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Agenda

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

****BOARD OF DIRECTORS MEETING & FINANCE WORKSHOP****

March 9, 2017

» » 9:00 a.m. « «

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

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FINANCE WORKSHOP - 9:00 a.m.

**ACTION
RECOMMENDED**

1. Roll Call
2. a. Fiscal Year 2017 Midyear Adjustment (Mike Thompson)
Action would enact Resolution No. 17-4 amending the fiscal year (FY) 2017 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.

**Enact/
Approve**

Please SILENCE electronics
during the meeting



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

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

b. Fiscal Year 2018 Operating Budget Discussion (Mike Thompson) Receive
Action would receive a report regarding fiscal year (FY) 2018 operating budget development and provide guidance on budgetary issues.

c. Fiscal Year 2018 Capital Improvement Program (Mike Thompson) Approve
Action would: (1) Approve the fiscal year 2018 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, allow 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 2018 CIP; and (3) Recommend that the SANDAG Board of Directors approve amendment number 3 of the 2016 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2018 CIP recommendations.

3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

4. Next Finance Workshop: April 13, 2017 / Adjournment

BOARD MEETING - Meeting will begin when the Finance Workshop ends.

5. a. Roll Call
b. Approval of Minutes - February 16, 2017 Approve
c. 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 furnish a copy to the Clerk of the Board.

CONSENT ITEMS

6. Amendment to Chief Executive Officer Employment Agreement Approve
Action would approve an amendment to the Executive Employment Agreement between MTS and Paul C. Jablonski to provide additional compensation and fringe benefits.

7. California Governor's Office of Emergency Services (CalOES) California Transit Security Grant Program (CTSGP) Funding, Fiscal Year 2016-2017 Approve
Action would approve Resolution No. 17-2, authorizing the use of, and application for, \$2,223,555 of CTSGP for capital projects that provide increased protection against security and safety threats, and/or increases the capacity of transit operators to prepare for disaster-response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

8. Fiscal Year 2016-2017 Low Carbon Transit Operations Program (LCTOP) Funding) Adopt/Approve

Action would: (1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; (2) Authorize 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; (3) Authorize the use of, and application for, \$1,696,280 in Fiscal Year 2016-2017 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities; and (4) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit Disadvantaged Communities (DAC) identified in Section 39711 of the Health and Safety Code.

- | | | |
|-----|--|---------------|
| 9. | <u>MTS Sale of 2005 New Flyer 40' Bus (No. 2725) to Transdev Services, Inc.</u>
Action would authorize the negotiated sale of MTS Vehicle No. 2725 (2005 40' New Flyer, VIN No. 5FYC4FP135C027962) to Transdev Services, Inc. | Approve |
| 10. | <u>Unallocated Transportation Development Act Funds For Transit-Related Projects</u>
Action would approve the use of unallocated Transportation Development Act (TDA) funds currently held by the County of San Diego for transit-related expenses for the City of National City. | Approve |
| 11. | <u>Amended and Restated Ground Lease Agreement with CCATT LLC at the Massachusetts Trolley Station</u>
Action would authorize the Chief Executive Officer (CEO) to execute an amended and restated ground lease with CCATT LLC for current and additional cellular equipment at the Massachusetts Trolley Station. | Approve |
| 12. | <u>Property Insurance Renewal</u>
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, 2017, through March 31, 2018, 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). | Approve |
| 13. | <u>Authorization to Increase Legal Service Contract with Leidle, Larson, Lidl & Vail, LLP to Pay Projected Expenses</u>
Action would authorize the Chief Executive Officer (CEO) to approve increasing the Leidle, Larson, Lidl & Vail, LLP contract by \$400,000 to cover anticipated legal expenses. | Approve |
| 14. | <u>San Diego Trolley Heavy Duty Forklift - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1331.0-17 with Lift King Manufacturing Corporation for the purchase of one (1) heavy duty forklift. | Approve |
| 15. | <u>S70 and SD100 Printed Circuit Boards - Sole Source Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1359.0-17, with Siemens Industry, Inc., on a sole source basis, for the purchase of printed circuit boards (PCB) and related items. | Approve |
| 16. | <u>Investment Report - January 2017</u> | Informational |

- | | | |
|-----|--|---------|
| 17. | <u>Motorized Switch Machines and Controllers for the Courthouse Station - Sole Source Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1365.0-17 with Advanced Transit Solutions, Inc., on a sole source basis, for the purchase of the Courthouse Station motorized switches and controllers. | Approve |
| 18. | <u>Relocation of SDG&E Facilities for the New Orange Line Courthouse Station - Negotiate Work Order Under a Job Order Contract</u>
Action would authorize the Chief Executive Officer (CEO) to negotiate the not to exceed Work Order No. MTSJOC7504-26, under MTS Doc. No. PWL204.0-16 with ABC Construction, Inc., for the relocation of SDG&E's facilities on C Street, between Front and State Street, as part of the new Orange Line Courthouse Station Project. | Approve |

CLOSED SESSION

24. None.

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- | | | |
|-----|---|--------------------|
| 30. | <u>Potential Funding Measure Update (Karen Landers)</u>
Action would receive a report and provide direction. | Possible
Action |
|-----|---|--------------------|

REPORT ITEMS

- | | | |
|-----|--|---------------|
| 45. | <u>Annual Security Report (January 1, 2016 through December 31, 2016) (Manny Guaderrama)</u> | Informational |
| 46. | <u>Fiscal Year 2017 Second Quarter Performance Monitoring Report (Denis Desmond)</u> | Informational |
| 47. | <u>Transit Optimization Plan (TOP) Update (Denis Desmond)</u> | Informational |
| 48. | <u>Mobile Ticketing Update (Rob Schupp)</u> | Informational |
| 60. | <u>Chairman's Report</u> | Informational |
| 61. | <u>Chief Executive Officer's Report</u> | Informational |
| 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. Next Meeting Date: April 13, 2017

65. Adjournment



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Agenda Item No. 2a

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

FISCAL YEAR 2017 MIDYEAR ADJUSTMENT (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors enact Resolution No. 17-4 (Attachment B) amending the fiscal year (FY) 2017 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.

Budget Impact

The action will amend the FY2017 operating budget.

DISCUSSION:

Combined MTS FY 2017 Midyear Adjustment

Revenues. Passenger fare revenues are unfavorable year over year by \$2,863,000 over the first six months of the fiscal year, and continue to trend behind the original budget. Passenger fare revenue is projected to be \$94,874,000, resulting in an unfavorable midyear adjustment of \$5,935,000.

Other revenue is projected to increase \$201,000. This is primarily due to higher than expected revenue from advertising.

Subsidy revenue, in total, produces an unfavorable midyear adjustment of \$1,593,000. TransNet revenue is expected to decrease by \$1,146,000 due to declining sales tax receipts and lower than expected reimbursement for TransNet funded operations. Federal subsidy revenue is expected to increase by \$193,000. Fastrak and other local funding are projected to decrease by \$640,000.



Reserve revenue contribution produces a favorable midyear adjustment of \$2,654,000. This is primarily due to \$2,000,000 of carryover funding from the FY 2016 operating budget. There are also increases due to the Taxicab Administration and SD&AE expenses exceeding revenues by \$679,000, which uses the reserves of these self-funded activities.

In total, consolidated revenues will yield a \$4,673,000 unfavorable midyear adjustment.

Expenses. Total consolidated operating expenses will produce a \$4,673,000 favorable midyear adjustment.

Personnel-related expenses will yield a \$3,690,000 favorable midyear adjustment. These adjustments include a decrease in labor expenses of \$1,921,000 and fringe expenses of \$1,768,000 due to favorable experience.

Total outside services will produce an unfavorable midyear adjustment of \$198,000.

Staff projects a favorable midyear adjustment of \$359,000 for materials and supplies.

The total favorable midyear adjustment in energy is \$1,314,000. This is primarily due to the expansion of East County CNG buses and the introduction of propane fueled buses, which produce cheaper per mile costs as well as shifting costs away from diesel and gasoline. Electricity expenses are expected to be favorable due to lower commodity costs. Natural gas prices have risen from the low prices experienced in FY 2016. However, the increase in commodity costs have been offset by decreases in transmission rates.

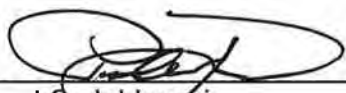
Risk management costs will produce an unfavorable midyear adjustment of \$74,000.

General and administrative costs will produce an unfavorable midyear adjustment of \$490,000.

Debt service will produce an unfavorable midyear adjustment of \$17,000.

Vehicle/facility leases will result in a favorable midyear adjustment of \$90,000.

Net income. The increase in revenues and expenses results in a balanced budget.



Paul G. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, mike.thompson@sdmts.com

Attachments: A. Proposed Fiscal Year 2017 Amended Budget
B. Board Resolution No. 17-4



Fiscal Year 2017

Amended Budget

Metropolitan Transit System



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM **TABLE OF CONTENTS** **AMENDED BUDGET FISCAL YEAR 2017**

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 2.01**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	97,913,890	100,808,623	94,873,838	(5,934,785)	-5.9%
OTHER OPERATING INCOME	16,400,533	14,259,419	14,460,000	200,581	1.4%
TOTAL OPERATING REVENUES	114,314,422	115,068,042	109,333,838	(5,734,204)	-5.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	173,858,516	161,055,822	159,462,784	(1,593,038)	-1.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(852,806)	25,011	2,679,105	2,654,094	10611.9%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(852,806)	25,011	2,679,105	2,654,094	10611.9%
TOTAL NON OPERATING REVENUE	173,005,709	161,080,833	162,141,889	1,061,056	0.7%
TOTAL COMBINED REVENUES	287,320,132	276,148,875	271,475,727	(4,673,148)	-1.7%
OPERATING EXPENSES					
LABOR EXPENSES	72,874,392	76,121,481	74,200,201	(1,921,280)	-2.5%
FRINGE EXPENSES	47,079,868	53,208,705	51,440,427	(1,768,278)	-3.3%
TOTAL PERSONNEL EXPENSES	119,954,260	129,330,186	125,640,628	(3,689,558)	-2.9%
SECURITY EXPENSES	7,249,549	7,747,777	7,652,527	(95,250)	-1.2%
REPAIR/MAINTENANCE SERVICES	5,409,822	5,965,953	5,052,148	(913,805)	-15.3%
ENGINE AND TRANSMISSION REBUILD	1,578,852	1,026,800	2,148,617	1,121,817	109.3%
OTHER OUTSIDE SERVICES	13,151,331	11,613,976	12,066,603	452,627	3.9%
PURCHASED TRANSPORTATION	66,811,838	70,066,350	69,699,447	(366,903)	-0.5%
TOTAL OUTSIDE SERVICES	94,201,392	96,420,856	96,619,342	198,486	0.2%
LUBRICANTS	554,465	473,000	573,700	100,700	21.3%
TIRES	1,126,102	1,055,868	1,323,268	267,400	25.3%
OTHER MATERIALS AND SUPPLIES	8,034,072	9,824,540	9,097,598	(726,942)	-7.4%
TOTAL MATERIALS AND SUPPLIES	9,714,639	11,353,408	10,994,566	(358,842)	-3.2%
DIESEL FUEL	5,021,972	5,495,893	4,255,707	(1,240,186)	-22.6%
CNG	8,067,599	8,550,924	9,159,294	608,370	7.1%
TRACTION POWER	7,944,818	9,600,000	9,500,000	(100,000)	-1.0%
UTILITIES	4,405,490	5,058,535	4,476,555	(581,980)	-11.5%
TOTAL ENERGY	25,439,879	28,705,352	27,391,556	(1,313,796)	-4.6%
RISK MANAGEMENT	5,371,298	4,039,713	4,113,591	73,878	1.8%
GENERAL AND ADMINISTRATIVE	2,744,911	3,336,895	3,826,637	489,742	14.7%
DEBT SERVICE	19,884,016	1,687,501	1,704,407	16,906	1.0%
VEHICLE / FACILITY LEASE	1,208,734	1,274,963	1,185,000	(89,963)	-7.1%
TOTAL OPERATING EXPENSES	278,519,128	276,148,874	271,475,727	(4,673,147)	-1.7%
NET OPERATING SUBSIDY	(164,204,706)	(161,080,832)	(162,141,889)	1,061,057	0.7%
OVERHEAD ALLOCATION	(0)	0	(0)	-	0.0%
ADJUSTED NET OPERATING SUBSIDY	(164,204,706)	(161,080,831)	(162,141,889)	1,061,058	0.7%
TOTAL REVENUES LESS TOTAL EXPENSES	8,801,003	2	(0)	2	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2017
SECTION 2.02**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	97,913,890	100,808,623	94,873,838	(5,934,785)	-5.9%
OTHER OPERATING INCOME	779,016	705,000	726,000	21,000	3.0%
TOTAL OPERATING REVENUES	98,692,906	101,513,623	95,599,838	(5,913,785)	-5.8%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	150,056,108	160,915,822	159,322,784	(1,593,038)	-1.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	2,000,000	2,000,000	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	2,000,000	2,000,000	-
TOTAL NON OPERATING REVENUE	150,056,108	160,915,822	161,322,784	406,962	0.3%
TOTAL COMBINED REVENUES	248,749,014	262,429,445	256,922,622	(5,506,823)	-2.1%
OPERATING EXPENSES					
LABOR EXPENSES	59,949,371	62,254,778	60,904,440	(1,350,338)	-2.2%
FRINGE EXPENSES	41,066,342	46,754,053	45,274,112	(1,479,941)	-3.2%
TOTAL PERSONNEL EXPENSES	101,015,713	109,008,831	106,178,552	(2,830,279)	-2.6%
SECURITY EXPENSES	238,870	229,027	220,527	(8,500)	-3.7%
REPAIR/MAINTENANCE SERVICES	5,260,072	5,853,453	4,885,948	(967,505)	-16.5%
ENGINE AND TRANSMISSION REBUILD	1,578,559	1,026,800	2,148,617	1,121,817	109.3%
OTHER OUTSIDE SERVICES	4,257,706	3,093,060	3,092,126	(934)	0.0%
PURCHASED TRANSPORTATION	66,811,838	70,066,350	69,699,447	(366,903)	-0.5%
TOTAL OUTSIDE SERVICES	78,147,046	80,268,689	80,046,665	(222,024)	-0.3%
LUBRICANTS	543,338	473,000	573,700	100,700	21.3%
TIRES	1,114,964	1,047,868	1,317,868	270,000	25.8%
OTHER MATERIALS AND SUPPLIES	8,019,120	9,801,540	9,224,198	(577,342)	-5.9%
TOTAL MATERIALS AND SUPPLIES	9,677,422	11,322,408	11,115,766	(206,642)	-1.8%
DIESEL FUEL	4,912,408	5,361,193	4,157,207	(1,203,986)	-22.5%
CNG	8,066,195	8,550,924	9,159,294	608,370	7.1%
TRACTION POWER	7,944,818	9,600,000	9,500,000	(100,000)	-1.0%
UTILITIES	3,745,401	4,345,335	3,801,980	(543,355)	-12.5%
TOTAL ENERGY	24,668,821	27,857,452	26,618,481	(1,238,971)	-4.4%
RISK MANAGEMENT	5,001,387	3,573,057	3,673,702	100,645	2.8%
GENERAL AND ADMINISTRATIVE	647,054	498,627	747,284	248,657	49.9%
DEBT SERVICE	1,044,028	947,884	964,880	16,996	1.8%
VEHICLE / FACILITY LEASE	1,027,436	1,028,963	1,009,000	(19,963)	-1.9%
TOTAL OPERATING EXPENSES	221,228,907	234,505,911	230,354,330	(4,151,581)	-1.8%
NET OPERATING SUBSIDY	(122,536,001)	(132,992,288)	(134,754,492)	1,762,204	1.3%
OVERHEAD ALLOCATION	(29,566,982)	(27,923,532)	(26,568,292)	1,355,241	-4.9%
ADJUSTED NET OPERATING SUBSIDY	(152,102,983)	(160,915,821)	(161,322,784)	406,963	0.3%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,046,875)	2	0	1	-73.2%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2017
SECTION 2.03**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	13,399,111	12,029,419	12,754,000	724,581	6.0%
TOTAL OPERATING REVENUES	13,399,111	12,029,419	12,754,000	724,581	6.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	23,802,408	140,000	140,000	-	0.0%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	23,802,408	140,000	140,000	-	0.0%
TOTAL COMBINED REVENUES	37,201,518	12,169,419	12,894,000	724,581	6.0%
OPERATING EXPENSES					
LABOR EXPENSES	12,290,698	13,059,949	12,612,821	(447,128)	-3.4%
FRINGE EXPENSES	5,743,842	6,182,619	5,865,305	(317,314)	-5.1%
TOTAL PERSONNEL EXPENSES	18,034,540	19,242,569	18,478,126	(764,443)	-4.0%
SECURITY EXPENSES	7,010,679	7,518,750	7,432,000	(86,750)	-1.2%
REPAIR/MAINTENANCE SERVICES	143,125	106,500	160,200	53,700	50.4%
ENGINE AND TRANSMISSION REBUILD	293	-	-	-	-
OTHER OUTSIDE SERVICES	8,763,974	8,380,807	8,647,367	266,560	3.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	15,918,071	16,006,057	16,239,567	233,510	1.5%
LUBRICANTS	11,128	-	-	-	-
TIRES	11,129	8,000	5,000	(3,000)	-37.5%
OTHER MATERIALS AND SUPPLIES	14,725	16,000	(133,200)	(149,200)	-932.5%
TOTAL MATERIALS AND SUPPLIES	36,982	24,000	(128,200)	(152,200)	-634.2%
DIESEL FUEL	105,554	127,700	93,500	(34,200)	-26.8%
CNG	1,404	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	653,023	703,200	666,575	(36,625)	-5.2%
TOTAL ENERGY	759,981	830,900	760,075	(70,825)	-8.5%
RISK MANAGEMENT	355,278	450,656	394,389	(56,267)	-12.5%
GENERAL AND ADMINISTRATIVE	1,965,468	2,722,848	2,955,933	233,085	8.6%
DEBT SERVICE	18,839,988	739,617	739,527	(90)	0.0%
VEHICLE / FACILITY LEASE	165,025	220,000	150,000	(70,000)	-31.8%
TOTAL OPERATING EXPENSES	56,075,333	40,236,646	39,589,417	(647,229)	-1.6%
NET OPERATING SUBSIDY	(42,676,222)	(28,207,227)	(26,835,417)	(1,371,810)	-4.9%
OVERHEAD ALLOCATION	29,721,693	28,067,227	26,695,417	(1,371,810)	-4.9%
ADJUSTED NET OPERATING SUBSIDY	(12,954,529)	(140,000)	(140,000)	(0)	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	10,847,878	(0)	-	(0)	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2017
SECTION 2.04**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	2,222,406	1,525,000	980,000	(545,000)	-35.7%
TOTAL OPERATING REVENUES	2,222,406	1,525,000	980,000	(545,000)	-35.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(852,806)	25,011	679,105	654,094	2615.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(852,806)	25,011	679,105	654,094	2615.3%
TOTAL NON OPERATING REVENUE	(852,806)	25,011	679,105	654,094	2615.3%
TOTAL COMBINED REVENUES	1,369,599	1,550,011	1,659,105	109,094	7.0%
OPERATING EXPENSES					
LABOR EXPENSES	634,323	806,755	682,940	(123,815)	-15.3%
FRINGE EXPENSES	269,684	272,032	301,010	28,978	10.7%
TOTAL PERSONNEL EXPENSES	904,007	1,078,786	983,950	(94,836)	-8.8%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	6,624	6,000	6,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	129,651	140,110	327,110	187,000	133.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	136,275	146,110	333,110	187,000	128.0%
LUBRICANTS	-	-	-	-	-
TIRES	9	-	400	400	-
OTHER MATERIALS AND SUPPLIES	227	7,000	6,600	(400)	-5.7%
TOTAL MATERIALS AND SUPPLIES	236	7,000	7,000	-	0.0%
DIESEL FUEL	4,010	7,000	5,000	(2,000)	-28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	7,066	10,000	8,000	(2,000)	-20.0%
TOTAL ENERGY	11,076	17,000	13,000	(4,000)	-23.5%
RISK MANAGEMENT	14,632	16,000	45,500	29,500	184.4%
GENERAL AND ADMINISTRATIVE	132,389	115,420	123,420	8,000	6.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	16,273	26,000	26,000	-	0.0%
TOTAL OPERATING EXPENSES	1,214,888	1,406,316	1,531,980	125,664	8.9%
NET OPERATING SUBSIDY	1,007,517	118,684	(551,980)	670,664	-565.1%
OVERHEAD ALLOCATION	(154,711)	(143,694)	(127,125)	-	-11.5%
ADJUSTED NET OPERATING SUBSIDY	852,806	(25,011)	(679,105)	654,095	2615.3%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 4.02**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	26,169,280	26,742,066	24,052,400	(2,689,666)	-10.1%
OTHER OPERATING INCOME	23,982	5,000	5,000	-	0.0%
TOTAL OPERATING REVENUES	26,193,262	26,747,066	24,057,400	(2,689,666)	-10.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	67,550,743	72,079,099	69,622,492	(2,456,607)	-3.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	2,000,000	2,000,000	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	2,000,000	2,000,000	-
TOTAL NON OPERATING REVENUE	67,550,743	72,079,099	71,622,492	(456,607)	-0.6%
TOTAL COMBINED REVENUES	93,744,004	98,826,165	95,679,892	(3,146,273)	-3.2%
OPERATING EXPENSES					
LABOR EXPENSES	35,630,111	36,791,439	36,170,903	(620,536)	-1.7%
FRINGE EXPENSES	31,825,039	36,541,103	34,578,114	(1,962,989)	-5.4%
TOTAL PERSONNEL EXPENSES	67,455,150	73,332,542	70,749,017	(2,583,525)	-3.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	1,022,572	908,594	858,400	(50,194)	-5.5%
ENGINE AND TRANSMISSION REBUILD	816,645	534,800	1,203,000	668,200	124.9%
OTHER OUTSIDE SERVICES	459,060	258,056	406,529	148,473	57.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	2,298,277	1,701,450	2,467,929	766,479	45.0%
LUBRICANTS	285,270	213,000	301,150	88,150	41.4%
TIRES	972,391	1,043,868	1,047,868	4,000	0.4%
OTHER MATERIALS AND SUPPLIES	3,026,571	3,105,239	3,110,300	5,061	0.2%
TOTAL MATERIALS AND SUPPLIES	4,284,232	4,362,107	4,459,318	97,211	2.2%
DIESEL FUEL	627,122	594,222	422,000	(172,222)	-29.0%
CNG	4,479,373	5,046,182	5,000,000	(46,182)	-0.9%
TRACTION POWER	-	-	-	-	-
UTILITIES	505,962	650,350	629,350	(21,000)	-3.2%
TOTAL ENERGY	5,612,457	6,290,753	6,051,350	(239,403)	-3.8%
RISK MANAGEMENT	3,632,312	1,751,738	1,830,027	78,289	4.5%
GENERAL AND ADMINISTRATIVE	285,799	233,875	397,954	164,079	70.2%
DEBT SERVICE	1,044,028	947,884	964,880	16,996	1.8%
VEHICLE / FACILITY LEASE	428,545	391,040	368,000	(23,040)	-5.9%
TOTAL OPERATING EXPENSES	85,040,800	89,011,388	87,288,475	(1,722,913)	-1.9%
NET OPERATING SUBSIDY	(58,847,538)	(62,264,322)	(63,231,075)	966,753	1.6%
OVERHEAD ALLOCATION	(10,803,209)	(9,814,776)	(8,391,417)	1,423,359	-14.5%
ADJUSTED NET OPERATING SUBSIDY	(69,650,748)	(72,079,098)	(71,622,492)	(456,606)	-0.6%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,100,005)	2	0	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 4.03**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	41,113,382	42,072,048	40,666,438	(1,405,610)	-3.3%
OTHER OPERATING INCOME	756,951	700,000	720,000	20,000	2.9%
TOTAL OPERATING REVENUES	41,870,333	42,772,048	41,386,438	(1,385,610)	-3.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	32,080,004	36,332,704	36,340,731	8,027	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	32,080,004	36,332,704	36,340,731	8,027	0.0%
TOTAL COMBINED REVENUES	73,950,337	79,104,752	77,727,169	(1,377,583)	-1.7%
OPERATING EXPENSES					
LABOR EXPENSES	23,858,876	24,761,780	24,240,152	(521,628)	-2.1%
FRINGE EXPENSES	9,216,977	10,024,271	10,499,744	475,473	4.7%
TOTAL PERSONNEL EXPENSES	33,075,852	34,786,051	34,739,896	(46,155)	-0.1%
SECURITY EXPENSES	119,052	110,000	101,500	(8,500)	-7.7%
REPAIR/MAINTENANCE SERVICES	4,073,446	4,656,790	3,874,824	(781,966)	-16.8%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,421,005	1,107,932	1,023,652	(84,280)	-7.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	6,613,503	5,874,722	4,999,976	(874,746)	-14.9%
LUBRICANTS	258,067	260,000	272,550	12,550	4.8%
TIRES	140,710	4,000	270,000	266,000	6650.0%
OTHER MATERIALS AND SUPPLIES	4,963,134	6,647,101	6,083,398	(563,703)	-8.5%
TOTAL MATERIALS AND SUPPLIES	5,361,911	6,911,101	6,625,948	(285,153)	-4.1%
DIESEL FUEL	256,844	316,900	233,000	(83,900)	-26.5%
CNG	-	-	-	-	-
TRACTION POWER	7,944,818	9,600,000	9,500,000	(100,000)	-1.0%
UTILITIES	2,806,346	3,272,000	2,709,650	(562,350)	-17.2%
TOTAL ENERGY	11,008,008	13,188,900	12,442,650	(746,250)	-5.7%
RISK MANAGEMENT	1,353,775	1,806,019	1,828,375	22,356	1.2%
GENERAL AND ADMINISTRATIVE	173,542	247,552	340,599	93,047	37.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	309,970	325,900	341,000	15,100	4.6%
TOTAL OPERATING EXPENSES	57,896,561	63,140,245	61,318,444	(1,821,801)	-2.9%
NET OPERATING SUBSIDY	(16,026,227)	(20,368,197)	(19,932,006)	(436,191)	-2.1%
OVERHEAD ALLOCATION	(16,053,778)	(15,964,507)	(16,408,725)	(444,218)	2.8%
ADJUSTED NET OPERATING SUBSIDY	(32,080,005)	(36,332,704)	(36,340,731)	8,027	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(2)	0	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 4.04**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	28,138,169	29,292,854	26,920,000	(2,372,854)	-8.1%
OTHER OPERATING INCOME	(1,917)	-	1,000	1,000	-
TOTAL OPERATING REVENUES	28,136,253	29,292,854	26,921,000	(2,371,854)	-8.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	33,331,135	33,732,637	35,261,249	1,528,612	4.5%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	33,331,135	33,732,637	35,261,249	1,528,612	4.5%
TOTAL COMBINED REVENUES	61,467,387	63,025,491	62,182,249	(843,242)	-1.3%
OPERATING EXPENSES					
LABOR EXPENSES	354,280	538,100	331,385	(206,715)	-38.4%
FRINGE EXPENSES	24,327	-	-	-	-
TOTAL PERSONNEL EXPENSES	378,607	538,100	331,385	(206,715)	-38.4%
SECURITY EXPENSES	119,818	119,027	119,027	0	0.0%
REPAIR/MAINTENANCE SERVICES	164,055	288,069	152,724	(135,345)	-47.0%
ENGINE AND TRANSMISSION REBUILD	761,914	492,000	945,617	453,617	92.2%
OTHER OUTSIDE SERVICES	725,834	1,078,142	764,001	(314,141)	-29.1%
PURCHASED TRANSPORTATION	51,377,177	53,223,831	52,914,222	(309,609)	-0.6%
TOTAL OUTSIDE SERVICES	53,148,798	55,201,069	54,895,591	(305,478)	-0.6%
LUBRICANTS	-	-	-	-	-
TIRES	1,862	-	-	-	-
OTHER MATERIALS AND SUPPLIES	29,416	49,200	30,500	(18,700)	-38.0%
TOTAL MATERIALS AND SUPPLIES	31,278	49,200	30,500	(18,700)	-38.0%
DIESEL FUEL	1,878,303	1,660,712	1,135,614	(525,098)	-31.6%
CNG	3,586,821	3,504,743	4,159,294	654,551	18.7%
TRACTION POWER	-	-	-	-	-
UTILITIES	433,093	421,545	462,980	41,435	9.8%
TOTAL ENERGY	5,898,218	5,587,000	5,757,888	170,888	3.1%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	3,120	6,000	3,395	(2,605)	-43.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	8,919	32,023	20,000	(12,023)	-37.5%
TOTAL OPERATING EXPENSES	59,468,940	61,413,392	61,038,759	(374,633)	-0.6%
NET OPERATING SUBSIDY	(31,332,688)	(32,120,538)	(34,117,759)	1,997,221	6.2%
OVERHEAD ALLOCATION	(1,998,447)	(1,612,099)	(1,143,490)	468,610	-29.1%
ADJUSTED NET OPERATING SUBSIDY	(33,331,135)	(33,732,637)	(35,261,249)	1,528,612	4.5%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	0	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 4.05**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	2,493,058	2,701,655	3,235,000	533,345	19.7%
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	2,493,058	2,701,655	3,235,000	533,345	19.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	16,550,213	18,220,374	17,540,420	(679,954)	-3.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	16,550,213	18,220,374	17,540,420	(679,954)	-3.7%
TOTAL COMBINED REVENUES	19,043,271	20,922,029	20,775,420	(146,609)	-0.7%
OPERATING EXPENSES					
LABOR EXPENSES	106,104	163,459	162,000	(1,459)	-0.9%
FRINGE EXPENSES	-	-	3,800	3,800	-
TOTAL PERSONNEL EXPENSES	106,104	163,459	165,800	2,341	1.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	360,759	493,430	739,334	245,904	49.8%
PURCHASED TRANSPORTATION	15,234,827	16,635,691	16,578,397	(57,294)	-0.3%
TOTAL OUTSIDE SERVICES	15,595,586	17,129,121	17,317,731	188,610	1.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	2,150,140	2,789,359	2,366,593	(422,766)	-15.2%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	1,440	-	(1,440)	-100.0%
TOTAL ENERGY	2,150,140	2,790,799	2,366,593	(424,206)	-15.2%
RISK MANAGEMENT	15,300	15,300	15,300	-	0.0%
GENERAL AND ADMINISTRATIVE	184,592	11,200	5,336	(5,864)	-52.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	280,002	280,000	280,000	0	0.0%
TOTAL OPERATING EXPENSES	18,331,724	20,389,879	20,150,760	(239,119)	-1.2%
NET OPERATING SUBSIDY	(15,838,666)	(17,688,224)	(16,915,760)	(772,464)	-4.4%
OVERHEAD ALLOCATION	(711,547)	(532,150)	(624,660)	(92,510)	17.4%
ADJUSTED NET OPERATING SUBSIDY	(16,550,213)	(18,220,374)	(17,540,420)	(679,954)	-3.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(0)	0	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 4.06**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	199,834	206,828	206,828	-	0.0%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	199,834	206,828	206,828	-	0.0%
TOTAL COMBINED REVENUES	199,834	206,828	206,828	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	199,834	206,828	206,828	-	0.0%
TOTAL OUTSIDE SERVICES	199,834	206,828	206,828	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	199,834	206,828	206,828	-	0.0%
NET OPERATING SUBSIDY	(199,834)	(206,828)	(206,828)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(199,834)	(206,828)	(206,828)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	(0)	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 4.07**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	344,180	344,180	351,064	6,884	2.0%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	344,180	344,180	351,064	6,884	2.0%
TOTAL COMBINED REVENUES	344,180	344,180	351,064	6,884	2.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	188,680	192,454	3,774	2.0%
TOTAL PERSONNEL EXPENSES	-	188,680	192,454	3,774	2.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	291,048	155,500	158,610	3,110	2.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	291,048	155,500	158,610	3,110	2.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	291,048	344,180	351,064	6,884	2.0%
NET OPERATING SUBSIDY	(291,048)	(344,180)	(351,064)	6,884	2.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(291,048)	(344,180)	(351,064)	6,884	2.0%
TOTAL REVENUES LESS TOTAL EXPENSES	53,132	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2017
SECTION 3.02**

	ACTUAL FY16	ORIGINAL BUDGET FY17	AMENDED BUDGET FY17	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	97,913,890	100,808,623	94,873,838	(5,934,785)	-5.9%
ADVERTISING REVENUE	0	0	0	0	-
CONTRACT SERVICE REVENUE	0	0	0	0	-
OTHER INCOME	16,400,533	14,259,419	14,460,000	200,581	1.4%
TOTAL OPERATING REVENUE	114,314,422	115,068,042	109,333,838	(5,734,204)	-5.0%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	53,039,156	56,870,600	57,063,600	193,000	0.3%
TRANSPORTATION DEVELOPMENT ACT (TDA)	59,501,012	60,030,082	60,030,082	0	0.0%
STATE TRANSIT ASSISTANCE (STA)	107,698	3,600,000	3,600,000	0	0.0%
STATE REVENUE - OTHER	1,685,328	1,400,000	1,400,000	0	0.0%
TRANSNET	35,898,669	37,481,038	36,335,000	(1,146,038)	-3.1%
OTHER LOCAL SUBSIDIES	5,598,651	1,674,102	1,034,102	(640,000)	-38.2%
TOTAL SUBSIDY REVENUE	155,830,514	161,055,822	159,462,784	(1,593,038)	-1.0%
OTHER REVENUE					
OTHER FUNDS	18,108,323	-	-	0	-
RESERVES REVENUE	(852,806)	25,011	2,679,105	2,654,094	10611.9%
TOTAL OTHER REVENUE	17,255,517	25,011	2,679,105	2,654,094	10611.9%
TOTAL NON OPERATING REVENUE	173,086,031	161,080,833	162,141,889	1,061,056	0.7%
GRAND TOTAL REVENUES	287,400,453	276,148,875	271,475,727	(4,673,148)	-1.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2017
SECTION 9.01

A-16

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	20,000,000	15,939,493	3,600,000	-	29,768,000	315,000	-	2,000,000	71,622,493
SDTI	23,000,000	8,340,731	-	-	5,000,000	-	-	-	36,340,731
MCS 801 - South Central	9,000,000	12,631,408	-	-	-	-	-	-	21,631,408
MCS 802 - JARC Olaj	-	1,276,885	-	-	-	-	-	-	1,276,885
MCS 820 - East County	-	6,064,729	-	-	-	-	-	-	6,064,729
MCS 825 - Rural	540,000	258,888	-	-	-	-	-	-	798,888
MCS 830 - Commuter Express	-	613,055	-	-	-	463,000	-	-	1,076,055
MCS 835 - Central Routes 961-965	-	3,284,706	-	-	-	-	-	-	3,284,706
MCS 840 - Regional Transit Center Maintenance	-	365,577	-	-	763,000	-	-	-	1,128,577
MCS 845 - BRT Superloop	-	-	-	-	-	-	-	-	-
MCS 846 - 115 Transit Center Maintenance	-	-	-	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	-	-	-
MCS 850 - ADA Access	4,383,600	10,063,272	-	1,400,000	804,000	181,102	-	-	16,831,974
MCS 856 - ADA Certification	-	507,076	-	-	-	-	-	-	507,076
MCS 875 - Coaster Connection	-	126,370	-	-	-	75,000	-	-	201,370
Coronado Ferry	-	206,828	-	-	-	-	-	-	206,828
Administrative Pass Thru	-	351,064	-	-	-	-	-	-	351,064
Subtotal Operations	56,923,600	60,030,082	3,600,000	1,400,000	36,335,000	1,034,102	-	2,000,000	161,322,784
Taxicab	-	-	-	-	-	-	-	488,105	488,105
SD&AE	-	-	-	-	-	-	-	191,000	191,000
Subtotal Other Activities	-	-	-	-	-	-	-	679,105	679,105
Administrative	140,000	-	-	-	-	-	-	-	140,000
Grand Total	57,063,600	60,030,082	3,600,000	1,400,000	36,335,000	1,034,102	0	2,679,105	162,141,889

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2017
SECTION 9.02

A-17

	FTA 5307 Planning	FTA 5307 Preventative Maintenance	Federal Other	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA	TDA Article 8.0	STA Formula
SDTC	-	20,000,000	-	-	15,939,493	-	-	3,600,000
SDTI	-	23,000,000	-	-	8,340,731	-	-	-
MCS 801 - South Central	-	9,000,000	-	-	12,631,408	-	-	-
MCS 802 - JARC Olaj	-	-	-	-	1,276,885	-	-	-
MCS 820 - East County	-	-	-	-	6,064,729	-	-	-
MCS 825 - Rural	-	-	-	540,000	258,888	-	-	-
MCS 830 - Commuter Express	-	-	-	-	64,964	-	548,091	-
MCS 835 - Central Routes 961-965	-	-	-	-	3,284,706	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	365,577	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	-	-
MCS 846 - 115 Transit Center Maintenance	-	-	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	-	-
MCS 850 - ADA Access	-	4,383,600	-	-	5,787,588	4,275,684	-	-
MCS 856 - ADA Certification	-	-	-	-	-	507,076	-	-
MCS 875 - Coaster Connection	-	-	-	-	126,370	-	-	-
Coronado Ferry	-	-	-	-	-	-	206,828	-
Administrative Pass Thru	-	-	-	-	351,064	-	-	13
Subtotal Operations	-	56,383,600	-	540,000	54,492,403	4,782,760	754,919	3,600,000
Taxicab	-	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-	-
Administrative	-	-	140,000	-	-	-	-	-
Grand Total	0	56,383,600	140,000	540,000	54,492,403	4,782,760	754,919	3,600,000

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2017
SECTION 9.02**

	Medical	TransNet Operating 40%	TransNet Access ADA	TransNet Other	City of San Diego	SANDAG Inland Breeze	Other 4S Ranch
SDTC	-	19,568,000	-	10,200,000	278,000	37,000	-
SDTI	-	5,000,000	-	-	-	-	-
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - JARC Olaj	-	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	-	-	-	-	-	463,000	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	763,000	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	-
MCS 846 - 115 Transit Center Maintenance	-	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	-
MCS 850 - ADA Access	1,400,000	-	804,000	-	181,102	-	-
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-
Coronado Ferry	-	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	1,400,000	24,568,000	804,000	10,963,000	459,102	500,000	-
Taxicab	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	-	-
Grand Total	1,400,000	24,568,000	804,000	10,963,000	459,102	500,000	0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2017
SECTION 9.02**

	Other Local	CNG Credits	Other Non Operating	Reserves/ Carryovers	Total
SDTC	-	-	-	2,000,000	71,622,493
SDTI	-	-	-	-	36,340,731
MCS 801 - South Central	-	-	-	-	21,631,408
MCS 802 - JARC Otay	-	-	-	-	1,276,885
MCS 820 - East County	-	-	-	-	6,064,729
MCS 825 - Rural	-	-	-	-	798,888
MCS 830 - Commuter Express	-	-	-	-	1,076,055
MCS 835 - Central Routes 961-965	-	-	-	-	3,284,706
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	1,128,577
MCS 845 - BRT Superloop	-	-	-	-	-
MCS 846 - 115 Transit Center Maintenance	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-
MCS 850 - ADA Access	-	-	-	-	16,831,974
MCS 856 - ADA Certification	-	-	-	-	507,076
MCS 875 - Coaster Connection	75,000	-	-	-	201,370
Coronado Ferry	-	-	-	-	206,828
Administrative Pass Thru	-	-	-	-	351,064
Subtotal Operations	75,000	-	-	2,000,000	161,322,784
Taxicab	-	-	-	488,105	488,105
SD&AE	-	-	-	191,000	191,000
Subtotal Other Activities	-	-	-	679,105	679,105
Administrative	-	-	-	-	140,000
Grand Total	75,000	0	0	2,679,105	162,141,889

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.03**

Att. A, AI 2a, 3/9/17

	Adopted Budget	Position	Net Positions Requiring	Amended	Frozen
	FY 2017	Shifts	Funding Adjs	FY 2017	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	3.0	0.0	0.0	3.0	0.0
COMPASS CARD	12.0	0.0	0.0	12.0	0.0
EXECUTIVE	3.0	0.0	0.0	3.0	0.0
FINANCE	21.0	0.0	0.0	21.0	0.0
HUMAN RESOURCES	16.0	0.0	1.0	17.0	0.0
INFORMATION TECHNOLOGY	27.0	0.0	0.0	27.0	0.0
LEGAL	2.0	0.0	0.0	2.0	0.0
MARKETING	9.5	0.0	0.0	9.5	0.0
PLANNING	10.5	-1.0	0.0	9.5	-1.0
PROCUREMENT	14.0	0.0	0.0	14.0	0.0
RIGHT OF WAY	3.0	0.0	0.0	3.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	43.0	0.0	0.0	43.0	0.0
STORES (ADMIN)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	14.0	0.0	0.0	14.0	0.0
STORES (RAIL)	8.0	0.0	0.0	8.0	0.0
TELEPHONE INFORMATION SERVICES	19.0	0.0	0.0	19.0	0.0
TRANSIT STORES	7.0	0.0	0.0	7.0	0.0
Subtotal MTS Administration	218.0	-1.0	1.0	218.0	-1.0
<u>Bus Operations</u>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	4.0	1.0	0.0	5.0	0.0
MAINTENANCE	186.0	0.0	0.0	186.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	7.0	0.0	0.0	7.0	0.0
REVENUE (BUS)	12.0	0.0	0.0	12.0	0.0
SAFETY	2.0	-1.0	0.0	1.0	0.0
TRAINING	7.5	0.0	0.0	7.5	0.0
TRANSPORTATION (BUS)	596.0	0.0	0.0	596.0	0.0
Subtotal Bus Operations	828.0	0.0	0.0	828.0	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	7.5	-1.0	0.0	6.5	0.0
FACILITIES	68.0	0.0	0.0	68.0	-1.0
LIGHT RAIL VEHICLES	85.0	1.0	0.0	86.0	0.0
MAINTENANCE OF WAYSIDE	38.0	0.0	0.0	38.0	0.0
REVENUE (RAIL)	39.7	0.0	0.0	39.7	0.0
TRACK	18.0	0.0	0.0	18.0	-1.0
TRANSPORTATION (RAIL)	212.3	1.0	0.0	213.3	0.0
Subtotal Rail Operations	468.5	1.0	0.0	469.5	-2.0
<u>Other MTS Operations</u>					
TAXICAB	16.0	0.0	0.0	16.0	0.0
Subtotal Other MTS Operations	16.0	0.0	0.0	16.0	0.0
Grand Total	1,530.5	0.0	1.0	1,531.5	-3.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

	Salary Grade	Adopted Budget FY 2017 (FTE's)	Position Shifts (FTE's)	Net Positions Requiring Funding Adjs (FTE's)	Amended FY 2017 (FTE's)	Frozen Positions (FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
Administrative Assistant I	03	1.0	0.0	0.0	1.0	0.0
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		3.0	0.0	0.0	3.0	0.0
<u>COMPASS CARD</u>						
Business Systems Analyst	10	1.0	-1.0	0.0	0.0	0.0
Call Center Manager	08	1.0	-1.0	0.0	0.0	0.0
Compass Card Supervisor	07	0.0	1.0	0.0	1.0	0.0
Customer Serv Asst (Part-Time)	02	4.0	0.0	0.0	4.0	0.0
Customer Service Lead	06	1.0	-1.0	0.0	0.0	0.0
Customer Service Rep	03	2.0	0.0	0.0	2.0	0.0
Fare System Support Analyst	06	0.0	1.0	0.0	1.0	0.0
Fare Technology Program Manager	11	1.0	0.0	0.0	1.0	0.0
Lead Customer Service Rep	04	0.0	1.0	0.0	1.0	0.0
Regional Revenue Administrator	05	1.0	0.0	0.0	1.0	0.0
Systems Administrator	08	0.0	1.0	0.0	1.0	0.0
Systems Administrator - Compass	08	1.0	-1.0	0.0	0.0	0.0
COMPASS CARD TOTAL		12.0	0.0	0.0	12.0	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Chief of Staff	14	1.0	0.0	0.0	1.0	0.0
Exec Asst CEO / Board Clerk	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		3.0	0.0	0.0	3.0	0.0
<u>FINANCE</u>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	2.0	1.0	0.0	3.0	0.0
Accounts Payable Clerk	3	1.0	-1.0	0.0	0.0	0.0
Admin Assistant II - Finance	05	1.0	-1.0	0.0	0.0	0.0
Budget Manager	10	1.0	-1.0	0.0	0.0	0.0
Capital Grants Analyst	05	1.0	0.0	0.0	1.0	0.0
Capital Grants Supervisor	08	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	05	0.0	1.0	0.0	1.0	0.0
Financial Analyst	07	1.0	0.0	0.0	1.0	0.0
Operating Budget Supervisor	08	0.0	1.0	0.0	1.0	0.0
Payroll Coordinator	05	4.0	0.0	0.0	4.0	0.0
Payroll Manager	09	1.0	0.0	0.0	1.0	0.0
Senior Accountant	09	2.0	0.0	0.0	2.0	0.0
Staff Accountant	06	3.0	0.0	0.0	3.0	0.0
FINANCE TOTAL		21.0	0.0	0.0	21.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

		Adopted Budget	Position	Net Positions Requiring	Amended	Frozen
	Salary	FY 2017	Shifts	Funding Adjs	FY 2017	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>HUMAN RESOURCES</u>						
Dir of HR & Labor Relations	14	1.0	0.0	0.0	1.0	0.0
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Admin Assistant II - HR	05	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	2.0	0.0	0.0	2.0	0.0
HR Supervisor-Benefits & Comp	08	1.0	0.0	0.0	1.0	0.0
HR Supervisor-Recruitment	08	1.0	0.0	0.0	1.0	0.0
Human Resources Analyst	07	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	03	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant II	05	1.0	0.0	0.0	1.0	0.0
Manager of Human Resources	11	1.0	0.0	0.0	1.0	0.0
Mgr of Organizational Dev.	09	1.0	0.0	0.0	1.0	0.0
Receptionist- MTS	02	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	07	3.0	0.0	0.0	3.0	0.0
Trust Fund Administrator	07	0.0	0.0	1.0	1.0	0.0
HUMAN RESOURCES TOTAL		16.0	0.0	1.0	17.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
Application Dev & Support Mgr	11	1.0	0.0	0.0	1.0	0.0
Application Developer	08	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (ERP)	10	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (IT)	10	2.0	-1.0	0.0	1.0	0.0
Business Systems Analyst (SAP)	10	2.0	0.0	0.0	2.0	0.0
Chief Information Officer	14	1.0	0.0	0.0	1.0	0.0
Computer Support Specialist	05	4.0	0.0	0.0	4.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Datacenter Operations Manager	11	1.0	0.0	0.0	1.0	0.0
Enterprise Bus Solutions Mgr	11	1.0	0.0	0.0	1.0	0.0
ERP Project Manager	10	1.0	-1.0	0.0	0.0	0.0
Network Administrator	09	2.0	0.0	0.0	2.0	0.0
Network Operations Manager	11	1.0	0.0	0.0	1.0	0.0
Programmer Analyst	09	1.0	-1.0	0.0	0.0	0.0
Report Development Analyst	09	1.0	1.0	0.0	2.0	0.0
SAP System Admin (Basis)	10	1.0	0.0	0.0	1.0	0.0
Senior Application Developer	09	0.0	1.0	0.0	1.0	0.0
Systems Administrator	08	4.0	1.0	0.0	5.0	0.0
Transit Asset Administrator	06	1.0	0.0	0.0	1.0	0.0
INFORMATION TECHNOLOGY TOTAL		27.0	0.0	0.0	27.0	0.0
<u>LEGAL</u>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Staff Attorney-Reg Compliance	08	1.0	0.0	0.0	1.0	0.0
LEGAL TOTAL		2.0	0.0	0.0	2.0	0.0
<u>MARKETING</u>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Advertising Specialist	07	1.0	0.0	0.0	1.0	0.0
Communications Design Manager	09	1.0	0.0	0.0	1.0	0.0
Communications Designer III	07	2.0	-2.0	0.0	0.0	0.0
Digital Design & Content Spec.	07	1.0	0.0	0.0	1.0	0.0
Graphic Designer III	07	0.0	2.0	0.0	2.0	0.0
Manager of Marketing	10	1.0	0.0	0.0	1.0	0.0
Marketing Coordinator	05	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	0.5	0.0	0.0	0.5	0.0
Public Relations Specialist	07	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		9.5	0.0	0.0	9.5	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

	Salary Grade	Adopted Budget FY 2017 (FTE's)	Position Shifts (FTE's)	Net Positions Requiring Funding Adjs (FTE's)	Amended FY 2017 (FTE's)	Frozen Positions (FTE's)
<u>PLANNING</u>						
Director of Planning	12	1.0	0.0	0.0	1.0	-1.0
Assoc Transportation Planner	06	3.0	0.0	0.0	3.0	0.0
Associate Scheduler	06	2.0	0.0	0.0	2.0	0.0
Manager of Planning	10	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	10	1.0	0.0	0.0	1.0	0.0
Planning Intern	01	0.5	0.0	0.0	0.5	0.0
Sen Transp Plnr/Rail Ops An	09	1.0	-1.0	0.0	0.0	0.0
Senior Transportation Planner	09	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		10.5	-1.0	0.0	9.5	-1.0
<u>PROCUREMENT</u>						
Manager of Procurement	12	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	0.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Director of Procurement	12	1.0	-1.0	0.0	0.0	0.0
Director of Supply Chain & Ops	12	0.0	1.0	0.0	1.0	0.0
Principal Contract Admin	09	1.0	0.0	0.0	1.0	0.0
Procurement Assistant	05	2.0	-1.0	0.0	1.0	0.0
Procurement Specialist	08	5.0	1.0	0.0	6.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		14.0	0.0	0.0	14.0	0.0
<u>RIGHT OF WAY</u>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Right of Way Engineer	10	2.0	-2.0	0.0	0.0	0.0
Right of Way Engineer-Land Mgt	10	0.0	1.0	0.0	1.0	0.0
Right of Way Engineer-Permits	10	0.0	1.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		3.0	0.0	0.0	3.0	0.0
<u>RISK</u>						
Liability Claims Supervisor	08	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	1.0	0.0	0.0	1.0	0.0
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Workers' Compensation Analyst	07	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
Dir of Transit System Security	12	0.0	1.0	0.0	1.0	0.0
Aux Code Compl Supvr-Canine	BU	0.0	1.0	0.0	1.0	0.0
Clerk Typist/Data Entry TSS	BU	4.0	0.0	0.0	4.0	0.0
Code Compliance Inspector	BU	29.0	-1.0	0.0	28.0	0.0
Code Compliance Supervisor	06	5.0	0.0	0.0	5.0	0.0
Deputy Dir of Transit Enf	10	1.0	0.0	0.0	1.0	0.0
Dir of Transit Enforcement	12	1.0	-1.0	0.0	0.0	0.0
Mgr of Operations - Transit Enf	09	1.0	-1.0	0.0	0.0	0.0
Mgr of Operations-Transit Enf	09	0.0	1.0	0.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		43.0	0.0	0.0	43.0	0.0
<u>STORES (ADMIN)</u>						
Materials Analyst	05	1.0	0.0	0.0	1.0	0.0
Materials Manager	10	1.0	0.0	0.0	1.0	0.0
STORES (ADMIN) TOTAL		2.0	0.0	0.0	2.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

	Salary	Adopted Budget	Position	Net Positions	Amended	Frozen
	Grade	FY 2017	Shifts	Requiring	FY 2017	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
				(FTE's)		
<u>STORES (BUS)</u>						
Asst Manager of Stores (Bus)	08	1.0	-1.0	0.0	0.0	0.0
Storeroom Clerks - IAD	BU	6.0	0.0	0.0	6.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Storeroom Supervisor - IAD	07	0.0	1.0	0.0	1.0	0.0
Storeroom Supervisor - KMD	07	1.0	0.0	0.0	1.0	0.0
STORES (BUS) TOTAL		14.0	0.0	0.0	14.0	0.0
<u>STORES (RAIL)</u>						
Asst Manager of Stores (Rail)	08	1.0	0.0	0.0	1.0	0.0
Aux Store Supervisor	BU	2.0	0.0	0.0	2.0	0.0
Storekeeper	BU	5.0	0.0	0.0	5.0	0.0
STORES (RAIL) TOTAL		8.0	0.0	0.0	8.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>						
Asst Supvr of Info & Trip Plan	06	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	17.0	0.0	0.0	17.0	0.0
Tele Info Supervisor	07	1.0	0.0	0.0	1.0	0.0
TELEPHONE INFORMATION SERVICES TO		19.0	0.0	0.0	19.0	0.0
<u>TRANSIT STORES</u>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	4.0	0.0	0.0	4.0	0.0
TRANSIT STORES TOTAL		7.0	0.0	0.0	7.0	0.0
Subtotal MTS Administration		218.0	-1.0	1.0	218.0	-1.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

		Adopted Budget	Position	Net Positions Requiring	Amended	Frozen
Salary		FY 2017	Shifts	Funding Adjs	FY 2017	Positions
Grade		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>Bus Operations</u>						
<u>CONTRACT SERVICES</u>						
Asst Trans Ops Specialist	06	2.0	-1.0	0.0	1.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Manager of Paratransit Ops	10	1.0	-1.0	0.0	0.0	0.0
Mgr of BRT & East County Ops	11	1.0	-1.0	0.0	0.0	0.0
Mgr of Paratransit & Mini Bus	10	0.0	1.0	0.0	1.0	0.0
Mgr of S Bay & Paratransit Ops	11	1.0	-1.0	0.0	0.0	0.0
Mgr of South Bay & E County Op	11	0.0	1.0	0.0	1.0	0.0
Passenger Facilities Tech.	04	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	07	1.0	0.0	0.0	1.0	0.0
Transit Operations Specialist	06	1.0	1.0	0.0	2.0	0.0
Transit Ops Specialist - Para	06	0.0	1.0	0.0	1.0	0.0
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
<u>EXECUTIVE (BUS)</u>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Enviro Health & Safety Spec II	09	0.0	1.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
Mgr of Capital Projects (Bus)	12	1.0	0.0	0.0	1.0	0.0
Project Mgr-Capital Projects	10	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		4.0	1.0	0.0	5.0	0.0
<u>MAINTENANCE</u>						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Asst Mgr of Maintenance - IAD	10	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	1.0	-1.0	0.0	0.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Communications Tech - KMD	BU	1.0	0.0	0.0	1.0	0.0
Dir of Fleet & Facility Maint	13	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	08	9.0	1.0	0.0	10.0	0.0
Foreman - KMD	08	9.0	0.0	0.0	9.0	0.0
Maintenance Analyst	06	1.0	0.0	0.0	1.0	0.0
Maintenance Clerk - KMD	02	1.0	0.0	0.0	1.0	0.0
Manager Of Maintenance KMD	11	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	25.0	-4.0	0.0	21.0	0.0
Mechanic A - KMD	BU	27.0	-1.0	0.0	26.0	0.0
Mechanic Apprentice I - IAD	BU	8.0	-1.0	0.0	7.0	0.0
Mechanic Apprentice I - KMD	BU	1.0	3.0	0.0	4.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	2.0	0.0	5.0	0.0
Mechanic Apprentice II - KMD	BU	0.0	6.0	0.0	6.0	0.0
Mechanic B - IAD	BU	2.0	-2.0	0.0	0.0	0.0
Mechanic C - IAD	BU	19.0	-2.0	0.0	17.0	0.0
Mechanic C - KMD	BU	14.0	-1.0	0.0	13.0	0.0
Mgr of Fleet & Facility Maint	11	1.0	0.0	0.0	1.0	0.0
Mgr of Maintenance Training	09	1.0	0.0	0.0	1.0	0.0
Quality Assurance Inspector	07	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Serviceman A - IAD	BU	34.0	-2.0	0.0	32.0	0.0
Serviceman A - KMD	BU	20.0	2.0	0.0	22.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
MAINTENANCE TOTAL		186.0	0.0	0.0	186.0	0.0
<u>MAINTENANCE-FACILITY</u>						
Foreman - IAD	08	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

		Adopted Budget	Position	Net Positions	Amended	Frozen
	Salary	FY 2017	Shifts	Requiring	FY 2017	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
				(FTE's)		
PASSENGER SERVICES						
Customer Service Supervisor	06	3.0	0.0	0.0	3.0	0.0
Manager of Support Services	10	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	04	1.0	0.0	0.0	1.0	0.0
PASSENGER SERVICES TOTAL		7.0	0.0	0.0	7.0	0.0
REVENUE (BUS)						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Administrator	08	1.0	0.0	0.0	1.0	0.0
Revenue Processors - IAD	BU	3.0	0.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
REVENUE (BUS) TOTAL		12.0	0.0	0.0	12.0	0.0
SAFETY						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
Enviro Health & Safety Spec II	09	1.0	-1.0	0.0	0.0	0.0
SAFETY TOTAL		2.0	-1.0	0.0	1.0	0.0
TRAINING						
Bus Op Training Instructor	06	6.0	0.0	0.0	6.0	0.0
Manager of Training (Transp)	09	0.0	1.0	0.0	1.0	0.0
P/T Bus Op Training Admin Asst	03	0.5	0.0	0.0	0.5	0.0
Sr Bus Operations Instructor	07	1.0	-1.0	0.0	0.0	0.0
TRAINING TOTAL		7.5	0.0	0.0	7.5	0.0
TRANSPORTATION (BUS)						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	550.0	0.0	0.0	550.0	0.0
Bus Operators - P/T	BU	1.0	0.0	0.0	1.0	0.0
Comm/Ops Supv-Dispatch IAD	08	2.0	5.0	0.0	7.0	0.0
Comm/Ops Supv-Dispatch KMD	08	2.0	-1.0	0.0	1.0	0.0
Comm/Ops Supv-Radio	08	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio-IAD/KMD	08	5.0	-5.0	0.0	0.0	0.0
Comm/Ops Supv-Radio-KMD	08	0.0	1.0	0.0	1.0	0.0
Dispatch Clerk	BU	6.0	0.0	0.0	6.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	10	0.0	1.0	0.0	1.0	0.0
Mgr of Trans Comm & Technology	10	1.0	-1.0	0.0	0.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	10	0.0	1.0	0.0	1.0	0.0
Transp Comm/Tech Supervisor	09	1.0	-1.0	0.0	0.0	0.0
Transp Service Quality Spec	06	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		596.0	0.0	0.0	596.0	0.0
Subtotal Bus Operations		828.0	0.0	0.0	828.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

		Adopted Budget	Position	Net Positions Requiring	Amended	Frozen
Salary		FY 2017	Shifts	Funding Adjs	FY 2017	Positions
Grade		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.5	0.0	0.0	0.5	0.0
Executive Assistant (COO Rail)	06	1.0	-1.0	0.0	0.0	0.0
Mgr of Capital Projects (Rail)	12	1.0	0.0	0.0	1.0	0.0
Project Engineer (Rail)	10	1.0	0.0	0.0	1.0	0.0
Special Events Coordinator	09	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	09	1.0	0.0	0.0	1.0	0.0
Systems Engineer (Rail)	11	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (RAIL) TOTAL		7.5	-1.0	0.0	6.5	0.0
<u>FACILITIES</u>						
Facilities Manager	10	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	6.0	0.0	0.0	6.0	0.0
Serviceperson	BU	60.0	0.0	0.0	60.0	-1.0
FACILITIES TOTAL		68.0	0.0	0.0	68.0	-1.0
<u>LIGHT RAIL VEHICLES</u>						
Superintendent of LRV Maint	12	0.0	1.0	0.0	1.0	0.0
Superintendant of LRV Maint	12	1.0	-1.0	0.0	0.0	0.0
Asst Superintendent LRV	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	0.0	0.0	2.0	0.0
LRV Asst Lineman	BU	3.0	12.0	0.0	15.0	0.0
LRV Electromechanic	BU	61.0	-8.0	0.0	53.0	0.0
LRV Lineman	BU	9.0	-4.0	0.0	5.0	0.0
LRV Maint Supervisor	09	6.0	0.0	0.0	6.0	0.0
LRV Project Coordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	05	0.0	1.0	0.0	1.0	0.0
Training Supervisor - LRV	08	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		85.0	1.0	0.0	86.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
Superintendant Wayside Maint	12	1.0	-1.0	0.0	0.0	0.0
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Superintendent Wayside Maint	12	0.0	1.0	0.0	1.0	0.0
Training Supervisor - MOW	08	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	8.0	1.0	0.0	9.0	0.0
Wayside Electromechanic	BU	19.0	-2.0	0.0	17.0	0.0
Wayside Lineman	BU	3.0	1.0	0.0	4.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		38.0	0.0	0.0	38.0	0.0
<u>REVENUE (RAIL)</u>						
Revenue Manager (Rail)	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry REV	BU	2.0	0.0	0.0	2.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Special Events Assistant	01	0.2	0.0	0.0	0.2	0.0
Revenue Maintainer I	BU	0.0	2.0	0.0	2.0	0.0
Revenue Maintainer II	BU	2.0	-2.0	0.0	0.0	0.0
Revenue Maintainer III	BU	12.0	0.0	0.0	12.0	0.0
Revenue Maintenance Supervisor	09	2.0	0.0	0.0	2.0	0.0
Revenue Supervisor	07	2.0	0.0	0.0	2.0	0.0
Ridership Surveyor	BU	3.0	0.0	0.0	3.0	0.0
Special Events Assistant	01	7.5	0.0	0.0	7.5	0.0
REVENUE (RAIL) TOTAL		39.7	0.0	0.0	39.7	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

	Salary	Adopted Budget	Position	Net Positons	Amended	Frozen
	Grade	FY 2017	Shifts	Requiring	FY 2017	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
				(FTE's)		
<u>TRACK</u>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	1.0	0.0	0.0	1.0	0.0
Trackperson	BU	16.0	0.0	0.0	16.0	-1.0
TRACK TOTAL		18.0	0.0	0.0	18.0	-1.0
<u>TRANSPORTATION (RAIL)</u>						
Superintendant Transportation	12	1.0	-1.0	0.0	0.0	0.0
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
Assignments Supervisor	07	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	05	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	09	2.0	0.0	0.0	2.0	0.0
Flagpersons	BU	30.0	0.0	0.0	30.0	0.0
Manager of Service Quality	10	0.0	1.0	0.0	1.0	0.0
Superintendent Transportation	12	0.0	1.0	0.0	1.0	0.0
Train Operator	BU	95.0	4.3	0.0	99.3	0.0
Train Operator - PT	BU	49.3	-4.3	0.0	45.1	0.0
Training Supervisor - Trans	08	2.0	0.0	0.0	2.0	0.0
Transportation Controller	08	13.0	0.0	0.0	13.0	0.0
Transportation Supervisor	08	13.0	0.0	0.0	13.0	0.0
TRANSPORTATION (RAIL) TOTAL		212.3	1.0	0.0	213.3	0.0
Subtotal Rail Operations		468.5	1.0	0.0	469.5	-2.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2017 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 2a, 3/9/17

	Salary Grade	Adopted Budget FY 2017 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Amended FY 2017 (FTE's)	Frozen Positions (FTE's)
<u>Other MTS Operations</u>						
<u>TAXICAB</u>						
Taxicab Administration Manager	10	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Taxi	05	2.0	0.0	0.0	2.0	0.0
Office Clerk II	03	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	5.0	0.0	0.0	5.0	0.0
Regulatory Enforcement Supvr	07	1.0	0.0	0.0	1.0	0.0
Regulatory Inspector	05	6.0	0.0	0.0	6.0	0.0
TAXICAB TOTAL		16.0	0.0	0.0	16.0	0.0
Subtotal Other MTS Operations		16.0	0.0	0.0	16.0	0.0
Grand Total		1,530.5	0.0	1.0	1,531.5	-3.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 17-4

Resolution Approving Amendments to FY 2017 Budget

WHEREAS, the San Diego Metropolitan Transit System (MTS) Board of Directors adopted Resolution No. 16-12 on May 12, 2016, approving the fiscal year (FY) 2017 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, and Coronado Ferry;

NOW THEREFORE, BE IT RESOLVED, by the MTS Board of Directors, hereinafter "Board," as follows:

1. That the changes to the FY2017 Operating Budget, per the proposed attached Budget Amendments are approved.

PASSED AND ADOPTED, by the MTS Board of Directors this 9th day of March 2017, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

Metropolitan Transit System FY 2017 Midyear Adjustment

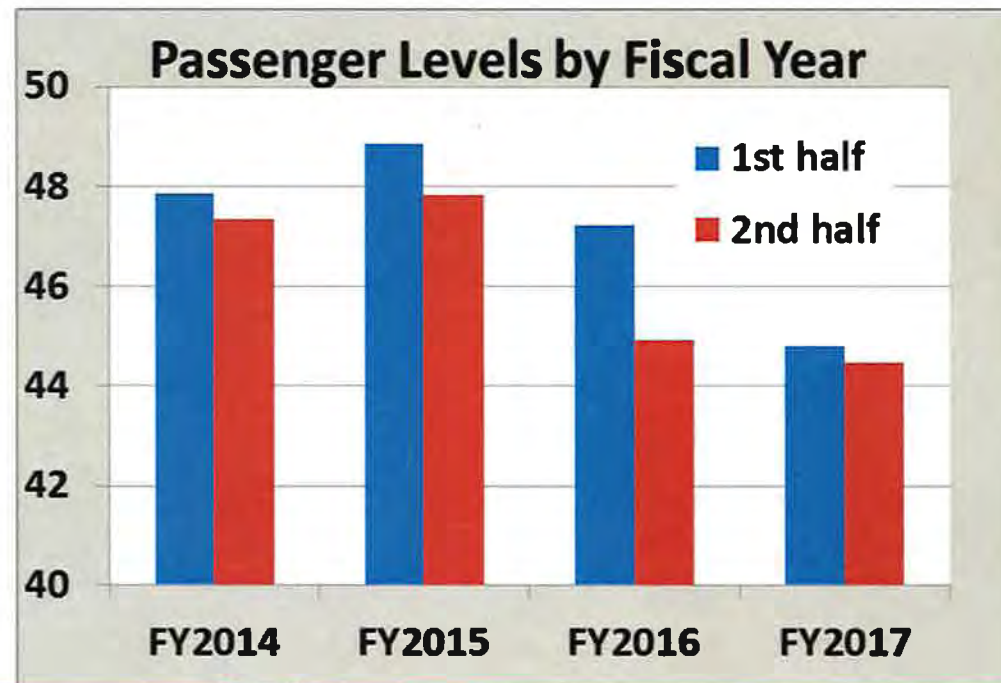
MTS Board of Directors
March 9, 2017



Fiscal Year 2017 Midyear Revenue Assumptions Summary

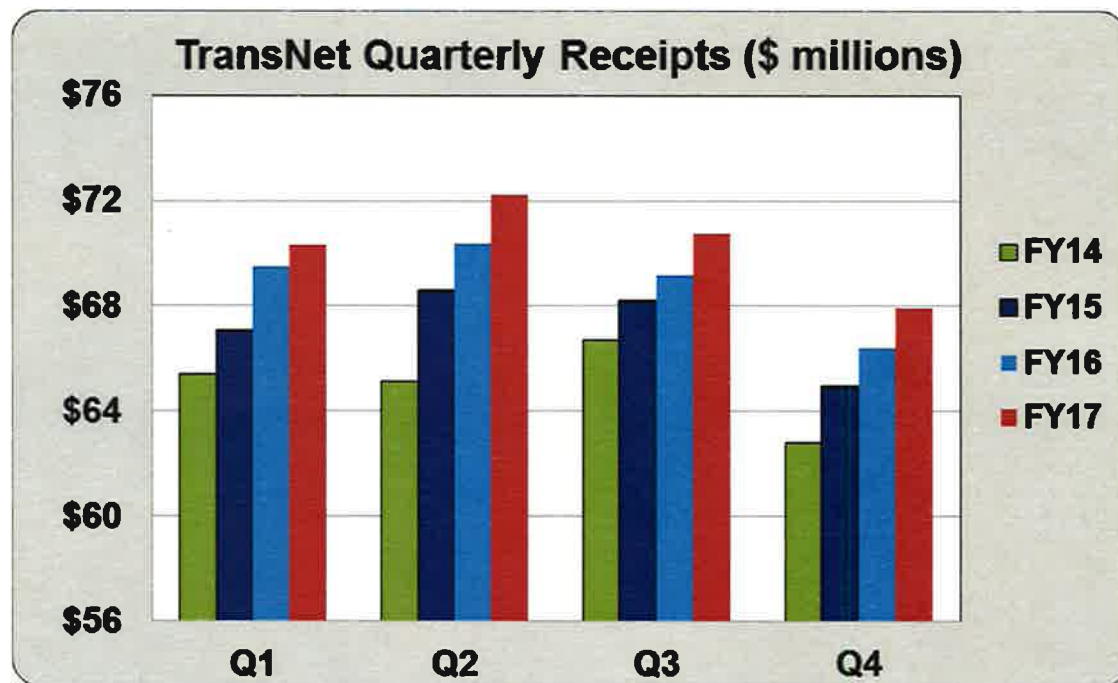
- Passenger Fare Revenues

- 2nd half of FY16 is when the decline started
- Using these levels as the new baseline
- Forecasted passenger levels of 89.3M (3.1% drop Y/Y)
- Results in revenue forecast of \$94.9M
 - \$5.9M unfavorable to budget
 - \$2.9M unfavorable Y/Y (-3.0%)
- If slide continues, potentially another \$1-2M drop Y/Y



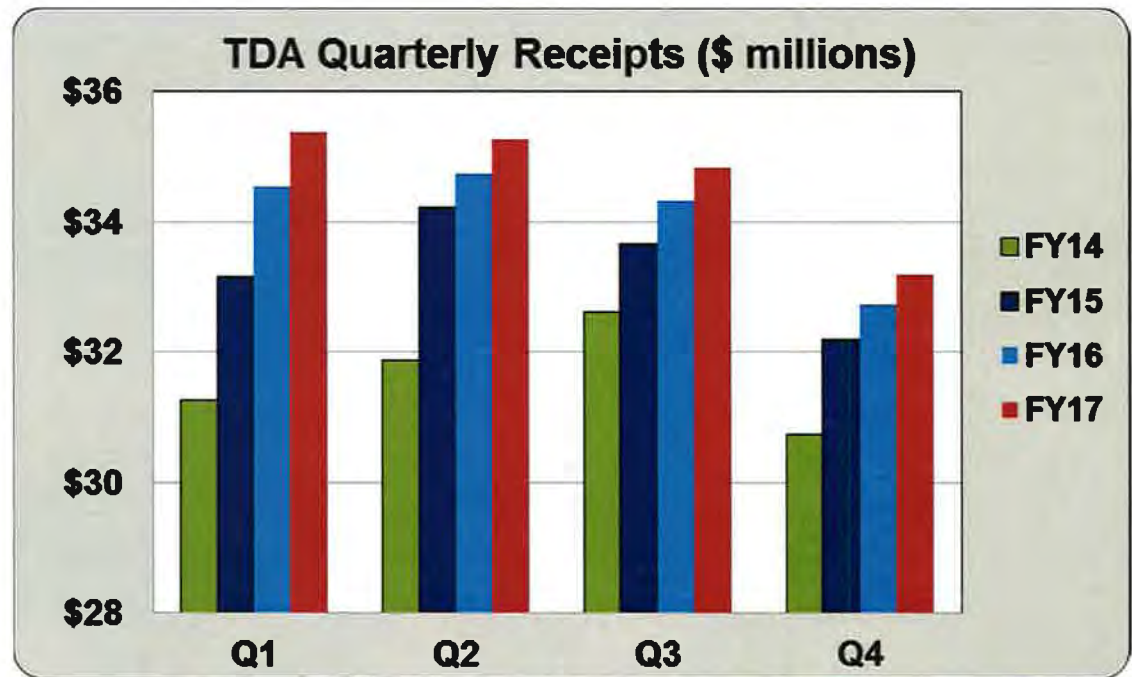
Fiscal Year 2017 Midyear Revenue Assumptions Summary

- TransNet
 - FY17 Budget based on 3.5% growth on FY16 Budget
 - FY16 actual was 2.5% year over year growth, 3.5% target
 - To hit target revenue figure, need 4.5% growth in FY17
 - YTD 1.9% Y/Y
 - Projecting 2.1% Y/Y
 - \$816K decrease in MTS formula revenue
 - SANDAG projection of 3.3% for FY18



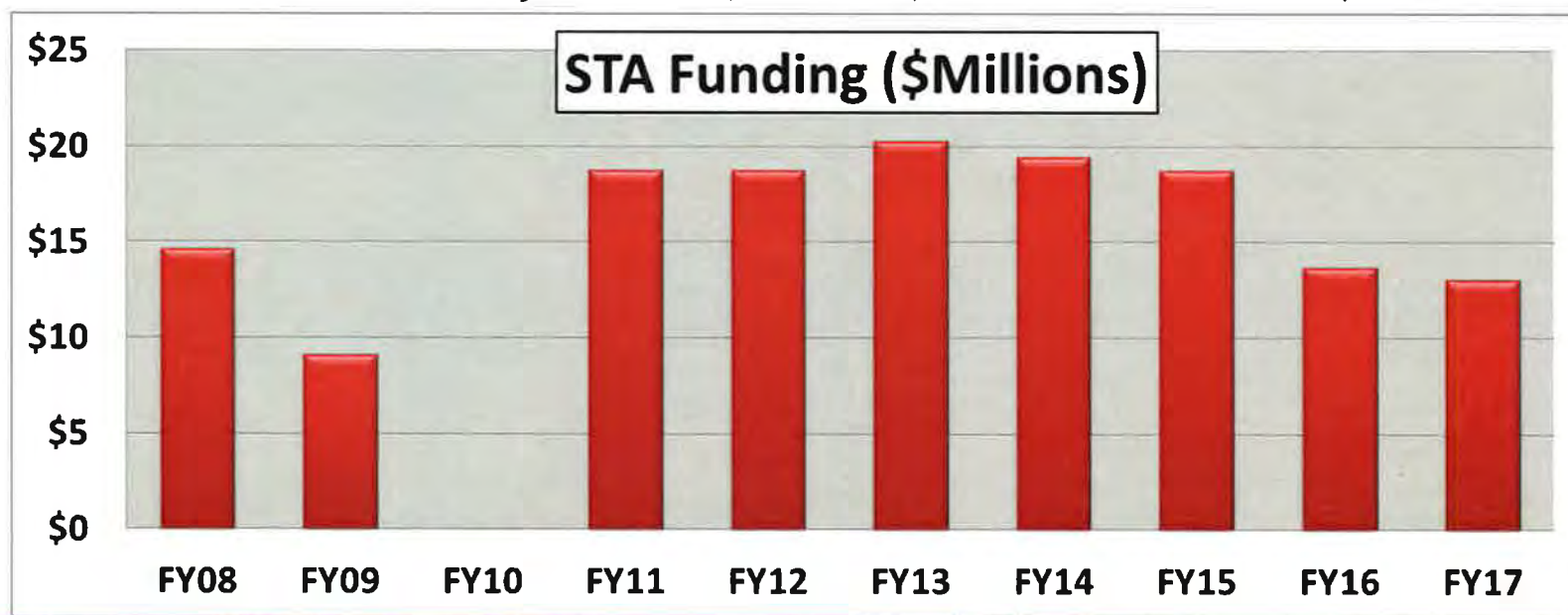
Fiscal Year 2017 Midyear Revenue Assumptions Summary

- Transportation Development Act (TDA)
 - FY17 Budget based on 5.0% growth on FY16 Budget
 - FY16 actual was 2.3% year over year growth
 - To hit target revenue figure, need 6.2% growth in FY17
 - Reserve at County level used to balance funding for MTS/NCTD
 - No reserves for FY18
 - FY18 revenue budget will be less than FY17



Fiscal Year 2017 Midyear Revenue Assumptions Summary

- State Transit Assistance (STA)
 - Projected each year by the State Controller's Office (SCO)
 - Primarily used in the Capital Budget, but \$3.6M has been directed to the Operating Budget since FY13 (Sunday service)
 - FY17 Budget: \$14.5M - \$10.9M in Capital, \$3.6M in Operations
 - Revised forecast by the SCO, \$13.1M, \$1.4M unfavorable, amend CIP



Fiscal Year 2017 Midyear Revenue Assumptions Summary

- Other Non-Operating Revenue
 - Fastrak revenue decreasing by \$500K
 - Reserve revenue
 - \$2.0M carryover from FY16
 - \$650K increase in Taxicab Administration reserves
 - Self funded
 - Offset lower revenue projections for permits and associated fees



Fiscal Year 2017 Midyear Revenue Summary (\$000s)

	FY 2017 Approved	FY 2017 Amended	Var.	Var. %
Passenger Revenue	\$ 100,809	\$ 94,874	\$ (5,935)	-5.9%
Other Operating Income	14,259	14,460	201	1.4%
Total Operating Income	\$ 115,068	\$ 109,334	\$ (5,734)	-5.0%
Federal	56,871	57,064	193	0.3%
TDA	60,030	60,030	-	0.0%
Transnet	37,481	36,335	(1,146)	-3.1%
STA	3,600	3,600	-	0.0%
Other	3,074	2,434	(640)	-20.8%
Total Subsidy	\$ 161,056	\$ 159,463	\$ (1,593)	-1.0%
Carryovers	-	2,000	2,000	-
Reserves	25	679	654	-
Total Revenue	\$ 276,149	\$ 269,476	\$ (4,673)	-1.7%

- Reserves relate to SD&AE and Taxicab Admin self funded activities



Fiscal Year 2017 Midyear Expenses Assumption Summary

- Personnel costs favorable by \$3.7M (2.9%)
 - \$1.9M favorable in Wages
 - Favorable experience in Bus and Rail operating wages
 - One position adjustment at midyear
 - Trust Fund Administrator approved by the Board in November
 - \$1.8M favorable in Fringe Benefits
 - Favorable experience with Pension costs, Healthcare rates, Workers Compensation costs



Fiscal Year 2017 Midyear Expenses Assumption Summary - Continued

- Outside Services unfavorable \$198K in total (-0.2%)
 - Engines & Transmissions
 - \$1.1M unfavorable, high rates of failure in the first half
 - Repairs & Maintenance Services
 - \$913K favorable primarily within Rail Operations
 - Other Outside Services: \$453K unfavorable
 - Savings across agency being offset by \$864K added to the budget for Storm Water related expenses
 - Purchased Transportation
 - \$367K favorable due to reduced performance bonuses and standby service



Fiscal Year 2017 Midyear Expenses Assumption Summary - Continued

- Energy favorable \$1.3M in total (4.6%)
 - Rates for fuel close to original budget
 - Diesel/Gas/Propane:
 - \$1.2M favorable
 - Shift from Diesel to CNG in East County
 - Shift from Gas to Propane for Minibuses
 - CNG:
 - \$609K unfavorable
 - Increased usage
 - Traction power/Electricity:
 - \$682K favorable



Fiscal Year 2017 Midyear Expenses Summary (\$000s)

	FY 2017 Approved	FY 2017 Amended	Var.	Var. %
Personnel Expenses	\$ 129,330	\$ 125,641	\$ 3,690	2.9%
Outside Services	96,421	96,619	(198)	-0.2%
Materials and Supplies	11,353	10,995	359	3.2%
Energy	28,705	27,392	1,314	4.6%
Risk Management	4,040	4,114	(74)	-1.8%
Other	6,299	6,716	(417)	-6.6%
Total Expenses	\$ 276,149	\$ 271,476	\$ 4,673	1.7%



Fiscal Year 2017 Midyear Revenues less Expenses (\$000s)

	FY 2017 Approved	FY 2017 Amended	Var.	Var. %
Operating Revenues	\$ 115,068	\$ 109,334	\$ (5,734)	-5.0%
Subsidy Revenues	161,056	159,463	(1,593)	-1.0%
Carryover Revenues	-	2,000	2,000	-
Reserve Revenues	25	679	654	-
Total Revenues	\$ 276,149	\$ 271,476	\$ (4,673)	-1.7%
Total Expenses	276,149	271,476	4,673	1.7%
Revenues Less Expenses	\$ 0	\$ -	\$ (0)	-

- \$2M of FY16 Carryover being used to balance the budget

Fiscal Year 2017 Midyear Staff Recommendation

- That the MTS Board of Directors enact Resolution No. 17-4 (Attachment B) amending the fiscal year 2017 operating budget for the San Diego Metropolitan Transit System, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, and the Coronado Ferry.





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Agenda Item No. 2b

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

FISCAL YEAR 2018 OPERATING BUDGET DISCUSSION (MIKE THOMPSON)

RECOMMENDATION:

That the MTS Board of Directors receive a report regarding fiscal year (FY) 2018 operating budget development and provide guidance on budgetary issues.

Budget Impact

None at this time.

DISCUSSION:

Staff will review high level and preliminary assumptions for the development of the FY 2018 operating budget. Based on these assumptions, staff is projecting a \$7-8 million budget deficit for FY 2018. Staff presented options and an action plan to address this deficit to the Budget Development Committee (BDC) on February 23, 2017. Staff will outline the BDC's recommendations.

Time Line/Calendar of Budgetary Process

Attachment A provides a recommended budgetary process time line.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, mike.thompson@sdmts.com

Attachment: A. Calendar of Budgetary Process



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

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FY 2018 BOARD MEETING CALENDAR**

Date	Meeting	Review Points
2/23/2017	Budget Development Committee	FY17 Midyear Amendment, FY18 CIP
3/9/2017	Finance Workshop	FY17 Midyear Amendment, FY18 CIP
3/30/2017	Budget Development Committee	Initial FY18 Forecast: Revenues, Expenses, Policy Issues, Operational Issues
4/13/2017	Finance Workshop	Initial FY18 Forecast: Revenues, Expenses, Policy Issues, Operational Issues
4/20/2017 (Tentative)	Budget Development Committee	FY 2018 Draft Budget: Revenues, Expenses, Five Year Forecast, Budget Closure
5/11/2017	Public Hearing	Public Hearing, Board Adoption

Metropolitan Transit System FY 2018 Operating Budget High Level Assumptions

MTS Board of Directors
March 9, 2017



Fiscal Year 2018

High Level Assumptions

- Revenue

- Slowing growth in sales tax receipts revenue (TDA/TransNet)
 - Projected by SANDAG, 2.5% for TDA, 3.3% for TransNet
- TDA revenue allocation included reserves in FY17
 - Reserve projected to be close to 5% target, no more supplements
 - TDA allocation in FY18 will be down, \$1M drop in the Operating Budget
- \$2M Carryover reserves in FY17, no reserves included at this point
- Passenger levels, slight rebound to 1% growth
- Other Operating Revenues consistent with FY17

- Expenses

- Stable service levels
- Other than 30 additional CCI, no other headcount changes are anticipated
- Energy costs grow by 3-5%
- \$2M Risk Settlement in FY18
- 3.0% general inflation expected due to increases to Minimum Wage



Fiscal Year 2018 Preliminary Projection

	FY 2017 Projection	FY 2018 Projection	Var.	Var. %
Operating Revenues	\$ 109,333	\$ 110,426	\$ 1,093	1.0%
Subsidy Revenues	159,456	161,256	1,800	1.1%
Carryover Revenues	2,000	-	(2,000)	-
Reserve Revenues	675	675	-	-
Total Revenues	\$ 271,464	\$ 272,357	\$ 893	0.3%
Total Expenses	271,464	279,633	(8,169)	-3.0%
Revenues Less Expenses	\$ (0)	\$ (7,276)	\$ (7,276)	-

- Excluding the \$2M Risk Settlement, expense growth of 2.3%



Fiscal Year 2018 BDC Action Plan

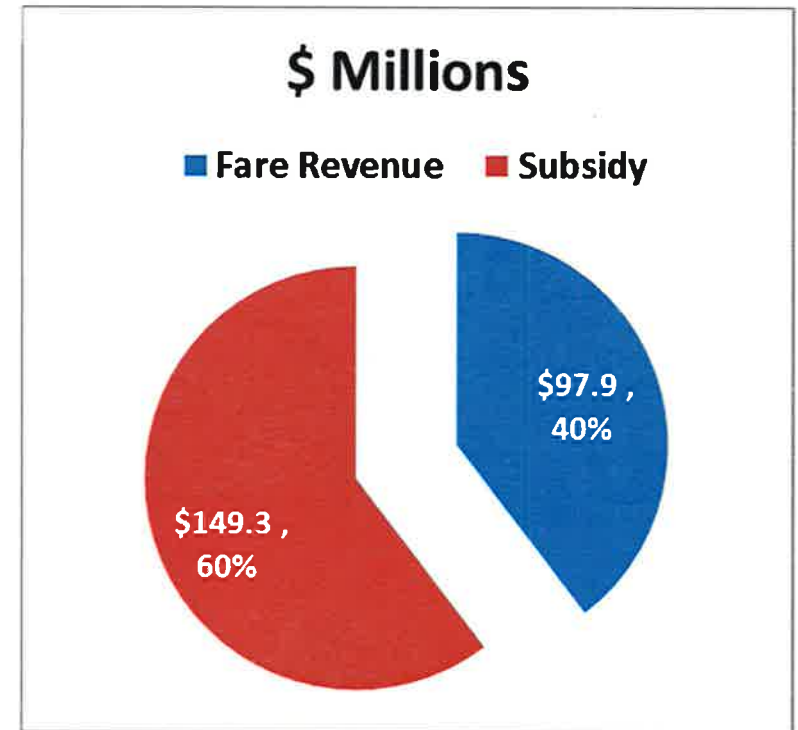
- Deficit of \$7-8M
 1. Shift \$5M from Capital for FY18
 2. Zero based budgeting process to review all revenues and expenses
 3. Wait before making drastic service cuts
 - Continue to monitor passenger levels and sales tax trends
 - Keep service levels stable
 - Realigned based on Transit Optimization Plan (TOP) and route performance
 4. Project additional passenger revenue growth based on TOP
 5. Pursue fare increases



Fiscal Year 2018

Fare Revenue Significance

- 92.1 million MTS riders in FY 2016 generated \$97.9 million in Operating Revenue
- FY 2016 Farebox Recovery Ratio 39.6%
 - Down from 40.5% in FY 2015, and 43% in FY 2014
- Fares are paying less of the cost to operate the service
- Last fare increase in 2009
 - CA Minimum wage was \$8.00
 - Now \$11.50, 44% increase



Fiscal Year 2018

Regional Fares

Cash Fares

Bus	- Adult+Youth	\$2.25
	- SDM	\$1.10
Express	- Adult+Youth / Rapid Exp	\$2.50 / \$5.00
	- SDM / Rapid Express	\$1.25 / \$2.50
Trolley	- Adult+Youth	\$2.50
	- SDM	\$1.25

Monthly/30 Day Passes

- Adult / Rapid Express	\$72 / \$100
- Youth / Rapid Express	\$36 / \$50
- SDM / Rapid Express	\$18 / \$25

Day Passes (no free transfers)

- Regular / Premium	\$5 / \$12
---------------------	------------



Fiscal Year 2018 Fare Study Options

- Approximately 40% of all passengers pay a significantly discounted fare (Youth or Senior/Disabled/Medicare) or ride free
 - Transnet Ordinance subsidizes Youth and Senior/Disabled/Medicare passes
- Fare study underway
 - Complete by June 2017
 - Items to be reviewed include:
 - Senior age
 - DM discount rate
 - Day passes
 - Monthly passes

Transnet Formula Funding		
<u>\$ (Millions)</u>	FY06	FY16
Fare Subsidy	\$ 5.5	\$ 14.0
Operations	14.2	16.6
Total	\$ 19.7	\$ 30.6
<u>% of Total</u>		
Fare Subsidy	27.9%	45.8%
Operations	72.1%	54.2%



Fiscal Year 2018 Budget Development Calendar

Date	Meeting
2/23/2017	Budget Development Committee
3/9/2017	Finance Workshop
3/30/2017	Budget Development Committee
4/13/2017	Finance Workshop
Late April	Budget Development Committee
5/11/2017	Public Hearing





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Agenda Item No. 2C

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

FISCAL YEAR 2018 CAPITAL IMPROVEMENT PROGRAM (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors:

- 1) Approve the fiscal year 2018 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow 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 2018 CIP (shown in Attachment A); and
- 3) Recommend that the SANDAG Board of Directors approve amendment number 3 of the 2016 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2018 CIP recommendations.

Budget Impact

The total estimated funding for fiscal year 2018 is \$125.6 million (Attachment A). There is \$69.1 million available for capital projects after the utilization of \$52.0 million in preventative maintenance, \$4.3 million for Americans with Disabilities Act (ADA) Operation (funding the fiscal year 2017 operating budget), and funding for SANDAG planning studies totaling \$199,000.



DISCUSSION:

Federal Funding

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Federal fiscal year 2020. FAST establishes the legal authority to commence and continue FTA programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

FAST provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 State of Good Repair Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

The fiscal year 2018 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section (as indicated in Attachment A) this year are based on the actual apportionments published for the region.

As the region's Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region's vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a maximum of 10 percent of the allocation to support operations of ADA complementary paratransit service.

For federal fiscal year 2017, the estimated allocation for the MTS Section 5307 program is \$43.0 million, which would be matched with local funds of \$10.7 million. This program would provide an estimated \$53.7 million to fund MTS's fiscal year 2018 CIP.

Section 5337 is a new formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).

Section 5337 includes funding previously provided through section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least seven years. For federal fiscal year 2017, the Section 5337 funds MTS allocation estimate is \$26.9 million and will be matched with local funds of \$6.7 million. The program will provide an estimated \$33.6 million to fund MTS's fiscal year 2018 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2017, the Section 5339 funds MTS allocation estimate is \$3.5 million and will be matched with local funds of \$871,000. The program will provide an estimated \$4.4 million to fund MTS's fiscal year 2018 CIP.

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/ State Transit Assistance (STA) /TransNet) is scheduled at the beginning of each fiscal year and received on a monthly basis. In many situations, local funds are received before expenses are incurred.

Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the fiscal year 2018 CIP implementation process in order to maximize the availability and flexibility of funding.

Other Revenue

MTS receives State Transit Assistance (STA) funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. The estimated STA funding for fiscal year 2018 is \$12.5 million, of which \$8.9 million is planned in CIP with the remaining \$3.6 million planned for the operating budget.

MTS anticipates receiving its apportionment of \$2.2 million in Proposition 1B – Transit Security Grant Program (TSGP) for fiscal year 2018. This funding was authorized by the California Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, which was approved by the voters as Proposition 1B at the November 7, 2006 general election. It authorized the issuance of general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response projects.

The 2014-15 State of California Budget provides \$832 million to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Trade auction proceeds to support existing and pilot programs that will reduce GHG emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs which will be funded from the GHGRF, most of which are competitive programs.

The Low Carbon Transit Operations Program (LCTOP) has \$34 million in total funding that will be distributed by the same formula as STA funding. MTS will receive \$1.7 million in fiscal year 2018. This funding will be used in conjunction with previously received Cap-and-Trade funding from the Transit and Intercity Rail Capital Program, and will be used to purchase nine Siemens SD8 light rail vehicles.

Development of the MTS Fiscal Year 2018 CIP

The CIP process began in October 2016 with the call for projects. The recommended CIP assumes funding \$52.0 million for preventative maintenance, \$4.3 million for ADA Operation, and \$199,000 in SANDAG planning studies. The remaining submitted projects compete for the balance of available funding. The list of projects is also subject to an analysis based on social equity principles. This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis.

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for fiscal year 2018. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division, agency, or city. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators. Each MTS agency submitted its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

Fiscal Year 2018 CIP Funded Projects

Of the \$69.1 million available after preventative maintenance and SANDAG planning studies, \$17.3 million (or 25 percent) has been dedicated to Rail Revenue Vehicles, \$17.0 million (or 25 percent) has been dedicated to Bus Revenue Vehicles and \$34.8 million (or 50 percent) has been dedicated to Facility & Construction Projects.

The table below is a summary of the CPRC recommendations, the major categories that are proposed to be funded, and the percentage of total available funding.

Capital Project Categories	Funding (000s)	% of Total
Rail Revenue Vehicles	\$ 17,336	25%
Bus Revenue Vehicles	17,041	25%
Facility & Construction Projects	5,073	7%
Rail Infrastructure	21,081	31%
Other Equipment & Installations	8,529	12%
Grand Total	\$ 69,059	100%

A full listing of projects with respective funding levels is available within Attachment B, and brief descriptions are included in Attachment D. A couple projects of note:

- SD100 Replacement – Funding of \$13.7 million will be added to the \$28.4 million previously funded for the replacement of the SD100 fleet. There will be 43 vehicles that will need to be replaced by 2025, with a total estimated cost of over \$200 million.
- Fare System Upgrade – Funding of \$5.0 million will be added to the \$8.7 million previously funded for the replacement of the existing fare system. This will include the replacement of trolley ticket vending machines.

Five-Year Capital Program Projections

Attachment C summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to increase by 2 percent for fiscal year 2019 & 2020 then hold flat through 2022. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be \$407.6 million. Projected deficits from fiscal year 2018 to fiscal year 2022 total \$54.1 million. The ratio of total funding to total capital needs over the five-year term is projected at 86.7 percent.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, mike.thompson@sdmts.com

Attachments: A. Fiscal Year 2018 Funding Sources
B. Fiscal Year 2018 Capital Improvement Projects List
C. Funding Compared to Capital Needs for Fiscal Years 2018 – 2022
D. Fiscal Year 2018 Project Descriptions

San Diego Metropolitan Transit System FY 2018 Funding Sources (\$000s)

Funding Description	Total
Federal FFY17 - 5307 Funding Estimate	\$ 42,977
Federal FFY17 - 5337 Funding Estimate	26,893
Federal FFY17 - 5339 Funding Estimate	3,482
California Transportation Development Act (TDA)	33,561
California State Transit Assistance (STA)	8,900
California Proposition 1B - Security	2,224
California Cap and Trade (LCTOP)	1,700
SD&AE Desert Line	1,000
CNG Rebates	4,100
Other - Local Funds	720
Total Available Funding	\$ 125,557
Preventive Maintenance - Federal 5307	\$ (25,107)
Preventive Maintenance - Federal 5337	(26,893)
ADA Operation - Federal 5307	(4,298)
SANDAG Planning Study - FFY17 Local Match	(199)
Total Preventative Maintenance/SANDAG Planning	\$ (56,497)
Available Funding for Capital Program	\$ 69,060

**San Diego Metropolitan Transit System
Capital Improvement Program - B (\$000s)
Fiscal Year 2018**

Att. B, AI 2c, 3/9/17

Project Description	Funding Thru FY 2017	FY 2018 Funded	FY 2018 Unfunded	FY 2019	FY 2020	FY 2021	FY 2022	5 Year Total
								-
SD100 Replacement	28,386	13,736	5,000	15,589	14,000	14,000	29,000	91,325
FY18 Bus Procurement	26,800	12,697	-	17,600	31,186	35,426	37,090	133,999
Courthouse Station	5,927	5,073	-					5,073
Fare System Upgrades	8,700	5,000	-	12,500	10,000			27,500
FY18 ADA Bus Procurement	-	3,764	1	4,000	3,600	3,300	3,300	17,965
SD8 Procurement (9)	35,676	3,600	-	1,696				5,296
Catenary and Catch Cable Improvement Project	4,231	2,950	-	1,716	1,716	1,716		8,098
OL Tie Replacement	2,364	2,800	-	2,000	2,000	2,000	2,000	10,800
Substation DC Feeder Breaker - GL	2,200	2,270	-	3,300				5,570
System Wide CCTV	-	2,224		-	-	-	-	2,224
Substation SCADA	3,541	1,150	-					1,150
Railroad Worker Safety Equipment	-	1,100						1,100
OL Station Track Replacement - Amaya & Grossmont	-	1,050	-	1,000	1,000	1,000	1,000	5,050
Miscellaneous Capital	1,800	1,000	-	1,000	1,000	1,000	1,000	5,000
SD7 Wheelset Overhaul	1,750	1,000	-					1,000
Bus Bench	875	750	-	-	-	-	-	750
University Ave Bus Lane Pavement Rehabilitation	-	719	-					719
SDSU Smoke Control System Upgrade	-	700	-					700
Shelter Replacement - Amaya, Arnele, Gillespie	894	636	-					636
CTC System Technology Refresh	-	600	-	1,115	-	-	-	1,715
FY18 Mid-size Bus Procurement (Rural)	-	580	-	-	1,160	-	-	1,740
RTMS Expansion - Mini Bus Fleet	475	505	-					505
SDSU Fire Alarm - Ventilation System Upgrade	350	500	-					500
Building A Fall Protection	200	464	-					464
Transit Service Trucks	320	380	-					380
Server Refresh	265	320	-	270	210	210	265	1,275
25th & Commercial Crossover (Design)	-	300	-	1,660				1,960
Shelter Replacement - El Cajon Transit Center	730	255	-					255
Euclid and University Ave Crossing	805	251	-	1,000	1,000	1,000	1,000	4,251
Fashion Valley Stair Replacement	-	240	-					240
KMD Concrete Lot - Phase II	225	221	-					221
C Building AUX Power Supplies	-	221	-					221
Document Management Replacement & Expansion	-	200	-	-	-	-	-	200
Systemwide UPS & Batteries Upgrade	-	200	-					200
Interlocking E22-24, 26 (Design)	-	200	-	500				700
Emergency Return SDTI Elevators	-	195	-					195
IAD Asphalt Repair & Striping	-	180	-					180
Vintage Trolley Restoration	170	170	-					170
SDTI Facility HVAC	93	155	-	75	75	75	75	455
Replacement Elevator - Fashion Valley - Design	-	130	-	1,100				1,230
IAD Chassis Wash Lift Replacement	-	121	(1)					120
Green Line Bench Replacement	-	115	-					115
Application & Real-Time Feed	-	105	-	-	-	-	-	105
Station Cleaning Equipment	211	85	-	75	75	75	75	385
Digital Interactive Kiosks	-	80	-	80	80	-	-	240
Building C Fall Protection	410	68	-					68
Bus Shelters	2,943	-	-	1,000	1,400	1,400	-	3,800
SBBMF Netting Install	-	-	104					104
ECBMF Netting Install	-	-	104					104

**San Diego Metropolitan Transit System
Capital Improvement Program - B (\$000s)
Fiscal Year 2018**

Att. B, AI 2c, 3/9/17

Project Description	Funding Thru FY 2017	FY 2018 Funded	FY 2018 Unfunded	FY 2019	FY 2020	FY 2021	FY 2022	5 Year Total
Safety Video Monitors for Buses	-	-	96					96
IAD Annex AC Replacement	-	-	78					78
IAD Crew Room Restroom Rehabilitation	-	-	61					61
KMD Roof Replacements	-	-	-	450				450
SB Maintenance Floor Replacement	-	-	-	350				350
IAD & KMD Energy Saving Lights	-	-	-	185				185
Rapid Bus Safety Handrail Install	-	-	-	180				180
IAD RAM Maintenance Floor Finish	-	-	-	150				150
IAD Tire Storage Shelter	-	-	-	100				100
IAD Crew Room Vending Machine Enclosure	-	-	-	100				100
KMD HVAC Replacement	-	-	-	-	250			250
KMD Bus Wash Replacement	-	-	-	-	-	300		300
KMD Shop Hoists	-	-	-	-	2,750	-	-	2,750
Orbital Equipment & Radio	-	-	-	-	-	8,250	-	8,250
Motorola Equipment Upgrade	-	-	-	-	1,750	-	-	1,750
HASTUS Upgrade	-	-	-	-	2,000	-	-	2,000
Grade Crossing Replacement - GL	3,405	-	-	2,000	2,000	2,000	2,000	8,000
Substation Replacement	-	-	-	-	4,250	4,200	4,200	12,650
Beyer Track and Slope	-	-	5,192					5,192
Downtown Parallel Feeder Cable Replacement	-	-	2,625					2,625
Building C Roof Replacement	-	-	1,500					1,500
A Yard Track work (Design)	-	-	200					200
Building A, B, C Office Improvement	-	-	150					150
A Yard Portable Shop Replacement	-	-	150					150
Hegenscheidt Overhaul	-	-	-	500				500
BL Turnout S34 Replacement	-	-	310					310
Substations AC Main Disconnect Replacement	-	-	250	2,000	2,000			4,250
C Yard Expansion	-	-	250				4,443	4,693
Skidsteer Tractor	-	-	71					71
OL Parking Lots	-	-	-	535				535
Fencing Replacement on OL & BL	-	-	-	365				365
SD7 Battery Replacement	-	-	-	205				205
Building C Door Replacement	-	-	-	200				200
C1 East Fall Protection	-	-	-	200	464			664
SD7 Coupler Replacement	-	-	-		750	750		1,500
SD7 HVAC Overhaul	-	-	-		200			200
SD7 APS Overhaul	-	-	-		200			200
LRV 1001 Restoration	-	-	-		125			125
Qualcomm Station Stair Replacement	-	-	-			250		250
Total Funding Requirement	\$ 133,746	\$ 69,060	\$ 16,141	\$ 74,796	\$ 85,241	\$ 76,952	\$ 85,448	\$ 407,638

**San Diego Metropolitan Transit System
Funding Compared to Capital Needs (\$000s)
Fiscal Years 2018-2022**

	Proposed FY18	Projected FY19	Projected FY20	Projected FY21	Projected FY22	Total FY18 to FY22
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 113,613	\$ 120,510	\$ 122,447	\$ 122,447	\$ 122,447	\$ 601,464
Other Non Recurring Revenues	11,944	5,800	5,800	5,800	5,800	35,144
Total Capital Revenues	\$ 125,556	\$ 126,310	\$ 128,247	\$ 128,247	\$ 128,247	\$ 636,608
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (199)	\$ (190)	\$ (190)	\$ (190)	\$ (190)	\$ (961)
ADA Operation	(4,298)	(4,384)	(4,471)	(4,471)	(4,471)	(22,095)
Preventative Maintenance	(52,000)	(52,000)	(52,000)	(52,000)	(52,000)	(260,000)
Total "Off The Top" Expenses	(56,497)	(56,574)	(56,662)	(56,662)	(56,662)	(283,056)
Adjusted Available CIP Revenues	\$ 69,059	\$ 69,736	\$ 71,586	\$ 71,586	\$ 71,586	\$ 353,552
Total Project Needs	85,200	74,796	85,241	76,952	85,448	407,637
Total Deficit	\$ (16,141)	\$ (5,060)	\$ (13,656)	\$ (5,367)	\$ (13,863)	\$ (54,085)
% of Funding / Needs	81.1%	93.2%	84.0%	93.0%	83.8%	86.7%
Accumulated Deficit	\$ (16,141)	\$ (21,201)	\$ (34,856)	\$ (40,223)	\$ (54,085)	

San Diego Metropolitan Transit System
Capital Improvement Program - Project Description (\$000s)
Fiscal Year 2018

Att. D, AI 2c, 3/9/17

Project #	Project Name	Project #	FY 2018 Funded	Project Description	Project Manager
20020027	SD100 Replacement	20020027	13,736	Replacement of SD100 light rail vehicle fleet.	Andy Goddard
New	FY18 Bus Procurement	New	12,697	Procurement of 40' & 60' CNG buses.	Ray Thompson
20040075	Courthouse Station	20040075	5,073	Construction of the Courthouse Station.	Michael Diana
10090049	Fare System Upgrades	10090049	5,000	For future fare system upgarde.	Paul Jablonski
New	FY18 ADA Bus Procurement	New	3,764	Procurement of ADA buses.	Jay Washburn
20021029	SD8 Procurement (9)	20021029	3,600	Procurement of 9 SD8 light rail vehicles.	Andy Goddard
1129200	Catenary and Catch Cable Improvement Project	1129200	2,950	To installs catch cables and resets balance weight heights.	Dale Neuzil
20050072	OL Tie Replacement	20050072	2,800	Replacement of railroad tie on Orange Line.	Gabriel McKee
20050028	Substation DC Feeder Breaker - GL	20050028	2,270	Replacement of rectifier and DC breakers on TPS substations.	Thang Nguyen
New	System Wide CCTV	New	2,224	For install, upgrade and maintenance CCTV equipment.	Thang Nguyen
1144000	Substation SCADA	1144000	1,150	Substations upgrade to provide remote monitoring and control.	Andre Tayou
New	Railroad Worker Safety Equipment	New	1,100	Procurement of railroad safety equipment.	Fred Byle
New	OL Station Track Replacement - Amaya & Grossmo	New	1,050	Track replacement for Amaya and Grossmont Trolley Station	Gabriel McKee
10090042	Miscellanies Capital	10090042	1,000	This project provides funding any emergency/unanticipated projects	Paul Jablonski
20031009	SD7 Wheelset Overhaul	20031009	1,000	Complete overhaul of the S70 LRV truck and wheelset.	Andy Goddard
30060069	Bus Bench	30060069	750	Replacement of existing bus benches.	Rob Schupp
New	University Ave Bus Lane Pavement Rehabilitation	New	719	Rebab. asphalt paving along the bus lanes and bus stops.	Hamed Hashem
New	SDSU Smoke Control System Upgrade	New	700	Upgrade the SDSU Station LONWorks based control system.	Thang Nguyen
20060064	Shelter Replacement - Amaya, Arnele, Gillespie	20060064	636	Replacement of existing bus shelters.	Michael Diana
New	CTC System Technology Refresh	New	600	Centralized Train Control System Technology Refresh	Sandra Bobek
New	FY18 Mid-size Bus Procurement (Rural)	New	580	Procurement of Mid-size buses.	Mike Daney
30090002	RTMS Expansion - Mini Bus Fleet	30090002	505	RTMS equipment for mini bus fleet.	Jay Washburn
20060047	SDSU Fire Alarm - Ventilation System Upgrade	20060047	500	Retrofitting Jet Fans, Fire Dampers, and Duct work at SDSU.	Thang Nguyen
20060033	Building A Fall Protection	20060033	464	To Install catwalk in building A to provide fall protection.	Michael Diana
30080052	Transit Service Trucks	30080052	380	Replacement of four service trucks for San Diego Transit.	Mike Daney
10071005	Server Refresh	10071005	320	Replacement of computer servers.	Jon Saul
New	25th & Commercial Crossover (Design)	New	300	Design work for replacement of a new double crossover.	Gabriel McKee
20060065	Shelter Replacement - El Cajon Transit Center	20060065	255	To replace shelter at El Cajon Transit Center.	Michael Diana
20050048	Euclid and University Ave Crossing	20050048	251	Upgrade the crossings and be in compliance with CPUC.	Thang Nguyen
New	Fashion Valley Stair Replacement	New	240	To replace stair at Fashion Valley.	Rolando Montes
30061019	KMD Concrete Lot - Phase II	30061019	221	To complete KMD concrete lot resurfacing.	Eli Belknap
New	C Building AUX Power Supplies	New	221	To provide DC electrical service to building C.	Andy Goddard
New	Document Management Replacement & Expansion	New	200	Replacement of AppXtender Document Manager.	Gary Dexter
New	Systemwide UPS & Batteries Upgrade	New	200	Replacement of uninterruptible power supply (UPS) and Batteries.	Thang Nguyen
New	Interlocking E22-24, 26 (Design)	New	200	Design work for a fully interlocked train control system.	Thang Nguyen
New	Emergency Return SDTI Elevators	New	195	Install Emergency Return System on SDTI Elevators.	Rolando Montes
New	IAD Asphalt Repair & Striping	New	180	Repair of damaged asphalt in bus parking areas at IAD.	Eli Belknap
20031007	Vintage Trolley Restoration	20031007	170	To restore PCC vintage trolley.	Andy Goddard
20060074	SDTI Facility HVAC	20060074	155	To replace SDTI Facility HVAC system.	Rolando Montes
New	Replacement Elevator - Fashion Valley (Design)	New	130	Design work for replacement elevator at Fashion Valley.	Michael Diana
New	IAD Chassis Wash Lift Replacement	New	121	Replacement of in-ground platform lift.	Eli Belknap

San Diego Metropolitan Transit System
Capital Improvement Program - Project Description (\$000s)
Fiscal Year 2018

Att. D, AI 2c, 3/9/17

Project #	Project Name	Project #	FY 2018 Funded	Project Description	Project Manager
New	Green Line Bench Replacement	New	115	Replace benches on Green Line Trolley Stations.	Rolando Montes
New	Application & Real-Time Feed	New	105	New application to provide real-time feed.	Gary Dexter
20080013	Station Cleaning Equipment	20080013	85	Purchase of station cleaning equipment.,	Rolando Montes
New	Digital Interactive Kiosks	New	80	To install interactive customer information kiosks.	Rob Schupp
20060054	Building C Fall Protection	20060054	68	To Install catwalk in building C to provide fall protection.	Michael Diana

Metropolitan Transit System FY18 Capital Improvement Program (CIP)

MTS Board of Directors
March 9, 2017



Development of the FY18 CIP

- Began October 2016 with the request for projects
- Capital Projects Review Committee (CPRC) meeting was held to discuss the priority project list. The CPRC is comprised of:
 - Bus Operations
 - Rail Operations
 - Administration
 - SANDAG Engineering
- Each Committee member was responsible for submitting, prioritizing and discussing their capital requests for the agency and cities it serves.
 - Projects with operational, safety needs are priority 1
- The Committee reviewed and the CEO approved the prioritization of the capital requests
 - All priority 1 projects were approved
- The project list is also subject to an analysis based on social equity principles and there was no disproportionate impact on Low Income/Minority populations



CIP Project Highlights - Bus

- Bus Revenue Vehicles
 - Plan tries to normalize the funding and number replaced each year to avoid spikes
 - \$17.0M funding in FY18
 - Typically fund around \$30M per year
 - With funding from FY17, will be placing orders of \$40M

	40 ft.	60 ft. Artics	Commuter Express	Minibuses	ADA Minibuses
Buses in Fleet	472	86	25	40	183
Useful Life	12	15	12	7	5
Replacing	46	10	-	3	35
Cost per Bus	\$534K	\$974K	\$750K	\$187K	\$112K



CIP Project Highlights - Rail

- SD100 Replacement

- Current cost of \$4.1M per LRV
- 43 SD100s to replace by 2025
- \$14M funding in FY18
- \$48M in total funding to date



- Courthouse Station

- \$5.1M of funding in FY18
 - \$11.0M total project cost, partially funded with CA Cap-and-Trade grant funding
 - Anticipated to be completed in FY18
- 9 additional LRVs as part of this grant, \$3.6M funding in FY18



CIP Project Highlights - Admin

- Fare System Upgrades
 - Next generation software system
 - Concept of Operations (ConOps)
 - Review of current system components
 - Detailed requirements for new system
 - Infrastructure near end of useful life
 - Ticket Vending Machines in stations
 - Driver Control Units on buses
 - Replacement dependent on software system
 - Total project cost estimate still to be determined
 - \$5.0M funding in FY18
 - \$13.7M in total funding to date



CIP Project Highlights - Other projects

- 25 Rail projects
 - Focused on:
 - Orange Line rehabilitation
 - LRV projects
 - Facility and station improvements
 - Short descriptions of each project included in Attachment D
 - \$17.2M in total

Project	Funding
Catenary and Catch Cable Improvement Project	2,950
OL Tie Replacement	2,800
Substation DC Feeder Breaker.- GL	2,270
Substation SCADA	1,150
Railroad Worker Safety Equipment	1,100
OL Station Track Replacement - Amaya & Grossmont	1,050
SD7 Wheelset Overhaul	1,000
SDSU Smoke Control System Upgrade	700
Shelter Replacement - Amaya, Arnele, Gillespie	636
SDSU Fire Alarm - Ventilation System Upgrade	500
Building A Fall Protection	464
25th & Commercial Crossover (Design)	300
Shelter Replacement - El Cajon Transit Center	255
Euclid and University Ave Crossing	251
Fashion Valley Stair Replacement	240
C Building AUX Power Supplies	221
Systemwide UPS & Batteries Upgrade	200
Interlocking E22-24, 26 (Design)	200
Emergency Return SDTI Elevators	195
Vintage Trolley Restoration	170
SDTI Facility HVAC	155
Replacement Elevator - Fashion Valley (Design)	130
Green Line Bench Replacement	115
Station Cleaning Equipment	85
Building C Fall Protection	68



CIP Project Highlights - Other projects

- 5 Bus projects
 - Focused on:
 - RTMS expansion
 - Service trucks
 - Facility repairs
 - Short descriptions of each project included in Attachment D
 - \$1.4M in total

Project	Funding
RTMS Expansion - Mini Bus Fleet	505
Transit Service Trucks	380
KMD Concrete Lot - Phase II	221
IAD Asphalt Repair & Striping	180
IAD Chassis Wash Lift Replacement	121



CIP Project Highlights - Other projects

- 9 Admin projects
 - Focused on:
 - IT infrastructure
 - Passenger amenities
 - Short descriptions of each project included in Attachment D
 - \$6.0M in total

Project	Funding
System Wide CCTV	2,224
Miscellaneous Capital	1,000
Bus Bench	750
University Ave Bus Lane Pavement Rehabilitation	719
CTC System Technology Refresh	600
Server Refresh	320
Document Management Replacement & Expansion	200
Application & Real-Time Feed	105
Digital Interactive Kiosks	80



Capital Project Highlights

Proposed Fiscal Year 2018

(\$000's)

Capital Project Categories	Funding	% of Total
Rail Revenue Vehicles	\$ 17,336	25%
Bus Revenue Vehicles	17,041	25%
Facility & Construction Projects	5,073	7%
Rail Infrastructure	21,081	31%
Other Equipment & Installations	8,529	12%
Grand Total	\$ 69,060	

- 46 Projects funded in FY18 CIP as listed in Attachment B
- Short project descriptions also included in Attachment D



Capital Funding Levels Proposed Fiscal Year 2018

- Recurring revenues
 - Federal - Projecting \$73.4M in total, \$17.1M for CIP
 - Maximize Preventive Maintenance (PM) in the Operating Budget for cash flow purposes, backfilled with TDA
 - TDA - Projecting \$33.6M for CIP
 - Match of Federal capital funds and swap with PM
 - Holding back \$5M for Operations in FY18
 - STA - Projecting \$12.5M in total, \$8.9M for Capital
- Non-recurring revenues
 - Cap-and-Trade Low Carbon Transit Operations Program (LCTOP) funding of \$1.7M
 - Down from \$3.6M the first two years of the program
 - CNG Credits and other miscellaneous funding



Capital Funding Levels

Proposed Fiscal Year 2018

(\$000's)

Funding Description	Amount
Federal Funding (Sections 5307, 5337, 5339)	\$ 73,352
Transportation Development Act (TDA)	33,561
California State Transit Assistance (STA)	8,900
* California Cap and Trade Formula (LCTOP)	1,700
* California Prop 1B	2,224
* Other	5,820
Total Preventive Maintenance	(56,298)
SANDAG Planning Studies	(199)
Available Funding for Capital Program	\$ 69,060

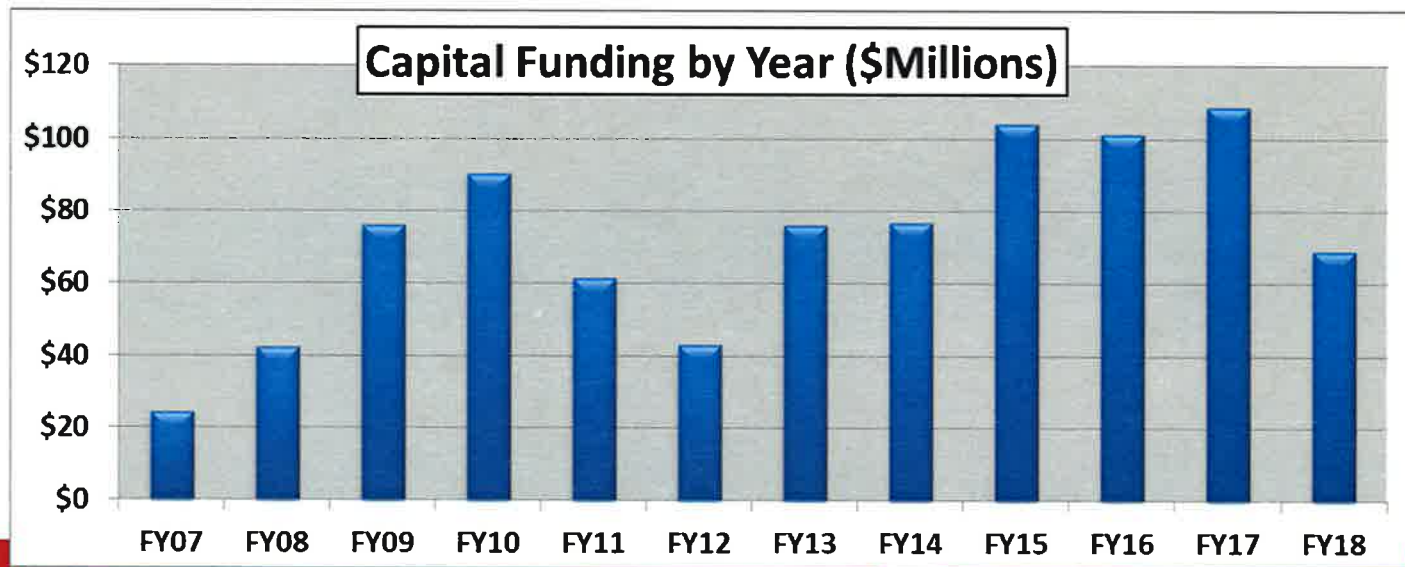
* Non-recurring funding totals:	\$ 9,744
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Capital Funding Levels

FY07 - FY18

- Over the last decade, MTS has made funding Capital a priority to bring the system up to a state of good repair
 - Previous 10 year average \$78M per year, 5 year average \$93M
 - Numerous large projects completed
- \$781M in total funding over previous 10 years
 - \$352M or 45% was non-recurring (discretionary, competitive, etc.)



Capital Improvement Program

Fiscal Years 2018-2022

(\$000s)

	Proposed FY18	Projected FY19	Projected FY20	Projected FY21	Projected FY22	Total FY18-FY22
Total Capital Revenues	\$ 125,556	\$ 126,310	\$ 128,247	\$ 128,247	\$ 128,247	\$ 636,608
Less:						
PM/Planning Studies	\$ (56,497)	\$ (56,574)	\$ (56,662)	\$ (56,662)	\$ (56,662)	\$ (283,056)
Available CIP Revenues	\$ 69,059	\$ 69,736	\$ 71,586	\$ 71,586	\$ 71,586	\$ 353,552
Total Project Needs	85,200	74,796	85,241	76,952	85,448	407,637
Total Deficit	\$ (16,141)	\$ (5,060)	\$ (13,656)	\$ (5,367)	\$ (13,863)	\$ (54,085)
% of Funding / Needs	81.1%	93.2%	84.0%	93.0%	83.8%	86.7%
Accumulated Deficit	\$ (16,141)	\$ (21,201)	\$ (34,856)	\$ (40,223)	\$ (54,085)	



Fiscal Year 2018 CIP Recommendations

That the MTS Board of Directors:

1. Approve the fiscal year 2018 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow 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 2018 CIP (shown in Attachment A);
3. Recommend that the SANDAG Board of Directors approve amendment number 3 of the 2016 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2018 CIP recommendations.



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

MINUTES

February 16, 2017

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

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. McWhirter moved to approve the minutes of the January 19, 2017, MTS Board of Directors meeting. Mr. McClellan seconded the motion, and the vote was 10 to 0 in favor with Mr. Alvarez, Ms. Mendoza, Mr. Roberts and Ms. Zapf absent and Ms. Bragg abstaining.

3. Public Comments

Gretchen Newsom – Ms. Newsom spoke on behalf of IBEW Local 569 and reported on their follow up meeting with MTS staff regarding bus shelter installations and public safety. She said that the meeting went great and they received additional information that they will be following up on in the future.

SPECIAL PRESENTATION

Chairman Mathis and Mr. Jablonski provided a special presentation on the recent exemplary performance of staff resolving an issue with MTS's Webtix program (MTS's online program to purchase fare media). Mr. Jablonski stated that Webtix had been experiencing an increase in credit card fraud and the program ultimately needed to be fixed or replaced. Cubic, the developer of Webtix, stated that they could provide a new solution with increased security features for approximately \$900,000. Internal staff including Gary Dexter, Application Development and Support Manager; Ivan Augustino, Senior Application Developer; Jan-Michael Reyes, Business Systems Analyst; and Erin Dunn, Controller, all worked to resolve the issues in house. Ivan Augustino, under the supervision of Gary Dexter and assistance from Jan-Michael Reyes, developed a new code to improve the current Webtix program with increased security features. The new program was tested and rolled out with great success. The percentage of chargebacks has since decreased by 90%. In addition, Erin Dunn worked closely with the San Diego Police Department to assist with information leading to an arrest of one suspect who committed a large amount of the fraud on Webtix. The suspect was arrested and charged with 70 counts of fraud. Chairman Mathis and Mr. Jablonski thanked the staff for their great work, which also saved the agency approximately \$900,000 by resolving the issue using in house resources.

CONSENT ITEMS

6. Excess Insurance Renewals for Liability and Workers' Compensation Program
Action would approve the purchase of excess liability insurance (at limits of \$75 million less at \$2 million self-insured retention [SIR]) and excess workers' compensation insurance (at statutory limits less a \$1 million SIR). The new policies would be in effect from March 1, 2017 through March 1, 2018.
7. Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments
8. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Action Taken by the SD&AE Board of Directors at its Meeting on January 17, 2017
Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports for information.
9. Operations and Maintenance Services for Compressed Natural Gas Fueling Facilities - Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. B0522.0-09 with Trillium USA LLC to upgrade compressed natural gas (CNG) dispensers.
10. Investment Report - December 2016
11. Orange Line Track Improvements - Change Order Amendments 1 - 5
Action would: (1) Ratify Construction Change Order Amendments 1 - 4 to MTS Doc. No. PWL211.0-16, with Herzog Contracting Corp. (Herzog), for \$89,669.42, which was previously issued under the Chief Executive Officer's (CEO) authority, for Orange Line Track Improvements on MTS's Orange Line Light Rail Vehicle (LRV) service route; and (2) Authorize the CEO to execute MTS Doc. No. PWL211.5-16 - Change Order 5, with Herzog, for \$98,850.97.
12. SDSU Tunnel Ventilation Jet Fans and Dampers Service - Award Work Order Under a Job Order Contract
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7504-25 (in substantially the same format as Attachment A), under MTS Doc. No. PWL204.0-16 with ABC Construction, Inc., for the provision of labor, materials, equipment, and supplies for the repair, installation, and testing of eight jet fans and dampers at the SDSU underground station tunnel.
13. San Diego Gas & Electric Company (SDG&E) Relocation Cost Sharing Agreement (Courthouse Station Project)
Action would authorize the Chief Executive Officer (CEO) to execute an agreement(s) with SDG&E to pay for new service connections and share in the costs of relocating SDG&E utility facilities as part of the MTS Courthouse Station Project.
14. Federal Communications Commission-Mandated 800 MHz Band Reconfiguration - Reprogramming Services for San Diego State University (SDSU) Tunnel Bi-Directional Amplifier

Action would: (1) Authorize the Chief Executive Officer (CEO) to negotiate pricing with Axel Wireless Limited, doing business as Cobham Wireless, for hardware and services required to reprogram the SDSU tunnel bi-directional amplifier in an amount not to exceed \$200,000; and (2) Approve a sole source contract with Axel Wireless Limited, doing business as Cobham Wireless, for hardware and implementation services required to reprogram the SDSU tunnel bi-directional amplifier based on the final negotiated price.

Action on Recommended Consent Items

Mr. Cunningham moved to approve Consent Agenda Item Nos. 6 – 14. Mr. Minto seconded the motion, and the vote was 15 to 0 in favor.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 9:11 a.m.

a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
Pursuant to California Government Code Sections 54656.6
Case: In Re Pacific Imperial Railroad, Inc., US Bankruptcy Court, SD Cal, Bankruptcy No. 16-06253-LT11

b. CLOSED - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/CONFERENCE WITH
LABOR NEGOTIATORS - CHIEF EXECUTIVE OFFICER Pursuant to California
Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Harry Mathis
Employee: Paul C. Jablonski

The Board reconvened to Open Session at 11:00 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report from legal counsel.
- b. The Board conducted a performance evaluation and gave instructions to its labor negotiator.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. Measure A Report (Rob Rundle with SANDAG)

Sharon Cooney, Chief of Staff, introduced Rob Rundle with SANDAG to provide a presentation on the Measure A election results. Mr. Rundle reviewed the Measure A expenditure plan

funding breakdown; the list of all projects included in Measure A; and the regional results of Measure A. He presented maps showing the election results by jurisdiction, noting that Chula Vista, National City and Imperial Beach did meet the 2/3 vote requirement. He also presented maps showing the election results by SANDAG sub-region, County Supervisorial districts and City of San Diego Council districts, as well as maps comparing the TransNet election compared to the Measure A election.

Public Comments

Kathleen Ferrier – Kathleen commented on behalf of Circulate San Diego. She said that they would support a sub-region measure and hopes to hear more discussion.

BOARD DISCUSSION

Ms. Salas asked for more information regarding polling that was done specific to the transit only portion of the measure. Mr. Rundle replied that polling was initially done when the expenditure plan was being developed and they tested certain projects. The projects they were testing were not done throughout the whole region, but in the areas where the project would be located. Ms. Cooney mentioned that the county was polled years ago, but the polling did not meet the passing threshold. Ms. Salas inquired if the Board would have interest in partnering with SANDAG to develop a sub-regional transit only measure.

Ms. Gomez stated that she would also be interested into looking at a sub-regional measure.

Mr. Alvarez inquired about the transit capital funding numbers. Mr. Jablonski commented that the amount was approximately 42%. Mr. Alvarez asked for information to be provided to the Board on what the member cities revenue would have been based on transit only. Mr. Rundle said that he will get that information to provide with the Board. Mr. Alvarez inquired about what the potential impact will be to MTS with the shortfalls of the 2004 TransNet projections. Mr. Rundle replied that he does not have that information on hand, but will research and provide to the Board. Mr. Alvarez inquired if an MTS sales tax measure would require a two-thirds vote. Ms. Landers replied that this type of sales tax would require a two-thirds vote, but she would confirm at the next meeting in case further research says otherwise. Mr. Alvarez requested that additional research be conducted and brought back next month for further discussion.

Ms. Salas commented that knowing the MTS jurisdiction polling could be beneficial to looking into a sub-regional measure.

Mr. Roberts agreed that it will be interesting to see the results of the MTS jurisdiction polling. He noted that other cities are also interested in roads as well as transit and this measure would have helped both of those causes.

Chairman Mathis stated that staff will follow up on the requests made and the item will be brought back to the Board for further discussion.

Action Taken

No action taken.

31. Security Services Agreement - Contract Amendment (Mike Thompson and Manny Guaderrama)

Mike Thompson, Director of Financial Planning and Analysis, provided a presentation on the Security Services contract amendment with Universal Protection Service (UPS). He provided a background on the recent minimum wage legislation and the new rate requirements. Mr. Thompson reviewed the UPS original cost breakdown and the procurement approach once the minimum wage legislation passed. He stated that UPS provided a revised proposal to meet the new requirements. The Board and Budget Development Committee (BDC) directed staff to revisit the current methodology for more cost effective options and a more aggressive approach in order to control costs. Staff continued negotiations with UPS and presented their proposal to the BDC in January 2017.

Manny Guaderrama, Chief of Police, stated that staff has researched changing internal personnel to become more efficient both operationally and economically. He stated that UPS currently has 194 personnel with 85 armed officers and 83 unarmed officers. MTS has 34 Code Compliance Officers (CCIs), which are public officers with powers of arrest. Mr. Guaderrama reviewed the new staffing proposal change which would reduce the number of contracted security officers by 50 and increase the number of CCIs by 30. Mr. Guaderrama discussed the benefits of the proposed staffing change and reviewed staffing tables which compares the current coverage and proposed coverage, noting the increase in enforcement ability. He discussed the deployment plan and the benefits of the proposed staffing change. Mr. Guaderrama reviewed the officer reallocation budget impact and noted that this would reduce the total UPS contract to \$35.9 million versus \$43.9 million.

Mr. Thompson reviewed the combined budget and contract impact and stated that the total net contract budget impact to MTS will be \$3.8 million.

Mr. Alvarez asked for clarification regarding the total contract change costs. Mr. Jablonski clarified that MTS's proposed staffing plan would increase internal costs by \$6.9 million and reduce UPS staffing which would reduce that contract by \$7.9 million. The net result for only personnel is approximately \$1.0 million in savings. Then, due to the minimum wage increase for all of the remaining officers, there is an increase of \$3.8 million.

Ms. Gomez inquired if there is an overtime cost assumption in the contract. Mr. Thompson replied that there is an overtime cost assumption in the contract and it is included in the total. Ms. Gomez asked what the base pay is for CCIs. Mr. Guaderrama replied that the starting pay is approximately \$16 to mid-\$16 range with progressive steps as they advance.

Action Taken

Mr. Alvarez moved to: (1) Receive a report on updated negotiations with Universal Protection Services (UPS) and a reallocation of UPS contracted officers to internal Code Compliance Officers; (2) Approve the increased contract spend to the UPS security services contract, MTS Doc. No. G1828.0-15, as a result of the latest minimum wage modifications and negotiations with UPS; and (3) Approve reducing a total of fifty (50) full time equivalent (FTE) UPS contracted officers (27 Unarmed Officers, 20 Armed Officers and 3 Armed Sergeants) from the existing UPS contract and increasing internal Code Compliance Officers by 30 FTEs. Mr. McClellan seconded the motion, and the vote was 13 to 0 in favor with Ms. Cole and Mr. Roberts absent.

REPORT ITEMS

47. Operations Budget Status Report for December 2016 (Mike Thompson) (TAKEN OUT OF ORDER)

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

Action Taken

No action taken. Informational item only.

46. On Board Transit Passenger Survey (Brian Lane with SANDAG) (TAKEN OUT OF ORDER)

Ms. Cooney introduced Brian Lane with SANDAG to provide a presentation on the results of the On Board Transit Passenger Survey. Mr. Lane stated that the data collected included information on demographic profiles, trip behaviors, payment information and service assessments. He discussed the data uses of the survey such as Title VI/social equity analysis, modeling, and transit planning. Mr. Lane reviewed the results of the survey based on demographic analysis and customer behavior information. The full results of the survey can be found online at:

http://www.sandag.org/index.asp?classid=13&subclassid=9&projectid=494&fuseaction=projects_detail

Ms. Gomez asked if there were any areas that needed improvement. Mr. Lane replied that this survey was primarily capturing the raw data, not noting areas that need improvement. Ms. Cooney commented that the survey is still in draft form and has not been presented to the SANDAG Board.

Ms. Zapf asked what staff will do with this information. Ms. Cooney replied that MTS uses this information for a number of reasons including Title VI analysis for service changes or improvements; researching infrastructure placement; the transit optimization plan; or fare and ridership research. Ms. Zapf commented that the survey results show that many people walk to transit which means that we need more transit oriented developments. She also commented that point to point transportation and paratransit is important to improve the senior ridership numbers.

Action Taken

No action taken. Informational item only.

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

This item was deferred to the March 2017 meeting.

60. Chairman's Report

There was no Chairman's report.

61. Chief Executive Officer's Report

Mr. Jablonski reported the following travel: February 8-9 he attended the SANDAG Board Retreat; February 11-13 he attended the APTA Transit CEOs Seminar in San Diego; and February 14-15 he traveled to Washington DC to meet with our congressional delegation.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is March 9, 2017.

65. Adjournment

Chairman Mathis adjourned the meeting at 12:17 p.m.



Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:



Clerk of the Board
San Diego Metropolitan Transit System



General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): February 16, 2017

CALL TO ORDER (TIME): 9:00 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:11 a.m.

RECONVENE: 11:00 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 12:17 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:03 a.m.	12:07 p.m.
ARAMBULA	<input type="checkbox"/> (Mendoza) <input checked="" type="checkbox"/>	9:03 a.m.	12:09 p.m.
BRAGG	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
COLE	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:00 a.m.	11:40 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:00 a.m.	12:00 p.m.
GOMEZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
MATHIS	<input checked="" type="checkbox"/>	9:00 a.m.	12:17 p.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
MINTO	<input checked="" type="checkbox"/> (Hall) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:10 a.m.	11:45 p.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:00 a.m.	12:17 p.m.
ZAPF	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:10 a.m.	12:17 p.m.

SIGNED BY THE CLERK OF THE BOARD:

Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL:

Karen Cade



Public Comments
AGENDA ITEM NO.

5C

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	9 Mar
Name	Richard Thompson
Address	121 Broadway #569 SD 92101
Telephone	619 519 9187
Email	thomp_rich@hotmail.com
Organization Represented	none
Subject of Your Remarks	defeat of transportation prop
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <i>dis may</i> <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

AMENDMENT TO CHIEF EXECUTIVE OFFICER EMPLOYMENT AGREEMENT

RECOMMENDATION:

That the Board of Directors approve an amendment to the Executive Employment Agreement between MTS and Paul C. Jablonski to provide additional compensation and fringe benefits (Attachment A).

Budget Impact

The proposed 3.5% merit increase (\$12,556 salary adjustment from \$358,760 to \$371,316) and the \$24,000 deferred compensation contribution total \$36,556. The proposed merit increase and deferred compensation contribution recommended above increases the total compensation of the CEO (including all contractual deferred compensation) by \$9,934 as compared to calendar year 2016, as MTS's pension and health insurance costs have decreased.

DISCUSSION:

At the Board's regular meeting on February 16, 2017, the Board conducted a closed session performance evaluation of Chief Executive Officer Paul Jablonski. The Board also conducted a closed session conference with Board Chairman Harry Mathis, who acts as the Board's chief negotiator regarding the CEO contract, to discuss a potential merit increase for the CEO.

Section 4.b of Mr. Jablonski's Executive Employment Agreement states:

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



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

Some highlights of Mr. Jablonski's 2016 performance achievements include:

- Achieved a \$2M surplus for Fiscal Year (FY) 2016 budget, after using no one-time monies and increasing MTS's reserve.
- As compared to MTS's peer agencies, under Mr. Jablonski's leadership, MTS carries more passengers for less money, by a substantial margin. (See Attachment B.) This has helped insulate MTS passenger services from significant and sudden service reductions or fare increases that might be necessitated by a decline in local, state or federal subsidy revenue.
- Mr. Jablonski negotiated with Siemens for a reduced price option on an additional 45 light rail vehicles (LRV) to be used for Mid-Coast and Orange Line service increases, resulting in a savings of over \$500K per LRV (\$22.5M total) as compared to the original 2009 contract price plus PPI escalation.
- Mr. Jablonski is the statewide lead in educating members of the California Air Resources Board (CARB) and other transit agencies about the inequities and impracticalities of proposed Zero Emission Bus regulations. The regulations would significantly increase MTS's costs to purchase electric buses (\$900K/bus instead of \$500K), require a commitment to costly and proprietary electric bus charging infrastructure, and increase MTS's operating costs because of inefficient routing and scheduling that would be required to accommodate the service limitations of electric buses. The proposed regulations also carry a significant cost difference between electricity and compressed natural gas (CNG), potentially leading to service cuts to offset the increased electricity/operating costs. The proposed regulations fail to recognize significant investment made by MTS and other agencies to adopt low and zero emission programs (conversion of bus fleet from diesel to CNG and all-electric trolley). In 2016, Mr. Jablonski was appointed as the Chair of CARB's Transit Agency Advisory Subcommittee for this issue. In this role, Mr. Jablonski has been the lead representative for MTS and a coalition of transit agencies state-wide on zero emission bus and related issues. His efforts have substantially informed the CARB staff and board members and resulted in further consideration of MTS's alternative proposals for meeting statewide emissions goals.
- Mr. Jablonski led the successful launch and transition to a new enterprise resource programming software system to manage MTS finance, accounting and procurement functions, without a disruption to operations or cost overruns.
- Mr. Jablonski implemented an effort at MTS to reduce greenhouse gas emissions by 2 million pounds and save an estimated \$700,000 per year in fuel costs by converting the paratransit and mini-bus fleet to propane fuel.
- In an effort to continue to identify additional sources of revenue to support MTS's transit operations, over the past several years Mr. Jablonski has led efforts to increase advertising and concession revenue generated at MTS stations, bus stops and vehicles. Advertising and concession revenue for 2016 was over \$3.2 million for the first time.

In recognition of his exceptional performance, an amendment to Mr. Jablonski's Executive Employment Agreement is proposed to provide a merit increase to his salary of 3.5%, consistent with the merit pool provided for Management employees in the FY 17 budget, and also to provide Mr. Jablonski with a discretionary, one-time \$24,000 contribution to a deferred compensation account designated by Mr. Jablonski.

This increase is partially offset by Mr. Jablonski contributing an additional 1% of his pensionable salary towards his CalPERS pension, bringing his total contribution to 8% (consistent with other Management employees in the pre-PEPRA defined benefit pension plan). In addition, Mr. Jablonski's pension is capped by state law, so the raise does not increase his "pensionable compensation". MTS's health insurance costs for Mr. Jablonski also decreased in 2017.



Harry Mathis
Chair, MTS Board of Directors

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

Attachment: A. MTS Doc. No. G0912.10-04 – Proposed Amendment No. 10 to CEO Executive Employment Agreement
B. Peer Agency Analysis (based on most current data available – FY 15)

March 9, 2017

MTS Doc. No. G0912.10-04

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

Dear Mr. Jablonski:

Subject: AMENDMENT 10 TO MTS DOC. NO. G0912.0-04
EXECUTIVE EMPLOYMENT AGREEMENT (CHIEF EXECUTIVE OFFICER)

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

- A. Modify base salary pursuant to Section 4(a) to increase compensation by 3.5% retroactive to January 1, 2017 (increasing base pay from \$358,760 to \$371,316).
- B. Modify Exhibit A "Fringe Benefits for Chief Executive Officer" to include the following additional fringe benefit, for calendar year 2017 only:
- 2017 Additional Deferred Compensation: One-time contribution of \$24,000.00 to a deferred compensation account as directed by Mr. Jablonski.

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

Sincerely,

Accepted:

Harry Mathis
Chairman

Paul C. Jablonski

Approved as to Form:

By: _____
Karen Landers, General Counsel

PEER ANALYSIS
Comparable Agencies to MTS

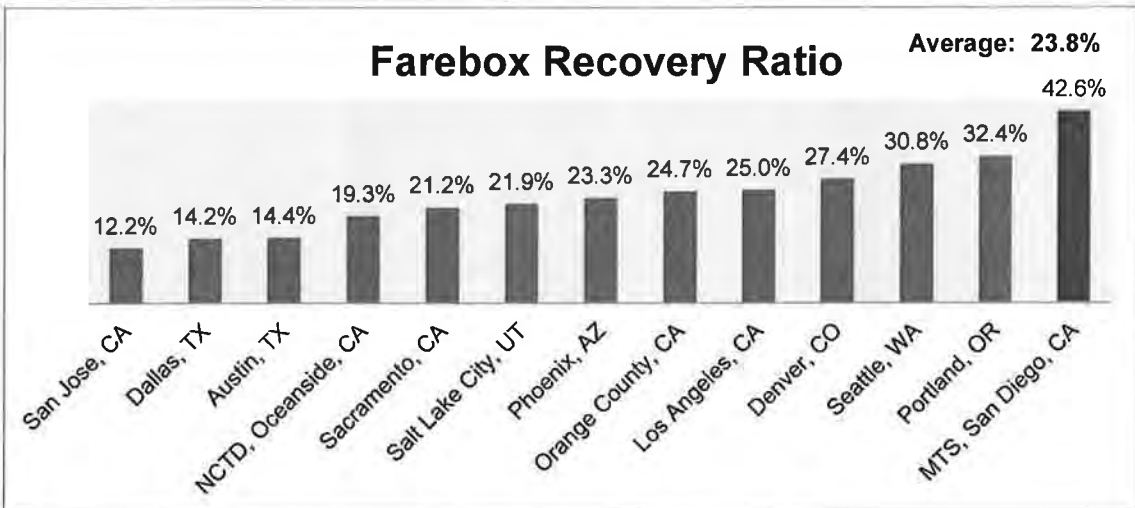
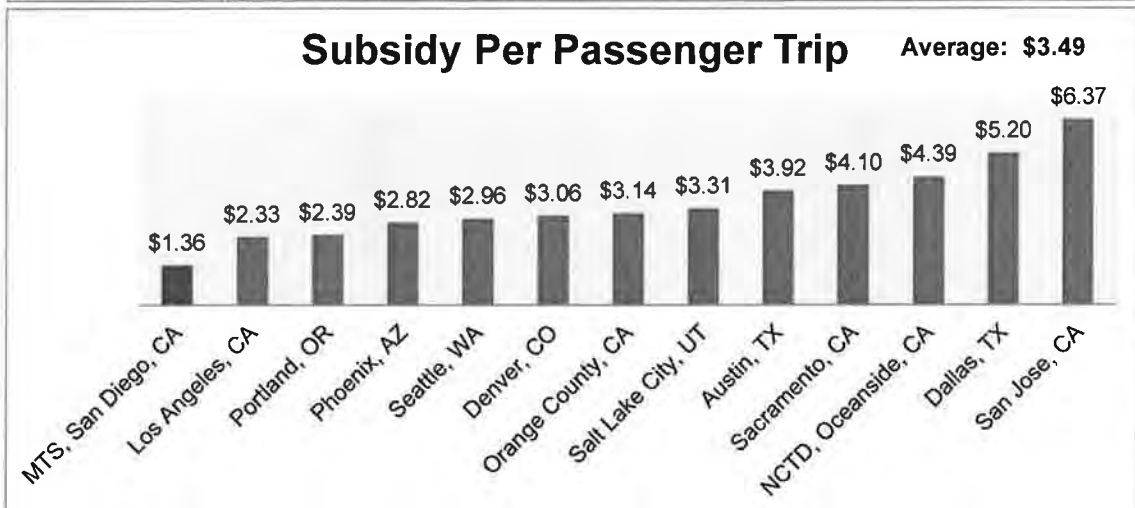
Att. B, AI 6, 3/9/17

AGENCY NAME	ANNUAL RIDERSHIP	ANNUAL OPERATING COST	COST PER PASSENGER TRIP	FAREBOX RECOVERY RATIO
MTS Metropolitan Transit System (San Diego, CA)	96,066,990	\$227,146,306	\$2.36	42.6%
LA METRO Los Angeles County Metropolitan Transportation Authority (Los Angeles, CA)	397,156,547	\$1,234,048,912	\$3.11	25.0%
NCTD North County Transit District (Oceanside, CA)	10,799,694	\$58,728,679	\$5.44	19.3%
OCTA Orange County Transportation Authority (Orange County, CA)	47,021,445	\$196,262,473	\$4.17	24.7%
RT Sacramento Regional Transit District (Sacramento, CA)	25,759,001	\$134,092,707	\$5.21	21.2%
TRIMET Tri-County Metropolitan Transportation District of Oregon (Portland, OR)	100,338,707	\$354,934,216	\$3.54	32.4%
CAPMETRO Capital Metropolitan Transportation Authority (Austin, TX)	33,679,823	\$154,118,520	\$4.58	14.4%
DART Dallas Area Rapid Transit (Dallas, TX)	66,206,973	\$401,807,708	\$6.07	14.2%
KING COUNTY METRO King County Department of Transportation (Seattle, WA)	121,072,263	\$517,540,915	\$4.27	30.8%
RTD Denver Regional Transportation District (Denver, CO)	101,021,365	\$425,688,825	\$4.21	27.4%
VALLEY METRO City of Phoenix Public Transit Department (Phoenix, AZ)	69,773,903	\$256,909,475	\$3.68	23.3%
VTA Santa Clara Valley Transportation Authority (San Jose, CA)	44,382,079	\$321,768,030	\$7.25	12.2%
UTA Utah Transit Authority (Salt Lake City, UT)	40,264,434	\$170,480,336	\$4.23	21.9%
AVERAGES	88,734,094	\$342,579,008	\$4.47	23.8%

FY15 National Transit Database - Transit Profiles

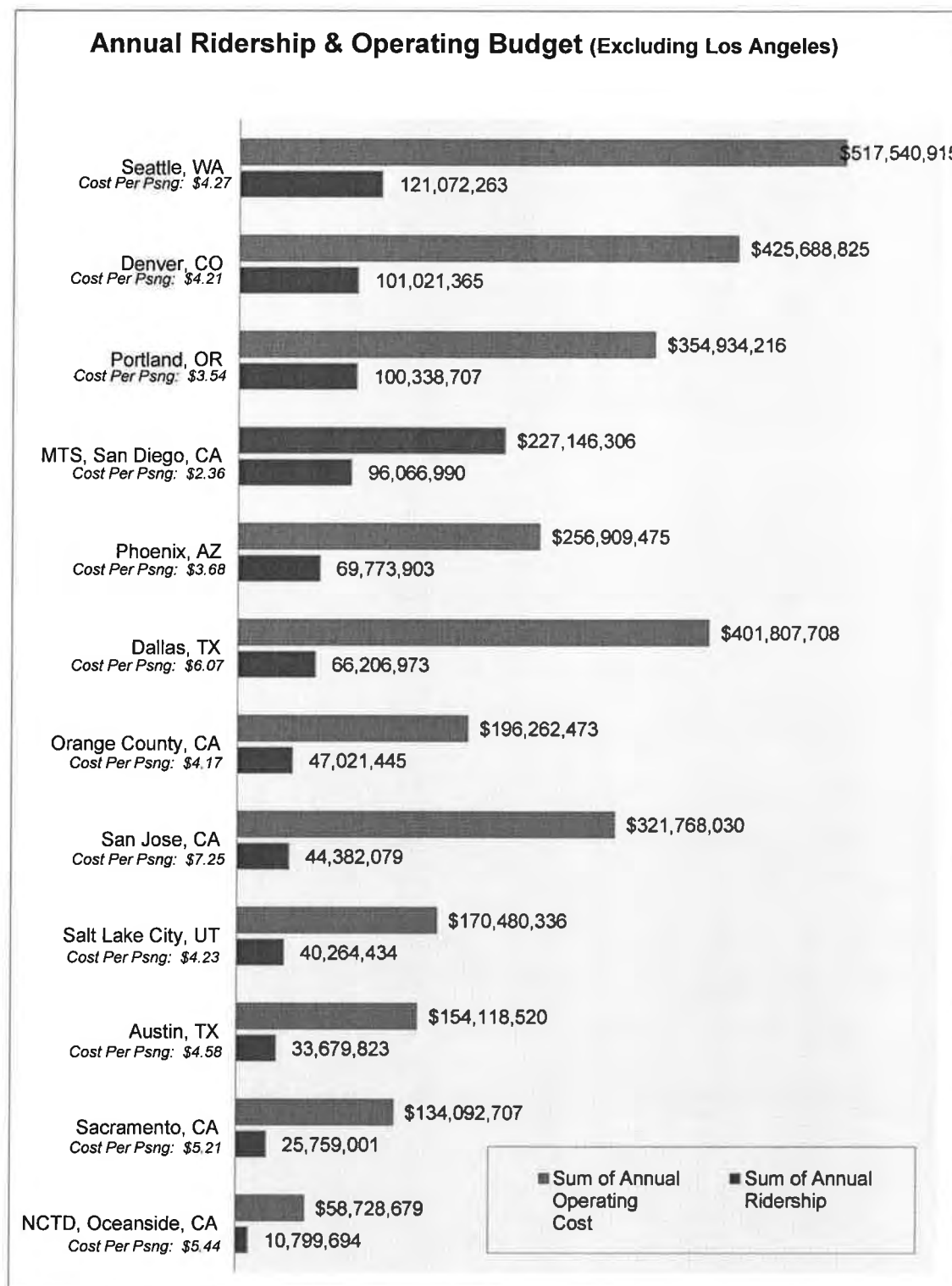
PEER ANALYSIS

Comparable Agencies to MTS



PEER ANALYSIS

Comparable Agencies to MTS





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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (CalOES)
CALIFORNIA TRANSIT SECURITY GRANT PROGRAM (CTSGP) FUNDING, FISCAL
YEAR 2016-2017

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 17-2 (Attachment A), authorizing the use of, and application for, \$2,223,555 of CTSGP for capital projects that provide increased protection against security and safety threats, and/or increases the capacity of transit operators to prepare for disaster-response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

Budget Impact

The apportionment of FY16-17 CTSGP funding is \$2,223,555. There is no matching requirement under the current grant guidance. The funds are restricted expenditures for capital projects that increase the security and safety of the transit operator's passengers, employees and staff, as well as physical assets.

DISCUSSION:

CalOES requires the submission of a resolution by agency Board of Directors authorizing the submission of CTSGP grant applications and the programming of requested projects.

Resolution No. 17-2 would authorize the Chief Executive Officer, or named designate, to file applications with, and request reimbursements from, CalOES. Resolution No. 17-2 would satisfy requirements of the fiscal year 2016-2017 CTSGP security funding to provide a Board of Directors resolution to obtain CTSGP funding. MTS's allocation of the



funding, \$2,223,555, will be used for the System-Wide Closed Circuit Television (CCTV) project.

Therefore, staff recommends that the MTS Board of Directors approve Resolution No. 17-2 (Attachment A), authorizing the use of, and application for, \$2,223,555 of California CTSGP for capital projects.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Resolution Number 17-2

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 17-2

Resolution Approving the Submittal of Applications and Requests for Reimbursements for Fiscal Year 2016-2017 Transit System Safety, Security, And Disaster Response Account Under the California Transit Security Grant Program (CTSGP)

WHEREAS, the San Diego Metropolitan Transit System (MTS) is a public entity established under the laws of the State of California for the purpose of providing transportation services in the County of San Diego who desires to apply for and obtain funding for transit security purposes; and

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor's Office of Emergency Services (CalOES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, MTS is eligible to receive CTSGP funds; and

WHEREAS, MTS will apply for 2016-2017 CTSGP funds in an amount up to \$2,223,555 for the System-Wide Closed Caption Television (CCTV) project in order to provide increased protection against security and safety threats; and

WHEREAS, MTS recognizes that it is responsible for compliance with all CalOES CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, CalOES requires MTS to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of MTS to execute actions necessary to obtain CTSGP funds from CalOES and ensure continued compliance with CalOES CTSGP assurances, and state and federal laws.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to execute for and on behalf of MTS, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor's Office of Emergency Services under the CTSGP.

PASSED AND ADOPTED, by the Board of Directors this 9th day of March 2017, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

FISCAL YEAR 2016-2017 LOW CARBON TRANSIT OPERATIONS PROGRAM
(LCTOP) FUNDING

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 17-3 in order to:

- 1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects;
- 2) Authorize 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;
- 3) Authorize the use of, and application for, \$1,696,280 in Fiscal Year 2016-2017 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities; and
- 4) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit Disadvantaged Communities (DAC) identified in Section 39711 of the Health and Safety Code.

Budget Impact

None. There are no matching requirements for LCTOP funding.



DISCUSSION:

The LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862 (SB 862). The LCTOP is a formula-based program which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving DACs. As a condition of the LCTOP, MTS must agree to comply with specific terms and conditions outlined in the LCTOP Certification and Assurances Form. In addition, the MTS Board of Directors must authorize the CEO, or their designated representative, to execute all required documents of the LCTOP and amendments thereto with the California Department of Transportation. Upon approval by the MTS Board of Directors, MTS will use the FY 2016-17 LCTOP allocation of \$1,696,280 for the purchase of eight Siemens light rail vehicles (LRVs) as part of the Trolley Capacity Improvements project (MTS CIP No. 20021029).

The LCTOP requires that the Project Board Resolution state DAC requirements if the service area of the implementing agency includes any DACs as identified by the California Environmental Protection Agency (CalEPA). The MTS service area includes 26 DACs as identified by CalEPA. MTS is required to certify that at least 50% of the total LCTOP funds received will be spent on projects or services that benefit DACs identified in Section 39711 of the Health and Safety Code. MTS conducted a DAC analysis and found that the project will benefit DACs in both the southern and eastern parts of the MTS service area. Of the 26 DACs in all of San Diego County, this project will provide benefits to within a half-mile of 20 of those areas, within a quarter-mile of 14 of the areas, and will provide direct benefits (for the disadvantaged areas with a trolley station located within the area) to eight of them. These DACs will benefit from the capacity improvements, reduced overcrowding, improved safety, improved service reliability, and reduced traffic from the project. In summary, 100% of requested funds will be used on a project that will benefit DACs.

Therefore, staff recommends that the MTS Board of Directors adopt Resolution No. 17-3 authorizing the use of, and application for, \$1,696,280 in Fiscal Year 2016-2017 LCTOP funding.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Resolution No. 17-3

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 17-3

Resolution Authorizing the Execution of the Certifications and Assurances and Authorized Agent Form for the Low Carbon Transit Operations Program (LCTOP), and the Application of \$1,696,280 of Fiscal Year 2016-2017 LCTOP funding to the Trolley Capacity Improvements Project

WHEREAS, the San Diego Metropolitan Transit System (MTS) is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California Department of Transportation as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the MTS wishes to delegate authorization to execute these documents and any amendments thereto to the Paul Jablonski, Chief Executive Officer, and designated representatives.

WHEREAS, the MTS wishes to use \$1,696,280 in Fiscal Year 2016-2017 LCTOP funding for the purchase of eight Siemens LRV's as part of the Trolley Capacity Improvements Project.

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the MTS Board of Directors that MTS agrees to comply with all conditions and requirements set forth in the Certification and Assurances document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects.

BE IT FURTHER RESOLVED by the MTS Board of Directors that the Chief Executive Officer, or designated representative, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED by the MTS Board of Directors that the MTS be authorized to apply for and use \$1,696,280 in FY 2016-17 LCTOP funds for the purchase of eight Siemens LRVs as part of the Trolley Capacity Improvements project.

BE IT FURTHER RESOLVED by the MTS Board of Directors that the MTS agrees to spend at least 50% of all LCTOP funds received on projects or services that benefit SB535 Disadvantaged Communities.

PASSED AND ADOPTED, by the Board of Directors this 9th day of March 2017 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

MTS SALE OF 2005 NEW FLYER 40' BUS (NO. 2725) TO TRANSDEV SERVICES, INC.

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the negotiated sale of MTS Vehicle No. 2725 (2005 40' New Flyer, VIN No. 5FYC4FP135C027962) to Transdev Services, Inc.

Budget Impact

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

DISCUSSION:

On August 8, 2016, MTS fixed route vehicle no. 2725 sustained major damage as the result of an engine fire. The bus, owned by MTS, is operated by Transdev Services, Inc. (Transdev), as part of MTS's fixed route service contract. Under the Transdev contract, Transdev is responsible for maintaining and operating the vehicles. Transdev is responsible for repairing any MTS vehicles damaged during Transdev's operations.

Transdev obtained a fair market valuation from Bus Solutions Holdings, LLC, for this vehicle in its pre-damaged condition. The estimated fair market value of the vehicle in its pre-damaged condition was \$26,000. MTS staff determined that the cost to repair the vehicle would exceed \$26,000. Transdev has offered to purchase this vehicle from MTS at the fair market value of \$26,000.

Board Policy No. 33 states that "capital assets with an individual value in excess of \$10,000 or an aggregate value in excess of \$25,000 may be disposed of on a negotiated sale basis provided a finding by the MTS Board of Directors by a two-thirds vote that



special circumstances exist that make it in the best interest of the Board.” In accordance with Board Policy No. 33, alternatives to the proposed negotiated sale would include a competitive sale or internet auction. Given the current state of the vehicle, the highest return would be realized by a negotiated sale price based on the value of the vehicle prior to the collision.

Therefore, MTS staff recommends that the MTS Board of Directors authorize the negotiated sale of MTS Vehicle No. 2725 (2005 40' New Flyer, VIN No. 5FYC4FP135C027962) to Transdev.



Paul C. Jablonski
Chief Executive Officer

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



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

March 9, 2017

SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT FUNDS FOR TRANSIT-RELATED PROJECTS

RECOMMENDATION:

That the Board of Directors approve the use of unallocated Transportation Development Act (TDA) funds currently held by the County of San Diego for transit-related expenses for the City of National City.

Budget Impact

The use of unallocated TDA funds set aside by the County for transit-related uses in various jurisdictions would have no impact on MTS's operating or capital budgets. The total available unallocated TDA held for the benefit of the City of National City would be used in its entirety -- \$193,086.

DISCUSSION:

The City of National City (City) has an unallocated TDA account balance of \$193,086. This unallocated balance is left over from pre-2004 TDA distributions for the City. They are currently held by the County and available for use upon MTS approval. TDA funds are available for transit-related uses. This includes operational and capital expenses.

City requests that the funds be distributed to McDonald Transit Associates and/or its wholly owned subsidiary Bayshore Transit Management, Inc. (McDonald Transit). McDonald Transit was the fixed route bus operator for the City between 1997 and 2007. In the City-McDonald Transit contract, City agreed to bear all costs of operating the transit system, funded solely with TDA funds. In 2004, a lawsuit was filed against McDonald Transit related to alleged wage and hour violations for various employees



working under the City-McDonald Transit contract. A final judgment of \$220,234 was entered in October 2012 related to these wage claims.

Following the 2012 judgment, McDonald Transit sought indemnification and reimbursement from the City for the wage claim payments, since they related to wages for transit operations in the City. In a settlement agreement and related assignment agreement, City assigned to McDonald Transit any claims for TDA funds it may currently have.

City currently has an unallocated TDA fund balance of \$193,086. This fund is available for uses designated by the City as long as they relate to public transit. A payment for transit employee wages is a public transit use. By a letter dated January 31, 2017 (Attachment A), the City formally confirmed that the \$193,086 TDA fund balance was subject to the settlement/assignment agreement with McDonald Transit and requested that MTS release the identified TDA funds to McDonald Transit. Today's action would authorize a payment of the TDA funds to McDonald Transit.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. January 31, 2017 Letter from City of National City



January 31, 2017

Karen Landers General Counsel
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Re: City of National City Unallocated TDA Funds

Dear Ms. Landers,

National City transit services were provided through an agreement with McDonald Transit Associates and/or its wholly owned subsidiary Bayshore Transit Management, Inc., ("McDonald Transit") from June 14, 1997 through March 3, 2007. (Service was continually provided by McDonald Transit from April 25, 1979.) McDonald Transit and the City of National City ("National City") entered into Contract to Operate Transit Service ("Contract") whereby McDonald Transit provided transit service for National City and remitted all fares collected to the City. Pursuant to the Contract, National City agreed to bear all costs of operating the transit system, funded solely with TDA funds.

This letter is sent in response to MTS's letter dated September 27, 2016, which stated that MTS's records show National City has a balance of TDA unallocated funds in the amount of \$193,086.00. Pursuant to an agreement between National City and McDonald Transit, National City assigned any claims or causes of action to any TDA funds that may be available under the Contract to McDonald Transit. (See assignment and settlement agreement enclosed herewith.)

As a result of the judgment in *Thurman v. Bayshore Transit Management*, 203 Cal.App.4th 112 (2012) (review denied June 13, 2012), McDonald Transit became obligated to pay \$220,234 to their employees as penalties for unpaid wages. If it is the position of MTS that the release of the unallocated TDA funds in the amount of \$193,086.00 may properly be applied towards satisfaction of the judgment against McDonald Transit, then the City does not object to the release of said funds directly to Bayshore and McDonald Transit.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Leslie Deese', written over a horizontal line.

Leslie Deese
City Manager

Encl.

Office of the City Manager
1243 National City Boulevard, National City, CA 91950-4301
619/336-4240 Fax 619/336-4327 www.nationalcityca.gov Email cmo@nationalcityca.gov



SETTLEMENT AGREEMENT

This Settlement Agreement ("Agreement") is made and entered into between Bayshore Transit Management, Inc. ("BAYSHORE") and McDonald Transit Associates, Inc. ("McDONALD TRANSIT") (sometimes referred to as "plaintiffs") on the one hand, and City of National City, California ("CITY"), on the other. BAYSHORE, McDONALD TRANSIT and CITY are collectively referred to herein as the "Parties".

RECITALS

This Agreement is made with reference to the following:

A. On or about June 17, 1997, CITY entered into the operative contract to operate transit service with McDONALD TRANSIT and BAYSHORE to provide transit service within the CITY.

B. The Contract ran until approximately March 3, 2007 and provided that BAYSHORE and its parent corporation McDONALD TRANSIT operated three fixed bus routes in the CITY. BAYSHORE and McDONALD TRANSIT contends they fully performed under the contract.

C. Pertinent provisions of the Contract include, without limitation, the following:

6. BUDGET AND EXPENDITURE AUTHORITY:

Subject to an annual budgeting process whereby maximum expenditure limitations are fixed, City agrees to fund solely from Transportation Development Act (TDA) funding, all costs of operating the transit system within City's area of jurisdiction through the establishment of a BTM imprest fund reimbursed by City upon presentation of proper expense documentation. . . .

10. FARE REVENUE:

All fares and other revenues received by BTM in connection with operation of transportation service within the City's area of jurisdiction shall be property of City, and shall be deposited by BTM into an account designated by City in compliance with all accounting procedures of City.

11. COMPENSATION:

City shall compensate McDT for the services performed by McDT and BTM hereunder a sum per month to be mutually agreed by the parties as evidence by a budget approved by City pursuant to Section 6 herein.

D. On or about January 2004, Amalgamated Transit Union, Local 1309, AFL-CIO filed a representative action on behalf of its member bus drivers who worked in and around National City, California, alleging that the Bayshore related employers had violated provisions of the Labor Code that require employers to provide meal and rest periods for their employees. (Case No. OIC824139 in the

Superior Court of the State of California for the County of San Diego).

E. On or about February 2005 the Union filed an operative verified third amended complaint which added a number of individual employees as plaintiffs, including Leander Thurman. Ultimately the underlying action was tried as a PAGA lawsuit against BAYSHORE and McDONALD TRANSIT only. Following appeals, an Amended Judgment was filed on October 30, 2012 assessing damages which BAYSHORE and McDONALD TRANSIT contend constituted wages paid to plaintiff and other employees as was set forth on Exhibit 1 of the Amended Judgment. BAYSHORE and McDONALD TRANSIT satisfied the Judgment in March 2013.

F. BAYSHORE and McDONALD TRANSIT contend that on August 4, 2004 general counsel of SANDAG Jack Limber, stated in an email to John T. Webster, General Manager/Vice-President of National City Transit:

TDA funds are available for operating expenses including wages. Thus any payment to employees resulting from Wage Order 9 for actual wages owed would be an allowable expense. Similarly, the one hour payment penalty provision would, as a required payment to employees, be an allowable operating expense.

G. On November 25, 2014 BAYSHORE and McDONALD TRANSIT filed suit against CITY for breach of contract and indemnity seeking recovery of payments they claim are wages under the Judgment.

H. CITY filed an answer generally denying all allegations and asserting affirmative defenses.

I. On or about November 6, 2015 BAYSHORE and McDONALD TRANSIT and CITY entered into a settlement agreement to settle and resolve the issues between them related to the action as is more fully set forth and encapsulated in the Stipulation and Order filed November 6, 2015 and signed by Judge Jay M. Bloom of the Superior Court of the County of San Diego. A true and correct copy of the Stipulation and Order is attached hereto as Exhibit A and its terms are incorporated into this Agreement.

J. The Stipulation and Order attached hereto as Exhibit A was contingent upon the approval of the City Council of the City of National City. On or about December 1, 2015 the matter was brought before the City Council of the City of National City and the City Council approved the Stipulation and Order.

AGREEMENT

In consideration of the mutual promises and obligations set forth herein, the parties agree as follows:

1. The Parties agree that the recitals are true and correct and incorporated herein by reference. The terms of the Stipulation and Order (Exhibit A) are incorporated by this reference.
2. Attached hereto as Exhibit B is the Assignment of Claims and Causes of Action referred to in Exhibit A, the Stipulation and Order, which the City of National City will execute as part of this Settlement Agreement.
3. Attached hereto as Exhibit C is the letter referred to in the Stipulation and Order (attached as Exhibit A) which City of National City will execute and send to MTS requesting payment be made to plaintiffs as set forth therein.
4. The City of National City's payment to plaintiffs set forth in the Stipulation and Order of \$7,500 will be delivered within thirty (30) days of the date of this Agreement.
5. If MTS asserts legal claims against National City arising from the claim assigned by National City to plaintiffs herein, plaintiffs will indemnify CITY its agents, officers, directors, shareholders, attorneys, servants, representatives, employees, subsidiaries, partners, predecessors, successors in interest, assignees, firms, or corporations from such claims.
6. Each party will bear its own attorney's fees and costs.
7. Except for the obligations provided herein, each of the parties, on behalf of themselves, their respective officers, directors, employees, shareholders, partners, parents, subsidiaries, agents, assigns, attorneys, and successors hereby release and discharge each other and each other's officers, directors, employees, shareholders, partners, parents, subsidiaries, agents, assigns, attorneys, and successors from and on account of any and all claims and causes of actions of every kind or nature whatsoever, whether they, or any of them, presently have, had, or claim to have, whether known or unknown, arising out of or in any manner whatsoever directly or indirectly related to the action or the contract between the parties.
8. Specifically excluded from the release provisions herein are those claims assigned by the CITY to plaintiffs herein to the extent necessary not to relieve MTS of its obligations, if any, to pay the assigned obligations. The enforcement of the assignment shall be plaintiffs' sole remedy for any of the assigned claims and plaintiffs shall have no further rights to assert claims, if any, against the CITY concerning the assigned claims.
9. Each Party has read and understands Section 1542 of the California Civil Code. On the advice of counsel, each of the parties expressly waives any benefits under Section 1542 which provides that:

A general release does not extend to claims that the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her, must have materially affected his or her settlement with the debtor.

Each party understands and acknowledges the significance and consequence of such specific waiver of Section 1542 of the California Civil Code.

10. This Agreement cannot be modified, changed or revised, except by a written modification executed by all the parties hereto.

11. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

12. Should any provision of this Agreement be declared or determined by any court to be illegal or invalid, the validity of the remaining parts, terms or provisions shall not be affected by said illegal or invalid part, term, or provision, and shall be deemed not to be a part of this Agreement.

13. Except as provided herein, the Parties herein represent and warrant that they have not assigned or transferred or purported to assign or transfer any claim, demand, debt, liability, damage, obligation, action or cause of action against any other party, to any person, partnership, association, limited liability company or corporation.

14. It is expressly agreed and understood by the Parties hereto that they have carefully reviewed this Agreement, that they understand its terms and that they have had legal advice with respect to this Agreement, and that they have relied wholly upon their own judgment and knowledge and have not been influenced to any extent whatsoever in making this Agreement and the representations or statements made by any other party or anyone acting on behalf of any other party.

15. This Agreement has been negotiated at arm's-length between the Parties (or their representatives) sophisticated and knowledgeable in the matters dealt with in this Agreement. Accordingly, any rule of law (including California Civil Code section 1654) or legal decision that would require interpretation of any ambiguities in this Agreement against the Party that has drafted it, is not applicable and is hereby waived. The provisions of this Agreement shall be interpreted in a reasonable manner to affect the purpose of the Parties in this Agreement.

16. This Agreement may be executed in counterparts, but each such counterpart shall be one and the same instrument. Facsimile signatures and/or signatures on this Agreement transmitted via electronic mail may be used as originals.

17. Any and all disputes concerning this settlement shall be resolved in the Superior Court of the State of California for the County of San Diego under the sole and exclusive jurisdiction of the settlement judge herein, the Honorable Jay M. Bloom.

Executed on January 29, 2016

BAYSHORE TRANSIT MANAGEMENT, INC.

By: 

Its:

Executed on January 29, 2016

McDONALD TRANSIT ASSOCIATES, INC.

By: 

Its: President

Executed on January , 2016

CITY OF NATIONAL CITY, CALIFORNIA

By: _____

Its:

APPROVED AS TO FORM:

Executed on January Feb-18, 2016

SULLIVAN HILL LEWIN REZ & ENGEL

By: 

Donald G. Rez, Attorneys for Bayshore Transit Management, Inc. and McDonald Transit Associates, Inc.

Executed on January , 2016

McDOUGAL LOVE ECKIS BOEHMER & FOLEY

By: _____

Carlo L. Mitchell, Attorneys for City of National City, California

16. This Agreement may be executed in counterparts, but each such counterpart shall be one and the same instrument. Facsimile signatures and/or signatures on this Agreement transmitted via electronic mail may be used as originals.

17. Any and all disputes concerning this settlement shall be resolved in the Superior Court of the State of California for the County of San Diego under the sole and exclusive jurisdiction of the settlement judge herein, the Honorable Jay M. Bloom.

Executed on January ____, 2016

BAYSHORE TRANSIT MANAGEMENT, INC.

By:

Its:

Executed on January 26, 2016

CITY OF NATIONAL CITY, CALIFORNIA

By: 

Leslie Deese

Its: City Manager

APPROVED AS TO FORM:

Executed on January ____, 2016

SULLIVAN HILL LEWIN REZ & ENGEL

By:

Donald G. Rez, Attorneys for Bayshore
Transit Management, Inc. and McDonald
Transit Associates, Inc.

Executed on January ____, 2016

McDONALD TRANSIT ASSOCIATES, INC.

By:

Its:

Executed on ^{Feb} January 9, 2016

McDOUGAL LOVE ECKIS BOEHMER &
FOLBY

By:


Carrie L. Mitchell, Attorneys for City of
National City, California

SUPERIOR COURT OF CALIFORNIA
COUNTY OF SAN DIEGO

STIPULATION AND ORDER

FILED
Clerk of the Superior Court

NOV 6 2015

M. BARHAM, Deputy

CASE NO. 37-2014-0004043-CV-BC-CTL

City of National City
Plaintiff(s)

vs City of National City
(Defendant(s))

Plaintiff (present) (not present) represented by
Attorney Donald A. [unclear]

Defendant (present) (not present) represented by
Attorney [unclear]

THE PARTIES HEREBY STIPULATE AND AGREE as follows:

"City of National City will pay plaintiff's \$1,500 within
30 days of approval by the City Council of City of
National City, and

"City of National City shall assign all its rights, claims
and entitlements that it has, if any, against MTS (or
other applicable entity) for transportation development act
funding for any and all payments, expenses, or costs arising
out of the underlying action (Superior Court Case # 37-2014-0004043)
(could)

By signing this agreement, I state that I understand the terms of the settlement, I agree to the settlement, and I
understand this is a binding settlement and I cannot change my mind. ~~Except as indicated herein.~~

We have read the entire stipulation and agreement. We understand it fully and request the Court to make our
stipulation and agreement the Court's order.

[Signature]
Attorney for Plaintiff

[Signature]
Attorney for Defendant

[Signature]
Plaintiff

[Signature]
Defendant

IT IS SO ORDERED THIS 6th

DAY OF

November, 2015

JAY M. BLUM
Judge of the Superior Court

7 AM

SUPERIOR COURT OF CALIFORNIA
COUNTY OF SAN DIEGO

STIPULATION FOR SETTLEMENT

CASE NO. 37-2014-00040243

City of National City shall use its best efforts to cooperate with plaintiffs in seeking payment from MTS (or other applicable entity) including providing non-privileged documents, information and executing and sending a letter (initially drafted by plaintiff and approved by city council) to MTS requesting that payment be made to plaintiffs herein and/or that payments be disbursed as to made to plaintiffs herein.

All promises by City of National City are contingent upon approval of the City Manager and the approval of the City Council of the City of National City. The settlement provision shall be brought before the council within 30 days of today.

PAGE 2 OF 3

7 108

Chad 98

SUPERIOR COURT OF CALIFORNIA
COUNTY OF SAN DIEGO

STIPULATION FOR SETTLEMENT

CASE NO. 37.2014.00040243

The date for the cross-motions for summary judgment (January 27, 2016) is vacated and a new date is scheduled for March 18, 2016. The trial date will be rescheduled to April 29, 2016 and the final readiness conference will be April 8, 2016.

If MTS asserts legal claims against National City arising from the claim assigned by National City, plaintiffs will indemnify City from such claims.

The parties waive all other claims against each other including those relating to Civ Code 8/15/2, each side hereby waives. Judge Etem will retain jurisdiction before settlement.

PAGE 3 OF 3

17 RAB

CMW

ASSIGNMENT OF CLAIMS AND CAUSES OF ACTION

This Assignment of Claims and Causes of Action ("Assignment") is made and entered into between Bayshore Transit Management, Inc. ("BAYSHORE") and McDonald Transit Associates, Inc. ("McDONALD TRANSIT") on the one hand, and City of National City, California ("CITY"), on the other. BAYSHORE, McDONALD TRANSIT and CITY are collectively referred to herein as the "Parties".

RECITALS

A. On or about June 17, 1997, CITY entered into the operative contract to operate transit service with McDONALD TRANSIT and BAYSHORE to provide transit service within the CITY.

B. The Contract ran until approximately March 3, 2007 and provided that BAYSHORE and its parent corporation McDONALD TRANSIT operated three fixed bus routes in the CITY. BAYSHORE and McDONALD TRANSIT fully performed under the contract.

C. Pertinent provisions of the Contract include, without limitation, the following:

6. **BUDGET AND EXPENDITURE AUTHORITY:**

Subject to an annual budgeting process whereby maximum expenditure limitations are fixed, City agrees to fund solely from Transportation Development Act (TDA) funding, all costs of operating the transit system within City's area of jurisdiction through the establishment of a BTM imprest fund reimbursed by City upon presentation of proper expense documentation. . . .

10. **FARE REVENUE:**

All fares and other revenues received by BTM in connection with operation of transportation service within the City's area of jurisdiction shall be property of City, and shall be deposited by BTM into an account designated by City in compliance with all accounting procedures of City.

11. **COMPENSATION:**

City shall compensate McDT for the services performed by McDT and BTM hereunder a sum per month to be mutually agreed by the parties as evidence by a budget approved by City pursuant to Section 6 herein.

D. On or about January 2004, Amalgamated Transit Union, Local 1309, AFL-CIO filed a representative action on behalf of its member bus drivers who worked in and around National City, California, alleging that the various defendant employers had violated provisions of the Labor Code that require employers to provide meal and rest periods for their employees. (Case No. GIC824139 in the Superior Court of the State of California for the County of San Diego).

E. On or about February 2005 the Union filed an operative verified third amended complaint which added a number of individual employees as plaintiffs, including Leander Thurman. Ultimately the underlying action was tried as a PAGA lawsuit against BAYSHORE and McDONALD TRANSIT only. Following appeals, an Amended Judgment was filed on October 30, 2012 and a total of \$220,234 were assessed damages constituting wages resulting from missed meal and rest periods. BAYSHORE and McDONALD TRANSIT were ordered to pay \$15,420 in wages to plaintiff Thurman for missed rest and meal periods and \$204,806.62 in wages to other employees as was set forth on Exhibit I of the Amended Judgment. BAYSHORE and McDONALD TRANSIT were able to complete payments to the drivers of these wages in March 2013.

F. On August 4, 2004, the general counsel of SANDAG, Jack Limbor, stated in an email to John T. Webster, General Manager/Vice-President of National City Transit:

TDA funds are available for operating expenses including wages. Thus any payment to employees resulting from Wage Order 9 for actual wages owed would be an allowable expense. Similarly, the one hour payment penalty provision would, as a required payment to employees, be an allowable operating expense.

G. On November 25, 2014 BAYSHORE and McDONALD TRANSIT filed suit against CITY for breach of contract and indemnity seeking recovery of these payments to employees of wages, allowable operating expenses.

H. CITY avers that it no longer has access to or control of Transportation Development Act funding and that MTS controls all such funds. BAYSHORE and McDONALD TRANSIT and CITY have entered into a settlement agreement to settle and resolve the issues between them related to the action as set forth in the Settlement Agreement encapsulated in the Stipulation and Order filed November 6, 2015 as signed by Judge Jay M. Bloom of the Superior Court of the County of San Diego.

I. CITY desires to assign to BAYSHORE and McDONALD TRANSIT any and all rights and/or claims CITY has against MTS (or other applicable entity) for Transportation Development Act funding for payments of the wages for missed meal and rest breaks paid by BAYSHORE and/or McDONALD TRANSIT arising from case no. GIC824139.

J. The Parties recognize that payment may be through the normal budget process for MTS, payment may be made in monthly increments (as budgeted) and may be made, initially, to the CITY by MTS.

AGREEMENT

The Parties agree as follows:

1. The Parties agree that the recitals set forth above are true and correct and are incorporated into this Assignment by reference.

2. In consideration of the mutual promises contained in the STIPULATION AND ORDER between BAYSHORE and McDONALD TRANSIT and CITY, CITY hereby absolutely and unconditionally assigns and transfers to BAYSHORE and McDONALD TRANSIT any and all claims, rights and causes of action or proceeds CITY now has or hereafter acquires against or from MTS (or other applicable entity) for Transportation Development Act funding directly or indirectly acting out of, resulting from or relating in any way to the payments made by McDONALD TRANSIT and/or BAYSHORE for wages resulting from missed meal and rest periods as were ordered to be paid in the Amended Judgment in case number GIC824139 (Superior Court for the State of California for the County of San Diego).

3. Any lawsuit or proceeding to enforce the rights assigned to BAYSHORE and/or McDONALD TRANSIT may be instituted and maintained by BAYSHORE and/or McDONALD TRANSIT in their own name. CITY shall use its best efforts to cooperate with BAYSHORE and/or McDONALD TRANSIT in seeking payment from MTS (or other applicable entity) including providing non-privileged information and executing and sending a letter (similar to the one attached hereto as Exhibit A) to MTS requesting that payment be made to McDONALD TRANSIT/BAYSHORE. The request may include that the payment be included as part of the budget process. CITY agrees to provide testimony and/or information in any such lawsuit or proceeding, and further agrees to execute and deliver such further documents and take such further action as may be reasonably requested to evidence, establish, or enforce the claims, rights and causes of action assigned hereby.

Executed on January 29, 2016.

BAYSHORE TRANSIT MANAGEMENT, INC.

By: _____

Its: _____

Executed on January ____, 2016

CITY OF NATIONAL CITY, CALIFORNIA

By: _____

Its: _____

Executed on January 29, 2016

McDONALD TRANSIT ASSOCIATES, INC.

By: _____

Its: President

AGREEMENT

The Parties agree as follows:

1. The Parties agree that the recitals set forth above are true and correct and are incorporated into this Assignment by reference.
2. In consideration of the mutual promises contained in the STIPULATION AND ORDER between BAYSHORE and McDONALD TRANSIT and CITY, CITY hereby absolutely and unconditionally assigns and transfers to BAYSHORE and McDONALD TRANSIT any and all claims, rights and causes of action or proceeds CITY now has or hereafter acquires against or from MTS (or other applicable entity) for Transportation Development Act funding directly or indirectly arising out of, resulting from or relating in any way to the payments made by McDONALD TRANSIT and/or BAYSHORE for wages resulting from missed meal and rest periods as were ordered to be paid in the Amended Judgment in case number GIC824139 (Superior Court for the State of California for the County of San Diego).
3. Any lawsuit or proceeding to enforce the rights assigned to BAYSHORE and/or McDONALD TRANSIT may be instituted and maintained by BAYSHORE and/or McDONALD TRANSIT in their own name. CITY shall use its best efforts to cooperate with BAYSHORE and/or McDONALD TRANSIT in seeking payment from MTS (or other applicable entity) including providing non-privileged information and executing and sending a letter (similar to the one attached hereto as Exhibit A) to MTS requesting that payment be made to McDONALD TRANSIT/BAYSHORE. The request may include that the payment be included as part of the budget process. CITY agrees to provide testimony and/or information in any such lawsuit or proceeding, and further agrees to execute and deliver such further documents and take such further action as may be reasonably requested to evidence, establish, or enforce the claims, rights and causes of action assigned hereby.

Executed on January ____, 2016

Executed on January ____, 2016

BAYSHORE TRANSIT MANAGEMENT, INC.

McDONALD TRANSIT ASSOCIATES, INC.

By: _____

By: _____

Its: _____

Its: _____

Executed on January 26, 2016

CITY OF NATIONAL CITY, CALIFORNIA

By: 

Leslie Deese

Its: City Manager

APPROVED AS TO FORM CONTENT:

Executed on Feb. 8, 2016

SULLIVAN HILL LEWIN REZ & ENGEL

By: [Signature]
Donald G. Rez, Attorneys for Dayshore
Transit Management, Inc. and McDonald
Transit Associates, Inc.

Executed on Feb. 9, 2016

McDONALD LOVE HOKIS BOEHMER &
FOLBY

By: [Signature]
Carrie L. Mitchell, Attorneys for City of
National City, California

Donald Rez

From: Karen Landers <karen.landern@sdmts.com>
Sent: Tuesday, November 29, 2016 3:26 PM
To: Donald Rez
Cc: Christopher Hawkins
Subject: RE: Bayshore/McDonald Transit v. City of National City

Donald,

Our CEO is reaching out directly to the City Manager to see if we can get this resolved (all we need is a letter from the City specifically stating that the \$193K pot of TDA funds (designated for National City) is the account/funds that the City assigned to McDonald Transit). Without this letter, MTS runs the risk of releasing National City funds without their consent and in contravention of the TDA rules. The County Treasurer holds these funds, but requests to use them must go through MTS (to verify valid transit/TDA use). We have only ever authorized distribution of funds to cities or the county. To our knowledge, we have never authorized release to a private party. In this case, while we would prefer to release the funds to the City (and they can pay McDonald), we would be willing to request the County process a request for direct payment to McDonald if we have a written request to do so from the City.

Unfortunately, the email below only creates more uncertainty and risk for MTS. The City's previous letter asked if there were TDA funds available to pay this claim. MTS identified \$193K in old TDA funds still held on deposit for the benefit of the City of National City. The City can request use of these funds for any purpose authorized by TDA. If the City wants to designate this account to pay the McDonald Transit claim, MTS would not raise a TDA objection. However, the use of these funds is controlled by the City. We need confirmation that this particular TDA fund is what the City agrees/concedes was assigned to McDonald Transit. Otherwise, MTS runs the risk of directing the release of these funds to McDonald Transit and later having the City come back and argue that those funds were not the ones subject to the City's assignment. MTS does not agree that any of MTS's unrestricted TDA funds have been assigned or are owed to McDonald Transit.

I don't really understand the City's apparent unwillingness to draft a letter to this effect, which would resolve this issue. The fact that the City will not agree to write the letter creates a cloud of uncertainty and increases MTS's risk.

Because this does not seem to be an issue that will get easily resolved by the lawyers, our CEO has a call in to the City Manager to see if we can better understand the City's unwillingness to draft a letter to MTS.

I'll let you know once we hear from them. However, if you feel a lawsuit is necessary to resolve this, MTS would not object to the funds being tendered to the Court and allowing the Court to resolve the issue of whether they are the funds subject to the City/McDonald assignment agreement. Please note that the County Treasurer holds the funds, so I believe they are also a necessary party.

Karen Landers
General Counsel
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Direct: (619) 557-4512

From: Donald Rez [mailto:rez@sullivanhill.com]
Sent: Wednesday, October 26, 2016 9:21 AM
To: Karen Landers
Subject: FW: Bayshore/McDonald Transit v. City of National City



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

AMENDED AND RESTATED GROUND LEASE AGREEMENT WITH CCATT LLC AT
THE MASSACHUSETTS TROLLEY STATION

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute an amended and restated ground lease with CCATT LLC for current and additional cellular equipment at the Massachusetts Trolley Station.

Budget Impact

The total revenue for the first five year term amounts to \$302,839 credited to the Land Management budget.

DISCUSSION:

MTS entered into a lease for a cellular wireless facility at the Massachusetts Trolley Station with New Cingular Wireless PCS, LLC in March, 2006. CCATT LLC is the successor in interest to the lease as a subsidiary to Crown Castle International Corporation which acquired the lease through transactions with AT&T Inc. as the last wireless carrier of record ("CCATT"). The current lease expires in 2026 if all options to extend the lease are exercised with a current rental rate of \$2,688 per month. The current facility at the site includes an equipment shelter, a mono-pole cell tower, and utility service. Attachment A is an aerial of the existing facilities at the station.

CCATT approached MTS to add Verizon as an additional wireless carrier at the site and expand the leased area to include a new equipment shelter, additional equipment to be installed on the existing tower, and additional utility service as proposed in Attachment B. The City of Lemon Grove is the lead permitting agency for the facilities. MTS worked



with the CCATT to identify a proposed location for the new facilities that would not impact any future development on the Massachusetts Avenue station property.

CCATT also desires to establish a new consolidated lease term for the existing and new equipment. The proposed new thirty-five year term would be set forth in an initial five year term with additional six five-year options to extend.

MTS hired appraiser Sean Heath of the Heath Group to determine the fair market rental value of the combined lease estate. Mr. Heath is a local expert in appraising wireless facilities and is used by the County of San Diego and other public agencies to value wireless facility leases. Mr. Heath appraised the proposal at \$2,850 with a sublease recapture of \$945 per month, totaling \$3,795 per month.

MTS and CCATT came to a negotiated rate of \$4,000 per month initial rate which is slightly above the appraiser's recommendation. The rental rate will escalate 3% per year. The business terms would be to add the additional equipment shelter and additional equipment to the existing tower. The final lease form is being finalized by staff, but includes additional protections for MTS related to storm water compliance, relocation benefits, and other issues that are not addressed in the existing lease.



Paul C. Jablonski
Chief Executive Officer

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

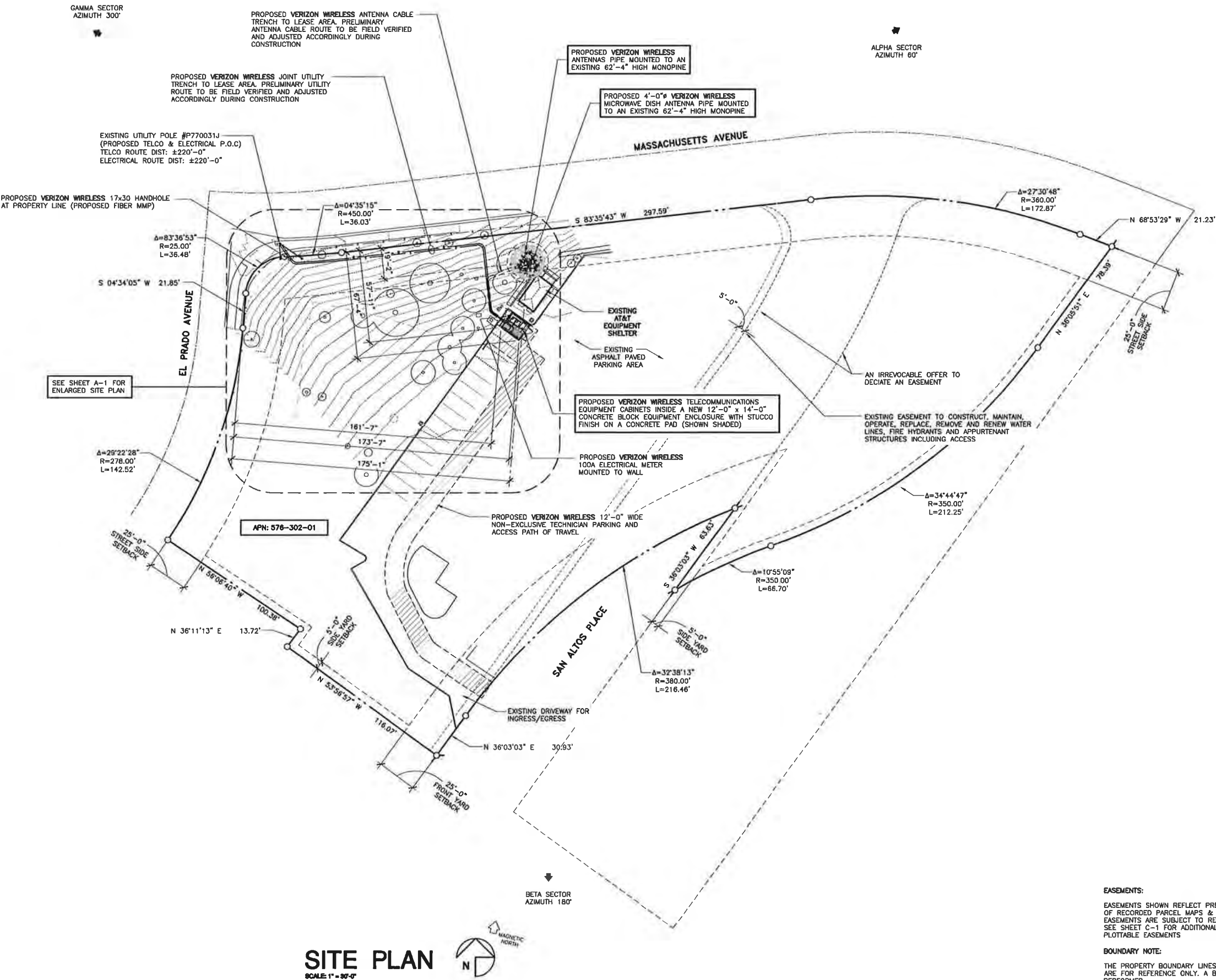
Attachment: A. Existing Lease Site
B. Proposed Additional Facilities

Google Maps



Imagery ©2017 Google, Map data ©2017 Google 20 ft

Existing lease site



EASEMENTS:
EASEMENTS SHOWN REFLECT PRELIMINARY RECORDS RESEARCH OF RECORDED PARCEL MAPS & PRELIMINARY TITLE REPORT. EASEMENTS ARE SUBJECT TO REVIEW OF FINAL TITLE REPORT. SEE SHEET C-1 FOR ADDITIONAL INFORMATION ON NON PLOTTABLE EASEMENTS

BOUNDARY NOTE:
THE PROPERTY BOUNDARY LINES SHOWN ON THIS DRAWING ARE FOR REFERENCE ONLY. A BOUNDARY SURVEY WAS NOT PERFORMED

Booth & Suarez
ARCHITECTURE INCORPORATED
325 CARLSBAD VILLAGE DRIVE SUITE D9
CARLSBAD, CA 92008 (760) 434-8474

PREPARED FOR
verizon
P.O. BOX 19707
IRVINE, CA 92623-9707
(949) 286-7000

APPROVALS	
A&C	DATE
RE	DATE
RF	DATE
INT	DATE
EE/IN	DATE
OPS	DATE
EE/OUT	DATE

PROJECT NAME
MASS AVE
1790 SAN ALTOS PLACE
LEMON GROVE, CA 91945
SAN DIEGO COUNTY

DRAWING DATES	
05/29/14	90% ZD (lc)
06/06/14	100% ZD (lc)
06/20/14	100% ZD REVISION 1 (lc)
03/23/15	100% ZD REVISION 2 (lc)
08/23/16	100% ZD REVISION 3 (se)

SHEET TITLE

SITE PLAN

PROJECTS\VERIZON\14016

A-0



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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors 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, 2017, through March 31, 2018, 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).

Budget Impact

The preliminary renewal premium would not exceed \$1,009,491 which is a \$24,363 or 2.5% increase over last year's actual premium of \$985,128. The premium is anticipated to be charged against the budgets of MTS (\$14,395), SDTC (\$300,696), and SDTI (\$694,400). The premium will be split between fiscal years 2017 and 2018 as follows:

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/17 - 03/31/18			
Agency	FY 17	FY 18	Total Premium
MTS	\$3,599	\$10,796	\$14,395
SDTC	\$75,174	\$225,522	\$300,696
SDTI	\$173,600	\$520,800	\$694,400
TOTAL	\$252,373	\$757,118	\$1,009,491

DISCUSSION:

MTS's current property insurance policy will expire on March 31, 2017. This line of coverage insures against physical damage, vandalism and theft caused to the real and



personal property of MTS, SDTC, and SDTI. The coverage is obtained through the CSAC-EIA which is a joint purchase group of 52 California counties and 32 other California public entities. SDTC has been insured through this group since 1993. Effective November 1, 1997, all MTS entities became insured with CSAC-EIA.

The CSAC-EIA Property Program is a complex layering of multiple insurance carriers, including both domestic and international insurers. Some of the CSAC-EIA members, including both the City and County of San Diego, have purchased earthquake insurance in the past. MTS and its entities have traditionally elected not to purchase this optional coverage.

Due to the size of its membership, the CSAC-EIA Program has tremendous premium purchasing power. Special form perils coverage provides risk protection on most perils (including terrorism), and causes of loss unless specifically excluded by the policy. Some of the perils excluded in MTS's program include earthquake, wear and tear, pollution, war risk, employee fraud, nuclear radiation, and loss to landscaping, money, or watercraft. These exclusions do not include every peril or property specifically excluded; however, they are examples of the types of losses that would not be covered.

The proposed renewal policy carries a blanket limit of \$600 million, which applies to perils for any one occurrence. Under the proposed renewal, the following occurrence-based deductibles would apply: 1) \$25,000 for real estate & personal contents property; 2) \$100,000 for bus collisions; 3) \$250,000 for light rail vehicle collisions; 4) \$250,000 comprehensive coverage on the combined rolling stock (buses and light rail vehicles); and 5) \$1.5 million on roads, bridges, and tunnels. Loss valuation is generally calculated on a replacement cost basis.

This year's premium is increasing by approximately \$24,363 or 2.5% over the previous year's actual premium. The increase is due in part to an increase in the real property, light rail vehicle and non-revenue vehicle inventory values. The total insurable values increased by \$472,639 from \$1,147,796,077 in March 2016 to \$1,148,268,716 in March 2017. Despite the nominal premium increase, the property insurance market continues to be soft overall, as has been the case over the past several years.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Preliminary Premium Allocations for MTS, SDTC, & SDTI

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2017 to March 31, 2018**

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM - METROPOLITAN TRANSIT DEVELOPMENT
BOARD**

DATE: February 24, 2017

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2017/2018 TOTAL ANNUAL PREMIUM:	\$14,395
2016/2017 TOTAL ANNUAL PREMIUM:	\$9,001
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	59.93%
2017/2018 TOTAL REPORTED INSURABLE VALUES*:	\$52,531,152
2016/2017 TOTAL REPORTED INSURABLE VALUES:	\$33,972,081
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	-35.33%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$52,240,682	0.0210	\$10,944
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$1,450
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles	\$290,470	0.1800	\$523
Deductible Pool Buy Down Contribution		0.0260	\$ 76
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$ 0	0.0000	\$0
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0100	\$
Total Annual Premium			\$12,993
Estimated Taxes and Fees			\$ 33
Estimated EIA Administration Fees			\$1,225
Estimated Pre-Paid Balance Adjustment			\$145
No Claims Bonus (2015/2016)			\$ 0
Alliant Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 15, 2017	TOTAL COLLECTIBLE PREMIUM		\$14,395

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2017 to March 31, 2018**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TRANSIT CORPORATION

DATE: February 24, 2017

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2017/2018 TOTAL ANNUAL PREMIUM:	\$300,696
2016/2017 TOTAL ANNUAL PREMIUM:	\$289,885
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	3.73%
2017/2018 TOTAL REPORTED INSURABLE VALUES*:	\$241,146,616
2016/2017 TOTAL REPORTED INSURABLE VALUES:	\$228,302,619
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	-5.33%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$78,377,628	0.0472	\$37,029
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$6,652
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles	\$368,898	0.1800	\$664
Deductible Pool Buy Down Contribution		0.0000	\$ 0
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$162,400,090	0.1600	\$259,840
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0296	\$
Total Annual Premium			\$304,185
Estimated Taxes and Fees			\$765
Estimated EIA Administration Fees			\$5,278
Estimated Pre-Paid Balance Adjustment			\$5,454
No Claims Bonus (2015/2016)			\$-14,987
Alliant Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 15, 2017	TOTAL COLLECTIBLE PREMIUM		\$300,696

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2017 to March 31, 2018**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TROLLEY, INC.

DATE: February 24, 2017

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2017/2018 TOTAL ANNUAL PREMIUM: \$694,400

2016/2017 TOTAL ANNUAL PREMIUM: \$686,241

PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM: 1.19%

2017/2018 TOTAL REPORTED INSURABLE VALUES*: \$1,147,796,077

2016/2017 TOTAL REPORTED INSURABLE VALUES: \$1,148,268,716

PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES: 0.04%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$753,823,424	0.0130	\$97,991
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$31,664
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles	\$1,453,613	0.1800	\$2,617
Deductible Pool Buy Down Contribution		0.0260	\$378
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$391,519,040	0.1367	\$535,374
C. Mobile Equipment (Non-highway licensed)	\$1,000,000	0.1500	\$1,500
D. Fine Arts (scheduled)	\$ 0	0.0052	\$
Total Annual Premium			\$669,524
Estimated Taxes and Fees			\$1,685
Estimated EIA Administration Fees			\$11,617
Estimated Pre-Paid Balance Adjustment			\$11,574
No Claims Bonus (2015/2016)			\$ 0
Alliant Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 15, 2017	TOTAL COLLECTIBLE PREMIUM		\$694,400



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

AUTHORIZATION TO INCREASE LEGAL SERVICE CONTRACT WITH LEIDLE,
LARSON, LIDL & VAIL, LLP TO PAY PROJECTED EXPENSES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to approve increasing the Leidle, Larson, Lidl & Vail, LLP contract by \$400,000 to cover anticipated legal expenses.

Budget Impact

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

DISCUSSION:

MTS has an existing contract with the Leidle, Larson, Lidl & Vail LLP law firm to defend MTS in several lawsuits. Three cases are currently set for trial within the next few months. Today's action would increase the funding authorization on the Leidle, Larson, Lidl & Vail LLP contract by \$400,000 to cover anticipated fees and costs through trial as well as on other cases handled by this firm not currently set for trial.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. G1490.8-13

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

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



DRAFT

March 9, 2017

MTS Doc. No. G1490.8-13
LEG 491 (PC 50633)

Liedle, Larson, Lidl & Vail, LLP
Mr. Matthew J. Liedle
Managing Partner
12520 High Bluff Dr., Suite 200
San Diego, CA 92130

Dear Mr. Liedle:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1490.0-13; LEGAL SERVICES – GENERAL LIABILITY, LABOR AND EMPLOYMENT LAW, CONSTRUCTION CONTRACTS AND CLAIMS, AMERICANS WITH DISABILITIES ACT (ADA), AND CIVIL RIGHTS

This shall serve as Amendment No. 8 to our agreement for the legal services as further described below.

SCOPE

Continue to provide legal services – general liability, labor and employment law, construction contracts and claims, Americans with Disabilities Act (ADA), and civil rights in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1490.0-13.

SCHEDULE

There shall be no change to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$400,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$1,080,000. 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

Matthew J. Liedle, Managing Partner
Liedle, Larson, Lidl & Vail, LLP

MARCH2017.G1490.8-13.LLLV.doc

Date: _____

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



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

SAN DIEGO TROLLEY HEAVY DUTY FORKLIFT - 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. L1331.0-17 (in substantially the same format as Attachment A) with Lift King Manufacturing Corporation for the purchase of one (1) heavy duty forklift.

Budget Impact

The total value of this agreement shall not exceed \$107,909.82, inclusive of California sales tax. The project will be funded through MTS Capital Improvement Project (CIP) 2008005702.

DISCUSSION:

The San Diego Trolley currently utilizes a diesel powered forklift rated at a 16,000 lb. capacity for a variety of operations in its rail yard. It has provided excellent service since its purchase in 1989. However, due to its age, it has required increased maintenance to keep it in good running condition. Additionally, the diesel engine does not meet current emission regulations. Staff determined that the existing forklift has reached the end of its useful life and sought to purchase a replacement. In order to meet increased operational demands, the new forklift would be required to have a 20,000 lb. load capacity. Staff also required an emission friendly LPG (Propane) powered engine with increased safety features. A new forklift is expected to provide reliable service for at least twenty years.

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



On December 21, 2016 staff issued an Invitation for Bids (IFB) for the purchase of a heavy duty forklift. One responsive and responsible bid was received by the due date of January 31, 2017 from Lift King Manufacturing Corporation.

As required by law, staff conducted a price analysis on the single proposal. Based on this analysis, staff deemed that the pricing presented by Lift King Manufacturing Corp. was fair and reasonable.

LRV HEAVY DUTY FORKLIFT		
COMPANY NAME	BID AMOUNT	Meets Buy America Requirements
LIFT KING	\$107,909.82	NA
<i>Independent Cost Estimate (ICE)</i>	\$120,013.00	

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1331.0-17 (in substantially the same format as Attachment A), with Lift King Manufacturing Corporation for the purchase of one (1) heavy duty forklift.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. L1331.0-17

**ATTACHMENT A
(DRAFT)**

L1331.0-17
CONTRACT NUMBER

FILE/PO NUMBER(S)

**STANDARD PROCUREMENT AGREEMENT
FOR
SAN DIEGO TROLLEY HEAVY DUTY FORKLIFT**

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

Name: Lift King Manufacturing Corporation

Address: 7135 Islington Ave.

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

Woodbridge, Ontario, Canada

Telephone: 905-265-3965

Authorized person to sign contracts: Mark Aldrovandi Director of Sales
Name Title

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

San Diego Trolley Heavy Duty Forklift, as specified in the Minimum Technical Specifications (attached as Exhibit A), Lift Kings Bid dated January 20, 2017 (attached as Exhibit B), and in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit C).

This contract will be effective for one hundred twenty (120) days from the issuance of the Notice to Proceed.

Total contract value shall not exceed **\$107,909.82** 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
\$ 107,909.82	2008005702	FY 17

By: _____
Chief Financial Officer Date

(___ total pages, each bearing contract number)

SA-PROCUREMENT REVISED (REV 5-16)
DATE



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

S70 AND SD100 PRINTED CIRCUIT BOARDS – SOLE SOURCE 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. L1359.0-17 (in substantially the same format as Attachment A), with Siemens Industry Inc., on a sole source basis, for the purchase of printed circuit boards (PCB) and related items.

Budget Impact

The total value of this agreement will not exceed \$1,593,781.00, inclusive of freight charges and California sales tax. Funding will be from the Light Rail Vehicle (LRV) maintenance operating budget account 350016-545100.

DISCUSSION:

San Diego Trolley, Inc. (SDTI) requires a multi-year agreement for the purchase of PCBs and related items for the S70 and SD100 vehicles. This critical electronic component decides the acceleration/de-acceleration rates and speed of the vehicle, and as such these components are considered safety-critical. Substitutions increase risk of damage to equipment, injury to employees or passengers and potential loss of life. The commissioning and subsequent safety certification of the vehicles was performed with this equipment on board, and any deviation from the original design would require extensive and expensive re-testing and safety certification of the system and approval by California Public Utilities Commission. Parts are used on an as-needed basis as repairs are completed and stock room inventory levels are depleted.

Siemens Industry, Inc. (Siemens) is the sole-source representative for these components in North America. Siemens offers the UTEX program to support the need



for replacement propulsion PCBs throughout the transit industry. This program has pricing for repair/return, core exchange, and purchase outright. In order to ensure fair and equal pricing throughout the North American transit market, they have established standard pricing for these components. The aftermarket pricing provided to MTS for unit exchange and repair return are less than or equal to those quoted to all other transit agency or government entity end users.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to issue an agreement to Siemens, on a sole source basis, for the purchase of PCBs and related items for a 2-year period.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. L1359.0-17

**ATTACHMENT A
DRAFT**

L1359.0-17
CONTRACT NUMBER

FILE/PO NUMBER(S)

**STANDARD PROCUREMENT AGREEMENT
FOR
S70 AND SD100 PRINTED CIRCUIT BOARDS**

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

Name: Siemens Industry, Inc. 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:

S70 and SD100 Printed Circuit Boards as specified in the Minimum Technical Specifications (attached as Exhibit A), Siemens Price Proposal (attached as Exhibit B), and in accordance with the Standard Conditions Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

Total contract value shall not exceed in the amount of \$1,593,781.00 without prior written approval from MTS. (Contract effective – March 20, 2017 through December 31, 2018).

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 1,593,781.00	350016-545100	FY 17

By: _____
Chief Financial Officer Date

(___ total pages, each bearing contract number)

SA-PROCUREMENT REVISED (REV 6-13)
DATE



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San Diego, CA 92101-7490
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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

INVESTMENT REPORT – JANUARY 2017

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of January 31, 2017. The combined total of all investments has increased month to month from \$121.7 million to \$124.4 million. This \$2.7 million increase is attributable to \$3.9 million in TransNet revenue to cover SuperLoop and Bus Rapid Transit (BRT) operations expenses and \$2.5 million in Federal Transit Administration (FTA) funds, partially offset by \$2.3 million in capital expenditures, 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 G. Jablonski
Chief Executive Officer

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

Attachment: A. Investment Report for January 2017



**San Diego Metropolitan Transit System
Investment Report
January 31, 2017**

	Restricted	Unrestricted	Total	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	26,174,625	26,174,625	0.00%
Total Cash and Cash Equivalents	-	26,174,625	26,174,625	
Cash - Restricted for Capital Support				
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	8,330,139	-	8,330,139	
Total Cash - Restricted for Capital Support	8,330,139	-	8,330,139	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	12,507,336	77,362,679	89,870,015	0.751%
Total Investments - Working Capital	12,507,336	77,362,679	89,870,015	
 Total cash and investments	 \$ 20,837,475	 \$ 103,537,304	 \$ 124,374,779	



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

**MOTORIZED SWITCH MACHINES AND CONTROLLERS FOR THE COURTHOUSE
STATION – SOLE SOURCE CONTRACT AWARD**

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. L1365.0-17 (in substantially the same format as Attachment A) with Advanced Transit Solutions, Inc., on a sole source basis, for the purchase of motorized switches and controllers.

Budget Impact

The value of this agreement will not exceed \$659,269.10 (including freight charges and California sales tax) and is funded under the MTS Capital Improvement Project budget account 2004007503.

COURTHOUSE STATION MOTORIZED SWITCHES & CONTROLLERS		
Description	Cost	Engineer Estimate
Switches & Controllers	\$659,269.10	\$672,544

DISCUSSION:

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

As a result of the future Mid-Coast Trolley operations plan and the necessity to relieve trolley congestion at the Santa Fe Depot station, the proposed downtown Courthouse



Station project would relocate the existing westerly terminus of the Orange Line from Santa Fe Depot to a new station within the C Street corridor between State Street and Union Street.

The project requires motorized switches and controllers made up of three (3) motorized and one manual switches, controllers and cabinets. Currently, MTS utilizes motorized switch machines at 12 locations on the system using the Hanning & Kahl (H&K) motorized switches and include cabinets for the H&K supplied control modules. Today's action would authorize a sole source purchase of three additional machines with cabinets to be installed on C Street for the new Courthouse Station. Included with the machines are the control modules that will be housed in two (2) cabinets. The supplier of the H&K equipment is Advanced Transit Solutions, Inc. (ATSI) located in Vista, CA. ATSI is the only authorized manufacturer of the H&K equipment.

Staff has identified the following reasons for awarding the Sole Source Contract to ATSI:

- The motorized switches and control modules manufactured by H&K are currently used at 12 locations on the system which MTS Maintenance of Way and Train Operators are trained on the operation and maintenance of the equipment. Retraining of employees and restocking of spare parts would be required if a switch other than H&K are used.
- H&K meets MTS's design criteria which require that in ground switches have a minimum of five (5) years of operational use.
- The H&K switches and control modules are compatible with the MTS system requirements and track layout for Tee-rail whereas other manufactures are compatible with crane rail found more commonly in countries outside of North America.
- H&K control modules are compatible with the Mid-Coast signal design and compatible with the current configuration at the India Street Double Crossover that also utilizes the same switch equipment and allows for train location needed for Operations. Other manufacturers cannot provide the same features such as train location and would require additional equipment.
- Manufacturing and testing of the switches and control modules will save the project time as Owner furnished material as ordering the equipment prior to the construction of the station allows for the equipment to be ready for installation and eliminates the time for the contractor to procure.

Pricing provided to MTS was lower than the independent cost estimate prepared by MTS engineering staff and is considered fair and reasonable.

Therefore, staff recommends that the Board of Directors authorize the CEO to execute MTS Doc. No. L1365.0-17 (in substantially the same format as Attachment A), with ATSI, on a sole source basis, for the purchase of the motorized switches and controllers for the Courthouse Station.



Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft Standard Agreement – L1365.0-17
B. Advanced Transit Solutions, Inc. Proposal

**ATTACHMENT A
DRAFT**

L1365.0-17
CONTRACT NUMBER

FILE/PO NUMBER(S)

**STANDARD PROCUREMENT AGREEMENT
FOR
COURTHOUSE SWITCH MACHINES & CONTROLLERS**

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

Name: Advanced Transit Solutions, Inc. (ATSI) Address: 2885 Scott St., Ste. B

Form of Business: Corporation Vista, CA 92081
(Corporation, partnership, sole proprietor, etc.)

Telephone: 760-598-2874

Authorized person to sign contracts: Ian Peterson
Name Title

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

Courthouse Switch Machines & Controllers as specified in the Minimum Technical Specifications (attached as Exhibit A), ATSI Price Proposal (attached as Exhibit B), and in accordance with the Standard Conditions Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit C).

Total contract value shall not exceed in the amount of \$659,269.10 without prior written approval from MTS. (Contract effective – March 27, 2017 through December 31, 2018).

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
\$ 659,269.10	2004007503	FY 18

By: _____ Date
Chief Financial Officer

(___ total pages, each bearing contract number)

SA-PROCUREMENT REVISED (REV 6-13)
DATE

QUOTE # 2016-1045-R4

February 09, 2017



Michael Diana
San Diego MTS
San Diego, CA 92101
Office: (619) 595-1021

Advanced Transit Solutions, Inc.
2885 Scott St., Suite B
Vista, CA 92081
(760) 598-2874

Attention Mr. Diana:

Advanced Transit Solutions is pleased to offer this **REVISED** proposal for the Center City Line American Plaza project.

Project: Center City Line American Plaza

Agency: San Diego MTS

Scope: ATSI will provide new equipment enclosures and wayside material packages as described here:

CO34RC:

(1) wired 120" Stainless Case with H&K Vehicle Detection system, all internal parts shown on 100% drawings, including relays, chargers, Electrologixs controller, fiber panel, associated equipment

CO39RC:

(1) wired 81" Stainless Case with H&K Vehicle Detection system, all internal parts shown on 100% drawings, including relays, chargers, Electrologixs controller, fiber panel, associated equipment

Field Material:

H&K track components, including special feeder cable for H&K track components only
Signal Heads (for installation on cat poles)
Route selector boxes
TWC Loops and Loop Converters

Field Testing:

Initial setup and training for the installation through a contractor. 4 days
Installation progress and verification of proper setup of the HANNING & KAHL equipment. 4 days
Final commissioning of the HANNING & KAHL equipment. 5 days

Spare Parts: Spare parts are not included in this proposal.

All material shipped to job site.

This quote is good for 60 days

Material Total:	\$ 584,440.00	
	\$ 45,294.10	7.75% Sales tax on material
<u>Service Total:</u>	<u>\$ 29,535.00</u>	Any additional service at \$1485.00 per day
QUOTE TOTAL	\$ 659,269.10	

Exclusions: Engineering and design, installation, impedance bonds, bonding equipment and material, insulated joints, junction boxes, batteries, TWC loop cable from case, switch cable, signal cable, masts and foundations for signals, case foundations, fiber cable from cases, FAT, spare parts.

Thank you for your consideration. ATSI appreciates the opportunity to work with you on this project.



Ian Peterson

Advanced Transit Solutions, Inc.

(760) 598-2874

atsi-ptc.com



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

RELOCATION OF SDG&E FACILITIES FOR THE NEW ORANGE LINE
COURTHOUSE STATION - NEGOTIATE WORK ORDER UNDER A JOB ORDER
CONTRACT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to negotiate the not to exceed Work Order No. MTSJOC7504-26 (in substantially the same format as Attachment A), under MTS Doc. No. PWL204.0-16 with ABC Construction, Inc., for the relocation of SDG&E's facilities on C Street, between Front and State Street, as part of the new Orange Line Courthouse Station Project.

Budget Impact

The budgetary cost for the relocation of the SDG&E facilities will be negotiated in accordance with the Job Order Detailed Scope of Work with a not to exceed total of \$1,300,000, plus an associated 2.57% job order contracting fee to E-Gordian Group. Costs will be paid from CIP 2004007503.

DISCUSSION:

The Courthouse Station Project will create a new Orange Line trolley station on C Street between Union and State. A new track will be installed in the south lane of C Street, with a station platform installed on the sidewalk adjacent to the Hall of Justice court building. A new state courthouse is currently under construction on the north side of C Street. SDG&E currently has various underground electric utility lines and equipment in C Street. For SDG&E to maintain appropriate access to these facilities after completion of the Courthouse Station Project, the facilities need to be relocated outside of the proposed new track bed.



The SDG&E relocation work is currently being structured as a two phase subproject: (1) duct bank relocation to be performed by MTS through a JOC contractor (today's proposed action) and (2) additional facility relocation work to be performed by SDG&E. The Board authorized staff to negotiate and execute a reimbursement agreement with SDG&E at the February 16, 2017 Board Meeting. Today's proposed action relates to the duct bank relocation work.

Staff proposes that a work order (Attachment A) be issued to on-call job order contractor ABC Construction Inc. to relocate the existing 12 kV duct bank as shown on Attachment B (SDG&E Orange Line Terminal UG Relocation plans). The scope of work will include saw cutting the existing asphalt; removing and disposing asphalt; excavation; installing conduit, concrete vaults, ground wire, warning tape, slurry, mandrel conduit; providing pull rope; stripping, placing new asphalt within the trenching limits; assisting SDG&E with intercept of existing conduit; and backfilling. All work will be scheduled during day light hours with the exception of SDG&E support which will occur during non-standard hours. The installation of the new duct bank, vaults, SDG&E intercepts and paving will be completed within 120 calendar days but may vary due to scheduling of SDG&E outages.

In order to keep the project on schedule, with an anticipated station construction start date of late May/early June 2017, the duct bank work needs to be completed during April 2017. Staff is currently in the process of negotiating the work order costs and specific scope of work with ABC Construction, Inc. Although the current estimate from ABC Construction, Inc. is \$1,300,000, staff believes this cost can be substantially lowered through continued negotiation. Today's action requests authority for staff to complete negotiations and execute a work order under the not-to-exceed limit of \$1,300,000. If staff is not satisfied that the ultimate price is fair and reasonable, then this duct bank work may, in the alternative, be included in the SDG&E scope of work.

Therefore staff recommends that the MTS Board of Directors authorize the CEO to negotiate Work Order No. MTSJOC7504-26 (in substantially the same format as Attachment A), under MTS Doc. No. PWL204.0-16 with ABC Construction, Inc., for the relocation of SDG&E facilities for the new Orange Line Courthouse Station.



Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft Work Order MTSJOC7504-26
B. SDG&E Plan



Detailed Scope of Work

Job Order Contract

Date: 1/17/17

To: Wayne Czubernat
Project Manager
ABC Construction, Inc.
3120 National Ave
San Diego, Ca 92113
Phone: (619) 239-3428
Fax: (619) 239-6614

From: Michael Diana
Resident Engineer
MTS
1255 Imperial Avenue, Suite 900
San Diego, CA 92101
Phone: (619) 595-1021
Fax:

Project: MTSJOC7504-26

MTS Work Order Number: 2004007503

Title: SDG&E Underground Conduit Installation

Location: Orange Line

Railroad Protective: ☒ Yes ☐ No

Detailed Scope of Work

The Contractor shall complete the construction of this project in its entirety and shall provide all labor, materials, equipment and traffic control permits required for all work including utility location and protection, drainage, resurfacing adjacent or damaged areas, traffic control for conduit installation, backfill and paving, noise permit, procuring all materials as specified and performing all other work necessary to complete the work in accordance with this Detailed Scope of Work as prepared by MTS/SDG&E and the contract Special Provisions.

Conduit Installation:

The contractor to install conduit as per the plans along C Street, between State Union Street as shown on SDG&E Orange Line Terminal UG Reloc plans, sheets 1 thru 4 dated 11-29-16. The contractor shall but not limited to saw cutting asphalt, remove & dispose asphalt, excavate, install conduit, ground wire, warning tape, slurry, mandrel conduit, provide pull rope, stripping and place new asphalt within the trenching limits. There shall be no stockpiled materials unless approved by the City. All open trenches shall be plated temporarily during the work for protecting traffic. Contractor to use extreme care when working adjacent to existing utilities and located using hand tools. Any adjacent asphalt loosed or impacted by the work shall be replaced with new.

Contractor to obtain a noise permit should the work be scheduled between the hours of 10:00 PM to 7:00 AM during week days, see also Work Windows below.

Submittals:

Contractor to provide the following but not limited to submittals, asphalt, traffic control plan, staging plan, pedestrian control plan with temporary signage, ground wire, underground warning tape, slurry mix, concrete mix, conduit, mandreling procedure, pull rope and traffic coatings. Provide notification to the adjacent occupants or businesses 7 days prior to the start of work using an approved community outreach firm approved by MTS.

Construction Surveying: Not applicable as the asphalt to be installed to meet the existing grade.

The Contractor shall replace all existing property corner markers and monuments and any local agency monuments disturbed during construction operations as directed by the Engineer. These new markers, monuments, and well

monuments shall be on a record of survey map in accordance with applicable laws and regulations and filed in the Office of the County Recorder of San Diego County. Att. A, AI 18, 3/9/17

Existing Utilities:

The contractor shall notify the Engineer and

Underground Service Alert (USA) (800) 422-4133

At least two working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, wire or other structure.

Signal wires, track circuits, platform lighting cables, irrigation lines or other MTS underground facilities may exist within the track way. The Contractor is to locate and protect in-place all existing underground facilities. The contractor shall coordinate with SDTI MOW personnel in order to have said facilities located and marked out by

Cable, Pipe & Leak Detection (CPL) (619) 660-0844

or other approved utility locating subcontractor familiar with MTS facilities. If the Contractor cannot protect in-place existing underground facilities, the Contractor shall replace any damaged or removed underground facilities in a timely manner as to not allow for extended delays to the trolley services. If the services are subject to extended delays, the Contractor shall notify MTS prior to the expiring of the original scheduled work time. All existing MTS underground facilities located shall be as-built and included on the contractor's as-built drawings.

Where such facilities are not located on the plans, no work shall be performed near said facilities until the owner, or his representative, has located the facility by potholing, probing, or other means that will locate and identify the facility.

The Contractor's attention is directed to the existence of overhead power lines, energized trolley wires, catenary poles, signals and grade-crossing signals at the locations of work. Any one or a combination of these obstructions could exist at any one location. No obstructions shall be permitted within 10 feet of operating tracks. The Contractor shall notify MTS at least 3 working days prior to excavating in the railroad right-of way to locate buried cables.

Right of Entry (Not required for MTS Contracts) - The Contractor shall obtain a Right of Entry Permit from the Railroad prior to entering or constructing on property owned by the Railroad. The Contractor shall abide by the terms of the Right of Entry Permit. The terms of the Right of Entry Permit will govern if there are any conflicts with these special provisions. Information on obtaining a Right of Entry Permit can be obtained at <http://www.sdmts.com/business/permits/asp>.

Work Window:

Perform demolition and conduit installation during revenue service between the hours of 7:00 AM to 4:30 PM or as approved by the City of San Diego.

Note that between the hours of 9 AM and 3 PM; expect 8 trains per hour with (4 EB, 4 WB) versus peak hours of 16 trains per hour (8 EB, 8 WB).

Duration of the work: 120 Calendar Days

Att. A, AI 18, 3/9/17

Coordination with SDG&E:

Upon installation the new conduit and vaults, protect tie-in locations with secured road plate. SDG&E to schedule traffic control for tie-in, cabling, and termination personnel. The contractor to assist in removal of the temporary road plate, backfill and paving work. SDG&E to make terminations of the cable in existing vaults i.e. MH 20, 22, and 26. Notify SDG&E 2 weeks prior to the start of the work for scheduling a Pre-Construction Meeting

Relevant questions applicable to the work:

what basic structural section for the street patch should be used, we talked about full slurry mix to top of existing pavement as the street is anticipated for overlay, or final concrete backfill top 6" and sand slurry below, or possibly some combination of base with an asphalt final patch.

Response: See City of San Diego standard drawing SDG-107 for trench cap detail.

regardless of structural section will city require a "t" cut to the top surface patch detail

Response: Since the Courthouse Station Project will be ground and repaved, the T cut should not be necessary.

please identify the existing pavement section on Union Street so we know what to anticipate for our trenching-excavation work

Response: Reference the pothole results included with this DSOW.

location of utilities as this will impact our work and production

Response: All known utilities are approximately shown on the plans for the Courthouse Station. However, as this is an old downtown corridor (with a streetcar) it is a maze of utilities. Contractor should perform mark-outs to have a better understanding of the locations.

confirm hours of work available Monday to Friday

Response: Monday thru Friday, 7:00 AM to 3:30 PM, or as approved by the City.

if plates are used to cover trench after work hour will plates need to be recessed lower into top course of pavement- grind and set in flush or can they be placed directly on top of street pavement and edges cold mixed

Response: Plating method to be approved by the City.

are there specifics as to the conduit to place

Response: Yes, schedule 40 PVC as approved by SDG&E with large sweeping radius at any bend.

anticipated start date

Response: Week of March 13th, for NTP based on MTS Board approval of March 9th, 2017.

Supplement Information:

Street Boring Report by Underground Solutions dated 7/18/16

Orange Line Traffic Control Plans, Sheets 58 - 71

Orange Line Existing Utilities, Sheets 6 - 9

SDG&E Orange Line Terminal UG Reloc, Sheets 1-4

SDG&E Construction Order Details, Pages 1-65 & 1-13

SDG&E General Conditions, Pages 1-10

SDG&E Contractor Phone List

Michael Diana
Michael Diana, Resident Engineer

1/17/17
Date

Wayne Czubernat, Project Manager

Date

MTSJOC7504-26 SDG&E Underground Conduit Installation

BUDGETS as of 3/1/17 - Phased for meeting request

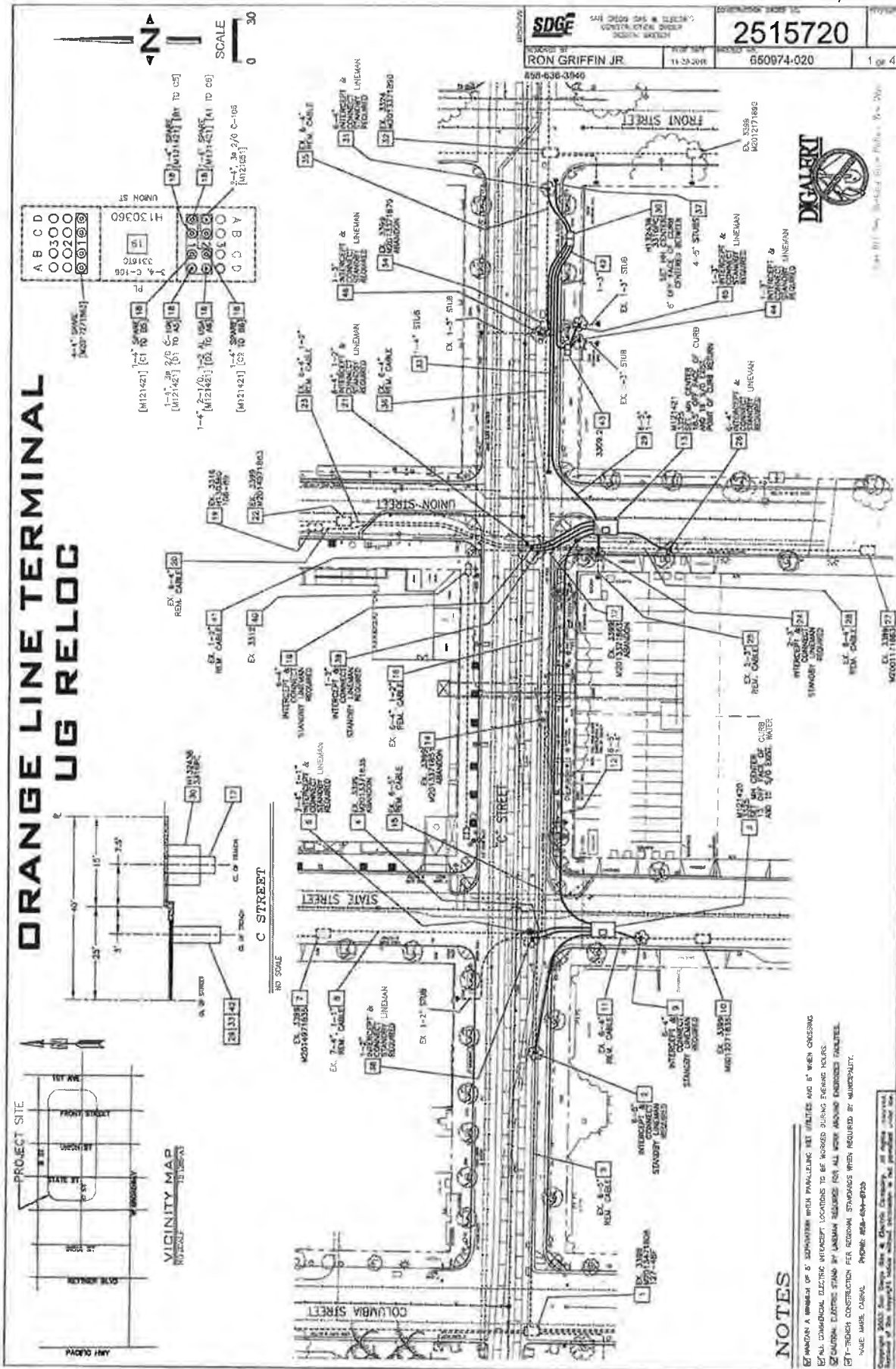
Phase 1	
WPCP & Monitoring	\$ 1,800.00
BMP's	\$ 5,900.00
Traffic Control & Temp Fence	\$ 16,370.00
Demo	\$ 14,170.00
Electrical Scope (Vaults, Conduits and Slurry Backfill)	\$ 211,840.00
Paving (Asphalt)	\$ 31,500.00
Striping	\$ 3,110.00
Cost:	\$ 284,690.00
Supervision:	\$ 30,000.00
Additional Ins (Rail ROW):	\$ 22,250.00
Sub Total:	\$ 336,940.00
Mark Up (10%):	\$ 33,700.00
Phase 1 Total:	\$ 370,640.00

Phase 2	
WPCP & Monitoring	\$ 1,800.00
BMP's	\$ 7,080.00
Traffic Control & Temp Fence	\$ 19,640.00
Demo	\$ 14,170.00
Electrical Scope (Vaults, Conduits and Slurry Backfill)	\$ 344,840.00
Paving (Concrete & Asphalt)	\$ 37,800.00
Striping	\$ 3,110.00
Cost:	\$ 428,440.00
Supervision:	\$ 36,000.00
Additional Ins (Rail ROW):	\$ 26,700.00
Sub Total:	\$ 491,140.00
Mark Up (10%):	\$ 49,120.00
Phase 2 Total:	\$ 540,260.00

Phase 3	
WPCP & Monitoring	\$ 1,800.00
BMP's	\$ 4,720.00
Traffic Control & Temp Fence	\$ 13,100.00
Demo	\$ 14,170.00
Electrical Scope (Vaults, Conduits and Slurry Backfill)	\$ 196,840.00
Paving (Concrete & Asphalt)	\$ 25,200.00
Striping	\$ 3,110.00
Cost:	\$ 258,940.00
Supervision:	\$ 24,000.00
Additional Ins (Rail ROW):	\$ 17,800.00
Sub Total:	\$ 300,740.00
Mark Up (10%):	\$ 30,080.00
Phase 3 Total:	\$ 330,820.00

SDG&E Intercepts (14 Nights)	
Electrical Scope	\$ 35,000.00
Lighting	\$ 3,360.00
Cost	\$ 38,360.00
Supervision	\$ 5,000.00
Additional Ins (Rail ROW)	\$ 5,830.00
Sub Total:	\$ 49,190.00
Mark Up (10%):	\$ 4,920.00
SDG&E Intercepts Total:	\$ 54,110.00

PROJECT TOTAL:	\$ 1,295,830.00
-----------------------	------------------------





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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

POTENTIAL FUNDING MEASURE UPDATE (KAREN LANDERS)

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

At its December 2016 meeting, the Board asked staff to research whether MTS has the ability to pursue its own sales tax measure to support future transit funding needs. In January 2017, staff reported that MTS cannot place a sales tax measure on the ballot unless the Legislature amends MTS's enabling legislation to expressly authorize such action. In February, San Diego Association of Governments (SANDAG) staff provided a report to the Board on the results of Measure A. Staff was then directed to return to the Board with further clarification on the results of Measure A and how it would have impacted MTS's jurisdiction and revenue. Staff will provide a report.



Paul C. Jablonski
Chief Executive Officer

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



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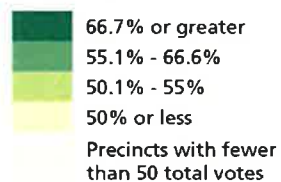
Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

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

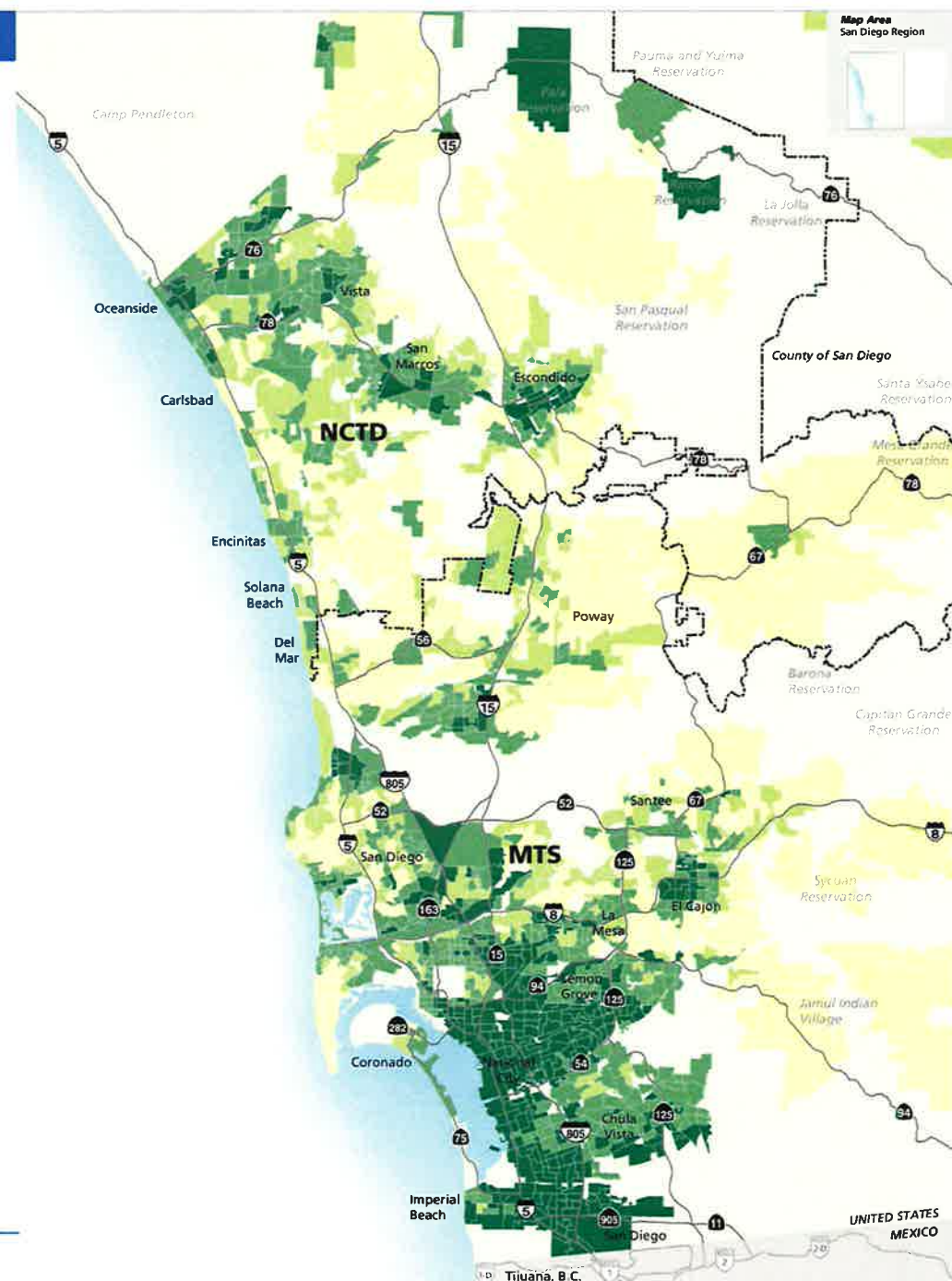
Measure A 2016 Election Results by Voter Precinct

Percentage Voting Yes

MTS: 60%
NCTD: 55%



Source: San Diego County Registrar Of Voters



New or Expanded Transit - Capital (MTS Service Area)

Handouts - AI #30

TransNet II Plan of Finance				Net Need	Proposed
Route	Description	RTP Cost (2014 \$millions)	Cost (2015 \$millions)	(2015 \$millions)	(2015 \$millions)
Projects located within MTS service area					
Purple Line Phase 1	San Ysidro to Kearny Mesa	\$2,800	\$4,400	\$0	\$4,400
Rapid 2	North Park to Downtown	\$20	\$20	\$0	\$20
Rapid 10	La Mesa to Ocean Beach	\$87	\$89	\$0	\$89
Rapid 11	Spring Valley to SDSU via Downtown	\$65	\$66	\$0	\$66
Rapid 28	Pt Loma to Kearny Mesa via Old Town	\$12	\$12	\$0	\$12
Rapid 30	Old Town to Sorrento Mesa via Beaches	\$53	\$54	\$0	\$54
Rapid 41	Fashion Valley to UTC via Linda Vista	\$55	\$56	\$0	\$56
Rapid 90	SR 94 Corridor Express Service: El Cajon Transit Ctr to SD Airport via Downtown	\$20	\$20	\$0	\$20
Rapid 120	Downtown to Kearny Mesa	\$78	\$80	\$0	\$80
Rapid 550	SDSU to Palomar Station via Southeast	\$59	\$60	\$0	\$60
Rapid 635	Eastlake to Palomar Trolley	\$56	\$57	\$0	\$57
Rapid 640A/B	South I-5 Corridor Rapid Express Services:				
	San Ysidro to Old Town via Downtown	\$93	\$95	\$0	\$95
	San Diego/Iris to Kearny Mesa via Downtown San Diego				
Rapid 870/890	SR 52 Corridor Rapid Express Services:	\$19	\$19	\$0	\$19
	El Cajon/Santee to Kearny Mesa and UTC/Sorrento Mesa				
Rapid 905	Iris Trolley to Otay Mesa	\$10	\$10	\$0	\$10
SR 94 Centerline Station	Transit station near 27th Street	\$50	\$51	\$0	\$51
Airport ITC	Intermodal connections to airport	\$337	\$343	\$0	\$343
San Ysidro ITC	Phases 1 and 2	\$118	\$120	\$0	\$120
Trolley	Vehicle replacement to support Trolley	\$90	\$90	\$0	\$90
		\$4,020	\$5,642	\$0	\$5,642
Region-wide projects*					
First/Last Mile Transit Connections	Mobility Hubs, transportation network connections	\$1,279	\$1,305	\$0	\$1,305
Technology Enhancements	Transit priority measures, fare and customer service system upgrades	\$118	\$120	\$0	\$120
Regional Transit Station Parking	Expanded transit station parking	\$120	\$120	\$0	\$120
Regional Vehicle Replacement	Replacement of rail vehicles	\$294	\$300	\$0	\$300
Regional Vehicle Replacement	New BRT and bus vehicle replacement	\$100	\$100	\$0	\$100
Regional Enhanced Bus Services	Expansion of bus maintenance facilities	\$100	\$100	\$0	\$100
		\$2,011	\$2,045	\$0	\$2,045
*Specific amounts for each service area not determined at the time					
	Total	\$6,031	\$7,687	\$0	\$7,687
				Matching Funds	\$3,281
				Total Sales Tax Needed	\$3,281
Financing Cost Attributable to these Transit projects					
				\$833	\$833
Total Capital + Financing Costs					
				\$8,520	\$4,114

New or Expanded Transit - Operations (MTS Service Area)

Route	Description	Annual Operating Cost (2015 \$millions)	Annual Fare Recovery (2015 \$millions)	Annual Subsidy (2015 \$millions)	Proposed (2015 \$millions)*
New Transit Services - Operations (MTS Service Area)					
Purple Line Phase 1	San Ysidro to Kearny Mesa	\$21.2	\$7.4	\$13.8	\$304.2
Rapid 2	North Park to Downtown	\$0.7	\$0.2	\$0.5	\$10.0
Rapid 10	La Mesa to Ocean Beach	\$4.5	\$1.6	\$2.9	\$64.3
Rapid 11	Spring Valley to SDSU via Downtown	\$3.6	\$1.3	\$2.3	\$51.5
Rapid 28	Pt Loma to Kearny Mesa via Old Town	\$1.3	\$0.5	\$0.8	\$18.6
Rapid 30	Old Town to Sorrento Mesa via Beaches	\$3.6	\$1.3	\$2.3	\$51.5
Rapid 41	Fashion Valley to UTC via Linda Vista	\$3.3	\$1.2	\$2.1	\$47.2
Rapid 90	SR 94 Corridor Express Service: El Cajon Transit Ctr to SD Airport via Downtown	\$0.6	\$0.2	\$0.4	\$8.6
Rapid 120	Downtown to Kearny Mesa	\$5.1	\$1.8	\$3.3	\$72.9
Rapid 550	SDSU to Palomar Station via Southeast	\$5.3	\$1.9	\$3.4	\$75.8
Rapid 635	Eastlake to Palomar Trolley	\$3.0	\$1.1	\$2.0	\$42.9
Rapid 640A/B	South I-5 Corridor Rapid Express Services: San Ysidro to Old Town via Downtown San Diego/Iris to Kearny Mesa via Downtown San Diego	\$2.1	\$0.7	\$1.4	\$30.0
Rapid 870/890	SR 52 Corridor Rapid Express Services: El Cajon/Santee to Kearny Mesa and UTC/Sorrento Mesa	\$2.4	\$0.8	\$1.6	\$18.7
Rapid 905	Iris Trolley to Otay Mesa	\$2.3	\$0.8	\$1.5	\$32.9
Total New Transit Services - Operations (MTS Service Area)		\$59.0	\$20.6	\$38.3	\$829.0
Region-wide Operations**					
First/Last Mile Transit Connections	Mobility Hubs, transportation network connections	\$3.9	\$1.4	\$2.5	\$55.8
Advanced Transit Services	Funding to advance transit operations				\$455.0
Region-wide Operations		\$3.9	\$1.4	\$2.5	\$510.8
Expanded Transit Operations**					
Local Bus Services	Augment Existing Service on High Demand Routes	\$20.0	\$7.0	\$13.0	\$350.0
Trolley System	Increased Frequencies and Capacity, and Security Enhancements	\$23.3	\$8.2	\$15.1	\$350.0
Total Expanded Transit Operations		\$43.3	\$15.2	\$28.1	\$700.0

*Assumed start dates are approximate and will depend on Board prioritization and ability to secure matching funds to implement advanced capital projects

**Share within MTS service area not yet determined

Measure A – Election Results

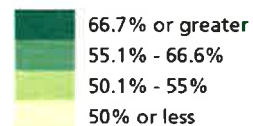


Measure A – Election Results by Jurisdiction

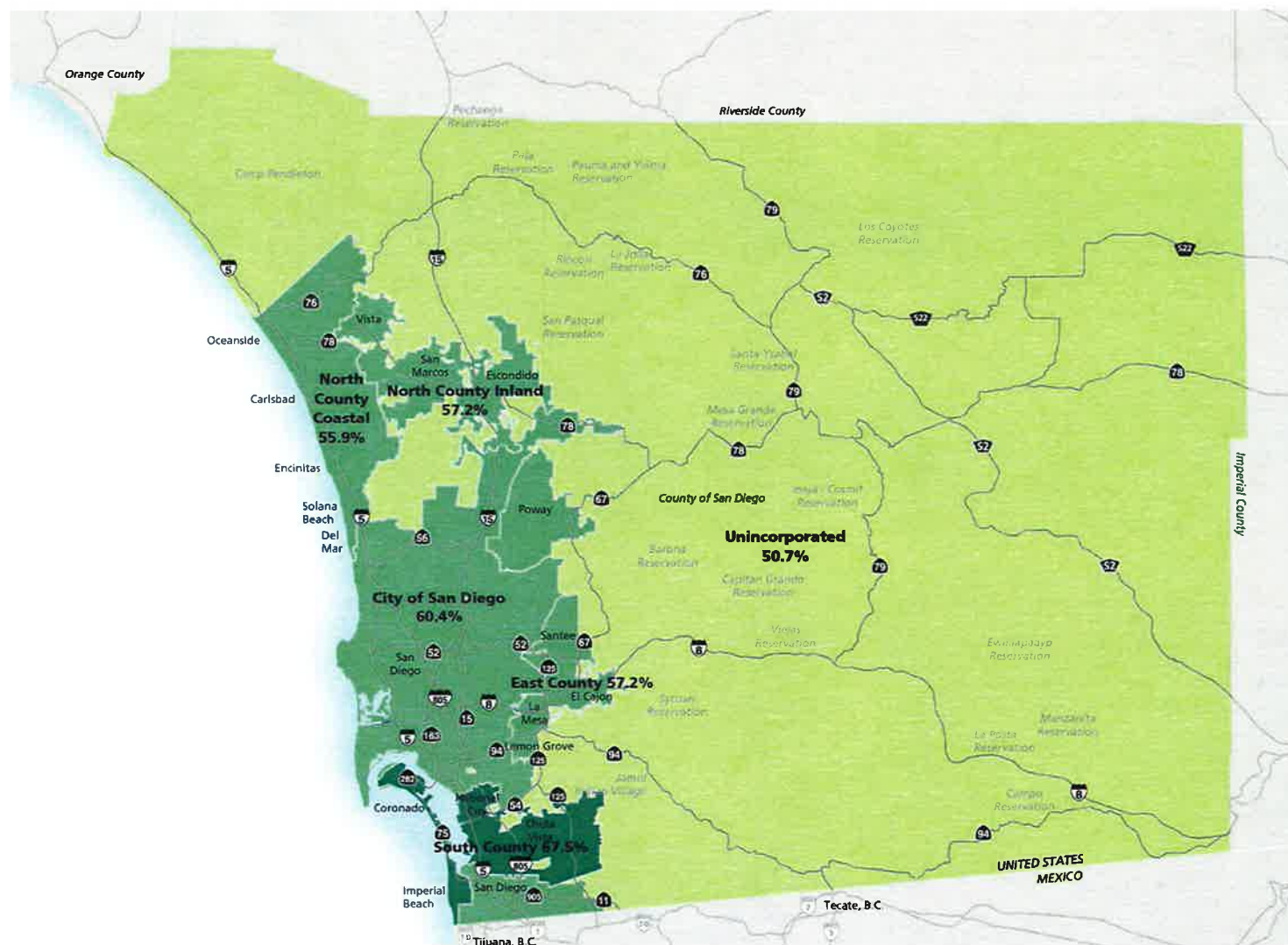
City	Percent Yes	Percent No
Carlsbad	53%	47%
Chula Vista	67%	33%
Coronado	54%	46%
Del Mar	54%	46%
El Cajon	58%	42%
Encinitas	53%	47%
Escondido	59%	41%
Imperial Beach	69%	31%
La Mesa	57%	43%
Lemon Grove	66%	34%
National City	78%	22%
Oceanside	60%	40%
Poway	48%	52%
San Diego	60%	40%
San Marcos	59%	41%
Santee	53%	47%
Solana Beach	51%	49%
Unincorporated	51%	49%
Vista	60%	40%
Total	58%	42%

Measure A 2016 Election Results by SANDAG Subregion

Percent Voting Yes



Source: San Diego County Registrar Of Voters

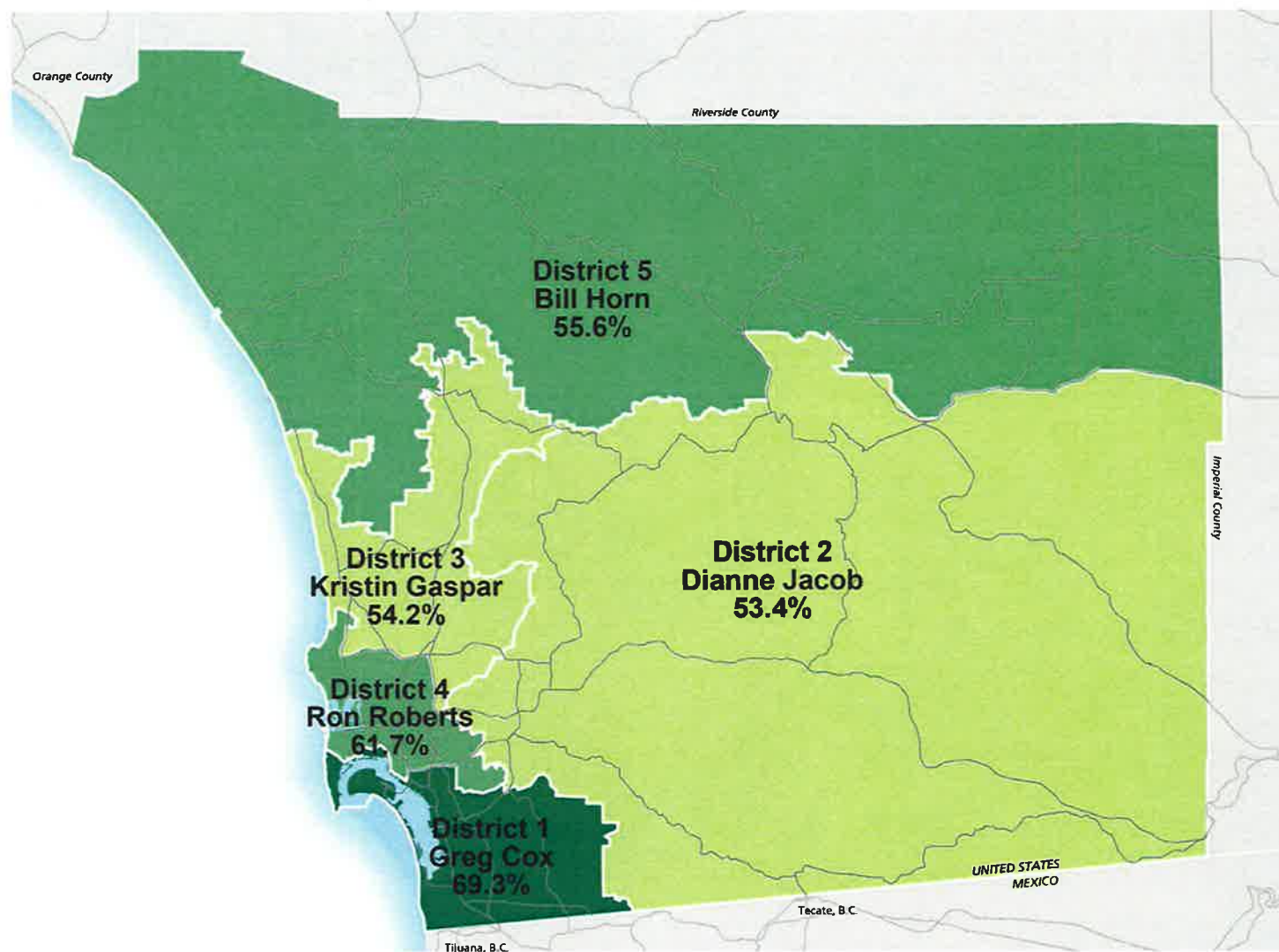


Measure A 2016 Election Results by County Supervisorial District

Percent Voting Yes



Source: San Diego County Registrar Of Voters

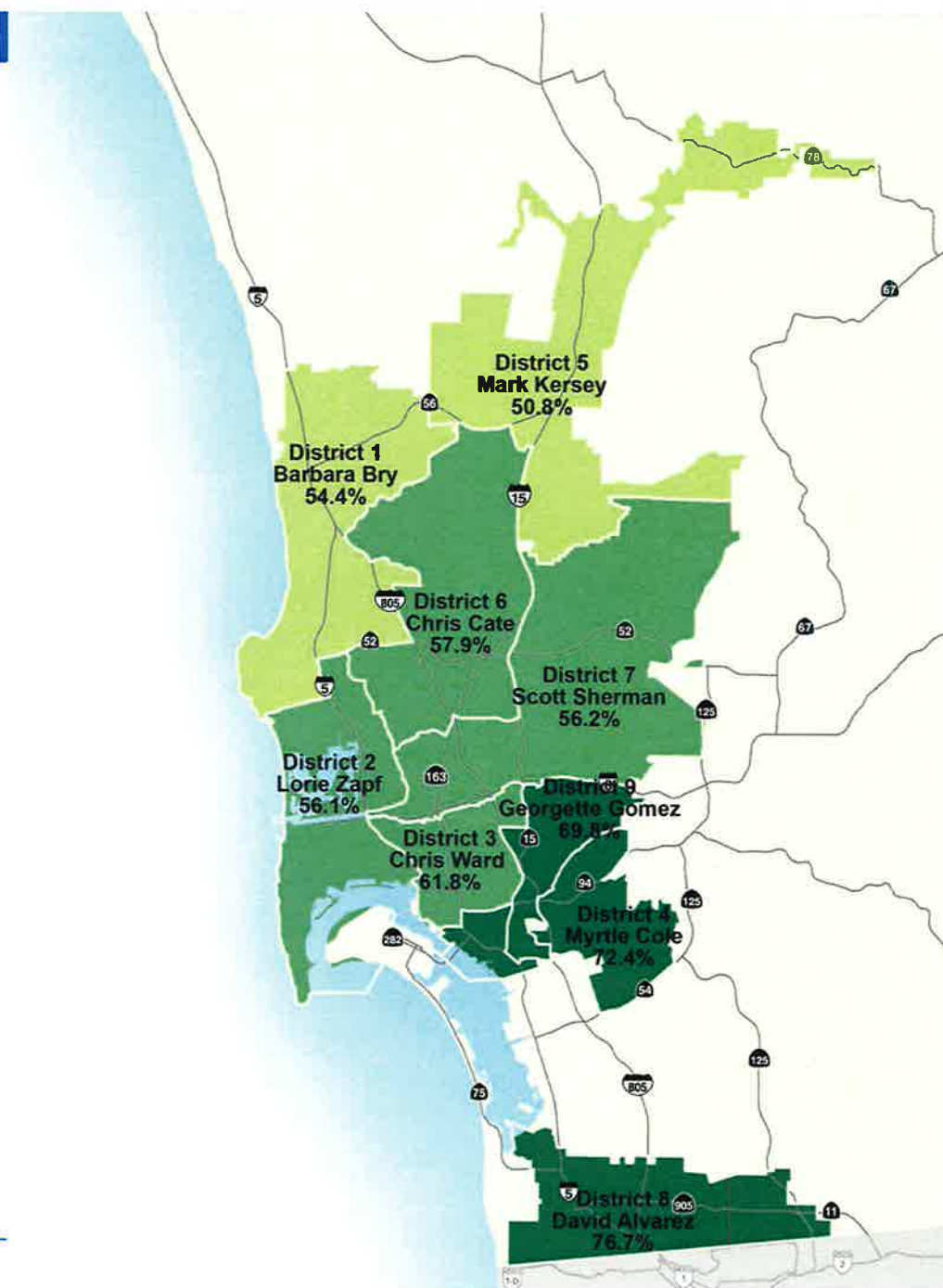


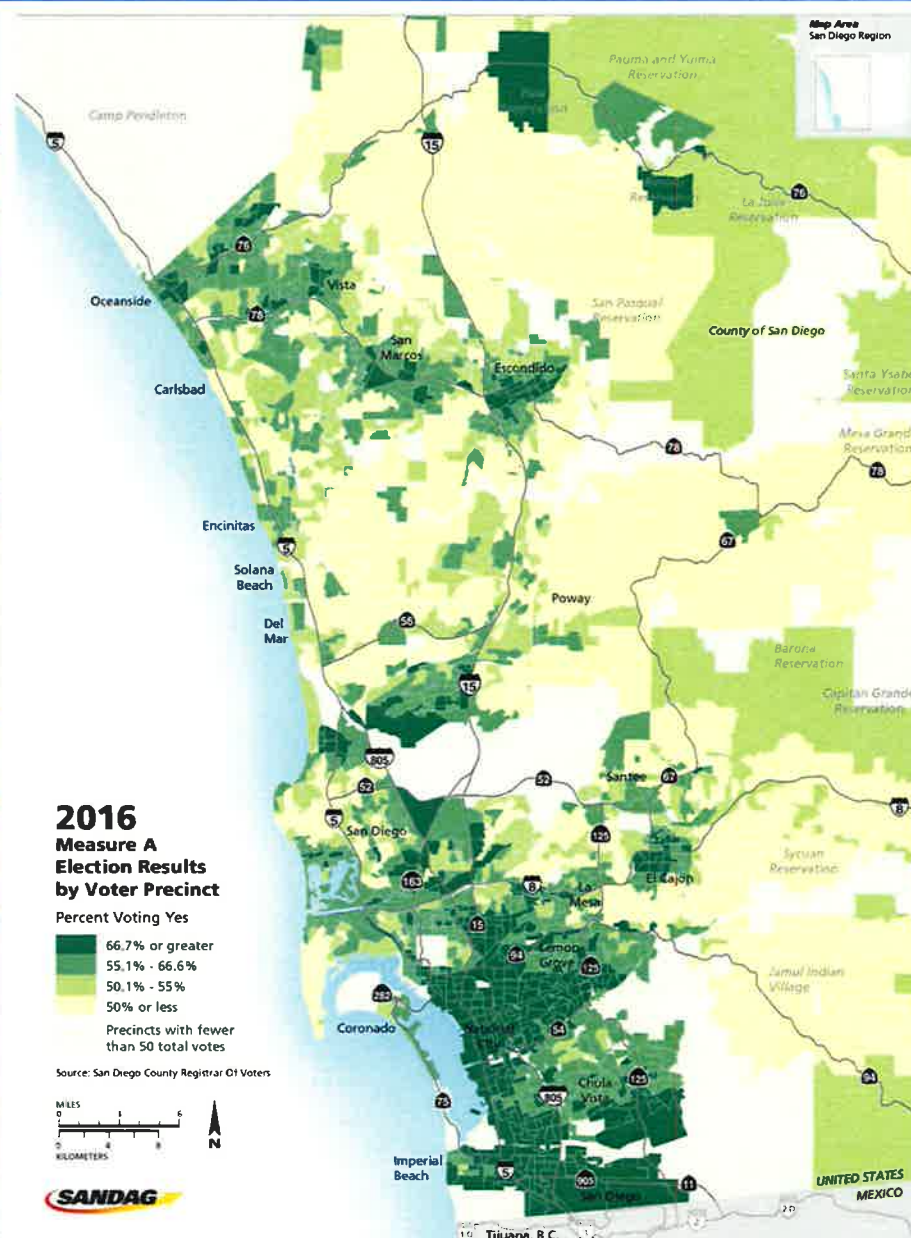
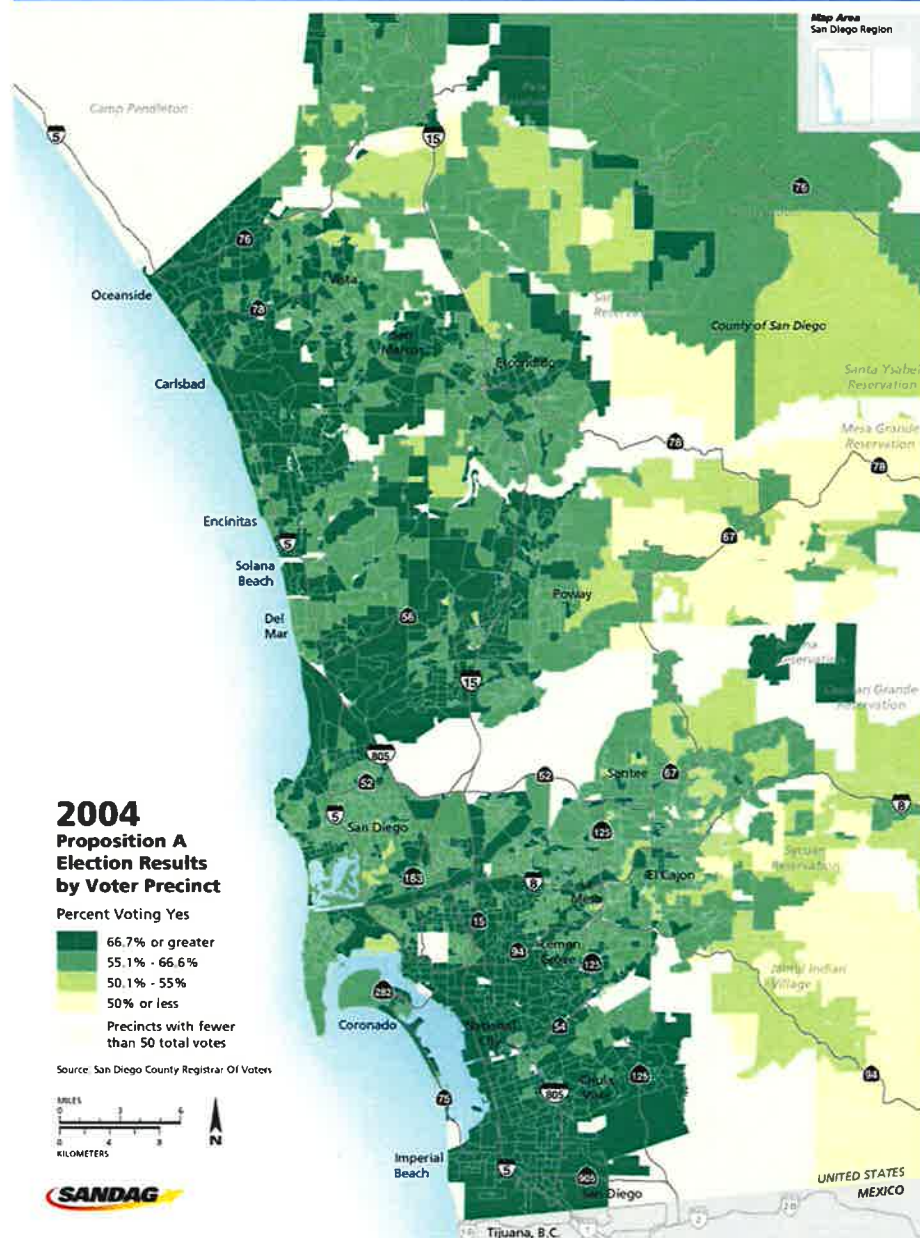
Measure A 2016 Election Results by City of San Diego Council District

Percent Voting Yes



Source: San Diego County Registrar Of Voters





Potential Funding Measure Update

Agenda Item No. 30

March 9, 2017



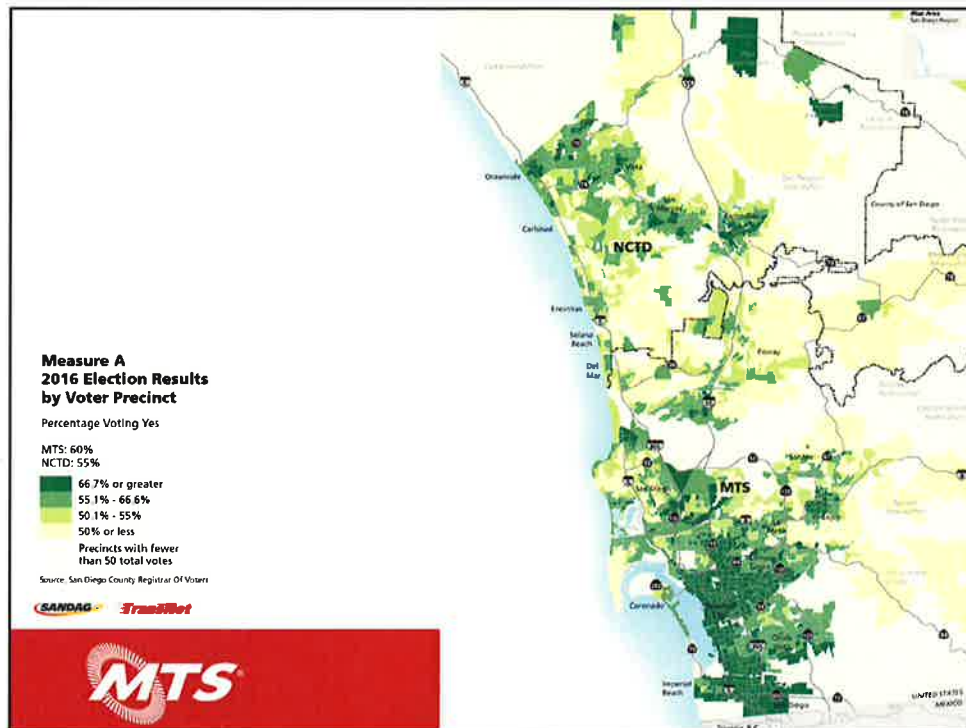
1

Measure A: Follow up info

- \$7.4 billion in projects in Measure A for MTS
 - Estimated \$4.1 billion revenue from the sales tax
 - \$3.3 billion match
 - List of projects
- Additional \$2 billion for transit operations



2



Potential Legislative Assistance

- AB 1324 (Gloria) Metropolitan planning organizations: transactions and use taxes.
 - Would allow MPO to levy a sales tax in less than the entire jurisdiction
 - Revenues could only be spent in jurisdictions included
- Constitutional amendments to reduce the voter threshold to 55%
 - SCA 6 (Weiner) and ACA 4 (Aguiar-Curry)
- AB 805 (Gonzalez-Fletcher) San Diego Consolidated Transportation Agency: governance



Infrastructure Districts

- 2 Kinds of Infrastructure Districts –
 - Infrastructure Financing District (IFD)
 - Enhanced Infrastructure Financing District (EIFD)
- Do not appear as viable as Sales Tax for MTS's needs



5



Infrastructure Financing District (IFD)

- Gov Code 53395 - 53397.71
- Created by cities and counties (not special districts)
- Uses tax increment revenue (increased property tax from higher assessed values over time)
- Financed/bonded for up to 30 years
- Capital Costs only (no maintenance or operating)
- 2/3 voter approval required



6



Enhanced Infrastructure Financing District (EIFD)

- Gov Code 53398.50 – 53398.88
- Created by cities and counties (not special districts)
 - Creation by city council or county board of supervisors (not public vote)
 - May issue bonds with 55% voter approval required
- Uses tax increment revenue (increased property tax from higher assessed values over time)
- Financed/bonded for up to 45 years
- Capital costs only



7



EIFD Limitations

- Other taxing entities (who would be authorized to receive property tax revenue earmarked for EIFD) must consent and may jointly govern EIFD
- **Does not create a “new” revenue source to support transit – simply designates future property tax revenues to transit (take away from city/county and other special districts who consent)**



8



Questions?



9





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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

ANNUAL SECURITY REORT (JANUARY1, 2016 THROUGH DECEMBER 31, 2016
(MANNY GUADERRAMA)

INFORMATIONAL ONLY

Budget Impact

None with this action.

DISCUSSION:

This annual security report covers the period from January 1, 2016 through December 31, 2016. Topics to be discussed will be the crime statistics for the calendar year and information regarding security and enforcement.

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


Paul C. Jablonski
Chief Executive Officer

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



TRANSIT ENFORCEMENT 2016 ANNUAL SECURITY REPORT

Manny Guaderrama
Chief of Police

March 9, 2017



1



INTRODUCTION Transit Enforcement Components

Code Compliance Inspectors

- 34 Personnel
- Public Officers with Powers of Arrest

Contract Security Officers – Universal Protection Service

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

Joint Agency Task Force (JATF)

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



2



Security Contract

Universal Protection Service

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



3



Changes to Security Contract

- Contract Amendment as a result of Minimum Wage impact
 - Initial proposal from UPS was \$5.9M over original 5-Year Contract of \$39M
 - Total negotiated contract, \$43.8M - \$4.8M above Original Contract, \$1.1M below UPS modified contract proposal



4



Staffing and Deployment Change

- Reduce the Number of Contract Security Officers by 50 and Increase the Number of Code Compliance Inspectors by 30
 - Improves overall operational efficiency
 - Increases enforcement authority/capability
 - Reduces security contract from \$43.9M to \$35.M
 - Projected overall savings of over \$1M



5



Part I Reported Crimes: Trolley

ARJIS Data vs. MTS Response

ARJIS Data

Part I Crimes	2015	2016
Homicide	0	0
Rape	3	3 (a)
Robbery	53	51
Aggravated Assault	58	66
Burglary	1	1
Larceny/Theft	55	119 (b)
Motor Vehicle Theft	74	93
Arson	1	4
Total:	245	337

MTS Response Data

Part I Crimes	2015	2016
Homicide	0	0
Rape	1	0
Robbery	17	17
Aggravated Assault	32	21
Burglary	1	0
Larceny/Theft	63	47
Motor Vehicle Theft	11	14
Arson	1	8
Total:	126	107

(a) Two cases determined to be unfounded, one case not MTS related

(b) 32 cases vehicle related

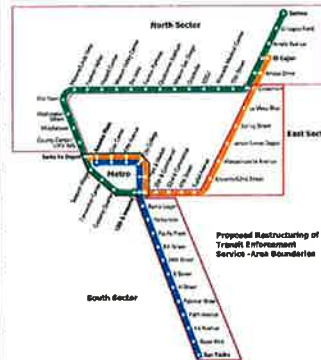


6



PART I CRIMES BY SECTOR

	Metro	East Sector	North Sector	South Sector
Homicide	0	0	0	0
Rape	1	1	0	1
Robbery	17	13	14	7
Agg Assault	26	12	16	12
Burglary	0	0	1	0
Larceny/Theft	31	15	34	39
Motor Vehicle Theft	2	8	24	59
Arson	0	2	1	1
TOTALS	77	51	90	119



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Part I Reported Crime Comparison: Trolley

MTS and Los Angeles Metro - January through June 2016

	MTS	Los Angeles
Ridership	38,101,431	111,693,254
Incidents per 100,000	.88	1.09
<u>Against Persons</u>		
Homicide	0	3
Rape	3	3
Robbery	51	322
Agg. Assault	66	192
Subtotal	120	520
<u>Against Property</u>		
Burglary	1	5
Theft	119	593
MV Theft	93	101
Arson	4	3
Subtotal	217	702
Total Part I Incidents	337	1222



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MTS Response to Part II Crimes: Trolley

Part II Incidents	2015 Arrests	2016 Arrests	2015 Reports	2016 Reports
Drunkenness	219	98	N/A	N/A
Drug Abuse Violations	168	71	N/A	N/A
Other Assaults	115	83	200	170
Vandalism	53	34	224	270
Sex Offenses	2	9	8	21
Total:	557	295	432	461



9



BUS Calls for Service

Division	Calls for Service	
	<u>2015</u>	<u>2016</u>
• MTS Bus	314	212
• TransDev E. County Division	39	43
• TransDev S. Bay Division	168	127
Total:	521	382
Top Three Call Types:		
• Disturbance Calls	358	249
• Vandalism	38	57
• Assaults	64	76



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MTS Response to Part I Crimes: Bus

Part I Crimes	2015 Total Crimes	2016 Total Crimes	2015 Onboard	2016 Onboard	2015 Arrests	2016 Arrests
Homicide	0	0	0	0	0	0
Rape	0	0	0	0	0	0
Robbery	9	3	5	0	1	1
Aggravated Assault	13	11	10	6	8	6
Burglary	1	0	0	0	0	0
Larceny/Theft	16	14	11	3	0	2
Motor Vehicle Theft	2	0	0	0	0	0
Arson	0	1	0	0	0	0
Total:	41	29	26	9	9	9



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MTS Response to Part II Crimes: Bus

Part II Incidents	2015 Total Crimes	2016 Total Crimes	2015 Onboard	2016 Onboard	2015 Arrests	2016 Arrests
Drunkenness	N/A	N/A	N/A	N/A	39	20
Drug Abuse Violations	N/A	N/A	N/A	N/A	9	5
Other Assaults	56	66	33	36	13	16
Vandalism	83	83	68	40	10	6
Sex Offenses	2	3	2	0	1	1
Total:	141	152	103	76	72	48



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Assaults

- MTS responded to 275 assaults (Part I and Part II) on both trolley and bus
 - 130 of those assaults were on MTS employees (Security Officers, Code Compliance Inspectors, and Bus and Trolley Personnel)



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SECURITY & ENFORCEMENT



14



Joint Agency Task Force JATF

- Felony Arrests: 212
- Misdemeanor Arrests: 967
- Misdemeanor Cites: 60
- Infraction Cites: 2,338
- Field Interviews: 663
- 4th Waiver searches: 855 (Parole/Probation/AB109)
- Detentions: 81 (5150, Run away juvenile, etc.)



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JATF – MTS Partnership

- Weapons Recovered: 36
- Narcotics Seized/Impounded: 115
- Burglary Tools Seized: 4
- Documented Gang Members Contacted: 185
- DHS/JTTF “Person of Interest” Hits: 67
- Registered Sex Offenders Contacted/Arrested: 113



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JATF – MTS Partnership

JATF has recovered the following narcotics / controlled substances:

Ambien, Heroin, Marijuana, Methamphetamine, Morphine tablets, Rock Cocaine, “Spice”, Temazepam, Tramadol, cocaine pipes, meth pipes, syringes, scales, “hype kits” and packaging materials.

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

Handguns (3), Replica firearms (8), brass knuckles, Knives (19), daggers (2), razor blades, utility knives, survival axe, Pepper Spray (2), Stun gun, burglary tools (bolt cutters, cable cutters, pry bars, glass etchers, spring punches, etc.), stolen CDL, stolen birth Certificate, stolen purse, U.S. Currency, counterfeit U.S. currency, stolen cell phones.



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Fare Inspections and Citations

There was a 25.4% increase in fare inspections and a 72.1% increase in citations issued in 2016:

Fare Inspections	2015	2016
	6,853,539	8,596,500
Citations	18,564	31,948

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

	2015	2016	Percentage Change
Fare Evasion	15,267	25,452	+ 66.7
Smoking	1019	2,674	+ 162.4%
Failure to Comply	493	682	+ 38.3%



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Special Enforcement Details Fare Evasion Rate: Trolley

The Code Compliance Department conducted 9 controlled SED's and 52 non-controlled SED's. The purpose of this detail is to check fares onboard the trolley and in stations, and enforce the quality of life issues using a high visibility presence throughout the trolley lines.

	# of SED's	Total contacts	Total Fare Violations	Evasion Rate
Controlled SED's	9	27,408	778	2.84%
Non-Controlled SED's	52	51,419	1,935	3.76%



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SDM Inspections

	Total Riders Inspected	Total SDMs Inspected	Citations	Warnings
Trolley	8,596,500	1,105,059	860	759
Bus	92,304	38,059	169	44



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Quality of Life – Transient Encampment Details

Thirty two Transient Encampment details were conducted this year to address illegal lodging and other nuisance quality-of-life concerns on MTS properties. The following number of citations were issued:

- Trespassing – 135
- Loitering – 46
- No Fare – 333
- Drug/Paraphernalia – 14
- Quality of Life* - 93
 - *Includes smoking, alcohol violations and unruly conduct.



21



Copper Wire Theft

There were four cases of copper wire theft in 2016, the first case of the year occurring on September 12, 2016. It was the first case since July 1, 2015

	<u>2014</u>	<u>2015</u>	<u>2016</u>
Cases:	34	6	4



22



Training

- FEMA Training (ICS 100, 700, 800) - All employees
- TSA Mass Transit Security Awareness (First Observer) – All CCI's and Supervisors
- Legal Authorities/Legal Aspects of Use of Force – All CCI's and Supervisors
- Two-Day Leadership Training for new Auxiliary Supervisors
- 40 hour FTO School for new Training Officers
- Right of Way Train the Trainer Course - 10 Supervisors
- Certifications up to date
 - 832 PC, Laws of Arrest; CPR



23



End of Presentation

Questions?



24





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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

FISCAL YEAR 2017 SECOND QUARTER PERFORMANCE MONITORING REPORT
(DENIS DESMOND)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment", establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically. Staff will present a summary of system performance through the second quarter of fiscal year 2017, including the metrics outlined in Policy 42 and Title VI-required standards.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Performance Monitoring Report



San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2017: JULY 2016 - DECEMBER 2016
Page 1 of 4

OBJECTIVE | Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	FY 2015	FY 2016	FY 2017	# Change FY15 - FY16	# Change FY16 - FY17	% Change FY15 - FY16	% Change FY16 - FY17
Urban Frequent	19,071,586	16,802,906	15,668,039	(2,268,680)	(1,134,867)	-11.9%	-6.8%
Urban Standard	5,854,322	5,504,334	4,930,992	(349,988)	(573,342)	-6.0%	-10.4%
Rapid	1,951,171	2,859,324	3,058,127	908,153	198,803	46.5%	7.0%
Express	1,083,945	1,029,737	1,087,248	(54,208)	57,511	-5.0%	5.6%
Circulator	388,491	374,968	375,165	(13,523)	197	-3.5%	0.1%
Premium/Rapid Express	152,542	145,458	140,397	(7,084)	(5,061)	-4.6%	-3.5%
Rural	38,107	36,240	36,957	(1,867)	717	-4.9%	2.0%
All Fixed-Route Bus Modes	28,540,164	26,752,967	25,296,925	(1,787,197)	(1,456,042)	-6.3%	-5.4%
Demand-Responsive	231,210	260,562	267,949	29,352	7,387	12.7%	2.8%
Light Rail (Blue, Orange, Green)	20,099,102	20,756,024	19,244,730	656,922	(1,511,294)	3.3%	-7.3%
Light Rail (Silver)	15,864	18,058	16,322	2,194	(1,736)	13.8%	-9.6%
System Total Passengers	48,886,340	47,787,611	44,825,926	(1,098,729)	(2,961,685)	-2.2%	-6.2%

NOTES: MTS system-wide ridership declined -6.2%. Fixed-route bus ridership decreased -5.4% overall, partly due to enforcement of existing Senior/Disabled/Medicare identification requirements. The Transit Optimization Plan (TOP) is currently underway with the goal of identifying unproductive segments, and markets where added service could increase ridership. Ridership decreases in some categories, such as Urban Frequent, reflect the replacement of regular MTS services with new Rapid service. Ridership on our Demand-Responsive service, the federally-mandated American with Disabilities Act complementary paratransit service, continued to grow, but the rate of growth decreased compared to FY16 due to new enforcement strategies of federal ADA qualifications. One less weekday in FY17, a long rainy season, and lower gas prices have also impacted ridership.

Average Weekday Passengers

Route Categories	FY 2015	FY 2016	FY 2017	# Change FY15 - FY16	# Change FY16 - FY17	% Change FY15 - FY16	% Change FY16 - FY17
Urban Frequent	125,420	110,650	102,499	(14,770)	(8,151)	-11.8%	-7.4%
Urban Standard	39,848	37,290	33,222	(2,558)	(4,068)	-6.4%	-10.9%
Rapid	13,032	18,702	20,229	5,670	1,527	43.5%	8.2%
Express	7,907	7,409	7,809	(498)	400	-6.3%	5.4%
Circulator	2,950	2,771	2,875	(179)	104	-6.1%	3.8%
Premium/Rapid Express	1,255	1,141	1,104	(114)	(37)	-9.1%	-3.2%
Rural	336	340	319	4	(21)	1.2%	-6.2%
All Fixed-Route Bus Modes	190,748	178,303	168,057	(12,445)	(10,246)	-6.5%	-5.7%
Demand-Responsive	1,645	1,751	1,929	106	178	6.4%	10.2%
Light Rail (Blue, Orange, Green)	121,929	126,294	116,924	4,365	(9,370)	3.6%	-7.4%
Light Rail (Silver)	195	245	233	50	(12)	25.6%	-4.9%
System Avg. Weekday Pass.	314,517	306,593	287,143	(7,924)	(19,450)	-2.5%	-6.3%

NOTES: The average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For FY17, there is a 6.3% decrease in system-wide average weekday passengers (down 19,450 passengers per average weekday). Similar to **Total Passengers** on buses, the average weekday ridership decreases in the Urban Frequent and Express categories reflect the replacement of regular MTS bus services with new Rapid service.

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2017: JULY 2016 - DECEMBER 2016
Page 2 of 4

Passengers per Revenue Hour

Route Categories	FY 2015	FY 2016	FY 2017	% Change FY15 - FY16	% Change FY16 - FY17
Urban Frequent	35.7	31.9	29.8	-10.6%	-6.6%
Urban Standard	26.6	24.7	21.8	-7.1%	-11.7%
Rapid	25.2	31.1	32.7	23.4%	5.1%
Express	28.1	24.2	25.4	-13.9%	5.0%
Circulator	17.0	16.3	14.4	-4.1%	-11.7%
Premium/Rapid Express	24.9	24.9	24.6	0.0%	-1.2%
Rural	14.1	13.3	13.7	-5.7%	3.0%
All Fixed-Route Bus Modes	32.0	29.3	27.4	-8.4%	-6.5%
Demand-Responsive	2.0	2.1	2.0	5.0%	-4.8%
Light Rail (Blue, Orange, Green)	232.3	238.7	220.4	2.8%	-7.7%
Light Rail (Silver)	54.6	52.5	45.3	-3.8%	-13.7%
System Riders Per Rev. Hour	44.8	42.4	39.2	-5.4%	-7.5%

NOTES: The 'passengers per revenue hour' metric shows how any added or removed revenue hours (in-service hours plus layover hours) relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses.

Weekday Passengers per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time and weekends. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service, instead of how efficiently MTS is grouping trips and breaks together for a vehicle to operate (revenue hours).

Route Categories	FY 2015	FY 2016	FY 2017	% Change FY15 - FY16	% Change FY16 - FY17
Urban Frequent	45.3	40.7	37.6	-10.2%	-7.6%
Urban Standard	36.1	33.4	30.6	-7.5%	-8.4%
Rapid	46.0	42.7	45.7	-7.2%	7.0%
Express	34.1	31.6	32.9	-7.3%	4.1%
Circulator	25.9	24.4	21.4	-5.8%	-12.3%
Premium/Rapid Express	27.7	27.3	26.7	-1.4%	-2.2%
Rural	10.3	10.5	9.8	1.9%	-6.7%
All Fixed-Route Bus Modes	41.7	38.0	35.8	-8.9%	-5.8%
Demand-Responsive	N/A	N/A	N/A	N/A	N/A
Light Rail (Blue, Orange, Green)	277.1	287.0	265.7	3.6%	-7.4%
Light Rail (Silver)	68.2	86.1	81.8	26.2%	-5.0%
System Riders/In-Svc. Hour	61.9	59.7	55.9	-3.6%	-6.4%

NOTES: Compared to FY17, MTS' system-wide passengers per in-service hour decreased -6.4% to 55.9 passengers per in-service hour in FY17. For FY17, fixed-route bus passengers per in-service hour experienced a decrease -5.8% to 35.8 passengers per in-service hour.

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On-Time Performance

On-time performance (OTP) is measured at each bus timepoint for every trip; buses departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." Trolley trips arriving at their end terminal within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.

Route Categories	Service Change Period					GOAL
	June 2015	Sept. 2015*	Jan. 2016*	June 2016	Sept. 2016	
Urban Frequent	81.6%	83.0%	83.1%	82.7%	83.0%	85.0%
Urban Standard	84.6%	82.2%	84.0%	82.2%	83.6%	90.0%
Rapid	89.2%	87.5%	89.7%	89.7%	88.1%	85.0%
Express	83.4%	75.6%	85.5%	73.7%	74.3%	90.0%
Circulator	82.0%	79.8%	86.6%	83.8%	83.9%	90.0%
Premium/Rapid Express	99.2%	85.4%	87.9%	87.1%	85.9%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	
Light Rail (Blue, Orange, Green)	92.0%	94.7%	92.6%	88.2%	92.0%	90.0%
Light Rail (Silver)	92.0%	90.0%	94.3%	95.5%	96.8%	90.0%
System On-Time Performance	84.4%	82.6%	85.0%	82.8%	83.5%	

NOTES: Overall, on-time performance remained between 80% and 85%. As of the September 2016 service change, three route categories have met their goal while four categories did not. A seasonal on-time performance dip is expected in September when schools return to session and traffic congestion increases. The Rapid bus mode met its goals, as signal priority measures, and limited stops helped reliability and performance. Rapid Express came close to meeting its goal since it operates in separated lanes from general traffic. The two Trolley modes also met their goal, benefitting from the completion of Trolley Renewal construction and activities. The remaining bus modes continue to be challenged by traffic congestion, roadwork and associated detours, lack of transit priority treatments, and traffic calming measures that slow bus service. MTS has recently installed AVL equipment on buses that provides more robust on-time performance reporting capabilities. This data will be used to improve on-time performance. (*New AVL data included.)

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Scheduled In-Service Hours (Weekly Total)

Operator	Sept. 2015	Sept. 2016	# Diff	% Diff
MTS Directly-Operated Bus	12,761	12,830	69	0.5%
MTS Contracted Fixed-Route Bus	14,167	14,738	571	4.0%
Demand-Responsive	N/A	N/A	N/A	N/A
MTS Rail	2,861	2,856	(5)	-0.2%
System	29,789	30,424	635	2.1%

NOTES: In FY17, all modes remained relatively unchanged to compared to what was budgeted.

San Diego Metropolitan Transit System
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Scheduled In-Service Miles (Weekly Total)

Operator	Sept. 2015	Sept. 2016	# Diff	% Diff
MTS Directly-Operated Bus	187,138	187,671	533	0.3%
MTS Contracted Fixed-Route Bus	204,498	203,159	(1,339)	-0.7%
Demand-Responsive	N/A	N/A	N/A	N/A
MTS Rail	59,660	59,388	(272)	-0.5%
System	451,296	450,218	(1,078)	-0.2%

NOTES: In FY17, all modes remained relatively unchanged to compared to what was budgeted.

Weekday Peak-Vehicle Requirement

This measure shows the maximum number of vehicles that are on the road at any one time (a weekday peak period) in order to provide the levels of service that have been scheduled.

Operator	Sept. 2015	Sept. 2016	# Change FY16-FY17
MTS Directly-Operated Bus	228	232	4
MTS Contracted Fixed-Route Bus	279	279	-
Demand-Responsive	161	159	(2)
MTS Rail	96	96	-

NOTES: All bus service peak vehicle requirements remained largely the same. Trolley's peak car requirement remained consistent between FY16 and FY17. MTS Access' peak vehicle requirement has grown significantly over the past three years, mirroring large increases in ridership.

In-Service Speeds (MPH) (Weekday)

Operator	Sept. 2015	Sept. 2016	% Change FY16-FY17
MTS Directly-Operated Bus	14.6	14.5	-0.7%
MTS Contracted Fixed-Route Bus	14.4	13.8	-4.2%
MTS Rail	20.9	20.8	-0.5%

NOTES: In-service speeds have remained relatively flat year-over-year.

In-Service/Total Miles (Weekday)

The 'in-service miles per total miles' ratio is only calculated for MTS in-house operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	Sept. 2015	Sept. 2016	% Change FY16-FY17
MTS Directly-Operated Bus	85.7%	84.4%	-1.3%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail	99.3%	99.2%	-0.1%

NOTES: Ratios have remained stable over the two service periods reported for MTS Directly-Operated Bus and MTS Trolley operations.

In-Service/Total Hours (Weekday)

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house operations.

Operator	Sept. 2015	Sept. 2016	% Change FY16-FY17
MTS Directly-Operated Bus	75.7%	75.3%	-0.4%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail (Layover Included)	85.4%	85.5%	0.1%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time, with only a minor change from FY16 to FY17.

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Att. A, AI 46, 3/9/17
DATE: 3/6/17

Title VI Compliance

The indicators below are required by the FTA to be monitored by and reported to the MTS Board. They measure the quantity and quality of service that MTS provides to minority and non-minority populations, as defined in FTA Circular 4702.1B (2012). The circular defines a minority route as, "a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area."

Route Headway

Category/ Route	Weekday Headway		Category/ Route	Weekday Headway		Category/ Route	Weekday Headway	
	Peak	Base		Peak	Base		Peak	Base
Rapid Express/Premium Express			Urban Frequent			Circulator		
<i>Goal</i>	<i>30 min.</i>	<i>n/a</i>	<i>Goal</i>	<i>n/a</i>	<i>15 min.</i>	<i>Goal</i>	<i>n/a</i>	<i>60 min.</i>
280	15	-	906/907	15	15	18	30	30
290	10	-	929	12	15	25	60	60
Express			932	15	15	83	60	60
<i>Goal</i>	<i>30 min.</i>	<i>n/a</i>	933/934	15	15	84	60	60
20	15/30	30	955	15	15	88	30	30
50	15/30	60	961	15	15	851	60	60
60	15/30	-	992	15	15	904*	30	30
110	20	-	Urban Standard			964	30	30
150	15/30	30	<i>Goal</i>	<i>n/a</i>	<i>30 min.</i>	965	35-40	35-40
870	75	-	4	30	30	Circulator (SVCC) (Note 1)		
950	10/20	30	14	60	60	<i>Goal</i>	<i>60 min.</i>	<i>n/a</i>
Light Rail			27	30	30	972	~30	-
<i>Goal</i>	<i>n/a</i>	<i>15 min.</i>	28	30	30	973	~30	-
Blue	7.5	15	31	30	-	978	~30	-
Orange	15	15	35	15/30	30	979	~30	-
Green	15	15	105	30	30	Rural (Note 2)		
Silver	30	30	115	30	30	<i>Goal</i>	<i>n/a</i>	<i>n/a</i>
Rapid			703*	-	60	888	-	-
<i>Goal</i>	<i>n/a</i>	<i>15 min.</i>	704	30	30	891	-	-
201/202	10	15	705	30	30	892	-	-
204	15	15	707	60	60	894	-	-
215	10	15	815	30	30			
235	15	30	816	30	30			
237	15/30	-	832	30	30			
Urban Frequent			833	30	30			
<i>Goal</i>	<i>n/a</i>	<i>15 min.</i>	834	30	30			
1	15	15	848	30	30			
2	12	15	854	30	30			
3	15	15	855	30	30			
5	15	15	856	30	30			
6	15	15	864	30	30			
7	6/12	12	871/872	30	30			
8*	20	20	874/875	30	30			
9*	20	20	905	15	30			
10	15	15	916/917	30	60			
11	15	15	921	30	30			
13	15	15	923	30	30			
30	15	15	928	30	30			
41	7.5/15	15	936	30	30			
44	7.5/15	15	944	30	30			
120	15	15	945	30	30			
701	15	15	962	30	30			
709	15	15	963	30	30			
712	15	15	967	60	60			
901	15	30	968	60	60			

Note 1: Routes 972, 973, 978, are 979 are timed to the COASTER schedule and wait for passengers to transfer from the COASTER. Trips with an overflow of passengers use an additional standby bus located at the COASTER station.

Note 2: Rural & Demand Response services have no specific Policy 42 goals for on-time performance, headway, or vehicle load.

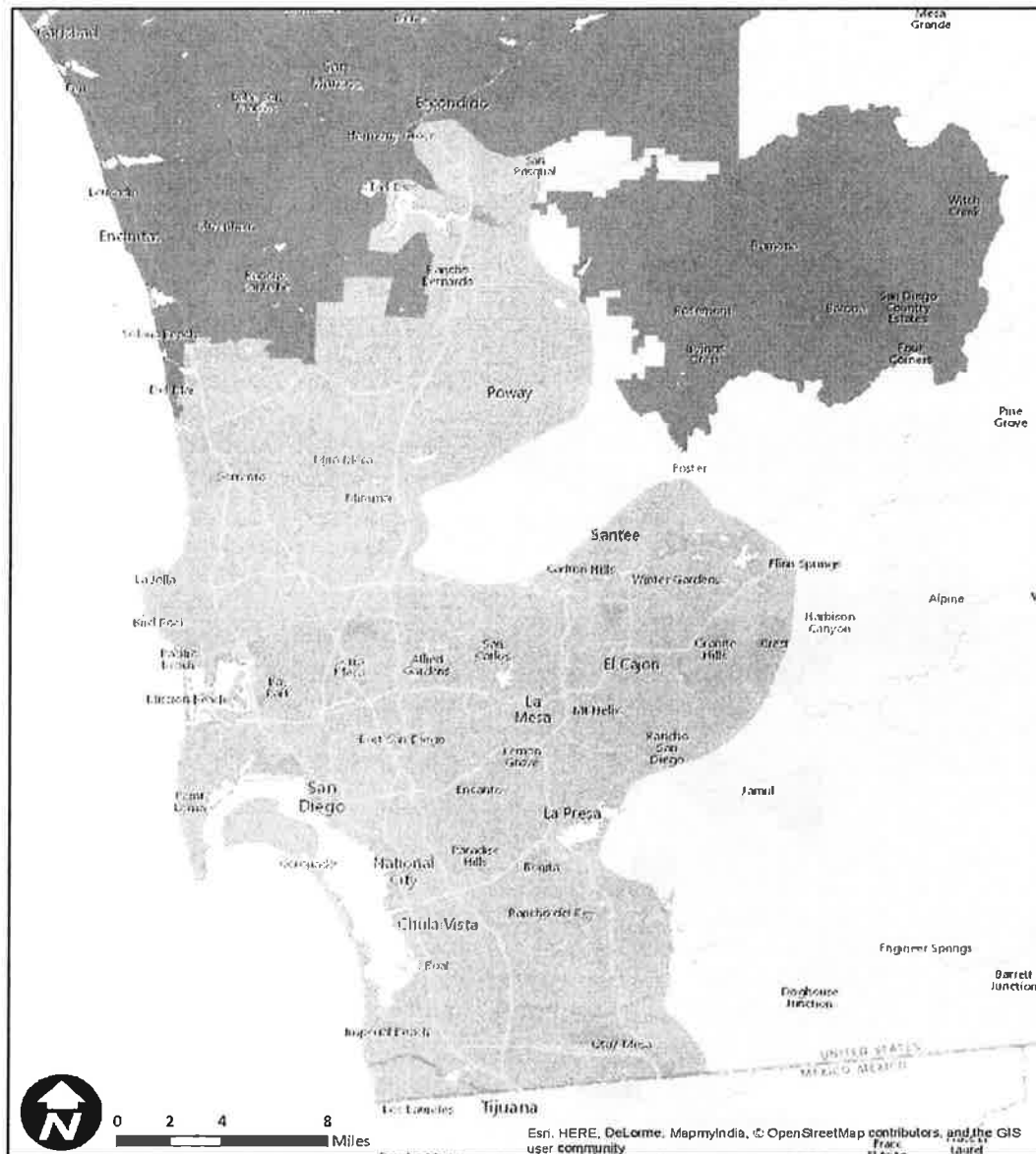
Note 3 (*): Route 703 only operates on Sunday. Routes 8 and 9 operate 15 minute headway in Summer. Route 904 has additional frequency in summer paid for by City of Coronado.

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Service Availability		
Goal	Actual	
80% of residents or jobs within 1/2 mile of a bus stop or rail station in urban area	% of residents within 1/2 mile of a bus stop 94.0%	% of jobs within 1/2 mile of a bus stop or rail station in urban areas: 90.5%
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station: 99.9%	
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	Available Service: Route 848 serves Lakeside seven days a week and Route 864 serves Alpine seven days a week.	

See attached map entitled 'Metropolitan Transit System Area of Jurisdiction.'

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MTS Area of Jurisdiction
October 2016

MTS Service Area
MTS Rural Service Area
NCTD Service Area



FY 2017 Q2 Performance Monitoring Report

MTS Board of Directors
March 9, 2017



Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		INTEGRATED	SUSTAINABLE	
PRODUCTIVITY	QUALITY	CONNECTIVITY	RESOURCES	EFFICIENCY
<ul style="list-style-type: none"> • Total Passengers • Average Weekday Passengers • Passengers/Revenue Hour • Passengers/In-Service Hour 	<ul style="list-style-type: none"> • Passenger Load Factor • On-Time Performance • Accidents/100,000 Miles • Comments/100,000 Passengers • Mean Distance Between Failures 	<ul style="list-style-type: none"> • Route Headway • Span-of-Service Consistency • Service Availability 	<ul style="list-style-type: none"> • In-Service Miles • In-Service Hours • Peak Vehicle Requirement 	<ul style="list-style-type: none"> • In-Service Speed • In-Service/Total Miles • In-Service/Total Hours • Farebox Recovery Ratio • Subsidy/Passenger



Total Passengers (Q1/Q2 six-month totals)

GOAL: Year-over-year improvement by Route, Category, and System

Route Categories	FY 2015 <i>July-Dec.</i>	FY 2016 <i>July-Dec.</i>	FY 2017 <i>July-Dec.</i>	% Change FY16-FY17
Urban Frequent	19,071,586	16,802,906	15,668,039	-6.8%
Urban Standard	5,854,322	5,504,334	4,930,992	-10.4%
Rapid (SuperLoop, 215, 235, 237)	1,951,171	2,859,324	3,058,127	7.0%
Express	1,083,945	1,029,737	1,087,248	5.6%
Circulator	388,491	374,968	375,165	0.1%
Premium/Rapid Express	152,542	145,458	140,397	-3.5%
Rural	38,107	36,240	36,957	2.0%
Fixed-Route Bus	28,540,164	26,752,967	25,296,925	-5.4%
Demand-Response	231,210	260,562	267,949	2.8%
Light Rail	20,114,966	20,774,082	19,261,052	-7.3%
System	48,886,340	47,787,611	44,825,926	-6.2%

<i>Average Weekday Ridership</i>	<i>314,517</i>	<i>306,592</i>	<i>287,143</i>	<i>-6.3%</i>
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Ridership

Fixed Route Bus -5.4%, Overall -6.2%

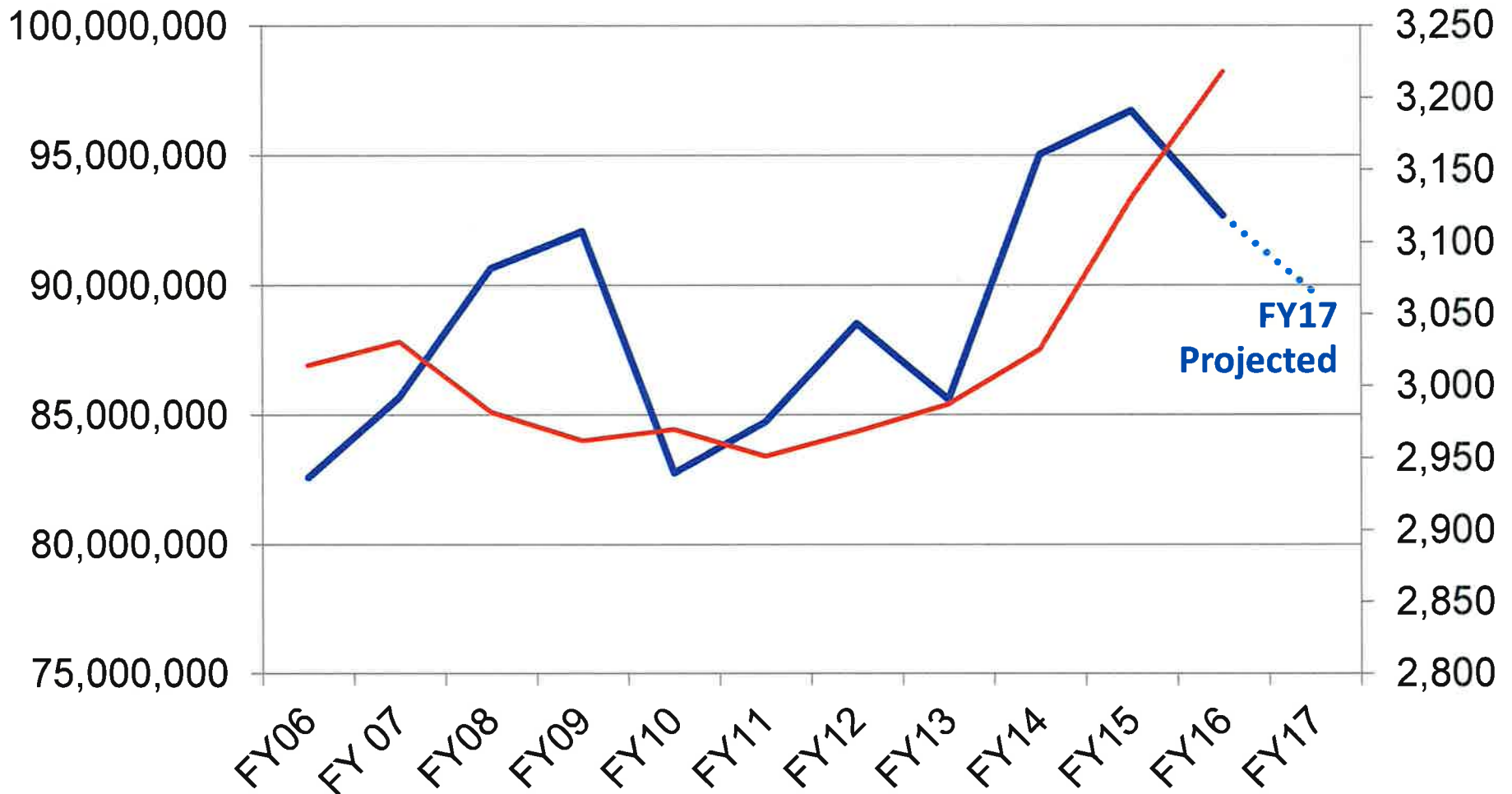
- **Nationwide trend for past 2-3 years**
 - Lower gas prices
 - New alternatives (TNCs, etc.)
- **No single pattern of loss identified for MTS**
 - Many MTS core network routes down 5%-10%
 - ID enforcement likely impacted SDM ridership
 - Cash vs. pass trends could indicate riders choosing mode on a trip-by-trip basis
- **Bright spots:**
 - Rapid Bus routes continue to grow
 - UC San Diego ridership up
 - Border routes and Express services doing better



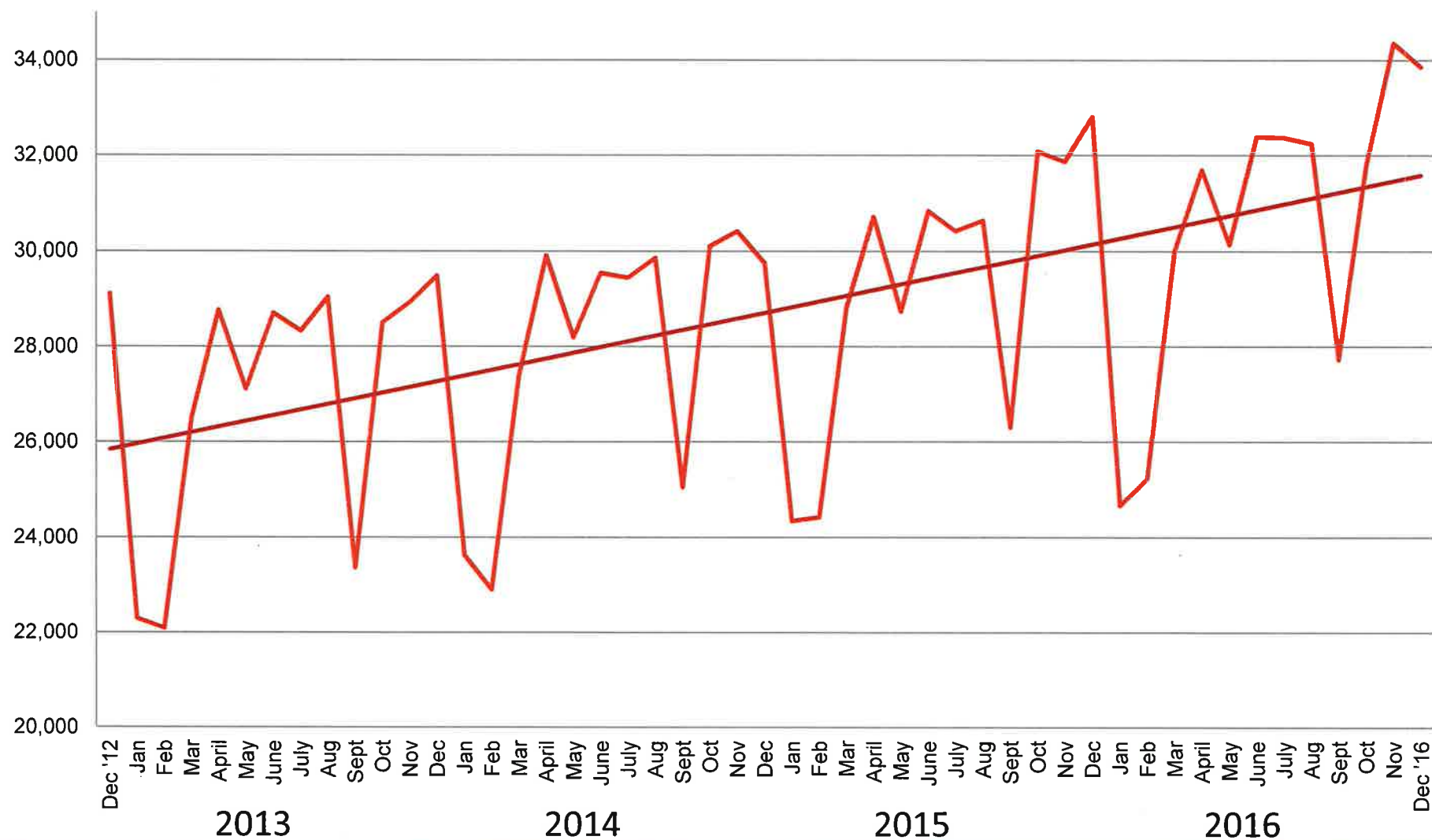
Ridership vs. VMT

MTS Ridership

U.S. Vehicle
Miles Travelled
(Billions)



California VMT 2013 - 2016 (millions)



California Ridership : Y-T-Y Change

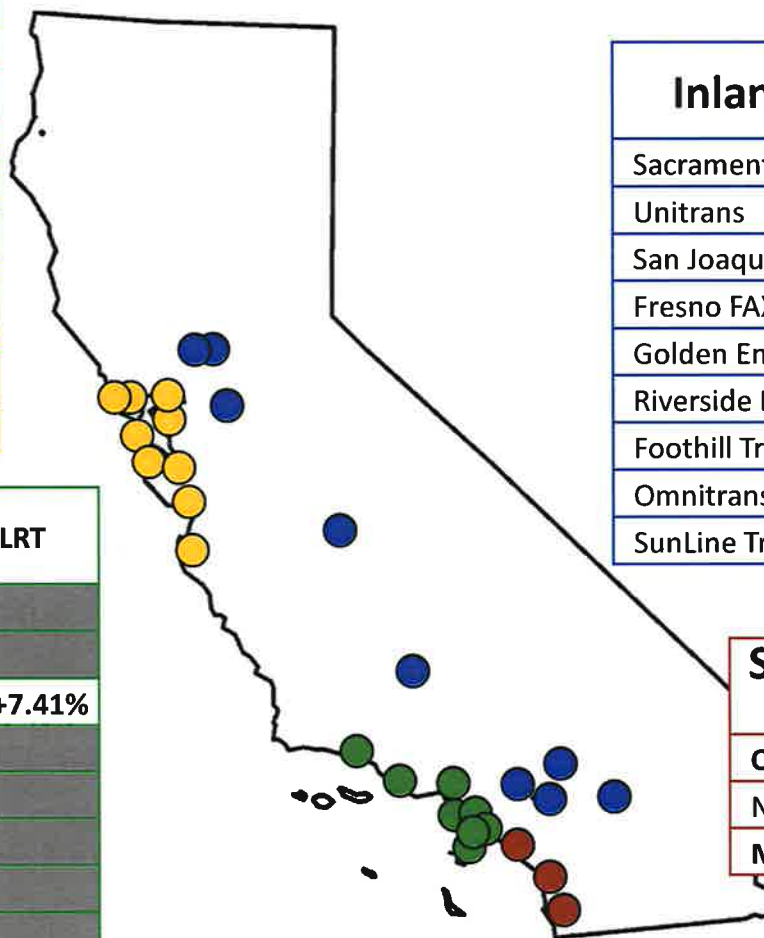
1st - 3rd Quarters CY 2015 – 2016 (Source: APTA)

Bay Area	Bus	LRT
Golden Gate Transit	-6.84%	
Marin County	-6.42%	
SF Muni	+8.79%	+4.74%
Central Contra Costa	+1.05%	
AC Transit	-3.71%	
SamTrans	-5.56%	
Santa Clara VTA	-7.94%	-8.02%
Santa Cruz Metro	-3.55%	
Monterey-Salinas	+2.81%	

Southern Cal.	Bus	LRT
Santa Barbara MTD	-9.03%	
Gold Coast Transit	-4.41%	
LA Metro	-8.35%	+7.41%
Big Blue Bus	-16.70%	
Culver Citybus	+13.29%	
Gardena Municipal	-3.56%	
Torrance Transit	-9.28%	
Long Beach Transit	-5.67%	

Inland	Bus	LRT
Sacramento RT	-12.67%	-1.23%
Unitrans	+2.63%	
San Joaquin RTD	-13.55%	
Fresno FAX	-2.73%	
Golden Empire	-7.71%	
Riverside RTA	-6.70%	
Foothill Transit	-5.10%	
Omnitrans	-10.92%	
SunLine Transit	-6.75%	

San Diego/ Orange	Bus	LRT
OCTA	-9.47%	
NCTD	-7.69%	-5.08%
MTS	-5.59%	-5.48%



Other Peer Agencies: Y-T-Y Change

1st - 3rd Quarters CY 2015 – 2016 (Source: APTA)

Bus	Bus	Light Rail
Phoenix (Valley Metro)	-14.35%	+12.10% *
WMATA (DC)	-5.70%	n/a
MTA (Baltimore)	-4.27%	+15.12%
Denver RTD	-6.37%	-4.65%
Miami-Dade Transit	-10.16%	n/a
Boston MBTA	+1.16%	+5.67%
Minneapolis Metro	-5.24%	+0.19%
St. Louis Metrolink	-7.40%	-4.67%
Portland Tri-Met	-5.54%	+6.39% *
Utah Transit Authority	n/a	-1.45%
Cleveland RTA	-8.52%	-4.12%
Houston Metro	+1.50%	+17.06% *
Dallas DART	-7.86%	-1.61%

* Light rail extension opened during period.



Passengers Per Revenue Hour (Q1/Q2 six-month totals)

GOAL: Improve route category average

Route Categories	FY 2015 <i>July-Dec.</i>	FY 2016 <i>July-Dec.</i>	FY 2017 <i>July-Dec.</i>	% Change FY16-FY17
Urban Frequent	35.7	31.9	29.8	-6.6%
Urban Standard	26.6	24.7	21.8	-11.7%
Rapid	25.2	31.1	32.7	5.1%
Express	28.1	24.2	25.4	5.0%
Circulator	17.0	16.3	14.4	-11.7%
Premium/Rapid Express	24.9	24.9	24.6	-1.2%
Rural	14.1	13.3	13.7	3.0%
Fixed-Route Bus	32.0	29.3	27.4	-6.5%
Demand-Response	2.0	2.1	2.0	-4.8%
Light Rail	231.6	238.0	219.7	-7.7%
System	44.8	42.4	39.2	-7.5%



On-Time Performance

GOAL: 85% for Urban Frequent & Rapid, 90% for all other categories

Route Categories	Service Change					GOAL
	June 2015	Sept. 2015	Jan. 2016	June 2016	Sept. 2016	
Urban Frequent	81.6%	83.0%	83.1%	82.7%	83.0%	85.0%
Urban Standard	84.6%	82.2%	84.0%	82.2%	83.6%	90.0%
Rapid	89.2%	87.5%	89.7%	89.7%	88.1%	85.0%
Express	83.4%	75.6%	85.5%	73.7%	74.3%	90.0%
Circulator	82.0%	79.8%	86.6%	83.8%	83.9%	90.0%
Premium/Rapid Express	99.2%	85.4%	87.9%	87.1%	85.9%	90.0%
Light Rail (Blue, Orange, Green)	92.0%	94.7%	92.6%	88.2%	92.0%	90.0%
Light Rail (Silver)	92.0%	90.0%	94.3%	95.5%	96.8%	90.0%
System	84.4%	82.6%	85.0%	82.8%	83.5%	





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Agenda Item No. 47

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

TRANSIT OPTIMIZATION PLAN (TOP) UPDATE (DENIS DESMOND)

INFORMATIONAL ITEM

Budget Impact

None.

DISCUSSION:

In summer 2016, MTS began the Transit Optimization Plan (TOP), a ten-year update to the Comprehensive Operational Analysis that evaluated services and reallocated resources according to a strategy that emphasized sustainability and productivity.

The initial public outreach, market analysis, and service evaluation phases of the plan are complete. MTS is now in the middle of the service implementation phase of the TOP. Information and data collected to date are now being used to formulate concepts for public comment and refinement. Staff will present an update of the TOP work to date and a schedule of next steps.



Paul C. Jablonski
Chief Executive Officer

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





Transit Optimization Plan Project Update

MTS Board of Directors
March 9, 2017



Goals:

- Update the 10-year old COA
- **Reverse recent ridership trend**
- Improve system and network for riders
- Reinvest in most productive services
- Simplify system, improve service quality
- Plan for South Bay Rapid and Mid-Coast



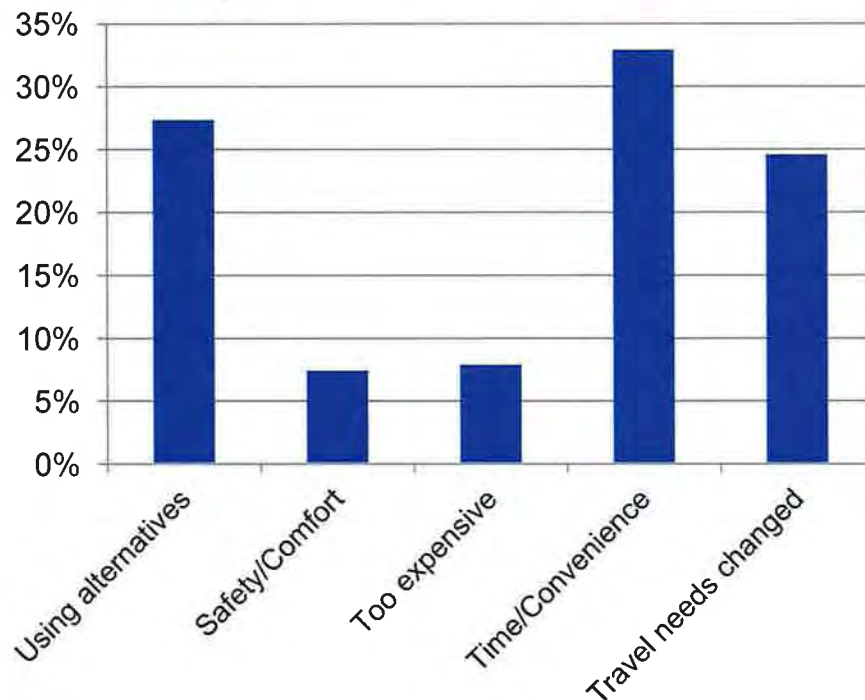
Schedule:

- Fall 2016: Kick off with public outreach and survey, data collection, market analysis, service analysis
- **Now: develop service proposals & implementation plan**
- Spring 2017: Public outreach, Title VI Analysis, Public Hearing
- Summer 2017 – Winter 2018: Implement changes

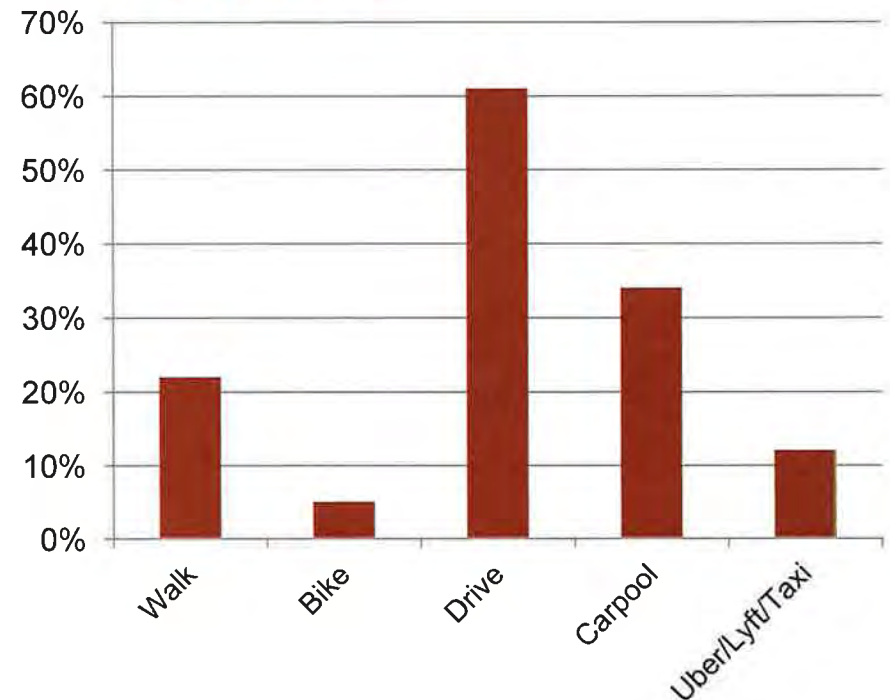
TOP Community Survey: MTS Riders

	Current MTS riders (2,063)	All respondents (3,791)
Ride about the same as last year	48.3%	26.3%
Ride more frequently	33.8%	18.4%
Ride less frequently	10.2%	5.7%
No answer (includes all non-riders)	7.8%	49.8%

Why?



Instead...



Community Survey: Non-riders

What is/are the primary reason(s) you don't ride MTS? (Up to three answers)

Trip takes too long/has too many transfers	979
Transit doesn't get close to my start or end point	632
Other (security, cleanliness,etc.)	481
Transit doesn't operate frequently enough	389
I don't have enough information about transit	331
Too expensive	293
Doesn't run early or late enough	219
Not enough parking available	86



Service Implementation Plan

Approach:

- Policy 42 principles: service that is Customer-Focused, Competitive, Integrated, Sustainable
- Utilize public outreach input & survey data
- Robust data and market analysis
- Layering a network from the ground-up

Concept Development:

- Strengthen the core frequent service network
- Simplify the system
- Increase reliability
- Allocate resources to most productive use
- Highest levels of service to the most riders



Service Implementation Plan

Concepts in Development for Improvements

- Expand reach of the frequent service network
(services operating **all day**, weekdays every 15 min. or better)
- Evaluate “super frequent” service operating every 10 min. or better
- Improve reliability & service quality by revising our longest routes
- Improve travel times by reducing “OOD” segments
- Identify infrastructure improvements that can reduce travel times
(+ Designing for Transit Manual)



Service Implementation Plan

Potential Trade-Off Issues

- Service development is assuming budget neutral result
- Consideration for future budget uncertainties
- Service enhancements achievable through reinvestment of underutilized resources:
 - *Consider revisions to / viability of underperforming routes*
 - *Some low-productivity segments could be deleted, others restructured*
 - *Adjust segment frequencies to match demand*



Average Weekday Ridership

System:

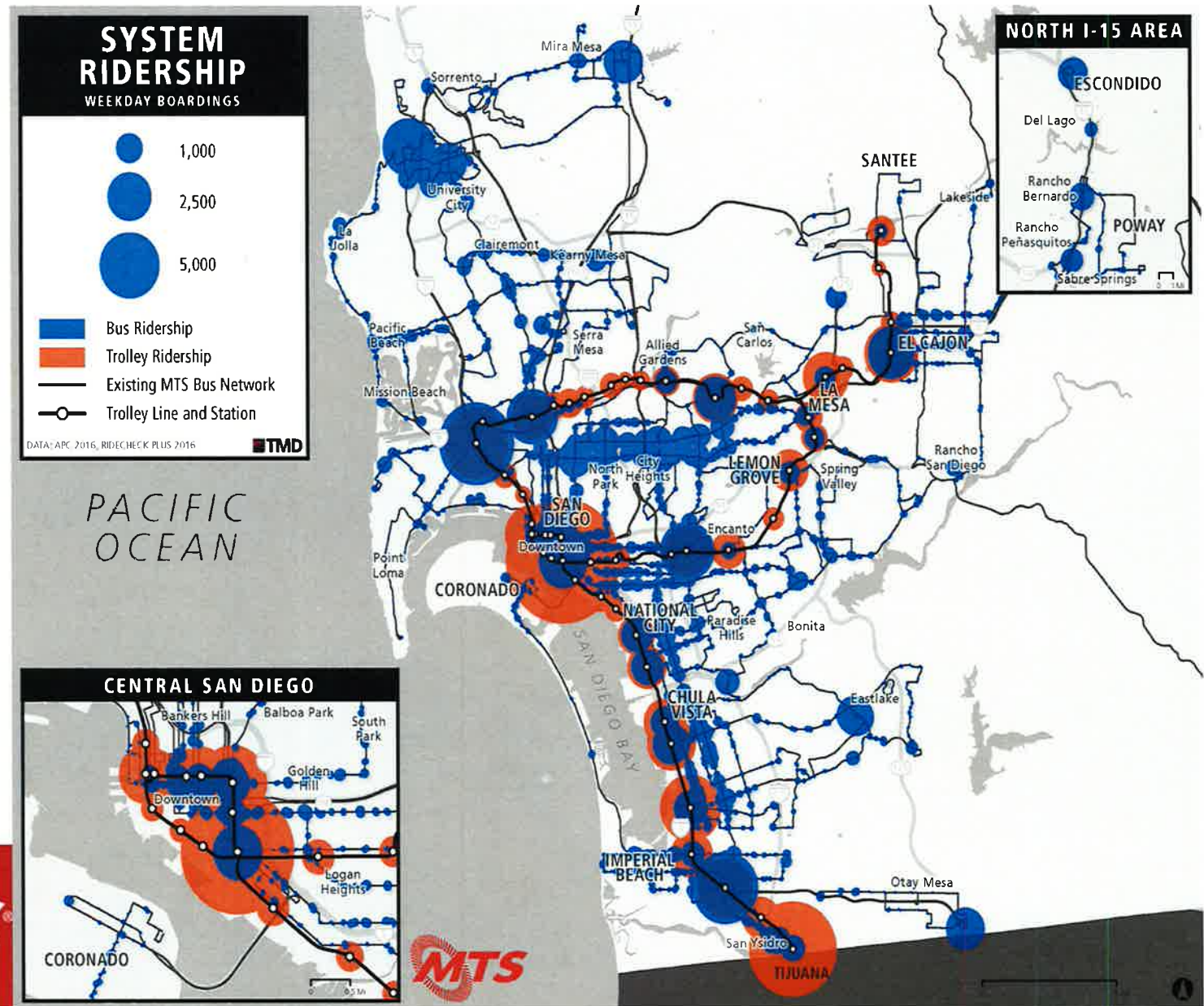
310,014

Bus:

189,384

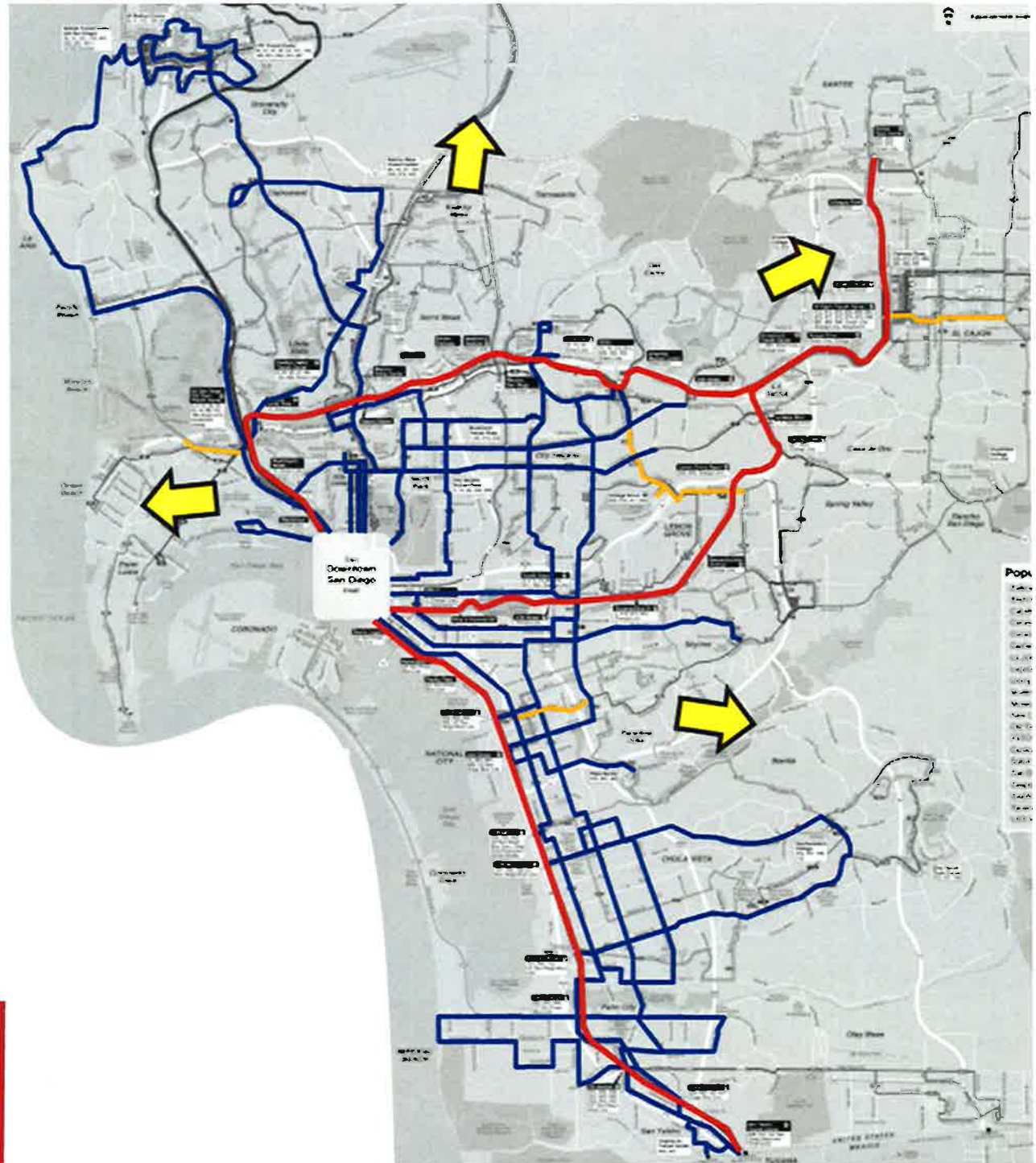
Trolley:

120,630



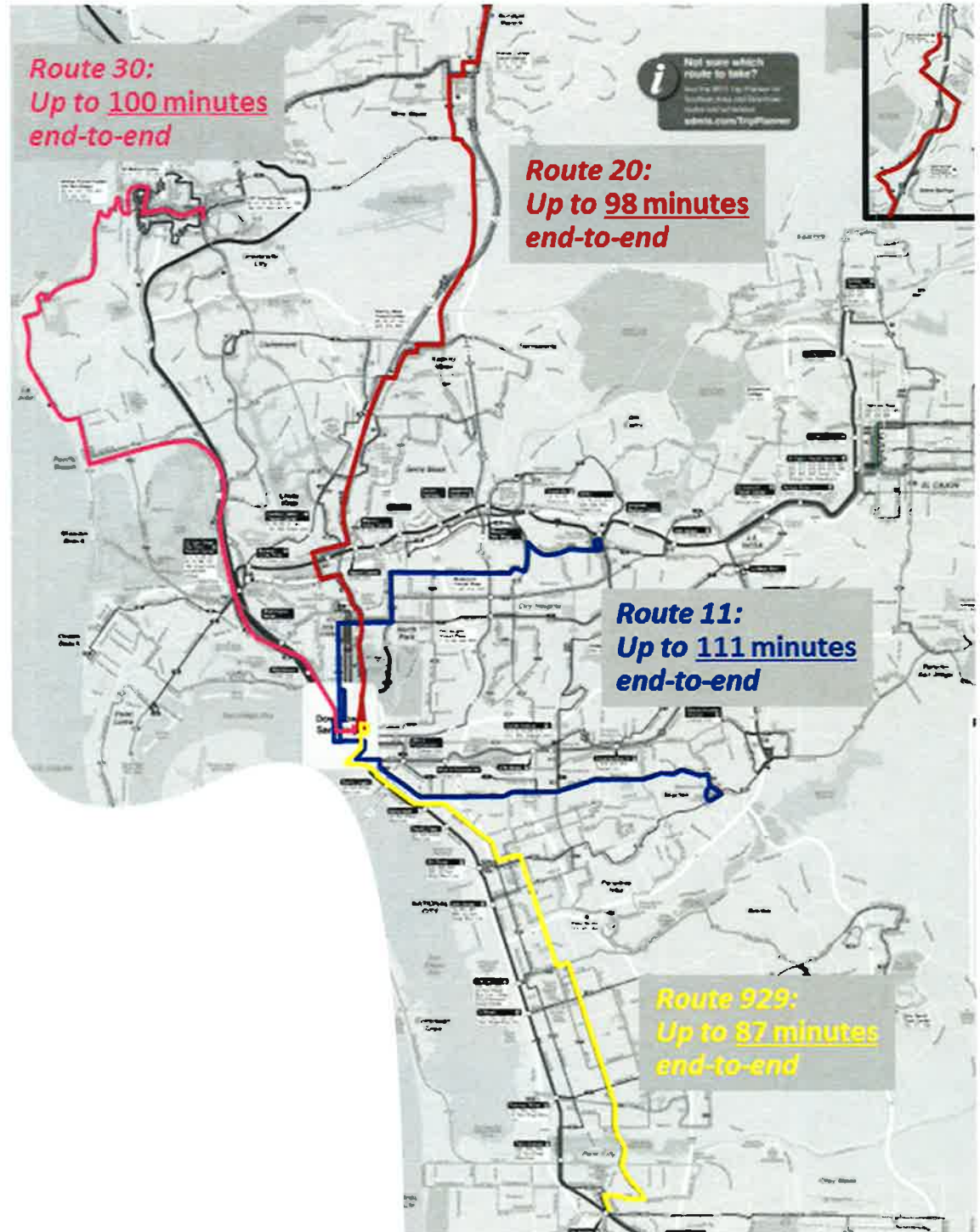
Existing Frequent Network

- Backbone of bus system
- Expansion of network as warranted by demand
- Evaluate “super frequent” service operating every 10 min. or better



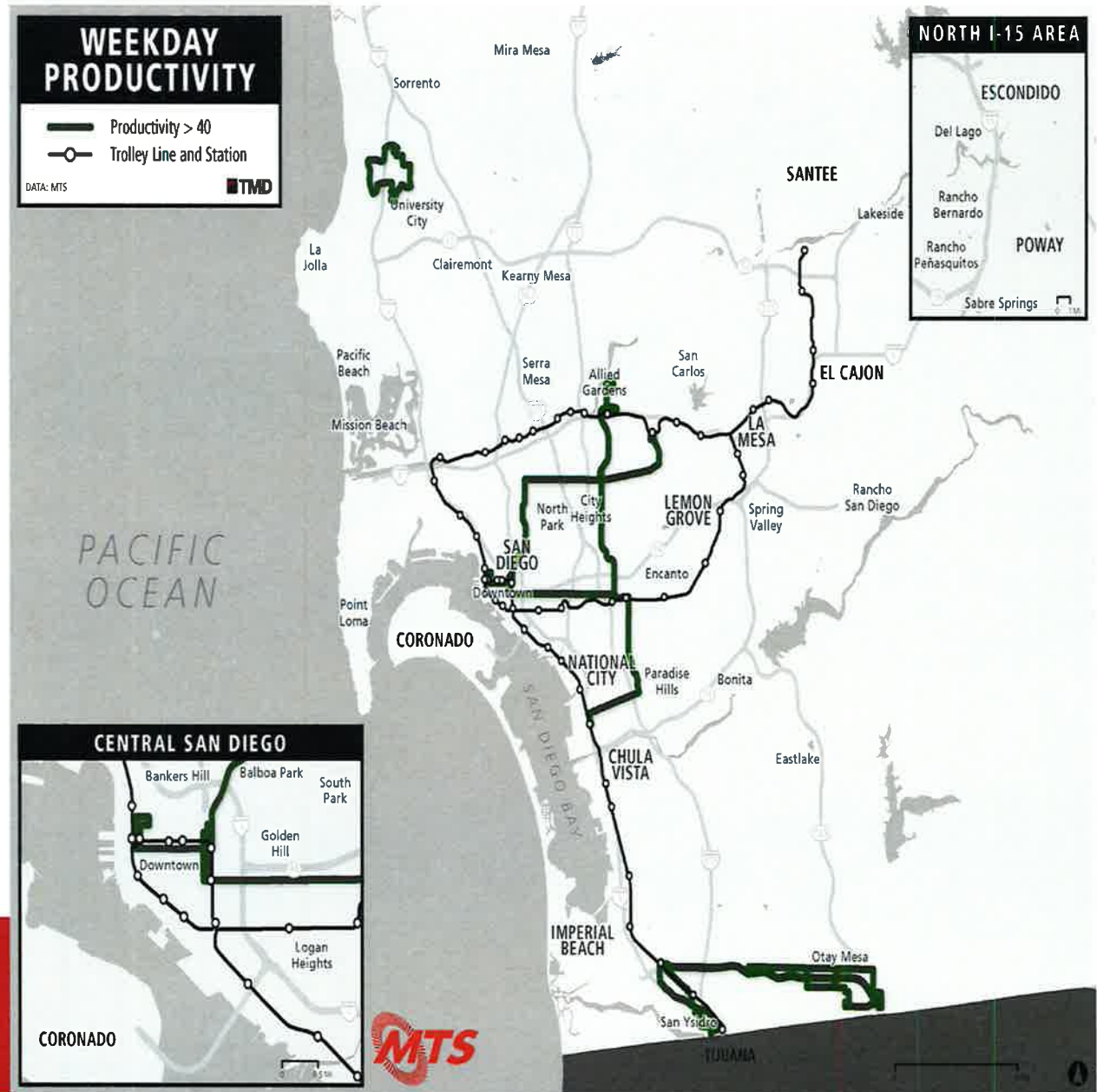
Long Routes

- Reliability is challenged by more opportunities for schedule disruption
- Long routes with varying characteristics are more difficult to adjust for capacity as-needed for individual segments
- But...splitting routes can inconvenience through-riders and require more resources



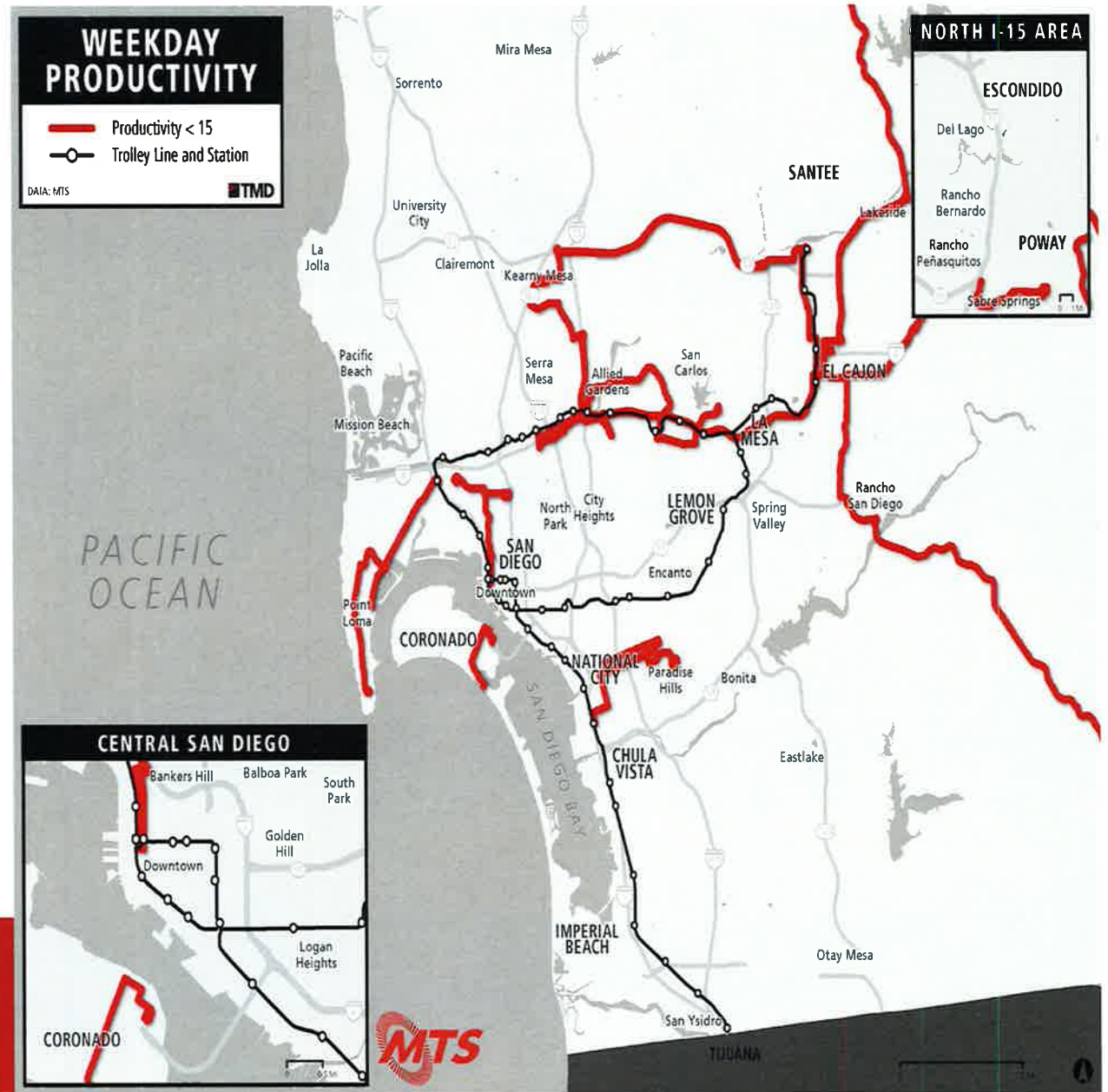
Productivity

Bus Route	Productivity (Boardings per Revenue Hour)
5	47.3
13	46
201/202	61.6
215	41.6
905	47.5
906/907	42.4
901	42.8
950	44.8



Productivity

Bus Route	Productivity (Boardings per Revenue Hour)
14	10.3
18	12.4
83	10.7
870	10.2
904	12
944	10.8
967	13.7
968	14.4
All Rural Routes	Below 8



Next Steps

- ☒ **Community Survey**
- ☒ Market Analysis
- ☒ Service Analysis
- ☒ Service Implementation Plan – ***IN PROGRESS***
- ☐ **Public Outreach**
- ☐ Scheduling
- ☐ Implementation
- ☒ Designing for Transit Manual
- ☐ Feeder Bus Studies



Transit Optimization Plan

Transit Optimization Plan Project Update

MTS Board of Directors
March 9, 2017





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

Agenda Item No. 48

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 9, 2017

SUBJECT:

MOBILE TICKETING UPDATE (ROB SCHUPP)

INFORMATIONAL ITEM

Budget Impact

None.

DISCUSSION:

In April 2016, the MTS Board of Directors approved a contract with Globe Sherpa (now known as moovel), to design, produce and implement a mobile ticketing application for iPhone and Android smart phones. It was a joint procurement with the North County Transportation District (NCTD). The contract was for three base years and three option years. The contract called for development costs of \$207,500, annual maintenance costs of \$140,000 (after year one) and commission payments of 4% of sales, which were estimated not to exceed \$1,542,411 over the six years of the contract. MTS was to pay 75% of the development and maintenance costs, with NCTD paying 25%. Commissions will be deducted from the sale of MTS and NCTD products.

Subsequently, in June 2016, the Board denied an official protest of the moovel contract by Bytemark, Inc. Due to the delay caused by the Bytemark protest, moovel was unable to commit to its original launch date and pushed it back to March 31, 2017. To mitigate for the delay, moovel agreed to waive all Year One development costs.

MTS and NCTD marketing, finance, operations and security staff has been working with moovel to develop the app, which is on schedule for a Phase I launch in the last week in March.



For MTS, the first phase launch of the app will include Day Passes, 30-day passes and special passes for multiple-day events such as Comic-Con. For NCTD, the app will include COASTER one-way tickets in addition to the BREEZE and SPRINTER day passes and 30-day passes. A RegionPlus Day pass (\$12 pass good for both MTS and NCTD services) will also be available. Mobile tickets will be good on both bus and rail services. Phase II is scheduled for launch in October of this year and will include a solution for UC San Diego students to download their quarterly U-Pass, which allows them unlimited access to MTS services and to NCTD's 101 bus route.

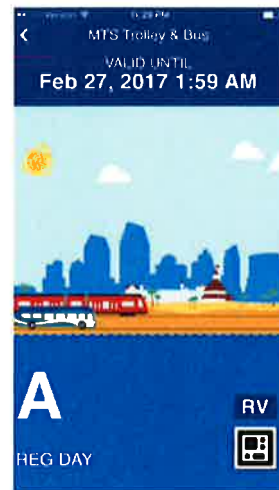
MTS staff will provide an overview of the application, including the download process for public transit riders, the verification process for bus operators and Code Compliance Inspectors, anti-fraud features, sales reporting tools and marketing plans.


Paul C. Jablonski
Chief Executive Officer

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

Mobile Ticketing Update

Board of Directors
March 9, 2017



Background

- MTS: Special Event Pilot for Trolley
- NCTD: COASTER
- Joint Procurement with NCTD
- Contract approval delayed due to formal protest
- Protest denied and contract approved in April
- moovel committed to a March 31 delivery



Features

- Buy and store passes on your smart phone
- Day passes/30-day passes on:
 - MTS buses
 - MTS Trolley
 - NCTD BREEZE and SPRINTER
- One-way tickets on COASTER
- Special Event Passes: Comic-Con, FairTripper
- UC San Diego U-Pass
- Future phases to also include discount fares



3



Costs

- Development costs waived
- 4% commission to moovel
- 1% commission for U-Pass
- moovel estimates a 3% market penetration in Year 1
 - \$2.8 million in sales in Year One



4



Next Steps

- Stage Environment Now
 - Small list of bugs, fixes before Beta Test
- Beta Testing begins March 15
 - Join us! Sign up at sdmts.com/compass-cloud
- Go-live in March 30
 - Joint news conference with NCTD at Old Town



5



Positioning

- As a joint initiative, utilized Compass branding
- Create a suite of fare instruments based on Compass
 - Compass Card: All traditional fare products
 - Compass Cash: Stored Value
 - Compass Cloud: Mobile ticketing



6

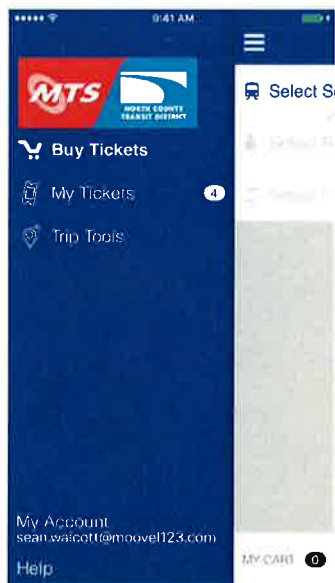


Fraud Prevention

- Ticket Validation
 - Animation
 - Touch Responsive
 - Day Codes
 - Expiration Date
 - QR Code
 - Validate Time



7



8



Marketing

- 3-month campaign
 - Radio, digital, social, print
 - Utilize MTS assets
 - Vehicle wraps/interiors
 - Shelters
 - Benches
 - Stations
 - Electronic Signs
 - Banners at Gaslamp and Convention Center stations



9



Mobile Ticketing Update

Questions?



10





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Agenda Item No. 61

Chief Executive Officer's Report

March 9, 2017

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period February 8, 2017 through February 28, 2017.

*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G1423.8-12	DAVID C. SKYER	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/8/2017
G1430.8-12	PAUL, PLEVIN, SULLIVAN	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/8/2017
G1434.7-12	WHEATLEY BINGHAM & BAKER	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/8/2017
G1490.7-13	LIEDLE, LARSON, LIDI & VAIL	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/8/2017
G1865.1-16	LABYRINTH SOLUTIONS, INC	EXERCISE ALL OPTION YEARS	\$50,000.00	2/8/2017
G1921.1-16	EPI-USE AMERICA, INC	EXERCISE ALL OPTION YEARS	\$0.00	2/8/2017
G1422.8-12	BEST BEST & KRIEGER, LLP	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/9/2017
G1429.4-12	ENVIRONMENTAL LAW GROUP	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/13/2017
G1491.6-13	MANNING & KASS ELLROD RAMIREZ	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/13/2017
G1911.1-16	THE PELOTON ALLIANCE	EXERCISE ALL OPTION YEARS	\$0.00	2/14/2017
G1433.8-12	TROVILLION, INVEISS & DEMAKIS	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/15/2017
G1455.7-12	LAUGHLIN, FALBO, LEVY & MORESI	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/15/2017
G1432.8-12	RYAN CARVALHO & WHITE, LLP	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/16/2017
G1426.7-12	MARK H. BARBER	INCREASE HOURLY RATES OPTION YEAR 1	\$0.00	2/17/2017
PWL209.1-16	WESTERN RIM CONSTRUCTION	WHEEL TRUING PIT ADDITIONAL REQUEST	\$98,584.76	2/21/2017
G1883.2-16	GIRO, INC	OT AFTER 33 HOURS/WEEK TRAIN OPERATOR	\$7,287.50	2/22/2017
PWB220.0-17	VERSALITE SYSTEMS	FALL PROTECTION	\$79,008.00	2/22/2017
PWL221.0-17	TWINNING CONSULTING, INC	CONSTRUCTION INSPECTION SVC	\$79,706.40	2/28/2017

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
G1957.0-17	THRIVE PUBLIC SCHOOLS	COMPASS CARD EMPLOYER PROGRAM	\$0.00	2/8/2017
GL1992.0-17	GROSSMONT COLLEGE FOUNDATION	TO PROMOTE GROSSMONT COLLEGE FOUNDATION	\$0.00	2/8/2017
L6736.1-16	A.M. ORTEGA CONSTRUCTION, INC	TIME EXTENSION	\$750.00	2/8/2017
G1996.0-17	CITY OF SAN DIEGO	STORM WATER MGMT & DISCHARGE CONTROL	\$0.00	2/14/2017
G1997.0-17	CITY OF SAN DIEGO	ENCROACHMENT MAINTENANCE & REMOVAL	\$0.00	2/14/2017
G1998.0-17	CITY OF SAN DIEGO	NOTICE OF TERMINATION OF HOLD HARMLESS	\$0.00	2/14/2017
G1999.0-17	CITY OF SAN DIEGO	NOTICE OF TERMINATION OF STORM WATER	\$0.00	2/14/2017
L6759.0-17	CITY OF SAN DIEGO	FALSEBAY SEWER PROJECT	\$0.00	2/14/2017
G1990.0-17	BALBOA PARK CONSERVANCY	BALBOA PARK EVENTS	\$0.00	2/15/2017
L6755.0-17	AMEC FOSTER WHEELER	JROE - MILEPOST NL 248	\$1,500.00	2/15/2017

REVENUE CONTRACTS & MOUS				
Doc #	Organization	Subject	Amount	Day
G1988.0-17	NATIONAL CITY CHAMBER OF COMMERCE	MARIACHI FESTIVAL	\$0.00	2/21/2017
G1992.0-17	GROSSMONT COLLEGE	EVENTS & ACTIVITIES	\$0.00	2/21/2017
G1993.0-17	LATINO FILM FESTIVAL	TO PROMOTE LATINO FILM FESTIVAL	\$0.00	2/21/2017
L6760.0-17	CITY OF SAN DIEGO	REPLACEMENT LICENSE - FALSEBAY SEWER	\$0.00	2/21/2017
G1995.0-17	PM REALTY GROUP	HAZARD CENTER SPECIAL EVENTS	\$14,100.00	2/24/2017
L1331.0-17	CO. OF SAN VECTOR CONTROL PRGM	DURABLE ROE MOSQUITO BREEDING CONTROL	\$0.00	2/24/2017
L6748.0-17	CO. OF SAN VECTOR CONTROL PRGM	MONITOR & CONTROL MOSQUITOS	\$0.00	2/27/2017

WORK ORDERS				
Doc #	Organization	Subject	Amount	Day
G1495.0-13.03	PGH WONG	DESIGN SVC FOR BROADWAY WYE OCS	\$31,500.00	2/14/2017
L0901.0-10.51	BRICEHOUSE STATION LLC	SD HALF MARATHON	(\$3,500.00)	2/22/2017
PWL182.0167501-11	HERZOG CONSTRUCTION, INC.	8TH ST CROSSING GATE REPLACEMENT	\$22,373.77	2/22/2017
G1493.0-13.14.01	KIMLEY HORN & ASSOCIATES	GROUNDWATER MONITORING FOR IAD YARD	\$0.00	2/23/2017
G1493.0-13.32	KIMLEY HORN & ASSOCIATES	JOLLY TROLLEY BUILDING WATER	\$49,000.00	2/23/2017
PWL182.016.750110	HERZOG CONSTRUCTION, INC.	HORSE SHOE RAIL PLUG INSTALL	\$53,007.48	2/24/2017

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4400000149	2/16/2017	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	137.92
4400000150	2/16/2017	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	154.20
4400000151	2/22/2017	W.W. Grainger Inc	F180-BUILDING MATERIALS	22.34
4400000152	2/28/2017	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	37.74
4400000153	2/28/2017	Mcmaster-Carr Supply Co	F180-BUILDING MATERIALS	27.20
4500010416	2/8/2017	Home Depot USA Inc	F190-LANDSCAPING MAT'LS	88.03
4500010417	2/8/2017	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	1,389.98
4500010418	2/8/2017	Adios Pest Control	P280-GENERAL SVC AGRMNTS	1,800.00
4500010419	2/8/2017	Optimum Floorcare	P130-EQUIP MAINT REPR SVC	156.97
4500010420	2/8/2017	Citywide Auto Glass Inc	G130-SHOP TOOLS	37.72
4500010421	2/8/2017	Chromate Industrial Corporation	G130-SHOP TOOLS	1,796.78
4500010422	2/8/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,973.42
4500010423	2/8/2017	Gillig LLC	B140-BUS CHASSIS	2,899.12
4500010424	2/8/2017	TK Services Inc	P190-REV VEHICLE REPAIRS	205.53
4500010425	2/8/2017	Matthias Moos	M120-OVRHEAD CATENARY SYS	3,141.99
4500010426	2/8/2017	Stotz Equipment	A110-AUTO/TRUCK TIRES	173.12
4500010427	2/8/2017	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	2,139.83
4500010428	2/9/2017	OneSource Distributors, LLC	G130-SHOP TOOLS	1,206.81
4500010429	2/9/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	577.00
4500010430	2/9/2017	Legend Fence Corp	M200-YARD FACILITIES	377.13
4500010431	2/9/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,409.45
4500010432	2/9/2017	Sussman & Katz Inc	P110-BLDG MAINTENANCE	1,287.38
4500010433	2/9/2017	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	1,422.30
4500010434	2/9/2017	County of San Diego	G300-GENERAL CAPITAL EQP	9,706.20
4500010435	2/9/2017	Gillig LLC	B140-BUS CHASSIS	2,894.29
4500010436	2/9/2017	Transit Holdings Inc	B130-BUS BODY	17,495.59
4500010437	2/9/2017	W.W. Grainger Inc	G170-LUBRICANTS	320.84
4500010439	2/9/2017	Thales Consulting Inc	P400-FINANCIAL & AUDIT	1,750.00
4500010440	2/9/2017	Alliant Insurance Services Inc	P370-RISK MANAGEMENT	5,063.65
4500010441	2/9/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,973.42
4500010442	2/9/2017	TK Services Inc	P190-REV VEHICLE REPAIRS	442.37
4500010443	2/9/2017	Samba Holdings Inc	P450-PERSONNEL SVCS	26,549.67
4500010444	2/9/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	387.90
4500010445	2/9/2017	Westair Gases & Equipment Inc	P540-MAINTENANCE TRAINING	357.20
4500010446	2/9/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,166.82
4500010447	2/9/2017	Sid Tool Co	G130-SHOP TOOLS	1,557.74
4500010448	2/9/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	6,735.05
4500010449	2/9/2017	The Gordian Group Inc	C130-CONSTRUCTION SVCS	754.44
4500010450	2/10/2017	OneSource Distributors, LLC	M200-YARD FACILITIES	1,366.44
4500010451	2/10/2017	General Auto Repair	P130-EQUIP MAINT REPR SVC	182.23
4500010452	2/10/2017	W.W. Grainger Inc	M110-SUB STATION	68.27
4500010453	2/10/2017	Home Depot USA Inc	G130-SHOP TOOLS	445.70
4500010454	2/10/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	853.60
4500010455	2/10/2017	Cameo Paper & Supply Co Inc	G180-JANITORIAL SUPPLIES	657.88
4500010456	2/10/2017	Gillig LLC	B250-BUS REPAIR PARTS	593.78
4500010457	2/10/2017	United Fastener Inc	B250-BUS REPAIR PARTS	32.30
4500010458	2/10/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	251.88
4500010459	2/10/2017	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	91,020.73
4500010460	2/10/2017	Bonsall Petroleum Construction Inc	F110-SHOP/BLDG MACHINERY	93.75
4500010461	2/10/2017	Monoprice Inc	I110-INFORMATION TECH	717.53
4500010462	2/10/2017	A&K Railroad Materials	T110-TRACK, RAIL	7,133.48
4500010463	2/10/2017	Baker Capital Limited	R160-RAIL/LRV ELECTRICAL	8,779.47
4500010464	2/10/2017	Paragon Solutions Group Inc	G280-FARE MATERIALS	65,242.63
4500010465	2/10/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,811.22
4500010466	2/10/2017	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	2,651.95
4500010467	2/10/2017	Applied Industrial Technologies-CA	G140-SHOP SUPPLIES	343.73
4500010468	2/10/2017	Professional Contractors Supplies	G180-JANITORIAL SUPPLIES	602.19
4500010469	2/10/2017	Dunn-Edwards Corporation	F110-SHOP/BLDG MACHINERY	74.54
4500010470	2/10/2017	E&E Industries	F110-SHOP/BLDG MACHINERY	812.09

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500010471	2/10/2017	Staples Contract & Commercial Inc	P540-MAINTENANCE TRAINING	280.30
4500010472	2/10/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	152.06
4500010473	2/10/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	297.05
4500010474	2/10/2017	Transit Holdings Inc	B140-BUS CHASSIS	3,218.22
4500010475	2/10/2017	Denlo Inc	G160-PAINTS & CHEMICALS	256.84
4500010476	2/10/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,554.30
4500010477	2/10/2017	Mohawk Mfg & Supply Co	B120-BUS MECHANICAL PARTS	1,575.76
4500010478	2/10/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,261.30
4500010479	2/10/2017	Tri-Signal Integration Inc	G110-BUS/TROLLEY SIGNAGE	10.78
4500010480	2/10/2017	Citywide Auto Glass Inc	B250-BUS REPAIR PARTS	517.20
4500010481	2/10/2017	Gillig LLC	B250-BUS REPAIR PARTS	312.05
4500010482	2/10/2017	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	74.19
4500010483	2/10/2017	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	47.24
4500010484	2/10/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	148.36
4500010485	2/13/2017	Webb & Associates Inc	G110-BUS/TROLLEY SIGNAGE	978.19
4500010486	2/13/2017	Legend Fence Corp	M200-YARD FACILITIES	793.00
4500010487	2/13/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	22,124.64
4500010488	2/13/2017	M Power Truck & Diesel Repair	P130-EQUIP MAINT REPR SVC	2,326.25
4500010489	2/13/2017	Office Depot	G200-OFFICE SUPPLIES	288.82
4500010490	2/13/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	213.95
4500010491	2/13/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	146.23
4500010492	2/13/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	1,047.52
4500010493	2/13/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	4,507.90
4500010494	2/13/2017	Raindance Roof Company, Inc.	P120-BLDG/FACILITY REPRS	525.00
4500010495	2/13/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	441.37
4500010496	2/13/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,521.43
4500010497	2/13/2017	Transit Holdings Inc	B130-BUS BODY	2,718.56
4500010498	2/13/2017	Jeyco Products Inc	G130-SHOP TOOLS	358.62
4500010499	2/13/2017	Sid Tool Co	G130-SHOP TOOLS	117.05
4500010500	2/13/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,973.42
4500010501	2/13/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	22,026.31
4500010502	2/13/2017	AEP California, LLC	C120-SPECIALTY CONTRACTOR	323.25
4500010503	2/13/2017	Daily Journal Corporation	P310-ADVERTISING SERVICES	2,500.00
4500010504	2/13/2017	ABC Construction Co., Inc.	C110-GENERAL CONTRACTORS	7,890.36
4500010505	2/13/2017	The Gordian Group Inc	C130-CONSTRUCTION SVCS	204.83
4500010506	2/13/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	150.00
4500010507	2/13/2017	NMS Management Inc	G180-JANITORIAL SUPPLIES	399.19
4500010508	2/13/2017	San Diego Hydraulics, Inc.	G130-SHOP TOOLS	629.98
4500010509	2/13/2017	W.W. Grainger Inc	G130-SHOP TOOLS	308.65
4500010510	2/13/2017	Harmony Environmental Services Inc	P280-GENERAL SVC AGRMNTS	761.81
4500010511	2/13/2017	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	275.46
4500010512	2/13/2017	San Diego Plastics Inc	P120-BLDG/FACILITY REPRS	1,782.19
4500010513	2/13/2017	Applied Industrial Technologies-CA	G160-PAINTS & CHEMICALS	376.75
4500010514	2/13/2017	Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	399.97
4500010515	2/14/2017	Western Pump Inc	F110-SHOP/BLDG MACHINERY	628.17
4500010516	2/14/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,498.29
4500010517	2/14/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,980.20
4500010518	2/14/2017	Transit Holdings Inc	B140-BUS CHASSIS	7,068.23
4500010519	2/14/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	825.00
4500010520	2/14/2017	Geiger Bros	G250-NOVELTIES & AWARDS	572.20
4500010521	2/14/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	258.14
4500010522	2/14/2017	Daniels Tire Service	P210-NON-REV VEH REPAIRS	398.14
4500010523	2/14/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,346.64
4500010524	2/14/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	236.30
4500010525	2/14/2017	No-Spill Systems Inc	B250-BUS REPAIR PARTS	438.00
4500010526	2/14/2017	Airgas Inc	G140-SHOP SUPPLIES	263.25
4500010527	2/14/2017	Siemens Industry Inc	R180-RAIL/LRV LIGHTING	48,405.62
4500010528	2/14/2017	Sutrak Corporation	R160-RAIL/LRV ELECTRICAL	382.96
4500010529	2/14/2017	California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	942.82

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500010530	2/14/2017	Baker Capital Limited	R160-RAIL/LRV ELECTRICAL	3,840.21
4500010531	2/14/2017	Mak Cleaners Inc	G120-SECURITY	581.70
4500010532	2/14/2017	Electrical Cable Specialists Inc.	M120-OVRHEAD CATENARY SYS	11,563.73
4500010533	2/14/2017	Office Depot	G200-OFFICE SUPPLIES	754.00
4500010534	2/14/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	101.90
4500010535	2/14/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	469.25
4500010536	2/14/2017	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	1,939.50
4500010537	2/14/2017	West-Lite Supply Co Inc	G270-ELECTRICAL/LIGHTING	72.76
4500010538	2/14/2017	Vallen Distribution Inc.	G120-SECURITY	1,089.33
4500010539	2/14/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	246.31
4500010540	2/14/2017	OneSource Distributors, LLC	M110-SUB STATION	133.46
4500010541	2/14/2017	Decals By Design Inc	R120-RAIL/LRV CAR BODY	309.09
4500010542	2/14/2017	S L Fusco Inc	R210-RAIL/LRV TIRES	1,511.51
4500010543	2/15/2017	CDW LLC	I110-INFORMATION TECH	1,354.85
4500010544	2/15/2017	Mcmaster-Carr Supply Co	G170-LUBRICANTS	334.49
4500010545	2/15/2017	Siemens Industry Inc	R220-RAIL/LRV TRUCKS	5,929.49
4500010546	2/15/2017	HI-TEC Enterprises	R140-RAIL/LRV DOORS/RAMP	1,652.89
4500010547	2/15/2017	Sloan Electromechanical	P190-REV VEHICLE REPAIRS	3,404.00
4500010548	2/15/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	4,508.84
4500010549	2/15/2017	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	2,487.42
4500010550	2/15/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,797.10
4500010551	2/15/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,972.86
4500010552	2/15/2017	Gillig LLC	B130-BUS BODY	3,017.20
4500010553	2/15/2017	Charter Industrial Supply Inc	G140-SHOP SUPPLIES	162.49
4500010554	2/15/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	3,109.34
4500010555	2/15/2017	Kaman Industrial Technologies	B140-BUS CHASSIS	2,400.70
4500010556	2/15/2017	Muncie Transit Supply	B200-BUS PWR TRAIN EQUIP	98.39
4500010557	2/15/2017	Prochem Speciality Products Inc	G180-JANITORIAL SUPPLIES	2,528.89
4500010558	2/15/2017	Robert Costanzo	B140-BUS CHASSIS	203.04
4500010559	2/15/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	2,195.86
4500010560	2/15/2017	Jeyco Products Inc	G200-OFFICE SUPPLIES	1,499.27
4500010561	2/15/2017	Delphin Computer Supply	G200-OFFICE SUPPLIES	402.11
4500010562	2/15/2017	Denlo Inc	G140-SHOP SUPPLIES	186.47
4500010563	2/15/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	1,911.19
4500010564	2/15/2017	Allied Refrigeration Inc	G170-LUBRICANTS	144.09
4500010565	2/15/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,545.63
4500010566	2/15/2017	Tribologik Corporation	G140-SHOP SUPPLIES	1,000.88
4500010567	2/15/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	39.52
4500010568	2/15/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	354.44
4500010569	2/15/2017	Curbell Plastics Inc	B130-BUS BODY	240.21
4500010570	2/15/2017	Byrne Doughty Mgt Corp	G200-OFFICE SUPPLIES	446.28
4500010571	2/15/2017	OneSource Distributors, LLC	B160-BUS ELECTRICAL	187.80
4500010572	2/15/2017	Gillig LLC	B250-BUS REPAIR PARTS	534.44
4500010573	2/15/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,498.29
4500010575	2/15/2017	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	1,224.16
4500010576	2/15/2017	Robert Michael McKittrick	G130-SHOP TOOLS	1,035.61
4500010577	2/15/2017	Transit Holdings Inc	B130-BUS BODY	2,578.30
4500010578	2/15/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,618.23
4500010579	2/15/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	362.04
4500010580	2/15/2017	Eran Hason	P120-BLDG/FACILITY REPRS	120.82
4500010581	2/15/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,911.97
4500010582	2/15/2017	Office Solutions	G200-OFFICE SUPPLIES	244.05
4500010583	2/15/2017	Culligan of San Diego	G140-SHOP SUPPLIES	840.00
4500010584	2/15/2017	W.W. Grainger Inc	M110-SUB STATION	366.71
4500010585	2/15/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	935.27
4500010586	2/15/2017	Westair Gases & Equipment Inc	G140-SHOP SUPPLIES	289.22
4500010587	2/15/2017	Professional Contractors Supplies	G140-SHOP SUPPLIES	607.35
4500010588	2/15/2017	Flyers Energy LLC	R230-RAIL/LRV MECHANICAL	1,765.43
4500010590	2/15/2017	Penn Machine Company LLC	G170-LUBRICANTS	263.99

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500010591	2/16/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	7,450.28
4500010592	2/16/2017	TK Services Inc	P190-REV VEHICLE REPAIRS	404.80
4500010593	2/16/2017	F-1 Marketing Group	G230-PRINTED MATERIALS	645.96
4500010594	2/16/2017	Uline	F170-MATL HANDLING EQUIP	346.79
4500010595	2/16/2017	Municipal Information Technology	I110-INFORMATION TECH	120.00
4500010596	2/16/2017	Home Depot USA Inc	F220-BENCHES, BUS	164.53
4500010597	2/16/2017	Madden Construction Inc	F180-BUILDING MATERIALS	795.00
4500010598	2/16/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	385.94
4500010599	2/16/2017	Golden State Supply LLC	B250-BUS REPAIR PARTS	150.73
4500010600	2/16/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,776.75
4500010601	2/16/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	23.02
4500010602	2/16/2017	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	187.49
4500010603	2/16/2017	Gillig LLC	P190-REV VEHICLE REPAIRS	198.50
4500010604	2/16/2017	Transit Holdings Inc	B130-BUS BODY	2,944.48
4500010605	2/16/2017	Home Depot USA Inc	G130-SHOP TOOLS	305.94
4500010606	2/16/2017	Gillig LLC	B250-BUS REPAIR PARTS	203.00
4500010607	2/16/2017	Southern California Shredding Inc	G200-OFFICE SUPPLIES	4,328.00
4500010608	2/16/2017	Steer Davies & Gleave Inc	I120-INFO TECH, SVCS	805.00
4500010609	2/16/2017	RailPros Inc	C130-CONSTRUCTION SVCS	25,000.00
4500010610	2/16/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	99.13
4500010611	2/16/2017	Gillig LLC	P190-REV VEHICLE REPAIRS	992.49
4500010612	2/16/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,459.90
4500010613	2/16/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	21,927.98
4500010614	2/16/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	21,731.31
4500010615	2/16/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	793.58
4500010616	2/16/2017	Transit Holdings Inc	B130-BUS BODY	2,431.67
4500010617	2/16/2017	Accurate Elastomer Products Inc	B130-BUS BODY	187.64
4500010618	2/16/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,898.84
4500010619	2/16/2017	Harbor Diesel & Equipment	B120-BUS MECHANICAL PARTS	53.46
4500010621	2/17/2017	Alliant Insurance Services Inc	P370-RISK MANAGEMENT	1,024.00
4500010622	2/17/2017	Eurofins Calscience Inc	C120-SPECIALTY CONTRACTOR	1,930.00
4500010623	2/17/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	7,102.90
4500010624	2/17/2017	San Diego Bowl Game Association	P310-ADVERTISING SERVICES	1,175.00
4500010625	2/17/2017	Citywide Auto Glass Inc	P210-NON-REV VEH REPAIRS	60.00
4500010626	2/17/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	1,070.00
4500010627	2/17/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	198.26
4500010628	2/17/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,675.58
4500010629	2/17/2017	W.W. Grainger Inc	G130-SHOP TOOLS	622.80
4500010630	2/17/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,756.41
4500010631	2/17/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	10,093.38
4500010632	2/17/2017	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	2,916.80
4500010633	2/17/2017	Kaman Industrial Technologies	G140-SHOP SUPPLIES	2,918.76
4500010634	2/17/2017	MJP Enterprises	P210-NON-REV VEH REPAIRS	1,539.50
4500010635	2/17/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,216.74
4500010636	2/17/2017	Sherwin Williams Company	B250-BUS REPAIR PARTS	1,310.84
4500010637	2/17/2017	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	620.64
4500010638	2/17/2017	Norman Industrial Materials	G140-SHOP SUPPLIES	71.33
4500010639	2/17/2017	Denlo Inc	G140-SHOP SUPPLIES	420.23
4500010640	2/17/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	110.59
4500010641	2/17/2017	Chromate Industrial Corporation	G140-SHOP SUPPLIES	225.13
4500010642	2/17/2017	Airgas Inc	G140-SHOP SUPPLIES	194.29
4500010643	2/17/2017	West-Lite Supply Co Inc	R160-RAIL/LRV ELECTRICAL	19.40
4500010644	2/17/2017	Sid Tool Co	G180-JANITORIAL SUPPLIES	84.66
4500010645	2/17/2017	Daniels Tire Service	A140-AUTO/TRUCK REPAIR	428.21
4500010646	2/21/2017	Wolfcom Enterprises	G120-SECURITY	910.00
4500010647	2/21/2017	Golden State Supply LLC	G200-OFFICE SUPPLIES	16.15
4500010648	2/21/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	1,454.63
4500010649	2/21/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,953.07
4500010650	2/21/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	12,540.38

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500010651	2/21/2017	Prochem Speciality Products Inc	G180-JANITORIAL SUPPLIES	2,440.64
4500010652	2/21/2017	Dell Marketing L.P.	I110-INFORMATION TECH	8,298.95
4500010653	2/21/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	235.02
4500010654	2/21/2017	Muncie Transit Supply	B160-BUS ELECTRICAL	119.56
4500010655	2/21/2017	Flyers Energy LLC	A120-AUTO/TRUCK GASOLINE	19,934.53
4500010656	2/21/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	1,834.39
4500010657	2/21/2017	Denlo Inc	G140-SHOP SUPPLIES	142.49
4500010658	2/21/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	110.19
4500010659	2/21/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,229.24
4500010660	2/21/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,729.24
4500010661	2/21/2017	Gillig LLC	B120-BUS MECHANICAL PARTS	2,184.50
4500010662	2/21/2017	Genuine Parts Co	G170-LUBRICANTS	283.78
4500010663	2/21/2017	4One LLC	B130-BUS BODY	373.03
4500010664	2/21/2017	Romaine Electric Corporation	B160-BUS ELECTRICAL	290.93
4500010665	2/21/2017	Mohawk Mfg & Supply Co	B130-BUS BODY	1,243.04
4500010666	2/21/2017	Reefco LLC	B110-BUS HVAC SYSTEMS	521.75
4500010667	2/21/2017	Harbor Diesel & Equipment	B120-BUS MECHANICAL PARTS	53.46
4500010668	2/21/2017	Citywide Auto Glass Inc	P190-REV VEHICLE REPAIRS	400.00
4500010669	2/21/2017	Gillig LLC	B120-BUS MECHANICAL PARTS	1,508.50
4500010670	2/21/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	394.69
4500010671	2/21/2017	Hydraulic Electric Component	B160-BUS ELECTRICAL	55.32
4500010672	2/21/2017	J. J. Keller & Associates Inc	P540-MAINTENANCE TRAINING	325.00
4500010673	2/21/2017	Curbell Plastics Inc	B130-BUS BODY	1,051.82
4500010674	2/21/2017	Industrial Maintenance Supply LLC	G200-OFFICE SUPPLIES	156.13
4500010675	2/21/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	170.46
4500010676	2/21/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	172.40
4500010677	2/21/2017	Nth Generation Computing Inc	I110-INFORMATION TECH	87,183.80
4500010678	2/21/2017	Daniels Tire Service	A110-AUTO/TRUCK TIRES	435.35
4500010679	2/22/2017	Magaldi & Magaldi Inc	B200-BUS PWR TRAIN EQUIP	166.74
4500010680	2/22/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,229.69
4500010681	2/22/2017	Transit Holdings Inc	B140-BUS CHASSIS	3,908.82
4500010682	2/22/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	8,994.49
4500010683	2/22/2017	Janek Corporation	B130-BUS BODY	175.47
4500010684	2/22/2017	Home Depot USA Inc	G140-SHOP SUPPLIES	275.56
4500010685	2/22/2017	Transit Holdings Inc	B130-BUS BODY	3,159.45
4500010686	2/22/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	52.69
4500010687	2/22/2017	Home Depot USA Inc	F110-SHOP/BLDG MACHINERY	191.80
4500010688	2/22/2017	B Hepworth & Company Limited	R160-RAIL/LRV ELECTRICAL	2,306.01
4500010689	2/22/2017	Daniels Tire Service	A140-AUTO/TRUCK REPAIR	200.34
4500010690	2/22/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	4,519.68
4500010691	2/22/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	7,502.40
4500010692	2/22/2017	Transit Holdings Inc	B140-BUS CHASSIS	3,172.30
4500010693	2/22/2017	Newark Corporation	R160-RAIL/LRV ELECTRICAL	126.48
4500010694	2/22/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,946.30
4500010695	2/22/2017	Professional Contractors Supplies	G130-SHOP TOOLS	151.53
4500010696	2/22/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	1,128.93
4500010697	2/22/2017	Reid and Clark Screen Arts Co	G140-SHOP SUPPLIES	755.11
4500010698	2/22/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	303.22
4500010699	2/22/2017	Neopart	B130-BUS BODY	2,192.08
4500010700	2/22/2017	Wolfcom Enterprises	C120-SPECIALTY CONTRACTOR	4,175.88
4500010701	2/22/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	200.52
4500010702	2/22/2017	Muncie Transit Supply	B110-BUS HVAC SYSTEMS	3,776.55
4500010703	2/22/2017	West End Holdings Inc	P280-GENERAL SVC AGRMNTS	360.00
4500010704	2/22/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	18,821.98
4500010705	2/22/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	107.77
4500010706	2/22/2017	Staples Contract & Commercial Inc	G210-OFFICE FURNITURE	64.64
4500010707	2/22/2017	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	373.70
4500010708	2/22/2017	Grah Safe & Lock Inc	R120-RAIL/LRV CAR BODY	156.61
4500010709	2/23/2017	Daniels Tire Service	A110-AUTO/TRUCK TIRES	1,750.14

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500010710	2/23/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,986.99
4500010711	2/23/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,404.89
4500010712	2/23/2017	Super Welding of Southern CA	R120-RAIL/LRV CAR BODY	808.13
4500010713	2/23/2017	Aztec Appliance	G220-OFFICE EQUIPMENT	669.75
4500010714	2/23/2017	West End Holdings Inc	P120-BLDG/FACILITY REPRS	694.00
4500010715	2/23/2017	W.W. Grainger Inc	R160-RAIL/LRV ELECTRICAL	104.19
4500010716	2/23/2017	Office Solutions	G200-OFFICE SUPPLIES	53.60
4500010717	2/23/2017	Controlled Motion Solutions Inc	P130-EQUIP MAINT REPR SVC	495.00
4500010718	2/23/2017	Sid Tool Co	G130-SHOP TOOLS	33.20
4500010719	2/23/2017	Westair Gases & Equipment Inc	G140-SHOP SUPPLIES	71.21
4500010720	2/23/2017	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	1,706.20
4500010721	2/24/2017	Optimum Floorcare	F180-BUILDING MATERIALS	841.71
4500010722	2/24/2017	Quality Technology Services Inc	I120-INFO TECH, SVCS	218.12
4500010723	2/24/2017	Capital One National Association	G200-OFFICE SUPPLIES	1,608.13
4500010724	2/24/2017	Federal Express Corp	G200-OFFICE SUPPLIES	11.53
4500010726	2/24/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,946.84
4500010727	2/24/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,139.49
4500010728	2/24/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	184.31
4500010729	2/24/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	98.03
4500010730	2/24/2017	Mcmaster-Carr Supply Co	G140-SHOP SUPPLIES	140.38
4500010731	2/24/2017	TK Services Inc	B250-BUS REPAIR PARTS	802.43
4500010732	2/24/2017	Norman Industrial Materials	G140-SHOP SUPPLIES	46.81
4500010733	2/24/2017	Mcmaster-Carr Supply Co	G140-SHOP SUPPLIES	1,025.74
4500010734	2/24/2017	Airgas Inc	G140-SHOP SUPPLIES	438.76
4500010735	2/24/2017	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	1,048.97
4500010736	2/24/2017	Gillig LLC	B140-BUS CHASSIS	2,894.29
4500010737	2/24/2017	TK Services Inc	P190-REV VEHICLE REPAIRS	408.08
4500010738	2/27/2017	Glass & Screens Etc	F180-BUILDING MATERIALS	421.86
4500010739	2/27/2017	Ace Uniforms & Accessories	G120-SECURITY	2,693.48
4500010740	2/27/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,966.64
4500010741	2/27/2017	Citywide Auto Glass Inc	R120-RAIL/LRV CAR BODY	812.44
4500010742	2/27/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	3,123.25
4500010743	2/27/2017	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	324.75
4500010744	2/27/2017	Home Depot USA Inc	F190-LANDSCAPING MAT'LS	401.82
4500010745	2/27/2017	Selective Transit Parts Inc	R220-RAIL/LRV TRUCKS	21,086.68
4500010746	2/27/2017	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	527.37
4500010747	2/27/2017	Reid and Clark Screen Arts Co	M130-CROSSING MECHANISM	3,602.52
4500010748	2/27/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	937.80
4500010749	2/27/2017	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	2,020.32
4500010750	2/27/2017	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	10,031.22
4500010751	2/27/2017	Luminator Mass Transit, LLC	R180-RAIL/LRV LIGHTING	2,374.70
4500010752	2/28/2017	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	1,325.27
4500010753	2/28/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	582.46
4500010754	2/28/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	370.20
4500010755	2/28/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	14,546.25
4500010756	2/28/2017	Sungard Bi-Tech Inc	I120-INFO TECH, SVCS	13,554.36
4500010757	2/28/2017	Thompson Fetter	P110-BLDG MAINTENANCE	9,411.36
4500010758	2/28/2017	American Battery Corporation	G290-FARE REVENUE EQUIP	179.29
4500010759	2/28/2017	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	377.88
4500010760	2/28/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	375.00
4500010761	2/28/2017	Robcar Corporation	F180-BUILDING MATERIALS	1,508.50
4500010762	2/28/2017	Herzog Contracting Co	T110-TRACK, RAIL	53,007.48
4500010763	2/28/2017	The Gordian Group Inc	I140-IT CAPITAL SOFTWARE	1,376.05
4500010764	2/28/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,932.73
4500010765	2/28/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	23,107.96
4500010767	2/28/2017	Muncie Transit Supply	B140-BUS CHASSIS	3,337.59
4500010768	2/28/2017	Cummins Pacific LLC	B130-BUS BODY	2,100.48
4500010769	2/28/2017	Aztec Fire & Safety	G140-SHOP SUPPLIES	1,574.12
4500010770	2/28/2017	Transit Holdings Inc	B140-BUS CHASSIS	246.18

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500010771	2/28/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	483.55
4500010772	2/28/2017	Presidio Networked Solutions Group	I110-INFORMATION TECH	78,489.68
4500010773	2/28/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	3,215.24
4500010774	2/28/2017	Gillig LLC	B130-BUS BODY	2,041.62
4500010775	2/28/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	990.69
4500010776	2/28/2017	Sherwin Williams Company	P190-REV VEHICLE REPAIRS	789.42
4500010777	2/28/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	364.97
4500010778	2/28/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	246.86
4500010779	2/28/2017	JKL Cleaning Systems	F110-SHOP/BLDG MACHINERY	176.51
4500010780	2/28/2017	Home Depot USA Inc	G130-SHOP TOOLS	432.97
4500010781	2/28/2017	H M Pitt Labs, Inc	C130-CONSTRUCTION SVCS	950.00
4500010782	2/28/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	344.65
4500010783	2/28/2017	Bay City Equipment Industries Inc	M200-YARD FACILITIES	969.56
4500010784	2/28/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	416.78
4500010785	2/28/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	590.59
4500010786	2/28/2017	Muncie Transit Supply	B140-BUS CHASSIS	267.29
4500010787	2/28/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	554.99
4500010788	2/28/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	425.12
4500010789	2/28/2017	OneSource Distributors, LLC	G130-SHOP TOOLS	250.13
4500010790	2/28/2017	Denlo Inc	G140-SHOP SUPPLIES	64.51
4500010791	2/28/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	99.13
4500010792	2/28/2017	Office Depot	G210-OFFICE FURNITURE	163.77
4500010793	2/28/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	989.88