woiwode

> 619-818-1050

>

> From: Mary Ericson [maryericson30@yahoo.com]

> Sent: Friday, April 08, 2016 6:56 AM

> To: harry.mathis@sdmts.com; Woiwode, Mike

> Subject: 904 Bus Operations At Coronado Shores

>

> Mr Mathis and Mr Woiwode:

>

> The purpose of this communication is to strongly urge you to vote on April 14th to immediately remove the unauthorized and unlawful San Diego Metropolitan Transit System (SDMTS) 904 route bus operations (Illegal

Activities) away from the Avenida de Las Arenas, Coronado Shores private property (ADLA). The Illegal Activities by the SDMTS constitute an unauthorized use of an easement, unlawful occupation (trespass) and a public taking along with other potential legal causes of action against offending entities. Any continuation of these operations will undoubtedly give rise to legal actions, ensuing financial exposure and public embarrassment, all at the expense of these entities.

>

> You are already aware of the history and details with respect to the unlawful occupation so I will not engage in a long reiteration. Suffice it to say that 60 times a day/night the noise and traffic congestion from up to four buses per hour from 9am until 10pm or 11pm is an assault on our senses and a danger on our clearly marked "No Parking at Anytime" fire lane roadway. The Illegal Activities which include bus stops, bus start ups, acceleration, 20 minute long layovers, repair and maintenance operations are taking place on a busy lane of traffic on our private property.

>

> I live immediately adjacent to the bus stop/staging area as do my neighbors who reside in over 60 units in my building. Additionally, there are two other buildings on the ADLA providing homes to a multitude of similarly aggrieved residents affected by the Illegal Activities. Collectively, hundreds of residents have for almost five years been deprived of the quiet and peaceful enjoyment of our properties due to the unauthorized route 904 bus operations. There are many older people with medical issues who need rest and some with respiratory problems living here. Imagine the damages -- exponential.

>

> In conclusion, the SDMTS has acted with flagrant disregard of the rights of the residents of the Coronado Shores in so many respects and it would behoove the MTS to cease the Illegal Activities IMMEDIATELY.

>

> I appreciate your attention to this matter and request that my message along with all the messages that you receive from supporters for relocation of the 904 route operations away from the ADLA be disseminated to every member of the Board of the SDMTS.

>

> Thank you,

>

> Mary Ericson

Recording Requested By
the City of Coronado

Then Recorded Mail To:

City Clerk, City of Coronado
1825 Strand Way
Coronado, California 92118

all Tax Statements To:



FILE/PAGE # 23-013619
BOOK 1573
RECORDED REQUEST OF
Coronado
JAN 16 11 17 AM '73 CITY CLERK
OFFICIAL RECORDS
SAN DIEGO COUNTY, CALIF.
HARLEY F. BLOOM
RECORDER

NO FEE

D.T.T. \$ -None-

SURFACE EASEMENT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, Coronado Development Company, a corporation organized under the laws of the State of California, sometimes referred to herein as "Grantor", hereby REMISES, RELEASES AND QUITCLAIMS to the City of Coronado, a municipal corporation, sometimes referred to herein as "City":

A surface easement for public beach access only and only for related vehicular parking incident thereto over and across the surface of the real property more particularly described and set forth in Exhibit "A", attached hereto and made a part hereof, so long as said easement shall not be used for any other than such purposes.

EXCEPTING AND RESERVING THEREFROM to the Grantor, its successors and assigns, rights of entry upon and access across, over and under the surface easement hereinabove granted for the purpose of parking, ingress and egress to the land described in Exhibit "A", attached hereto and made a part hereof, or to adjacent lands of the Grantor, or any portion thereof, which adjacent lands are more fully described and set forth in Exhibit "B" attached hereto and made a part hereof, and there is also excepted and reserved to the Grantor rights of entry upon and access upon and across, over and under the surface easement hereinabove granted for ingress, egress and parking of vehicles and other mechanical equipment used in the construction or maintenance of buildings, structures, facilities, utilities and other fixtures in or upon, over or under said servient or adjacent land; said excepted and reserved rights shall include, but not be limited to, the right to have private streets, roads or ways, underground pipes and conduits located on, in, or under or hereafter constructed on, in, or under the servient or adjacent land, open upon, or under, connect with, or under, or intersect with or under the land subject to said surface easement herein granted.

Each and all of the rights and interests herein excepted or reserved shall be appurtenant to all or such portions of the lands described in Exhibit "B" attached hereto as would be reasonably benefited by a reasonable or necessary use thereof.

The easement as more particularly set forth above is granted to CITY for the purposes stated therein provided:

(a) That said easement shall only be used for public beach access and related vehicular parking incident thereto over the surface of the land described in Exhibit "A" attached hereto and shall not be deemed to include, by implication or otherwise, any and all other claims, rights, titles or interests whatsoever including, without limiting the generality of the foregoing:

(i) any and all claim, right, title or interest in the subsurface for any purpose whatever, including any and all claim, right, title or interest in or to all or any oil, gas and other hydrocarbon or mineral substances, in, under or that may be produced, saved, sold or removed from said land or any part thereof;

(ii) any and all claim, right, title or interest in or to the air space lying above a horizontal plane no lower than nine (9) feet above the existing grade of nine and seven-tenths (9.7) feet above mean sea level City of Coronado Datum.

(b) That said surface easement shall not be deemed, by implication or otherwise, in any respect to impair the right of Coronado Development Company, its successors and assigns to:

(i) install, construct or maintain buildings, structures, facilities, utilities and other fixtures over or above said surface easement but in no event no lower than a horizontal plane nine (9) feet above the existing grade of nine and seven-tenths (9.7) feet above mean sea level City of Coronado Datum;

(ii) to extract and remove any oil, gas and other hydrocarbon substances or other mineral substances in or under the land described in Exhibit "A" attached hereto but without any right of entry upon the surface of said land for such purposes;

(iii) to install, construct or maintain under or beneath said surface easement: subsurface structures, buildings, facilities and other fixtures; and subsurface utilities including but not limited to gas, electricity, water, telephone, drainage, and sewer facilities.

(c) That said surface easement shall not be deemed to include, by implication or otherwise, any right in the City of Coronado to install, construct, build, maintain, or otherwise use the surface or subsurface of the land described in Exhibit "A" attached hereto for any buildings, structures or other permanent or semi-permanent facilities or other fixtures thereon or therein, other than parking and landscaping incident to the authorized use.

This deed is executed pursuant to the terms and provisions of the Judgment and Decree entered on July 11, 1972 in Case No. 325317, Superior Court of the State of California, San Diego County, a certified copy of which is recorded in Book 1972 File/Page 182859 Official Records of San Diego County, California.

This deed is given by Grantor and accepted by the City of Coronado upon the terms and provisions herein contained and upon the further limitation that in the event of the exercise by the Superior Court of San Diego of its retained jurisdiction to entertain and dispose of an application by Grantor or its successors and assigns, properly noticed, to change the boundaries of the surface easement granted hereinabove in this Surface Easement Deed the description of which is more particularly set forth in Exhibit "A" attached hereto and made a part hereof, by the granting of a proper Decree changing such boundaries and upon the recording of a certified copy of said last mentioned Decree in the Office of the County Recorder of San Diego County any title or interest of the City of Coronado in and to any portion of the surface easement granted in this deed not included within the boundaries of the land described in such last mentioned Decree, if any there be, shall terminate, cease and be of no further effect, the same reverting to Coronado Development Company, its successors and assigns.

In the event of the exercise of the retained jurisdiction of the said Superior Court, the granting of a proper Decree changing the boundaries of the surface easement as aforesaid and the recording of a certified copy thereof as stated in the last preceding paragraph, Grantor on behalf of its successors and assigns acknowledges that the surface easement granted by this Surface Easement Deed upon all of the terms, provisions, exceptions, reservations and limitations herein contained is extended to include any land included within the boundaries of the land set forth in the last mentioned Decree as aforesaid and not included within the boundaries of the land described in Exhibit "A" attached hereto and made a part hereof, and does hereby Remise, Release and Quitclaim such surface easement upon all of the terms, provisions, exceptions, reservations and limitations herein above contained. Grantor, on behalf of its successors and assigns, agrees to execute any further instrument to ratify or affirm such surface easement in its changed location as may be necessary in the circumstances.

IN WITNESS WHEREOF, said corporation has caused its corporate name and seal to be affixed hereto and this instrument to be executed by its Vice President and Assistant Secretary thereunto duly authorized.

Dated: JULY 31, 1972

CORONADO DEVELOPMENT COMPANY

BY Lewis P. Geyser

BY Albert Markoff

1237 464

(Seal)

TO 440 C
(Corporation)

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(TI)

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } SS.

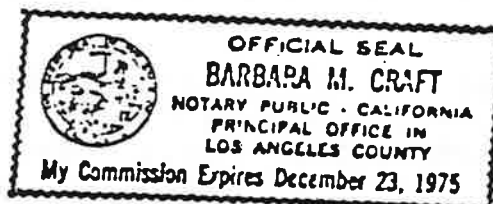
On July 31, 1972 before me, the undersigned, a Notary Public in and for said State, personally appeared Lewis P. Geyser known to me to be the Vice President, and Albert Markoff known to me to be Assistant Secretary of the corporation that executed the within Instrument, known to me to be the persons who executed the within Instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by laws or a resolution of its board of directors.

WITNESS my hand and official seal.

Signature Barbara M. Craft

Barbara M. Craft

Name (Typed or Printed)



(This area for official notarial seal)

An easement only for ingress and egress to and from the public beach and for parking purposes incident thereto over those portions of Lots 7 and 8 of Coronado Shores in the City of Coronado, County of San Diego, State of California, according to the map thereof Number 6641 filed in the Office of the County Recorder of said county on May 1, 1970. (File No. 75985) described as follows:

Beginning at the most easterly corner of Lot 10 of said Coronado Shores; thence along the north easterly boundary of Lots 8, 9 and 10 of said Coronado Shores, North 51° 04' 05" West 599.52 feet to point "A", being the true point of beginning of this description; thence South 38° 55' 55" West 319.00 feet; thence South 51° 04' 05" East 12.00 feet; thence South 38° 55' 55" West, 106.00 feet; thence South 51° 04' 05" East 20.00 feet; thence South 38° 55' 55" West 222.87 feet to the north easterly line of that certain 10.00 foot walkway easement described in deed to the City of Coronado recorded May 1, 1970 as Document #75990 of Official Records of said county; thence along said northeasterly line North 46° 55' 45" West 133.35 feet; thence North 38° 55' 55" East 294.00 feet; thence South 51° 04' 05" East 64.26 feet to the beginning of a tangent 6.00 foot radius curve concave north westerly; thence along said curve through a central angle of 129° 24' 03" a distance of 13.55 feet; thence tangent to said curve North 0° 28' 08" West 57.80 feet to a tangent 16.00 foot radius curve concave south westerly through a central angle of 50° 35' 57" a distance of 14.13 feet to the end of said curve; thence North 38° 55' 55" East 284.00 feet to the northeasterly line of said Lot 7; thence South 51° 04' 05" East along the northeasterly lines of said Lots 7 and 8, 81.00 feet, more or less, to the true point of beginning.

EXCEPTING therefrom that portion thereof described as follows:

Beginning at said point "A", hereinabove described; thence North 51° 04' 05" West 40.50 feet; thence South 38° 55' 55" West 20.00 feet; thence South 51° 04' 05" East 7.50 feet to the true point of beginning of this exception; thence South 38° 55' 55" West 210.00 feet to a tangent 7.50 foot radius curve concave north easterly; thence to the right and clockwise along said curve through an angle of 180° a distance of 23.56 feet; thence tangent to said curve North 38° 55' 55" East 210.00 feet to a tangent 7.50 foot radius curve concave southwesterly; thence to the right and clockwise along said curve through an angle of 180° a distance of 23.56 feet, more or less, to the true point of beginning herein.

EXHIBIT "A"

LOTS 1 THROUGH 10 OF CORONADO SHORES IN THE CITY
OF CORONADO, COUNTY OF SAN DIEGO, STATE OF
CALIFORNIA, ACCORDING TO MAP THEREOF NUMBER 6641
FILED IN THE OFFICE OF THE COUNTY RECORDER OF
SAID COUNTY ON MAY 1, 1970 (FILE NO. 75985),
SAVE AND EXCLUDING THEREFROM THE SURFACE EASEMENT
GRANTED HEREIN.

EXHIBIT "B"

RESOLUTION NO. 4229

A RESOLUTION ACCEPTING A SURFACE EASEMENT
DEED FROM CORONADO DEVELOPMENT COMPANY

BE IT RESOLVED by the City Council of the City of Coronado that the Mayor be and he is hereby authorized to accept on behalf of the City of Coronado a SURFACE EASEMENT DEED from the Coronado Development Company over and across the surface of real property described and more particularly set out in a copy of the deed now on file in the office of the City Clerk, bearing document No. 3675, reference to which is hereby made for further particulars.

BE IT FURTHER RESOLVED that the City Clerk of the City of Coronado is hereby authorized and directed to record said SURFACE EASEMENT DEED with the Recorder of the County of San Diego, State of California.

PASSED AND ADOPTED this 19th day of December 1972, by the following vote, to wit:

AYES: Councilmen Callahan, Cohen, Parker, McNeely

NAYS: Councilmen None

ABSENT: Councilmen Goodenough

/s/ Rolland M. McNeely
ROLLAND M. McNEELY, Mayor of the
City of Coronado, California

Attest:

/s/ Thomas Patricola
Thomas Patricola, City Clerk

CERTIFICATE OF ACCEPTANCE
Government Code Section 27281

This is to certify that the interest in real property conveyed by the within instrument to the City of Coronado, dated July 31, 1972, is hereby accepted by the undersigned officer on behalf of the City Council of the City of Coronado adopted on December 19, 1972, and the grantee consents to recordation thereof by its duly authorized officer.

DATED: December 20, 1972

CITY OF CORONADO, a Municipal Corporation

By /s/ Rolland M. Mc'eely
Rolland M. Mc'eely, Mayor

ATTEST:

/s/ Thomas Patricola
Thomas Patricola, City Clerk

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) SS

I HEREBY CERTIFY That the above and foregoing is a full, true and correct copy of Resolution No. 4229 passed and adopted by the City Council of the city of Coronado and and true copy of a Certificate of Acceptance, the original of which is on file in the office of the City Clerk.

Thomas Patricola
Thomas Patricola, City Clerk of the
City of Coronado



DOCUMENTARY TRANSFER TAX \$ 2

GRECIAN STEPS
COVENANT

117025

FILE/PAGE NO. _____
RECORDED AT REQUEST OF
City of Coronado
JUL 13 1970
AT 9 MINUTES PAST
BOOK 1970
OFFICIAL RECORDS
SAN DIEGO COUNTY, CALIFORNIA
A. S. GRAY, COUNTY RECORDER

NO FEE

UNDERTAKING RE:

PUBLIC ACCESS

THIS UNDERTAKING, made and entered into by CORONADO DEVELOPMENT CO., a California corporation, hereinafter referred to as "COMPANY", in favor of THE CITY OF CORONADO, hereinafter referred to as "CITY",

WITNESSETH:

WHEREAS, COMPANY is constructing a seawall in accordance with plans entitled "ROCK RUBBLE WALL CORONADO SHORES", prepared by Richard L. Mann, Consulting Civil Engineer, RCD 11720, and

WHEREAS, COMPANY has heretofore granted to CITY certain rights of way and easements, including easements over, across and upon the above referred to seawall, for the use and maintenance of stairway access to the beach area, which said easements were conveyed by Corporation Grant Deed, dated April 28, 1970 from COMPANY to CITY, recorded May 13, 1970, File No. 75990, Book 1970, Official Records of San Diego County, and

WHEREAS, the above referred to plans provide for three substantial concrete structures to be located in the areas shown on Sheets 2 and 3 of the above referred to Plan, which said areas were designated in each instance "Concrete Wall", and

WHEREAS, said structures, sometimes referred to as "Grecian Stairs", in each instance will be constructed between stairways over which CITY has an easement and which structures will be generally available for use of persons using the CITY easements,

1137

the beach and properties adjacent to the CITY easements.

NOW, THEREFORE, in consideration of the premises and good, lawful and valuable consideration, COMPANY does hereby undertake and agree as follows:

1. COMPANY does hereby undertake and agree that at no time will the concrete structures above referred to and sometimes referred to as "Grecian Stairs" be fenced in such manner as to exclude their use by the general public and that the public will, at all times have access for the lawful and reasonable use of said concrete structures.

2. The undertaking in Paragraph 1 above is subject to the condition that portions of said areas may from time to time be excluded from access by the public for the purpose of maintenance and damage repair.

IN WITNESS WHEREOF, COMPANY has hereunto affixed its hand as of the 18th day of June, 1970.

CORONADO DEVELOPMENT CO.

By James P. Meyer ASST VP

By W. H. Spengel Mgr

49 c
poration)

TE OF CALIFORNIA

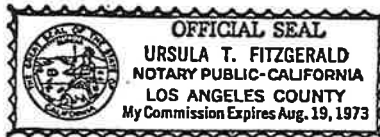
NTY OF LOS ANGELES } SS.

June 18, 1970 before me, the undersigned, a Notary Public in and for said
personally appeared James P. Meyer
in to me to be the Asst. Vice President, and W. H. Spengel
in to me to be Asst. Secretary of the corporation that executed the within Instrument,
in to me to be the persons who executed the within
ument on behalf of the corporation therein named, and
nowledged to me that such corporation executed the within
ument pursuant to its by-laws or a resolution of its board
rectors.

NESS my hand and official seal.

ature Ursula T. Fitzgerald

Name (Typed or Printed)



(This area for official notarial seal)

Bus Stop relocation

El Encanto Tower is a community of 135 private, individually-owned condominium units.

The November 8, 2011 letter to MTS was written by Coronado Shores Landscape & Recreation (L&R) Committee (formed to maintain the 12 acres of landscape and the recreational facilities) requesting a bus stop be located at Avenida de las Arenas for the 904 bus. This was done without a vote of the 10 HOA's that comprise and fund the L&R Committee.

2014 to present the MTS bus stop morphs into a Layover as the 904 regular service combines with the 904 expanded Free Shuttle during the summer months. This four-fold (every 15 minutes for 4 months) increase in operations tempo greatly increase the number of buses, support vehicles, noise, pollution, safety concerns and traffic interruptions at the main entry to our campus.

2010 to present the overall occupancy at El Encanto increase from an average of 59 units occupied to the current average of 84 units occupied (a 43% increase). Summer months (June, July and August) have an average of 102 units occupied.

More MTS traffic combined with higher Shores population resulted in a dramatic increase in complaints on traffic safety concerns and noise. Initial communications to MTS of this undesirable activity began in July of 2015. The 2011 "invitation" to MTS for a bus stop was officially rescinded, by proper community vote, December of 2015.

Please allow the residents of the Coronado Shores to have their main campus entrance return to its residential traffic patterns and not continue to look and feel like a major downtown San Diego MTS layover. The pursuit of quiet enjoyment of their property by our owners is a non-disputable right.

Surface Easement Deed

Created in 1972, this easement to the City allows access to the public beach via Avenida de las Arenas. It also allows for related vehicle parking. This easement also states this easement shall not be used for any other purpose.

Prescriptive Easements in California: the user of land may establish a prescriptive easement by proving that his or her use of another's land was (1) continuous and uninterrupted for 5 years; (2) open and notorious; and (3) hostile. MTS can reach its 5 year mark on November 8, 2016 for open, notorious and hostile use of our land.

One of the main obligations of a Homeowner Association is to protect the property values of its members. There is no doubt that a prescriptive easement would erode that value and ultimately harm our members.

Please do not contemplate such nefarious tactics upon the Coronado Shores community. Instead work together with the City of Coronado and the Shores community to identify a far more equitable solution in a transparent way.

Alan Aegerter, Manager
Coronado Shores Condominium Association #8
1810 Avenida del Mundo
Coronado, CA 92118

SR.75

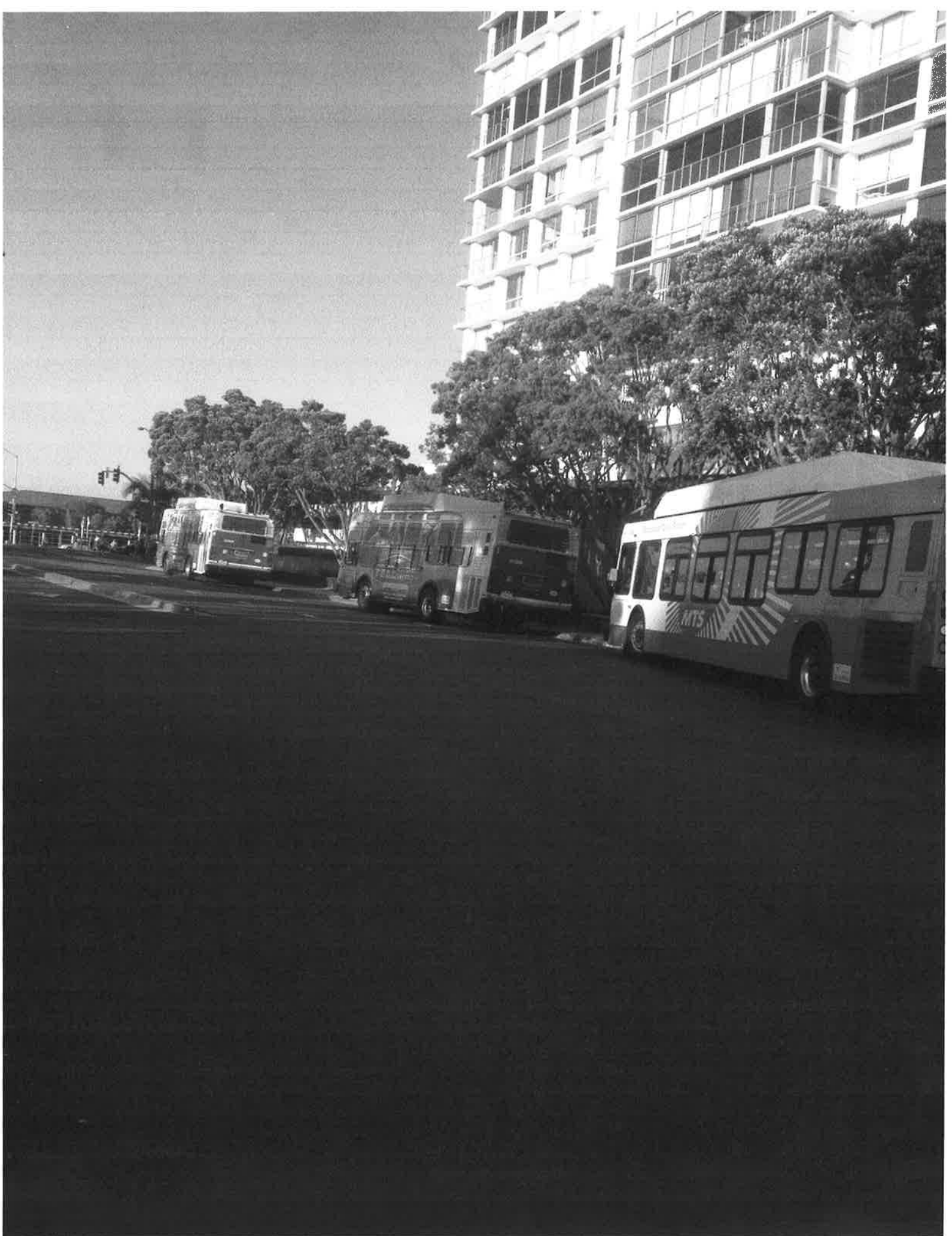
AVENIDAS de LAS ARENAS

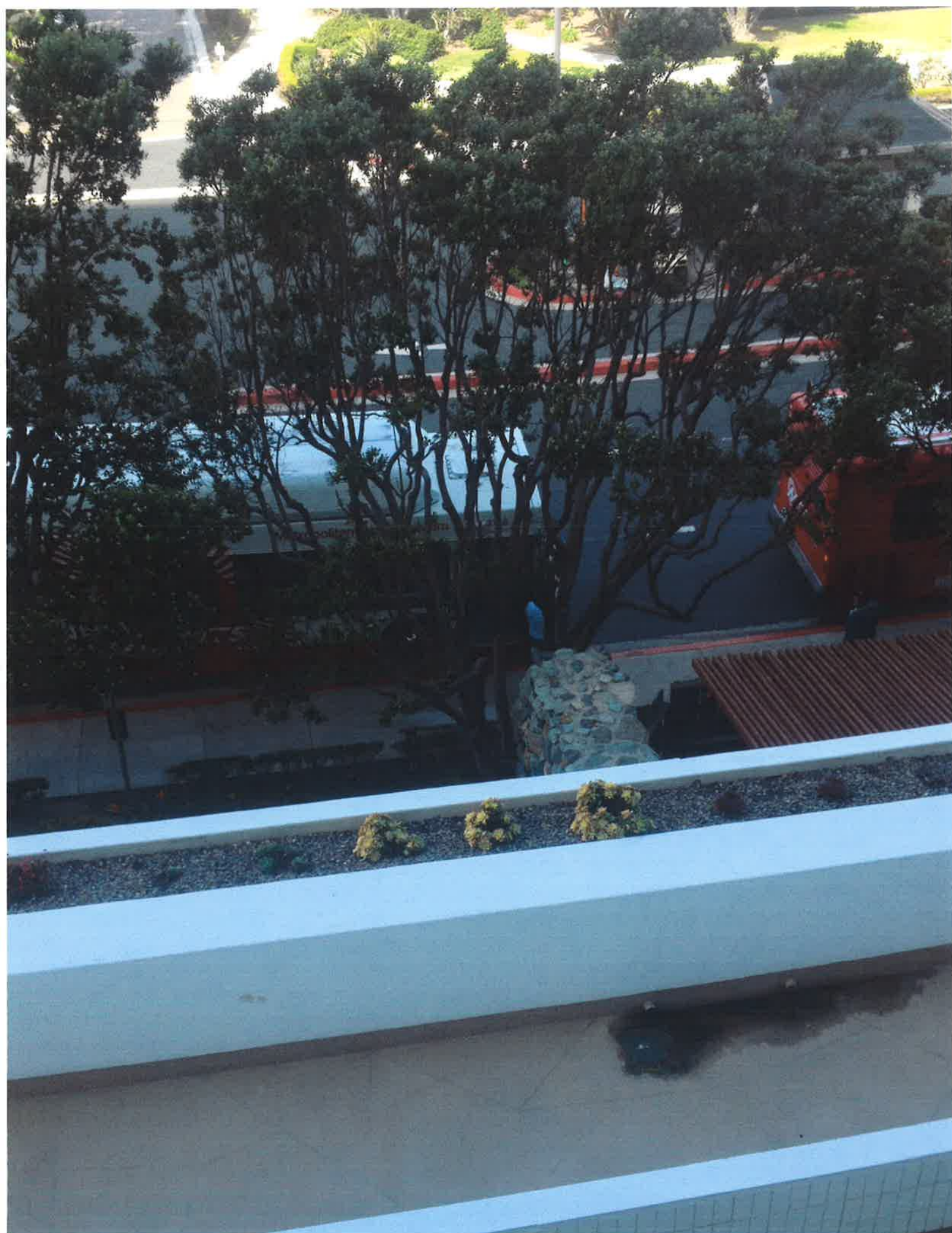
EL ENCANTO

2771















Metropolitan Transit System

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

July 8, 2015

Ms. Mary Ericson
1810 Avenida del Mundo, Unit 306
Coronado, CA 92118

Dear Ms. Ericson:

This letter is sent to address the matters you raised in emails in recent days, including a potential misperception:

- Thank you for informing us that two driver relief cars dwelled at the bus stop on Avenidas de las Arenas for almost an hour over the Fourth of July weekend. We investigated the cause which appears to have been associated with holiday congestion. We endeavor to minimize the amount of unscheduled activity and intend that this lengthy incidence will not be repeated.
- Public Records Act requests are handled through MTS's Legal Department. Please contact Jan Gardetto, Assistant to the General Counsel, by email at jan.gardetto@sdmts.com or by phone at 619.557.4522 with your specific request. She will obtain from you the particulars needed to guide our internal search.
- MTS moved the bus stop to its current location on Avenidas de las Arenas at the request of the Coronado Shores L&R Committee on behalf of the residents of the community. We are not pursuing other locations for the stop because the request remains in effect and the current location offers significant customer service and operating advantages. We are, however, exploring the possibility of modifying service to the stop at the request of City staff. Specifically, we are working with Caltrans to answer whether it is feasible to relocate the passenger drop-off and layover functions to southbound SR-75 in the red curb area just before the turn onto Avenidas de las Arenas but to retain the passenger boarding stop at the current location. We have been informed that the required Caltrans' analysis for this could last approximately three months.

Please feel free to follow up with me if you need further information. I can be reached by email at mark.thomsen@sdmts.com or by phone at (619) 595.4909.

Sincerely,

Mark Thomsen
Senior Transportation Planner

LMARQUIS-L
L-MERICSON.MTHOMSEN.070815

cc: Jeff Codling, MTS Manager of South Bay Operations
Linda Hill, Coronado Shores Community Relations Manager



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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. 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.



Metropolitan Transit System

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December 29, 2015

Mr. Rashid Kassir
General Manager
Coronado Shores L&R Committee
1740 Avenida Del Mundo
Coronado, CA 92118

Re: MTS Bus Stop on Avenida de las Arenas

Dear Mr. Kassir:

On November 24, 2015, MTS received your (undated) letter stating that the Coronado Shores L&R Committee wishes to withdraw its 2011 request for placement of a Route 904 bus stop on Avenida de las Arenas. Your letter further requested that MTS discontinue use of the Avenida de las Arenas bus stop.

MTS's public mandate is to provide safe, reliable, accessible and convenient public transportation in the San Diego region. Planning and operating 102 bus routes with over 4400 bus stops in 3240 square miles requires MTS to take into consideration the convenience and proximity of the route and stop to housing, businesses and recreation activities; the safety of the stop for pedestrians and vehicles; and other priorities such as compliance with the Americans' with Disabilities Act, federal requirements for equal justice and non-discrimination in available services, and other regulatory programs.

The Route 904 stop on Avenida de las Arenas was established so that residents of Coronado Shores who use public transit to travel around the City of Coronado do not have to cross State Route 75 to access their bus service. The location also provides a more comfortable waiting environment when compared with a location along SR-75. The stop is well-patronized with over 250 riders per summer weekday (30 minute frequency) and fewer riders during non-summer months (60 minute frequency). Onboard surveys taken during summer 2015 generated multiple unsolicited responses requesting that this stop be retained.

The Avenida de las Arenas stop also functions as an efficient means for turning Route 904 buses around at the southern end of the route. Other potential turnaround paths in southern Coronado involve greater mileage and as a result greater cost to the City and to MTS.

The stop on Avenida de las Arenas is located within a road easement obtained by the City of Coronado and is part of the public right-of-way. California Public Utilities Code 120244 grants MTS the authority

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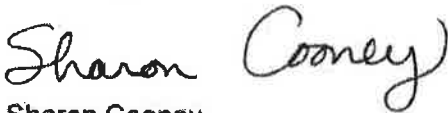


Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. 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.

to use the City's easement. MTS is not required to obtain a permit to locate a bus stop on a public street. Although the Avenida de las Arenas stop may have been implemented at the suggestion of the Coronado Shores L&R Committee, the decision of whether to continue or discontinue a bus stop location cannot be based solely on a request from adjacent property owners. The bus stop's place within the entire route and its ability to achieve MTS's public transit goals are the primary factors considered when addressing requests to remove a bus stop.

In this case, MTS has evaluated the stop location and determined that there is no equivalent stop that can provide the Route 904 with the appropriate combination of proximity, safety and accessibility. Therefore, MTS declines the request to eliminate bus service to Avenida de las Arenas.

Sincerely,

A handwritten signature in cursive script that reads "Sharon Cooney". The signature is written in dark ink and is positioned above the printed name and title.

Sharon Cooney
Chief of Staff/Director of Planning and Scheduling

Cc Coronado City Manager
Councilmember Woiwode

Subject:

FW: 904 Bus Operations At Coronado Shores

From: Mary Ericson [maryericson30@yahoo.com]
Sent: Monday, April 11, 2016 12:18 PM
To: Woiwode, Mike; harry.mathis@sdmts.com
Subject: Re: 904 Bus Operations At Coronado Shores

Mike,

Thanks for getting back to me. You referenced further discussion.

Ms. Cooney's December 29, 2015 refusal to Rashid Kassir to move the 904 bus operations from the Avenida de las Arenas (ADLA) is based upon the following issues:

1) Legal Issues: Reliance upon a Surface Easement and the CA Public Utilities Code. Several lawyers familiar with the facts and the law have disagreed with her analysis.

2) Customer Service:

A) Ms. Cooney states the summer 2015 survey "generated multiple unsolicited responses requesting that this stop be retained". In fact, the survey results report that only THREE out of TWO HUNDRED AND THIRTY respondents requested retention of the current site and the survey was provided to onboard riders, a captive audience. Have the MTS and City ever surveyed the affected residents on the Avenida de las Arenas (ADLA) regarding site retention? Of course not, but the MTS and City have received many emails and telephone calls from residents with complaints and also photographic evidence of the illegal activities conducted by the MTS on the ADLA.

B) Ms. Cooney states "The stop is well patronized with over 250 riders per summer weekday and fewer riders during non-summer months." On any day there is an alternative currently existing bus stop just steps away across the Strand on 75N. The Strand intersection has recently been updated with pedestrian count downs and pedestrian crossing signage. People in their late eighties and families in our building have had no trouble crossing in even less than the allowable time. Additionally, we live right above the bus stop and ridership is scant during the winter months, often no one gets off or gets on.

C) Ms. Cooney states the current site "provides a more comfortable waiting environment when compared with a location along SR-75". 75N and 75S are much closer to restroom facilities than the ADLA both for riders and bus drivers (who are entitled by labor law to have proximate rest room facilities). The current site on the ADLA forces riders and drivers to walk across the Strand to use the

Community Center's restrooms. Additionally, 75N and 75S have much better proximity to various recreational attractions, civic and business activities as discussed at 4) below.

D) Ms. Cooney states the ADLA is efficient for north/south turn arounds. We have never disagreed with the MTS use of the ADLA as a north/south turn around. We do take issue with using it for a bus stop/staging area.

E) Ms. Cooney states that bus stops must be ADA accessible. The current ADLA site is NOT ADA compliant. This continuing violation of the ADA only serves to increase danger and safety issues and is another example of the illegality of the bus stop/staging area on ADLA.

3) Safety:

Ms. Cooney cites MTS's mandate is to consider "the safety of the stop for pedestrians and vehicles". Current bus operations on the ADLA, a lane of traffic, with two "No Parking Anytime" signs, in a fire lane, along a red curb (prohibited parking by Shores rules) is DANGEROUS. Alternative sites on 75 N and 75S are NOT in lanes of traffic, but in allowable parking lanes on public property. MTS staff has reportedly stated it is afraid of buses being hit from behind. There is far greater danger of being hit from behind and/or causing accidents on the ADLA when MTS vehicles occupy and block portions of the only south bound lane of traffic turning onto 75S. This is an exit lane for a 100 space parking lot and for 1500 residential units along with their guests, service and emergency vehicles, pedestrians, bicyclists and motorcyclists. Additionally, buses make tight U Turns in the face of traffic coming from three different locations.

4) Convenience:

Ms. Cooney states the MTS's mandate is to consider "the convenience and proximity of the route and stop to housing, businesses and recreation activities". Alternative sites along 75N and 75S are much closer to the Community Center, the City pool, the City park, all of which provide recreational activities and are closer to City Hall, which accommodates business and civic activities. The current ADLA site is immediately adjacent to a high rise residential building which is a nuisance to its residents and any such location should be avoided by transportation agencies. The 75N and 75S sites would provide quick and proximate access to 904 bus services to all Coronado Shores residents. In fact, seven out of the total ten building residents would be relieved of having to cross the extremely congested ADLA to access the bus.

Alternative Site to 75N and 75S

Why not relocate at the Ferry Landing on First Street, which currently operates as a pick up and drop off site? It is on public property, with a bench and signage, ADA accessible, has ample space for parking a bus and other MTS vehicles, is close to restrooms for drivers, close to restaurants and recreational activities and is NOT in a lane of traffic. That site is now only used for buses to park momentarily if they are a few minutes ahead of schedule. It could easily become the layover and staging area. In an email message dated December 1, 2011,

(almost five years ago) Mr. Jeff Codling, MTS, informed the Coronado Shores that this site was under consideration.

Time for a reality check. Things need to be put in proper perspective. What is at stake here? The MTS engaging in an illegal and unsafe public taking versus the solution of relocating 904 bus operations onto public property with no denial of safe, proximate and convenient access to 904 bus services.

Please share this message with the entire MTS Board.

Thank you,

Mary Ericson

Prescriptive Easements in California

By Lou Segreti, Mike Whitton and Andy Puls

Introduction

Imagine discovering one day that your neighbor, a complete stranger, or even the public at large has acquired the right to use part of your property without paying you a dime. Through what is known as a prescriptive easement, over a period of time others could gain the right to access, cross, or otherwise use a portion of your land without your consent. The rationale behind prescriptive easements is that long-time users of property can acquire a legal interest at the expense of property owners who have slept on their rights.¹

Elements of a Prescriptive Easement

In California, a user of land may establish a prescriptive easement by proving that his or her use of another's land was: (1) continuous and uninterrupted for five years; (2) open and notorious; and (3) hostile.²

The first two requirements are relatively straightforward. "Continuous" use means that the use occurred over a five-year period on occasions necessary for the convenience of the user. In some circumstances, even occasional or seasonal use is sufficient.³ For example, one court granted a prescriptive easement over a road that was used to access hunting grounds only during hunting season.⁴

Use of property is "open and notorious" when it provides actual or constructive notice to the owner.⁵ This means only that the use of the land is sufficiently visible that anyone who bothered to view it would be able to discover it. Generally, the use will be considered "open and notorious" so long as it is not hidden or concealed from the property owner.

In most cases involving prescriptive easements, the most difficult element to prove is hostility. A use of land qualifies as "hostile" if it is done without the permission of the owner. Whether the use of land qualifies as permissive can be a fact-intensive inquiry. Some older cases also focus on whether the use was made under a "claim of right," which was sometimes interpreted as requiring proof of subjective intent on the part of the trespasser. However, the modern view rejects this additional "state of mind" requirement and looks simply to whether the owner has consented to the use of the property.⁶

¹ Restatement (Third) of Property: Servitudes § 2.17 cmt. c (2000).

² *Warsaw v. Chicago Metallic Ceilings, Inc.* (1984) 35 Cal.3d 564, 570-72; *Felgenhauer v. Soni* (2004) 121 Cal.App.4th 445, 449-50.

³ *Weideman v. Staheli* (1948) 88 Cal.App.2d 613, 616 [occasional use sufficient]; *Harrison v. Bouris* (1956) 139 Cal.App.2d 170, 173 [used no less than 10 times per year].

⁴ *Twin Peaks Land Co. v. Briggs* (1982) 130 Cal.App.3d 587, 592.

⁵ *Connolly v. McDermott* (1984), 162 Cal.App.3d 973, 977; see also *Hails v. Martz* (1946) 28 Cal.2d 775, 778.

⁶ *Aaron v. Dunham* (2006) 137 Cal.App.4th 1244, 1249 ['adverse use' means only that owner has not expressly consented to use]; *Felgenhauer v. Soni* (2004) 121 Cal.App.4th 445, 447 [claim of right simply means that property was used without permission of landowner; claimant need not believe he or she is legally entitled to use of easement]. See 16-91 Powell on Real Property § 91.05[1][a] [defining 'hostile' as term of art referring to acts, not

Ways to Prevent Prescriptive Use

Perhaps the most important thing for a property owner to understand about prescriptive rights is how to prevent them from being acquired in the first place. There are several ways to ensure that a trespasser's use of land does not mature into a prescriptive easement.

Somewhat counterintuitively, often the best way to keep someone from gaining an adverse interest in your property is to give them permission to use it. The traditional method in California is to post a sign on the property that reads as follows: "Right to pass by permission, and subject to control, of owner: Section 1008, Civil Code."⁷ The signs may be posted either at each entrance of the property or at intervals of 200 feet or less along its boundaries.⁸ If the signs are removed by trespassers or otherwise, they must be replaced at least once per year.⁹ While this approach prevents acquisition of prescriptive rights, the drawback is that the property owner is publishing permission to pass, and therefore might actually encourage rather than prevent third parties from using it.

To prevent the *general public* from acquiring an easement, owners of coastal properties (land that lies within 1,000 yards of certain coastal waters) have the additional option of recording a notice of consent pursuant to California Civil Code, section 813. Significantly, however, recording such a notice will not prevent an *individual* trespasser's prescriptive rights from ripening unless the notice is also served on a specific individual by registered mail.¹⁰ Here again, the drawback is that the coastal property owner must allow the public to access the land in question. Owners of non-coastal properties do not need to record a notice of consent to prevent the general public from acquiring an easement in their land because there is already statutory protection under California Civil Code section 1009 preventing public easements/implied dedications over non-coastal land.

A third option is simply to provide express permission to the individual(s) using the land. Here, however, the property owner can later run into problems proving the use was permissive rather than hostile. To minimize risks, property owners should obtain and record a written agreement from each person using the property (including successors to the original user(s)) stating that: (1) any use of the owner's property is by permission of the owner only; and (2) such permission is subject to revocation by the owner at any time in the owner's sole and absolute discretion.

A fourth option is to physically prevent or interrupt any adverse use of the property by constructing a gate, wall or other barrier, or continuously monitoring adverse use. The downside to this approach is that interruption of the five-year period requires that the prescriptive use *actually terminate*. In other words, simply constructing a fence, changing a lock, or erecting a wall will not prevent the acquisition of a prescriptive easement if the adverse user picks the lock,

state of mind, and noting that despite some troublesome early cases, hostility does not imply animosity, ill will, or bad faith].

⁷ Cal. Civ. Code § 1008.

⁸ *Id.*

⁹ See *County of Los Angeles v. Berk* (1980) 26 Cal.3d 201, 229.

¹⁰ Cal. Civ. Code § 813.

climbs the wall, or hops the fence. Additionally, the construction of the physical obstacle could conceivably be used as evidence by the trespasser against the owner of the property that the use was, in fact, not permissive.

An Emerging Pitfall: Equitable Easements

Even if a property owner successfully prevents a trespasser from gaining prescriptive rights in his or her property, in some cases the trespasser may nevertheless be entitled to an equitable easement. An equitable easement may exist where (1) use of the property qualifies as “innocent,” and (2) the court balances the relative hardships of the parties and finds that the burden associated with loss of use by the trespasser is substantially greater than the hardship to the owner caused by the continuance of the easement.¹¹ “Innocent” merely means that the party is acting with a good faith belief that they have a right to maintain the easement. That belief can be based on reasonable reliance on the property owner’s acts or inaction, or even a justified belief in an existing prescriptive right!¹² Thus, a user of land who “just misses” perfecting easement rights via prescription (by, for example, failing to establish the element of hostility) might still acquire an *equitable* easement in the very same property.¹³

Scope

Finally, understanding the potential scope of a prescriptive (or equitable) easement further underscores why its prevention is important. Once an easement is established, courts may allow an increase in the *degree* of the use of the easement.¹⁴ Permissible increases in degree of use might include the number of people using the easement, provided the increase in use was a reasonably foreseeable development.¹⁵ In contrast, courts rarely allow changes in the *manner* or *type* of use of the easement.¹⁶ Thus, for example, most courts would probably not allow pedestrian use to increase in scope to vehicular use.

Conclusion

Prescriptive easements can arise in a wide variety of circumstances, and the law views every piece of real property as unique.¹⁷ Thus, property owners should diligently monitor their property

¹¹ *Tashakori v. Lakis* (2011) 196 Cal.App.4th 1003, 1008; *Linthicum v. Butterfield* (2009) 175 Cal.App.4th 259, 262.

¹² *Brown Derby Hollywood Corp. v. Hatton* (1964) 61 Cal.2d 855, 859-860 [finding that acts of defendant, who insisted that he had prescriptive right to build on land, could be innocent if based on good faith belief in prescriptive or other existing right].

¹³ See, e.g., *Miller v. Johnston* (1969) 270 Cal.App.2d 289, 303-08; *Field-Escandon v. DeMann* (1988) 204 Cal.App.3d 228 at pp. 237-39; *Linthicum*, at 265-66; *Tashakori*, at 1008.

¹⁴ *Hill v. Allen* (1968) 259 Cal.App.2d 470 [expanding scope of prescriptive easement created over road by 1 residence to include use by up to 25 residences].

¹⁵ *Id.*, at 484.

¹⁶ *Bartholomew v. Staheli* (1948) 86 Cal.App.2d 844, 849-850 [prescriptive user who gained easement rights over road for farming purposes could not thereafter use road to reach nudist colony and pleasure resort].

¹⁷ *Reese v. Wong* (2001) 93 Cal.App.4th 51, 57.

and carefully consider all available options for protecting and enforcing their real property rights.¹⁸

¹⁸ The comments and opinions expressed in this article are intended for informational purposes only and do not constitute legal advice. You should not act or rely on any information contained in this article without first seeking the advice of an attorney.



CLSD SPSS

AGENDA ITEM NO.

24(c)

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

Date	April 14, 2016
Name	Beth Elardo
Address	1780 Avenida del Mundo #109 Coronado
Telephone	602 757-7101
Organization Represented	N/A
Subject of Your Remarks	Opposition to 904 Bus Stop on Coronado Shores Prop.
Regarding Agenda Item No.	24(c)
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION to 904 bus stop

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

SILVER LINE NAMING RIGHTS AND SPONSORSHIP AGREEMENT (ROB SCHUPP)

RECOMMENDATION:

To direct the Chief Executive Officer (CEO) to execute revenue contract G1902.0-16 (in substantially the same format as Attachment A) with San Diego Gas & Electric (SDG&E) for the Naming Rights and Sponsorship of the Silver Line.

Budget Impact:

Revenue of \$500,000 over five years

DISCUSSION:

In an effort to fund the cost of renovating the third PCC car 531 for vintage trolley operation on the Silver Line in downtown San Diego, MTS sought naming rights and sponsorship partners for the Silver Line.

SDG&E previously provided a grant to MTS for the restoration of PCC car 530. In light of SDG&E's existing support for the Silver Line Project, MTS approached SDG&E and successfully negotiated a naming rights and sponsorship agreement for the Silver Line.

Under terms of the agreement, SDG&E will receive:

- Exclusive line naming rights for the Silver Line
- Category exclusivity for all stations on the Silver Line
- Logo on all three Vintage Trolleys
- Messaging on appropriate spaces of the third Vintage Trolley car
- Logo at 12th & Imperial and America Plaza Vintage Trolley Kiosk
- Name/Logo on MTS collateral
- Logo on limited edition Compass Cards distributed in downtown
- Two Trolley wraps (2000, 3000 or 4000 series)



- Opportunity to activate one MTS station per year for each year of the agreement
- Print ads at two stations on the Silver Line
- Placement of advertising at electronic kiosks (when installed)
- Exclusive use of one Vintage Trolley for a corporate event for each year of the agreement
- Continuation of the MTS/SDG&E 3rd Grade Education Program
- Commitment by MTS to explore opportunities for participation in development of charging station infrastructure

SDG&E will be responsible for the production, installation and removal of all advertising and SDG&E signage and advertising produced, including Trolley wraps. MTS will be responsible for the printing of collateral material with SDG&E recognition, but will reprint as normally scheduled throughout the year.

MTS will receive \$100,000 in each of the next five years.

The total value of the Naming Rights and Sponsorship agreement will exceed the anticipated costs of \$340,000 to renovate the third Trolley.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. G1902.0-16

NAMING AND SPONSORSHIP AGREEMENT

THIS NAMING AND SPONSORSHIP AGREEMENT (the "Agreement") is made and entered into as of _____, 2016, by and between the San Diego Metropolitan Transit System ("MTS") and San Diego Gas & Electric ("SDG&E").

RECITALS

Whereas, MTS currently operates the Silver Line, a light rail service utilizing vintage trolley cars in the downtown area (as shown in Exhibit A);

Whereas, MTS has the exclusive use of all assets pertaining to the operations of this rail line;

Whereas, SDG&E recognizes the Silver Line and the operation of the vintage trolleys as an important transit asset for the people living and visiting San Diego;

Whereas, SDG&E desires to obtain the exclusive naming rights to the Silver Line and to market SDG&E initiatives at Silver Line stations and other approved assets owned by MTS;

AGREEMENT

NOW THEREFORE, in consideration of mutual covenants and promises made herein, the parties hereby agree as follows:

- 1. Exclusive Line Naming Rights.** During the Term of this Agreement (as defined in Section 8), MTS hereby grants SDG&E the exclusive naming rights of the Silver Line. MTS and SDG&E will mutually agree on the name of the line (e.g., the "SDG&E Silver Line"), however MTS's agreement on the exercise of naming rights by SDG&E shall not be unreasonably withheld or delayed. SDG&E will develop the design of the naming signage on MTS Silver Line signage and ancillary media items, to be approved by MTS within the parameters of the MTS sign design guidelines, which approval shall not be unreasonably withheld or delayed. It is contemplated that designs and naming rights shall incorporate slogans associated with the SDG&E campaign to promote electric vehicle usage.
- 2. Other Sponsorship Benefits.** While the Agreement is in effect, and except as otherwise specifically provided in this Agreement, SDG&E shall be the exclusive naming rights sponsors of the Silver Line. During the Term of this Agreement, MTS shall provide the following sponsorship benefits to SDG&E in exchange for the Sponsorship Fee:

- a. **Category Exclusivity.** SDG&E will receive exclusivity on the Silver Line in the categories of energy, energy production, and energy supply.
- b. **Physical.** MTS shall provide SDG&E sponsorship identification on the following:
 - i. Logo displayed on all three vintage trolleys
 - ii. Messaging on appropriate spaces on Vintage Trolley 531
 - iii. Logo displayed at the two primary stations where people board the Vintage Trolley: America Plaza and 12th & Imperial
 - iv. Name/logo on all MTS collateral, including:
 - 1. Trolley Timetables
 - 2. All Trolley System maps posted in Trolley vehicles and stations
 - 3. The Regional Transit Map
 - 4. Silver Line Pocket Guide
 - 5. All MTS Web site references to the Silver Line
- c. **Advertising.** MTS shall provide the following:
 - i. SDG&E logo or slogan printed on limited edition Compass Cards (or similar fare media cards) to be distributed in all downtown ticket vending machines
 - ii. Two Trolley (2000, 3000 or 4000 series) wraps with advertisements of SDG&E's choosing
 - iii. Opportunity to activate Gaslamp Quarter or other MTS station assets for up to two events per year (on dates approved by MTS)
 - iv. Placement of SDG&E advertising in MTS electronic kiosk(s) (when and if installed)
 - v. Print Ads of SDG&E's choosing at two select stations on the Silver Line
- d. **Other Considerations.**
 - i. SDG&E shall receive the exclusive use of the Vintage Trolley for one corporate event each year
 - ii. MTS and SDG&E will continue to promote and support the 3rd Grade Education program, including:
 - 1. MTS promotion on its Web site with SDG&E logo/name listed as the program underwriter
 - 2. MTS and SDG&E to collaborate on a refresh of the curriculum with an emphasis on electric transportation
 - 3. SDG&E to make reasonable efforts to contract with Media Arts to produce vintage a Vintage Trolley promotional video to play on digital kiosks and on MTS and SDG&E websites
 - iii. Commitment on behalf of MTS to explore opportunities for Ride & Drive parking lot facilities to participate in SDG&E's Power Your Drive program, with potential for charging station infrastructure

- iv. SDG&E to promote Trolley ridership as part of its "Electrify Your Drive" campaign

3. Artwork and Media Costs; Installation and Replacement Costs.

- a. SDG&E Artwork and Media Costs. SDG&E shall bear the costs of all printing and installation associated with the following:
 - i. Trolley wraps. SDG&E has been informed that Trolley wrap production, installation and removal cost approximately \$10,000 per Trolley and that wraps must be replaced annually. SDG&E shall contract for the installation/removal with an approved MTS wrap vendor. Should the wrap be damaged, defaced, mutilated or spoiled by reason of storm, floods, strikes, ordinary wear and tear, or any other cause during the term specified in the agreement, the cost of a replacement will be borne by SDG&E or removed at SDG&E's cost if SDG&E chooses not to replace the wrap.
 - ii. Signage at the identified Vintage Trolley stations (America Plaza and 12th & Imperial).
 - iii. Printed advertisements for Trolley Stations
 - iv. All costs associated with station activations and special events
 - v. All artwork and production associated with the branding of the existing Vintage Trolleys
 - vi. All artwork needed by MTS for inclusion of the SDG&E logo/slogan on printed materials
- b. MTS Artwork and Media Costs. MTS shall bear the costs of the following:
 - i. Inclusion of approved SDG&E logo/slogan in all MTS printed materials, including: handheld timetables, station and vehicular route maps, the Regional Transit Map, Silver Line Pocket Guide, and all other printed materials with Silver Line information. MTS shall reprint these materials within its normal printing schedule with all materials reprinted within one year after commencement of this agreement.

4. Use of Trademarks and Service Marks; Intellectual Property Rights.

- a. Grant of Limited License to SDG&E. Subject to the terms of this Agreement and so long as SDG&E is not in breach of any term or condition hereof, MTS grants SDG&E for the entire Term the non-exclusive and royalty-free license, uncoupled with an interest, to use the MTS trademarks, service marks, logos and any secondary marks ("MTS Marks") to identify SDG&E as a sponsors of the Silver Line in connection with advertising and the promotional activities and materials for SDG&E, separately or collectively, as approved by MTS. Any and all materials produced by SDG&E using MTS Marks must be submitted to MTS for review and prior approval, which approval shall not be unreasonably withheld or delayed. However, SDG&E shall not make any use of the MTS Marks without the prior written consent of MTS as to each use.

Approval of the use of MTS Marks must be in writing signed by the MTS Marketing and Communications Director. MTS shall be solely responsible for any third party claims brought against SDG&E for its use of the MTS Marks if used in accordance with the terms of this Agreement.

- b. Grant of Limited License to MTS. Subject to the terms of this Agreement and so long as SDG&E is not in breach of any term or condition hereof, SDG&E grants MTS for the entire Term the non-exclusive and royalty-free license, uncoupled with an interest, to use the SDG&E trademarks, service marks, logos and any secondary marks ("SDG&E Marks") to identify SDG&E as a sponsor of the Silver Line in connection with advertising and the promotional activities and materials for MTS, separately or collectively, and for no other purpose. Any and all materials produced by MTS using the SDG&E Marks must be submitted to SDG&E for review and prior approval, which approval shall not be unreasonably withheld or delayed. However, MTS shall not make any use of the SDG&E Marks without the prior written consent of the SDG&E as to each use. Approval of the use of the SDG&E Marks must be in writing and signed by an SDG&E Director or Vice President. SDG&E shall be solely responsible for any third party claims brought against MTS for its use of the SDG&E Marks if used in accordance with the terms of this Agreement.
- c. Changed Circumstances Affecting License. All rights of approval of the use of the MTS Marks or the SDG&E Marks shall be a continuing right so that any party may later object to the use of the MTS Marks or the SDG&E Marks that had been previously approved should circumstances change or other reasons arise that, in the reasonable judgment of the party objecting, make continued use potentially damaging to reputation or image of the MTS Marks or the SDG&E Marks or to the objecting party.
- d. Ownership of Marks. All uses of the MTS Marks or the SDG&E Marks by a party hereto shall inure to the benefit of the party granting the license in their own marks and not the licensee hereunder. No licensee hereunder shall make any claim of ownership or other interest in any mark licensed to them hereunder. SDG&E shall own all intellectual property rights in any works created by them (the "WORKS"), except SDG&E shall not have any interest or ownership in the MTS Marks that may be embodied in WORKS.
- e. Advertising Content. Each party, with respect to its own use of Marks in advertising or media, shall be responsible for ensuring that it has all necessary rights to the Marks or other intellectual property used in such advertisements and media. MTS shall be solely responsible for installing and maintaining such advertisements and media, provided that it determines that items of advertising and media placed pursuant to this Agreement comply with all Federal, state and local laws and regulations, including but not limited to United States Department of Transportation and Caltrans.

5. Station Sponsors.

Separate from this Silver Line Naming Rights agreement, MTS may also endeavor to sell individual station sponsorships along the Silver Line at any of the stations. In accordance with the category exclusivity granted to SDG&E in this Agreement, individual

station sponsors shall not be in the fields of energy, energy production or energy supply. Station sponsorships shall be limited to:

- i. Naming rights of one station and signage at that respective station;
- ii. Interior panel signage on the Silver Line fleet vehicles identifying the station name on route maps or other identifying materials; and
- iii. Station identification printed on MTS materials.

6. No Other Silver Line Sponsor. MTS warrants and represents as an inducement to SDG&E to enter into this Agreement that:

- i. Except for the individual station sponsors, SDG&E is the sole and exclusive naming rights sponsor for the Silver Line.

7. Payment of Sponsorship Fee. In return for the rights granted above, SDG&E shall pay to MTS, in advance, annual fee payments of \$100,000. The first payment shall be due on _____, 2016 and the subsequent payments shall be due on the same date in the subsequent years (the "Sponsorship Fee").

- a. No fee other than Sponsorship Fees and the advertising installation costs described in Section 3(a) shall be due from SDG&E until and unless SDG&E has had the opportunity to review and approve or reject in writing, in their respective sole discretion, any costs or expenses of MTS or its agents or representatives, that are imposed on SDG&E in this Agreement. With respect to installation costs described in Section 3(a): (1) SDG&E shall not unreasonably withhold approval of costs under Section 3(a); and (2) SDG&E shall respond to requests for approval of costs under Section 3(a) within 15 business days of receiving the written proposal from MTS. No fees other than Sponsorship Fees shall be due from SDG&E if MTS is unreasonably withholding approval for any matter for which SDG&E is required to obtain approval from MTS.

- b. Fees, costs and expenses not imposed on SDG&E or MTS in this Agreement shall not be imposed on any of them except by an amendment to this Agreement signed by all parties. SDG&E may approve or reject such costs in their sole discretion. These would include costs and expenses for or related to new or different advertising, including but not limited to costs and expenses arising from the participation by SDG&E in any new sponsorship or advertising media or modality.

8. Term. The term of this Agreement shall commence on the date first written above and continue for five (5) years from the date the agreement is signed ("Initial Term"). MTS and SDG&E may agree, by written amendment, to renew this Agreement for subsequent five year terms, upon mutually agreeable terms and conditions. SDG&E shall have the right of first refusal for the renewal term immediately following the Initial Term.

9. Termination for Cause.

- a. Termination for Breach. This Agreement may be terminated by any party, at any time if the other party:

- i. Is in material breach of this Agreement, and such breach has not been cured within thirty (30) days, or a reasonable time if more than thirty (30) days is required to cure, following provision of written notice of such breach to the breaching party.
- ii. Seeks protection in bankruptcy, makes a general assignment of its assets for the benefit of its creditors.
- iii. Takes or omits taking such action relating to or arising under this Agreement, so as to cause material disrepute to accrue to another party, or to cause material harm to the reputation of another party.

The notice of material breach or default shall set forth in detail the act or omission giving rise to a breach of this Agreement and shall specify in detail what is reasonably expected of the breaching party in order to cure such breach. If the allegedly breaching party disputes the existence of the breach, then the dispute resolution procedures described in Section 20 hereof shall apply to the resolution of such dispute.

b. Effect of Termination. Upon termination or expiration of this Agreement:

- i. All rights of MTS and SDG&E to use the MTS Marks or SDG&E Marks, respectively, shall cease and MTS will promptly remove all SDG&E Marks from buses, stations, advertisements and other instances where MTS had been using the SDG&E Marks prior to the termination at MTS's cost and expense.
- ii. All licenses granted in this Agreement shall terminate.
- iii. In the event that this Agreement is terminated by SDG&E for cause, then MTS shall refund to the terminating Sponsor a pro- rated portion of any fees paid by SDG&E on account of time periods following the effective date of termination.
- iv. In the event that this Agreement is terminated by MTS for cause before expiration of the original Term, then SDG&E shall bear the costs of removing SDG&E signage pursuant to Section 3(d).

10. Warranties.

- a. General Warranties of MTS. MTS represents and warrants that (a) it has the full corporate power and legal authority to enter into and perform this Agreement in accordance with its terms; (b) all necessary corporate approvals for the execution, delivery, and performance by MTS of this Agreement have been obtained; (c) this Agreement has been duly executed and delivered by MTS and constitutes a legal, valid and binding obligation of MTS enforceable in accordance with its terms; and (d) the execution, delivery and performance of this Agreement by MTS will not conflict with its articles of incorporation, by-laws or other governing documents and will not conflict with or result in the breach or termination of, or constitute a default under, any lease, agreement, commitment or other instrument, or any order, judgment or

decree, to which MTS is a party or by which MTS is bound.

- b. **General Warranties of SDG&E.** SDG&E represents and warrants that (a) it has the full corporate power and legal authority to enter into and perform this Agreement in accordance with its terms; (b) all necessary corporate approvals for the execution, delivery, and performance by SDG&E of this Agreement have been obtained; (c) this Agreement has been duly executed and delivered by SDG&E and constitutes a legal, valid and binding obligation of SDG&E enforceable in accordance with its terms; and (d) the execution, delivery and performance of this Agreement by SDG&E will not conflict with its articles of incorporation, by-laws or other governing documents and will not conflict with or result in the breach or termination of, or constitute a default under any lease, agreement, commitment or other instrument, or any order, judgment.

- 11. Allocation of Responsibility; Insurance.** As between MTS and SDG&E, MTS is responsible for costs, damages and liabilities arising from, and MTS shall indemnify SDG&E with respect to, any bodily injury, including death, personal injury or property damage arising out of MTS transportation operations, including but not limited to the operation of the Silver Line; provided, however, that SDG&E's sponsorship of the Silver Line shall not cause MTS to become liable or responsible for costs or damages for claims of bodily injury, death, personal injury or property damage arising out of the operation of SDG&E facilities.

MTS shall procure and maintain during the term of this Agreement and so long as any SDG&E Marks are in use by MTS, comprehensive policies of insurance including:

- i. Worker's compensation and employer's liability;
- ii. Commercial general liability;
- iii. Automobile physical damage and liability.

Self-insurance of the above requirements is acceptable; provided that a letter of self-insurance will be provided by MTS to SDG&E as evidence thereof.

- 12. Binding Effect; Benefit.** This Agreement shall be binding upon and inure to the benefit of the Parties hereto, and their successors and permitted assigns. It is the explicit intention of the Parties hereto that no person or entity other than such Parties (or their successors or permitted assigns) is or shall be entitled to bring any action to enforce any provision of this Agreement against any of the Parties, as a third party beneficiary or otherwise. The covenants, undertakings, and agreements set forth in this Agreement shall be solely for the benefit of, and shall be enforceable only by, the Parties or their respective successors and permitted assigns.

- 13. Entire Agreement; Amendment.** This Agreement contains the entire agreement between the Parties relating to the subject matter herein. All prior proposals, discussions and writings by and among the Parties relating to the subject matter herein are superseded by this Agreement. This Agreement may not be amended unless such amendment is in writing and signed by duly authorized representatives of both Parties and recites specifically that it is an amendment to this Agreement.

- 14. Assignment.** Except as otherwise stated in this Agreement, no party's interests or obligations under this Agreement may be assigned or transferred to another party

without the prior written consent of the all parties hereto, which may be granted or withheld in the sole discretion of that any party. Any attempted assignment without such consent shall be void *ab initio*.

- 15. Waiver.** No party's delay or failure to exercise any right, power or privilege under this Agreement or under any other instrument given in connection with or pursuant to this Agreement shall impair any such right, power or privilege or be construed as a waiver of any event of default hereunder or any acquiescence therein. No single or partial exercise of any such right, power or privilege shall preclude the further exercise of such right, power or privilege, or the exercise of any other right, power or privilege. No waiver shall be valid against any party unless made in writing and signed by an authorized officer of the party against whom enforcement of such waiver is sought and then only to the extent expressly specified therein.
- 16. Severability.** If either: (a) a court of competent jurisdiction holds that a material provision or requirement of this Agreement violates any applicable law, or (b) a government agency with jurisdiction definitively advises the Parties that a feature or provision of this Agreement violates laws over which such department or agency has jurisdiction, then each such provision, feature or requirement shall be fully severable and: (1) this Agreement shall be construed and enforced as if such illegal, invalid, or unenforceable provision had never comprised a part hereof; (2) the remaining provisions hereof shall remain in full force and effect and shall not be affected by the severable provision; and (3) the Parties shall in good faith negotiate and substitute a provision as similar to such severable provision as may be possible and still be legal, valid and enforceable. If the effect of such severance and substitution, or the inability promptly to agree upon such substitution, would be to deprive a party of the benefits contemplated under this Agreement or increase the risk or liability of a party, then any party may terminate this Agreement by giving such notice to the other Parties as is acceptable to such court or governmental agency, and as is sufficient to provide for an orderly transition consistent with the terms.
- 17. Governing Law.** The validity, interpretation, construction and performance of this Agreement shall be governed by the substantive laws of the State of California, to the extent not governed by federal law, without giving effect to the principles of conflict of laws of such State. Subject to Section 19 of this Agreement, the parties acknowledge that jurisdiction exists and venue is proper in the Courts of California for any action brought under this Agreement.
- 18. Dispute Resolution.**

 - a. Process. The Parties acknowledge that the establishment and operation of this affiliation will require an ongoing commitment by all parties to cooperate and make best efforts. Accordingly, the parties will seek to resolve any disputes regarding this Agreement or any other terms of this Agreement pursuant to this Section 18. Any party may at any time issue a notice that a dispute exists if such party believes that another party has caused a material breach of the Agreement, or a situation or circumstance exists which frustrates, in a material manner, the achievement of the objectives of this Agreement. Such notice shall start a process of Progressive Dispute Resolution which shall involve a good faith attempt to resolve the dispute for a period not to exceed 120 days. The specific allocation of such 120-day period is described in subparagraphs (c) and (d) of this Section 180.

- b. Any claim, controversy or dispute concerning the interpretation or performance of this Agreement or to the threatened, alleged or actual breach of this Agreement which is not disposed of by mutual agreement within a period of ten (10) days after one party has provided written notice of the dispute to the other, first shall be subject to Progressive Dispute Resolution procedures described in this Section 18. Notwithstanding the Parties' agreement to these procedures, either party may seek immediate injunctive relief if such party believes that injunctive relief is necessary to prevent immediate irreparable harm to its interests.
- c. Invocation of Progressive Dispute Resolution Procedures. The party believing itself aggrieved (the "Invoking Party") shall call for progressive management involvement in the dispute negotiations by written notice to the other party. Such notice shall be without prejudice to the Invoking Party's right to any other remedy permitted by this Agreement.
- d. Progression of Management Involvement. The Parties shall use their best efforts to arrange personal meetings and/or telephone conferences as needed, at mutually convenient times and locations, between negotiators for the Parties at the successive management levels set forth below.

<u>Level</u>	<u>SDG&E</u>	<u>MTS</u>
Level 1:		Director of Marketing and Communications
Level 2:		General Counsel
Level 3:		CEO

The negotiators at each management level shall have a period of forty (40) days in which to attempt to resolve the dispute. The allotted time for the first-level negotiators shall begin on the date of receipt of the Invoking Party's notice.

- e. If a resolution is not achieved by negotiators at any given management level at the end of the allotted time or any extension thereto agreed to by the parties in writing, the allotted time for the negotiators at the next management level, if any, shall begin immediately.
- f. If resolution is achieved at any management level, the resolution shall be memorialized in writing, shall state the agreements reached and describe the actions to be taken, if any, and shall be signed by the managers involved.
- g. The agreement of the Parties to these Progressive Dispute Resolution procedures is solely for the benefit of the Parties and is not intended to create any legal, equitable,

or beneficial interest in any third party or to vest in any third party any interest with respect to the enforcement of performance of these procedures.

- 19. Notices.** All notices, requests, demands, waivers, consents and other communications hereunder shall be in writing, shall be delivered either in person, by overnight delivery, or by mail, and shall be deemed to have been duly given and to have become effective (a) upon receipt if delivered in person, or on the next succeeding business day if delivered on a non-business day or after 6:00 p.m. local time, (b) one business day after having been delivered to a courier for overnight delivery, or (c) three business days after having been deposited in the U.S. Mail, all fees prepaid, directed to the Parties at the following addresses (or at such other address as shall be specified in writing by a recipient Party hereto);

If to SDG&E, to:

Level 1
Address
Address

Level 2
Address
Address

Level 3
Address
Address

If to MTS, to:

Paul Jablonski, CEO
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

General Counsel
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

- 20. Additional Actions and Documents.** Each of the Parties hereto shall take or cause to be taken such further actions, execute, deliver and file or cause to be executed, delivered and filed such further documents and instruments, and use their respective best efforts to obtain such consents (including regulatory approvals), as may be reasonably necessary or as may be reasonably requested in order to fully effectuate this Agreement.

- 21. Survival.** Section 11 (Allocation of Responsibility/Insurance) shall survive termination or expiration of this Agreement.

- 22. Construction.** Each Party hereto acknowledges that it was represented by counsel and participated equally in the drafting and negotiation of this Agreement and that, accordingly, no court construing this Agreement shall construe it more stringently against one Party than against the other.

- 23. MTS Board of Directors Approval.** SDG&E acknowledges that this Agreement shall not be effective until approved by the MTS Board of Directors and executed by the MTS Board Chairman. The first payment due in Paragraph 7 shall be thirty (30) days after MTS Board approval of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

SDG&E

San Diego Metropolitan Transit System

By:

Paul Jablonski
CEO

Its:

Approved as to Form:

Approved as to Form:

Legal Counsel

Office of General Counsel

DRAFT



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

Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

POTENTIAL FUNDING MEASURE (SHARON COONEY)

RECOMMENDATION:

That the Board of Directors receive a report on a potential November 2016 ballot measure which would include funding for transit capital and operations, and provide direction to the Chief Executive Officer (CEO) with regard to a possible expenditure plan.

Budget Impact:

None.

DISCUSSION:

The TransNet ballot measure included a commitment to place another measure on a future ballot for items related to "quality of life" in the San Diego region. The San Diego Association of Governments (SANDAG) has been working since the passage of TransNet to craft the components of that ballot measure. Over the past several months, the SANDAG Board has been soliciting public input and refining the projects that would be included in a November 2016 ballot measure. Current alternatives include funding for active transportation, open space, highways and managed lanes, transit capital and operations, and local infrastructure. Staff will provide a report regarding the measure and potential expenditure plan.



Paul C. Jablonski
Chief Executive Officer

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



Potential Funding Measure

Board Meeting
April 14, 2016



1



Potential Funding Measure

- TransNet included a commitment to place another local funding measure on a future ballot
 - Originally for habitat acquisition
 - Subsequent SANDAG action added transportation
- Revenue from a funding measure was anticipated in the Regional Transportation Plan (RTP) approved in 2015
- SANDAG has been actively soliciting public input and discussing projects/programs
 - 40 year measure, ½ cent sales tax, \$288 million annual revenue
- Intend to discuss a final draft expenditure plan at April 22 SANDAG meeting, with a final vote to place on November ballot on April 29



2



Funding for Transit

- SANDAG has engaged the transit operators to create a list of transit projects/programs for the measure
- Multiple refinements have been discussed
- Most recent draft (Refined Hybrid Alternative”) includes 41.7% of measure’s anticipated revenue for transit capital and operations
- Additional local formula funds (24% of the revenue) can be used to fund fare subsidies if local agencies choose



3



Measure Bridges MTS Future Funding Gaps

- Dedicated funding for increasing transit service on Blue and Orange Lines, local MTS bus routes with the highest demand
- \$300 million for replacement of MTS, NCTD rail vehicles; \$100 million for bus replacements
- Funding for technology enhancements like next generation fare collection, customer service enhancements, and signal priority
- \$100 million for new bus maintenance facilities and expanded parking at light rail stations



4



Funds New Transit Services in MTS Service Area

- Thirteen new BRT services
- San Ysidro and Airport Intermodal Centers
- Purple Line Trolley (San Ysidro to Kearny Mesa)
- New first mile/last mile connector service



5



Staff Recommendations

- Don't be too specific in what projects will be funded in each category
 - Don't create an arbitrary percentage split between MTS and NCTD
 - Can't fund all transit's needs with this measure
 - The greatest needs, the best performing projects, to be identified over the 40 years
 - Use performance metrics to select
- Identify an early action set of projects
 - New bus facility
 - Light rail vehicle replacement
 - Enhanced Blue and Orange Line Trolley service
 - New fare collection system



6



Potential Funding Measure

Board Meeting
April 14, 2016



7





Potential Funding Measure

SANDAG is moving forward with a plan to place a funding measure on the November 2016 ballot, subject to approval by its Board of Directors on April 29. The most recent draft transit expenditure plan, the Refined Hybrid Alternative, has several features that will improve transit for the Cities and unincorporated County that are in MTS's service area.

We ask that you support the Refined Hybrid Alternative transit expenditure plan.

The North County Transit District (NCTD) has asked to amend this Alternative to split all transit revenues 70% (MTS) to 30% (NCTD). **MTS does not support this proposed amendment.** The Refined Hybrid Alternative allows for identification of the most deserving and needed transit projects during the life of the 40 year measure. Performance based standards can and should be applied to allocate the resources generated by this revenue measure rather than an arbitrary revenue split.

Funding Measure's Impact on Transit In the Metropolitan Transit System (MTS) Service Area

MTS projects included in the **Refined Hybrid Alternative transit expenditure plan:**

- Dedicated funding to **increase Trolley service** on the Orange and Blue Lines (East County and South Bay)
- Funding for technology enhancements to improve the transit customer experience, including a **new, more secure fare collection system**
- \$300 million for replacement of high floor light rail vehicles with the **ultra-modern low floor vehicles**
- Allocations for **expanded parking at Trolley stations** and **new maintenance facilities** to keep up with increasing demand for transit in the urban areas served by MTS
- Funding for **13 new Bus Rapid Transit Projects** to supplement the 3 BRT corridors implemented recently by MTS under TransNet
- A **new Trolley Line from San Ysidro to Kearny Mesa**
- Operating funds for **new first mile/last mile transit services**
- **Expansion of current routes and service**



San Diego Forward: The Regional Plan was approved by the SANDAG Board of Directors in October 2015 after three years of extensive public engagement. The process resulted in a plan that includes a careful balance of projects and programs that will continue to build choices into our transportation system.

To implement the Regional Plan, a new local funding source is needed and the SANDAG Board of Directors is considering a ballot measure for the November 2016 election that would ask voters in the region to increase our local sales tax by up to one-half cent to support specific projects and programs.

This potential sales tax increase is similar to the voter-approved (in 1984 and again in 2004) *TransNet* half-cent sales tax for transportation projects.



AGENDA ITEM NO.

31

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

Date	April 14, 2016		
Name	Richard Thompson		
Address	121 Broadway #569 (9210)		
Telephone	619 519 9187		
Organization Represented	no		
Subject of Your Remarks	tax, vote on		
Regarding Agenda Item No.	Potential Funding Measure		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

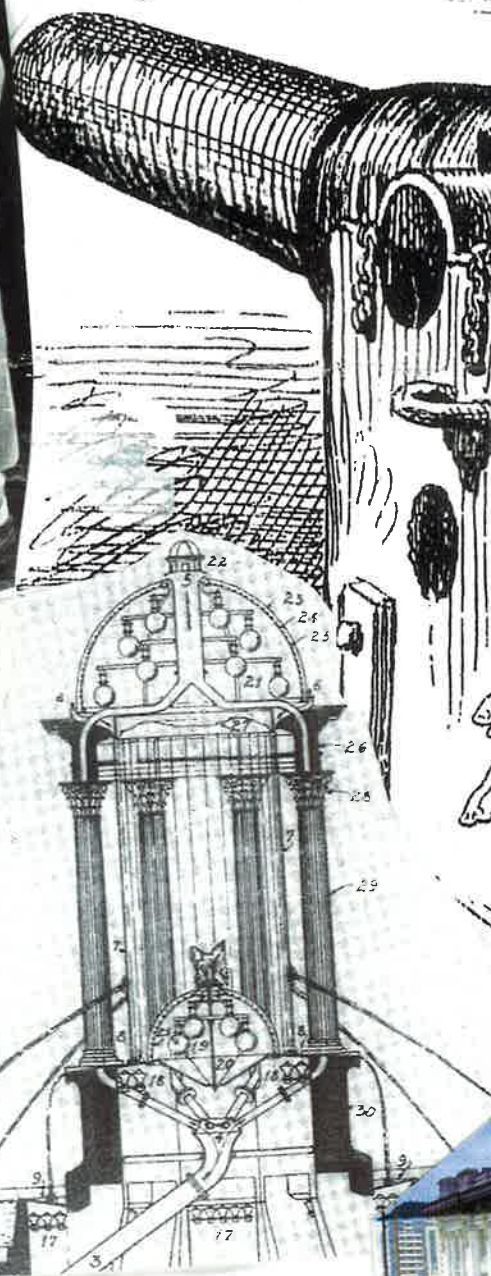
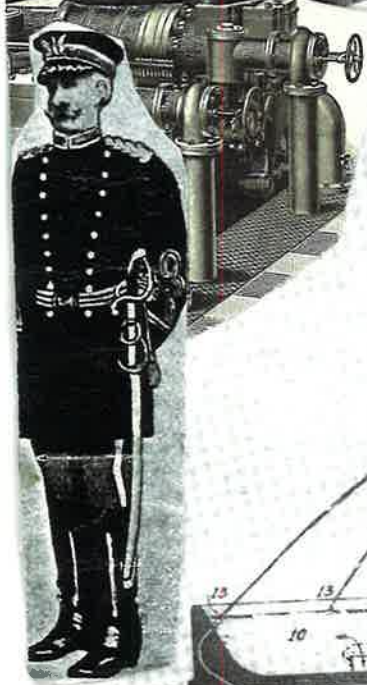
4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



EARLY MEMORIES Honor the Legend



a passionate plea for S.D. High

The city charter should not be amended to allow San Diego High School to remain in Balboa Park after 2024, a City Council committee has decided.

In a unanimous vote Wednesday, the Charter Review Committee voted against amending the charter to allow the school to remain in place. Such a change would require a simple majority to pass, whereas the current charter requires two-thirds approval for nonpark uses of dedicated parkland.

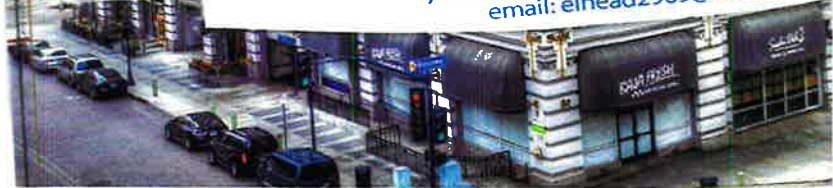
The high school occupies 34 acres on Park Boulevard

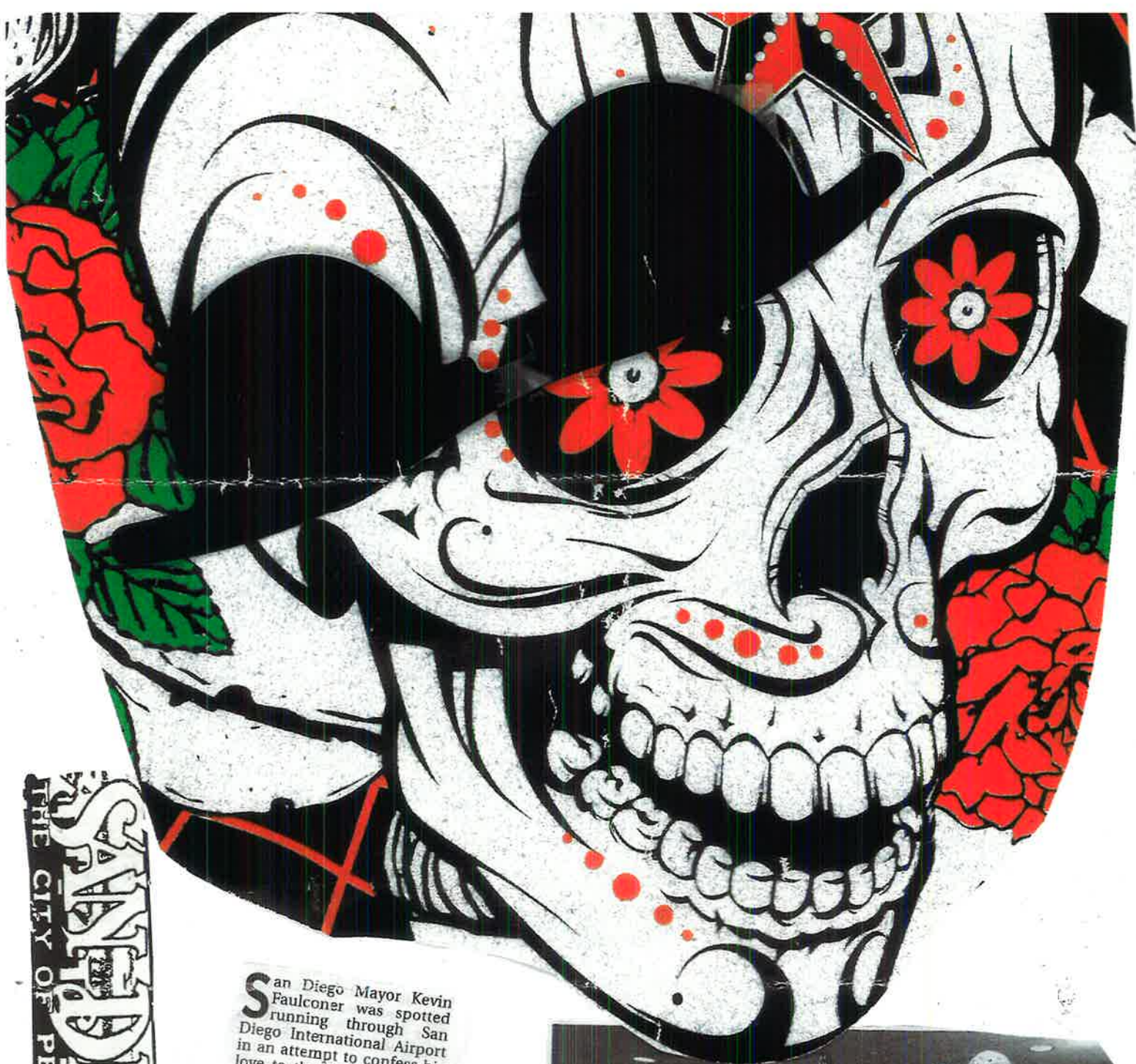
San Diego High School Alumni Association



Eddie L. Head II '73
President

1405 Park Blvd.
San Diego, CA 92101-4722
O: (619) 231-8982 or C: (619) 772-491
*W: sandieghighschoolalumni.org
email: elhead2969@cox.net





SAN DIEGO IS A THE CITY OF PERMANENT PROSPERITY

San Diego Mayor Kevin Faulconer was spotted running through San Diego International Airport in an attempt to confess his love to the Chargers before they boarded their plane to Los Angeles on Sunday, sources report.

Tensions between the mayor and the Chargers had become strained when, in early January, the team was offered a new job in Los Angeles. Sources reported that Faulconer was supportive of the Chargers' move, and didn't want to get in the way of the NFL team's career goals.

"I understand," said Faulconer in a press report. "Hey, that doesn't mean we can't have fun together while you're still here, right? Let's just live in the moment. Let's just live in the now, and see where we are in a month." The Chargers replied with openness to the idea, but began packing their possessions into boxes the next day.

Relations took an additional strain when Faulconer discovered the Chargers would be sharing a living space with the Saint Louis Rams, which conflicted with the Chargers' earlier story. According to Faulconer, the understanding was that the Chargers would "shack up" at their cousin's, the Oakland Raiders', place in Carson until they could find a stadium to live in on their own.

"It's not like I'm jealous or anything, I know you two have a history together, and that's fine with me," Faulconer sent in an email to the team. "I just wish you would've told me."

On Sunday night, Faulconer was seen standing outside the Chargers' home, Qualcomm Stadium, holding a cassette of Barry White's "Standing in the Shadows of Love" over his head, only to realize the team was not home. Faulconer then reportedly went inside, where he found an old box of photos belonging to the Chargers. Upon looking at a picture of himself and the Chargers having a picnic at Balboa Park, Faulconer called a special motorcade to reach San Diego International Airport before the Chargers boarded their plane. A picture of defensive lineman Ricardo Matthews mid-undress fell out of Faulconer's back pocket as he entered his limousine.

Sources report that, when seeing the line for airport



"You're the most important person in the world to me," Faulconer said, before reaching for the next Chargers player and saying, "You're the most important person in the world to me."

security, Faulconer pleaded with the crowd to let him pass.

"There's a very special football team that's about to get on a plane, and I need to stop them," said Faulconer. "This is the kind of NFL team that only comes around once in a lifetime, and it's taken me until today to realize that."

The TSA officers, initially reluctant to allow Faulconer through without a ticket, were visibly swayed after Faulconer's speech. One officer, with a tear rolling down his cheek, instructed Faulconer to, "hold [the Chargers], and never let them go."

"It was amazing," said Laura Chu, who was in line with her family when Faulconer arrived. "It's clear he really loves that team, and gives them priority over

every other issue facing San Diego. Who am I to stand between a mayor and a multi-million dollar sports team?"

"Please take me back," said Faulconer at the boarding gate. "It'll be different this time. I swear." According to sources, Faulconer then fell to his knee and pulled out 51 small velvet boxes, which he opened one at a time, revealing 51 identical diamond rings.

"The San Diego Chargers, would you do me the honor of being the only NFL team for me for the rest of our lives?"

According to sources, the Chargers appeared briefly apprehensive, then accepted. As the Chargers dogpiled on top of San Diego's mayor, a cheer was heard from the crowd.



EARLY MEMORIES Honor the Legend



passionate plea for S.D. High THE BATTLE INTENSIFIES

The city charter should not be amended to allow San Diego High School to remain in Balboa Park after 2024, a City Council committee has decided.

In a unanimous vote Wednesday, the Charter Review Committee voted against amending the charter to allow the school to remain in place. Such a change would require a simple majority to pass.

A memorial was dedicated to the many sons of S.D.H.S. who gave their lives for their country.

John A. Seltine, long time principal wrote: We Believe that no institution has a better right to assume this trust than their school - the school in which they came to learn their country's democratic ways of life and the high duty of citizenship in a great Republic of the free.



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

Agenda Item No. 32

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

MOBILE TICKETING SERVICES AGREEMENT – CONTRACT AWARD (ROB SCHUPP)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1818.0-15 (in substantially the same format as Attachment A) with GlobeSherpa, for the provision of Mobile Ticketing Services for three (3) base years with an option to extend for an additional three (3) years.

Budget Impact

The budget impact can be broken into three categories: Development Costs, Annual Maintenance Costs, and Commission Payments. The budget impacts for development and maintenance will be shared by MTS (75%) and the North County Transit District (NCTD, 25%), according to existing Memorandums of Understanding between the agencies for allocating costs associated with fare collection. Commissions shall be split as described below. The total budget impacts for both agencies are as follows:

Development Costs (Year One): MTS: \$155,625; NCTD: \$51,875

This includes all software, back-end office systems, system installation and testing, 30 validators, training and systems associated with establishing a UC San Diego U-Pass product.

Maintenance Costs (after Year One): MTS: \$105,000; NCTD: \$35,000.

The annual cost will be \$28,000 for Years Two and Three and for each of the three one-year option years.



**Commission Payments (Three Year Base & Three Year Option Period):
MTS: \$1,398,402 (estimate); NCTD: \$144,009 (estimate)**

These amounts are based on a 4% commission for all Pass products (except the UC San Diego U-Pass) in each year of the three-year base contract and each of the three one-year options. The Commission Payment also includes a 1% commission on the face value of UC San Diego U-Pass sales, which are expected to be in excess of \$3 million per year. MTS receives \$34 for each enrolled student each quarter and NCTD receives \$1.47 per student per quarter. The U-Pass is a quarterly transit pass paid for by UC San Diego enrolled students through their registration fees.

To calculate the total commission amount due, MTS and NCTD provided an estimate of mobile ticketing pass sales in each year of the contract starting at \$2.3 million in Year One and growing to \$9 million in Year Six. This amount includes all pass types and UC San Diego U-Passes. Of the passes sold (exclusive of the UC San Diego U-Pass), approximately 90 percent are expected to be for MTS products and 10% for NCTD products.

The actual amount of total commission paid for all pass types may be more or less than this estimate. Commissions shall be deducted from the Pass Sale Revenues paid by GlobeSherpa. Each Agency shall receive Pass Sale Revenues for their respective Pass products. For products that allow travel on both systems, Pass Sale Revenues shall be reconciled according to existing apportionment agreements between the Agencies.

DISCUSSION:

On September 24, 2015, MTS and NCTD issued a Joint Request For Proposals to solicit offers for mobile ticketing services. Currently, MTS and NCTD utilize separate mobile ticketing services. At MTS, Masabi has been providing services primarily for special event service on Trolley only. NCTD has a service provided by CooCoo and is accepted primarily on the COASTER. Under the GlobeSherpa product, the two agencies will have one combined application software through which all ticket purchases can be made.

The costs and commissions for the new mobile ticketing service are based on an everyday use case. All passes, including, but not limited to Regional Day Passes, Region Plus Day Passes, Monthly and 30-day Passes and COASTER one-way tickets, will be offered and accepted on both bus and rail services. Consumers will also be able to pay for and use discounted fares in the mobile app.

Additionally, GlobeSherpa, MTS and UC San Diego will collaborate to develop a program in which enrolled UC San Diego students will be provided a U-Pass product for each quarter. There is no financial transaction involved between the student and GlobeSherpa for this product. MTS is paid by UC San Diego each quarter under a separate agreement.

The system will also include a stored-value component.

GlobeSherpa utilizes the latest technology to protect against fraud. Customized moving graphics, changing colors, bar codes, and requirements to interact with the screen if asked by a fare inspector are all part of the security features. All transactions are handled by the contractor and its systems are fully compliant with Payment Card

Industry (PCI) Data Security Standards. The contract includes 30 hand-held devices for bar code inspection by fare inspectors. Bus operators will validate fares primarily by visual inspection.

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

Eight proposals were received by the due date of December 1, 2015 from the following:

1. American Eagle, Des Plaines, IL 60018
2. Axiom, San Diego, CA 92101
3. Bytemark, Inc, New York, NY 10036
4. Cubic, San Diego, CA 92111
5. Genfare, Elk Grove Village, IL 60007
6. GlobeSherpa, Portland, Oregon 97205
7. Masabi, LLC, Boston, MA 02114
8. Passport, San Diego, CA 92101

Seven proposals were deemed responsive and responsible and were evaluated by a committee comprised of representatives from MTS Bus Operations, Marketing, Finance, Information Technology, Security as well as NCTD Finance. The eighth proposal was deemed non-responsive for failure to propose mandatory merchant services. The proposals were evaluated on the following:

- | | |
|--|------|
| 1. Qualifications of the Firm or Individual, Experience and References | 20% |
| 2. Project Approach, Organization and Work Plan | 15% |
| 3. Technical Solution and Compliance with Requirements | 35% |
| 4. Cost/Price | 30% |
| Total | 100% |

The following table illustrates the total scores and ranking of each:

PROPOSER	TOTAL TECH. SCORE	TOTAL COST SCORE	TOTAL SCORE Total Possible: 100	RANKING
GlobeSherpa	62.71	20.90	83.61	1
Masabi	59.71	16.95	76.67	2
Bytemark	46.36	25.55	71.90	3
Cubic	49.79	13.87	63.66	4
Passport	41.57	19.81	61.38	5
American Eagle	26.29	22.75	49.04	6
Axiom	33.86	8.50	42.36	7

Based on the initial rankings, on January 14, 2016, GlobeSherpa, Masabi and Bytemark were invited for interviews, presentations and demonstrations. The resultant scores are as follows:

PROPOSER	TOTAL SCORE	RANKING
GlobeSherpa	85.61	1
Bytemark	78.91	2
Masabi	70.66	3

Based on this ranking, on February 9, 2016 the agencies invited GlobeSherpa and Bytemark to submit revised proposals. The resultant scores are as follows:

PROPOSER	TOTAL TECH. SCORE	TOTAL COST SCORE	TOTAL SCORE Total Possible: 100	RANKING
GlobeSherpa	64.71	30.00	94.71	1
Bytemark	53.36	29.48	82.84	2

On March 3, 2016 the agencies invited GlobeSherpa for negotiations. For its best and final offer, Globesharpa reduced its percentage of revenue annual fees from 4.25% for years 1, 2 and 3, to 4% for all three years, a savings of \$26,650. Based on the objectives of this procurement, consideration of the evaluation criteria, and GlobeSherpa's technical and price proposals, the evaluation team determined that it presented the best overall value to MTS.

Therefore, staff recommends that the Board of Directors authorize the CEO to execute MTS Doc. No. G1818.0-15 (in substantially the same format as Attachment A) with GlobeSherpa for the provision of Mobile Ticketing Services for three (3) base years with an option to extend for an additional three (3) years.



Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft Mobile Ticketing Services
B. Mobile Ticketing Services Cost Proposal

STANDARD SERVICES AGREEMENT

G1818.0-15
 CONTRACT NUMBER
 571250-902010
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2016, 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: GlobeSherpa Address: 1000 SW Broadway, Suite 1800

Form of Business: Corporation Portland, Oregon 97205

(Corporation, partnership, sole proprietor, etc.)

Telephone: (971) 275-7579 Email Address: ttom@globesherpa.com

Authorized person to sign contracts: Anthony Tom Executive Vice President
 Name Title

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

Mobile ticketing services as specified in the Scope of Work (attached as Exhibit A), GlobeSherpa's cost proposal dated March 7, 2016 (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

The contract term is for up to a three (3)-year base period and three (3) 1-year option terms, exercisable at MTS' sole discretion, for a total of six years. Base period shall be effective May 1, 2016 through April 30, 2019; and option years shall be effective May 1, 2019 through April 30, 2022, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$841,898.48 for the base years and \$1,098,012.48 for the option years, for a total not to exceed \$1,939,910.96 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$841,898.48	571250-902010	FY 17-19

By: _____
 Chief Financial Officer
 (_____ total pages, each bearing contract number)

Date _____

SA-SERVICES REVISED (REV 10-15) DATE _____

Expanded Option: See RFP Scope of Work for Details

Revenue Information to aid Proposers

The average revenue per transaction is approximately \$11.01

The average revenue per ticket is approximately \$7.71

Expanded revenue initial estimates by FY are as follows:

Base UCSD Pass revenue initial estimates by FY are as follows:

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
	Amount	Amount	Amount	Amount	Amount	Amount
	\$2,311,955	\$3,537,291	\$4,810,716	\$6,133,662	\$7,507,603	\$8,934,047
	\$ 3,300,000	\$ 3,400,000	\$ 3,500,000	\$ 3,600,000	\$ 3,700,000	\$ 3,800,000

Fixed Cost - Table 1						
Item	Description	Year 1 Amount	Year 2 Amount	Year 3 Amount	Year 4 Amount	Year 5 Amount
1	Software and Back Office Systems	\$ 65,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000
2	System Installation and Testing	\$ 77,500				
3	Hardware Validators (30 Units)	\$ 30,000				
4	Training	\$ 10,000				
5	UCSD Pass	\$ 25,000				

Total Fixed Costs	\$ 207,500	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000
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Total Contract Fixed Costs (Including Option Years)	\$ 347,500
---	------------

Option	Additional 50 Hardware Validators (Price Per Unit)	\$ 1,000
--------	--	----------

Variable Cost (Fees Based on Percentage of Revenue) - Table 2						
Item	Description	Year 1 % of Revenue	Year 2 % of Revenue	Year 3 % of Revenue	Year 4 % of Revenue	Year 5 % of Revenue
1	Ongoing fees* based on the percentage of revenue	4.00%	4.00%	4.00%	4.00%	4.00%
2	Ongoing fees* based on the percentage of UCSD Pass revenue	1.00%	1.00%	1.00%	1.00%	1.00%

*Ongoing fees shall be all inclusive (including but not limited to merchant fees, credit card fees, etc.) The Agencies shall not pay any additional fees.

Variable Cost per Year	\$ 125,478	\$ 175,492	\$ 227,429	\$ 281,346	\$ 337,304	\$ 395,362
------------------------	------------	------------	------------	------------	------------	------------

Variable Cost per Total Contract (Including Option Years)	\$ 1,542,410.96
---	-----------------

Total Cost of Contract (Including Option Years, Excluding Add'l Validators)	\$ 1,889,910.96
---	-----------------

Total Cost of Contract (Including Option Years, Including Add'l Validators)	\$ 1,939,910.96
---	-----------------

Summary

3 base years (including validators)

3 option years

Total

\$ 841,898.48

\$ 1,098,012.48

\$ 1,939,910.96

Mobile Ticketing Services Agreement

MTS Board of Directors

April 14, 2016



1



History

- Pilot with Masabi
- Off-the-shelf
- Special Event Use Case
 - Chargers
 - Aztecs Football
 - Comic-Con
 - Padres
 - Concerts, Marathons...



2



Cell Phone Usage

- Survey of 1,600 MTS Riders in mid-2014
 - 69.7% own a smart phone
 - 18.6% own a cell phone
 - 11.7% do not own any type of mobile phone
 - 53% indicated they would buy a smart phone within 6 months
 - Would boost smart phone penetration to 85%
 - 66% of smart phone users said they would use a mobile ticketing app



3



RFP Process

- **Desired a permanent solution**
- **Explore expanded use case**
- **Received eight responses**
- **Narrowed it to the three most competitive bidders**
 - GlobeSherpa
 - Masabi
 - Bytemark



4



GlobeSherpa

GlobeSherpa was the clear choice



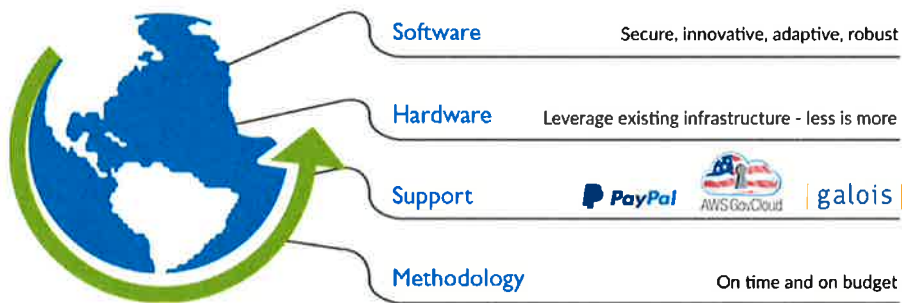
<https://www.youtube.com/watch?v=NM0sfva5UKo>



5



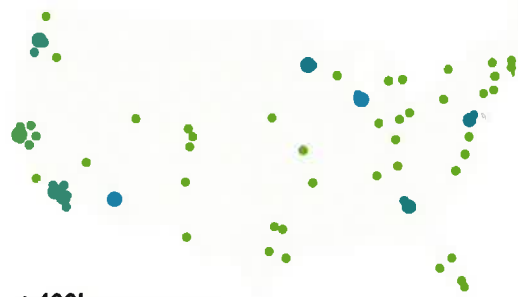
Who is GlobeSherpa?



6



Industry Leader



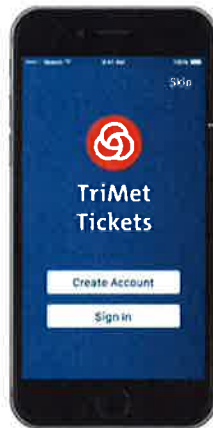
>400k registered users
>7 Million tickets sold
>\$5.2 million processed in January '16
>2 million riders



7



Relevant Experience



8

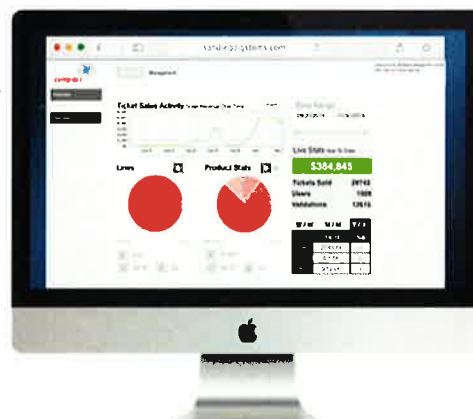


Platform Overview



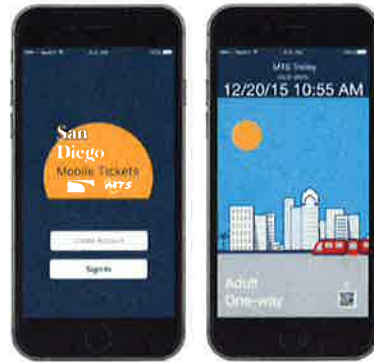
Transaction Operations and Management System

- Sales and transaction tracking by ticket type, rider type, zone, etc.
- Ticket management (appearance, animation, day code, rules for zones or ticket type, pricing, etc.)
- Geo-analytics dashboard to view system use and activity
- Interactive features to issue alerts, send promotions, create loyalty programs, etc.
- Integration with existing reporting infrastructure
- Inspector Application geo-data, reports, scans, and citations



Customer Experience

- Download the app
- Create an account
- Buy Tickets
- Select Agency
- Select Service
- Select Rider Class
- Select Fare
- Check-Out



11



Available Products

- One-way fares
- Day passes, multiple day passes
- Monthly passes
- Discounted passes
- Can store in virtual wallet multiple passes for future activation
- Serves as Stored Value
- UC San Diego U-Pass
- Paypal



12



Security

- PCI Compliance
- Ticket Security
- Login Options and related security
- SSAE-16 certification and financial/process controls
- Partnership with Galois for high security standards

| galois |



13



Fraud Prevention

- Each ticket has many unique attributes:
 - Unique ID
 - Tracked to indicate when it was downloaded and onto which device
 - After each use, ticket ID is verified
 - Each ticket uses animation
 - Day codes and validity dates
 - Fare inspector application
 - Support for specialty and photo passes



14



Added Functionality

- Trip Planning
- Arrival Times
- Service Alerts
- Rewards Programs
- Customization



15

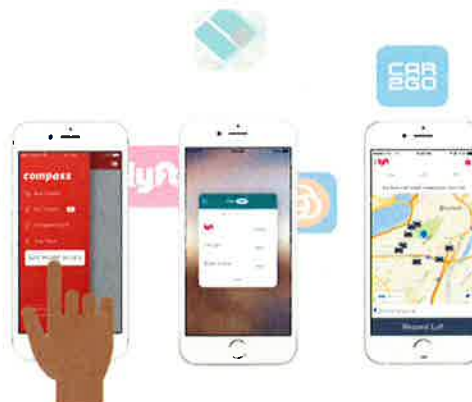


First/Last Mile Solutions

ride **TAP**

Integrated Mobility
Providers...

- Single Point Integration
- Single Account Creation
- Seamless Booking, Payment and Access
- RideShare / Car Share / Bike Share
- Taxi / Ride-for-Hire
- Traffic Application(s)



16



Systems Integration



Portland Trimet eFare



Virginia Railway Express



Chicago VENTRA



Phoenix Valley Metro



Dallas Area Rapid Transit



17



Implementation

- Launch in August
 - Requirement Gathering
 - Requirement confirmation & review
 - Gap analysis and customization
 - Training
 - Operations, Customer Service, Security
 - Deployment and Testing
 - Marketing



18



Terms

- **Three base years and three one-year options**
- **Development Costs: \$207,500**
 - MTS: \$155,625 NCTD: \$51,875
- **Maintenance Costs (Years 2-6)**
 - MTS: \$105,000 NCTD: \$35,000
- **Projected Commissions at 4% for all six years**
 - MTS: \$1,398,402 NCTD: \$144,009



19



Recommendation

- That the MTS Board of Directors authorize the Chief Executive Officer to executive MTS Doc. No. G1818.0-15 with GlobeSherpa, for the provision of Mobile Ticketing Services for three base years with an option to extend for an additional three years.



20



REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

Date	4/14/2016		
Name	Colin Parent		
Address	1111 6th Ave Suite 400		
Telephone	858-442-7374		
Organization Represented	Circulate San Diego		
Subject of Your Remarks	Mobile Pay		
Regarding Agenda Item No.	32		
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



Circulate San Diego

1111 6th Avenue, Suite 402

San Diego, CA 92101

Tel: 619-544-9255

Fax: 619-531-9255

www.circulatesd.org

April 11, 2016

Chairman Harry Mathis and MTS Board Members
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101

RE: Upgrading the Compass Card and fare payment systems for MTS

Dear Chairman Mathis and MTS Board Members:

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, we are writing to provide comments for how MTS can address issues with the Compass Card and improve access to the region's transit systems.

We are heartened to see that MTS has taken immediate action to apply for a grant to fund an upgrade to address PCI compliance for the Compass Card, and to hold a hearing to update the public on the Compass Card at the MTS April board meeting. We are pleased to submit the following suggestions regarding how MTS can enhance fare payment systems for our region's transit systems.

I. Short Summary

In summary, our comments are as follows:

1. To protect customers from credit card fraud, MTS should quickly fix the PCI data security issues with the Compass Card.
2. To provide payment access similar to most other large transit operators, MTS should implement stored value on the current Compass Card medium.
3. Mobile ticketing is a promising innovation for transit payment, but MTS should not wait for mobile ticketing to implement near-term improvements.

II. Comments from Circulate San Diego

- A. To protect customers from credit card fraud, MTS should quickly fix the PCI data security issues with the Compass Card.

Recent reporting by KPBS revealed that the MTS Compass Card is not PCI compliant, leaving customers vulnerable to credit card fraud.¹

The MTS board authorized during their March board meeting an application for funding to the State of California's Cap-and-Trade Transit and Intercity Rail Capital Program. Circulate San Diego fully supports this application and offered MTS Staff to write letters of support to the California Transportation Agency.

MTS has stated a possibility of not fixing the current Compass Card, and instead replacing it with a newer fare payment system after the current contract with CUBIC ends in 2018. If MTS does not plan to upgrade their existing Compass Card system with PCI compliance, then they should both notify the public of this intent, and move quickly to replace it with a complete system replacement that is PCI compliant so that users of the system do not continue to have their credit card information at risk.

- B. To provide payment access similar to most other large transit operators, MTS should implement stored value on the current Compass Card medium.

Regardless of whether MTS replaces or upgrades the Compass Card, MTS should implement stored value on the current Compass Card immediately.

1. *Stored value would benefit both choice riders and riders without cars.*

Stored value would allow occasional riders to more easily access transit when a bus or trolley works for their situations. Stored value will be useful for choice riders who have access to cars, but who want to occasionally use transit, including to visit sporting events or enjoy nightlife or cultural destinations downtown.

Moreover, there is a strong equity rationale for stored value. Stored value will allow occasional ridership for those who cannot or choose not to own a car. Walking and biking commuters for whom a monthly MTS card is either unaffordable or not cost-efficient, can use stored value to access transit for occasional trips like, doctor visits, weather incidents, and other unforeseen circumstances. Implementing stored value on the current Compass Card medium will allow this payment type without owning an expensive smart phone.

2. *Stored value would be relatively cheap and easy to implement.*

MTS told KPBS that estimates for adding stored value to the Compass Card "ranged from \$50,000 to more than \$100,000."² This is much less expensive than the \$10 million estimate for fixing PCI compliance.

¹ KPBS, MTS Admits Credit Card Security Gaps (February 29, 2016), available at <http://www.kpbs.org/news/2016/feb/29/mts-credit-card-security-pci-dss-san-diego-transit>.

² KPBS, "San Diego's MTS Compass Card Stuck In The Past" (January 14, 2016), available at <http://www.kpbs.org/news/2016/jan/14/san-diego-mts-compass-card-stuck-past/>.

Additional funds would ideally be spent to advertise the new stored value option. However, scarce funding for promotions should not be a barrier to implementation, as the current payment options would remain, and stored value would not disrupt usage by current riders. Moreover, implementation of stored value would generate significant and free earned media opportunities.

The cost for implementing stored value is so low, because the MTS fare system already incorporates stored value functionality. “In an interview with KPBS in 2013, MTS CEO Paul Jablonski said MTS had ‘all the system in place to be able to put a stored value card in the system right now.’”³ LA Metro’s fare system uses the same product from CUBIC, and it utilizes a stored value functionality.

MTS has been saying that stored value is just around the corner, for three years. “In an interview with KPBS in 2013, MTS CEO Paul Jablonski said... he hoped ‘by late summer, fall, we’re going to roll out stored value.’”⁴ Updating the Compass Card should be a priority now, without further delay.

While a complete upgrade to fix PCI compliance would be relatively expensive, implementing stored value would be both quick and inexpensive. Doing so would be a positive sign to the public that MTS is taking seriously the concerns raised about its fare system.

3. Stored value is a standard fare payment option for American transit agencies.

MTS is a substantial outlier in American transit agencies for choosing not to implement stored value. Of the top 20 transit agencies in the United States, San Diego is one of only six that does not provide stored value. According to research by Circulate San Diego, San Diego is the only transit agency in the top 20 to have created a system-wide fare payment card that does not utilize stored value.

An appendix is attached to this letter with fare payment information about other transit agencies in the United States.

C. Mobile ticketing is a promising innovation for transit payment, but MTS should not wait for mobile ticketing to implement near-term improvements.

Circulate San Diego fully supports efforts by MTS to implement advanced mobile ticketing options. Transit is best when riders have multiple options to pay for a ride. Mobile payment will be a useful companion to the Compass Card.

However, MTS is not planning to replace the Compass Card in the near-term with mobile payment systems. Any mobile payment system should not be confused with a solution to MTS’s current and substantial problems with its Compass Card.

While a mobile payment system may implement a form of stored value, that functionality is not planned for the first years of the program’s implementation. MTS should still implement stored value on the

³ *Id.*

⁴ *Id.*

current Compass Card, to provide near-term functionality, and stored value access for those who do not own smart phones.

Similarly, while presumably any new mobile payment system will be PCI compliant, the purchase of such a system will not solve the problems in the Compass Card that put current customers at risk of credit card fraud.

III. Conclusion

MTS has enjoyed great success attracting more and more riders each year. The region can build on that success with relatively low-cost improvements to fare payment systems.

Upgrading the Compass Card to protect customer security, and to allow easier access with stored value will help ensure that the San Diego region provides safe and convenient access to transit.

Circulate San Diego is a strong supporter of transit and our transit agencies. We are eager to support efforts to upgrade fare payment systems, and to celebrate success on that front. We urge you to act quickly to implement updates to the Compass Card.

Sincerely,

A handwritten signature in black ink that reads "Colin Parent". The signature is written in a cursive, flowing style.

Colin Parent
Policy Counsel, Circulate San Diego

Appendix A

(Ridership Source Data from: <http://www.apta.com/resources/statistics/Documents/Ridership/2014-q4-ridership-APTA.pdf>.)

Rank	Agency	Largest city served	Daily ridership	Stored Value (Y/N)	Card Name	Stored Value Source	Notes
1	<u>MTA</u>	<u>New York City</u>	2,574,900	Y	MetroCard	http://web.mta.info/metrocard/	Magnetic strip card (as opposed to more typical contactless smartcards)
2	<u>LACMTA</u>	<u>Los Angeles</u>	1,079,100	Y	TAP (Transit Access Pass)	https://www.taptogo.net/	Accepted on almost all LA County transit agencies (including LADOT)
3	<u>CTA</u>	<u>Chicago</u>	878,000	Y	Ventra	https://www.ventrachicago.com/	Card also accepted on regional Pace buses
4	<u>SEPTA</u>	<u>Philadelphia</u>	556,500	N	n/a	http://www.septa.org/fares/ ; http://www.septa.org/key/	New contactless smart card for both stored value and passes, SEPTA key, is currently in development. Initial trial rollout will be to 10,000 riders
5	<u>WMATA</u>	<u>Washington, D.C.</u>	436,600	Y	SmarTrip	http://www.wmata.com/fares/smartrip/	Stored Value Interchangeable w/ Baltimore CharmCard
6	<u>MBTA</u>	<u>Boston</u>	377,600	Y	CharlieCard	http://www.mbta.com/fares_and_passes/charlie/	
7	<u>King County Metro</u>	<u>Seattle</u>	325,300	Y	ORCA Card	https://orcacard.com/ERG-Seattle/p1_001.do	
8	<u>Muni</u>	<u>San Francisco</u>	300,900	Y	Clipper	https://www.clippercard.com/ClipperWeb/index.do	Clipper is accepted or almost all Bay Area transit agencies (including VTA below)
9	<u>MTA Maryland</u>	<u>Baltimore</u>	283,300	Y	CharmCard	http://www.mtacharmcard.com/	Stored Value Interchangeable w/ Wash. DC SmarTrip
10	<u>Miami-Dade Transit</u>	<u>Miami</u>	240,700	Y	EASY Card	http://www.miamidade.gov/transit/easy-card.asp	

Rank	Agency	Largest	Daily	Stored	Card Name	Stored Value Source	Notes
11	<u>RTD</u>	<u>Denver</u>	239,200	Y	n/a	http://www.rtd-denver.com/myride.shtml#faq	Pilot program for new MyRide stored value smartcard currently underway
12	<u>METRO</u>	<u>Houston</u>	235,700	Y	METRO Q Card	http://www.ridemetro.org/Pages/Fares.aspx	
13	<u>Metro Transit</u>	<u>Minneapolis</u>	219,100	Y	Go-To Card	http://www.metrotransit.org/go-to-card	
14	<u>MARTA</u>	<u>Atlanta</u>	204,900	Y	Breeze Card	http://www.breezecard.com/	
15	<u>TriMet</u>	<u>Portland</u>	200,400	N	n/a	http://trimet.org/fares/ ; http://myhopcard.com/	New Hop Fastpass contactless stored value smartcard to launch in 2017
16	<u>Port Authority</u>	<u>Pittsburgh</u>	176,900	Y	ConnectCard	http://www.connectcard.org/	
17	<u>MTS</u>	<u>San Diego</u>	176,300	N	Compass Card	http://www.sdmts.com/fares-passes/compass-card	System has a contactless smart card (Compass Card) but no stored value feature is available
18	<u>RTC Transit</u>	<u>Las Vegas</u>	167,800	N	n/a	http://www.rtcnv.com/transit/fare-information/	No card currently in development
19	<u>OCTA</u>	<u>Orange County</u>	146,600	N	n/a	http://www.octa.net/bus/Fares-and-Passes/Overview/	Los Angeles TAP cards are accepted on the 11 OCTA bus lines that serve LA County, as well as at stops allowing transfers to LA Metro's Route 460. It appears that riders can just show the driver their smartcard to board on these routes.
20	<u>Valley Metro</u>	<u>Phoenix</u>	136,900	N	n/a	http://www.valleymetro.org/paying_your_fare/fares_options	No stored value program is available to the general public. A smartcard, Platinum Pass, that includes a stored value feature is available for employers and universities providing transit benefits



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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

MTS COMPASS CARD STORED VALUE PAYMENT OPTION (LARRY MARINESI)

INFORMATIONAL ITEM

Budget Impact

None.

DISCUSSION:

The San Diego Association of Governments, North County Transit District, and MTS transitioned from paper fare products to the Compass Card smart card in 2009. One of the planned capabilities of this smart card system was stored value, which is the ability for customers to add funds to their smart card to be utilized as they needed. Staff will provide an update on the steps required to implement stored value capabilities using the current Compass Card fare collection system, as well as the potential timelines and costs.



Paul C. Jablonski
Chief Executive Officer

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



COMPASS CARD Stored Value Update

(Larry Marinesi)

MTS Board of Directors
April 14, 2016



1



Stored Value

- Background: Stored Value Discussions
 - Compass project initiation (2002)
 - NextFare go-live (2004)
 - Compass Smart Card functionality (2009)
 - Stored Value functionality discussions (2012 - 2014)
 - Transition of System Administration from SANDAG to MTS (2014)
 - Stored Value functionality through Mobile Ticketing solution (2016)



2



Stored Value

- Stored Value Functionality for MTS / NCTD Customers
 - Mobile solution through awarded contract with GlobeSherpa
 - Reengaged discussions with Cubic for traditional Stored Value card-based Compass Card
- Mobile Solution
 - Will allow customers to establish an account with credit/debit cards
 - “Unbanked” customers can use PayPal
 - Full range of tickets/passes will be offered, providing the same flexibility as Stored Value



3



Stored Value

- Compass Card Based Solution
 - Reengaged discussions (four meetings) with Cubic regarding Stored Value on card-based Compass Card
 - Several action items / issues for Cubic to resolve and relevant quotes to complete
 - Financial reporting
 - Reconciliation for Liability Tracking
 - Test Environment Availability
 - Timing of SV Transaction to Card Realization
 - MTS Action Items
 - Finalize Stored Value Rules



4



Stored Value

- Staff Recommendation
 - Continue discussions with Cubic about Compass stored value
 - Obtain final pricing for solution
 - Resolve outstanding issues
 - Determine internal resources required
 - Implement GlobeSherpa mobile solution and “stored value” functionality
 - Marketing campaign to ridership about benefits of solution



5



COMPASS CARD Stored Value Update

(Larry Marinesi)

MTS Board of Directors
April 14, 2016



6





AGENDA ITEM NO.

45

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

Date	4/14/2016		
Name	Colin Parent		
Address	111 6th Ave Suite 402		
Telephone	858-442-7374		
Organization Represented	Circulate San Diego		
Subject of Your Remarks	Stored Value		
Regarding Agenda Item No.	45		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 14, 2016

SUBJECT:

ENTERPRISE RESOURCE PLANNING / TRANSIT ASSET MANAGEMENT
IMPLEMENTATION - FINAL UPDATE (LARRY MARINESI)

INFORMATIONAL ITEM

Budget Impact

None

DISCUSSION:

MTS had been using two separate systems, Integrated Financial and Administrative Solution (IFAS), and Ellipse for accounting, budget management, inventory control, and maintenance of revenue vehicles and wayside infrastructure. These systems were originally installed in 1997 and 2003.

These systems were inefficient and required a significant amount of internal resource time and paper-driven processes to produce necessary reporting and data. Furthermore, the Federal Transit Administration (FTA) instituted new State of Good Repair (SGR) requirements under the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation in 2012 that these legacy systems could not support. The FTA granted MTS \$3.0 million (matched with \$750,000 in local funds) as part of a pilot project to procure and implement this Transit Asset Management (TAM) application.

MTS took the approach of splitting this technology project into two phases by first selecting the best fit ERP/TAM software, and second selecting an implementation partner. The selection of the SAP software for this purpose was approved by the MTS Board of Directors (Board) at the July 10, 2014 Board meeting. The selection of Labyrinth Solutions, Inc. (LSI) to provide consulting services for the installation of this solution was approved by the Board at the January 28, 2015 Board meeting. Another



firm, The Peloton Group, provided quality assurance oversight of the project for the project team.

This project team consisted of representatives from Bus Operations, Wayside Maintenance, Bus Maintenance, LRV Maintenance, IT, Finance, Procurement and Materials Management. The hierarchy included a Project Manager, Project Sponsor, and a Steering Committee made up of the CEO, Chief Operational Officers, Chief Technology Officer and Chief Financial Officer.

The project was completed over a twelve month period and went live on January 1, 2016. The project was completed on time and on budget. The following table represents the current project budget status:

Total Project Budget	11,250,092
Expenses to Date	8,108,275
Total Encumbrances	1,337,598
Total Projected Expenses	970,316
Grand Total Projected Expenses	10,416,190
Remaining Balance	833,902

Staff will present to the Board the details of the project including background, accomplishments, financial status, and next steps.


Paul C. Jablonski
Chief Executive Officer

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

ENTERPRISE RESOURCE PLANNING (ERP) TRANSIT ASSET MANAGEMENT (TAM) System Go-Live Update

(Larry Marinesi)

MTS Board of Directors
April 14, 2016



1



Background - ERP / TAM Project

- MTS had been using two separate systems
 - Integrated Financial and Administrative Solution (IFAS) (1997)
 - Ellipse (2003)
 - Accounting, budget, inventory, and tracking maintenance of revenue vehicles & wayside infrastructure.
- Both legacy systems
 - Not supported by their vendors; labor-intensive, paper-driven processes to produce necessary reporting and data.
- FTA instituted State of Good Repair (SGR) requirements
 - MAP-21 federal authorization
 - Nationwide Transit Asset Management (TAM) system focus
 - SGR Backlog
 - \$3 million grant awarded in December 2013



2



Background - ERP / TAM Project Project Scope

- Financial Management & Budget
- Procurement and Materials Management
- Customer Service & Risk / Claims
- Transit Asset Management
 - Vehicle and Equipment Maintenance Tracking
 - Condition Monitoring (FTA State of Good Repair)
 - Work Order Management
 - Warranty Management
 - Linear Asset Management (Rail Track, Electric Power Grid, etc.)



3



Background - ERP / TAM Project Procurement Process

- MTS conducted formal procurement processes
 - Software selection that best fit MTS's requirements (SAP)
 - Board approval in July 2014
 - Prime Integrator (LSI Consulting) to help MTS complete the project
 - Board approval in January 2015
 - Quality Assurance provider (The Peloton Group)



4



Background - ERP / TAM Project Project Team

- Participation across the organization
 - Bus Operations / Maintenance (Facility and Vehicle Maintenance)
 - Rail Maintenance (Wayside Maintenance, LRV Maintenance)
 - Bus and Rail Revenue
 - Customer Service
 - Materials Management
 - Procurement
 - Information Technology
 - Finance
- Project oversight
 - Project Manager, Project Sponsor, Steering Committee (CEO, COOs, CIO, CFO)



5



ERP / TAM Project Accomplishments to Date

- Project completed: Go live was January 1, 2016.
- Project was on-schedule
 - Completed over an 11 month period
- Project is on-budget

Total Project Budget	11,250,092
Expenses to Date	8,108,275
Total Encumbrances	1,337,598
Total Projected Expenses	<u>970,316</u>
Grand Total Projected Expenses	10,416,190
Remaining Balance	833,902



6



ERP / TAM Project Functionality Improvements

- **Reporting Capabilities / Better Visibility into Data**
 - One consolidated system allowing easier organizational reporting within Finance, Materials Management, and Maintenance
- **Process Improvements -**
 - Systematic workflow to streamline procurement processes
 - Standardizing work order management / inspections within Maintenance departments
 - Invoice approvals systematic
 - Contract administration included within application
- **Removal of paper** - System allows for more functionality and online use versus paper forms and hard copy files (workflow approvals).
- **Customer Service** - Bar coding now makes it much easier to track and locate lost/found items for customers



7



ERP / TAM Project What Went Well...

- Executive / Board support of the project
- Organization “bought in” and were active participants
- Quality Assurance vendor provided value-add
- Very little customization of the software
- Early data conversion
 - Material Master: Storeroom inventory
 - MTS Vendors: Consolidated into one file
 - Asset Management: Due to size and scope, phased approach over time
- Training of staff early and repeated



8



ERP / TAM Project System Benefits

- **Eliminated Manual Steps**
 - Reduced manual reconciliations from 2 legacy systems
 - Documents are electronically retrieved as attachments to invoices
 - Grant reconciliations is automatic within the system
- **Application Inbox**
 - Invoices, Purchase Documents and Budget Transfers are electronically moved throughout the organization for automatic approvals and postings.
- **Integrated Reporting Database**
 - Single source of data for all reporting is now integrated and centralized allowing for real-time analysis.



9



ERP / TAM Project Current Status

- ERP system is in normal stabilization phase
 - The ERP team is developing additional functionality for improved efficiency.
- Transit Asset Management (TAM)
 - Maintenance work orders are assigned and completed within SAP
 - Continue loading of asset data into the system
 - Scheduling and completion of preventative maintenance and mobility still pending delivery from integration vendor (LSI).
- Continued outreach and training of staff



10



ERP / TAM Project Other Notes

- FTA assigned Project Management Oversight (PMO)
 - SGR Pilot Project
 - Atkins Group
 - Provided updates throughout project
- Internal and External Auditors
 - Internal auditor participation and oversight during project
 - External auditor discussions throughout project
 - Comprehensive review pending



11



ERP / TAM Project Next Steps

- Outstanding TAM deliverables to be completed by Prime Integrator (LSI)
- MTS will be shifting focus to Production Operation mode to manage and maintain the new system
- MTS will continue to build skills/experience within each department to manage and operate the new system
- SAP is a complex software product and some external support will be required
 - RFP in-process now to secure that support
 - Target to Board approval: May 2016



12



ENTERPRISE RESOURCE PLANNING (ERP) TRANSIT ASSET MANAGEMENT (TAM) System Go-Live Update

(Larry Marinesi)

MTS Board of Directors
April 14, 2016



13





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Agenda Item No. 61

Chief Executive Officer's Report

April 14, 2016

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 March 8, 2016 through April 5, 2016.

*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
PWB194.0-16	M.A. STEVENS CONSTRUCTION	INSTALLATION OF ADA CONCRETE BUS PADS	\$60,271.38	3/16/2016
G1594.0-16	SD EARTH WORKS	EARTH FAIR	\$2,500.00	3/18/2016
G1731.6-15	LABYRINTH SOLUTIONS	FIORI MOBILE APP MODIFICATION	\$1,810.00	3/18/2016
PWG196.1-16	GRAHOVAC CONSTRUCTION	TRANSIT STORE RELOCATION	\$1,524.73	3/18/2016
L1298.0-16	SIMPLEX GRINNEL	SDSU FIRE SYSTEM TESTING & VENTILATION	\$75,900.00	3/21/2016
PWL201.0-16	PARADIGM MECHANICAL	PAINT BOOTH VENTILATION UPGRADES	\$78,535.00	3/21/2016
G1897.0-16	STATE OF CALIFORNIA	RAILROAD SAFETY TRAINING	\$23,691.00	3/22/2016
G1898.0-16	SAN DIEGO GAS & ELECTRIC	PORTION OF THE AMANYA TROLLEY STATION	\$2,200.00	3/22/2016
G1879.0-16	SKYHAWK INDUSTRIES	COURIER SERVICE OFR 3 YEARS	\$56,394.00	3/25/2016
G1680.3-14	SAP PUBLIC SERVICES	ERP & TAM SOFTWARE LICENSING- WO 2 & 3	\$0.00	3/25/2016
B0643.0-16	EF ENTERPRISES	MINIBUS & PARATRANSIT BUS INSPECTION	\$19,300.00	3/28/2016
G1854.0-16	SITEHAWK, LLC	MSDS SDS ONLINE DATABASE SERVICES	\$33,485.00	3/29/2016
L1306.0-16	ATLAS TREE SERVICE	ROE - TREE INSPECTION	\$1,500.00	4/1/2016
L6727.1-16	SDGE	JROE - SANDAG MID-CORRIDOR IMPROVEMENT	\$750.00	4/1/2016
PWG196.2-16	GRAHOVAC CONSTRUCTION	ADDITIONAL FRAMING & DRYWALL	\$2,138.95	4/1/2016
G1262.6-09	THE SUPERLATIVE GROUP	CONSULTANT SERVICES FOR NAMING RIGHTS	(\$22,500.00)	4/1/2016

REVENUE CONTRACTS & MOUS				
Doc #	Organization	Subject	Amount	Day
L6700.4-14	FLATIRON	JROE - CAMERA INSTALLATIONS	\$0.00	3/10/2016
L6732.0-16	BRG CONSULTING	JROE - SANDAG SSA 5001910 VARIOUS CIP	\$0.00	3/10/2016
L1305.0-16	SD HALF MARATHON	ROE - 3/13/16 AT 6TH ST & C ST	\$750.00	3/11/2016
G1874.0-16	SAN DIEGO ZOO	SD ZOO 100 YEAR CELEBRATION	\$0.00	3/18/2016
L1235.0-15	CALTRANS	ROE - HIGHWAY FACILITY INSPECTIONS	\$0.00	3/18/2016
G1888.0-16	SUSAN B. KOMEN	FOR THE KOMEN RACE FOR THE CURE	\$0.00	3/21/2016
G1886.0-16	WATKINS WELLNESS	COMPASS CARD	\$0.00	3/23/2016
G1885.0-16	ANDAZ SAN DIEGO	COMPASS CARD	\$0.00	3/24/2016
G1895.0-16	UC SAN DIEGO	RAPID 237 RIDERSHIP PROMOTION W/ UCSD	\$0.00	3/24/2016
G1873.0-16	DECOBIKE	TRADE PARTNERSHIP	\$0.00	3/28/2016
G1285.3-10	WORLD OIL CORP	TOLLING AGREEMENT H STREET REMEDIATION	\$0.00	3/30/2016
G1834.1-16	UC SAN DIEGO	NAMING RIGHTS & SPONSORSHIP	\$22,500.00	4/5/2016

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G0930.17-04.58	SANDAG	SAN DIEGO RIVER BRIDGE DOUBLE TRACK	\$40,000.00	3/11/2016
PWL182.16.7501031	HERZOG	69 STREET TRAFFIC LOOP	\$9,831.80	3/17/2016
G0930.17-04.55	SANDAG	SDSU FIRE ALARM SYSTEM	\$42,325.00	3/18/2016
PWL182.016.750108	HERZOG CONSTRUCTION, INC	VMS SIGNS FOR GREEN LINE	\$99,597.81	3/22/2016
G1493.0-13.08.03	KIMLEY-HORN & ASSOCIATES	WHEEL TRUNG MACHINE INSTALLATION	\$9,100.00	3/22/2016
G1493.0-13.26	KIMLEY-HORN & ASSOCIATES	COPLEY PARK DIVISION	\$0.00	3/22/2016
G1493.0-13.28	KIMLEY-HORN & ASSOCIATES	IAD RELOCATION SITE ANALYSIS	\$62,900.00	4/1/2016
G1493.0-13.23.01	KIMLEY-HORN & ASSOCIATES	COPLEY PARK DIVISION DRAINAGE IMPRO	\$2,600.00	4/4/2016

Purchase Orders

PO Number	Date	Organization	Subject	Amount
4400000003	3/14/2016	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	199.29
4400000004	3/23/2016	W.W. Grainger Inc	B250-BUS REPAIR PARTS	130.09
4400000005	3/24/2016	W.W. Grainger Inc	G190-SAFETY/MED SUPPLIES	40.17
4400000006	3/24/2016	W.W. Grainger Inc	T160-TRACK, AGGREGATES	297.69
4400000007	3/25/2016	W.W. Grainger Inc	G130-SHOP TOOLS	1,527.78
4400000008	4/5/2016	Mcmaster-Carr Supply Co	F150-DOORS, OVERHEAD	88.84
4500002810	3/8/2016	Gillig LLC	B130-BUS BODY	2,351.03
4500002811	3/8/2016	W.W. Grainger Inc	G150-FASTENERS	1,693.99
4500002812	3/8/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,371.05
4500002813	3/8/2016	R.S. Hughes Co Inc	B130-BUS BODY	329.59
4500002814	3/8/2016	Duncan Bolt Company	G150-FASTENERS	86.40
4500002815	3/8/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,357.75
4500002816	3/8/2016	New Flyer Industries Canada ULC	B200-BUS PWR TRAIN EQUIP	504.53
4500002817	3/8/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	99.36
4500002818	3/8/2016	Mohawk Mfg & Supply Co	B110-BUS HVAC SYSTEMS	858.98
4500002819	3/8/2016	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	1,607.30
4500002820	3/8/2016	Don Oleson Inc	B200-BUS PWR TRAIN EQUIP	7,368.48
4500002821	3/8/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	495.47
4500002822	3/8/2016	Fastenal Company	M150-PWR SWITCHES/LOCKS	457.01
4500002823	3/8/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	495.47
4500002824	3/8/2016	New Flyer Industries Canada ULC	B200-BUS PWR TRAIN EQUIP	2,375.43
4500002825	3/8/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	24,202.80
4500002826	3/8/2016	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	194.34
4500002827	3/8/2016	4One LLC	B130-BUS BODY	1,079.58
4500002828	3/8/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,256.33
4500002829	3/8/2016	Sid Tool Co	G180-JANITORIAL SUPPLIES	113.02
4500002830	3/8/2016	American Battery Corporation	M110-SUB STATION	5,027.14
4500002831	3/8/2016	Cubic Transportation Systems	B190-BUS FARE EQUIP	1,886.10
4500002832	3/8/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	941.43
4500002833	3/8/2016	Prudential Overall Supply	G140-SHOP SUPPLIES	741.96
4500002834	3/8/2016	Muncie Transit Supply	B130-BUS BODY	70.99
4500002835	3/8/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	873.04
4500002836	3/8/2016	Miramar Ford Truck Sales Inc	B200-BUS PWR TRAIN EQUIP	504.93
4500002837	3/8/2016	Total Filtration Services Inc	F120-BUS/LRV PAINT BOOTHS	315.36
4500002838	3/8/2016	Willy's Electronic Supply Co	G120-SECURITY	2,559.60
4500002839	3/8/2016	Home Depot USA Inc	G180-JANITORIAL SUPPLIES	888.42
4500002840	3/8/2016	Annex San Diego #1 Inc	F120-BUS/LRV PAINT BOOTHS	338.15
4500002841	3/8/2016	Airgas USA LLC	G140-SHOP SUPPLIES	88.14
4500002842	3/8/2016	Ahlee Backflow Service	M200-YARD FACILITIES	2,000.00
4500002843	3/8/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	1,274.40
4500002844	3/8/2016	Professional Contractors Supplies	G140-SHOP SUPPLIES	194.15
4500002845	3/8/2016	CDW LLC	G290-FARE REVENUE EQUIP	700.92
4500002846	3/8/2016	Camira Group Inc	R200-RAIL/LRV SEATING	1,760.40
4500002847	3/8/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	203.87
4500002848	3/8/2016	B & S Graphics Inc	B130-BUS BODY	67.51
4500002849	3/8/2016	Golden State Supply LLC	B200-BUS PWR TRAIN EQUIP	251.03
4500002850	3/8/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,494.48
4500002851	3/8/2016	Daniels Tire Service	P210-NON-REV VEH REPAIRS	1,992.67
4500002852	3/8/2016	CASEI	F110-SHOP/BLDG MACHINERY	199.80

Purchase Orders				
PO Number	Date	Organization	Subject	Amount
4500002853	3/8/2016	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	1,578.96
4500002854	3/8/2016	Local Concept	P280-GENERAL SVC AGRMNTS	220.00
4500002855	3/8/2016	Simplexgrinnell LP	P280-GENERAL SVC AGRMNTS	2,300.00
4500002856	3/8/2016	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	330.00
4500002857	3/8/2016	Matthias Moos	R230-RAIL/LRV MECHANICAL	1,944.00
4500002858	3/8/2016	Ace Uniforms & Accessories	G120-SECURITY	2,052.35
4500002859	3/8/2016	Professional Contractors Supplies	G190-SAFETY/MED SUPPLIES	60.27
4500002860	3/8/2016	Matthias Moos	M120-OVRHEAD CATENARY SYS	194.40
4500002861	3/8/2016	Magnadata USA Inc	G230-PRINTED MATERIALS	604.80
4500002862	3/8/2016	Golden State Supply LLC	G170-LUBRICANTS	142.05
4500002863	3/8/2016	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	162.00
4500002864	3/8/2016	OneSource Distributors, LLC	G240-UNIFORM PROCUREMENT	1,615.58
4500002865	3/8/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,695.01
4500002866	3/8/2016	Aztec Landscaping Inc	P290-LANDSCAPING SERVICES	5,848.00
4500002867	3/8/2016	Gillig LLC	B140-BUS CHASSIS	317.84
4500002868	3/8/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	227.31
4500002869	3/8/2016	Zep Vehicle Care Inc	G180-JANITORIAL SUPPLIES	1,254.01
4500002870	3/8/2016	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	524.52
4500002871	3/8/2016	Alliant Insurance Services Inc	P370-RISK MANAGEMENT	8,458.50
4500002872	3/8/2016	Office Depot	G200-OFFICE SUPPLIES	1,816.67
4500002873	3/9/2016	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	272.92
4500002874	3/9/2016	Denlo Inc	G160-PAINTS & CHEMICALS	383.19
4500002875	3/9/2016	Duncan Bolt Company	G150-FASTENERS	36.72
4500002876	3/9/2016	Sherwin Williams Company	G140-SHOP SUPPLIES	39.81
4500002877	3/9/2016	MJP Enterprises	P210-NON-REV VEH REPAIRS	2,282.87
4500002878	3/9/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	29.22
4500002879	3/9/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	193.02
4500002880	3/9/2016	Gillig LLC	B140-BUS CHASSIS	2,328.24
4500002881	3/9/2016	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	51.84
4500002882	3/9/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	807.24
4500002883	3/9/2016	New Flyer Industries Canada ULC	B130-BUS BODY	443.36
4500002885	3/9/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	2,297.34
4500002886	3/9/2016	Steven Timme	G230-PRINTED MATERIALS	1,318.44
4500002887	3/9/2016	Daniels Tire Service	A140-AUTO/TRUCK REPAIR	389.03
4500002888	3/9/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	6,159.90
4500002889	3/9/2016	New Flyer Industries Canada ULC	B130-BUS BODY	944.39
4500002890	3/9/2016	Airgas USA LLC	G140-SHOP SUPPLIES	337.05
4500002891	3/9/2016	SPX Corporation	G290-FARE REVENUE EQUIP	14,183.11
4500002892	3/9/2016	Geoffrey Turchin	P310-ADVERTISING SERVICES	495.00
4500002893	3/9/2016	Americas SAP Users Group	P280-GENERAL SVC AGRMNTS	1,725.00
4500002894	3/9/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	35,516.88
4500002895	3/9/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	20,807.28
4500002896	3/9/2016	Material Sales Inc	R170-RAIL/LRV HVAC	565.05
4500002897	3/9/2016	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	943.96
4500002898	3/9/2016	M Power Truck & Diesel Repair	P130-EQUIP MAINT REPR SVC	770.35
4500002899	3/9/2016	Prudential Overall Supply	G180-JANITORIAL SUPPLIES	589.43
4500002900	3/9/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	19,571.49
4500002901	3/9/2016	Staples Contract & Commercial Inc	G180-JANITORIAL SUPPLIES	145.80
4500002902	3/9/2016	Id Services Inc	G200-OFFICE SUPPLIES	2,753.45

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4500002903	3/9/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,768.99
4500002904	3/9/2016	A.O. Reed & Co	P110-BLDG MAINTENANCE	725.00
4500002906	3/9/2016	Zep Vehicle Care Inc	G180-JANITORIAL SUPPLIES	1,045.02
4500002907	3/9/2016	E W Truck & Equipment Co Inc	B120-BUS MECHANICAL PARTS	1,866.24
4500002908	3/9/2016	Kimley-Horn & Associates	P520-A & E/DESIGN	53,000.00
4500002909	3/9/2016	Gillig LLC	P190-REV VEHICLE REPAIRS	541.65
4500002910	3/9/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	495.47
4500002911	3/9/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	344.67
4500002912	3/9/2016	Gillig LLC	B160-BUS ELECTRICAL	463.95
4500002913	3/9/2016	Integrays Energy Group Inc	C130-CONSTRUCTION SVCS	98,725.00
4500002914	3/9/2016	Wesco Distribution Inc	G270-ELECTRICAL/LIGHTING	344.62
4500002915	3/9/2016	Applied Industrial Technologies-CA	M150-PWR SWITCHES/LOCKS	79.23
4500002916	3/9/2016	Office Depot	G210-OFFICE FURNITURE	331.59
4500002917	3/9/2016	Office Solutions	G210-OFFICE FURNITURE	2,297.16
4500002918	3/10/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,208.32
4500002919	3/10/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	578.66
4500002920	3/10/2016	Transit Products and Services	P190-REV VEHICLE REPAIRS	2,916.00
4500002921	3/10/2016	Freeby Signs	P190-REV VEHICLE REPAIRS	385.35
4500002922	3/10/2016	Genuine Parts Co	F110-SHOP/BLDG MACHINERY	17.48
4500002923	3/10/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	544.91
4500002924	3/10/2016	Gillig LLC	B140-BUS CHASSIS	4,183.16
4500002925	3/10/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	560.30
4500002926	3/10/2016	Gillig LLC	B140-BUS CHASSIS	586.68
4500002927	3/10/2016	Gillig LLC	B130-BUS BODY	2,744.20
4500002928	3/10/2016	Gillig LLC	B140-BUS CHASSIS	8,425.20
4500002929	3/10/2016	Gillig LLC	B130-BUS BODY	1,329.72
4500002930	3/10/2016	New Flyer Industries Canada ULC	B110-BUS HVAC SYSTEMS	3,737.36
4500002931	3/10/2016	New Flyer Industries Canada ULC	B130-BUS BODY	2,977.00
4500002932	3/10/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	487.39
4500002933	3/10/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	1,314.85
4500002934	3/10/2016	TK Services Inc	B250-BUS REPAIR PARTS	229.34
4500002935	3/10/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	892.10
4500002936	3/10/2016	Gillig LLC	B250-BUS REPAIR PARTS	281.46
4500002937	3/10/2016	S & S Bakery Inc	P440-CATERING SERVICES	2,500.00
4500002938	3/10/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	624.66
4500002939	3/10/2016	Culligan of San Diego	G140-SHOP SUPPLIES	2,100.00
4500002940	3/10/2016	Professional Contractors Supplies	G180-JANITORIAL SUPPLIES	405.00
4500002942	3/10/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,934.34
4500002943	3/10/2016	Micro Precision Calibration Inc	P260-TESTING & ANALYSIS	255.00
4500002944	3/10/2016	Stotz Equipment	P210-NON-REV VEH REPAIRS	581.00
4500002945	3/10/2016	Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	616.89
4500002946	3/10/2016	Staples Contract & Commercial Inc	G210-OFFICE FURNITURE	998.74
4500002947	3/10/2016	Bocks Awards Inc	P480-EE MAINTENANCE	320.17
4500002948	3/10/2016	Hanning & Kahl LP	M140-WAYSIDE SIGNALS	417.32
4500002949	3/10/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,756.66
4500002950	3/10/2016	Reid And Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	513.71
4500002951	3/10/2016	Office Depot	G200-OFFICE SUPPLIES	545.57
4500002952	3/10/2016	General Auto Repair	P130-EQUIP MAINT REPR SVC	205.20
4500002953	3/10/2016	ESRI	I110-INFORMATION TECH	1,500.00

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4500002954	3/10/2016	W.W. Grainger Inc	F160-BLDG HVAC EQUIP	1,179.28
4500002955	3/10/2016	Thompson Fetter	P110-BLDG MAINTENANCE	9,411.36
4500002956	3/10/2016	Society For Human Resource Mgmt	P280-GENERAL SVC AGRMNTS	760.00
4500002957	3/11/2016	Norman Industrial Materials	G140-SHOP SUPPLIES	869.22
4500002958	3/11/2016	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	275.87
4500002959	3/11/2016	NABI Parts LLC	B140-BUS CHASSIS	1,422.78
4500002960	3/11/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	10,446.10
4500002961	3/11/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	8,791.16
4500002962	3/11/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	894.92
4500002963	3/11/2016	New Flyer Industries Canada ULC	B130-BUS BODY	16,826.96
4500002964	3/11/2016	Stotz Equipment	P210-NON-REV VEH REPAIRS	4.40
4500002965	3/11/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,781.32
4500002966	3/11/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.15
4500002967	3/11/2016	NMS Management Inc	F180-BUILDING MATERIALS	66.80
4500002968	3/11/2016	Daniels Tire Service	A110-AUTO/TRUCK TIRES	364.07
4500002969	3/11/2016	Chromate Industrial Corporation	R160-RAIL/LRV ELECTRICAL	346.97
4500002970	3/11/2016	General Auto Repair	A140-AUTO/TRUCK REPAIR	30.84
4500002971	3/11/2016	Gillig LLC	P190-REV VEHICLE REPAIRS	244.08
4500002972	3/11/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	19,660.88
4500002973	3/11/2016	Supreme Oil Company	B180-BUS DIESEL	20,849.40
4500002974	3/11/2016	Uline	G200-OFFICE SUPPLIES	217.74
4500002975	3/11/2016	United Parcel Service Inc	P420-MAIL SERVICES	320.35
4500002976	3/11/2016	Federal Express Corp	P420-MAIL SERVICES	377.15
4500002977	3/11/2016	Knorr Brake Company	R220-RAIL/LRV TRUCKS	3,328.94
4500002978	3/12/2016	Thyssenkrupp Elevator Corp	P110-BLDG MAINTENANCE	23,773.00
4500002979	3/13/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	45,489.60
4500002980	3/13/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	18,195.84
4500002981	3/13/2016	Siemens Industry Inc	R220-RAIL/LRV TRUCKS	298.08
4500002982	3/13/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	307.80
4500002983	3/14/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	70.20
4500002984	3/14/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	214.14
4500002985	3/14/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	1,447.39
4500002986	3/14/2016	Center City Printing	G200-OFFICE SUPPLIES	67.07
4500002987	3/14/2016	Gillig LLC	P190-REV VEHICLE REPAIRS	2,916.00
4500002988	3/14/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,503.57
4500002989	3/14/2016	Kiel NA LLC	P190-REV VEHICLE REPAIRS	2,816.82
4500002990	3/14/2016	Gillig LLC	P190-REV VEHICLE REPAIRS	2,916.00
4500002991	3/14/2016	New Flyer of America Inc	P190-REV VEHICLE REPAIRS	58.02
4500002992	3/14/2016	New Flyer Industries Canada ULC	B130-BUS BODY	141.80
4500002993	3/14/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,357.75
4500002994	3/14/2016	Cubic Transportation Systems	B190-BUS FARE EQUIP	1,886.10
4500002995	3/14/2016	Knorr Brake Company	R220-RAIL/LRV TRUCKS	135.01
4500002996	3/14/2016	New Flyer Industries Canada ULC	B130-BUS BODY	2,088.89
4500002997	3/14/2016	New Flyer Industries Canada ULC	B130-BUS BODY	2,145.96
4500002998	3/14/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	551.29
4500002999	3/14/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	1,033.24
4500003000	3/14/2016	Schunk Graphite Technology LLC	R160-RAIL/LRV ELECTRICAL	5,944.32
4500003001	3/14/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	256.28
4500003002	3/14/2016	New Flyer Industries Canada ULC	B110-BUS HVAC SYSTEMS	15,007.18

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4500003003	3/14/2016	Wausau Tile Inc	G180-JANITORIAL SUPPLIES	653.40
4500003004	3/14/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	896.25
4500003005	3/14/2016	UniFirst Corporation	P160-EQUIPMENT RENTALS	522.22
4500003006	3/14/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	399.58
4500003007	3/14/2016	CDW LLC	I110-INFORMATION TECH	2,230.00
4500003008	3/14/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	1,983.55
4500003009	3/14/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	275.72
4500003010	3/14/2016	HI-TEC Enterprises	R220-RAIL/LRV TRUCKS	77,112.00
4500003011	3/14/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,824.47
4500003012	3/14/2016	JKL Cleaning Systems	G160-PAINTS & CHEMICALS	712.68
4500003013	3/14/2016	Mouser Electronics Inc	G290-FARE REVENUE EQUIP	61.56
4500003014	3/14/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	4,039.20
4500003015	3/14/2016	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	11,874.72
4500003016	3/14/2016	Chromate Industrial Corporation	R170-RAIL/LRV HVAC	91.70
4500003017	3/14/2016	Westair Gases & Equipment Inc	M130-CROSSING MECHANISM	63.94
4500003018	3/14/2016	Simplexgrinnell LP	P280-GENERAL SVC AGRMNTS	84,620.00
4500003019	3/14/2016	Dell Marketing LP	I110-INFORMATION TECH	23,903.32
4500003020	3/14/2016	Judith Alto	G230-PRINTED MATERIALS	324.00
4500003021	3/14/2016	American Tower Corporation	I120-INFO TECH, SVCS	6,307.22
4500003022	3/14/2016	Olympia Media Group	P310-ADVERTISING SERVICES	2,985.00
4500003023	3/15/2016	Gillig LLC	B250-BUS REPAIR PARTS	535.68
4500003024	3/15/2016	NABI Parts LLC	B250-BUS REPAIR PARTS	504.15
4500003025	3/15/2016	New Flyer Industries Canada ULC	G140-SHOP SUPPLIES	98.28
4500003026	3/15/2016	Gillig LLC	B250-BUS REPAIR PARTS	575.97
4500003027	3/15/2016	K+K America Corp	G210-OFFICE FURNITURE	988.20
4500003028	3/15/2016	Airgas USA LLC	G140-SHOP SUPPLIES	110.16
4500003029	3/15/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,742.43
4500003030	3/15/2016	Dunn-Edwards Corporation	G140-SHOP SUPPLIES	21.90
4500003031	3/15/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	2,058.21
4500003032	3/15/2016	W.W. Grainger Inc	B130-BUS BODY	2,078.26
4500003033	3/15/2016	New Flyer Industries Canada ULC	B130-BUS BODY	88.73
4500003034	3/15/2016	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	1,280.06
4500003035	3/15/2016	New Flyer Industries Canada ULC	B130-BUS BODY	2,299.64
4500003036	3/15/2016	Allied Refrigeration Inc	R230-RAIL/LRV MECHANICAL	868.32
4500003038	3/15/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	606.70
4500003039	3/15/2016	BCP Systems Inc	G290-FARE REVENUE EQUIP	5,313.60
4500003040	3/15/2016	OneSource Distributors, LLC	R160-RAIL/LRV ELECTRICAL	692.07
4500003041	3/15/2016	San Diego Plastics Inc	R220-RAIL/LRV TRUCKS	701.79
4500003042	3/15/2016	Jankovich Company	G170-LUBRICANTS	4,400.34
4500003043	3/15/2016	Airgas USA LLC	G190-SAFETY/MED SUPPLIES	37.84
4500003044	3/15/2016	NABI Parts LLC	B200-BUS PWR TRAIN EQUIP	545.37
4500003045	3/15/2016	Accurate Elastomer Products Inc	B130-BUS BODY	122.41
4500003046	3/15/2016	Harbor Diesel & Equipment	B120-BUS MECHANICAL PARTS	214.31
4500003047	3/15/2016	Railpros Inc	C130-CONSTRUCTION SVCS	74,852.56
4500003048	3/15/2016	Reefco LLC	B110-BUS HVAC SYSTEMS	711.51
4500003049	3/15/2016	TK Services Inc	B110-BUS HVAC SYSTEMS	3,856.57
4500003050	3/15/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	891.32
4500003051	3/15/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,943.03
4500003052	3/15/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	4,463.26

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4500003053	3/15/2016	NABI Parts LLC	B250-BUS REPAIR PARTS	426.70
4500003054	3/15/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	854.97
4500003055	3/15/2016	Miramar Ford Truck Sales Inc	B200-BUS PWR TRAIN EQUIP	252.47
4500003056	3/15/2016	American Seating Company	B130-BUS BODY	454.06
4500003057	3/15/2016	New Flyer Industries Canada ULC	B120-BUS MECHANICAL PARTS	6,005.46
4500003058	3/15/2016	Diamond Environmental Services LP	P160-EQUIPMENT RENTALS	476.00
4500003059	3/15/2016	NABI Parts LLC	B140-BUS CHASSIS	752.28
4500003060	3/15/2016	Gillig LLC	B160-BUS ELECTRICAL	201.01
4500003061	3/15/2016	West-Lite Supply Co Inc	R160-RAIL/LRV ELECTRICAL	265.68
4500003062	3/15/2016	R.S. Hughes Co Inc	B130-BUS BODY	972.70
4500003063	3/15/2016	Neopart	B160-BUS ELECTRICAL	100.78
4500003064	3/15/2016	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	159.84
4500003065	3/15/2016	Waxie Sanitary Supply Inc	G130-SHOP TOOLS	452.73
4500003066	3/15/2016	Gillig LLC	B160-BUS ELECTRICAL	2,650.90
4500003067	3/15/2016	Rick Busch	G180-JANITORIAL SUPPLIES	135.00
4500003068	3/15/2016	Gillig LLC	B140-BUS CHASSIS	5,897.20
4500003069	3/15/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,805.98
4500003070	3/15/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	19,750.28
4500003071	3/15/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	430.92
4500003072	3/15/2016	Bricehouse Starboard LLC	P310-ADVERTISING SERVICES	1,262.50
4500003073	3/15/2016	Cable, Pipe & Leak Detection, Inc.	P290-LANDSCAPING SERVICES	870.00
4500003074	3/16/2016	New Flyer Industries Canada ULC	B130-BUS BODY	600.38
4500003075	3/16/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	918.08
4500003076	3/16/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	66.56
4500003077	3/16/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	1,409.13
4500003078	3/16/2016	Gillig LLC	B130-BUS BODY	3,078.76
4500003079	3/16/2016	Duncan Bolt Company	G150-FASTENERS	86.40
4500003080	3/16/2016	Gillig LLC	B130-BUS BODY	29,987.46
4500003081	3/16/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,102.20
4500003082	3/16/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	199.50
4500003083	3/16/2016	Sherwin Williams Company	G140-SHOP SUPPLIES	1,895.02
4500003084	3/16/2016	New Flyer of America Inc	P190-REV VEHICLE REPAIRS	418.30
4500003085	3/16/2016	New Flyer Industries Canada ULC	B130-BUS BODY	1,996.73
4500003086	3/16/2016	Buswest LLC	B160-BUS ELECTRICAL	392.49
4500003087	3/16/2016	Skyhawk Industries Inc	P420-MAIL SERVICES	2,895.50
4500003088	3/16/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	507.95
4500003089	3/16/2016	New Flyer Industries Canada ULC	B130-BUS BODY	1,860.95
4500003090	3/16/2016	Steven Timme	G200-OFFICE SUPPLIES	145.80
4500003091	3/16/2016	Kenneth Place	F190-LANDSCAPING MAT'LS	346.16
4500003092	3/16/2016	Joseph R. Smith & Assoc. Inc.	G200-OFFICE SUPPLIES	2,642.55
4500003093	3/16/2016	Team One Repair Inc	G290-FARE REVENUE EQUIP	161.75
4500003094	3/16/2016	Willy's Electronic Supply Co	M110-SUB STATION	138.28
4500003095	3/16/2016	Ismael Frausto	R120-RAIL/LRV CAR BODY	76.07
4500003096	3/16/2016	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	931.00
4500003097	3/16/2016	West-Lite Supply Co Inc	R180-RAIL/LRV LIGHTING	382.32
4500003098	3/16/2016	Airgas USA LLC	G190-SAFETY/MED SUPPLIES	243.25
4500003099	3/16/2016	Denlo Inc	G160-PAINTS & CHEMICALS	155.94
4500003100	3/16/2016	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	250.56
4500003101	3/16/2016	Muncie Transit Supply	B140-BUS CHASSIS	537.31

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PO Number	Date	Organization	Subject	Amount
4500003102	3/16/2016	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	1,221.69
4500003103	3/16/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,787.48
4500003104	3/16/2016	TK Services Inc	B250-BUS REPAIR PARTS	688.04
4500003105	3/16/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,809.36
4500003106	3/16/2016	The Truck Lighthouse	A140-AUTO/TRUCK REPAIR	145.14
4500003107	3/16/2016	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	498.96
4500003108	3/16/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	884.03
4500003110	3/16/2016	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	169.56
4500003111	3/16/2016	New Flyer Industries Canada ULC	B130-BUS BODY	6,390.50
4500003112	3/16/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	496.80
4500003113	3/16/2016	Gillig LLC	B130-BUS BODY	23,160.50
4500003114	3/16/2016	Municipal Management Association	I110-INFORMATION TECH	85.00
4500003115	3/16/2016	Gillig LLC	B130-BUS BODY	1,765.84
4500003116	3/16/2016	4One LLC	B130-BUS BODY	2,159.16
4500003117	3/16/2016	Gillig LLC	B130-BUS BODY	10,543.46
4500003118	3/16/2016	Denlo Inc	G140-SHOP SUPPLIES	261.91
4500003119	3/16/2016	Citywide Auto Glass Inc	R120-RAIL/LRV CAR BODY	2,235.60
4500003120	3/16/2016	Willy's Electronic Supply Co	R150-RAIL/LRV COMM EQUIP	342.91
4500003121	3/16/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	15,529.50
4500003122	3/16/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	132.88
4500003123	3/16/2016	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	1,607.30
4500003124	3/16/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	398.84
4500003125	3/16/2016	Maintex Inc	G170-LUBRICANTS	994.60
4500003126	3/16/2016	Presidio Networked Solutions Group	I120-INFO TECH, SVCS	38,362.50
4500003127	3/16/2016	Ingersoll Rand Co	G130-SHOP TOOLS	171.00
4500003128	3/16/2016	Carlos Guzman Inc	G180-JANITORIAL SUPPLIES	1,734.48
4500003129	3/16/2016	New Flyer Industries Canada ULC	B130-BUS BODY	1,236.30
4500003130	3/16/2016	Clever Devices Ltd.	P190-REV VEHICLE REPAIRS	772.25
4500003131	3/16/2016	Neyenesch Printers Inc	G230-PRINTED MATERIALS	2,101.68
4500003132	3/16/2016	DLT Solutions LLC	I110-INFORMATION TECH	5,806.19
4500003133	3/16/2016	F-1 Marketing Group	G230-PRINTED MATERIALS	647.47
4500003134	3/16/2016	West Coast Lanyards Inc	G250-NOVELTIES & AWARDS	2,721.60
4500003135	3/16/2016	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	271.59
4500003136	3/16/2016	Brown & Bigelow Inc	G250-NOVELTIES & AWARDS	2,742.00
4500003137	3/16/2016	Grah Safe & Lock Inc	R120-RAIL/LRV CAR BODY	49.68
4500003138	3/16/2016	APD Incorporated	G140-SHOP SUPPLIES	1,628.11
4500003139	3/16/2016	Recaro North America Inc	B130-BUS BODY	689.46
4500003140	3/17/2016	Jeyco Products Inc	G160-PAINTS & CHEMICALS	40.68
4500003141	3/17/2016	New Flyer Industries Canada ULC	B130-BUS BODY	694.10
4500003142	3/17/2016	Gillig LLC	B160-BUS ELECTRICAL	2,527.20
4500003143	3/17/2016	Industrial Maintenance Supply LLC	G200-OFFICE SUPPLIES	99.53
4500003144	3/17/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	468.27
4500003146	3/17/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	1,848.54
4500003147	3/17/2016	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	1,751.71
4500003148	3/17/2016	Miramar Ford Truck Sales Inc	B200-BUS PWR TRAIN EQUIP	237.88
4500003151	3/17/2016	TK Services Inc	B110-BUS HVAC SYSTEMS	3,856.57
4500003152	3/17/2016	NABI Parts LLC	B160-BUS ELECTRICAL	510.54
4500003153	3/17/2016	Wetmore's	B140-BUS CHASSIS	1,726.92
4500003154	3/17/2016	New Flyer Industries Canada ULC	B130-BUS BODY	679.77

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PO Number	Date	Organization	Subject	Amount
4500003155	3/17/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	8,199.91
4500003156	3/17/2016	Muncie Transit Supply	B160-BUS ELECTRICAL	28.95
4500003157	3/17/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	233.39
4500003158	3/17/2016	CDW LLC	I110-INFORMATION TECH	2,994.31
4500003159	3/17/2016	Cummins Pacific LLC	B140-BUS CHASSIS	5,437.63
4500003160	3/17/2016	Gregory Heer	G230-PRINTED MATERIALS	208.00
4500003161	3/17/2016	Robcar Corporation	G130-SHOP TOOLS	361.80
4500003162	3/17/2016	Eran Hason	P130-EQUIP MAINT REPR SVC	65.00
4500003163	3/17/2016	Elkhart Brass Manufacturing Co.	B130-BUS BODY	9,045.13
4500003164	3/17/2016	Clever Devices Ltd.	P190-REV VEHICLE REPAIRS	715.00
4500003165	3/17/2016	San Diego Electric, Inc.	F110-SHOP/BLDG MACHINERY	153.97
4500003166	3/17/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	20,018.45
4500003167	3/17/2016	Soco Group Inc	B180-BUS DIESEL	18,792.00
4500003168	3/17/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,824.47
4500003169	3/18/2016	Midwest Bus Corporation	B130-BUS BODY	165.49
4500003170	3/18/2016	Gillig LLC	B120-BUS MECHANICAL PARTS	4,635.52
4500003171	3/18/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,241.66
4500003172	3/18/2016	Miramar Ford Truck Sales Inc	B200-BUS PWR TRAIN EQUIP	216.14
4500003173	3/18/2016	Miramar Ford Truck Sales Inc	B130-BUS BODY	275.74
4500003174	3/18/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	4,594.66
4500003175	3/18/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	1,140.95
4500003176	3/18/2016	Gillig LLC	B130-BUS BODY	327.34
4500003177	3/18/2016	JKL Cleaning Systems	F110-SHOP/BLDG MACHINERY	837.00
4500003178	3/18/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	269.97
4500003179	3/18/2016	Muncie Transit Supply	B200-BUS PWR TRAIN EQUIP	104.69
4500003180	3/18/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	855.56
4500003181	3/18/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	418.37
4500003182	3/18/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	2,120.94
4500003183	3/18/2016	Mci Service Parts Inc	B200-BUS PWR TRAIN EQUIP	140.71
4500003184	3/18/2016	Neopart	B130-BUS BODY	155.58
4500003185	3/18/2016	Municipal Information Technology	I110-INFORMATION TECH	130.00
4500003186	3/18/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,885.36
4500003187	3/18/2016	Denlo Inc	G180-JANITORIAL SUPPLIES	378.86
4500003188	3/18/2016	Herzog Contracting Co	T110-TRACK, RAIL	9,831.80
4500003189	3/18/2016	Office Depot	G200-OFFICE SUPPLIES	648.00
4500003190	3/18/2016	NABI Parts LLC	B250-BUS REPAIR PARTS	1,107.36
4500003191	3/18/2016	Mohawk Mfg & Supply Co	B130-BUS BODY	2,313.36
4500003192	3/18/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,562.64
4500003193	3/18/2016	L L Printers Carlsbad LLC	G230-PRINTED MATERIALS	5,260.68
4500003194	3/18/2016	A-B-CPR & First Aid Training Inc	P490-MANAGEMENT TRAINING	392.00
4500003199	3/18/2016	Steven Timme	G230-PRINTED MATERIALS	181.44
4500003200	3/18/2016	Willy's Electronic Supply Co	M180-STATION ELECTRICAL	797.08
4500003201	3/18/2016	Culligan of San Diego	G140-SHOP SUPPLIES	2,100.00
4500003202	3/18/2016	Denlo Inc	G140-SHOP SUPPLIES	136.50
4500003203	3/18/2016	Downstream Services, Inc.	P280-GENERAL SVC AGRMNTS	2,216.00
4500003204	3/18/2016	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	12,506.40
4500003205	3/18/2016	Office Solutions	G200-OFFICE SUPPLIES	188.00
4500003206	3/18/2016	Applied Industrial Technologies-CA	G140-SHOP SUPPLIES	1,373.76
4500003207	3/18/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	947.37

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PO Number	Date	Organization	Subject	Amount
4500003208	3/18/2016	Southcoast Welding &	P500-OPERATOR TRAINING	5,400.00
4500003209	3/18/2016	Cubic Transportation Systems	R160-RAIL/LRV ELECTRICAL	2,057.81
4500003210	3/18/2016	Teknoware Inc	R160-RAIL/LRV ELECTRICAL	4,206.81
4500003211	3/19/2016	New Flyer Industries Canada ULC	B130-BUS BODY	40.51
4500003212	3/21/2016	New Flyer Industries Canada ULC	B250-BUS REPAIR PARTS	1,186.99
4500003213	3/21/2016	SHI International Corp	I110-INFORMATION TECH	3,505.38
4500003214	3/21/2016	Quality Technology Services Inc	I110-INFORMATION TECH	477.75
4500003215	3/21/2016	Muncie Transit Supply	B200-BUS PWR TRAIN EQUIP	99.86
4500003216	3/21/2016	Janek Corporation	P190-REV VEHICLE REPAIRS	1,800.00
4500003217	3/21/2016	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	551.78
4500003218	3/21/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	2,297.34
4500003219	3/21/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	387.10
4500003220	3/21/2016	NABI Parts LLC	B130-BUS BODY	360.06
4500003221	3/21/2016	FinishMaster Inc	G130-SHOP TOOLS	2,762.67
4500003222	3/21/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	23.76
4500003223	3/21/2016	Buswest LLC	B200-BUS PWR TRAIN EQUIP	11.40
4500003224	3/21/2016	NABI Parts LLC	B140-BUS CHASSIS	2,214.74
4500003225	3/21/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	19,929.06
4500003227	3/21/2016	NABI Parts LLC	B160-BUS ELECTRICAL	638.60
4500003228	3/21/2016	Resa Power Solutions LLC	M110-SUB STATION	4,156.40
4500003229	3/21/2016	Carlson & Beauloye Machine Shop	P130-EQUIP MAINT REPR SVC	1,870.00
4500003230	3/21/2016	Simplexgrinnell LP	C120-SPECIALTY CONTRACTOR	75,900.00
4500003231	3/21/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,830.64
4500003232	3/21/2016	4One LLC	B130-BUS BODY	470.71
4500003233	3/21/2016	Muncie Transit Supply	B140-BUS CHASSIS	35.64
4500003234	3/21/2016	Muncie Transit Supply	B130-BUS BODY	97.79
4500003235	3/21/2016	Loran J. Thompson	P490-MANAGEMENT TRAINING	1,250.00
4500003236	3/22/2016	NABI Parts LLC	B250-BUS REPAIR PARTS	1,077.01
4500003237	3/22/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	661.80
4500003238	3/22/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	1,679.89
4500003239	3/22/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	455.64
4500003240	3/22/2016	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	47.56
4500003241	3/22/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	162.08
4500003242	3/22/2016	Airgas USA LLC	G140-SHOP SUPPLIES	1,123.52
4500003243	3/22/2016	Freeby Signs	P190-REV VEHICLE REPAIRS	573.48
4500003244	3/22/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	47.27
4500003245	3/22/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	78.73
4500003246	3/22/2016	Strachan Enterprises Inc	P120-BLDG/FACILITY REPRS	5,349.18
4500003247	3/22/2016	Total Filtration Services Inc	F120-BUS/LRV PAINT BOOTHS	185.34
4500003248	3/22/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,867.63
4500003249	3/22/2016	Brown & Bigelow Inc	G250-NOVELTIES & AWARDS	2,658.80
4500003250	3/22/2016	Light Bulb Depot 18 LLC	G200-OFFICE SUPPLIES	174.97
4500003251	3/22/2016	Office Solutions	G200-OFFICE SUPPLIES	1,179.06
4500003252	3/22/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	596.74
4500003253	3/22/2016	Sherwin Williams Company	G160-PAINTS & CHEMICALS	1,687.52
4500003254	3/22/2016	Ace Uniforms & Accessories	G120-SECURITY	1,285.64
4500003255	3/22/2016	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	431.85
4500003256	3/22/2016	Dimensional Silk Screen Inc	G230-PRINTED MATERIALS	2,652.48
4500003257	3/22/2016	Steven Timme	G230-PRINTED MATERIALS	1,101.60

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PO Number	Date	Organization	Subject	Amount
4500003258	3/22/2016	SHI International Corp	I110-INFORMATION TECH	9,641.67
4500003259	3/23/2016	Asbury Environmental Services	P110-BLDG MAINTENANCE	60,984.00
4500003260	3/23/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	74.01
4500003261	3/23/2016	Kingsbury Uniforms Inc	G250-NOVELTIES & AWARDS	1,017.86
4500003262	3/23/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	2,970.00
4500003263	3/23/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	104.21
4500003264	3/23/2016	Finest City Oil Inc	G280-FARE MATERIALS	500.00
4500003265	3/23/2016	Judith Alto	G230-PRINTED MATERIALS	939.60
4500003266	3/23/2016	Prudential Overall Supply	G140-SHOP SUPPLIES	2,340.83
4500003267	3/23/2016	United Fastener Inc	F110-SHOP/BLDG MACHINERY	20.01
4500003268	3/23/2016	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,154.39
4500003269	3/23/2016	Gillig LLC	B140-BUS CHASSIS	2,600.35
4500003270	3/23/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,602.38
4500003271	3/23/2016	Prochem Speciality Products Inc	G180-JANITORIAL SUPPLIES	2,347.50
4500003272	3/23/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,192.54
4500003273	3/23/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,873.79
4500003274	3/23/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	2,150.12
4500003275	3/23/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,494.48
4500003276	3/23/2016	NABI Parts LLC	B250-BUS REPAIR PARTS	376.31
4500003277	3/23/2016	Wetmore's	P190-REV VEHICLE REPAIRS	1,352.96
4500003278	3/23/2016	NABI Parts LLC	B250-BUS REPAIR PARTS	163.19
4500003279	3/23/2016	Kimley-Horn & Associates	P450-PERSONNEL SVCS	9,100.00
4500003280	3/23/2016	Office Solutions	G210-OFFICE FURNITURE	575.63
4500003281	3/23/2016	David Bueltel	G230-PRINTED MATERIALS	1,291.68
4500003282	3/23/2016	Paradigm Mechanical Corp	P140-MAINTENANCE, HVAC	950.00
4500003283	3/23/2016	Jankovich Company	G170-LUBRICANTS	4,256.80
4500003284	3/23/2016	Annex San Diego #1 Inc	F120-BUS/LRV PAINT BOOTHS	348.31
4500003285	3/23/2016	Office Depot	G200-OFFICE SUPPLIES	153.70
4500003286	3/23/2016	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	97.15
4500003287	3/23/2016	Professional Contractors Supplies	G170-LUBRICANTS	95.91
4500003288	3/23/2016	Citywide Auto Glass Inc	R120-RAIL/LRV CAR BODY	243.00
4500003289	3/23/2016	Westair Gases & Equipment Inc	G190-SAFETY/MED SUPPLIES	239.76
4500003290	3/23/2016	OneSource Distributors, LLC	M130-CROSSING MECHANISM	540.00
4500003291	3/23/2016	Prudential Overall Supply	G140-SHOP SUPPLIES	1,071.36
4500003292	3/23/2016	San Diego Seal Inc	R220-RAIL/LRV TRUCKS	1,706.19
4500003293	3/23/2016	Decals By Design Inc	R120-RAIL/LRV CAR BODY	377.47
4500003294	3/23/2016	Chromate Industrial Corporation	R160-RAIL/LRV ELECTRICAL	116.64
4500003295	3/23/2016	Grah Safe & Lock Inc	M200-YARD FACILITIES	100.44
4500003297	3/23/2016	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,037.41
4500003298	3/24/2016	Gillig LLC	B160-BUS ELECTRICAL	308.88
4500003299	3/24/2016	Harbor Diesel & Equipment	G170-LUBRICANTS	5,776.05
4500003300	3/24/2016	Wesco Distribution Inc	G270-ELECTRICAL/LIGHTING	82.91
4500003301	3/24/2016	Citywide Auto Glass Inc	P210-NON-REV VEH REPAIRS	291.00
4500003302	3/24/2016	Citywide Auto Glass Inc	P210-NON-REV VEH REPAIRS	291.00
4500003303	3/24/2016	Citywide Auto Glass Inc	P210-NON-REV VEH REPAIRS	291.00
4500003304	3/24/2016	Wetmore's	B250-BUS REPAIR PARTS	313.75
4500003305	3/24/2016	W.W. Grainger Inc	P190-REV VEHICLE REPAIRS	89.75
4500003306	3/24/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	1,349.66
4500003307	3/24/2016	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	906.54

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PO Number	Date	Organization	Subject	Amount
4500003308	3/24/2016	4One LLC	B130-BUS BODY	1,079.58
4500003309	3/24/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	135.45
4500003310	3/24/2016	The Truck Lighthouse	A140-AUTO/TRUCK REPAIR	217.74
4500003311	3/24/2016	New Flyer Industries Canada ULC	B200-BUS PWR TRAIN EQUIP	1,601.83
4500003312	3/24/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,602.38
4500003313	3/24/2016	Wetmore's	B140-BUS CHASSIS	1,099.02
4500003314	3/24/2016	Atlas Environmental Services, Inc.	P290-LANDSCAPING SERVICES	24,700.00
4500003315	3/24/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	2,399.38
4500003316	3/24/2016	F-1 Marketing Group	P190-REV VEHICLE REPAIRS	300.00
4500003317	3/24/2016	Genuine Parts Co	P190-REV VEHICLE REPAIRS	238.50
4500003318	3/24/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	1,727.47
4500003319	3/24/2016	TK Services Inc	B110-BUS HVAC SYSTEMS	3,882.49
4500003320	3/24/2016	AxleTech LLC	B140-BUS CHASSIS	1,300.32
4500003321	3/24/2016	Cummins Pacific LLC	B130-BUS BODY	1,667.18
4500003322	3/24/2016	Don Oleson Inc	B200-BUS PWR TRAIN EQUIP	4,912.32
4500003323	3/24/2016	Waco Filters Corporation	F120-BUS/LRV PAINT BOOTHS	497.67
4500003324	3/24/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	3,816.89
4500003325	3/24/2016	CDW LLC	I110-INFORMATION TECH	640.21
4500003326	3/24/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	15,529.50
4500003327	3/24/2016	W.W. Grainger Inc	F230-METALS/FERROUS	2,485.90
4500003328	3/24/2016	NABI Parts LLC	B140-BUS CHASSIS	2,214.74
4500003329	3/24/2016	Midwest Bus Corporation	B130-BUS BODY	165.49
4500003330	3/24/2016	M & M Plastics Inc	B130-BUS BODY	441.19
4500003331	3/24/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	23.76
4500003332	3/24/2016	Gillig LLC	B160-BUS ELECTRICAL	558.32
4500003333	3/24/2016	Buswest LLC	B200-BUS PWR TRAIN EQUIP	46.13
4500003334	3/24/2016	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	151.09
4500003335	3/24/2016	New Flyer Industries Canada ULC	B200-BUS PWR TRAIN EQUIP	1,959.56
4500003336	3/24/2016	Muncie Transit Supply	B140-BUS CHASSIS	41.59
4500003337	3/24/2016	James M. McFarland	G230-PRINTED MATERIALS	5,370.86
4500003338	3/24/2016	Reid And Clark Screen Arts Co	M120-OVRHEAD CATENARY SYS	694.99
4500003339	3/24/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	15.54
4500003340	3/24/2016	Sid Tool Co	G130-SHOP TOOLS	21.09
4500003341	3/24/2016	A.O. Reed & Co	P260-TESTING & ANALYSIS	145.00
4500003342	3/24/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	133.58
4500003343	3/24/2016	Kaman Industrial Technologies	P190-REV VEHICLE REPAIRS	344.84
4500003344	3/24/2016	Mohawk Mfg & Supply Co	B130-BUS BODY	3,084.48
4500003345	3/24/2016	Tribologik Corporation	G140-SHOP SUPPLIES	1,101.60
4500003346	3/24/2016	Kaman Industrial Technologies	G140-SHOP SUPPLIES	53.68
4500003347	3/24/2016	Jeyco Products Inc	G140-SHOP SUPPLIES	95.74
4500003348	3/24/2016	Charter Industrial Supply Inc	B120-BUS MECHANICAL PARTS	142.30
4500003349	3/24/2016	Charter Industrial Supply Inc	P190-REV VEHICLE REPAIRS	82.65
4500003350	3/24/2016	Daniels Tire Service	A110-AUTO/TRUCK TIRES	398.55
4500003351	3/24/2016	M.A. Stevens Construction Inc	C130-CONSTRUCTION SVCS	60,271.38
4500003352	3/24/2016	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	302.25
4500003353	3/24/2016	Reefco LLC	B110-BUS HVAC SYSTEMS	1,067.25
4500003354	3/24/2016	American Language Services	P350-OTHER LEGAL	190.00
4500003355	3/24/2016	S & S Bakery Inc	P440-CATERING SERVICES	61.24
4500003356	3/24/2016	Cintas Corporation No 2	P280-GENERAL SVC AGRMNTS	459.54

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4500003357	3/24/2016	Siemens Industry Inc	R220-RAIL/LRV TRUCKS	31,795.36
4500003358	3/24/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,886.12
4500003359	3/24/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	21,180.56
4500003360	3/24/2016	Soco Group Inc	B180-BUS DIESEL	19,440.00
4500003361	3/24/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	20,733.59
4500003362	3/24/2016	Corodata Media Storage Inc	I110-INFORMATION TECH	542.72
4500003363	3/24/2016	State of California	P450-PERSONNEL SVCS	2,940.00
4500003365	3/25/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	1,037.77
4500003366	3/25/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	243.78
4500003367	3/25/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	377.40
4500003368	3/25/2016	Western Lift Inc	F110-SHOP/BLDG MACHINERY	570.24
4500003369	3/25/2016	Reid And Clark Screen Arts Co	G110-BUS/TROLLEY SIGNAGE	399.18
4500003370	3/25/2016	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	858.40
4500003371	3/25/2016	CDW LLC	I110-INFORMATION TECH	12,600.00
4500003372	3/25/2016	CDW LLC	G220-OFFICE EQUIPMENT	439.02
4500003373	3/25/2016	Geiger Bros	G250-NOVELTIES & AWARDS	540.00
4500003374	3/25/2016	Green Pearle International Inc	G250-NOVELTIES & AWARDS	1,343.40
4500003375	3/25/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	416.67
4500003376	3/25/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,685.94
4500003377	3/25/2016	Cubic Transportation Systems	R160-RAIL/LRV ELECTRICAL	3,701.08
4500003378	3/25/2016	Home Depot USA Inc	G140-SHOP SUPPLIES	131.87
4500003379	3/25/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	21,091.16
4500003380	3/25/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	21,091.16
4500003381	3/25/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	38,772.00
4500003382	3/28/2016	New Flyer Industries Canada ULC	B250-BUS REPAIR PARTS	1,016.30
4500003384	3/28/2016	New Flyer Industries Canada ULC	F110-SHOP/BLDG MACHINERY	269.83
4500003385	3/28/2016	San Diego Chargers	P310-ADVERTISING SERVICES	2,995.00
4500003386	3/28/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	323.78
4500003387	3/28/2016	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	418.41
4500003388	3/28/2016	Professional Contractors Supplies	G130-SHOP TOOLS	229.06
4500003389	3/28/2016	Reid And Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	1,417.04
4500003390	3/28/2016	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	1,941.13
4500003391	3/28/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,916.95
4500003392	3/28/2016	OneSource Distributors, LLC	R160-RAIL/LRV ELECTRICAL	86.51
4500003393	3/28/2016	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	712.54
4500003394	3/28/2016	Chromate Industrial Corporation	G150-FASTENERS	462.06
4500003395	3/28/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	280.90
4500003396	3/28/2016	Annex San Diego #1 Inc	F120-BUS/LRV PAINT BOOTHS	299.37
4500003397	3/28/2016	Team One Repair Inc	G290-FARE REVENUE EQUIP	478.23
4500003398	3/28/2016	Westair Gases & Equipment Inc	G190-SAFETY/MED SUPPLIES	242.62
4500003399	3/28/2016	Decals By Design Inc	R120-RAIL/LRV CAR BODY	364.51
4500003401	3/28/2016	W.W. Grainger Inc	R170-RAIL/LRV HVAC	461.33
4500003402	3/28/2016	Micro Precision Calibration Inc	P130-EQUIP MAINT REPR SVC	816.50
4500003403	3/28/2016	CASEI	F180-BUILDING MATERIALS	1,686.96
4500003404	3/28/2016	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	941.23
4500003405	3/28/2016	Cameo Paper & Supply Co Inc	G180-JANITORIAL SUPPLIES	1,153.95
4500003406	3/28/2016	Robcar Corporation	G190-SAFETY/MED SUPPLIES	259.20
4500003407	3/28/2016	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	1,010.88
4500003408	3/28/2016	Werth Sanitary Supply Co Inc	G170-LUBRICANTS	320.76

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PO Number	Date	Organization	Subject	Amount
4500003409	3/28/2016	Airgas USA LLC	G190-SAFETY/MED SUPPLIES	143.47
4500003410	3/28/2016	P & R Paper Supply Company Inc	G180-JANITORIAL SUPPLIES	469.63
4500003411	3/28/2016	UBM LLC	I110-INFORMATION TECH	2,474.25
4500003412	3/28/2016	SurveyMonkey Inc.	G260-MEDIA	1,200.00
4500003413	3/28/2016	Global Power Group Inc	P150-MAINT. CLEANING	1,047.71
4500003414	3/28/2016	Gillig LLC	B140-BUS CHASSIS	635.68
4500003415	3/28/2016	Ismael Frausto	R140-RAIL/LRV DOORS/RAMP	3.75
4500003416	3/28/2016	Flambeau Inc	R230-RAIL/LRV MECHANICAL	150.99
4500003417	3/28/2016	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	101.86
4500003418	3/28/2016	New Flyer Industries Canada ULC	G130-SHOP TOOLS	2,883.75
4500003419	3/28/2016	Mouser Electronics Inc	G200-OFFICE SUPPLIES	20.51
4500003420	3/28/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	332.85
4500003421	3/28/2016	Airgas USA LLC	G140-SHOP SUPPLIES	2,509.20
4500003422	3/28/2016	Muncie Transit Supply	B200-BUS PWR TRAIN EQUIP	74.31
4500003424	3/29/2016	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	959.34
4500003425	3/29/2016	New Flyer Industries Canada ULC	B250-BUS REPAIR PARTS	1,016.30
4500003426	3/29/2016	Jeyco Products Inc	G130-SHOP TOOLS	662.40
4500003427	3/29/2016	Gillig LLC	B160-BUS ELECTRICAL	230.91
4500003428	3/29/2016	Padre Janitorial Supplies Inc	F110-SHOP/BLDG MACHINERY	241.66
4500003429	3/29/2016	R.S. Hughes Co Inc	G190-SAFETY/MED SUPPLIES	246.85
4500003431	3/29/2016	American Tower Corporation	I120-INFO TECH, SVCS	2,960.00
4500003432	3/29/2016	Pixster Photobooth LLC	P160-EQUIPMENT RENTALS	1,516.00
4500003433	3/29/2016	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	1,962.13
4500003434	3/29/2016	Simplexgrinnell LP	P280-GENERAL SVC AGRMNTS	1,245.36
4500003435	3/29/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,904.62
4500003436	3/29/2016	CDW LLC	G200-OFFICE SUPPLIES	633.39
4500003437	3/29/2016	Terminix International	P150-MAINT. CLEANING	240.00
4500003438	3/29/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	19,147.58
4500003439	3/29/2016	Applied Industrial Technologies-CA	R140-RAIL/LRV DOORS/RAMP	1,518.91
4500003440	3/29/2016	L&W Industries LLC	M130-CROSSING MECHANISM	6,894.72
4500003441	3/30/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	11.77
4500003442	3/30/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	153.36
4500003443	3/30/2016	New Flyer Industries Canada ULC	B160-BUS ELECTRICAL	70.31
4500003444	3/30/2016	Transit Products and Services	P190-REV VEHICLE REPAIRS	1,620.00
4500003445	3/30/2016	Muncie Transit Supply	B140-BUS CHASSIS	677.92
4500003446	3/30/2016	Citywide Auto Glass Inc	P190-REV VEHICLE REPAIRS	1,620.00
4500003447	3/30/2016	Kaman Industrial Technologies	G140-SHOP SUPPLIES	779.55
4500003448	3/30/2016	New Flyer Industries Canada ULC	B140-BUS CHASSIS	15,529.50
4500003449	3/30/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,602.38
4500003450	3/30/2016	Wesco Distribution Inc	G270-ELECTRICAL/LIGHTING	326.58
4500003451	3/30/2016	Prochem Speciality Products Inc	G170-LUBRICANTS	163.44
4500003452	3/30/2016	New Flyer Industries Canada ULC	B130-BUS BODY	156.58
4500003453	3/30/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	27.87
4500003454	3/30/2016	Kenneth Place	P130-EQUIP MAINT REPR SVC	50.00
4500003455	3/30/2016	Mohawk Mfg & Supply Co	B160-BUS ELECTRICAL	1,321.20
4500003456	3/30/2016	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,435.41
4500003457	3/30/2016	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	62.10
4500003458	3/30/2016	Hydro-Scape Products Inc	F190-LANDSCAPING MAT'LS	204.54
4500003459	3/30/2016	Skyhawk Industries Inc	P420-MAIL SERVICES	164.50

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PO Number	Date	Organization	Subject	Amount
4500003460	3/30/2016	Soco Group Inc	G170-LUBRICANTS	8,800.05
4500003461	3/30/2016	R.S. Hughes Co Inc	B130-BUS BODY	2,198.08
4500003462	3/30/2016	Ram Industrial Services LLC	P190-REV VEHICLE REPAIRS	5,200.00
4500003463	3/30/2016	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	4,369.74
4500003464	3/30/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	1,317.60
4500003465	3/30/2016	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	72.52
4500003466	3/30/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	7,125.28
4500003467	3/30/2016	W.W. Grainger Inc	G210-OFFICE FURNITURE	1,496.88
4500003468	3/30/2016	SiteHawk LLC	P280-GENERAL SVC AGRMNTS	53,475.00
4500003469	3/30/2016	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	1,320.10
4500003470	3/31/2016	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,159.47
4500003471	3/31/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	20,554.81
4500003472	4/1/2016	Jeyco Products Inc	B160-BUS ELECTRICAL	50.19
4500003473	4/1/2016	TK Services Inc	P190-REV VEHICLE REPAIRS	2,712.16
4500003474	4/1/2016	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	1,222.34
4500003475	4/1/2016	Freeby Signs	P190-REV VEHICLE REPAIRS	745.22
4500003476	4/1/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	187.48
4500003477	4/1/2016	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	200.02
4500003478	4/1/2016	Gillig LLC	P190-REV VEHICLE REPAIRS	606.17
4500003479	4/1/2016	Gillig LLC	P190-REV VEHICLE REPAIRS	174.20
4500003480	4/1/2016	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	275.87
4500003481	4/1/2016	4One LLC	P190-REV VEHICLE REPAIRS	376.75
4500003482	4/1/2016	APD Incorporated	P150-MAINT. CLEANING	315.26
4500003483	4/1/2016	New Flyer Industries Canada ULC	B250-BUS REPAIR PARTS	282.30
4500003484	4/1/2016	Romaine Electric Corporation	B160-BUS ELECTRICAL	11,783.94
4500003485	4/1/2016	CDW LLC	I110-INFORMATION TECH	2,385.29
4500003486	4/1/2016	Steven Timme	G230-PRINTED MATERIALS	189.00
4500003487	4/1/2016	Prudential Overall Supply	P280-GENERAL SVC AGRMNTS	122.34
4500003488	4/1/2016	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	2,078.19
4500003489	4/1/2016	United Fastener Inc	B250-BUS REPAIR PARTS	21.60
4500003490	4/1/2016	E&E Industries	F110-SHOP/BLDG MACHINERY	51.82
4500003491	4/1/2016	United Fastener Inc	B250-BUS REPAIR PARTS	8.53
4500003492	4/1/2016	NABI Parts LLC	B250-BUS REPAIR PARTS	1,719.85
4500003493	4/1/2016	New Flyer Industries Canada ULC	B250-BUS REPAIR PARTS	654.64
4500003494	4/1/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	106.02
4500003495	4/1/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	89.57
4500003496	4/1/2016	New Flyer Industries Canada ULC	B120-BUS MECHANICAL PARTS	227.26
4500003497	4/1/2016	Supreme Oil Company	B180-BUS DIESEL	18,014.40
4500003498	4/4/2016	CDW LLC	I110-INFORMATION TECH	517.78
4500003499	4/4/2016	Chromate Industrial Corporation	G150-FASTENERS	219.52
4500003500	4/4/2016	Westair Gases & Equipment Inc	G140-SHOP SUPPLIES	366.78
4500003501	4/4/2016	Home Depot USA Inc	G140-SHOP SUPPLIES	387.25
4500003502	4/4/2016	Kenneth Place	P130-EQUIP MAINT REPR SVC	189.07
4500003503	4/4/2016	Airgas USA LLC	G190-SAFETY/MED SUPPLIES	606.22
4500003504	4/4/2016	Super Welding of Southern CA	T110-TRACK, RAIL	600.00
4500003505	4/4/2016	West End Holdings Inc	P260-TESTING & ANALYSIS	465.00
4500003506	4/4/2016	Coastal Business Machines LLC	M180-STATION ELECTRICAL	1,661.27
4500003507	4/4/2016	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	421.20
4500003508	4/4/2016	Home Depot USA Inc	F190-LANDSCAPING MAT'LS	75.50

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4500003509	4/4/2016	Home Depot USA Inc	G130-SHOP TOOLS	32.37
4500003510	4/4/2016	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	1,409.44
4500003511	4/4/2016	Thompson Building Materials	R230-RAIL/LRV MECHANICAL	2,569.11
4500003512	4/4/2016	Professional Contractors Supplies	G130-SHOP TOOLS	37.43
4500003513	4/4/2016	Annex San Diego #1 Inc	F120-BUS/LRV PAINT BOOTHS	141.01
4500003514	4/4/2016	Daniels Tire Service	P210-NON-REV VEH REPAIRS	38.32
4500003515	4/4/2016	Daniels Tire Service	P210-NON-REV VEH REPAIRS	47.38
4500003516	4/4/2016	Taxicab, Limousine &	P490-MANAGEMENT TRAINING	405.00
4500003517	4/4/2016	Ace Uniforms & Accessories	G120-SECURITY	254.84
4500003518	4/4/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,842.97
4500003519	4/4/2016	Knorr Brake Company	R140-RAIL/LRV DOORS/RAMP	270.00
4500003520	4/4/2016	Environmental Logistics Inc	P150-MAINT. CLEANING	20,421.00
4500003521	4/4/2016	Siemens Industry Inc	M110-SUB STATION	275.40
4500003522	4/4/2016	County of San Diego	G120-SECURITY	475.20
4500003523	4/4/2016	W.W. Grainger Inc	G140-SHOP SUPPLIES	89.11
4500003524	4/4/2016	Robert Costanzo	B140-BUS CHASSIS	57.90
4500003525	4/4/2016	New Flyer Industries Canada ULC	B130-BUS BODY	2,984.81
4500003526	4/4/2016	Gillig LLC	B200-BUS PWR TRAIN EQUIP	1,817.75
4500003527	4/4/2016	American Office Products Inc	G200-OFFICE SUPPLIES	1,848.00
4500003528	4/4/2016	New Flyer Industries Canada ULC	P190-REV VEHICLE REPAIRS	1,133.22
4500003529	4/4/2016	CDW LLC	I110-INFORMATION TECH	1,130.42
4500003530	4/4/2016	E&E Industries	F110-SHOP/BLDG MACHINERY	183.60
4500003531	4/4/2016	General Signals Inc	M130-CROSSING MECHANISM	4,536.00
4500003532	4/4/2016	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	18,945.74
4500003533	4/4/2016	Air & Lube Systems Inc	F110-SHOP/BLDG MACHINERY	146.67
4500003534	4/4/2016	Airgas USA LLC	G140-SHOP SUPPLIES	898.82
4500003535	4/4/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	268.82
4500003536	4/4/2016	Kaman Industrial Technologies	G140-SHOP SUPPLIES	460.78
4500003537	4/4/2016	Industrial Maintenance Supply LLC	G150-FASTENERS	59.42
4500003538	4/5/2016	Dartco Transmission	B250-BUS REPAIR PARTS	200.51
4500003539	4/5/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,503.57
4500003540	4/5/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	292.60
4500003541	4/5/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	181.82
4500003542	4/5/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,064.00
4500003543	4/5/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	211.47
4500003544	4/5/2016	Pressnet Express Inc	G230-PRINTED MATERIALS	1,890.00
4500003545	4/5/2016	Denlo Inc	G140-SHOP SUPPLIES	467.58
4500003546	4/5/2016	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	307.80
4500003547	4/5/2016	Gillig LLC	B250-BUS REPAIR PARTS	432.00
4500003548	4/5/2016	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	45,489.60
4500003549	4/5/2016	Susan Shepard	G280-FARE MATERIALS	50,742.72
4500003550	4/5/2016	858 Graphics Inc	G230-PRINTED MATERIALS	2,066.48
4500003551	4/5/2016	OneSource Distributors, LLC	G130-SHOP TOOLS	505.44
4500003552	4/5/2016	Daniels Tire Service	A110-AUTO/TRUCK TIRES	398.55
4500003553	4/5/2016	Simplexgrinnell LP	P280-GENERAL SVC AGRMNTS	1,470.00
4500003554	4/5/2016	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,634.40
4500003555	4/5/2016	Pacific Coast Air Tools & Supply In	G130-SHOP TOOLS	2,487.03
4500003556	4/5/2016	Computer Protection Technology Inc	P280-GENERAL SVC AGRMNTS	21,720.00
4500003557	4/5/2016	Kearny Pearson Ford	P190-REV VEHICLE REPAIRS	694.84

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4500003558	4/5/2016	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,080.00
4500003559	4/5/2016	Ral Investment Corp	G210-OFFICE FURNITURE	2,168.64
4500003560	4/5/2016	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,836.80
4500003561	4/5/2016	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	1,593.90
4500003562	4/5/2016	CDW LLC	I110-INFORMATION TECH	965.15
4500003563	4/5/2016	Cubic Transportation Systems	G120-SECURITY	411.56
4500003564	4/5/2016	Sid Tool Co	G130-SHOP TOOLS	1,434.41
4500003565	4/5/2016	Westair Gases & Equipment Inc	G130-SHOP TOOLS	490.11
4500003566	4/5/2016	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	13.86
4500003567	4/5/2016	Trentman Corporation	G160-PAINTS & CHEMICALS	657.46
4500003568	4/5/2016	Advance Blueprint & Digital Copy In	G230-PRINTED MATERIALS	1,595.98
4500003569	4/5/2016	Dunn-Edwards Corporation	G160-PAINTS & CHEMICALS	1,822.02
4500003570	4/5/2016	P & R Paper Supply Company Inc	G140-SHOP SUPPLIES	207.81
4500003571	4/5/2016	OneSource Distributors, LLC	G140-SHOP SUPPLIES	32.58
4500003572	4/5/2016	American Battery Corporation	G140-SHOP SUPPLIES	162.87
4500003573	4/5/2016	Airgas USA LLC	G190-SAFETY/MED SUPPLIES	1,624.32
4500003574	4/5/2016	Culligan of San Diego	G140-SHOP SUPPLIES	2,100.00
4500003575	4/5/2016	San Diego Plastics Inc	R220-RAIL/LRV TRUCKS	335.01
4500003576	4/5/2016	Rayne - San Diego Inc	G120-SECURITY	108.00