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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - June 8, 2017 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics
during the meeting

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

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



CONSENT ITEMS

- | | | |
|-----|---|--------------------|
| 6. | <u>Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year 2018</u> Action would: (1) Approve increasing the dollar amount of eleven (11) legal services contracts to cover anticipated fiscal year 2018 (FY18) expenses; and (2) Ratify one legal services contract amendment with approved firm. | Approve |
| 7. | <u>Fiscal Year 2018 Transportation Development Act Claim</u> Action would adopt Resolution Nos. 17-10, 17-11, and 17-12 approving fiscal year 2018 Transportation Development Act Article 4.0, 4.5, and 8.0 claims. | Adopt/Approve |
| 8. | <u>Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments</u> | Informational |
| 9. | <u>San Diego Metropolitan Transit System (MTS) Task Order Contract Amendment Approval for Old Town Transit Center West Improvements Project</u> Action would authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to Work Order 13.18 for MTS Doc. No. G1493.0-13 with Kimley-Horn & Associates Inc. to perform Design-Engineering Services for the Old Town Transit Center West (OTTC West) Improvements Project ("Project"). | Approve |
| 10. | <u>San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meetings on July 11, 2017</u> Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information; and (2) ratify actions taken by the SD&AE Board at its quarterly meeting on July 11, 2017. | Receive/ Ratify |
| 11. | <u>This number not used.</u> | |
| 12. | <u>Euclid Drainage Cleanup - Award Work Order Under a Job Order Contract</u> Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7501-01, under MTS Doc. No. PWL182.0-16 with Herzog Construction, Inc. (Herzog), for the provision of services, materials, and equipment for the removal and disposal of debris within the channel near the Euclid Avenue Trolley Station. | Approve |
| 13. | <u>Banking Services and Purchasing Card Program - Contract Award</u> Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1982.0-17, with JP Morgan Chase Bank (JP Morgan), to provide banking services and a purchasing card program for a five (5) year term with four (4) one year options. | Approve |
| 14. | <u>On-Call Communications and Low Voltage Systems Wiring Services - Contract Amendment</u> Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG170.1-15 with Communication Wiring Specialists, Inc. (CWS) for \$289,224.78. | Approve |
| 15. | <u>On-Call Card Access Reader Installation, Maintenance and Repair Services - Contract Award</u> Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG168.1-15 with Electro Specialty Systems (ESS) for \$171,312.64. | Approve |

CONSENT ITEMS - CONTINUED

- | | | |
|-----|--|---------------|
| 16. | <u>Job Order Contract (JOC) On-Call General Electrical, Traffic Signal and Communications Construction Services - Contract Award</u> Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG238.0-17 (SANDAG Doc. No. 5007502) with Select Electric, Inc., for the provision of on-call job order general electrical contracting services such as communications, traffic lights, traffic signalization and synchronization systems, and related civil construction improvements work for a three-year agreement. | Approve |
| 17. | <u>Investment Report - May 2017</u> | Informational |
| 18. | <u>Approval of Appointment to Fill Vacant Budget Development Committee Seat for 2017</u> Action would approve the appointment of Board Member Mary Salas to the Budget Development Committee for the remainder of 2017. | Approve |
| 19. | <u>On-Call Construction Management and Engineering/Inspection Services - Master Agreements Award/Ratification</u> Action would ratify the Chief Executive Officer's (CEO) execution of: (1) Partial Assignment of San Diego Association of Governments (SANDAG) Solicitation Capacity for On-Call Professional and Technical Construction Management and Engineering Services to MTS (MTS Doc. No. G2023.0-17); and (2) On-Call Construction Management and Engineering/Inspection Services (CM) Master Agreements with seven (7) prime consulting firms. | Approve |
| 20. | <u>Courthouse Station Construction Management Services - Work Order Agreement</u> Action would authorize the Chief Executive Officer (CEO) to execute Work Order 1 MTS Doc. G2019.0-17 with Simon Wong Engineering, Inc. for the Courthouse Station Construction Management Services, contingent upon the approval of Agenda Item No. 19 (On-Call Construction Management and Engineering/Inspection Services – Master Agreements Award/Ratification). | Approve |

CLOSED SESSION

- | | | |
|-----|---|--------------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6 <u>Agency:</u> San Diego Trolley, Inc. ("SDTI") <u>Agency-Designated Representative:</u> Jeff Stumbo <u>Employee Organization:</u> Public Transit Employees Association (Representing Train Operators, Mechanics, Servicepersons and Clerical Staff at SDTI) | Possible Action |
| | b. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6 <u>Agency:</u> San Diego Transit Corporation ("SDTC") <u>Agency-Designated Representative:</u> Jeff Stumbo <u>Employee Organization:</u> Amalgamated Transit Union, Local 1309 (Representing Bus Operators and Clerical Staff at SDTC) | Possible Action |

CLOSED SESSION - CONTINUED

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

Possible
Action

Agency: San Diego Trolley, Inc. ("SDTI")

Agency-Designated Representative: Jeff Stumbo

Employee Organization: Transit Enforcement Officers Association (Representing
Code Compliance Inspectors)

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

Possible
Action

Property: The San Diego and Arizona Eastern Railway Company (SD&AE) Desert
Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to
Plaster City) in San Diego and Imperial Counties

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

Negotiating Parties: Baja California Railroad, Inc. (BJRR)

Under Negotiation: Price and Terms of Payment under Desert Line Lease and
Operating Agreement

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. Public Hearing for Transit Optimization Plan Major Service Changes (Denis Desmond)

Possible
Action

Action would: 1) receive a report on proposed major service changes; 2) receive
public testimony; and 3) provide direction to staff for any changes prior to approval at
a later Board of Directors meeting.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

45. Fare Collection Update (Sharon Cooney)

Informational

46. Operations Budget Status Report for May 2017 (Mike Thompson)

Informational

60. Chairman's Report

Informational

61. Chief Executive Officer's Report

Informational

62. Board Member Communications

63. Additional Public Comments Not on the Agenda

If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this
agenda, additional speakers will be taken at this time. If you have a report to
present, please furnish a copy to the Clerk of the Board. Subjects of previous
hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: August 17, 2017

65. Adjournment

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

DRAFT MINUTES

June 8, 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

Ms. Bragg moved to approve the minutes of the May 11, 2017, MTS Board of Directors meeting. Ms. Cole seconded the motion, and the vote was 12 to 0 in favor with Mr. Cunningham, Mr. McClellan and Ms. Zapf absent.

3. Public Comments

Martha Welch – Ms. Welch commented on the Orange Line ending at American Plaza instead of Santa Fe Depot. She stated that the bus bench on 10th Avenue and F Street has been removed. She commented that there are no bathrooms for riders, only for bus drivers. She stated that there are no benches on Broadway for the Rapid buses.

David Rodger – Mr. Rodger commented that San Diego is tourist city and MTS has been lacking in promoting public transit to tourists. He said that MTS is missing the tourist market and more research and effort needs to go into marketing to the tourists.

Chris Real – Mr. Real commented that he tried taking the bus to Fort Rosecrans Cemetery, but there was no service to that location on weekends. He found out that the Route 84 is at risk of being cut and requested that the route stay in service so people can easily access Fort Rosecrans.

CONSENT ITEMS

6. Investment Report - April 2017

7. Job Order Contract (JOC) - On-Call General Building and Facilities Construction - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL234.0-17 (SANDAG Doc. No. 5007503) with ABC Construction Company, Inc. (ABC), for the provision of on-call job order general building and facilities construction services agreement for a three-year period.

8. San Diego Transit Corporation (SDTC) Gas Detection Upgrade - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB217.0-17 with Clean Energy, a California Corporation, for gas detection upgrades at the two SDTC locations, Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD).
9. Printing and Delivery of Take One Notices - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1987.0-17 with Neyenesch Printers, Inc., for printing and delivery of Take One notices for five (5) base years with two (2) 1-year options, exercisable at MTS's sole discretion.
10. San Diego Trolley, Inc. (SDTI) Wheel Truing Pit - Construction Changes
Action would: (1) Ratify Construction Changes for Change Order 001 to MTS Doc. No. PWL209.0-16, with Western Rim Constructors, Inc. (WRC) for \$98,584.76, which was previously issued under the Chief Executive Officer's (CEO) authority, for the Wheel Truing Pit construction; and (2) Authorize the CEO to execute Construction Change Order 002 to MTS Doc. No. PWL209.0-16, with WRC for \$95,433.26, for work associated with dewatering the wheel truing pit, adding concrete and other miscellaneous changes.
11. On-Call General Civil Construction Services - Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL204.1-16 with ABC Construction Company, for an increase to the contract value.
12. Bus Tires for Contract Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0670.0-17 with Daniels Tire Service for the purchase of 216 tires for 40ft Standard Low Floor Buses and 270 tires for 60ft Articulated Buses.
13. Green Line Traction Power Substation Rehabilitation Services: Mass Electric Construction Contract Change Orders
Action would: (1) Ratify Change Order Nos. 2 - 5 to MTS Doc. No. PWL183.0-16 which were previously approved under the Chief Executive Officer's (CEO) approval authority; and (2) Authorize the CEO to execute change orders as necessary for the Mass Electric Construction contract (MTS Doc. No. PWL183.0-16) up to \$495,411.00 with Mass Electric Construction (MEC) Company to modify transformer to rectifier bus bar connection, add negative pullboxes for conduit reroute, replace feeder cables, and adjust for feeder cables variant.
14. Job Order Contract (JOC) On-Call Railroad Signals, Overhead Catenary Systems and Track Work Construction Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL235.0-17 (SANDAG Doc. No. 5007506) with HMS Construction, Inc. (HMS), for the provision of on-call job order railroad signals, overhead catenary systems and track work construction services for a three-year agreement.
15. Microsoft Licensing and Software Assurance Upgrade - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2008.0-17 with Crayon Software Experts, LLC for Microsoft Licensing and Software Assurance Upgrade for three years.

16. Regional Transit Management System (RTMS) Expansion Hardware for Copley Park Division - Sole Source Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0672.0-17 with Conduent Transport Solutions, Inc. (Conduent) for the purchase of RTMS related hardware and spare equipment for the Copley Park Division (Copley) RTMS expansion project.
17. Sole Source Award to Drake Integrations for San Diego State University (SDSU) Tunnel Fire, Life, Safety and Smoke Control System
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL237.0-17, a sole source agreement with Drake Integrations to procure, install, integrate and program a Distech Control Fire, Life, Safety and Smoke Control System at the SDSU station and tunnel.
18. Contract Ratifications and Amendments for Federal Communications Commission (FCC) Mandated 800 MHz Rebanding Services
Action would: (1) Ratify previous contract amendment G1738.1-15 with Ross & Baruzzini of \$82,282, previously issued under the Chief Executive Officer's (CEO) authority; (2) Authorize the CEO to execute amendment G1738.2-15 for Ross & Baruzzini to increase the total contract value by \$58,981, for a revised total contract value of \$291,193; and (3) Ratify previous contract amendment G1739.1-15 with Day Wireless Systems of \$53,810, previously issued under the CEO's authority.

Action on Recommended Consent Items

Mr. McWhirter moved to approve Consent Agenda Item Nos. 6 – 18. Mr. Roberts seconded the motion, and the vote was 13 to 0 in favor with Mr. Cunningham and Mr. McClellan absent.

CLOSED SESSION – PUBLIC COMMENT

Mitchel Beauchamp – Mr. Beauchamp commented on the Desert Line. He stated that present contractor has failed to meet milestones however the agreement has generated several million dollars, but no freight line is currently operating on the Desert Line. He commented that Baja Railroad lacks the stability that is needed to get the Desert Line back into operation. Mr. Beauchamp stated that the Mexican portion of the line continues to decrease in freight volume. He listed recent construction projects on the Mexican portion of the line that continue to waste money and slow down freight volume. He commented that at the western end of the line in San Ysidro, the trains are not crossing with US-certified operators and the maintenance standards are lacking. Mr. Beauchamp stated that he recommends the Board to continue researching Baja Railroad finances and their performance before making any decisions. He said to also consider the reality of international line operating under the onerous up front financial burden that has been placed on the line. He stated that he wants the record to show that he warned the Board about individuals associated with the illegal takeover of the Desert Line and this matter is just a continuation of poor decision making by the present administration and the Board.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 9:15 a.m.

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

Property: The San Diego and Arizona Eastern Railway Company (SD&AE) Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties

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

Negotiating Parties: Baja California Railroad, Inc. (BJRR)

Under Negotiation: Price and Terms of Payment under Desert Line Lease and Operating Agreement

The Board reconvened to Open Session at 10:10 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 negotiators and gave instructions.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. None.

REPORT ITEMS

45. Operations Budget Status Report for April 2017 (Mike Thompson)

Mr. Jablonski noted that MTS received the Government Finance Officers Association Award for Certificate of Achievement for Excellence in Financial Reporting for the eleventh year in a row. Mike Thompson, Director of Financial Planning and Analysis, provided a presentation on the operations budget status for April 2017. He reviewed the total operating revenues, total operating expenses and total operating variance. Lastly, Mr. Thompson 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. Transit Optimization Plan (TOP) Update (Denis Desmond)

Sharon Cooney, Chief of Staff, stated that staff has been conducting the TOP for the past year. She noted that there will be a public hearing during the July Board meeting to discuss some of the proposed service implementation plans. She stated that the public hearing will have more detail on each proposal however the presentation today is only an update on the planning and

schedule of the TOP. Ms. Cooney reviewed the reasons as to why MTS is conducting a TOP at this time. She noted that the last significant update to the transit operating system was 2005-2007 with the Comprehensive Operations Analysis (COA). Since then, we had recession and service cuts; a weekend service COA; Rapid service implementation; and new travel options such as Uber and Lyft and lower gas prices. There are also new developments that will impact the system including the opening of South Bay Rapid in 2019; Mid-Coast Trolley Line in 2021; failure of Measure A; and SB 1 funds. Ms. Cooney stated that staff is tracking the repeal effort that is underway against SB 1 which would risk new funding. She also noted that system performance metrics are now trending downward and the transit industry standards generally look into updating their service plans every 10 years.

Denis Desmond, Manager of Planning, continued the presentation and reviewed the goals and strategies of the TOP. He discussed the details and results of the community survey and public outreach events. Mr. Desmond reviewed the market analysis for current housing and employment density; Regional Plan 2050 countywide projections; population and employment; high job to population ratios; low jobs to population ratios; intercity commute trends; senior density; youth density; college age density; minority density; low income density; zero vehicle households; population growth projections; and northbound pedestrian border crossings. He listed the key findings from the market analysis results. Mr. Desmond reviewed the service analysis results including historical service trends; ridership by time of day; weekday ridership; Saturday ridership; Sunday ridership; productivity; farebox recovery; and subsidy per passenger. He reviewed some of the key findings from the service analysis results. Mr. Desmond discussed the service implementation plan approach and concept development. Ms. Cooney noted that staff has also begun to research enhancing other services if the Board decides to do so. She stated that staff has been looking at the TOP as a zero expense plan. Mr. Desmond presented maps detailing the current frequent network versus the draft proposed frequent network. Lastly, he reviewed the vehicle assignment options and the TOP project schedule going forward.

Mr. Alvarez asked for clarification on dovetailed routes on the map. Mr. Desmond replied that dovetailed routes are when two or more routes are scheduled evenly in order to create a frequency.

Mr. Diaz inquired if we have market analysis results regarding tourists. Mr. Desmond replied that we generally have seasonal fluctuation from tourists and schools. He stated that there are certain routes that are used more frequently by tourists. Mr. Diaz asked if there is a way to promote service to tourists. Rob Schupp, Director of Marketing and Communication, noted that MTS provides service brochures to various places such as hotels, information centers, Balboa Park and Convention Center. He noted that there is an extensive effort to communicate with the tourist industry.

Mr. Donovan asked about Route 904 being included on the service frequency map. Mr. Desmond responded that Route 904 is a seasonal route and is on a year by year agreement with the City of Coronado.

Ms. Gomez inquired about the results of the low jobs to population ratios. Mr. Desmond replied that SANDAG recently completed an onboard survey and staff is currently reviewing the data which will contain origin addresses and job addresses for riders. Ms. Gomez asked if the Board

can be provided a detailed map of how routes are connected to different employment centers. Mr. Desmond replied that staff will provide more detail to show the overlay of the various routes.

PUBLIC COMMENTS

Jacqueline Brown – Ms. Brown commented on the proposed closure of Route 83. She provided a detailed description of the typical commute a housekeeper would have to take from the border without the Route 83 bus. She requested for the Route 83 to stay in service. A full transcript of Ms. Brown's statement is attached.

Louis Parmigiani – Mr. Parmigiani commented that he is disabled and relies on the Route 83 bus for his transit needs. He stated that there are a lot of people that ride this route. He asked for the Board to keep the Route 83 in service.

Patricia Paylor – Ms. Paylor commented on the Route 83 bus. She provided the Board with a full transcript of her comments. She stated that the discontinuation of Route 83 targets many low income people, seniors, disabled, and domestic workers. Ms. Paylor asked the Board to please read her letter. She said that bus service needs to be improved and not cancelled. She asked for this route to be re-examined to ensure it is not cancelled.

BOARD COMMENTS – Continued

Ms. Gomez asked if staff is evaluating the system mainly on frequency. Mr. Desmond replied that many factors are looked at in the market study. He said that increasing frequency and reducing travel time is an effective way of building ridership. Ms. Gomez commented on last mile solutions and stated that many people use their bikes to ride the last mile of their trip. She asked if it's possible to explore adding more bike racks on buses. Mr. Desmond replied that specific matter is not included in the TOP however this is an area where frequency really helps. He said that if frequency is higher, then there are more buses to carry more bikes.

Ms. Zapf commented on the proposed elimination of Route 84 in Point Loma. She asked for staff to continue evaluating this route and to consider modifying instead of eliminating the route.

Ms. Rios commented on the community survey and stated that it looked as if the south bay community was not as well represented. Mr. Desmond replied that there was fairly even representation around the county for the community survey. She also requested for additional information to be provided to her regarding the proposed changes in National City before the next Board meeting.

Ms. Cole commented that her district is actively working on adding more employment opportunities. She said that they will continue needing frequent service to accommodate her district and riders.

Ms. Bragg asked when the articulated buses would arrive in South Bay and which routes they will service. She also commented on Route 18 and the service it provides to various pain management centers and employment centers. She has requested for this route to be slightly modified in order to still serve the community. Mr. Desmond replied that the articulated buses will arrive in the fall over this year and they will serve routes 709 and 950.

Mr. Alvarez inquired about SB 1 funding and how that is being factored in to the TOP. Ms. Cooney replied that the TOP was originally a cost neutral project however staff is looking at potential service additions if funding becomes available and SB 1 is not repealed. Mr. Jablonski commented that we originally were going to proceed on a cost neutral basis. He said this process also helps identify our best options for increasing service. Staff is preparing information to see how we can apply additional funding in the future. He noted that these discussions will begin with the Budget Development Committee and then to the Board. Mr. Alvarez asked if the new funding will go towards new services or service enhancements in the TOP. Mr. Jablonski replied that the funding will likely go towards both new services and service enhancements recommended by the TOP.

Ms. Gomez inquired about the potential SB 1 repeal and what efforts are being made to lobby in favor of SB 1. Mr. Jablonski replied that this is the top priority of the California Transit Association which MTS is integrally involved in the effort.

Action Taken

No action taken. Informational item only.

47. Compass Cash (Stored Value) Update (Sharon Cooney)

Sharon Cooney, Chief of Staff, provided a brief update on Compass Cash, the stored value component of the fare collection system. She commented that we are planning to launch at the end of this month. She noted that depending on unforeseen challenges, there may be adjustments to the schedule however the target to launch will be the end of this month. Mr. Jablonski noted that there will be more field testing and final testing next week which will help determine the launch date.

PUBLIC COMMENT

Colin Parent – Mr. Parent commented on behalf of Circulate San Diego. He stated that they appreciate the effort of implementing stored value and are looking forward to the launch. He stated that they will be very public and encouraging once the product goes live to help promote Compass Cash.

Action Taken

No action taken. Informational item only.

60. Chairman's Report

There was no Chairman's report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's report.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

Gordon Rayner – Mr. Rayner commented on Route 10. He recommended adding another bus to the route to help with congestion issues. He also commented on advertising on buses and trolleys. He stated that the advertising is not pleasing to look at and people are not able to see out to enjoy the views. He recommended removing the advertising because they are likely not helping to increase ridership especially with tourists.

Janice Goldman – Ms. Goldman commented that she had an accident five years ago involving the trolley. She said that she wanted to speak to the Board to ask them to settle her claim directly. She stated that in 2012, a malfunction with the trolley door and negligence of the driver caused the accident. She stated that she did not receive requested footage and pictures of the accident. Ms. Goldman said that when she did request the footage, she was told by General Counsel that too much time had gone by and the footage was no longer available on the system. She stated that she is asking for \$300,000 and that she had originally asked for \$100,000.

64. Next Meeting Date

The next regularly scheduled Board meeting is July 20, 2017.

65. Adjournment

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

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Attachments: Roll Call Sheet

Email copy of public comment testimony re: Route 83 (provided after meeting)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): June 8, 2017

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:15 a.m.

RECONVENE: 10:10 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:28 a.m.

| BOARD MEMBER | (Alternate) | PRESENT (TIME ARRIVED) | ABSENT (TIME LEFT) |
|--------------|---|---------------------------|-----------------------|
| ALVAREZ | <input checked="" type="checkbox"/> (Cate) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| ARAMBULA | <input checked="" type="checkbox"/> (Mendoza) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| BRAGG | <input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| COLE | <input checked="" type="checkbox"/> (Cate) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| CUNNINGHAM | <input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/> | 9:30 a.m. | 11:05 a.m. |
| GOMEZ | <input checked="" type="checkbox"/> (Cate) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| HALL | <input checked="" type="checkbox"/> (TBD) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| MATHIS | <input checked="" type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| MCCLELLAN | <input type="checkbox"/> (Goble) <input type="checkbox"/> | | |
| MCWHIRTER | <input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| RIOS | <input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| ROBERTS | <input checked="" type="checkbox"/> (Cox) <input type="checkbox"/> | 9:00 a.m. | 11:00 a.m. |
| SALAS | <input type="checkbox"/> (Diaz) <input checked="" type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| SANDKE | <input type="checkbox"/> (Donovan) <input checked="" type="checkbox"/> | 9:00 a.m. | 11:28 a.m. |
| ZAPF | <input checked="" type="checkbox"/> (Cate) <input type="checkbox"/> | 9:08 a.m. | 11:28 a.m. |

SIGNED BY THE CLERK OF THE BOARD: Julia Turner

CONFIRMED BY THE GENERAL COUNSEL: Sam Cord

Julia Tuer

From: Jaki Brown <jaki_moviegirl@live.com>
Sent: Friday, June 09, 2017 6:09 AM
To: Julia Tuer
Cc: ppaylor@klinedinstlaw.com
Subject: The proposed closure of the #83 Bus

9 June 2017

Dear Julia,

I was the first speaker during the Public's forum at the MTS Board Meeting. I arrived at 8am to make sure I *was* first. I spoke about the #83 bus and wanted to have copies of my speech to leave at the desk near the enter/exit door for you, the Chairman, and the other Board members *after* I gave my speech.

My printer decided to break down the day before, thus I am sending it via email to you. In hindsight I think sending an email will make it easier for you to distribute to the Chairman, and your fellow Board members.

I am also able to add several points that were not in my speech. I was concerned about whether I was speaking within the 3 minute time frame. (I was at the podium about one minute and 30 seconds...I timed myself using what I remembered from my condensed version.)

***Good morning Mr. Chairman and Board members.* My name is Jacqueline Brown and I am a #83 bus rider that commutes to The Meeting Place Clubhouse.**

One of my colleagues was here several weeks ago, or whenever the last Public forum was held. She spoke about the members that commuted to The Meeting Place on the #83 bus and how it would affect them if it were discontinued. I am here to talk about the commute to work *without* the

number #83 bus.

I would also like for each of you to suspend looking at me as I am and allow me to be Maria Torres from Tijuana.

4:30am

I am at the Border check point in Tijuana. I am waiting in a very, very long line of people that need to cross into the United States.

5:45am

I am now waiting for the Blue line trolley to America Plaza. The wait for the trolley that I now know the schedule is on time as this the end and start of that line. Time is crucial to my getting to work by 8am. (By the way, it took me 10 - 15 minutes to walk from the Tijuana side of the border to the Blue line trolley to America Plaza.)

6:50 am

I have reached America Plaza. I cross the street and walk through the tunnel at Santa Fe Depot that leads to the trolleys. I wait for the Green line trolley to Santee. It is running 10 minutes late. My heart is starting to race because it looks like I will probably be late for work.

7:20am

I exit the trolley at the Old town Metro station. I sprint off the trolley to get to the Eastbound #10 bus. Before getting to that side of the station I must first navigate with a crowd going down stairs. (A good number of them.) I walk as fast as I can through a tunnel and now climb stairs going up. The one thing I know about the #10 bus is that it is on time as this is the beginning and end of all the buses here and the rest stop. The big *if* is will I be on time to get the bus I need to Mission Hills where I work.

7:35am

I have now exited the #10 at the Goldfinch stop. I must walk at a brisk pace as I have a 15 - 20 minute walk with a hill ahead of me.

7:55am

I arrive at my employers home where I work as a housekeeper.

The MTS Express bus is another alternative, but the \$4.50 each way or \$9 a day is a big chunk out of my paycheck.

Thank you Mr. Chairman and Board members.

Julia, I timed this speech and it came in under 3 minutes.

Best Regards,

Jacqueline "Jaki" Brown

p.s. There are numerous housekeepers that work in Mission Hills that my new commute will be the same for them. (There are a few of the ladies that live in Chula Vista or another community not far from the Tijuana border.) Most of them are in their 40's and 50's and have worked for their employers sometimes less or more than 25 years and are like family members.

What they will not be able to do is walk as *briskly* to the trolley or bus as I do each day. And frankly, I don't know that a few years from now whether or not the commute will be a challenge for me. The workday for the majority of the ladies begins at 8am with the rest starting at 9am. Why am I advocating for them, they've *all* become friends of mine. I think going to the Public forums and standing before the Chairman and Board members, if they could, might be intimidating for them.



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

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

INCREASED AUTHORIZATION FOR LEGAL SERVICE CONTRACTS TO PAY
PROJECTED EXPENSES IN FISCAL YEAR 2018

RECOMMENDATION:

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

- 1) Approve increasing the dollar amount of eleven (11) legal services contracts to cover anticipated fiscal year 2018 (FY18) expenses; and
- 2) Ratify one legal services contract amendment with approved firm.

Budget Impact

Sufficient funding has been programmed to pay these expenses in the current operating and capital budgets. The departments from which these expenses are drawn include: Risk & Claims, Real Estate, General Counsel, Human Resources, and the San Diego & Arizona Eastern Railway (SD&AE)

DISCUSSION:

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

On December 8, 2011, the Board established a panel of qualified law firms to assist MTS, San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC) with various legal matters on an as-needed basis. Thereafter, MTS began contracting with eighteen of the approved firms for designated amounts. The firms provide different specialties of law, such as tort liability, workers' compensation, employment practices,



real estate, environmental, etc. Eleven of these firms will require contract increases to pay current and anticipated legal expenses in FY18. Rather than coming to the Board individually with each firm when the contract balance runs low, staff now requests Board approval on an annual basis at the start of each fiscal year.

The contract increases are based upon each firm's current caseload, the likelihood that a particular case may go to trial, and anticipated future litigation assigned to these firms in the current fiscal year. The following table includes the contracts needing Board approval to increase the dollar amount for legal services contracts for FY18:

| # | Firm Name | Contract/ Amendment No. | Current Contract Amount | Proposed Increase Amount | Total Contract Amount* | Attachment |
|--------|---|-------------------------------|-------------------------------|--------------------------------|------------------------------|------------|
| 1 | Parker Straus LLP | G1423.10-12 | \$820,000 | \$150,000 | \$970,000 | A |
| 2 | Mark H. Barber (Law Offices of) | G1426.8-12 | \$500,000 | \$75,000 | \$575,000 | B |
| 3 | Michael Ripley (Law Offices of) | G1428.7-12 | \$780,000 | \$200,000 | \$980,000 | C |
| 4 | Environmental Law Group | G1429.5-12 | \$150,000 | \$60,000 | \$210,000 | D |
| 5 | Paul Plevin Sullivan & Connaught | G1430.9-12 | \$1,010,000 | \$200,000 | \$1,210,000 | E |
| 6 | Ryan Carvalho & White | G1432.9-12 | \$750,000 | \$100,000 | \$850,000 | F |
| 7 | Trovillion, Inveiss & Demakis, APC | G1433.9-12 | \$440,000 | \$70,000 | \$510,000 | G |
| 8 | Wheatley Bingham & Baker | G1434.8-12 | \$1,960,000 | \$125,000 | \$2,085,000 | H |
| 9 | Laughlin, Falbo, Levy & Moresi, LLP | G1455.8-12 | \$340,000 | \$70,000 | \$410,000 | I |
| 10 | Liedle, Lounsbery, Larson & Lidl, LLP | G1490.9-13 | \$1,080,000 | \$650,000 | \$1,730,000 | J |
| 11 | Manning & Kass, Ellrod, Ramirez, Trester, LLP | G1491.7-13 | \$190,000 | \$60,000 | \$250,000 | K |
| Totals | | | \$8,020,000 | \$1,710,000 | \$9,730,000 | |

* Reflects the total contract value, including FY18 increases described in the chart above.

Today's action would also ratify increase to one contract authorized by the CEO in FY17. The following table includes one legal services contract needing Board ratification for current and future legal expenses through FY18.

| # | Firm Name | Contract/ Amendment No. | Current Contract Amount | Amended Amount | Total Contract Amount | Attachment |
|---|------------------------------|-------------------------------|-------------------------------|-------------------|-----------------------------|------------|
| 1 | Best, Best & Krieger, LLP | G1422.9-12 | \$550,000 | \$100,000 | \$650,000 | L |

Therefore, staff is requesting that the Board of Directors: (1) approve increasing the dollar amount of eleven (11) legal services contracts; and (2) ratify one legal services contract with approved firm for current and future legal expenses through FY18.

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

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

Attachments: A. Draft MTS Doc. No. G1423.10-12
B. Draft MTS Doc. No. G1426.8-12
C. Draft MTS Doc. No. G1428.7-12
D. Draft MTS Doc. No. G1429.5-12
E. Draft MTS Doc. No. G1430.9-12
F. Draft MTS Doc. No. G1432.9-12
G. Draft MTS Doc. No. G1433.9-12
H. Draft MTS Doc. No. G1434.8-12
I. Draft MTS Doc. No. G1455.8-12
J. Draft MTS Doc. No. G1490.9-13
K. Draft MTS Doc. No. G1491.7-13
L. MTS Doc. No. G1422.9-12

DRAFT

July xx, 2017

MTS Doc. No. G1423.10-12
LEG 491 (PC 50633)

Parker Strauss, LLP
Mr. David C. Skyer
Partner
501 West Broadway, Suite 1600
San Diego, CA 92101

Dear Mr. Skyer:

Subject: AMENDMENT NO. 10 TO MTS DOC. NO. G1423.0-12; LEGAL SERVICES – GENERAL
AND TORT LIABILITY

This shall serve as Amendment No. 10 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Continue to represent and defend MTS, SDTC, and SDTI in tort liability matters in accordance with the terms and conditions as stated on MTS Doc No. G1423.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$150,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$970,000. 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

David C. Skyer, Attorney
David C. Skyer, APC

JULY2017.G1423.10-12.PARKERSTRAUSS.LEGAL.doc

Date: _____

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

DRAFT

July xx, 2017

MTS Doc. No. G1426.8-12
LEG 491 (PC 50633)

Law Offices of Mark H. Barber
Mr. Mark H. Barber
Managing Attorney/Owner
2727 Camino del Rio South, Suite 220
San Diego, CA 92108

Dear Mr. Barber:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1426.0-12; LEGAL SERVICES – WORKER'S
COMPENSATION

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

SCOPE

Continue to provide legal services – worker's compensation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1426.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$75,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$570,000. 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

Mark H. Barber
Law Offices of Mark H. Barber

JULY2017.G1426.8-12.MARK H. BARBER.doc

Date: _____

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

DRAFT

July xx, 2017

MTS Doc. No. G1428.7-12
LEG 491 (PC 50633)

Michael E. Ripley
Mr. Michael Ripley
Attorney/Proprietor
12520 High Bluff Dr., Suite 110
San Diego, CA 92130

Dear Mr. Ripley:

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. G1428.0-12; LEGAL SERVICES – GENERAL
AND TORT LIABILITY

This shall serve as Amendment No. 7 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Continue to represent and defend MTS, SDTC, and SDTI in tort liability matters in accordance with the terms and conditions as stated on MTS Doc No. G1428.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$200,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$980,000. 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

Michael E. Ripley, Attorney/Proprietor
Michael E. Ripley

JULY2017.G1428.7-12.M.RIPLEY.LEGAL.doc

Date: _____

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

DRAFT

July xx, 2017

MTS Doc. No. G1429.5-12
LEG 490 (PC 50121)

Environmental Law Group LLP, Varco & Rosenbaum
Ms. Linda C. Beresford
Attorney
225 Broadway, Suite 1900
San Diego, CA 92101-3542

Dear Ms. Beresford:

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. G1429.0-12; LEGAL SERVICES –
ENVIRONMENTAL & REAL ESTATE

This shall serve as Amendment No. 5 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Contractor shall continue to provide general legal advice and services for all areas of MTS operation in accordance with the terms and conditions of the original agreement, MTS Doc No. G1429.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$60,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$210,000. 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

Linda C. Beresford, Attorney
Environmental Law Group
LLP, Varco & Rosenbaum

Date: _____

G1429.5-12.ENV.LAWGROUP.7.2017

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

DRAFT

July xx, 2017

MTS Doc. No. G1430.9-12
LEG 491 (PC 50633)

Paul, Plevin, Sullivan, and Connaughton, LLP
Mr. J. Rod Betts
Partner
101 W. Broadway, 9th Floor
San Diego, CA 92101

Dear Mr. Betts:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1430.0-12; LEGAL SERVICES – LABOR AND
EMPLOYMENT, ADA, CIVIL RIGHTS AND PUBLIC

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – labor and employment, ADA, civil rights and public entity law in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1430.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$200,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$1,210,000. This amount shall not be exceeded without prior 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

J. Rod Betts
Paul, Plevin, Sullivan and Connaughton, LLP

JULY2017.G1430.9-12.PAULPLEVIN.doc

Date: _____

Cc: K. Landers, J. Stumbo, S. Lockwood, B. Shannon, J. DeVault, E. Abutan, A. Monreal, C. Aquino,
Procurement File

DRAFT

July xx, 2017

MTS Doc. No. G1432.9-12
LEG 491 (PC 50633)

Ryan Carvalho & White LLP
Mr. Norman Ryan
Attorney
3636 Nobel Dr., Suite 200
San Diego, CA 92122-1063

Dear Mr. Ryan:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1432.0-12; LEGAL SERVICES – GENERAL
LIABILITY, LABOR EMPLOYMENT, CONSTRUCTION AND INSURANCE LAW

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Contractor shall continue to provide legal services – general liability, labor and employment law, construction and insurance law in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1432.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$100,000. The total value of this contract including this amendment shall remain the same in the amount of \$850,000. This amount shall not be exceeded without prior 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

Norman Ryan, Attorney
Ryan Carvalho & White LLP

JULY2017.G1432.9-12.RYANMERCALDO.LEGAL.doc

Date: _____

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

DRAFT

July xx, 2017

MTS Doc. No. G1433.9-12
LEG 490 (PC 50633)

Trovillion, Inveiss and Demakis, APC
Ms. Nicole Demakis
Partner
1010 Second Ave., Suite 1600
San Diego, CA 92101

Dear Ms. Demakis:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1433.0-12; LEGAL SERVICES – WORKER’S
COMPENSATION

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – worker’s compensation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1433.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$70,000. The total value of this contract including this amendment shall remain the same in the amount of \$510,000. This amount shall not be exceeded without prior 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

Nicole Demakis
Trovillion, Inveiss and Demakis, APC

JULY2017.G1433.9-12.TROVILLIONINVEISSDEMAKIS.doc

Date: _____

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

DRAFT

July xx, 2017

MTS Doc. No. G1434.8-12
LEG 491 (PC 50633)

Wheatley Bingham & Baker, LLP
Mr. Roger P. Bingham
Partner
462 Stevens Ave., Suite 109
Solana Beach, CA 92075

Dear Mr. Bingham:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1434.0-12; LEGAL SERVICES – GENERAL & TORT LIABILITY

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

SCOPE

Contractor shall continue to provide legal services – general & tort liability in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1434.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$125,000. The total value of this contract including this amendment shall remain the same in the amount of \$2,085,000. This amount shall not be exceeded without prior 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

Roger P. Bingham
Wheatley Bingham & Baker, LLP

JULY2017.G1434.8-12.WBB.doc

Date: _____

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

DRAFT

July xx, 2017

MTS Doc. No. G1455.8-12
LEG 491 (PC 50633)

Laughlin, Falbo, Levy & Moresi LLP
Ms. Marijo Kuperman, Esq.
Managing Partner
600 B Street, Suite 2300
San Diego, CA 92101

Dear Ms. Kuperman:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1455.0-12; LEGAL SERVICES – WORKER'S
COMPENSATION

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

SCOPE

Contractor shall continue to provide legal services – worker's compensation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1455.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$70,000. The total value of this contract including this amendment shall remain the same in the amount of \$410,000. This amount shall not be exceeded without prior 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

Marijo Kuperman
Laughlin, Falbo, Levy & Moresi LLP

LMARQUIS-CL
CL-G1455.8-12.LAUGHLINFALBO 7.2017

Date: _____

cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File

DRAFT

July xx, 2017

MTS Doc. No. G1490.9-13
LEG 491 (PC 50633)

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

Dear Mr. Liedle:

Subject: AMENDMENT NO. 9 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. 9 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 \$650,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$1,730,000. 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, Lounsbery, Larson & Lidl, LLP

JULY2017.G1490.9-13.LLLL.doc

Date: _____

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

DRAFT

July xx, 2017

MTS Doc. No. G1491.7-13
LEG 491 (PC 50633)

Manning & Kass, Ellrod, Ramirez, Trester, LLP
Ms. Marguerite Lieu Jonak
Partner
One Battery Park Plaza, 4th Floor
New York, NY 10004-1475

Dear Ms. Jonak:

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. G1491.0-13; LEGAL SERVICES – GENERAL LIABILITY, WORKER'S COMPENSATION, LABOR AND EMPLOYMENT LAW, CONSTRUCTION CONTRACTS AND CLAIMS, AMERICANS WITH DISABILITIES ACT (ADA), CIVIL RIGHTS, CRIMINAL LAW, AND REAL ESTATE

This shall serve as Amendment No. 7 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – general liability, worker's compensation, labor and employment law, construction contracts and claims, Americans with Disabilities Act (ADA), civil rights, criminal law, and real estate in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1491.0-13.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$60,000. The total value of this contract including this amendment shall remain the same in the amount of \$250,000. This amount shall not be exceeded without prior 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

Marguerite Lieu Jonak
Manning & Kass, Ellrod, Ramirez, Trester, LLP

JULY2017.G1491.7-13.MANNING&KASS.doc

Date: _____

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



Metropolitan Transit System

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

May 24, 2017

MTS Doc. No. G1422.9-12
LEG 491 (PC 50633)

Best Best & Krieger, LLP
Mr. Bruce W. Beach
Equity Partner
655 West Broadway, 15th Floor
San Diego, CA 92101

Dear Mr. Beach:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1422.0-12; LEGAL SERVICES – ALL AREAS OF MTS OPERATION

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide general legal advice and services for all areas of MTS operation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1422.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$100,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$650,000. 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,

Paul C. Jablonski *FOR*
Chief Executive Officer

Agreed:

Bruce W. Beach
Best Best & Krieger, LLP

Date:

5/30/17

LMARQUIS-CL
CL-G1422.9-12 BBK CAQUINO 052417

cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File

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

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

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



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

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

FISCAL YEAR 2018 TRANSPORTATION DEVELOPMENT ACT CLAIM

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 17-10 (Attachment A), 17-11 (Attachment B), and 17-12 (Attachment C) approving fiscal year (FY) 2018 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

Budget Impact

The FY 2018 TDA claims would result in the approval of \$94,437,807 in TDA funds for MTS to be utilized in the fiscal year 2018 operating and capital budgets.

DISCUSSION:

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. The San Diego Association of Governments (SANDAG), as the designated Regional Transportation Planning Agency, is responsible for the allocation of TDA funds to the region's cities, the County, and transit operators. At its February 24, 2017, meeting, the SANDAG Board of Directors approved the San Diego County Auditor's estimate of \$144,655,804 for the fiscal year 2018 TDA apportionment.

A Master Memorandum of Understanding (MOU) exists between SANDAG, MTS, and the North County Transit District (NCTD) with respect to the functions and responsibilities transferred to SANDAG as a result of Senate Bill 1703 (Peace, 2003). Pursuant to the MOU, both transit agencies transfer TDA funding to SANDAG annually to pay for the administrative and planning functions that transferred to SANDAG as a result of the consolidation. The MOU is updated as circumstances change. For fiscal



year 2018, \$1,863,771 in funding will remain with SANDAG for transferred administrative and planning functions.

TDA allocations are authorized under three separate articles of the law. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services, and pursuant to SANDAG Board Policy No. 027, are allocated within the San Diego region to support paratransit services required by the Americans with Disabilities Act (ADA). Article 8 funds support specialized services such as express bus and ferry services.

A total of \$94,437,807 is estimated to be allocated to MTS for fiscal year 2018. This includes \$88,902,280 in TDA Article 4.0 claims, \$58,560,516 of which will fund operating activities, and the remaining \$30,341,764 will fund the capital improvement program; \$4,775,437 in Article 4.5 claims to fund the MTS Access/CTS Paratransit services; and \$760,090 in Article 8.0 claims to fund the ferry/commuter express services.

Therefore, staff recommends that the MTS Board of Directors adopt Resolution No. 17-10 (Attachment A), 17-11 (Attachment B), and 17-12 (Attachment C) approving fiscal year (FY) 2018 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

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

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

Attachments: A. Resolution No. 17-10
B. Resolution No. 17-11
C. Resolution No. 17-12

San Diego Metropolitan Transit System

Resolution No. 17-10

Resolution Approving Fiscal Year 2018 Transportation Development Act, Article 4.0

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2018 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2018 TDA Article 4.0 MTS TDA claim of \$88,902,280; \$58,560,516 of the 4.0 TDA claim will be used for operating activities, and the remaining \$30,341,764 will be used to fund capital.

PASSED AND ADOPTED by the Board of Directors this 20th day of July 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

San Diego Metropolitan Transit System

Resolution No. 17-11

Resolution Approving Fiscal Year 2018 Transportation Development Act, Article 4.5

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2018 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2018 TDA Article 4.5 MTS TDA claim of \$4,775,437. The allocation will be used to fund the MTS Access/CTS Paratransit services.

PASSED AND ADOPTED by the Board of Directors this 20th day of July 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

San Diego Metropolitan Transit System

Resolution No. 17-12

Resolution Approving Fiscal Year 2018 Transportation Development Act, Article 8.0

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2018 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2018 TDA Article 8.0 MTS TDA claim of \$760,090. The allocation will be used to fund the ferry/commuter express services.

PASSED AND ADOPTED by the Board of Directors this 20th day of July 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

July 20, 2017

SUBJECT:

SEMIANNUAL UNIFORM REPORT OF DISADVANTAGED BUSINESS ENTERPRISE
(DBE) AWARDS AND PAYMENTS

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

As a Federal Transit Administration (FTA) grantee, San Diego Metropolitan Transit System (MTS) complies with the federal regulations set forth in 49 CFR Part 26 regarding participation by DBEs in the U.S. Department of Transportation (DOT) Program.

I. Goals of MTS's DBE Program

The goals of MTS's DBE program are:

1. to ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. to ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. to ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. to help remove barriers to the participation of DBEs in DOT-assisted contracts;
6. to assist the development of firms that can compete successfully in the marketplace outside of the DBE program; and
7. to provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.



II. MTS's DBE Triennial Overall Goal

The DBE regulations requires MTS to prepare DBE Triennial Overall Goals based upon the number of ready, willing, and able DBE-certified contractors available to bid on certain categories of MTS's federally assisted procurements. For the current triennial reporting period (October 1, 2015, to September 30, 2018), MTS has a race-neutral program with an aspirational triennial overall goal of **3.75%** DBE participation on federally funded contracts.

III. Participation by certified DBEs

For purposes of reporting DBE participation to the FTA, MTS may only count participation by certified DBE contractors. In order to be certified as a DBE through the California Unified Certification Program (CUCP), contractors must:

- (1) have a majority owner who is **socially and economically disadvantaged** (Native Americans, African Americans, Hispanics, Asian-Pacific, Subcontinent Asian Americans and women are currently presumed to be socially and economically disadvantaged by the DOT); and
- (2) the majority owner must have a personal net worth of less than **\$1,320,000**; and
- (3) the business must be a **small business** and, for most types of businesses, have average annual gross receipts less than **\$23,980,000**.

Per DOT DBE Regulations MTS **may not** count participation from certified minority owned businesses (MBE), disabled veteran owned businesses (DVBE), women owned businesses (WBE), small businesses (SB) or lesbian gay bisexual transgender owned businesses (LGBTBE) toward meeting its DBE Triennial Overall Goal.

IV. Race-Neutral Measures to Increase DBE Participation

A race-neutral DBE program means that there are no contract specific goals or advantages provided to DBE contractors. Successful bidders are chosen using race-neutral means, generally through a low-bid or best-value procurement process.

To increase DBE participation on MTS's federally assisted procurements, MTS conducts outreach to DBEs and other small businesses in an effort to inform them of upcoming MTS procurements and provides assistance in overcoming limitations such as the inability to obtain bonding or financing. The following are some of the race-neutral measures MTS has implemented:

1. outreach to past and current MBEs, DVBEs, WBEs, SBs and LGBTBEs to discuss the benefits of DBE certification and what qualifications are necessary to become DBE certified, as some may already qualify;
2. outreach to past and current DBEs, MBEs, DVBEs, WBEs, SBs and LGBTBEs requesting that they register on PlanetBids so they can receive automatic notification of upcoming MTS formal procurements;
3. for those informal procurements in which MTS must seek out three (3) bids, MTS will request at least one (1) bid from a DBE, MBE, DVBE, WBE, SB or LGBTBE, if such a contractor is available to perform the work; and

4. attend and actively promote small business conferences and programs to alert DBEs, MBEs, DVBES, WBEs, SBs or LGBTBEs of upcoming MTS procurements.

V. Federally Funded Procurements

MTS generally reserves federal funds for transit vehicle procurements, transit facility improvements, and state-of-good-repair vehicle or system preventative maintenance projects. Only contracts awarded and paid by MTS using federal funds (or a portion of federal funds) are reported to the FTA per DOT DBE Regulations.

VI. Summary of Semi-Annual DBE Report Findings (Federal Funds Only)

The FTA Semi-Annual Report for October 1, 2016 to March 31, 2017 is the third of six reports in the current triennial period. For this reporting period, MTS **exceeded** its DBE Triennial Overall Goal of 3.75% for both contracts awarded and contracts completed. MTS achieved **19.07%** DBE participation for contracts awarded and 16.63% for contracts completed.

The main reason for why MTS was able to meet its DBE Triennial Overall Goal during this reporting period was due to awarding large, multi-year contracts to a DBE.

| DBE Contractor | Services | Contract Amount |
|----------------|---------------------------|------------------------------------|
| NMS Management | Janitorial service | \$3,990,618.63 (80% Fed Funded) |
| NMS Management | Anti-graffiti window film | \$575,602.90 (80/% Fed Funded) |

It should also be noted that MTS is beginning to see that DBE and other small business firms met at outreach events are submitting proposals on MTS procurements. At outreach events, MTS explains the types of materials and services we procure, how firms can get notified of upcoming procurements, and adds firms to MTS's Bidder List. These measures have increased the number of DBEs and other small businesses submitting bids or proposals, which further increases the chances they will be awarded a procurement through either low bid or best value.

| | Federal Contract Awards/Commitments | | | Goal |
|---|-------------------------------------|-----------------|---------------|---------------------------|
| <u>REPORTING PERIOD</u> | <u>Total Federal \$\$</u> | <u>DBE \$\$</u> | <u>DBE %</u> | <u>vs</u> <u>3.75%</u> |
| Federal Funds: Oct 1, 2016 to Mar 31, 2017 | \$19,827,518.60 | \$3,781,098.94 | 19.07% | +15.32% |

| | Federal Contracts Completed (Actual Payments) | | | Goal |
|---|---|-----------------|---------------|---------------------------|
| <u>REPORTING PERIOD</u> | <u>Total Federal \$\$</u> | <u>DBE \$\$</u> | <u>DBE %</u> | <u>vs</u> <u>3.75%</u> |
| Federal Funds: Oct 1, 2016 to Mar 31, 2017 | \$2,695,738.52 | \$448,373.56 | 16.63% | +12.88% |

VII. Summary of DBE Participation (Local Funds Only)

MTS generally uses local and state funds for capital projects, administrative costs and other operating expenses (e.g., marketing expenses, land management, office supplies). Some small construction projects are completed by MTS using Job Order Contracts originally awarded as part of SANDAG's construction contracting program. Most of these MTS small construction projects are paid using local and state funds.

| | Local Contract Awards/Commitments | | |
|---|--|------------------------|---------------------|
| REPORTING PERIOD | <u>Total \$\$</u> | <u>DBE \$\$</u> | <u>DBE %</u> |
| Local Funds: Oct 1, 2016 to Mar 31, 2017 | \$72,689,411.31 | \$1,830,067.76 | 2.52% |

| | Local Contracts Completed (Actual Payments) | | |
|---|--|------------------------|---------------------|
| REPORTING PERIOD | <u>Total \$\$</u> | <u>DBE \$\$</u> | <u>DBE %</u> |
| Local Funds: Oct 1, 2016 to Mar 31, 2017 | \$53,003,382.63 | \$950,455.68 | 1.79% |

VIII. Summary of DBE, WBE, MBE, DVBE, LGBTBE and SB Participation for all Contracts (Regardless of Funding Source)

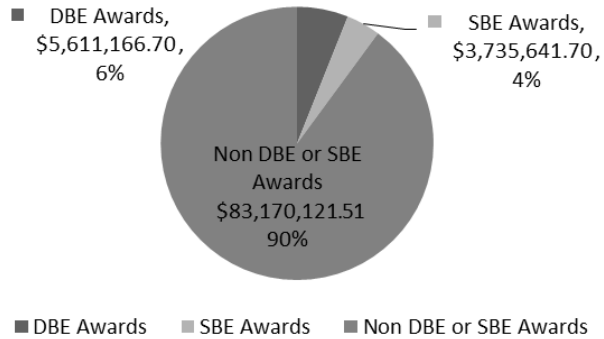
Although MTS cannot report to the FTA the participation of MBE, DVBE, WBE, SB and LGBTBE (together referred to as SBEs) for its FTA DBE Semi Annual Report, MTS does record the participation of these businesses to gauge the success of its program to foster small business participation. Of particular note this reporting period is the award of a large, multi-year contract to a WBE.

| WBE Contractor | Services | Contract Amount |
|-----------------------------------|--|---|
| Medical Transportation Management | ADA Paratransit certification services | \$1,683,196.03 (100% Locally Funded) |

MTS encourages the participation of SBEs on all of its contracts, no matter the funding source. MTS's DBE and small business participation rates for the reporting period, using both local and federal funds, were as follows:

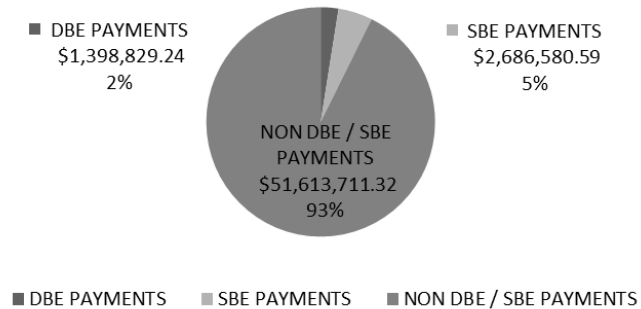
| | ALL Contract Awards/Commitments | | | | |
|---|--|------------------------|---------------------|------------------------|---------------------|
| REPORTING PERIOD | <u>Total \$\$</u> | <u>DBE \$\$</u> | <u>DBE %</u> | <u>SBE \$\$</u> | <u>SBE %</u> |
| Total Funds: Oct 1, 2016 to Mar 31, 2017 | \$92,516,929.91 | \$5,611,166.70 | 6.07% | \$3,735,641.70 | 4.04% |

Total DBE and SBE Awards Oct 1 2016 - Mar 31 2017



| | All Contracts Completed (Actual Payments) | | | | |
|--|---|----------------|-------|----------------|-------|
| REPORTING PERIOD | Total \$\$ | DBE \$\$ | DBE % | SBE \$\$ | SBE % |
| Total Funds: Oct 1, 2016 to Mar 31, 2017 | \$55,699,121.15 | \$1,398,829.24 | 2.51% | \$2,686,580.59 | 4.82% |

Total DBE and SBE Payments on Completed Contracts Oct 1 16 - Mar 31 17



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

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

Attachments: A. History of Semi-Annual Reports for Contracts Awarded
B. History of Semi-Annual Reports for Contracts Completed

MTS History of DBE Semi Annual Reports
Contract Awards/Commitments****

| | <u>DBE GOAL</u> | <u>REPORTING PERIOD</u> | <u>TOTAL DOLLARS AWARDED (fed & local)</u> | <u>Total DBE \$\$</u> | <u>Total DBE %</u> | <u>Total SBE \$\$</u> | <u>Total SBE %</u> | <u>Total Federal \$\$</u> | <u>Federal DBE \$\$</u> | <u>Federal DBE %</u> | <u>Federal SBE \$\$</u> | <u>Federal SBE %</u> | <u>Total Local \$\$</u> | <u>Local DBE \$\$</u> | <u>Local DBE %</u> | <u>Local SBE \$</u> | <u>LOCAL SBE %</u> |
|----------|-----------------|--|--|-----------------------|--------------------|-----------------------|--------------------|---------------------------|-------------------------|----------------------|-------------------------|----------------------|-------------------------|-----------------------|--------------------|---------------------|--------------------|
| FFY13 | 4.1% | Oct 1 12 to Mar 31 13 | \$ 20,565,498.83 | \$ 812,417.51 | 3.95% | \$ 157,030.00 | 0.76% | \$ 18,372,446.95 | \$ 759,369.25 | 4.13% | \$ 62,535.00 | 0.34% | \$ 2,193,051.88 | \$ 53,048.26 | 2.42% | \$ 94,495.00 | 4.31% |
| | | Apr 1 13 to Sept 30 13 | \$ 34,460,457.63 | \$ 898,221.82 | 2.61% | \$ 1,200,261.58 | 3.48% | \$ 15,870,139.09 | \$ 898,221.82 | 5.66% | \$ 877,362.58 | 5.53% | \$ 18,590,318.54 | \$ - | 0.00% | \$ 322,899.00 | 1.74% |
| FFY14 | | Oct 1 13 to Mar 31 14 | \$ 30,396,564.63 | \$ 1,045,587.65 | 3.44% | \$ 778,423.64 | 2.56% | \$ 24,982,372.54 | \$ 1,041,961.65 | 4.17% | \$ 679,320.38 | 2.72% | \$ 5,414,192.09 | \$ 3,626.00 | 0.07% | \$ 99,103.26 | 1.83% |
| | | Apr 1 14 to Sept 30 14 | \$ 36,667,958.68 | \$ 2,901,661.10 | 7.91% | \$ 1,412,502.45 | 3.85% | \$ 22,871,104.47 | \$ 2,699,042.86 | 11.80% | \$ 1,151,923.37 | 5.04% | \$ 13,796,854.21 | \$ 202,618.24 | 1.47% | \$ 260,579.08 | 1.89% |
| FFY15* | | Oct 1 14 to Mar 31 15 | \$ 406,896,924.96 | \$ 115,969.00 | 0.03% | \$ 2,073,475.82 | 0.51% | \$ 60,000,489.70 | \$ - | 0.00% | \$ 352,186.97 | 0.59% | \$ 346,896,435.26 | \$ 115,969.00 | 0.03% | \$ 1,721,288.85 | 0.50% |
| | | Apr 1 15 to Sept 30 15 | \$ 23,961,456.64 | \$ 1,032,738.82 | 4.31% | \$ 1,066,325.73 | 4.45% | \$ 3,006,532.71 | \$ 89,113.74 | 2.96% | \$ 134,572.59 | 4.48% | \$ 20,954,923.93 | \$ 943,625.08 | 4.50% | \$ 931,753.14 | 4.45% |
| FFY16** | 3.75% | Oct 1 15 to Mar 31 16 | \$ 63,883,438.52 | \$ 298,902.02 | 0.47% | \$ 2,929,504.04 | 4.59% | \$ 4,094,298.13 | \$ 11,859.89 | 0.29% | \$ 246,645.99 | 6.02% | \$ 59,789,140.39 | \$ 287,042.13 | 0.48% | \$ 2,682,858.05 | 4.49% |
| | | Apr 1 16 to Sept 30 16 | \$ 32,178,592.14 | \$ 976,115.34 | 3.03% | \$ 996,434.97 | 3.10% | \$ 6,418,545.41 | \$ 255,760.97 | 3.98% | \$ 148,325.08 | 2.31% | \$ 25,760,046.73 | \$ 720,354.37 | 2.80% | \$ 848,109.89 | 3.29% |
| FFY17*** | | Oct 1 16 to Mar 31 17 | \$ 92,516,929.91 | \$ 5,611,166.70 | 6.07% | \$ 3,735,641.71 | 4.04% | \$ 19,827,518.60 | \$ 3,781,098.94 | 19.07% | \$ 196,188.57 | 0.99% | \$ 72,689,411.31 | \$ 1,830,067.76 | 2.52% | \$ 3,539,453.14 | 4.87% |
| FFY16-18 | 3.75% | Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports - in progress) | \$ 188,578,960.57 | \$ 6,886,184.06 | 3.65% | \$ 7,661,580.72 | 4.06% | \$ 30,340,362.14 | \$ 4,048,719.80 | 13.34% | \$ 591,159.64 | 1.95% | \$158,238,598.43 | \$ 2,837,464.26 | 1.79% | \$ 7,070,421.08 | 4.47% |

In FY15, MTS began reporting the breakdown of how many federal dollars and how many local/state dollars were awarded and spent on each individual contract.

In FY16, MTS began using SAP which is capable of accurately reporting more expense procurements than previously was allowed using prior systems.

In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the NAICS code's small business size standards.

***Transit Vehicle Procurements (bus, trolley) from Transit Vehicle Manufacturers (TVM) are not included in this Report per DOT DBE Regulations. TVMs have their own DBE Program, Goals and Reporting requirements. Inventory procurements are also not included.

Only at time an inventory item is issued from store room will the federal/local breakdown be known, not at the time of purchase. ***

MTS History of DBE Semi Annual Reports

Contracts Completed (Actual Payments)****

| | DBE GOAL | REPORTING PERIOD | TOTAL DOLLARS | DBE \$\$ | DBE % | SBE \$\$ | SBE % | Total Federal \$\$ | Federal DBE \$\$ | Federal DBE % | Federal SBE \$\$ | Federal SBE % | Total Local \$\$ | Local DBE \$\$ | Local DBE % | Local SBE \$\$ | Local SBE % |
|----------|----------|--|-------------------------|-----------------|--------|-----------------|--------|--------------------|------------------|---------------|------------------|---------------|-------------------|-----------------|-------------|-----------------|-------------|
| | | | COMPLETED (fed & local) | | | | | | | | | | | | | | |
| FFY13 | 4.1% | Oct 1 12 to Mar 31 13 | \$ 4,101,792.33 | \$ 206,245.24 | 5.03% | \$ 75,180.00 | 1.83% | \$ 2,407,395.30 | \$ 84,745.24 | 3.52% | \$ 6,135.00 | 0.25% | \$ 1,694,397.03 | \$ 121,500.00 | 7.17% | \$ 69,045.00 | 4.07% |
| | | Apri 1 13 to Sept 30 13 | \$ 13,663,022.32 | \$ 319,170.50 | 2.34% | \$ 46,176.20 | 0.34% | \$ 7,977,919.62 | \$ 319,170.50 | 4.00% | \$ 2,771.20 | 0.03% | \$ 5,685,102.70 | \$ - | 0.00% | \$ 43,405.00 | 0.76% |
| FFY14 | | Oct 1 13 to Mar 31 14 | \$ 13,649,354.70 | \$ 293,289.20 | 2.15% | \$ 135,927.37 | 1.00% | \$ 6,823,674.29 | \$ 292,533.65 | 4.29% | \$ 115,167.05 | 1.69% | \$ 6,825,680.41 | \$ 755.55 | 0.01% | \$ 20,760.32 | 0.30% |
| | | Apri 1 14 to Sept 30 14 | \$ 17,416,560.55 | \$ 3,910,674.11 | 22.45% | \$ 701,129.62 | 4.03% | \$ 8,885,583.71 | \$ 3,768,706.60 | 42.41% | \$ 14,654.00 | 0.16% | \$ 8,530,976.84 | \$ 141,967.51 | 1.66% | \$ 686,475.62 | 8.05% |
| FFY15* | | Oct 1 14 to Mar 31 15 | \$ 4,358,155.38 | \$ 10,891.00 | 0.25% | \$ 1,290,954.40 | 29.62% | \$ 1,209,954.09 | \$ - | 0.00% | \$ 40,960.72 | 3.39% | \$ 3,148,201.29 | \$ 10,891.00 | 0.35% | \$ 1,249,993.68 | 39.71% |
| | | Apri 1 15 to Sept 30 15 | \$ 204,192,796.67 | \$ 309,784.63 | 0.15% | \$ 379,786.82 | 0.19% | \$ 47,336,783.90 | \$ - | 0.00% | \$ 44,373.93 | 0.09% | \$ 156,856,012.77 | \$ 309,784.63 | 0.20% | \$ 335,412.89 | 0.21% |
| FFY16** | 3.75% | Oct 1 15 to Mar 31 16 | \$ 5,768,931.07 | \$ 26,502.82 | 0.46% | \$ 591,017.84 | 10.24% | \$ 1,206,599.18 | \$ 3,916.70 | 0.32% | \$ 344,129.82 | 28.52% | \$ 4,562,331.89 | \$ 22,586.12 | 0.50% | \$ 246,888.02 | 5.41% |
| | | April 1 16 to Sept 30 16 | \$ 30,343,223.50 | \$ 1,505,492.73 | 4.96% | \$ 522,113.41 | 1.72% | \$ 2,300,973.59 | \$ 493,660.84 | 21.45% | \$ 126,072.16 | 5.48% | \$ 28,042,249.91 | \$ 1,011,831.89 | 3.61% | \$ 396,041.25 | 1.41% |
| FFY17*** | | Oct 1 16 to Mar 31 17 | \$ 55,699,121.15 | \$ 1,437,850.27 | 2.58% | \$ 2,049,699.71 | 3.68% | \$ 2,695,738.52 | \$ 448,373.56 | 16.63% | \$ 111,959.85 | 4.15% | \$ 53,003,382.63 | \$ 989,476.71 | 1.87% | \$ 1,937,739.86 | 3.66% |
| FFY16-18 | 3.75% | Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports - in progress) | \$ 91,811,275.72 | \$ 2,969,845.82 | 3.23% | \$ 3,162,830.96 | 3.44% | \$ 6,203,311.29 | \$ 945,951.10 | 15.25% | \$ 582,161.83 | 9.38% | \$ 85,607,964.43 | \$ 2,023,894.72 | 2.36% | \$ 2,580,669.13 | 3.01% |

In FY15, MTS began reporting the breakdown of how many federal dollars and how many local/state dollars were awarded and spent on each individual contract.

In FY16, MTS began using SAP which is capable of accurately reporting more expense procurements than previously was allowed using prior systems.

In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the NAICS code's small business size standards.

****Transit Vehicle Procurements (bus, trolley) from Transit Vehicle Manufacturers (TVM) are not included in this Report per DOT DBE Regulations. TVMs have their own DBE Program, Goals and Reporting requirements. Inventory procurements are also not included.

Only at time an inventory item is issued from store room will the federal/local breakdown be known, not at the time of purchase. ***



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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

July 20, 2017

SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) TASK ORDER CONTRACT
AMENDMENT APPROVAL FOR OLD TOWN TRANSIT CENTER WEST
IMPROVEMENTS PROJECT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to Work Order 13.18 for MTS Doc. No. G1493.0-13 with Kimley-Horn & Associates Inc. to perform Design-Engineering Services for the Old Town Transit Center West (OTTC West) Improvements Project ("Project").

Budget Impact

The funding for Work Order 13.18 Amendment No. 2 (\$149,445.21) is allocated under MTS Capital Improvement Project (CIP) for MTS Fiscal Year 2018, Capital Improvement Project Budget No. 3006007702. With this amendment, the total value of Kimley-Horn Task Order 13.18 will increase to \$288,445.21.

DISCUSSION:

The bus facilities on the west side of the OTTC West are constrained by limited capacity and in need of refurbishment after nearly 20 years of service. The ability to add service on some of our highest ridership routes is limited by a lack of bus bays. Multiple routes share bays, and standby buses for west side routes are inefficiently staging on the east side. During peak times, buses are circling through the center while waiting for an available bay. Additionally, many of the amenities, equipment, and furnishings, first installed in 1996, are beyond their useful life after nearly twenty years of very heavy passenger use.



MTS has initiated a capital improvement project to upgrade certain elements of the entire transit center, with an added focus on OTTC West towards improving capacity and operational efficiency. The first phase of the project will refurbish and replace the amenities most in need. Phase 2 of the project will design and construct improvements to amenities and capacity, specifically at OTTC West. These upgrades are anticipated to include increasing bus bay capacity, improving pedestrian access, repairing or replacing the remaining facilities which are beyond their useful life (not already covered in Phase I). The upgrades will also update pavement markings and traffic signage, station lighting, shelters and passenger waiting areas, next-arrival signage, and wayfinding signage and station maps.

On July 16, 2015 (AI 8), the Board authorized Task Order 13.18 with Kimley-Horn & Associates Inc. for \$139,000 (907 labor hours) to perform design work through final design. Through the design process it was discovered that additional permits would be required and additional design approval work would need to be performed to satisfy permit requirements. Phase 1 of the project has been completed. The design work for Phase 2 is at approximately 60%.

Amendment No. 1 to Task Order 13.18 added additional legal terms to the task order but did not change the scope or cost.

This Amendment No. 2 to Task Order 13.18 for \$149,445.21 (1058 labor hours) will allow MTS to satisfy all outstanding permitting needs and complete the final design process.

The Scope of Work for Amendment No. 2 consists of the following tasks:

- Task 1 – Urban Design Advancement
- Task 2 – (not used)
- Task 3 – Drainage Study
- Task 4 – Water Quality Study
- Task 5 – Engineering Design – 90 percent
- Task 6 – Engineering Design – Final
- Task 7 – Engineering Design – Bid-Ready
- Task 8 – Caltrans Coordination and Project Permit Services
- Task 9 – City of San Diego Project Development Review
- Task 10 – Design Services During Construction

The anticipated schedule for Phase 2 is for design and engineering work to continue through October 2017. Improvements designed under this Scope of Work would begin construction in FY2018 with carryover FY2017 CIP funding.

Today's action would also extend the term of Task Order 13.18 through June 30, 2018.

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

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

Attachment: A. Draft Work Order No. 13.18.2 (Amendment No. 2 to MTS Doc. No. G1493.0-13)

July 7, 2017

MTS Doc. No. G1493.0-13
Work Order No. 13.18.02

Mr. Dennis Landaal
Contract Project Manager
Kimley-Horn & Associates
401 B Street, Suite 600
San Diego, CA 92101

Dear Mr. Landaal:

Subject: MTS DOC. NO. G1493.0-13, AMENDMENT 2 TO WORK ORDER 13.18; GENERAL
ENGINEERING SERVICES OLD TOWN TRANSIT CENTER WEST IMPROVEMENTS

This letter shall serve as Amendment 2 to our agreement for Work Order 13.18 to MTS Doc. No. G1493.0-13, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide general engineering services for Old Town Transit Center West Improvements, in accordance with the attached Scope of Services (Attachment A).

SCHEDULE

The Scope of Services, as described above, shall extend through May 31, 2018.

PAYMENT

The Payment for this Amendment 2 shall be based on actual costs in accordance with the attached Fee Proposal (Attachment B), not to exceed \$150,000 without prior authorization. The total Work Order amount including all amendments to date is \$289,000. General engineering services will incorporate prevailing wage requirements where applicable as attached in Attachment C, Prevailing Wage (Attachment C).

If you agree with the above, please sign below, and return the document 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,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Dennis Landaal
Kimley-Horn & Associates, Inc.

LMARQUIS-CL
CL-G1493.0-13.WO13.18.02.KIMLEYHORN.TALLISON.061417

Date: _____

Attachment(s): A - Scope of Services
B - Fee Proposal
C - Prevailing Wage

WORK ORDER TITLE: Old Town Transit Center (OTTC) West Improvements

Develop 90%/Final/Bid-Ready construction and supporting documents (e.g. design studies, plans, opinion of probable construction costs, specifications) and City, Caltrans approvals for the Old Town Transit Center Expansion.

I. Proposed Scope of Amendment**Design Studies:**

1. *Urban Design Advancement* – The Consultant will coordinate with project stakeholders to obtain final decisions on the visual elements of the project prior to the start of final design for those project elements. Final decisions for each element will be documented in a Design MOU for use in preparing Final PS&E.

1.1. Urban Design Advancement

- Ticket vending machines/PCIDs
- Signage/Wayfinding information
- Paving types within the OTTC limits
- Site furnishings within the OTTC limits
- Restroom Facilities
- Security requirements
- Security infrastructure specifications (Data services/duct banks)
- Station recorder vs. data link to central server
- Fiber/Communications to OTTC Comm Facilities
- Site Lighting fixtures
- Lighting/Electrical power requirements and conduit sizing
- Electrical service and metering
- Water supply requirements
- Water service and metering

Meeting Materials (includes up to two rounds of revisions):

- OTTC layout exhibit
- Paving types exhibit
- Site furnishing exhibits displaying product types, colors, materials and finishes with recommendations for existing and proposed products

1.2. Material samples for selection of materials, colors and finishes for Landscape and Irrigation Concept Design

The Consultant will:

- Develop a preliminary Landscape Concept for the approved OTTC site plan. The landscape concept will adhere to the City of San Diego and the State of California Water Efficient Landscape Regulations and ordinances and California State Building code requirements in effect at the time of work order execution.
- Develop a preliminary Irrigation Concept Plan for the approved OTTC site plan. The concept plan will look at initial irrigation design feasibility, systems coordination. This initial submittal will include:

Meetings:

- Up to 2 meetings with MTS regarding Urban Design Advancement concepts including a discussion regarding warranties, maintenance and operations.

Meeting Materials:

- Landscape Concept Rendering,
- Plant Palette/Landscape materials Exhibit,
- Preliminary locations of point of connections (meters, back flow preventers, controllers, power supply)

1.3. OTTC Communication and Electrical – The Consultant will coordinate with MTS to identify the appropriate communications and electrical improvements for the OTTC. The following will be performed by the Consultant:

- Identify OTTC electrical/communications conduit needs, for example
 1. Station Lighting
 2. Fare Technology (PCIDs and TVMs)
 3. CCTV Cameras
 4. VMS Signs
 5. Video Surveillance System
 6. Payphones
- Layout electrical/communications conduit, communications cabling and electrical wiring
- Prepare load calculations
- Develop Electrical Service Panel Schedule and sub-panel circuit breaker designations and load calculations
- Coordinate with MTS to develop communication layouts
- Identify and develop network equipment designation and device connection details

The Consultant assumes:

- Wide Area Network (WAN) design will not be required
- Items assumed to be furnished and installed by others: CCTV Cameras and associated equipment, network switch, VMS sign panels, PCID units, and TVM's.

1.4. Lighting Photometric Calculations Study -- The Consultant will:

- Prepare a photometric analysis of the proposed preliminary lighting layout within the limits of the OTTC. The analysis will be prepared to assist with the appropriate placement of safety lighting and pedestrian lighting. The photometric study will include the evaluation of up to four (4) different lighting fixtures, or lighting configurations. The average, maximum and minimum horizontal footcandle measurements will be included in the photometric study. The photometric calculation will then be evaluated and compared with the standard lighting levels per MTS design guidelines.

2. TASK NUMBER NOT USED.

3. *Drainage Study Only (No Hydromodification Design Assumed Required)* – A drainage study will be prepared for the project to analyze and size the proposed drainage infrastructure. The drainage

study for the City of San Diego and Caltrans will include the following sections; Introduction, methodology, hydrologic and hydraulic analysis, conclusions/recommendations. The study will be prepared in accordance with the agency's standard for the preparation of drainage studies in effect at the time of execution of this work order.

The Consultant will:

- Attend up to 3 meetings with the City of San Diego and Caltrans to discuss the final design of the proposed system prior to DSD / Caltrans review. Each meeting is assumed to last up to 3 hours (with 2 Consultant attendees) including preparation time for agendas, graphics, sign-in sheets, and meeting summary preparation, QC review, and email distribution.
- Prepare drainage basin mapping
- Calculate hydraulic capacity, peak flow rates, and estimation of proposed pipe and inlet sizes
- Submit a draft Drainage Study to MTS.
- Submit final Drainage Study to MTS for final review and approval to submit to the City of San Diego for project development review.
- Submit the final Drainage to the City of San Diego for project development review.

This task assumes:

- Significant changes to the preliminary concepts that were approved by the agency during the preliminary design/environmental phase of the project will not be required.
- Drainage studies will further refine the concepts already prepared and approved by the agencies.

4. *Water Quality Study* – The Consultant will update the Water Quality Study prepared during the environmental phase of the project for the City of San Diego. The update to the Water Quality Technical Report will be based on the preliminary concepts that were approved by the agencies during the preliminary design/environmental phase of the project.

The Consultant will:

- Coordinate and process the WQTR through the City of San Diego only and it is assumed no coordination with the Regional Board is required.
- Update report to show the implementation of the previously approved water quality treatment concepts for each section of the project.
- Submit a draft WQTR to MTS at the 90% level of plans completion.
- Submit final WQTR to MTS for final review and approval to submit to the City of San Diego for project development review.
- Submit the final WQTR to the City of San Diego for project development review.
- Provide up to three review cycle submittals for the WQTR.

This task assumes:

- Significant changes to the preliminary concepts that were approved by the agency during the preliminary design/environmental phase of the project will not be required.
- The Water Quality Technical Reports will further refine the concepts already prepared and approved by the agencies.
- Comments on the reports will be minor and not require significant changes to the overall concept of the water quality treatment that was previously approved.

STORM WATER DATA REPORT (SWDR) - Consultant shall prepare a Storm Water Data Report per Caltrans standards in place at the time of execution of this work order. This task assumes that only new impervious area will be required to be treated and that 100% treatment for the increased impervious area could be a combination of treatment of existing and proposed pavement to achieve 100% equivalent treatment for the project.

5, 6, & 7. Engineering Design (90%, Final & Bid Ready Construction Packages) – Supersedes Task 6 and 7 of Work Order 13-18. These tasks will advance OTTC Improvements through the Concept Development stage of completion and Draft PS&E (90% complete) and Final PS&E (100% complete). **~\$25K**

In addition, the consultant will prepare preliminary dry utility system design alignments based on improvement plans and existing condition base plan for the removal, relocation, undergrounding, and new service systems required to meet the project's dry utility requirements. Final plans will be the responsibility of the respective utility owner.

A. Plan Features

- a. Plan format (i.e. title sheet and sheet borders) will be in a MTS format with local jurisdiction signature blocks (including the improvements in Caltrans R/W). Standard notes for the local jurisdiction and MTS will be included.
- b. Horizontal control – Design will generally include computed centerlines with horizontal control based on station-and-offset values. Non-linear project elements such as station site plans will rely on dimensions between project features and a table of coordinates at key locations.

The scale of plan sheets are anticipated to be the city standard of 1"=40' for less detailed plans (e.g. signing and striping, temporary water pollution control) and 1"=20' for more detailed plans (e.g. station layouts, ramp improvements, precise grading).

The Consultant will provide bid package development and support services, for the tasks identified below, up to the level of effort identified in the section entitled "Bid Construction Package" in Attachment B. Bid phase services are not included in this amendment.

- Incorporate review comments to the Final Construction Plans submittal and prepare "Bid-Ready" plan sets for MTS Procurement to advertise project.
- Incorporate review comments to the Final Construction Specifications submittal and prepare "Bid-Ready" specifications for MTS Procurement to advertise project.
- Incorporate review comments to the Final Construction Cost Estimates submittal and prepare "Bid-Ready" construction cost estimates for MTS Procurement Department to advertise project.
- QC "Bid-Ready" PS&E Package and submit "Bid-Ready" bid packages to MTS Contracts Department for advertisement.

The Consultant will submit improvement plans for Caltrans, and City of San Diego review and comment at the 90% and final levels of completion. Review comments from the 90% plan submittal will be addressed in the final plans preparation effort. The Consultant will meet with MTS, Caltrans, and the City of San Diego to resolve conflicting and unclear comments (one meeting for each submittal). The Consultant will incorporate review comments, as appropriate, into the plans, so they are reflected in the

next scheduled submittal. After receipt of all 90% review comments, the Consultant will submit final plans for approval.

8. COORDINATION AND PROJECT PERMIT SERVICES:

Agency coordination will include:

- Caltrans - Task 8
- City of San Diego - Task 9

8.1 Caltrans Encroachment Permit Process – The Consultant will develop supporting Caltrans documentation in support of the Project Encroachment Permit process. It is assumed that a separate Landscape Maintenance Agreement will not be required and is therefore excluded from this scope of work.

The Consultant will perform the following subtasks to support MTS's request for an Encroachment Permit to construct improvements on Old Town Transit Center.

8.5.1 Initiating Permit Process

The Consultant will develop and submit to Caltrans a project initiation submittal package upon completion of the 90% Plans and Specification reviewed by MTS. The submittal package will include:

- Letter of Intent addressed to Deputy District Director of Traffic Operations (Consultant to develop as part of this task)
- Standard Encroachment Permit Application (Consultant to complete as part of this task)
- Location map (Consultant to develop as part of this task)
- Cost Estimate for Improvements within Caltrans R/W
- Project and Construction Schedule
- Layout Plan showing the proposed improvements

8.5.2 Review Submittals based on "Project Funded by Public Agencies"

The Consultant will prepare two rounds of submittals (i.e. review cycles) of the following package:

- Project Plans with Special Provisions (100% Plans) (14 copies)
- Transportation Management Plan (14 Copies)
- Drainage Report, Traffic Handling Plans, Construction Staging Plans (14 copies)
- Mandatory Design Exception Fact Sheets (i.e. 11' lanes)
- Environmental Review (Record of Completion)
- Storm Water Data Report (Short Form)
- Geotechnical Technical Memorandum
- Right of Way and Maintenance Exhibit
- Storm Water Pollution Control Plan

This task assumes each submittal to require four weeks of review time by Caltrans' functional groups.

8.5.3 Final Submittal for Permit Processing

The Consultant will prepare a final submittal of the following package:

- Approved Set of Project Plans and Specifications (14 copies)
- Approved Reports in Review Submittal Package (4 sets of each report)
- Inspection Fee Deposit (provided by MTS staff)

9. *City of San Diego Project Development Review - The Consultant will submit draft final construction plans (MTS approved) and related storm drainage and water quality reports to the City of San Diego for Project Development Review. The Consultant will enter City review comments and Consultant responses from each submittal review into a comment log for documentation. The Consultant will meet with MTS to go over the City comments and verify MTS concurrence with Consultant responses (assume 1 meeting x 3 submittals x 2 hours x 2 documents (plans and reports)). The Consultant will meet with the City to resolve conflicting and unclear comments. The Consultant will incorporate City review comments, as appropriate, so they are reflected in the next submittal to the City (assume 4 meetings x 3 submittals x 1 hours x 2 documents (plans and reports)). This scope of services assumes 3 rounds of review and comment to obtain City approval of the plans and the drainage and water quality documents. This scope also assumes that City comments will be cosmetic in nature and not require redesign work. The consultant will perform the project development review process for up to 3 rounds of review and comment on each deliverable document or up to the level of effort identified in Attachment B.*

Upon approval by the City, the Consultant will prepare signed and sealed mylar bid set plans for signature by the City Engineer.

Upon completion of the City's approval process, the Consultant will prepare the final Notice of Intent and SWPPP report, and post the applicable documents to the State Board's SMARTS website.

Assumptions:

City requested betterment of City facilities will not be required or added to the project after submittal of the final design plans for City project development review. The Consultant will provide these services up to the level of effort identified in Attachment B.

10. *Construction Support Services – Consultant will provide up to 100 hours for technical engineering resource staff support services to MTS on an as needed basis to assist MTS staff with the activities relating to OTTC West improvements. Consultant will provide the support services described above to MTS on a time and materials basis to the extent budgeted in Attachment B.*

Work Order Estimate Summary

MTS Doc. No. **G1493.0-13**

Work Order No. **13-18 Amend#2**

Attachment: **B**

Work Order Title: **Old Town Transit Center (OTTC) West Improvements**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

| Item | Cost Codes | Cost Codes Description | Total Costs |
|------|------------|-------------------------|--------------|
| 1 | | Old Town Transit Center | \$149,445.21 |
| 2 | | | |

Totals = **\$149,445.21**

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

| Item | TASKS/WBS | TASKS/WBS Description | Labor Hrs | Total Costs |
|------|-----------|---|-----------|-------------|
| 1 | 1 | Urban Design Advancement | 104.0 | \$15,068.94 |
| 2 | 2 | Task Number not Used | | |
| 3 | 3 | Drainage Study | 99.0 | \$12,430.25 |
| 4 | 4 | Water Quality Study | 169.0 | \$21,182.65 |
| 5 | 5 | Engineering Design - 90% | 301.0 | \$45,284.32 |
| 6 | 6 | Engineering Design - Final | 113.0 | \$15,164.24 |
| 7 | 7 | Engineering Design - Bid Ready | 47.0 | \$6,917.16 |
| 8 | 8 | Caltrans Coordination and Project Permit Services | 45.0 | \$7,546.85 |
| 9 | 9 | City of San Diego Project Development Review | 80.0 | \$11,834.45 |
| 10 | 10 | Design Services During Construction | 100.0 | \$14,016.35 |

Totals = **1,058.0** **\$149,445.21**

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

| (If Applicable, Select One) | | | | Consultant | Labor Hrs | Total Costs |
|-----------------------------|------|-----|-------|----------------------------|-----------|--------------|
| DBE | DVBE | SBE | Other | | | |
| | | | | Kimley-Horn and Associates | 864.0 | \$119,092.99 |
| | | | | Aguirre and Associates | 32.0 | \$7,218.84 |
| | | | | Ninyo and Moore | 162.0 | \$23,133.38 |

Totals = **1,058.0** **\$149,445.21**

ATTACHMENT C
Prevailing Wage

Prevailing Wage

A. PUBLIC WORK

Work performed by Contractor and Subcontractor in accordance with this Contract may be a public work under California Labor Code, 1720, et seq. All public work projects are subject to compliance monitoring and enforcement by the Department of Industrial Relations (DIR).

The following requirements listed in this section apply to any bid or proposal submitted on or after March 1, 2015 and any contract for public work entered into on or after April 1, 2015:

A contractor or subcontractor shall not be qualified to bid on, be listed in a bid or proposal subject to the requirements of Public Contract Code, 4104, or engage in the performance of any contract for public work unless currently registered and qualified by the DIR to perform a public work project pursuant to Labor Code, 1725.5. (Labor Code, 1771.1 subd. (a)).

MTS will not accept a bid or enter into any contract or subcontract without proof of the Contractor and Subcontractor's current registration to perform public work pursuant to Labor Code, 1725.5. (Labor Code, 1771.1 subd. (b)). If a contract is entered into with an unregistered contractor or subcontractor, the contract shall be subject to cancellation, but shall not be voided solely for failure to comply with Labor Code, 1725.5 or 1771.1.

If an unregistered contractor submits a bid that is authorized by Business and Professions Code, 7029.1 or by Public Contract Code, 10164 or 20103.5, it will not be violation of Labor Code, 1771.1 so long as the contractor is registered at the time the contract is awarded.

If by inadvertent error an unregistered subcontractor is listed in a bid proposal, it shall not be grounds for filing a bid protest or grounds for considering the bid nonresponsive, provided that any of the following apply: 1) subcontractor is registered at bid opening; 2) within 24 hours after the bid opening, the subcontractor is registered and has paid the penalty registration fee; or 3) the subcontractor is replaced by another registered subcontractor pursuant to Public Contract Code, 4107.

To register with the DIR, use the following link:

<http://www.dir.ca.gov/Public-Works/PublicWorks.html>.

B. PREVAILING WAGE

(1) Payment of Prevailing Wage

If work performed under this Contract is a public work, state prevailing wages may be applicable. When applicable, the Contractor shall pay its employees the general prevailing rate of wages as determined by the Director of the DIR for all public works projects (See Labor Code, 1771, 1774).

It is the sole responsibility of Contractor to ensure that all workers who perform work pursuant to this Contract are paid the correct rate of prevailing wages. This includes ensuring compliance with the requirements relating to the employment and payment of prevailing wage to apprentices, in accordance with Labor Code, 1777.5. Noncompliance with state prevailing wage regulations may be subject to penalties, as prescribed in Labor Code, 1775, 1776, 1813 and 1815.

If Contractor will receive federal funds, this Contract may also be subject to the payment of prevailing wages pursuant to the Davis-Bacon Act, 40 U.S.C. 3141 et seq., and other federal laws. When working on a federally funded project, Contractor shall ensure that all

workers entitled to the payment of prevailing wages receive the higher of the applicable State or federal prevailing wage.

MTS has obtained from the Director of the DIR general prevailing wage determinations for the locality in which work is being performed. These determinations are on file and available at MTS' offices located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, and are available from the DIR on the internet at <http://www.dir.ca.gov/DLSR/PWD/>. Federal prevailing wage rates are available from the U.S. Department of Labor on the internet at www.access.gpo.gov.

(2) Certified Payroll

If work performed under this Contract is a public work, each Contractor and Subcontractor shall comply with Labor Code, 1776 regarding maintaining accurate payroll records. This includes certifying the payroll records and making the certified payroll records available for inspection or furnishing upon request.

(3) Job Site Notice

For all public work contracts awarded on or after January 1, 2015, the prime contractor shall post a notice at each job site stating prevailing wage rates will be enforced in accordance with 8 CCR 16451 subd. (d). In addition, the prime contractor shall post a notice at each job site of the applicable DIR prevailing wage rates in accordance with Labor Code, 1773.2.

Labor Compliance

Before invoicing MTS, the successful Prime Contractor shall provide a copy of the invoice and an original copy of the labor compliance documents to MTS Labor Compliance Consultant for review and approval to the following address:

Teresa Gonzalez-White
3439 Via Beltran
San Diego, CA 92117

For questions regarding Prevailing Wage, please contact Teresa Gonzalez-White at (619) 518-1821 or by e-mail at tgwhite@sprintmail.com.



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY COMPANY QUARTERLY
REPORTS AND RATIFICATION OF ACTIONS TAKEN BY THE SD&AE BOARD OF
DIRECTORS AT ITS MEETING ON JULY 11, 2017

RECOMMENDATION:

That the Board of Directors:

- 1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports (Attachment A) for information; and
- 2) ratify actions taken by the SD&AE Board at its quarterly meeting on July 11, 2017.

Budget Impact

None.

DISCUSSION:

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV and Museum, have provided operations reports during the second quarter of 2017 (Attachment A).

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Copy of Final Meeting Materials from 7/11/2017 SD&AE Meeting





**SAN DIEGO & ARIZONA
EASTERN RAILWAY
COMPANY**

A NEVADA NONPROFIT
CORPORATION

1255 IMPERIAL AVE., STE. 1000
SAN DIEGO, CA
92101-7490
(619) 231-1466

BOARD OF DIRECTORS
PAUL JABLONSKI, CHAIRPERSON
MATT DOMEN
JARED GOOCH

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

LEGAL COUNSEL
KAREN LANDERS

AGENDA

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

July 11, 2017

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Approval of the Minutes of April 18, 2017
Action would approve the SD&AE Railway Company Minutes of April 18, 2017. Approve
2. Statement of Railway Finances (Erin Dunn) Informational
3. Report on San Diego and Imperial Valley (SD&IV) Railroad Operations (Matt Domen) Informational
4. Report on Pacific Southwest Railway Museum (Diana Hyatt) Informational
5. Report on the Desert Line Informational
6. Proposed Revisions to MTS Board Policy No. 12 (Ownership and Operation of the San Diego and Arizona Eastern Railway) (Karen Landers)
Action would approve the proposed revisions to MTS Policy No. 12 (Ownership and Operation of the San Diego and Arizona Eastern Railway) and forward a recommendation to the MTS Board of Directors for final approval and adoption of the policy. Approve
7. Real Property Matters (Tim Allison)
 - a. Summary of SD&AE Documents Issued Since April 18, 2017 Informational
 - b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.9(d)(1) CHRIS REIMER v. THE CITY OF NATIONAL CITY, ET AL., SCSC CASE NO. 37-2015-00038580-CU-PO-CTL Possible Action
8. Board Member Communications
9. Public Comments
10. Next Meeting Date: October 10, 2017
11. Adjournment

MINUTES

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

April 18, 2017

A meeting of the Board of Directors of the San Diego & Arizona Eastern (SD&AE) Railway Company, a Nevada corporation, was held at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, on April 18, 2017, at 9:00 a.m.

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

| | |
|--|---|
| San Diego Metropolitan Transit System: | Tim Allison, Karen Landers, Wayne Terry, Shiela Dilayre |
| Pacific Southwest Railway Museum: | Dave Tomeraasen, Diana Hyatt, James Caestecker |
| Pacific Imperial Railroad, Inc.: | Victor Constantino |
| SD Freight/Burlington No. Santa Fe: | John Hoegemeier |
| Mintz Levin: | Antony Nash |

1. Approval of Minutes

Mr. Domen moved to approve the Minutes of the January 17, 2017, SD&AE Railway Board of Directors meeting. Mr. Jablonski seconded the motion, and it was unanimously approved.

Ms. Landers noted that the agenda format has been revised going forward akin to the MTS Board agenda wherein items for review do not require a "motion to receive" but instead are informational items.

2. Statement of Railway Finances

Shiela Dilayre (sitting in for Erin Dunn) reviewed the Statement of Railway Finances for the period ending February 28, 2017 (attached to the agenda item).

Action Taken

Informational item only. No action taken.

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

Matt Domen reviewed the SD&IV Periodic Report for activities for the first quarter of 2017 (attached to the agenda item). Mr. Jablonski commended SD&IV on coming up on its 20th year of injury-free reporting to the FRA.

Action Taken

Informational item only. No action taken.

4. Report on Pacific Southwest Railway Museum Operations

Diana Hyatt introduced Dave Tomeraasen, Pacific Southwest Railway Museum (PSRM) Board Treasurer. Ms. Hyatt reviewed PSRM's 1st quarter report (attached to the agenda item).

Mr. Jablonski stated that he has been getting e-mails from an organization that is conducting an on-line petition for the Carrizo Gorge Scenic Railroad. This group is petitioning MTS Board Chair Harry Mathis to allow train service through the Carrizo Gorge. Ms. Landers noted for the record that MTS has no association with this organization—no requests have ever been approved, and it has no rights through this area. Mr. Jablonski added that the petition is being generated through Change.Org, and five people have signed the petition. Mr. Jablonski forwarded the e-mail to Diana Hyatt so that she can follow up with the organization.

Action Taken

Informational item only. No action taken.

5. Report on the Desert Linea. Report on the Desert Line

Karen Landers gave an update on the status of Desert Line activities. She stated that last Thursday, the MTS Board of Directors formally consented to an assignment of the Pacific Imperial Railroad (PIR) Desert Line lease to International Transportation Associates (ITA), which is an entity created by Baja Rail. The bankruptcy court has been overseeing the sale of PIR's assets—one of which is its interest in the Desert Line lease. This is essentially the master lease and the obligations and rights for the last ten miles; PIR previously subleased the first 60 miles to Baja Rail. The MTS Board and all parties have signed a consent approval. Ms. Landers stated that it is her understanding that yesterday was the last day for anyone to object with the bankruptcy court. Ms. Landers is waiting for formal confirmation from PIR and Baja Rail that the transaction has closed.

Victor Constantino with PIR stated that he will forward the final determination from the judge to Ms. Landers.

Ms. Landers clarified that for all intents and purposes, Baja Rail and/or its entity ITA is now in control of the PIR lease. The transfer of any other PIR assets is pending the court's final determination. Ms. Landers stated that MTS will be working with Baja Rail to negotiate an amended and restated lease agreement. Currently, there is a sublease and master lease, which will be merged into one agreement directly with Baja Rail. The time lines will also be addressed in the new lease. The current time line for the entire line to be completed is by December 2018. Given the current delays of the bankruptcy and other issues, that time line is no longer realistic. The new lease and time lines will go to the MTS Board of Directors for approval possibly at the May 2017 meeting or no later than the June 2017 meeting.

Ms. Landers reported that plans submitted by Baja Rail will be reviewed by MTS's engineer, Dan Davis. MTS has given Mr. Davis a list of specific information needed. At this point, the goal is to initially go bridge-by-bridge starting with Bridge 66 (just east of the Museum) first because that will open up all the way to Jacumba. All of the materials that will be used must meet MTS's standards before installation. Ms. Landers noted that

there has been a delay because she has requested that Baja Rail get an environmental attorney-issued opinion. Ms. Landers added that it is believed that the work on the bridges includes repair and replacement and is accepted under CEQA, but she wants Baja Rail to have an independent CEQA attorney provide that opinion.

Ms. Landers stated that Baja Rail is eager to get started, and MTS is trying to accommodate the work as soon as possible. She added that there are other things that are needed that can be worked on concurrently. Ms. Landers reported that things are moving along, and Baja Rail has made a significant investment—especially by purchasing the asset out of the bankruptcy. She expects that Baja Rail will move diligently to get to the point of operations.

Action Taken

Informational item only. No action taken.

b. Identification and Disposal of Abandoned Personal Property / Rolling Stock on the Desert Line

Ms. Landers stated that MTS has authorized Baja Rail to go out and clean up at Jacumba Depot area. Additionally, train cars and equipment have been there since 2012 when a lease was formally issued to PIR, and there are no good records of who put them there or when. Ms. Landers stated that for efficient freight operations to begin, any unnecessary items need to be removed. There are no records of lease or storage agreements for this equipment, so they've been stored without MTS's express consent and without paying any storage fees. Ms. Landers explained that it is necessary to give notice to people who may claim an ownership interest. She added that Ms. Hyatt and others from the Museum provided a list (see attachment to the agenda item) last year of some of the items that they were aware of that are on the line.

Ms. Landers asked that the Board be aware and authorize staff to go through a process to send out a notice to anyone who would relay that they would like to be notified, such as the people who are associated with Carrizo Gorge Railway. She added that they would have 30 days to submit a claim with proof of ownership and a plan to remove the rolling stock by June 1. There is a caveat because some of the items are further out on the rail; due to the embargo on the line, no one should go out and traverse the rails to get their items. Before anyone removes any items from the property, they need to have MTS's consent and agreement. For items on the line that cannot be moved by truck, a plan will have be devised to allow removal by the owner once the rail is accessible and the items can be removed expeditiously.

Ms. Hyatt noted a correction to Attachment A. The two SD&AE box cars are only at Campo House Track (they are listed as being at Jacumba as well).

- Public Speaker – Antony Nash

Mr. Nash stated that he represents Gary Sweetwood who will claim some of the equipment listed—specifically the locomotives. Mr. Nash provided his business card and asked to be sent a notice regarding the process that Ms. Landers mentioned previously. He also asked to interface to understand exactly what SD&AE will be requiring in terms of evidence of ownership and a plan to remove equipment as his client believes that he owns many of the pieces of equipment.

Ms. Landers reiterated that it will be a formal process that will follow rules related to abandoned property, but it is also "come as you go." She stated that submittal of a claim of ownership will be required and information related to the claim. If no one else makes a claim for the same property by the deadline and there is no dispute as to ownership during that period, then plans could be made for removal. She added that if someone else did make a claim to the same property, a resolution would have to be determined. The end goal is to identify any property claimed by a third party and how to remove it. If no one makes an ownership claim, then the property in question could be owned by SD&AE (but it is not assumed). SD&AE would be authorized to decide what to do with the property. Ms. Landers clarified for Mr. Nash that May 18, 2017, is the deadline to make a claim.

Ms. Landers clarified the process of identifying potential third parties who may own property. She stated that she is open to any suggestions. She reached out to former parties of Mr. Sweetwood. Discussion ensued, and it was decided that Mr. Gooch would make contact with Union Pacific (UP) and Ms. Landers would make contact with Ed Kravitz to notify them regarding identifying potential third parties who may own property. Ms. Hyatt suggested putting a publication in one of the industry magazines. Ms. Landers will send a notice to the Secretary of State Web site as the registered agent for service for Carrizo Gorge Railway Company. She added that Mr. Sweetwood may also have suggestions as to whom to contact. It was noted that there are three locomotives owned by PIR that are not on the list.

Ms. Landers agreed with Mr. Domen that as to the June 1 removal deadline, the assets that can be trucked off of the line will be done so expeditiously. She added that the deadline date may be flexible within reason. She clarified that MTS does have a right to assess storage fees; however, Ms. Landers is proposing that if a third party can prove ownership and make a plan to remove assets as soon as possible, then storage fees could be waived. Ms. Landers added that if someone made a claim of ownership after the asset was auctioned off, then all storage fees and the cost of auction would be recovered before turning over any proceeds.

Mr. Jablonski stated that storage fees could be attached but could be waived if deemed acceptable to SD&AE upon disposition of the assets.

Mr. Domen stated that some of the locomotives on the line have been leaking. He questioned whether SD&AE would have to cover the cost of any clean-up. Ms. Landers responded that currently any clean-up that is necessary is covered under the lease with Baja Rail. She stated that an assessment of the clean-up should be made. Ms. Landers and MTS staff will be going on a site visit to Campo and Jacumba on Friday. She extended an invitation to anyone who would like to accompany staff on this visit.

Action Taken

Mr. Domen moved to approve authorizing staff to take all necessary and appropriate steps to identify and remove abandoned property on the Desert Line. Mr. Jablonski seconded the motion, and it was unanimously approved.

6. Real Property Mattersa. Summary of SD&AE Documents Issued Since January 17, 2017

Tim Allison noted that since the January 17, 2017, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-16-643: Right of Entry Permit to the Earth Mechanics, Inc. to perform geotechnical studies for the Bayshore Bikeway Segment 8B in Chula Vista.
- S200-17-644: Right of Entry Permit to San Diego Charter Co. for running shuttle service from the Spring Street Trolley Station.
- S200-17-645: Right of Entry Permit to Park N Play for running shuttle service from the Spring Street Trolley Station.
- S200-17-654: Right of Entry Permit to SC Valley Engineering, Inc. to perform storm drainage repair in the City of El Cajon.
- S200-17-655: Right of Entry Permit to Vailston Company, Inc. for sidewalk repair in the City of San Diego along the Orange Line in the Encanto neighborhood.

Action Taken

Informational item only. No action taken.

b. Easement for Street Improvements for the City of La Mesa

Tim Allison gave a PowerPoint presentation. He explained the City of La Mesa's improvements along Spring Street south of Interstate 8 in La Mesa. He showed easements that are thought to have been historically granted to public agencies that had control over the area. He pointed out the areas that are covered under existing easements. He explained that instead of trying to find the historical documents, it was decided that it would be easier to grant an easement to cover the sidewalk and retaining-wall improvements requested by the City of La Mesa. Mr. Allison showed the area that would be covered by a new easement. He stated that today's action would be to approve an easement for the areas that should have already been covered by easements but that staff was unable to locate.

Board members discussed concerns regarding major safety issues associated with adding a sidewalk at grade next to a busy freeway off-ramp, which would also allow pedestrians to cross railroad tracks without having any railroad crossing gates or signage upgrades approved by the California Public Utilities Commission (CPUC). Board members agreed that those safety measures would have to be incorporated before they would approve any easements in this location. Wayne Terry added that he relayed that message a recent meeting with City of La Mesa staff. He stated that the City of La Mesa and the CPUC were interested in incorporating a pedestrian crossing at grade adjacent to the original crossing and add a pedestrian gate as well as a push gate as an improvement to the original crossing. Mr. Terry's advice to the CPUC was to submit a formal General Order 88-B application for a new crossing but the CPUC

representative indicated that the Commission would not approve it. Discussion followed regarding current pedestrian access and signage.

Action Taken

Mr. Domen moved to approve issuing an easement to the City of La Mesa for sidewalk and retaining-wall improvements along Spring Street contingent upon the MTS CEO's satisfaction regarding the resolution of all necessary safety enhancements/improvements related to pedestrian crossings. Mr. Jablonski seconded the motion, and it was unanimously approved.

c. Licenses for Aerial Fiber East of Campo

Tim Allison reviewed AT&T's request for licenses for aerial fiber-crossing within the SD&AE right-of-way east of Campo. He added that the poles exist and the plan is to overlap new fiber to the existing lines because the capacity is running low. Mr. Allison stated that the action would grant an amended/restated license for aerial telephone and fiber lines.

Action Taken

Mr. Domen moved to approve licenses for aerial fiber-crossing within the SD&AE right-of-way east of Campo. Mr. Jablonski seconded the motion, and it was unanimously approved.

d. Campo Indian Band Renewable Energy Project

Mr. Allison presented this item for direction from the Board regarding a proposal by Archer Cleantech, Inc. (Archer) and the Campo Band of Mission Indians (Campo) for a renewal-energy project on Campo lands, which would require routing a private transmission line through existing Desert Line right-of-way. Mr. Allison introduced Paul Blaha with Archer and Marcus Cuero with the Campo Tribal Council. Mr. Allison stated that the SD&AE Board was presented a few years ago with a similar request from a company called Soitec; however, that project was never completed. He stated that this current project has a lot of momentum and would include wind and solar energy. Mr. Allison added that the parties wanted to find out if SD&AE was amenable to such a project before putting forth a lot of money. Mr. Blaha defined the areas noted on the attachment to the agenda item. Mr. Allison discussed the areas on the attachment where Baja Rail may potentially operate, which would require that there be certain agreements in place in regard to engineering and any necessary regulatory actions. He added that staff wants to have the ability to negotiate with Archer through the regulatory process.

Discussion followed regarding the location of the proposed aerial lines and potential issues in relation to the proximity of the railroad. Mr. Blaha discussed next steps, which include applying to join a CAL ISO Study by April 30 that—if approved—would give Archer permission to study the project further and work through engineering scenarios.

Mr. Jablonski stated that he does not have any problem with further studies, but he has concern with a one-sided study; he would want to know if there were any downsides that may not be recognized. Mr. Allison responded that could be part of the action, and Dan Davis could be brought in to conduct a study (that Archer would need to fund).

Mr. Blaha confirmed for Ms. Landers that the CAL ISO Study is a requirement for the connectivity, which would be basically at or near the right-of-way. The connectivity is not a physical connection, but it is something that needs to be studied. He also clarified that Archer has already confirmed the feasibility of the project to be the best solution and is satisfied with the economic potential.

Ms. Landers stated that we would need to scope out the questions that we have from a railroad standpoint regarding studies and funding. Mr. Jablonski added that an agreement would be necessary before proceeding. Mr. Allison stated that the value would need to be determined as well during negotiations. Mr. Blaha acknowledged a request from Mr. Jablonski to look into the economics of using conduit. Mr. Jablonski reiterated the need to understand any of the downsides to the project. Ms. Landers added that consideration must also be given to any future double-tracking and the fact that there would need to be enough room in the right-of-way to operate.

Action Taken

Informational item only. No action taken.

7. Board Member Communications

Ms. Landers confirmed for Board members that Baja Rail will attend future meetings and give quarterly reports.

8. Public Comments

There were no additional public comments.

9. Next Meeting Date

The next meeting of the SD&AE Railway Company Board of Directors is on July 11, 2017.

10. Adjournment

The meeting was adjourned at 10:05 a.m.



President

General Counsel

Agenda Item No. 2

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

July 11, 2017

SUBJECT:

STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a financial report for the , period ending May 31, 2017.

Budget Impact

None.

DISCUSSION:

Attached are SD&AE's financial results for the period ending May 31, 2017.

As of May 31, 2017, fiscal year-to-date revenues are \$992,000 favorable to budget primarily due to the Desert Line Lease revenue not included in the budget.

Fiscal year-to-date expenses are \$10,000 favorable to budget due to favorable variances in Personnel Costs and Outside Services, which is partially offset by \$71,000 in past-due property taxes.

The Net Income for the period ending May 31, 2017, was \$869,000.

Attachment: SD&AE Operating Statement for period ending May 31, 2017

SD&AE Operating Statement FY2017-16

| | | | | | | | | FY 2016 | |
|---|----------------------------|-------------------|-------------------|--------------------------|---------------------------|---------------------------|---------------------|-------------------------------|--------------------|
| | Q1 Actual | Q2 Actual | Q3 Actual | Q4 Actual (Apr - May) | YTD Actual (Jul - May) | YTD Budget (Jul - May) | Variance | Q1 - Q4 Actual (Jul - May) | Variance |
| Revenues | | | | | | | | | |
| Right of Entry Permits | \$ 3,000 | \$ 12,999 | \$ 3,600 | \$ 3,225 | \$ 22,824 | \$ 26,687 | \$ (3,863) | \$ 7,400 | \$ 15,424 |
| Lease Income | 19,103 | 19,019 | 24,311 | 14,471 | 76,904 | 68,366 | 8,538 | 73,784 | 3,120 |
| Desert Line Lease Revenue | 250,000 | 250,000 | 250,000 | 166,667 | 916,667 | - | 916,667 | 916,667 | - |
| Operator Income - SD&IV 1% Freight Fee | 8,500 | 8,500 | 25,487 | 6,200 | 48,687 | 23,000 | 25,687 | 28,903 | 19,784 |
| Misc. Revenue (Cure of Default - DL lease assignment) | - | - | - | 45,000 | 45,000 | - | 45,000 | - | 45,000 |
| Total Revenue | 280,603 | 290,518 | 303,398 | 235,563 | 1,110,081 | 118,053 | 992,028 | 1,026,754 | 83,327 |
| Expenses | | | | | | | | | |
| Personnel Costs | 2,752 | 4,347 | 6,959 | 5,744 | 19,802 | 41,080 | 21,278 | 30,740 | 10,938 |
| Outside Services | 14,059 | 1,830 | 39,826 | 79,708 | 135,424 | 195,260 | 59,836 | 25,749 | (109,675) |
| Risk Management | 3,762 | 4,177 | 3,744 | 2,195 | 13,877 | 13,976 | 99 | 13,517 | (360) |
| Misc. Operating Expenses | 1,146 | - | - | 71,000 | 72,146 | 1,146 | (71,000) | 693 | (71,453) |
| Total Expense | 21,719 | 10,354 | 50,529 | 158,647 | 241,249 | 251,462 | 10,213 | 70,699 | (170,550) |
| Net Income/(Loss) | \$ 258,884 | \$ 280,163 | \$ 252,869 | \$ 76,916 | \$ 868,832 | \$ (133,409) | \$ 1,002,241 | \$ 956,055 | \$ (87,223) |
| Reserve Balance July 1, 2016 | <u>\$ 1,581,452</u> | | | | | | | | |
| Allocated Interest Earnings - Estimated | 9,167 | | | | | | | | |
| Operating Profit/(Loss) - YTD | 868,832 | | | | | | | | |
| Less Desert Line Lease Revenue | (916,667) | | | | | | | | |
| Reserve Balance as of May 31, 2017 | <u>\$ 1,542,784</u> | | | | | | | | |

Agenda Item No. 3

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

July 11, 2017

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: Periodic Report for the 2nd Quarter of 2017



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

June 22, 2017

Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company activities of interest for the 2nd Quarter of 2017 are listed as follows:

1. Labor

At the end of June 30, 2017 the San Diego & Imperial Railroad had 9 employees:

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

2. Marketing

Volume in the 2nd Quarter had a 39% decrease as compared to the same quarter in 2016. Bridge traffic into Mexico had a 57% decrease due to the loss of LPG traffic to modal competition. Traffic terminating or originating on the SDIY was up 28% versus last year due to additional traffic handled at the San Ysidro transload facility.

3. Reportable Injuries/Environmental

Days through year to date, June 30, 2017, there were no FRA Reportable injuries or Environmental incidents on the SDIV Railroad.

Days FRA Reportable Injury Free: 7392

4. Summary of Freight

| | 2017 | 2016 | 2015 |
|---|------|------|------|
| Total rail carloads that moved by SDIY Rail Service in the quarter. | 981 | 1601 | 1030 |
| Total railroad carloads Terminating/Oriinating Mexico in the quarter. | 549 | 1263 | 687 |
| Total railroad carloads Terminating/Oriinating El Cajon, San Diego, National City, San Ysidro, California in the quarter. | 432 | 338 | 343 |
| Total customers directly served by SDIY in the quarter | 10 | 11 | 12 |
| Regional Truck trips that SDIY Railroad Service replaced in the quarter | 2943 | 4803 | 3090 |

Respectfully,

Matt Domen

General Manager

Agenda Item No. 4

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

July 11, 2017

SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Not submitted in time for mail-out

Agenda Item No. 5

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

July 11, 2017

SUBJECT:

REPORT ON THE DESERT LINE

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Not submitted in time for mail-out

Agenda Item No. 6

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

July 11, 2017

SUBJECT:

PROPOSED REVISIONS TO MTS BOARD POLICY NO. 12 (OWNERSHIP AND OPERATION OF THE SAN DIEGO AND ARIZONA EASTERN RAILWAY) (KAREN LANDERS)

RECOMMENDATION:

That the SD&AE Board of Directors approve the proposed revisions to MTS Policy No. 12 (Ownership and Operations of the San Diego and Arizona Eastern Railway) and forward a recommendation to the MTS Board of Directors for final approval and adoption of the policy.

Budget Impact

None.

DISCUSSION:

MTS staff is proposing updates to Board Policy No. 12, "Ownership and Operation of the San Diego and Arizona Eastern Railway Company". The purpose of the modifications is to update the policy to reflect the current freight operators and related business practices in particular for the Desert Line.

Attachment: Proposed Revisions to Policy No. 12 (red-line version)



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

Policies and Procedures

No. 12

SUBJECT:

2/12/047/20/2017

Board Approval:

OWNERSHIP AND OPERATION OF THE SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY

PURPOSE:

To establish a method for handling matters relating to the management, operations, administration, and property of the San Diego and Arizona Eastern (SD&AE) Railway Company. (SD&AE).

BACKGROUND:

~~The~~ In 1979, the San Diego Metropolitan Transit System (MTS) purchased SD&AE as a means of assuring right-of-way for actual and proposed light rail transit (LRT) projects. Freight As required by federal law, MTS is responsible for maintaining freight service is continued by contract over on portions of the SD&AE right-of-way by RailTex, Inc., MTS does not directly operate freight service. Instead, through its subsidiary, San Diego Imperial Valley Railroad Company, Inc. (collectively referred to as "SD&IV"). MTS also lease or operating agreements, MTS contracts with San Diego Trolley, Inc. for passenger service out freight service rights and obligations to third party railroads.

1. Ownership and Control. SD&AE is a nonprofit public benefit corporation registered in the State of Nevada. MTS is the sole owner/member of the SD&AE. SD&AE is an exempt organization under Internal Revenue Code section 501(c)(3). SD&AE has no separate staff or employees. MTS provides all staff resources for the benefit of SD&AE. The MTS Board of Directors has appointed the MTS Chief Executive Officer as the President of SD&AE. Unless otherwise



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc., nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

stated herein, matters for SD&AE should comply with applicable MTS Board Policies covering MTS actions and authority.

2. Freight Operations-Carrier Contracts.

a. Main Line (12th & Imperial to San Ysidro), Orange Line, and Coronado Branch: Through an "Agreement for the Operation of Freight Service and Control through Management," dated March 8, 1984, as amended, SD&AE and MTS contracted contract with RailTex San Diego & Imperial Valley Railroad (SD&IV) to operate freight service over the SD&AE Main Line, Orange Line and to manage the SD&AE. RailTex, Inc., with the consent of MTS, assigned its contract to SD&IV. Coronado Branch. The Coronado Branch is not currently operational.

3. Transit Passenger Operations. The agreement between SD&AE, MTS, and RailTex for the operation of freight service excludes passenger operations. Where trackage is jointly used by passenger and freight operations the agreement states, "MTS, through San Diego Trolley, Inc., shall have exclusive dispatching control, provided that reasonable provisions shall be made for orderly, scheduled freight service during nighttime "window" or such other times acceptable to San Diego Trolley, Inc. so as not to unreasonably interfere with the Operating Company's obligation to maintain effective freight service."

b. Desert Line. Through an agreement dated December 21, 2012, as amended, MTS and SD&AE contracted with Baja California Railroad, Inc. (BJRR) to operate freight service and maintain the Desert Line.

c. Substitution of Freight Contractors. From time to time, through negotiation or through exercise of contractual or legal rights, an individual freight contractor may be replaced. SD&IV and BJRR are collectively referred to in this Policy No. 12 as the "Freight Contractors". In the event SD&IV or BJRR are replaced as a freight contractor on an MTS railroad line, the replacement contractor shall be considered a "Freight Contractor" under this Policy No. 12.

3. Transit Passenger Operations. MTS has expressly reserved the right to operate passenger services on the SD&AE right-of-way. MTS currently operates passenger service on the Main Line and the Orange Line portions of the SD&AE right-of-way. Because the Main Line and Orange Line trackage is jointly used by freight and passenger operations, the Federal Railroad Administration (FRA) has imposed a temporal separation between freight (heavy rail) and trolley (light rail) services. Freight is provided with an absolute block of track usage nightly. MTS and SD&IV may agree to revise the absolute block days and / or times by mutual agreement so long as it is compliant with federal law.

4. Management of the SD&AE Board of Directors. The Board of Directors of SD&AE is composed of three members: a representative of MTS, to be selected by MTS (currently the Chief Executive Officer or his designated representative) and two representatives of SD&IV, to be selected by SD&IV. In the event that SD&IV defaults with regard to freight operations, MTS (as the owner of the SD&AE) has the right to remove SD&IV directors on the SD&AE Board and

~~replace them with MTS directors. SD&IV provides management for SD&AE. It is contemplated that SD&AE will function as a land-holding company as opposed to acting as an operator.~~ the Freight Contractors. As set forth below, the role of the SD&AE Board of Directors is to advise and consult with MTS regarding proposed projects or uses that may impact both freight and passenger services, and to authorize the SD&AE President to take certain actions. As the sole member / owner of SD&AE, the MTS Board of Directors may directly approve actions and projects affecting SD&AE right-of-way or other assets and liabilities.

5. SD&AE Business Operations. It is contemplated that SD&AE will function as a land-holding company as opposed to acting as a railroad operator.

POLICY:

1. Management Relationships—Freight Operations. MTS has no immediate involvement in the day-to-day management of freight operations by ~~SD&IV~~ its Freight Contractors. All matters concerning freight shippers, the quality of freight service, the maintenance of the freight right-of-way, freight operator labor and freight management will be handled by ~~SD&IV~~ the Freight Contractors, and all problems relating thereto will be referred thereto by MTS without action.

The foregoing notwithstanding, as a public agency, MTS may be subject to criticism by the public for freight operations conducted over the SD&AE right of-way. MTS can be expected to request certain actions or make certain recommendations to ~~SD&IV~~ the Freight Contractors to preserve a positive quality of freight service and community confidence in MTS and ~~SD&IV~~ the Freight Contractors. MTS will in such instances endeavor:

- (a) to work with ~~SD&IV~~ Freight Contractors;
- (b) To identify ~~SD&IV or BJRR~~ as the action agent in all public communications and actions; and
- (c) only in extreme cases involving public safety or dereliction of service responsibility seek direct action from the Boards of Directors of SD&AE and/or MTS.

2. Management Relationships—Joint Operations and Right-of-Way Matters. As the owner of SD&AE, MTS will have the final decision in all matters involving joint operation and right-of-way. ~~The desires/needs of SD&IV as freight operator~~ the Freight Contractors and the desires of San Diego Trolley, Inc. as transit ~~MTS trolley passenger operator operations~~ will, at all times, be given full consideration. Through SD&AE, MTS may take actions affecting the operational status of the joint passenger/freight corridors (actual or proposed) and the physical status of all corridors only with. Subject to the full prior knowledge and consent of MTS. Such Freight Contractors contractual rights, such actions will may include but not be limited to:

- (a) The granting, changing, or canceling of easements and other rights affecting the right-of-way.
- (b) Changes in scheduled freight operations, equipment, and maintenance that might impact passenger operations, safety, and service.
- (c) The negotiation and agreement with local government entities and agencies on matters concerning grade crossings, street improvements or changes, bicycle paths, pedestrian access, and public safety.
- (d) The location, construction, and content of advertising structures.
- (e) The review of adjacent improvements (subdivisions, rezonings, construction of industrial facilities and shopping centers, recreational facilities, etc.) that might impact passenger operations directly or indirectly through constraints imposed on passenger or freight operations. SD&IV The Freight Contractors shall work with the MTS staff in all matters where the SD&AE is the legal entity entering agreements, granting rights, making concessions, reviewing proposals, or otherwise interacting with the community.

In the event that MTS staff and SD&IV staff are unable to reach an agreement, the matter, with 3 ~~SD&AE Board action, will be referred to the MTS Board of Directors and the SD&IV Board of Directors for resolution within the scope and authority legally residing with the various parties to the dispute.~~

SD&AE Board Meetings.

3. ~~SD&AE Monitoring by MTS.~~

- (a) ~~Participation on Board. Board membership on the SD&AE gives MTS management a direct line of communication on all significant matters relating to the SD&AE.~~
- (b) ~~Quarterly Reports to MTS SD&AE Board. On SD&AE Board meetings are scheduled on a quarterly basis, SD&IV management is required to. At each SD&AE Board meeting, the Freight Contractors shall report items of significance as they affect the SD&IV and its operations to SD&AE, MTS or the obligations under the Freight Contractors' agreements with MTS.~~
- (c) Monthly Review Reports to SD&AE Board. MTS staff will and the Freight Contractors shall confer with SD&IV staff on a regular basis, such conferences to include a review of on the following areas of concern, and report on such items at each SD&AE Board meeting:
 - (1) Cash-flow problems/financial status.

- (2) Requests for changes, additions, deletions of easements and other rights affecting the right-of-way, and physical assets of the SD&AE.
- (3) Maintenance of way activities.
- (4) Customer complaints.
- (5) Schedule adherence/problems.
- (6) Freight moved.
- (7) Customers gained/lost.
- (8) Capital investment activities.
- (9) Marketing efforts.
- (10) Labor relations/employment level.
- (11) Community relations—noise, crossings, accidents, repair upgrading requests, easements/property requests.
- (12) Results of Federal Railroad Administration (FRA)/Public Utilities Code (PUC) Inspections.
- (13) Other areas of concern.

(d) ~~MTS or its representatives shall have the unrestricted right at all reasonable times to inspect and audit the physical properties, books, and records of SD&AE and the SD&IV, and the physical properties, books, and records of the freight and transit operators, which are pertinent to SD&AE freight and/or transit operations.~~

~~Audits, reviews, and/or inspections will be conducted at least once a year.~~

PROCEDURES:

1. Matters Related to Freight Operations. All inquiries, requests, complaints, and suggestions concerning freight operations received by MTS will routinely be referred to SD&IV the Freight Contractors by MTS. SD&IV Freight Contractors' management will, to the extent possible and subject to limitations of this policy and the written ~~agreements~~ agreements between the parties, resolve the matter directly with the initiator without participation by MTS. MTS will not be or become an ombudsman in freight matters. However, public safety or other public considerations may ~~indicate~~ require MTS involvement from time to time; for example, as a mediator or communications conduit. The delicate balance required is to show MTS acting responsibly and constructively while not undermining the authority of SD&IV the Freight Contractors as the action agent.

2. Matters Related to Joint Operations and Right-of-Way Considerations. All inquiries, requests, complaints, suggestions, and actions to be taken with regard to transit passenger operations and joint-track operations will be referred to ~~San Diego Trolley, Inc~~ MTS.
3. Processing Applicants Applications Affecting SD&AE or MTS Property. All applications and requests relating to SD&AE or MTS property will be referred to MTS staff for initial review, recommendation, and processing:
 - (a) All applications that seek rights to construct items such as utilities, drainage structures, roadway improvements/widening, signs, or freight leads will be reviewed by MTS staff.
 - (1) All applications that may affect ~~other SD&T or SD&IV Freight Contractor~~ operations will be referred in writing by MTS staff to ~~SD&T and SD&IV Freight Contractors~~ with replies in writing requested by a specific date.
 - (2) Applications viewed favorably by the applicable staffs shall be referred to the Board of Directors of SD&AE for implementation and final endorsement by the MTS Board of Directors or the Board's ~~designated~~ designee.
 - (3) Where appropriate, general counsel for MTS and the MTS insurance consultant will review proposed actions and comments and/or make recommendations.
 - (4) ~~Where circumstances dictate expedited handling, the MTS Chief Executive Officer may, with consent of SD&IV management, grant a temporary right of entry if (4) For routine right-of-entry permits or revocable real property rights, the SDAE President may execute real property permits and agreements upon a determination that the applicant's activity will not be detrimental to freight and/or transit operations and/or safety. All permits or agreements issued shall be reported at the next scheduled SD&AE Board meeting.~~
 - (5) All final agreement documents between SD&AE and/or SD&IV management and applicants will be reviewed by MTS general counsel ~~General Counsel~~ before execution. Such agreements will utilize standard forms and conditions where possible.
 - (6) MTS staff will maintain a log of all applications. Staff will ensure that prompt action is taken at each step so that applications may be promptly processed.
 - (7) MTS shall establish and charge applicants fees for such processing, based upon the actual costs incurred, as determined by the ~~Director of Engineering and Construction.~~ Such fees shall

~~be waived when the applicant is SD&IV or SDT~~MTS Board Policy No. 50.

- ~~4. Use of Fees Paid by SD&IV and Railway Museum. Such fees shall be reserved by MTS in a rail improvement fund and made available to SD&AE for such capital improvements and other rail uses as may, from time to time, be recommended by SD&IV and approved by MTS. Monies existent in this rail improvement fund shall be invested in accordance with MTS's applicable statutes and the interest earned on the invested money shall accrue to the fund. Those fees paid by the Railway Museum shall be used on capital improvements and other rail uses within the areas or properties licensed for museum use.~~
4. Ratification of SD&AE Actions by MTS Board. All reports and actions taken by the SD&AE Board shall be presented for ratification at the next scheduled MTS Board meeting.

POLICY.12.OWNERSHIP OPERATION SDAE RAILWAY CO
~~7/11/06~~

Original Policy adopted on 1/14/80.

Policy revised 2/28/83.

Policy revised 10/18/84.

Policy revised 6/25/92.

Policy revised/renumbered on 2/12/04.

Policy revised on 7/20/17.

Agenda Item No. 7a

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

July 11, 2017

SUBJECT:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE APRIL 18, 2017

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

Since the April 18, 2017, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-16-657: Right of Entry Permit to the City of La Mesa for its Flag Day Parade.
- S200-17-658: License agreement with Pacific Bell for aerial fiber crossings east of Campo in San Diego County.
- S200-17-660: Right of Entry Permit to West Coast General Co. for construction of the North Avenue Crossing in the City of Lemon Grove.
- S200-17-661: Right of Entry Permit to Kunzik & Sara Construction, Inc. for construction adjacent to the right-of-way south of Wagner on Marshall Avenue in the City of El Cajon.
- S200-17-662: Right of Entry Permit to the San Diego County Bicycle Coalition for the 2017 Bike the Bay event.
- S200-17-663: Right of Entry Permit to the Navy SW Morale Welfare & Rec for the 30th Annual Bay Bridge Run.



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

Number not used.





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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

EUCLID DRAINAGE CLEANUP – AWARD 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 execute Work Order No. MTSJOC7501-01 (in substantially the same format as Attachment A), under MTS Doc. No. PWL182.0-16, with Herzog Construction, Inc. (Herzog), for the provision of services, materials, and equipment for the removal and disposal of debris within the channel near the Euclid Avenue Trolley Station.

Budget Impact

The total cost for this work order will not exceed \$159,016.71 inclusive of a direct cost of \$157,426.54 and the contractor share of administrative fees totaling \$1,590.17. Total administrative fees are \$4,229.85 (contractor share \$1,590.17 and MTS share \$2,639.68). Funding will be from the fiscal year (FY) 2018 Capital Improvement Project (CIP) number 2005007203, OL Tie Replacement.

DISCUSSION:

In September 2015, the MTS Board of Directors authorized the CEO to execute MTS Doc. No. PWL182.0-16 with Herzog, for the provision of as-needed railroad construction services that include, but not limited to, main track rehabilitation, replacement, grade crossing repairs, special track work, environmental, and storm water pollution prevention projects located in or near the railroad right of way.

This project would remove all sediment, vegetation, trees, trash, rocks, and other debris from the concrete-lined drainage channel adjacent to the Euclid Avenue Trolley Station. The channel is within the railroad right of way, located north of the trolley platform and south of the bus bay. The removal will take place in the channel 40 feet east of the most



easterly pedestrian bridge, and 13 feet west of the most westerly pedestrian bridge, for a total length of 438 linear feet.

Therefore staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC7501-01 (in substantially the same format as Attachment A), under MTS Doc. No. PWL182.0-16 with Herzog Construction, Inc., for the provision of services, materials, and equipment for the removal and disposal of debris within the channel near Euclid Avenue Trolley Station.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft Work Order MTSJOC7501-01

JOB ORDER CONTRACT
WORK ORDER

PWL182.0-16

CONTRACT NUMBER

MTSJOC7501-01

WORK ORDER NUMBER

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: Herzog Construction, Inc.
120

Address: 3760 Kilroy Airport Way Suite

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

Long Beach, CA 90806

Telephone: (562) 595-7414

Authorized person to sign contracts: Gene Chimits Project Manager
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL182.0-16), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

Pursuant to the SANDAG JOC Contract Section 7-1.04A(3), 1% of the work order value has been deducted. MTS will pay both the Contractor (1%) and the MTS/Owner share of the Gordian Group license fee.

The total cost for this work order will not exceed \$159,016.71 inclusive of a direct cost of \$157,426.54 and a 1% Gordian Group license fee of \$1,590.17.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$157,426.54

| SAN DIEGO METROPOLITAN TRANSIT SYSTEM | CONTRACTOR AUTHORIZATION |
|--|--------------------------|
| By: _____ Chief Executive Officer | Firm: _____ |
| Approved as to form: | By: _____ Signature |
| By: _____ Office of General Counsel | Title: _____ |

| AMOUNT ENCUMBERED | BUDGET ITEM | FISCAL YEAR |
|----------------------|-------------------|-------------|
| <u>\$ 157,426.54</u> | <u>2005007203</u> | <u>2018</u> |

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

Date



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

BANKING SERVICES AND PURCHASING CARD PROGRAM – 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. G1982.0-17, (in substantially the same format as Attachment A) with JP Morgan Chase Bank (JP Morgan), to provide banking services and a purchasing card program for a five (5) year term with four (4) one year options.

Budget Impact

The total cost of this agreement will not exceed \$650,961.60 for the base years and \$540,769.44 for all option years for a total not to exceed award of \$1,191,731.04 over the entire term of the agreement. This contract will be locally funded under Budget Account 902010-579900.

DISCUSSION:

MTS's current banking agreement with JP Morgan, MTS Doc. No. G1413.0-13, expires on October 31, 2017. Under the existing agreement, JP Morgan has provided banking services and a purchasing card program to MTS for the past five years. The existing banking services include management of five accounts with various restrictions depending on the account type, the processing of large volumes of armored car cash deposits each day as well as providing robust online services and a purchasing card program with adequate controls. Recent enhancements that accompanied the implementation of SAP have expanded MTS's service needs to include direct transmissions for Automated Clearing House payments as well as positive pay protection on paper disbursements.

Furthermore, the replacement agreement will include all of the existing and expanded services as well as allow for possible future enhancements as the banking industry continues to focus on paperless solutions and enhanced cyber security.



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

On January 31, 2017, prior to the release of the Request for Proposals (RFP), MTS contacted the following small and local banks in order to notify and encourage them to participate in the potential award opportunity:

1. Bank Of Hope
2. Cathay Bank
3. Pacific Commerce Bank
4. East West Bank
5. Hanmi

On February 2, 2017, MTS issued the Request for Proposals (RFP) for Banking Services and two (2) proposals were received on the due date of March 17, 2017, as follows:

1. JPMorgan Chase Bank
2. Wells Fargo Bank

Both submissions were deemed responsive and responsible.

A selection committee, consisting of representatives from MTS Finance, Trolley Revenue Operations, and Transit Support Services, met and scored the proposals based on the following:

- | | | |
|----|--|------|
| 1. | Financial Stability | 15% |
| 2. | Conversion Plan, Qualifications/Relevant Experience, and Ability to Provide All Services | 25% |
| 3. | Customer Service | 30% |
| 4. | Community Reinvestment Act (CRA) | 5% |
| 5. | Cost and Price | 25% |
| | Total | 100% |

After the initial evaluation of proposals received, the evaluation panel determined it would be in MTS's best interest to interview both proposers as they were determined to be within the competitive range. Following interviews of both proposers, MTS requested revised technical and cost proposals and the panel re-evaluated the revised submissions per the RFP requirements.

The following table represents the proposers' final scores and rankings following the interviews and evaluation of revised technical and cost proposals:

| BANKING SERVICES | | | | |
|------------------|---------------------------------|---------------|------------------------------------|---------|
| PROPOSER NAME | TOTAL AVG. TECH. SCORE | COST SCORE | TOTAL SCORE (TECH + COST) | RANKING |
| JP MORGAN CHASE | 69.85 | 18.73 | 88.58 | 1 |
| WELLS FARGO | 55.00 | 25.00 | 80.00 | 2 |

Staff then negotiated with JP Morgan Chase to reduce the overall Not to Exceed (NTE) amount for the entire term of the Agreement including an increase to the earnings credit allowance from .55% to .65%. As a result, the total cost of this project was reduced by \$37,108.80, from the originally proposed \$1,228,839.84 to a downward adjusted \$1,191,731.04 and the earnings credit allowance of .65% is further expected to result in a lower overall agreement cost.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G1982.0-17, (in substantially the same format as Attachment A) with JPMorgan Chase Bank (JPMorgan) for the provision of Banking Services, for a five (5) year term with four (4) one year options, exercisable at MTS's sole determination.

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

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

Attachment: A. Draft MTS Doc. No. G1982.0-17

G1982.0-17
CONTRACT NUMBER

STANDARD SERVICES AGREEMENT

360
FILE/PO NUMBER(S)

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

Name: JPMorgan Chase BankAddress: West Broadway Ste. 840
San Diego, CA 92101Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)Telephone: 949-833-4061Email Address: Kerwin.p.deese@jpmorgan.com

Authorized person to sign contracts: Kerwin P. Deese - Vice President Relationship Mgr. Government Banking
Name Title

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

JPMorgan Chase Bank shall provide MTS with comprehensive Banking services, as specified in the Scope of Work (attached as Exhibit A), the Negotiated Cost Proposal (attached as Exhibit B), and in accordance with the Standard Services Agreement, including the Standard Conditions Services (attached as Exhibit C).

The contract term is for up to a nine (9) year period with [five (5) year base and four (4) one-year options] exercisable at MTS's sole discretion. The base period shall commence on November 1, 2017 through October 31, 2022 and Option Years 1 through 4 shall be effective November 1, 2022 through October 31, 2026, if exercised.

The total contract award amount shall not exceed \$650,961.60 for the base period and \$540,769.44 for all option years (1 through 4) for a total not to exceed amount of \$1,191,731.04.

| 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 |
| \$1,191,731.04 | 579900-902010 | 2017-2022 |

By: _____
Chief Financial Officer Date

(XX total pages, each bearing contract number)

SA-SERVICES (REV 2/22/2017)
DATE



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

ON-CALL COMMUNICATIONS AND LOW VOLTAGE SYSTEMS WIRING SERVICES -
CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG170.1-15 with Communication Wiring Specialists, Inc. (CWS) for \$289,224.78 (Attachment A).

Budget Impact

The new value of this agreement will not exceed \$782,924.78 (\$493,700+\$289,224.78). Funding for fiscal year 2018 is included in the Information Technology (IT) department operating and maintenance budget. Funding for future fiscal years will be included in the IT department's operating budget (661010 - 571250) as follows:

| Year | Original Agreement | Amendment 1 |
|--|--------------------|-------------------|
| Base Year 1 (FY16) | 80,627 | 289,224.78 |
| Base Year 2 (FY17) | 80,627 | |
| Base Year 3 (FY18) | 82,283 | |
| Option Year 1 (FY19) | 82,283 | |
| Option Year 2 (FY20) | 83,940 | |
| Option Year 3 (FY21) | 83,940 | |
| Total | 493,700 | |
| New Overall Total (Base + Option years) | 782,924.78 | |



DISCUSSION:

MTS uses CWS to provide both routine, urgent communications and voltage wiring services. Services include new wiring installations, maintenance and repair to support MTS networks and equipment. Services also support data storage and servers, network switches and routers, desktops and laptops, printers, back office systems including the fare system, centralized train control (CTC), telephones, internet access and variable message signs (VMS).

On September 17, 2015 the MTS Board approved MTS Doc. No. PWG170.0-15 with CWS, competitively solicited through a Request for Proposals, for three base years and three option years, exercisable at MTS's sole discretion for \$493,700.

From 2015 to date, MTS has seen an increase in service needs due to the implementation of the Next Train Arrival (NTA) project. During implementation of the project, it was determined that issues related to the inaccurate display of real time information at some stations was due to problems with the existing network cabling which had to then be replaced.

Additional projects are now approved which will require CWS services. These projects include the cabling to support network equipment relocation, a technology refresh for Centralized Train Control, as well as an extension of fiber along the Green Line.

Due to the increased services, from contract execution on October 1, 2015 to May 31, 2017, the actual contract usage has exceeded the previously approved amount for the base years by \$80,340.22, a monthly difference between actual usage and authorized spend of \$4,017.01. Based on this additional usage, from June 1, 2017 through the end of the base years on September 31, 2018, the anticipated additional cost is \$64,272.17. For the three (3) optional years from October 2018 to September 2021, the anticipated additional amount is \$144,612.39.

Based on this increased usage, staff recommends adding funds to the existing agreement so that work can continue on the current and upcoming projects through September 30, 2021.

The table below summarizes the proposed amendment:

| | Usage | Spend | Difference |
|--|--------------|--------------|---------------------|
| Average Monthly | \$10,735.93 | \$6,718.92 | 4,017.01 |
| Contract Period (October 1, 2015 to May 31, 2017) | \$214,718.55 | \$134,378.33 | \$80,340.22 |
| Remaining Base Years' 16 Months (June 1, 2017 to September 2018; \$4,017.01 x 16 months) | | | \$64,272.17 |
| 3 Optional Years (October 2018 to September 2021; \$4,017.01 x 36 months) | | | \$144,612.39 |
| AMENDMENT TOTAL | | | \$289,224.78 |

Therefore, staff recommends that the San Diego MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG170.1-15 (in substantially the same format as Attachment A) with Communication Wiring Specialists (CWS) for \$289,224.78.

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

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

Attachment: A. MTS Doc. No. PWG170.1-15

July 20, 2017

MTS Doc. No. PWG170.1-15

Eric Templin
Communication Wiring Specialists, Inc.
8909 Complex Drive, Suite F
San Diego, CA 92123

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWG170.0-15; ON-CALL COMMUNICATION AND
LOW VOLTAGE SYSTEMS WIRING SERVICES

This shall serve as Amendment No. 1 to our agreement for On-Call Communication and Low Voltage
Systems Wiring Services as further described below.

SCOPE OF SERVICES

There shall be no changes to the scope of services of this agreement.

SCHEDULE

There shall be no changes to the schedule provision of this agreement.

PAYMENT

As a result of this amendment the contract amount is increased by \$289,224.78. The new contract total is
amended from \$493,700 to \$782,924.78 for both base and option years. Contractor shall not exceed this
amount without MTS' written approval.

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

Eric Templin
Communication Wiring Specialists, Inc.

LMARQUIS-CL
PWG170.1-15.CWS.DSINGLETON.062117

Date: _____

cc: J. Saul, Contract File



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

ON-CALL CARD ACCESS READER INSTALLATION, MAINTENANCE AND REPAIR
SERVICES - CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG168.1-15 with Electro Specialty Systems (ESS) for \$171,312.64 (Attachment A).

Budget Impact

The new value of this agreement will not exceed \$467,772.64. Funding is through each respective department's annual operating and maintenance budgets. The system-wide annual budgeted amounts will not exceed the following:

| Year | Original Agreement | Amendment 1 |
|--|--------------------|-------------------|
| Base Year 1 (FY16) | 47,220 | 171,312.64 |
| Base Year 2 (FY17) | 48,860 | |
| Base Year 3 (FY18) | 48,860 | |
| Option Year 1 (FY19) | 49,960 | |
| Option Year 2 (FY20) | 49,960 | |
| Option Year 3 (FY21) | 51,600 | |
| Total | 296,460 | |
| New Overall Total (Base + Option years) | 467,772.64 | |



DISCUSSION:

MTS has access control hardware that includes over 140 card access readers with controllers at 17 locations throughout San Diego County. When installation, maintenance or repair services are required, MTS utilizes ESS to provide the services.

On September 17, 2015, the MTS Board of Directors approved MTS Doc. No. PWG168.0-15 with ESS, competitively solicited through a Request for Proposals, for three base years and three option years, exercisable at MTS's sole discretion for \$296,460.

From 2015 to date, MTS has seen an increase in card access service requests in projects such as the new MTS East County Bus Maintenance Facility, relocation of the MTS Transit Store, rehabilitation of the San Ysidro Freight Yard and the new MTS UTC Bus Terminal.

In addition to the above projects, future services are required to replace the old and obsolete access control hardware at various MTS facilities and properties.

Due to the increased services, from contract execution on October 1, 2015 to April 30, 2017, the actual contract usage has exceeded the previously approved amount for the base years by \$45,207.50, a monthly difference between actual usage and authorized spend of \$2,379.34. Based on this additional usage, from May 1, 2017 through the end of the base years on September 31, 2018, the anticipated additional cost is \$40,448.82. For the three (3) optional years from October 2018 to September 2021, the anticipated additional amount is \$85,656.32.

Based on this increased usage, staff recommends adding funds to the existing agreement so that work can continue on the current and upcoming projects through September 30, 2021.

The table below summarizes the proposed amendment:

| | Usage | Spend | Difference |
|---|--------------|-------------|---------------------|
| Average Monthly | \$6,364.69 | \$3,985.35 | \$2,379.34 |
| Contract Period (October 1, 2015 to April 30, 2017) | \$120,929.17 | \$75,721.67 | \$45,207.50 |
| Remaining Base Year's 17 Months (May 1, 2017 to September 2018; \$2,379.34 x 17 months) | | | \$40,448.82 |
| Three (3) Optional Years (October 2018 to September 2021; \$2,379.34 x 36 months) | | | \$85,656.32 |
| AMENDMENT TOTAL | | | \$171,312.64 |

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG168.1-15 (in substantially the same format as Attachment A) with Electro Specialty Systems (ESS) for \$171,312.64.

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

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

Attachment: A. MTS Doc. No. PWG168.1-15

July 20, 2017

MTS Doc. No. PWG168.1-15

Daniel Brault
Electro Specialty Systems (ESS)
7940 Convoy Court
San Diego, CA 92111

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWG168.0-15; CARD ACCESS READER
MAINTENANCE AND REPAIR ON-CALL SERVICES

This shall serve as Amendment No. 1 to our agreement for Card Access Reader Maintenance and Repair
On-Call Services as further described below.

SCOPE OF SERVICES

There shall be no changes to the scope of services of this agreement.

SCHEDULE

There shall be no changes to the schedule provision of this agreement.

PAYMENT

As a result of this amendment the contract amount is increased by \$171,312.64. The new contract total is
amended from \$296,460 to \$467,772.64 for both base and option years. Contractor shall not exceed this
amount without MTS' written approval.

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

Daniel Brault
Electro Specialty Systems (ESS)

LMARQUIS-CL
PWG168.1-15.ESS.DSINGLETON.062117

Date: _____

cc: J. Saul, T. Nguyen, Contract File



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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

JOB ORDER CONTRACT (JOC) ON-CALL GENERAL ELECTRICAL, TRAFFIC
SIGNAL AND COMMUNICATIONS CONSTRUCTION SERVICES – CONTRACT
AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG238.0-17 (SANDAG Doc. No. 5007502) (in substantially the same format as Attachment A) with Select Electric, Inc., for the provision of on-call job order general electrical contracting services such as communications, traffic lights, traffic signalization and synchronization systems, and related civil construction improvements work for a three-year agreement.

Budget Impact

The total value of these agreements will not exceed \$2,000,000.00. Funding will be included in the budget of each project for which a task order will be issued under this agreement.

DISCUSSION:

Job Order Contracting (JOC) is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement. A catalog of specific construction tasks with pre-set unit prices is provided to potential bidders who submit competitive bids for a multiplier, or unit price Adjustment Factor, that will be applied to the pre-set unit prices. Once contractors are selected, the total price for a specific project will be the sum of all pre-set unit prices required for that specific project, multiplied by their respective adjustment factors. This is an efficient procurement tool as it eliminates the time consuming processes inherent in the typical project acquisition approach.



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

In September 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC general electrical, traffic signal and communications construction services. MTS took the opportunity to enter into a joint solicitation with SANDAG to more efficiently procure JOC related services as well as utilize the economies of scale.

On October 26, 2016, after conducting price reasonableness analyses and reviewing all bids received for responsiveness and responsibility, staff determined that Select Electric, Inc., presented the lowest responsive and responsible unit price adjustment factor.

Today's action authorizes award of this on call contract to Select Electric, Inc. However, no specific project or spending is authorized. Individual projects/task orders will be processed according to the signature authority set forth in Board Policy No. 41 (e.g. task orders under \$100,000 will be approved by the CEO; task orders over \$100,000 will require Board approval).

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Document No. PWG238.0-17 (in substantially the same format as Attachment A) with Select Electric, Inc. for the provision of on-call job order contract general electrical, traffic signal and communications construction services for a three-year agreement.

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

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

Attachment: A. Draft MTS Doc. No. PWG238.0-17

DRAFT

STANDARD SERVICES AGREEMENT

 PWG238.0-17
 CONTRACT NUMBER

 FILE NUMBER(S)

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

Name: Select Electric, Inc. Address: 2790 Business Park Drive
 Form of Business: Corporation Vista, CA 92081
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: (619) 673-8647

Authorized person to sign contracts: Brooks Roffey President
 Name Title

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

Provide Job Order Construction (JOC) services as described in SANDAG JOC No.5007502 SANDAG Conformed Special Provisions, Bid Summary, Construction Task Catalog and Technical Specification (attached as Exhibit A) Standard Conditions Services (attached as Exhibit B) and Federal Requirement (attached as Exhibit C).

This contract shall be effective August 1, 2017 through July 31, 2020.

The total cost of this contract shall not exceed \$2,000,000.

| 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 |
|-------------------|-------------|-------------|

\$To be encumbered on JOC

By: _____ Date
 Chief Financial Officer

(___ total pages, each bearing contract number)



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

INVESTMENT REPORT – MAY 2017

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of May 31, 2017. The combined total of all investments has decreased month to month from \$105.1 million to \$104.3 million. This \$0.8 million decrease is attributable to \$1.8 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.

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

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

Attachment: A. Investment Report for May 2017



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

| | Restricted | Unrestricted | Total | Average rate of return |
|---|----------------------|----------------------|-----------------------|-----------------------------------|
| Cash and Cash Equivalents | | | | |
| JP Morgan Chase - concentration account | - | 26,065,727 | 26,065,727 | 0.00% |
| Total Cash and Cash Equivalents | - | 26,065,727 | 26,065,727 | |
| Cash - Restricted for Capital Support | | | | |
| US Bank - retention trust account | 2,303,606 | - | 2,303,606 | N/A* |
| San Diego County Investment Pool | | | | |
| Proposition 1B TSGP grant funds | 4,439,801 | 444,055 | 4,883,856 | |
| Total Cash - Restricted for Capital Support | 6,743,407 | 444,055 | 7,187,462 | |
| Investments - Working Capital | | | | |
| Local Agency Investment Fund (LAIF) | 11,323,891 | 59,714,656 | 71,038,547 | 0.925% |
| Total Investments - Working Capital | 11,323,891 | 59,714,656 | 71,038,547 | |
| Total cash and investments | \$ 18,067,298 | \$ 86,224,438 | \$ 104,291,736 | |



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

APPROVAL OF APPOINTMENT TO FILL VACANT BUDGET DEVELOPMENT
COMMITTEE SEAT FOR 2017

RECOMMENDATION:

That the Board of Directors approve the appointment of Board Member Mary Salas to the Budget Development Committee for the remainder of 2017.

Budget Impact

None.

DISCUSSION:

On May 11, 2017, Board Member John Minto announced that he would no longer be a member of the MTS Board of Directors (Board). John Minto was appointed to the 2017 Budget Development Committee (BDC) on January 19, 2017. His departure from the Board created a vacant seat on the BDC. As a result, Chairman Harry Mathis asked Board Member Mary Salas to fill the vacant BDC seat for the remainder of 2017 pending the approval of the Board.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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





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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

ON-CALL CONSTRUCTION MANAGEMENT AND ENGINEERING/INSPECTION
SERVICES – MASTER AGREEMENTS AWARD / RATIFICATION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors ratify the Chief Executive Officer's (CEO) execution of:

- 1) Partial Assignment of San Diego Association of Governments (SANDAG) Solicitation Capacity for On-Call Professional and Technical Construction Management and Engineering Services to MTS (MTS Doc. No. G2023.0-17); and
- 2) On-Call Construction Management and Engineering/Inspection Services (CM) Master Agreements with seven (7) prime consulting firms (Attachment B).

Budget Impact

The total aggregate value of Master Agreements will not exceed \$3,000,000.00, without prior authorization from the Board. Funding and budget allocations will be controlled and monitored per work order issued under the each Master Agreement.

DISCUSSION:

As part of its MTS-led capital infrastructure projects, MTS needs CM services to provide onsite owner representation in construction management, engineering and inspection. In order to timely accommodate projects, staff determined that the best method for procuring such services would be to enter into on-call, five year agreements with several prime consulting firms (and their designated sub-consultants) with the expertise that may be needed in an MTS project. On a project or task basis, staff will determine which on-call consultant should be awarded the work order, consistent with state and federal law.



From time to time, MTS and SANDAG coordinate procurements for services that may be of need to each agency. This can take the form of a joint procurement, or by making sure the lead agency has the right to assign some of the solicited capacity to MTS.

In early 2016, SANDAG completed a procurement process and entered into agreements with seven (7) CM firms to provide on-call CM services. MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for acquisitions exceeding \$100,000. The policy requires MTS to award the contracts to the most highly rated offeror(s), in accordance with the Cal. Gov. Code §§ 4525 et seq. and the Brooks Act, if federally funded. The solicitation and award process used by SANDAG for these services is compliant with MTS Policy No. 52 and included language permitting assignment of a portion of the contracts to MTS.

On June 7, 2017, SANDAG assigned \$3,000,000 in collective capacity for its On-Call CM services contracts to MTS. The list of qualified firms is as follows¹:

- AECOM Technical
- Caltrop Corporation
- CH2M Hill, Inc.
- DHS Consulting, Inc
- EPC Consultants, Inc.
- PGH Wong Engineering
- Simon Wong Engineering

Following the assignment of On-Call CM capacity, the CEO executed Master Agreements directly with each prime consultant firm, which will allow MTS to issue work orders on a project or task basis to each firm. Individual work orders will include such items as a statement of work, period of performance, pricing, deliverable(s), schedule, DBE considerations, and any other essential commitments and provisions that support MTS operations and future CM needs.

Today's action ratifies the assignment of capacity from SANDAG and the award of on-call contracts to the seven (7) qualified firms (see Attachment B). However, no specific project or spending has been authorized. Individual projects/work orders will be processed according to the signature authority set forth in Board Policy No. 41 (e.g. work orders under \$100,000 will be approved by the CEO; work orders over \$100,000 will require Board approval).

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

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

Attachments: A. Proposed List of Qualified Prime Construction Management Firms
B. Master Agreement List

¹ For a full list of the prime consultants' designated sub-consultants, see Attachment A.

| Prime Contractor | |
|--------------------------------------|--|
| AECOM Technical Services, Inc. | Construction Management and Engineering Services |
| Sub-Contractors | |
| Cogstone Resource Management, Inc. | Environmental and resource agency permit compliance, archaeological/paleontological surveys, record search, mitigation planning, construction monitoring |
| CPM Partners | Construction Management services including Resident Engineering, Inspection, Document/Project Controls, Construction Administration, Cost Estimating, Scheduling and Claims |
| Global Signals Group, Inc. (GSG) | Signal engineering, construction, inspection and project management, constructability reviews |
| DHS Consulting, Inc. | Construction Management, Inspection and Project Administration |
| Dudek | Environmental Monitoring |
| Hunter Pacific Group | Cost estimating, Value engineering |
| Jacobs Project Management Co. | Contract QA, field inspection, transportation inspection, field office engineering, and administration, project scheduling, contract dispute assistance and resolution, constructability reviews, NPDES compliance, traffic handling support, management systems integration, job site safety, systems start-up and testing, and independent cost estimating |
| Leighton Consulting, Inc. | Material testing and inspection, hazardous materials services, geotechnical services |
| MTGL, Inc. | Material Testing and Sampling. |
| Nimbus Software, Inc. | Electronic document control and business intelligence expertise, construction project and document management |
| RailPros, Inc. | Field & Transit Inspection / FOA/ Constructability Reviews/ NPDES/ Doc Mgmt Sys Integration / System Start-Up and Testing |
| Rincon Consultants, Inc. | Storm water compliance, environmental and resources agency permit compliance, contaminated hazardous waste assessment, and other services, such as cultural and biological resource services |
| RT Engineering & Associates (RTEA) | Construction management, engineering, inspection, public outreach, utility coordination & environmental mitigations, field office administration, constructability reviews |
| Safework, Inc. | Safety management, construction inspection and administration services, transit inspection, field office administration, constructability reviews, labor compliance, auditing |
| San Dieguito Engineering, Inc. | Quality assurance / FOA/ Scheduling/ Const. Review / Surveying/ Doc Mgmt System Integration |
| Sequoia Consultants, Inc. | Field Inspection / Materials Testing |
| Stack Traffic Consulting, Inc. (STC) | Construction Engineering, Construction Inspection, Construction Management, Transit Inspection, Constructability review |
| Towill, Inc. | Constructability reviews/ surveying |
| Vali Cooper & Associates, Inc. | Construction management and inspection, contract dispute and resolution, constructability reviews, NPDES compliance, auditing |
| Virginkar & Associates, Inc. | Construction management & inspection, Transit inspection, construction reviews, systems start-up and testing |
| Xorail, Inc. | Communication and signal design and construction management systems start-up and testing |

| Prime Contractor | |
|---|---|
| Caltrop Corporation | Construction Management and Inspection Services |
| Sub-Contractors | |
| C.A. Wehsener Engineering, Inc. | Electrical and System construction management. |
| CH2M Hill, Inc. | Construction management, construction QA, inspection/resident engineering, administration, claims analysis, contract dispute resolution, project controls (scheduling, constructability reviews, (NPDES), system start-up testing, geotechnical services, traffic handling support, environmental and resource agency |
| Consultant Engineering, Inc. | Project and construction management, resident engineering, field office administration, and field inspection, and construction cost estimating |
| David Evans and Associates, Inc. (DEA) | Land surveying |
| Dynamic Engineering Services, Inc. (DESI) | Construction management |
| Ghirardelli Associates, Inc. (GAI) | Construction management, construction inspection, structures inspection, office engineering, and contract administration |
| Gonzalez-White Consulting Services | Labor compliance |
| Group Delta Consultants, Inc. | Geotechnical engineering, materials testing and observations, Quality assurance testing |
| Helix Environmental Planning, Inc. | Environmental construction monitoring and compliance, regulatory permitting and environmental planning |
| La Salle Solutions, LLC | Field inspections, field office engineering, contract quality control/assurance |
| Leighton Consulting, Inc. | Materials testing and inspection, hazardous materials services |
| Mendoza and Associates | Construction inspection and structures inspection |
| Minnali Engineering Corporation | Construction management |
| MTGL, Inc. | Materials Sampling and Testing, Material/Product Plant Inspection, Geotechnical Services, and Geotechnical Support (Bore Hole Drilling) |
| Ninyo & Moore | Geotechnical, Materials Testing and Inspection, Hazardous Materials, and Environmental Consulting services |
| Nova Services | Geotechnical engineering, materials testing, special inspection, and non-destructive testing |
| Pacific Railway Enterprises, Inc. (PRE) | Railroad signal and communication systems design, programming, inspection and consulting services |
| RailPros, Inc. | On-Call construction management services |
| Railway Surveyors and Engineers (RSE) | Engineering services, surveying, and mapping |
| RT Engineering & Associates (RTEA) | Construction management, engineering inspection, public outreach, utility coordination and environmental mitigations |
| Safework, Inc. | Construction management and safety services |
| Stack Traffic Consulting, Inc. (STC) | Construction engineering, construction inspection, Construction management |
| STV, Inc. | Multi-disciplinary engineering |
| Simon Wong Engineering | Construction management and inspection, Public relations, Bridge design engineering, and Structural design engineering |
| Systra Engineering | Systems engineering, signaling, construction management, inspection |
| Xorail, Inc. | Signal, communication and PTC design, construction management |

| Prime Contractor | |
|---|--|
| CH2M Hill, Inc. | Prime consultant, overall project/ task manager. Field inspection, office engineering, claims analysis, project controls, system start-up and testing, site safety, geotechnical support, construction quality assurance, and other support services |
| Sub-Contractors | |
| Aguirre & Associates | Surveying, construction staking |
| Amec Foster Wheeler E & I, Inc. | Materials testing services |
| Falcon Engineering Services, Inc. | Construction management, field inspection, construction quality assurance |
| Hill International, Inc. | Sub- Const. Quality Assurance; Field Inspection; CM/GC Independent Estimates; Site Safety, Labor Compliance |
| Katz & Associates, Inc. | Construction relations, community outreach, Crisis and Issues Management, Public Affairs, Public Participation |
| La Salle Solutions, LLC | Field inspections, field office engineering, contract quality control/assurance |
| Ninyo & Moore | Geotechnical, Materials Testing and Inspection, Hazardous Materials, and Environmental Consulting services |
| Pacific Railway Enterprises, Inc. (PRE) | Railroad signal and communication systems design, programming, inspection and consulting services |
| TranSystems Corporations (TranSystems) | Engineering, design, planning for rail, transit, transportation |

| Prime Contractor | |
|---|---|
| EPC Consultants, Inc. | Construction management |
| Sub-Contractors | |
| CPM Partners | Construction Management services including Resident Engineering, Inspection, Document/Project Controls, Construction Administration, Cost Estimating, Scheduling and Claims |
| Ghirardelli Associates, Inc. (GAI) | Construction management, construction inspection, structures inspection, office engineering, and contract administration |
| Kal Krishnan Consulting Services, Inc. (KKCS) | Construction management services |
| Mendoza and Associates | Construction inspection and structures inspection |
| Railway Surveyors and Engineers (RSE) | Engineering services, surveying, and mapping |
| RT Engineering & Associates (RTEA) | Construction management, engineering inspection, public outreach, utility coordination and environmental mitigations |

| Prime Contractor | |
|---|---|
| PGH Wong Engineering, Inc. | Project Management, Construction QA, Field Inspection, Transit Inspection, Field Office Engineering, Field Office Administration, Project Scheduling, Contract Dispute Assistance, System Testing & Startup, Constructability Reviews, and Construction Management Software |
| Sub-Contractors | |
| Berggren Land Surveying & Mapping, Inc. dba Berggren & Associates | Surveying and Construction Staking |
| CPM Partners | Project Control Services |
| Cruz Estrella CADD & Drafting Services | CADD and Drafting Services |
| Dudek | Environmental and Engineering Services |
| Gonzalez-White Consulting Services | Field Office Administration and Labor Compliance |
| Harris & Associates, Inc. | Construction QA, Field Inspection, Field Office Engineering, Field Office Administration, Constructability Reviews, Storm Water Monitoring & Compliance (NPDES), and Traffic Handling Support |
| Infrastructure Engineering Corporation | Field Inspection, Field Office Engineering, Field Office Administration, Resident Engineering, and Constructability Reviews |
| MTGL, Inc. | Materials Sampling and Testing, Material/Product Plant Inspection, Geotechnical Services, and Geotechnical Support (Bore Hole Drilling) |
| Ninyo & Moore | Materials Sampling and Testing, Material/Product Plant Inspection, Geotechnical Services, and Geotechnical Support (Bore Hole Drilling) |
| Pacific Railway Enterprises, Inc. (PRE) | Signal Inspections |
| Safework, Inc. | Safety Compliance |
| Stack Traffic Consulting, Inc. (STC) | ITS, Traffic Signals and Grade Crossings |
| Prime Consultant | |
| DHS Consulting, Inc. | Professional and technical construction management and engineering services |
| Sub Consultants | |
| Allied Geotechnical Engineering, Inc. | Geotechnical engineering & geology |
| C.A. Wehsener Engineering, Inc. | Construction management and inspection |
| CPM Partners | Construction Management services including Resident Engineering, Inspection, Document/Project Controls, Construction Administration, Cost Estimating, Scheduling and Claims |
| Dynamic Engineering Services, Inc. (DESI) | Construction management |
| ECORP Consulting, Inc. | Environmental compliance |
| Leighton Consulting, Inc. | Materials testing and inspection, hazardous materials services |
| Parsons Transportation Group | Construction management services |
| RailPros, Inc. | On-Call construction management services |
| Rosanna M. Lacarra (dba LaRoc Environmental) | Storm Water Compliance |
| Simon Wong Engineering | Construction management and inspection, public relations, bridge design engineering, and structural design engineering |

| | |
|--------------------------------|---|
| Vali Cooper & Associates, Inc. | Construction management and inspection, contract dispute and resolution, constructability reviews, NPDES compliance, auditing |
|--------------------------------|---|

| Prime Consultant | |
|------------------------|--|
| Simon Wong Engineering | Prime, Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Stormwater Compliance, Construction Program, Project and Document Management System Integration Cost Estimating, Contract Dispute Assistance, Scheduling, Job Site Safety |

| Sub Consultants | |
|---------------------------------------|--|
| Allied Geotechnical Engineering, Inc. | Materials Sampling and Testing, Plant/Source Inspection, Geotechnical Services, Geotechnical Support (Bore Hole Drilling) |
| C.A. Wehsener Engineering, Inc. | Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Job Site Safety, Systems Startup and Testing, Independent Cost Estimating |
| Caltrop Corporation | Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Stormwater (NPDES) Compliance, Labor Compliance, Material/Product Plant and Source Inspection, Project Scheduling, Contract Dispute Assistance, Construction Program, Project and Document Management System Integration, Records and File Auditing, Independent Cost Estimating |
| CASC Engineering and Consulting | Storm Water Compliance |
| CH2M Hill, Inc. | Construction Management, Transit and Field Inspection, Constructability Reviews, Stormwater Compliance, Job Site Safety, Systems Start-up and Testing, Env/Resource Agency Permit Compliance, Contam/ Hazardous Waste Assessment, and Independent Cost Estimating |
| Destination Enterprises | Signal Inspection Services |
| DHS Consulting, Inc. | Construction Management, Field Inspection, Engineering, Administration, Constructability Reviews, Stormwater Compliance, Scheduling, Contract Dispute Assistance |
| Dudek | Constructability Reviews, Stormwater Compliance, Environmental and Resource Agency Permit Compliance, Contaminated/ Hazardous Waste Assessment |
| EPC Consultants, Inc. | Construction Management, Field Inspection, Engineering, and Administration, Constructability Reviews, Scheduling, Contract Dispute Assistance, Independent Cost Estimating |
| Gannett Fleming, Inc. | Construction Management, Transit Inspection, Field Engineering, Scheduling, Contract Dispute Assistance and Resolution, Constructability Reviews, Systems Startup and Testing |
| Global Signals Group, Inc. (GSG) | Construction Management, Field and Transit Inspection, Engineering, and Administration Services, Scheduling, Constructability Reviews, Systems Startup and Testing |

| | |
|---|---|
| Gonzalez-White Consulting Services | Labor Compliance Services |
| Jacobs Project Management Co. | Signal Engineering and Inspection |
| Kleinfelder, Inc. | Special Inspection, Materials Sampling and Testing, Plant/Source Inspection, Geotechnical Services (Bore Hole Drilling), Job Site Safety, Environmental and Resource |
| Leighton Consulting, Inc. | Special Inspection, Materials Sampling and Testing, Plant/Source Inspection, Geotechnical Services, Geotechnical Support (Bore Hole Drilling), Contaminated/ |
| Lenska Aerial Images, Inc. | Photo and Video Documentation |
| LKG-CMC, Inc. | Records and File Auditing, Construction Field Administration Services |
| Louis Berger Group, Inc. | Surveying and Construction Staking |
| Minnali Engineering Corporation | Construction Management, Field Inspection, Engineering, and Administration, Constructability Reviews, and Stormwater Compliance |
| Pacific Railway Enterprises, Inc. (PRE) | Construction Management, Transit Inspection, Field Engineering, Constructability Reviews, Systems Startup and Testing |
| Parsons Transportation Group | Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Stormwater Compliance, Scheduling, Contract |
| Project Professionals Corporation (PPC) | Construction Management, Field Inspection, Engineering, and Administration, Contract Dispute Assistance, Constructability Reviews, Labor Compliance, Construction |
| S2 Engineering, Inc. | Construction Management, Field Inspection, Engineering, and Administration Services, Constructability Reviews, Scheduling, Contract Dispute Assistance, Labor |
| Soteria Company, LLC | System Safety and Security Certification Support, Start-up and Rail Activation |
| Tierra Data, Inc. | Environmental and Resource Agency Permit Compliance |
| Towill, Inc. | Surveying and Construction Staking |
| T.Y. Lin International | Construction Management, Field Inspection, Engineering, and Administration, Constr. Reviews, Scheduling, Contract Dispute Assistance, Labor Compliance, Construction Program, Project |

Construction Management Master agreement List

| | | |
|------------|----------|---|
| G2015.0-17 | 5/2/2017 | AECOM Technical Services SANDAG Agreement No. 5007800 |
| G2016.0-17 | 5/2/2017 | Caltrop Corporation SANDAG Agreement No. 5007801 |
| G2017.0-17 | 5/2/2017 | CH2M Hill, Inc SANDAG Agreement No. 5007802 |
| G2018.0-17 | 5/2/2017 | PGH Wong Engineering, Inc SANDAG Agreement No. 5007803 |
| G2019.0-17 | 5/2/2017 | Simon Wong Engineering SANDAG Agreement No. 5007804 |
| G2021.0-17 | 5/2/2017 | DHS Consulting, Inc. SANDAG Agreement No.5007806 |
| G2022.0-17 | 5/2/2017 | EPC Consultants SANDAG Agreement No. 5007807 |
| G2023.0-17 | 5/2/2017 | SANDAG - Master Solicitation Capacity for on-Call Professional & Technical CM & Eng. Serv |



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Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

COURTHOUSE STATION CONSTRUCTION MANAGEMENT SERVICES – WORK
ORDER AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order 1 MTS Doc. G2019.0-17 (in substantially the same format as Attachment A) with Simon Wong Engineering, Inc.¹ for the Courthouse Station Construction Management Services, contingent upon the approval of Agenda Item No. 19 (On-Call Construction Management and Engineering/Inspection Services – Master Agreements Award/Ratification).

Budget Impact

The value of this agreement will not exceed \$656,137.54 and is funded through the MTS Capital Improvement Project budget account 2004007503.

DISCUSSION:

On March 12, 2015, the Board of Directors approved Resolution No. 15-5 authorizing the CEO to submit an application for a proposed downtown Courthouse Station Project to provide expanded capacity on the MTS trolley system. In May 2017, a contract to construct the project was awarded to West Coast General/HMS Construction, a Joint Venture for both Schedule A, Courthouse Station and Schedule B, curb extensions on the north side of C Street.

MTS requires construction management services for the overall planning, coordination, and control of this project from beginning through completion (collectively “CM Services”). The proposed Work Order 1 CM Services include the following:

¹ Simon Wong Engineering, Inc. is a wholly-owned subsidiary of Kleinfelder.



- Project/Task Order Manager
- Resident Engineer
- Scheduling Engineer
- Civil Inspector(s)
- Electrical/Communications Inspector
- Traffic/Railroad Signal Inspector
- Overhead Catenary System (OCS) Inspector
- Fire/Life Safety Systems Inspector
- Safety Coordinator
- SWPPP Inspector
- Source Inspector(s)
- Materials Sampling and Testing Engineer and Tester

As set forth in Agenda Item No. 19, following a competitive procurement by the San Diego Association of Governments (SANDAG), MTS was assigned up to \$3,000,000 in on-call CM Services capacity (MTS Doc. No. G2023.0-17) and executed on-call master agreements with seven qualified firms. Consistent with MTS procurement processes, on May 1, 2017, MTS issued a request for proposals to four of the qualified on-call CM Services firms, for Courthouse Station construction project management services and evaluated for the best qualified proposal. Proposals were ranked as follows:

| <u>FIRM NAME</u> | <u>SCORE</u> | <u>RANK</u> |
|-------------------------|---------------------|--------------------|
| SIMON WONG | 67.33 | 1 |
| PGH WONG | 59.00 | 2 |
| CALTROP | 55.33 | 3 |
| CH2 | 51.33 | 4 |

MTS entered into negotiations with Simon Wong regarding the price for the Work Order 1 resulting in the following amounts:

| | |
|---------------------------|-------------------|
| Work Order 1 – Schedule A | 560,207.91 |
| Work Order 1 – Schedule B | 95,929.63 |
| TOTAL | 656,137.54 |

Therefore, staff recommends that the Board of Directors authorize the CEO to execute Work Order 1 MTS Doc. G2019.0-17 (in substantially the same format as Attachment A) with Simon Wong Engineering, Inc. for the Courthouse Station Construction Management Services, contingent upon the approval of Agenda Item No. 19 (On-Call Construction Management and Engineering/Inspection Services – Master Agreements Award/Ratification).

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

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

Attachment: A. Draft MTS Doc. No. G2019.0-17 Work Order 01

July 20, 2017

MTS Doc. No. G2019.0-17.1
Work Order No. 01

Mr. Hank Gentile
Project/Task Order Manager
Simon Wong Engineering, Inc.
5761 Copley Drive Suite 100
San Diego, CA 92111

Dear Mr. Gentile:

Subject: MTS DOC. NO. G2019.0-17, WORK ORDER 01, COURTHOUSE STATION
CONSTRUCTION MANAGEMENT SERVICES – WORK ORDER AGREEMENT

This letter shall serve as our agreement for Work Order 01 to MTS Doc. No. G2019.0-17.1, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide construction management and inspection staff for the Orange Line Terminal Courthouse Station project, Schedule A & B work, in accordance with MTS and SANDAG policies and procedures. Please see Attachment A, Scope of Services, for a detailed summary of the services to be provided.

SCHEDULE

Notice to Proceed + 210 Days

PAYMENT

Please see Attachment B, Negotiated Fee Proposal for Schedule A & B.

Please sign below, and return the document 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,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Hank Gentile
Kleinfelder|Simon Wong Engineering

Date: _____

Attachments: A - Schedule A & B Scope of Services
B - Schedule A & B Negotiated Fee Proposal



Contract No.: 2004007503

Work Order No.:

Attachment A

WORK ORDER TITLE: ORANGE LINE TERMINAL COURTHOUSE STATION (SCHEDULE A)
MTS Doc. No. XXXXXX

I. PROJECT DESCRIPTION

Construction of the new Orange Line Terminal Courthouse Station in downtown San Diego on C Street between State and Union Streets. This station will provide direct access to the new 22-story courthouse building, help relieve congestion at the Santa Fe Depot station, and improve overall service to the downtown area.

Schedule A portion of the work is on the south side of C Street and includes construction of the new station, track, railroad signals, catenary, communications system, site improvements, and all ancillary items associated with this work.

II. EXPECTED RESULTS

Provide construction management and inspection staff for the Orange Line Terminal Courthouse Station project, Schedule A work, in accordance with MTS and SANDAG policies and procedures. Provide the following positions:

- Project/Task Order Manager
- Resident Engineer
- Scheduling Engineer
- Civil Inspector(s)
- Electrical/Communications Inspector
- Traffic/Railroad Signal Inspector
- Overhead Catenary System (OCS) Inspector
- Fire/Life Safety Systems Inspector
- Safety Coordinator
- SWPPP Inspector
- Source Inspector(s)
- Materials Sampling and Testing Engineer and Tester

III. SCOPE OF WORK

Provide construction management and inspection services including, but not limited to, resident engineering, civil inspection, electrical/communications inspection, traffic and railroad signal inspection, fire/life safety systems inspection, and quality assurance material sampling and testing. These services will be conducted in accordance with the Master On-call Agreement, the SANDAG Construction Manual, this scope of work, and the contract documents.

1.0 Project/Task Order Manager

Project/Task Order Manager (Kleinfelder|Simon Wong)

Project/Task Order Manager shall supervise, review, and monitor the Consultant's personnel and closely monitor the task order authorization and expiration date versus actual progress to ensure the task order authorization and expiration date are not exceeded.



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1. Ensure that the field team is trained in the skills that are needed to manage each particular task;
2. Assign personnel to complete the required task order as specified;
3. Administer personnel action, coordinate personnel matters with MTS' Contract Manager.
4. Review monthly invoices prior to submission to MTS.

2.0 Engineering and Inspection Services (Kleinfelder|Simon Wong)

Resident Engineer (Part Time)

The Resident Engineer will be responsible for administering the contract. Other duties may include:

1. Communication with the Contractor and other stakeholders;
2. Chairing and providing minutes for weekly progress meetings;
3. Coordination with MTS operations and maintenance staff;
4. Coordination with utility company staff to facilitate existing utility relocations;
5. Coordination with private property owners as necessary;
6. Cooperating with MTS' public information officer as necessary;
7. Developing and maintaining the project files;
8. Preparing weekly statement of working days;
9. Providing oversight of inspectors and reviewing inspector's daily diaries;
10. Reviewing and assisting client with progress payments;
11. Negotiating and administering change orders;
12. Coordinating the review of material submittals and shop drawings;
13. Investigation of field issues and responding to Requests for Information (RFIs);
14. Reviewing and commenting on field issues;
15. Preparation of monthly progress reports;
16. Reviewing baseline and progress schedule updates;
17. Supervision of QA sampling and testing and QA surveying staff;
18. Reviewing the Contractor's red line as-builts;
19. Preparing documentation necessary for Project Closeout.

Scheduling Engineer (Kleinfelder|Simon Wong)

1. Review and comment on the Contractor's CPM baseline schedule, the Contractor's monthly CPM schedule updates, and perform independent Time-Impact Analysis if necessary.
2. Analyze and assess project schedule to determine if concurrent delays exist; provide all services required to review and analyze the project's Critical Path Method (CPM) schedules, and provide comments for response to disputes.

Field Inspectors - Civil, Station, Track, Electrical/Communications, Traffic Signal, Railroad Signal, Overhead Catenary System, and Fire/Life Safety System (Kleinfelder|Simon Wong, CA Wehsener)

Inspectors shall perform intermittent quality assurance inspection of the work to verify Contractor compliance with the contract documents. Tasks include:

1. Quality Assurance Inspection of the Contractor's work. The inspector shall do the following:
 - a. Review the contractual requirements in the contract documents;



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- b. Complete daily inspection reports noting contractor's equipment, personnel, materials, quantities, relevant conversations, and pertinent decisions made;
- c. Immediately report problems and questions to the Resident Engineer;
- d. Assist in reviewing and responding to RFI's;
- e. Assist in preparing independent cost estimates for contract change orders;
2. On change orders that are time and material (Extra Work at Force Account), keep a daily record of contractor's equipment, labor, and material on Tentative Agreements;
3. Take daily site photographs;
4. Inspect work equipped with approved hard hat, safety vest, long pants, and proper footwear;
5. Verify through intermittent quality assurance inspections that work and materials installed on the project meet the requirements of the Conformed Plans, Special Provisions, Standard Specifications, and change orders, as applicable. Arrange for material tests for soils, concrete, hot mix asphalt, and other materials incorporated in the work. Identify non-compliant work to the Contractor and report to the Resident Engineer;
6. Maintain accounting of daily quantities of contract bid item or change order work performed. On a monthly basis, coordinate with the Resident Engineer and the Contractor to determine quantities and/or percentages to be included for payment in the monthly progress payment;
7. If observed work does not meet contract or change order requirements, prepare and submit Non-Conformance Report (NCR) to the Resident Engineer. Confirm NCR is corrected and documented with photographs and narrative if necessary. Confirm time, equipment and materials used to correct NCRs are not charged to the contract or change order work;
8. Attend the weekly progress meetings or other meetings when requested by the Resident Engineer;
9. Monitor the construction progress with the approved construction schedule and advise the Resident Engineer of inconsistencies or non-conformance with critical path activities;
10. Monitor and review construction staking set by the Contractor's surveyor. Receive copies of surveyor's staking notes;
11. Maintain a set of redline contract drawings to reflect as-built conditions and any field changes. Include accurate location and depths of new and existing utilities encountered. On a monthly basis, review the redline contract drawings with the Resident Engineer to assist in preparing as-built drawings;
12. When work is substantially complete, develop a punch list and conduct follow-up final inspections with the Resident Engineer and MTS representatives. Document the Contractor's completion of punch list items of work;
13. Assist the Resident Engineer in project closeout activities;

Safety Coordinator (Kleinfelder|Simon Wong)

1. Perform periodic visits to project site and offer any recommendations for enhancing safety;
2. Assist in reviews of safety related submittals;

SWPPP Inspector (Kleinfelder|Simon Wong)

1. Provide periodic quality assurance inspection of BMP implementation as directed by MTS;
2. Provide SWPPP compliance assistance as directed by MTS;

Source Inspector (Kleinfelder|Simon Wong)

1. Travel to fabrication locations and perform periodic source inspection;
2. Provide inspection reports to the RE;



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3.0 Materials Sampling and Testing (Kleinfelder)

This work shall consist of performing material sampling and testing to verify conformance with the plans and specifications. Material testers shall be capable of assisting in all aspects of material testing and source inspection. Sampling and testing frequencies shall be as directed by the contract documents and/or MTS' Project Manager. Tasks include:

1. Perform R-value and relative compaction testing of subgrade materials;
2. Perform field sampling and testing of crushed aggregate base, AC, and PCC concrete;
3. Perform other testing as requested by the Resident Engineer or MTS;
4. Prepare reports summarizing tests and observations of the subgrade preparation and crushed aggregate base placement;
5. Provide supervision of materials testers by a Registered Civil Engineer. The project engineer will review all reports and test results, attend site meetings as requested, and review all billing. Test reports shall be prepared and distributed to the Resident Engineer. Suspect or failing test results will be reported to the Resident Engineer as soon as the relevant data or results are available.
6. Prepare and distribute daily field reports of materials sampling and testing.

IV. PERIOD OF PERFORMANCE

July 24, 2017 – March 31, 2018

V. DELIVERABLES

- a. Inspection reports, inspection daily diaries, and pay estimates in accordance with MTS procedures;
- b. Maintain project records in accordance with MTS procedures or Caltrans categorical filing system;
- c. Project photography;
- d. Monthly update reports with photo pages;
- e. Material testing and specialty inspection report;
- f. Project "red-line" as-builts;
- g. Final project records. Complete set of construction files to be submitted per MTS' direction;
- h. Project closeout report;

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

| <u>Task</u> | <u>Begin/End Dates</u> |
|--|--------------------------|
| Construction Management Services | NTP to 2/28/18 |
| Project Closeout/Final Records Transmittal | Final Estimate + 1 Month |



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B. Milestones/Deliverables Schedule

| <u>Milestone/Deliverable</u> | <u>Due Date</u> |
|------------------------------------|--------------------------|
| Inspector Daily Report | Daily |
| Resident Engineer Report | Weekly |
| Change Order Preparation | As Needed |
| Monthly Construction Report | Monthly |
| Project Close-Out Report/As-Builts | Final Estimate + 1 Month |

VII. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY

1. Project plans, special provisions, and standard specifications;
2. Applicable permits;
3. Flagging personnel for work alongside MTS right-of-way;
4. MTS Roadway Worker training (if necessary) for personnel working alongside MTS right-of-way;

VIII. SPECIAL CONDITIONS

1. Per MTS, Contractor will manage SWPPP compliance.
2. Consultant's work includes periodic job-site safety reviews and investigations when requested by MTS. In no event shall these responsibilities relieve the construction contractor from his responsibilities as the primary party responsible for job site safety. Neither Consultant, MTS, nor other Agency is to be considered as the Controlling Employer of the Contractor's workers.

MTS agrees that, in accordance with generally-accepted construction practices, the construction contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the Project, including safety of all persons and property, and that this requirement shall be made to apply continuously and not be limited to normal working hours. Consultant shall not have control over or charge of, and shall not be responsible for, construction means, methods, techniques, sequences, or procedures, as these are solely the responsibility of the construction contractor.

3. KLF|SWE team to perform intermittent inspection of MTS Job Order Contract (JOC) for SDG&E underground relocation work. MTS to handle weekly meetings, ongoing issues, progress payments, change orders, project acceptance, and closeout of the JOC contract.
4. Billing rates to utilize the Home Office Multiplier as work will be conducted out of KLF|SWE's office, not an MTS-provided field office.

IX. MTS ACCEPTANCE OF SERVICES:

Firm shall not be compensated at any time for unauthorized work outside of this Work Order. Firm shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Firm provides final service(s) or final work product(s) which are found to be unacceptable due to Firms and/or Firms subcontractors negligence



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and thus not 100% complete by MTS' Project Manager, Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right

to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

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

X. DEFICIENT WORK PRODUCT:

Throughout the design and/or implementation phases associated with the services rendered by the Firm, if MTS finds any work product provided by Firm to be deficient and the deficiently delays any portion of the project, Firm shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

- Paying applicable delay fees,
- Revising provided documents,

At no time will MTS be required to correct any portion of the Firms deficient work product and shall bear no costs or burden associated with Firms deficient performance and/or work product.

XI. DELIVERABLE REQUIREMENTS

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

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

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

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

XII. ADDITIONAL INFORMATION

None.



Contract No.: 2004007503

Work Order No.: 01

Attachment A

WORK ORDER TITLE: ORANGE LINE TERMINAL COURTHOUSE STATION (SCHEDULE B)
MTS Doc. No. XXXXXX

I. PROJECT DESCRIPTION

Construction of the new Orange Line Terminal Courthouse Station in downtown San Diego on C Street between State and Union Streets. This station will provide direct access to the new 22-story courthouse building, help relieve congestion at the Santa Fe Depot station, and improve overall service to the downtown area.

Schedule B portion of the work is on the north side of C street and includes demolition, traffic signal relocations, new sidewalks, ADA ramps, curbs, curbs & gutters, asphalt and concrete pavement, and all ancillary items associated with this work.

II. EXPECTED RESULTS

Provide construction management and inspection staff for the Orange Line Terminal Courthouse Station project, Schedule B work, in accordance with MTS and SANDAG policies and procedures. Provide the following positions:

- Project/Task Order Manager
- Resident Engineer
- Civil Inspector(s)
- Electrical/Communications Inspector
- Traffic Signal Inspector
- Safety Coordinator
- SWPPP Inspector
- Materials Sampling and Testing Engineer and Tester

III. SCOPE OF WORK

Provide construction management and inspection services including, but not limited to, resident engineering, civil inspection, electrical/communications inspection, traffic signal inspection, and quality assurance material sampling and testing. These services will be conducted in accordance with the Master On-call Agreement, the SANDAG Construction Manual, this scope of work, and the contract documents.

1.0 Project/Task Order Management

Project/Task Order Manager (Kleinfelder|Simon Wong)

Project/Task Order Manager shall supervise, review, and monitor the Consultant's personnel and closely monitor the task order authorization and expiration date versus actual progress to ensure the task order authorization and expiration date are not exceeded.

1. Ensure that the field team is trained in the skills that are needed to manage each particular task;
2. Assign personnel to complete the required task order work as specified;
3. Administer personnel action, and coordinate personnel matters with MTS' Contract Manager.
4. Review monthly invoices prior to submission to MTS.



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2.0 Engineering and Inspection Services (Kleinfelder|Simon Wong, CA Wehsener)

Resident Engineer (Part-Time)

The Resident Engineer will be responsible for administering the contract. Other duties may include:

1. Communication with the Contractor and other stakeholders;
2. Chairing and providing minutes for weekly progress meetings;
3. Coordination with MTS operations and maintenance staff;
4. Coordination with utility company staff to facilitate existing utility relocations;
5. Coordination with private property owners as necessary;
6. Cooperating with MTS' public information officer as necessary;
7. Developing and maintaining the project files;
8. Preparing weekly statement of working days;
9. Providing oversight of inspectors and reviewing inspector's daily diaries;
10. Reviewing and assisting client with progress payments;
11. Negotiating and administering change orders;
12. Coordinating the review of material submittals and shop drawings;
13. Investigation of field issues and responding to Requests for Information (RFIs);
14. Reviewing and commenting on field issues;
15. Preparation of monthly progress reports;
16. Reviewing baseline and progress schedule updates;
17. Supervision of QA sampling and testing and QA surveying staff;
18. Reviewing the Contractor's red line as-builts;
19. Preparing documentation necessary for Project Closeout.

Field Inspectors - Civil, Electrical/Communications, and Traffic Signal (Kleinfelder|Simon Wong, CA Wehsener)

Inspectors shall perform intermittent quality assurance inspection of the work to verify Contractor compliance with the contract documents. Tasks include:

1. Quality Assurance Inspection of the Contractor's work. The inspector shall do the following:
 - a. Review the contractual requirements in the contract documents;
 - b. Complete daily inspection reports noting contractor's equipment, personnel, materials, quantities, relevant conversations, and pertinent decisions made;
 - c. Immediately report problems and questions to the Resident Engineer;
 - d. Assist in reviewing and responding to RFI's;
 - e. Assist in preparing independent cost estimates for contract change orders;
2. On change orders that are time and material (Extra Work at Force Account), keep a daily record of contractor's equipment, labor, and material on Tentative Agreements;
3. Take daily site photographs;
4. Inspect work equipped with approved hard hat, safety vest, long pants, and proper footwear;
5. Verify through intermittent quality assurance inspections that work and materials installed on the project meet the requirements of the Conformed Plans, Special
6. Provisions, Standard Specifications, and change orders, as applicable. Arrange for material tests for soils, concrete, hot mix asphalt, and other materials incorporated in the work. Identify non-compliant work to the Contractor and report to the Resident Engineer;



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7. Maintain accounting of daily quantities of contract bid item or change order work performed. On a monthly basis, coordinate with the Resident Engineer and the Contractor to determine quantities and/or percentages to be included for payment in the monthly progress payment;
8. If observed work does not meet contract or change order requirements, prepare and submit Non-Conformance Report (NCR) to the Resident Engineer. Confirm NCR is corrected and documented with photographs and narrative if necessary. Confirm time, equipment and materials used to correct NCRs are not charged to the contract or change order work;
9. Attend the weekly progress meetings or other meetings when requested by the Resident Engineer;
10. Monitor the construction progress with the approved construction schedule and advise the Resident Engineer of inconsistencies or non-conformance with critical path activities;
11. Monitor and review construction staking set by the Contractor's surveyor. Receive copies of surveyor's staking notes;
12. Maintain a set of redline contract drawings to reflect as-built conditions and any field changes. Include accurate location and depths of new and existing utilities encountered. On a monthly basis, review the redline contract drawings with the Resident Engineer to assist in preparing as-built drawings;
13. When work is substantially complete, develop a punch list and conduct follow-up final inspections with the Resident Engineer and MTS representatives. Document the Contractor's completion of punch list items of work;
14. Assist the Resident Engineer in project closeout activities;

Safety Coordinator (Kleinfelder|Simon Wong)

1. Perform periodic visits to project site and offer any recommendations for enhancing safety;
2. Assist in reviews of safety related submittals;

SWPPP Inspector (Kleinfelder|Simon Wong)

1. Provide periodic quality assurance inspection of BMP implementation as directed by MTS;
2. Provide SWPPP compliance assistance as directed by MTS;

3.0 Materials Sampling and Testing (Kleinfelder)

This work shall consist of performing material sampling and testing to verify conformance with the plans and specifications. Material testers shall be capable of assisting in all aspects of material testing and source inspection. Sampling and testing frequencies shall be as directed by the contract documents and/or MTS' Project Manager. Tasks include:

1. Perform R-value and relative compaction testing of subgrade materials;
2. Perform field sampling and testing of crushed aggregate base, AC, and PCC concrete;
3. Perform other testing as requested by the Resident Engineer or MTS;
4. Prepare reports summarizing tests and observations of the subgrade preparation and crushed aggregate base placement;
5. Provide supervision of materials testers by a Registered Civil Engineer. The project engineer will review all reports and test results, attend site meetings as requested, and review all billing. Test reports shall be prepared and distributed to the Resident Engineer. Suspect or failing test results will be reported to the Resident Engineer as soon as the relevant data or results are available. 4



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6. Prepare and distribute daily field reports of materials sampling and testing.

IV. PERIOD OF PERFORMANCE

July 1, 2017 – July 31, 2017

V. DELIVERABLES

- a. Inspection reports, inspection daily diaries, and pay estimates in accordance with MTS procedures;
- b. Maintain project records in accordance with MTS procedures or Caltrans categorical filing system;
- c. Project photography;
- d. Monthly update reports with photo pages;
- e. Material testing and specialty inspection report;
- f. Project “red-line” as-builts;

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

| <u>Task</u> | <u>Begin/End Dates</u> |
|----------------------------------|-------------------------------|
| Construction Management Services | NTP to 7/31/17 |

B. Milestones/Deliverables Schedule

| <u>Milestone/Deliverable</u> | <u>Due Date</u> |
|-------------------------------------|------------------------|
| Inspector Daily Report | Daily |
| Resident Engineer Report | Weekly |
| Change Order Preparation | As Needed |
| Monthly Construction Report | Monthly |

VII. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY

1. Project plans, special provisions, and standard specifications;
2. Applicable permits;
3. Flagging personnel for work alongside MTS right-of-way;
4. MTS Roadway Worker training (if necessary) for personnel working alongside MTS right-of-way;

VIII. SPECIAL CONDITIONS

1. Per MTS, Contractor will manage SWPPP compliance.



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2. Consultant's work includes periodic job-site safety reviews and investigations when requested by MTS. In no event shall these responsibilities relieve the construction contractor from his
3. responsibilities as the primary party responsible for job site safety. Neither Consultant, MTS, nor other Agency is to be considered as the Controlling Employer of the Contractor's workers.
 MTS agrees that, in accordance with generally-accepted construction practices, the construction contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the Project, including safety of all persons and property, and that this requirement shall be made to apply continuously and not be limited to normal working hours. Consultant shall not have control over or charge of, and shall not be responsible for, construction means, methods, techniques, sequences, or procedures, as these are solely the responsibility of the construction contractor.
4. KLF|SWE team to perform intermittent inspection of MTS Job Order Contract (JOC) for SDG&E underground relocation work. MTS to handle weekly meetings, ongoing issues, progress payments, change orders, project acceptance, and closeout of the JOC contract.
5. Billing rates to utilize the Home Office Multiplier as work will be conducted out of KLF|SWE's office, not an MTS-provided field office.

IX. MTS ACCEPTANCE OF SERVICES:

Firm shall not be compensated at any time for unauthorized work outside of this Work Order. Firm shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Firm provides final service(s) or final work product(s) which are found to be unacceptable due to Firms and/or Firms subcontractors negligence and thus not 100% complete by MTS' Project Manager, Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

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

X. DEFICIENT WORK PRODUCT:

Throughout the design and/or implementation phases associated with the services rendered by the Firm, if MTS finds any work product provided by Firm to be deficient and the deficiently delays any portion of the project, Firm shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:



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- Paying applicable delay fees,
- Revising provided documents,

At no time will MTS be required to correct any portion of the Firms deficient work product and shall bear no costs or burden associated with Firms deficient performance and/or work product.

XI. DELIVERABLE REQUIREMENTS

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

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

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

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

XII. ADDITIONAL INFORMATION

None.

Work Order Estimate Summary

Att. A, AI 20, 7/20/17

MTS Doc. No. TBD
Work Order No. 1
Attachment: B

Work Order Title: MTS Orange Line Courthouse Station Construction
Management and Inspection Services (Schedule A)

Project No: CIP 2004007503

Table 1 - Cost Codes Summary (Costs & Hours)

| Item | Cost Codes | Cost Codes Description | Total Costs |
|------|------------|---|--------------|
| 1 | 0270 | Construction Management and Inspection Services | \$560,207.91 |

Totals = \$560,207.91

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

| Item | TASKS/WBS | TASKS/WBS Description | Labor Hrs | Total Costs |
|------|-----------|---------------------------------|-----------|--------------|
| 1 | 1 | Project / Task Order Management | 58.0 | \$7,394.10 |
| 2 | 2 | Engineering / Inspection | 3,209.0 | \$523,452.37 |
| 3 | 3 | Materials Sampling and Testing | 122.0 | \$29,361.44 |

Totals = 3,389.0 \$560,207.91

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

| (If Applicable, Select One) | | | | Consultant | Labor Hrs | Total Costs |
|-----------------------------|------|-----|-------|-------------------------------------|-----------|--------------|
| DBE | DVBE | SBE | Other | | | |
| | | | X | Kleinfelder Simon Wong Engineering* | 2,172.0 | \$366,763.36 |
| | | X | | CA Wehsener Engineering | 1,079.0 | \$161,289.83 |
| | | | X | Kleinfelder | 122.0 | \$29,361.44 |
| X | | | | Destination Enterprises | 16.0 | \$2,793.28 |

Totals = 3,389.0 \$560,207.91

NOTES

- * Simon Wong Engineering, Inc. (SWE), referred to as Kleinfelder|Simon Wong Engineering (KLF|SWE), is a wholly-owned subsidiary of Kleinfelder (KLF) and maintains an independent tax i.d. number and overhead rate. In order to capture the appropriate overhead rate for each legal entity, we are listing them separately.
- Field inspection and materials testing rates have been adjusted as necessary to comply with prevailing wage DIR Determination SD-23-63-3-2016-1D which includes a predetermined increase on 7/1/17.
- Billing rates included in this cost proposal are based upon the base rates, overhead rates, profit, escalation, other direct costs (ODCs) and other terms included in the Fee and Payment Schedule incorporated into Contract 5007804 between SANDAG and Simon Wong Engineering.
- Billing rates included in this cost proposal are based upon the rates that will go into effect on July 1, 2017. Actual billings for June 2017 will be based on the rates that are in effect July 1, 2016 through June 30, 2017.

ASSUMPTIONS

- This cost proposal is based upon the project schedule dated 4/21/17 provided by MTS showing construction being complete in January 2018. Hour in February 2018 are for project close-out activities.

Work Order Estimate Summary

Att. A, AI 20, 7/20/17

| | |
|----------------|-----|
| MTS Doc. No. | TBD |
| Work Order No. | 01 |
| Attachment: | B |

Work Order Title: **MTS Orange Line Courthouse Station Construction Management and Inspection Services (Schedule B)**

Project No: **CIP 2004007503**

Table 1 - Cost Codes Summary (Costs & Hours)

| Item | Cost Codes | Cost Codes Description | Total Costs |
|------|------------|---|-------------|
| 1 | 0270 | Construction Management and Inspection Services | \$95,929.63 |

Totals = **\$95,929.63**

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

| Item | TASKS/WBS | TASKS/WBS Description | Labor Hrs | Total Costs |
|------|-----------|---------------------------------|-----------|-------------|
| 1 | 1 | Project / Task Order Management | 14.0 | \$1,973.43 |
| 2 | 2 | Engineering / Inspection | 536.0 | \$85,794.32 |
| 3 | 3 | Materials Sampling and Testing | 32.0 | \$8,161.88 |

Totals = **582.0** **\$95,929.63**

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

| (If Applicable, Select One) | | | | Consultant | Labor Hrs | Total Costs |
|-----------------------------|------|-----|-------|-------------------------------------|-----------|-------------|
| DBE | DVBE | SBE | Other | | | |
| | | | X | Kleinfelder Simon Wong Engineering* | 430.0 | \$70,371.35 |
| | | X | | CA Wehsener Engineering | 120.0 | \$17,396.40 |
| | | | X | Kleinfelder | 32.0 | \$8,161.88 |
| X | | | | Destination Enterprises | | |

Totals = **582.0** **\$95,929.63**

NOTES

- * Simon Wong Engineering, Inc. (SWE), referred to as Kleinfelder|Simon Wong Engineering (KLF|SWE), is a wholly-owned subsidiary of Kleinfelder (KLF) and maintains an independent tax i.d. number and overhead rate. In order to capture the appropriate overhead rate for each legal entity, we are listing them separately.
- Field inspection and materials testing rates have been adjusted as necessary to comply with prevailing wage DIR Determination SD-23-63-3-2016-1D which includes a predetermined increase on 7/1/17.
- Billing rates included in this cost proposal are based upon the base rates, overhead rates, profit, escalation, other direct costs (ODCs) and other terms included in the Fee and Payment Schedule incorporated into Contract 5007804 between SANDAG and Simon Wong Engineering.
- Billing rates included in this cost proposal are based upon the rates that will go into effect on July 1, 2017. Actual billings for June 2017 will be based on the rates that are in effect July 1, 2016 through June 30, 2017.

ASSUMPTIONS

- This cost proposal assumes that Schedule B work will commence July 1st and be complete by July 21st.
- KLF|SWE team to perform intermittent inspection of MTS Job Order Contract for SDG&E underground relocation work. MTS to handle weekly meetings, ongoing issues, progress payments, change orders, project acceptance and closeout of the JOC contract.



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Agenda Item No. 25

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

PUBLIC HEARING FOR TRANSIT OPTIMIZATION PLAN MAJOR SERVICE
CHANGES (DENIS DESMOND)

RECOMMENDATION:

That the Board of Directors:

- 1) Receive a report on proposed major service changes as detailed in Attachment A;
- 2) receive public testimony; and
- 3) provide direction to staff for any changes prior to approval at a later Board of Directors meeting.

Budget Impact

Proposed changes are designed to have a neutral impact on operating subsidies for on-going operations. The Board will also be presented with an option for enhanced services that would have an annual impact of approximately \$2 million in additional operating subsidy.

DISCUSSION:

Ten years have passed since MTS completed the Comprehensive Operational Analysis (COA) that restructured bus services throughout the region. It is considered to be a best practice in the transit industry to conduct an overall review of the system approximately every ten years to ensure that the services currently provided are still meeting the demands of the market. Since that effort, MTS incorporated the services of National City Transit and Chula Vista Transit, implemented major budget-related reductions during the



recession, and began operation of five new Rapid services. More recently, MTS has experienced a loss of ridership and fare revenue since peaking in FY 2015.

Last fall, MTS embarked on the Transit Optimization Plan (TOP), a study to update the ten-year old COA. The drop in ridership and revenue typically leads to consideration of service cuts to match a reduced budget. Similar to the COA, the TOP takes a different approach by proposing a reallocation of resources, rather than a net reduction, with the ultimate goal of providing more service on routes and schedules with higher demand to spur new ridership growth. More riders would generate more fare revenue to help offset previous losses.

In September 2016, the Board awarded a consulting contract to Transportation Management and Design, Inc. (TMD) to assist with a market analysis, service analysis, and implementation plan with recommendations for service adjustments. TMD is one of the foremost consulting firms for transit service operations analyses, and was MTS's previous consultant for the COA.

The TOP began last fall with a survey of nearly four thousand riders and non-riders to gather information on mode choice, travel patterns, and preferences. This information was supplemented by a robust outreach campaign by MTS staff, and the market and service analyses by TMD. The goal of that effort was to gain insight on how well the system is working for riders, why they may be riding less than before, and what some of their challenges are in riding transit. Non-riders were asked why they do not use transit, and what alternative modes they use.

Nearly universally, riders and non-riders noted travel time and frequency as their most significant challenges for using transit. This result was the same as found during the COA, and is validated by studies done nationally. The longer travel times and lower availability of transit trips discourage more riders than any other factors, including fare levels, amenities, security, transfers, proximity to transit stops, and parking. Most proposals presented in the TOP are intended to offer net improvements to travel times by:

- 1) Reinvesting resources from low-ridership routes to the busiest and highest demand corridors;
- 2) Streamlining routes away from out-of-direction movements; and
- 3) Restructuring long routes to improve reliability of service.

Some other recommendations include restoring services that were reduced during the recession, and making structural network adjustments that offer better connectivity between regional and local routes.

The initial direction of the TOP was to develop a subsidy-neutral alternative that would simply reallocate resources without saving money or increasing the budget. All saved resources would be reinvested into other higher-performing services. The Board will be presented an option that achieves this goal.

However, this strategy generated significant opposition when early proposals were fielded to the public in spring 2017, due to cuts that would be made to low-performing

neighborhood services that were seen as critical by their communities and riders. The savings generated by the reductions were also insufficient to make all of the improvements to high-performing services recommended in the TOP. To resolve these issues, the Board will also have an alternative that adds approximately \$2 million in subsidy to the budget. This option preserves some services initially proposed for discontinuation, and allows most of the frequency and structural improvements that are envisioned in the full TOP.

Over 100,000 printed Take One flyers were published with these recommendations and posted on board buses and trolleys. (Attachment B) Further details have also been made available to the public on the TOP website at www.sdmts.com/TOP, including turn-by-turn directions on all proposed routes, and maps for routes with significant routing changes.

Title VI

Transit agencies that are implementing major changes, as defined by their locally-developed policy (Board Policy 42 for MTS), are required by the Federal Transit Administration to conduct a service equity analysis to determine if there would be any adverse impacts to low-income or minority communities resulting from implementation of the changes. That analysis is currently underway, and will be provided to the Board prior to its vote on the approval of the recommendations, including any changes requested by the Board at the Public Hearing. A preliminary review of the effects does not reveal any potentially adverse impacts from the net of all major changes proposed under either the subsidy neutral or added-subsidy alternatives.

California Environmental Quality Act (CEQA)

CEQA requires agencies to prepare and certify an environmental impact report on a project that it proposes to implement that may have a significant effect on the environment (or to adopt a negative declaration if the project will not have a significant effect). However, certain activities are exempted from the requirements of CEQA, including implementation of or increases in transit services on existing roads and highways (Public Resource Code § 21080 (6)(10)). The TOP package of proposals for Board consideration at today's Public Hearing would represent either a minor net increase (subsidy neutral alternative) or larger increase in transit service along existing highway and road rights-of-way, thereby exempting the elements of these proposals from further examination under CEQA.

The attached table (Attachment A) summarizes recommendations under both the subsidy neutral and the added-subsidy alternatives. Staff will present details of each proposal in the Board report prior to public comment. The public was also invited to offer comments via other channels if they were unable to attend the public hearing. These methods were e-mail, telephone hotline, or U.S. Mail. The Board will receive a printed transcription of all related comments received through these methods since the Public Hearing was noticed. (Attachment C)

Adjustments to these proposals will be made as necessary, based on Board member and public comment at this Public Hearing. Staff will also request Board direction on the alternatives for subsidy impact, so that final recommendations can be brought to the

Board of Directors in September 2017 for approval. That meeting will also include the results of the Title VI Service Equity Analysis for the Board's consideration prior to

approval of the proposals. Changes approved at that time will be phased in to minimize impacts to riders and operations. The earliest major changes would take place in January 2018.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Transit Optimization Plan Recommendations
B. Take One
C. Route Profile Sheets
D. Public Comments Received to Date **(to be distributed at the Board Meeting)**

| ROUTE | SUBSIDY NEUTRAL PROPOSAL | FULL T.O.P. PROPOSAL |
|-------|---|--|
| 1 | Extend route to Fashion Valley; on east end, end all trips at La Mesa Blvd. Trolley Station (discontinue Route 1A variant to 70th St.). Grossmont segment would be covered by new Route 52. | Same |
| 3 | Increase Sunday frequency from every 60 to every 30 minutes. | Same, plus increase weekday base frequency from every 15 to every 12 minutes. |
| 5 | Increase weekday base frequency from every 15 to every 12 minutes. | Same |
| 7 | End all trips on the east end at College Ave. (replace service to Downtown La Mesa with new Route 52). Also, operate peak service with a bi-directional 10 minute frequency (instead of the current 12 minute frequency with 6-minute directional overlay) | Same |
| 8 | Reduce non-summer weekday frequency from every 20 to every 30 minutes. | Same |
| 9 | Reduce non-summer weekday frequency from every 20 to every 30 minutes. | Same |
| 11* | Split route in Downtown into separate south (Route 11) and north (Route 12) routes. Route 11's Downtown terminal would be the City College Transit Center. Frequencies and spans on each route remain similar to current. | Same |
| 12* | New route would cover northern half of Route 11, operating between SDSU and 1st Ave./G St. in Downtown San Diego. | Same |
| 13 | Add afternoon peak trippers for enhanced capacity and frequency. | Increase weekday PM peak frequency from every 15 to every 12 minutes (approx. 2pm-6pm). |
| 14 | Adjust routing to operate between Kaiser Hospital and Grossmont T.C. Service to Grantville T.C. and along Rancho Mission Rd. would be discontinued. | Same |
| 18 | Discontinue route. | Service would be retained, but span of service would be reduced. |
| 20 | Route would be streamlined to use SR-163 and I-15 between Kearny Mesa T.C. and Miramar College T.S. instead of Kearny Villa Rd. and Black Mountain Rd. | Same |
| 25 | Route would be streamlined to use SR-163 between Mesa College Dr. and Fashion Valley. Service to Health Center Dr. and Ulric St. would remain available on Route 120; service along Comstock St. and Osler St. would be discontinued. | Same |
| 27 | Route would be streamlined to use Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd. | Same |
| 35 | Increase weekday base frequency from every 30 to every 15 minutes. Also, service south of Newport Ave. would be replaced by an extended Route 923 on weekdays, and discontinued on Saturdays. | Same |
| 44 | The northern terminal would be changed from Clairemont Square to Kearny Mesa T.C. by traveling east on Clairemont Mesa Blvd. instead of west. Corridor service along Clairemont Mesa Blvd. would be replaced by a revised Route 105. | Same |
| 50 | Midday service would be discontinued, with bidirectional peak-only service. Additionally, the routing would be adjusted to cover the northern routing of current Route 105 between Clairemont Square and UTC. | Same |
| 52* | New route would replace the eastern portions of Routes 1 and 7, offering service between University Ave./54th St. and Grossmont T.C., via University Ave., Allison Ave., and La Mesa Blvd. at a 30-minute frequency Mon.-Sat., and hourly on Sundays. | Same, but with a 30-minute frequency on Sundays. |
| 83 | Discontinue route. | Service would be retained, but would operate for 5-7 hours during the midday only. Also, the segment into Hillcrest via Washington St. would be discontinued. |
| 84 | Discontinue route. MTS would review the ability to offer special event service to Fort Rosecrans National Cemetery on certain holidays. | Service would be retained as two round trips during peak hours between Old Town T.C., SPAWAR Main Gate, and the Naval Base Pt. Loma Main Gate. |
| 85* | ----- | Implement new route to replace Route 905 service to northeastern and southwestern Otay Mesa proposed for discontinuation. Service would operate hourly on weekdays only. |
| 105 | The northern terminal would be changed from UTC to Kearny Mesa T.C. by traveling east on Clairemont Mesa Blvd. instead of north to/from UTC. Service along northern Clairemont Mesa Blvd., southern Regents Rd., and Governor Dr. would be replaced during weekday peaks by a revised Route 50. Also, a service overlay along Clairemont Mesa Blvd. would provide a 15-minute weekday frequency and 30-minute weekend frequency between Kearny Mesa T.C. and Clairemont Square. | Same |
| 120 | Route would be streamlined to use Kearny Villa Rd. instead of Convoy St. and Kearny Mesa Rd. between Aero Dr. and Balboa Ave. | Same |
| 204 | Reduce weekday base frequency from every 15 to every 30 minutes, and discontinue weekend service. | Same |
| 235 | Increase weekday midday frequency from every 30 to every 15 minutes. | Same |
| 237 | Shorten route on the east end so all trips begin/end at Miramar College T.S. | Same |
| 701 | Restore Sunday service at hourly frequency. | Same |
| 703 | Replace this Sunday-only route with restored Sunday service on Routes 701, 704, and 709. | Same |
| 704 | Adjust routing from 4th St. to 3rd St., and from E St. to F St. Also, restore Sunday service between Palomar T.C. and Medical Center Ct. at hourly frequency. | Same |
| 707 | No changes proposed. | Increase weekday frequency from every 60 to every 30 minutes, replacing extended Route 709 trips along Eastlake Pkwy. Also, span of service would be increased to match current extended Route 709 trips. |

| ROUTE | SUBSIDY NEUTRAL PROPOSAL | FULL T.O.P. PROPOSAL |
|----------|---|---|
| 709 | Restore Sunday service at hourly frequency. | Same. Also, replace weekday extended Eastlake Pkwy. trips with enhanced service on Route 707 (service around Lakeshore Dr. would be disc.). |
| 815 | Increase weekday base frequency from every 30 to every 15 minutes; shorten route to end at E. Main St./Oakdale Ave. | Same |
| 816 | Streamline routing to Washington Ave. between Jamacha Rd. and El Cajon Transit Center. | Same |
| 832 | Streamline routing in Santee to skip the Los Ranchitos loop. | Same |
| 834 | Discontinue route. | Restructure current Route 834 into a weekday, counterclockwise, hourly loop from Santee Town Square, serving Cuyamaca St., Mast Blvd., West Hills Pkwy., Mission Gorge Rd., and Town Center Pkwy. Service along Mesa Rd. and Prospect Ave. would be discontinued. |
| 838 | New route replacing Route 864 east of East County Square. Service would be hourly 7 days/week, with a span of approximately 12 hours per day. | Same, but with an extended span of service. |
| 851 | Streamline route to use Bancroft Dr. instead of Kenwood Dr. to/from SR-94, and to use Sweetwater Rd. instead of Elkilton Blvd. Also, frequency would be adjusted to every 60 minutes all day. | Same |
| 854/854X | All trips would be converted to Route 854x trips, with direct service every 30 minutes (on weekdays only) between Grossmont T.C. and Grossmont College. Regular local Route 854 service would be replaced along Baltimore Dr. by an extended Route 14, and discontinued along Lake Murray Blvd. (but remain available north of Jackson Dr. on Route 115). | Same |
| 856 | Discontinue service to Rancho San Diego Village, and streamline route to stay on College Ave. (no deviation to College Grove Dr.). | Same |
| 864/864X | Replace service east of East County Square with new Route 838. Also, streamline route to use East Main St. between Madison Ave. and Broadway. | Same |
| 870 | Discontinue route. | Same |
| 871/872 | Discontinue route. | Same |
| 874/875 | Streamline route by discontinuing the Granite Hills segment. | Same |
| 894 | Discontinue Parkway Plaza service (still available via transfer to Routes 833 or 874/875). | Same |
| 905 | Revise routing to one variant operating every 30 min. on weekdays (60 min. on weekends), between Otay Mesa border and Iris T.C., via Siempre Viva Rd., La Media Rd., and Otay Mesa Rd. Service to northeastern and southwestern Otay Mesa would be discontinued. | Same, but the discontinued segments would be replaced by a new Route 85. |
| 906/907 | Increase Sunday frequency from every 30 to every 20 minutes to match Saturday. | Increase weekend frequency from every 20 or 30 to every 15 minutes. |
| 923 | Discontinue Saturday service; and, extend weekday service to Pt. Loma Ave./Sunset Cliffs Blvd. to replace Route 35 service south of Newport Ave. | Same |
| 929 | Northern terminal would be changed from City College T.C. to 12th & Imperial T.C. | Same |
| 936 | Streamline route to stay on College Ave. (no deviation to College Grove Dr.). | Same |
| 944 | Route would be restructured to serve Community Rd. and Hilleary Pl. instead of the Garden Rd. loop. Service east of Midland Rd. would be discontinued. | Same |
| 945A | Discontinue route. | Retain route as-is. |
| 950 | Add span and increase frequency up to every 10 minutes during peak periods. | Same |
| 955 | Increase weekday base frequency from every 15 to every 12 minutes. | Same |
| 962 | Increase weekday base frequency from every 30 to every 15 minutes, and weekend frequency from every 60 to every 30 minutes. Also, streamline routing by using Paradise Valley Rd. east of Plaza Blvd., and replace local Paradise Hills service with new Route 969 or revised Route 963. | Same, but with increased span of weekday 15-minute frequency. |
| 963 | Discontinue route (or restructure to replace local portion of Route 962 instead of implementing Route 969). | Same |
| 967 | Discontinue route. | Maintain route at an hourly frequency on weekdays only, and streamline on the east end to loop via Euclid Ave., 4th Ave., Harbison Ave., and Division St. Service around the Mariposa Place loop would be discontinued. |
| 968 | Restructure route to travel south on Euclid Ave. to serve Plaza Bonita, instead of east on Paradise Valley Rd. Service to Bayview Hills would be discontinued, but remain accessible on Route 969 on Alleghany St. or Route 962 on Paradise Valley Rd. | Same |
| 969* | Implement new route from 24th St. T.C. to replace local Route 962 service in Paradise Hills (Cumberland St., Reo Dr., Allegheny St.). Option to revise Route 963 from 8th St. T.C. instead. | Same |
| 992 | No changes proposed. | Increase weekend frequency from every 30 to every 15 minutes. |

* New route numbers subject to change prior to implementation.

PUBLIC HEARING FOR PROPOSED CHANGES

Post 6/26/17 – 7/20/17

MTS is proposing major changes to its transit services to improve efficiency, increase ridership, and reinvest resources where and when the most passengers benefit. This effort included more than 50 public outreach events, and is now culminating in final recommendations to be proposed to the MTS Board of Directors at a Public Hearing on July 20, 2017.

GET MORE INFORMATION AT sdmts.com/TOP

MTS will have a complete website dedicated to the proposed changes, including route maps and directional sheets for every route.

PROVIDE INPUT...

Members of the public are invited to provide input on the proposals, which are listed below. The MTS Board of Directors will not make a decision on these changes until public testimony is received and considered. Please review the proposed changes and, if you wish, provide comments for the Public Hearing using any of the following methods:

- Public Testimony at the PUBLIC HEARING: Thursday, July 20, 2017, 9:00 a.m.
1255 Imperial Ave., 10th Floor (at the 12th & Imperial Transit Center) San Diego, CA 92101
- Telephone Hotline: (619) 595-4912 (Voicemail)
- Email: mts.planning@sdmts.com
- Web: sdmts.com/TOP, complete and submit the comment form.
- U.S. Mail: MTS Public Hearing Comments, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101

Comments by telephone, email, website, or U.S. Mail must be received at MTS by 2:00 p.m. on Wednesday, July 19, 2017, for consideration by the Board at the Public Hearing.

PROPOSED SERVICE CHANGES:

The following routes don't have any proposals for major changes to be considered by the MTS Board of Directors at this Public Hearing: Routes 2, 4, 6, 10, 28, 30, 31, 41, 60, 88, 110, 115, 150, 201/202, 215, 280, 290, 705, 712, 833, 848, 855, 888, 891, 892, 901, 904, 916/917, 921, 928, 932, 933/934, 961, 964, 965, 972, 973, 977, 978.

NOTE: Some routes show an alternative proposal that retains or adds service. These alternatives will depend on available budget.

| ROUTE | PROPOSAL <i>(Changes would take effect in late 2017 through mid-2018.)</i> |
|-------|--|
| 1 | Route would be extended from Hillcrest to Fashion Valley, via Sixth Ave., Highway 163, and Hotel Circle. Route 1 service along 4th and 5th Avenues in Hillcrest would be discontinued, but the stops would remain served by Route 3. Route 1A service to 70th St. Trolley Station would be discontinued, with all trips ending at the La Mesa Blvd. Trolley Station instead. Continuing service between Downtown La Mesa and Grossmont Transit Center via La Mesa Blvd. would be served by new Route 52. |
| 3 | Increase Sunday service to 30-minute frequency. <i>As an alternative, the Board may also consider increasing weekday service to a 12-minute frequency.</i> |
| 5 | Increase weekday service to 12-minute frequency. |
| 7 | All Route 7 trips would operate between Downtown San Diego and University Ave./College Ave. only. Continuing service east of College Ave. into Downtown La Mesa via University Ave. would be served by new Route 52. Also, peak hour service would be adjusted to operate every 10 minutes in both directions (instead of every 6 or 12 minutes, depending on direction). |
| 8, 9 | Adjust frequency to every 15 minutes every day during the summer, and to every 30 minutes Monday through Saturday in non-summer months. |
| 11 | Route 11 would be split into two routes: The southern segment would remain Route 11, operating between Skyline Hills and Downtown San Diego along the current alignment to Imperial Ave. In Downtown, Route 11 would use 10th and 11th Avenues between Imperial Ave. and the City College Transit Center. The northern segment would become Route 12, operating between Downtown and SDSU via the current routing. Hours and frequency would be similar to current service. |
| 12 | New route number for the northern half of the current Route 11, operating between Downtown San Diego and SDSU via the current alignment. The routing in Downtown would be: southbound on Front St., left on Market St., and left on First Ave. to the terminal at First Ave./G St. Hours and frequency would be similar to current service. |
| 13 | Add weekday afternoon trippers for added service. <i>As an alternative, the Board may also consider increasing weekday afternoon service to a 12-minute frequency.</i> |
| 14 | Route would be adjusted to operate between Kaiser Hospital and Grossmont Transit Center via Zion Ave., Waring Rd., College Ave., Montezuma Rd., 70th St. (no service into the 70th St. Trolley Station), Lake Murray Blvd., Baltimore Drive, and Fletcher Parkway. Service to the Grantville Transit Center, along Ward Rd. and Rancho Mission Rd., and into the 70th St. Trolley Station would be discontinued. |
| 18 | Proposed for discontinuation. <i>As an alternative, the Board may consider retaining this route with a reduced span of service.</i> |
| 20 | Routing would be streamlined between Kearny Mesa and Mira Mesa to use Freeways 15 and 163 instead of Ruffin Rd., Kearny Villa Rd. and Black Mountain Rd. Service along Black Mountain Rd. would remain available during weekday peak periods on Route 31. |
| 25 | Route would be adjusted to use Highway 163 and Friars Rd. between Mesa College Drive and Fashion Valley. Local service between Mesa College Drive and Fashion Valley would remain on other routes as follows: Health Center Dr. on Route 120, Genesee Ave. on Routes 41 & 120, and Ulric St. on Route 120. Service on Comstock St. (west of Linda Vista Rd.) and Osler St. would be discontinued. |
| 27 | Route would be adjusted to operate along Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd. |
| 35 | Increase weekday service to 15-minute frequency. Service south of Newport Ave. would be replaced by an extended Route 923 to Point Loma Ave. |
| 44 | The northern end of Route 44 would be realigned on Clairemont Mesa Blvd. to serve east of Convoy St. to the Kearny Mesa Transit Center (instead of west to Clairemont Square). Service on Clairemont Mesa Blvd. between Convoy St. and Clairemont Square would be covered by a revised Route 105. |
| 50 | Route would be adjusted in Clairemont and University City to use Regents Rd. and Governor Drive. Route 50 midday service would be discontinued, but remain available on Routes 41 and 105. |
| 52 | New Route 52 would replace eastern segments of Routes 1 and 7, operating between University Ave./54th St. and the Grossmont Transit Center via University Ave., Allison Ave., La Mesa Blvd. and Grossmont Blvd. 30-minute frequency Monday-Saturday, and 60 minutes on Sunday. <i>As an alternative, the Board may consider also operating a 30-minute frequency on Sunday.</i> |
| 83 | Proposed for discontinuation. <i>As an alternative, the Board may consider a limited weekday midday service that would exclude the Washington St. and Hillcrest segment (already served by Route 10).</i> |
| 84 | Proposed for discontinuation. <i>As an alternative, the Board may consider a weekday peak hour route operating limited service between Old Town and SPAWAR Main Gate via Cañon St.</i> |
| 105 | Realign the northern end of Route 105 to operate east from Clairemont Square to the Kearny Mesa Transit Center, replacing Route 44 along Clairemont Mesa Blvd. The Route 105 segment between Clairemont Square and UTC would be replaced during peak hours by a realigned Route 50. Also, service along Milton St. and Burgener Blvd. would be discontinued and operated via Ingulf St. and Denver St. |

| | |
|---------|--|
| 120 | Adjust routing in Kearny Mesa to remain on Kearny Villa Rd. (no service to Convoy St. or Kearny Mesa Rd.). |
| 204 | Reduce weekday service to 30-minute frequency and discontinue weekend service. |
| 235 | Increase weekday midday service to 15-minute frequency. |
| 237 | All trips would terminate on the east end at the Miramar College Transit Station. Continuing service to/from Sabre Springs/Peñasquitos and Rancho Bernardo Transit Stations would remain available on Route 235. |
| 701 | Add Sunday service at 60-minute frequency. |
| 703 | Replace Route 703 with restored Sunday service on Routes 701, 704, and 709. |
| 704 | Operate on 3rd Ave. instead of 4th Ave. north of Naples St., and use F St. instead of E St. to/from the E St. Transit Center. Also, add Sunday service hourly between Palomar Transit Center and Sharp Hospital. |
| 707 | No proposed changes. <i>As an alternative, the Board may consider increasing service to a 30 minute frequency in conjunction with Route 709 changes.</i> |
| 709 | Proposed addition of Sunday service at 60-minute frequency. <i>As an alternative, the Board may also consider replacing service north of Olympic Parkway along Eastlake Pkwy., Boswell Rd., and Lane Ave. with added Route 707 service. Service around Lakeshore Dr. would be discontinued.</i> |
| 815 | Increase weekday service to 15-minute frequency. Also, shorten route to end at E. Main St./Madison Ave. instead of continuing north to Broadway. |
| 816 | Route would be adjusted to operate along Washington St. between Jamacha Rd. and the El Cajon Transit Center instead of Main St./Douglas Ave. |
| 832 | Service along the loop of El Nopal, Los Ranchitos Rd., and 2nd St. would be discontinued. |
| 834 | Proposed for discontinuation. <i>As an alternative, the Board may consider restructuring Route 834 to operate as an hourly loop from Santee Town Center via Cuyamaca St., Mast Blvd., West Hills Pkwy., and Mission Gorge Rd.</i> |
| 838 | New Route 838 would replace the eastern part of Route 864 east of East County Square (Los Coches Rd.). Between East County Square and Viejas Casino, Route 838 would follow the same alignment as current Route 864, operating hourly every day between approx. 7 a.m. and 7 p.m. <i>As an alternative, the Board may consider operating Route 838 earlier and later in the day.</i> |
| 851 | Route would be streamlined to operate to/from Highway 94 along Bancroft Dr. instead of Kenwood Dr. Also, service west of Hwy. 125 along Elkeltan Blvd., would be discontinued, and weekday peak hour frequency would be reduced to 60 minutes. |
| 854 | Discontinue regular Route 854 service via Baltimore Drive and Lake Murray Blvd. All Route 854 service would operate on the current Route 854x alignment via Highway 125, every 30 minutes on weekdays. Service to Baltimore Dr. would be available on realigned Route 14; service along Lake Murray Blvd. would remain available north of Jackson Dr. on Route 115. Saturday Route 854 service would be discontinued. |
| 856 | Route 856 service to the Rancho San Diego Village area (Calle Verde and Via Mercado) would be discontinued. Minimal service to the area would remain available on Route 894. Also, Routes 856 and 936 would remain on College Ave. without turning through the College Grove Transit Center (which would still be accessible on Routes 916/917). |
| 864 | Route would operate between El Cajon Transit Center and East County Square on all days. Continuing service to Alpine/Viejas would be available via a transfer with new Route 838 at East County Square. Route would also be streamlined in El Cajon to remain on Madison Ave. and E. Main St., rather than using 2nd St. and Broadway. |
| 864x | Route would be replaced with service on new Route 838. |
| 870 | Proposed for discontinuation. |
| 871/872 | Proposed for discontinuation. |
| 874/875 | Service to the Granite Hills area would be discontinued, with the route using the current 874A/875A routing along E. Main St. and Jamacha Rd. instead. |
| 894 | Route 894 service to Parkway Plaza would be discontinued. |
| 905 | Route 905 would be realigned to a single variant (instead of 905A and 905B) via the current Route 905 alignment between the Otay Mesa border and Airway Rd./La Media Rd., then via La Media Rd. and Otay Mesa Rd. to/from the Iris Transit Center. Service to Britannia Blvd. and the western segment of Airway Rd., and to eastern Otay Mesa Rd. and Sanyo Rd., would be discontinued. Also, weekday frequency would be changed to 30 minutes all day. <i>As an alternative, a new Route 85 would also be added to operate hourly on all days between the Otay Mesa border and Southwestern College (Otay), replacing portions of Routes 905A (Airway Rd. between La Media Rd. and Britannia Blvd.) and 905B (Otay Mesa east of La Media Rd., Sanyo Rd. and Heinrich Hertz Dr.).</i> |
| 906/907 | Increase Sunday service to 20-minute frequency. <i>As an alternative, the Board may also consider increasing both Saturday and Sunday service to a 15-minute frequency.</i> |
| 923 | Service would be extended in Ocean Beach to Point Loma Ave., replacing Route 35 service south of Newport Ave. Also, Saturday service would be discontinued. |
| 929 | Route 929 would terminate at the 12th & Imperial Transit Center instead of City College. Through-service would be available on the Trolley or Routes 11 and 901. Some late night trips could be extended to/from Broadway in Downtown. |
| 936 | Routes 856 and 936 would stay on College Ave. without turning into College Grove Transit Center. Service to College Grove Transit Center would remain available on Routes 916/917. |
| 944 | Route would be adjusted to serve Community Rd. and Hillery Place. Service would be discontinued east of Midland Rd. (and along the Garden Rd. loop). |
| 945A | Route 945A is proposed for discontinuation. (No changes proposed for regular Route 945.) <i>As an alternative, the Board may consider retaining this service as-is.</i> |
| 950 | Service would be increased to offer up to 10-minute frequency in the morning peak, and later night service to the Otay Mesa border. |
| 955 | Weekday service would be increased to a 12-minute frequency. |
| 962 | Increase frequencies to 15-minutes on weekdays and 30 minutes on weekends. Also, route would be streamlined to remain on Plaza Blvd. and Paradise Valley Rd., instead of Harbison Ave., Reo Dr., Cumberland St. and Potomac St. This local Paradise Hills service would be largely replaced by new Route 969. |
| 963 | Route would be replaced along Plaza Blvd. with added frequency on Route 962, and along Euclid Ave. and to Plaza Bonita by a realigned Route 968. (Route 968 would remain on Euclid Ave. instead of the Granger Ave./24th St. loop.) |
| 967 | Route would be discontinued. <i>As an alternative, the Board may consider retaining hourly service on weekdays only, but discontinuing the Mariposa loop. The east end turnaround would operate via Division/Euclid/4th/Harbison.</i> |
| 968 | Route would be adjusted to operate weekdays only, between 24th St. Transit Center and Plaza Bonita. From its current alignment along 4th St., Route 968 would turn south on Euclid Ave. to Sweetwater Rd. and into Plaza Bonita. Route 968 service east of Euclid Ave. and to the Munda Rd. loop would be discontinued. |
| 969 | New Route 969 would replace Route 962 service in Paradise Hills neighborhood, operating as a loop via 18th St., 16th St., Reo Dr., Cumberland St., Saipan Dr., and Allegheny St. Service would operate every 30 minutes on weekdays and 60 minutes on weekends. |
| 992 | No proposed changes. <i>As an alternative, the Board may consider increasing weekend service to a 15 minute frequency.</i> |

THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1466. The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities. MTS assures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency program or activity. To request additional information on MTS' nondiscrimination obligations or to file a complaint against MTS, please write to MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 or log on to sdmts.com.



AUDIENCIA PÚBLICA SOBRE PROPUESTAS DE CAMBIOS SIGNIFICATIVOS

MTS está proponiendo cambios importantes a sus servicios de tránsito para mejorar la eficiencia, incrementar el número de pasajeros y reinvertir recursos donde más beneficie al pasajero. Este esfuerzo incluyó más de 50 eventos públicos y culminará con recomendaciones finales que serán propuestas a la junta directiva de MTS en una audiencia pública el 20 de julio de 2017.

OBTENGA MÁS INFORMACIÓN EN sdmts.com/TOP

MTS tendrá un sitio web dedicado a los cambios propuestos que tendrá mapas de las rutas y hojas direccionales para cada ruta.

BRINDE SU OPINIÓN...

Se le invita al público en general a brindar su opinión sobre las propuestas detalladas en la sección de “Propuestas al Cambio de Servicio” de este documento. La junta directiva de MTS considerará toda aportación pública antes de tomar una decisión. Se pueden ofrecer comentarios de las siguientes formas:

- Testimonio publicó en la AUDIENCIA PÚBLICA, el jueves 20 de julio del 2017, 9:00 a.m. 1255 Imperial Ave., piso 10 (en el 12th & Imperial Transit Center en el centro de San Diego)
- Línea directa telefónica: (619) 595-4912 (correo de voz)
- Nuestro sitio web: sdmts.com/TOP, incluye un formulario para comentarios en el enlace de los propuestas TOP.
- Correo electrónico: mts.planning@sdmts.com
- Correo. Envíe a: MTS Public Hearing Comments, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101

Los comentarios por teléfono, correo electrónico, sitio web o correo deben ser recibidos por MTS antes de las 2:00 p.m. del miércoles, 19 de julio de 2017, para ser considerados por la junta directiva de MTS durante la audiencia pública.

PROPUESTAS AL CAMBIO DE SERVICIO:

Las siguientes rutas no tienen ninguna propuesta de cambio importante a considerar por la Junta Directiva de MTS en esta Audiencia Pública: Rutas 2, 4, 6, 10, 28, 30, 31, 41, 60, 88, 110, 115, 150, 201/202, 215, 280, 290, 705, 712, 833, 848, 855, 888, 891, 892, 901, 904, 916/917, 921, 928, 932, 933/934, 961, 964, 965, 972, 973, 977, 978.

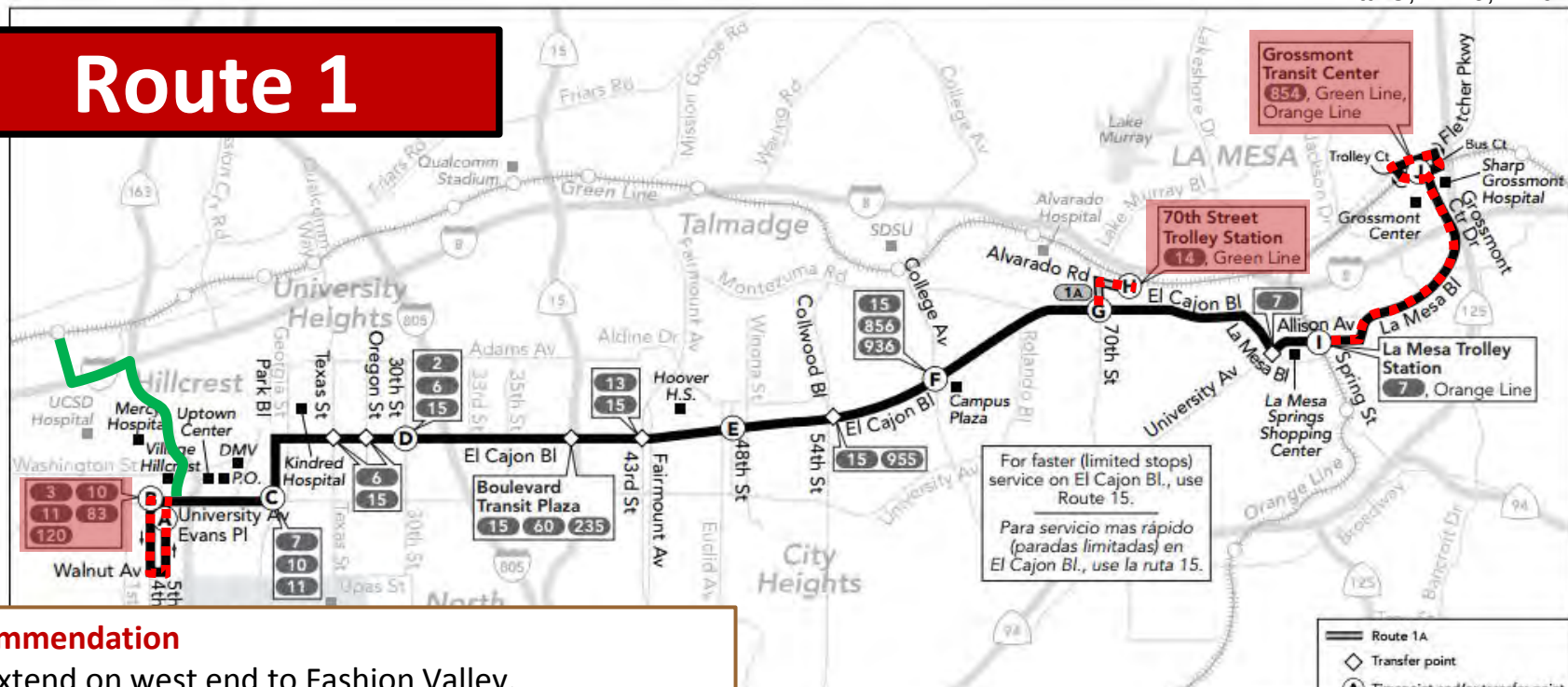
NOTA: Algunas rutas muestran una propuesta alternativa que retiene o aumenta el servicio. Estas alternativas dependerán del presupuesto disponible.

| RUTA | PROPUESTA <i>(Los cambios tendrían efecto entre finales del 2017 y mediados del 2018.)</i> |
|------|---|
| 1 | Se extendería la ruta de Hillcrest a Fashion Valley, a través de 6th Ave., autopista 163, y Hotel Circle. El servicio de la Ruta 1 a lo largo de las avenidas 4ta y 5ta en Hillcrest sería discontinuado, pero las paradas seguirían recibiendo servicio por la Ruta 3. También el servicio de la Ruta 1A a 70th St. Trolley Station sería discontinuado y todos los viajes terminarían en La Mesa Blvd. Trolley Station. El servicio entre el centro de La Mesa y Grossmont Transit Center vía La Mesa Blvd. sería proporcionado por la nueva Ruta 52. |
| 3 | Aumentaría el servicio de domingo a una frecuencia de 30 minutos. Como alternativa, la Junta Directiva también consideraría aumentar el servicio de lunes a viernes a una frecuencia de 12 minutos. |
| 5 | Aumentaría el servicio de lunes a viernes a una frecuencia de 12 minutos. |
| 7 | Todos los viajes de la Ruta 7 operarían solamente entre el centro de San Diego y University Ave./ College Ave. Servicio al este de College Ave. hacia el centro de La Mesa a través de University Ave. sería proporcionado por la nueva Ruta 52. Además, el servicio de las horas pico se ajustaría para operar cada 10 minutos en ambas direcciones (en lugar de cada 6 o 12 minutos, dependiendo de la dirección). |
| 8, 9 | Ajuste de frecuencia a cada 15 minutos todos los días durante el servicio de verano, y cada 30 minutos de lunes a sábado durante los demás meses. |
| 11 | La Ruta 11 se dividiría en dos rutas: el segmento sur permanecería como la Ruta 11, que operaría entre Skyline Hills y el centro de San Diego a lo largo del tramo actual a Imperial Ave. En el centro, la Ruta 11 usaría las avenidas 10 y 11 entre Imperial Ave. y City College Transit Center. El segmento norte se convertiría en la Ruta 12, que operaría entre el centro de San Diego y SDSU a través del tramo actual. El horario y la frecuencia serían similares al servicio actual. |
| 12 | Nuevo número de ruta para el segmento norte de la actual Ruta 11, que operaría entre el centro de San Diego y SDSU a través del tramo actual. La ruta en el centro sería: yendo hacia el sur en Front St., a la izquierda en Market St., y la izquierda en First Ave. hacia la terminal en 1st Ave./G Street. El horario y la frecuencia serían similares al servicio actual. |
| 13 | Se añadirían viajes extras en la tarde de lunes a viernes. Como alternativa, la Junta Directiva también consideraría aumentar la frecuencia de la tarde a 12 minutos de lunes a viernes. |
| 14 | La ruta cambiaría para operar entre Kaiser Hospital y Grossmont Transit Center, vía Zion Ave., Waring Rd., College Ave., Montezuma Rd., 70th St., Lake Murray Blvd., Baltimore Dr. y Fletcher Pkwy. El servicio a/desde Grantville Transit Center, a lo largo de Ward Rd. y Rancho Mission Rd., y dentro de la 70th St. Trolley Station sería discontinuado. |
| 18 | Se discontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría mantener la ruta con un horario reducido. |
| 20 | La ruta entre Kearny Mesa y Mira Mesa cambiaría y se utilizarían las autopistas 15 y 163 en lugar de Ruffin Rd., Kearny Villa Rd. y Black Mountain Rd. La Ruta 31 aún ofrecería servicio a lo largo de Black Mountain Rd. durante las horas pico de lunes a viernes. |
| 25 | La ruta sería ajustada para utilizar la autopista 163 y Friars Rd. entre Mesa College Dr. y Fashion Valley. El servicio local entre Mesa College Dr. y Fashion Valley se mantendría y se proporcionaría en otras rutas de la siguiente manera: Health Center Dr. por la Ruta 120, Genesee Ave. por las Rutas 41 y 120, y Ulric St. por la Ruta 120. El servicio en Comstock St. (al oeste de Linda Vista Rd.) y Osler St. sería discontinuado. |
| 27 | La ruta sería ajustada para operar a lo largo de Kearny Villa Rd. en lugar de Convoy St. entre Balboa Ave. y Clairemont Mesa Blvd. |
| 35 | Se aumentaría el servicio de lunes a viernes a una frecuencia de 15 minutos. El servicio al sur de Newport Ave. sería reemplazado por una extensión de la Ruta 923 a Point Loma Ave. |
| 44 | El extremo norte de la Ruta 44 sería realineado en Clairemont Mesa Blvd. y ofrecería servicio al este de Convoy St. terminando en Kearny Mesa Transit Center (en lugar de Clairemont Square que se encuentra hacia el oeste de Convoy St.). El servicio en Clairemont Mesa Blvd. entre Convoy St. y Clairemont Square sería cubierto por la Ruta 105 que también sería realineada. |
| 50 | La ruta cambiaría en Clairemont y University City y operaría por Regents Rd. y Governor Drive. Además se discontinuaría el servicio de medio día en la Ruta 50, el servicio en la zona quedaría cubierto por las Rutas 41 y 105. |
| 52 | La nueva Ruta 52 reemplazaría los segmentos orientales de las Rutas 1 y 7, operando entre la University Ave./54th St. y el Grossmont Transit Center, vía University Ave., Allison Ave., La Mesa Blvd. y Grossmont Blvd. con frecuencia de 30 minutos de lunes a sábado y 60 minutos el domingo. Como alternativa, la Junta Directiva consideraría una frecuencia de 30 minutos para los domingos. |
| 83 | Se discontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría la opción de continuar la ruta con servicio limitado de mediodía de lunes a viernes el cual excluiría el segmento de Washington St. y Hillcrest (ya servido por la ruta 10). |
| 84 | Se discontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría la opción de continuar la ruta con servicio limitado durante las horas pico de lunes a viernes, entre Old Town y SPAWAR Main Gate vía Cañon St. |
| 105 | Cambiaría el extremo norte de la Ruta 105 para operar al este desde Clairemont Square y terminar en Kearny Mesa Transit Center, reemplazando a la Ruta 44 a lo largo de Clairemont Mesa Blvd. El segmento de la Ruta 105 entre Clairemont Square y UTC sería reemplazado durante las horas pico por la Ruta 50 la cual también sería realineada. Además, el servicio a lo largo de Milton St. y Burgener Blvd. sería discontinuado y operaría vía Ingulf St. y Denver St. |

| | |
|---------|--|
| 120 | Cambiaría el tramo en Kearny Mesa para operar por Kearny Villa Rd. (sin servicio a Convoy St. o Kearny Mesa Rd.). |
| 204 | Se reduciría el servicio de lunes a viernes a una frecuencia de 30 minutos, y se discontinuaría todo el servicio los fines de semana. |
| 235 | Aumentaría el servicio de mediodía de lunes a viernes a una frecuencia de 15 minutos. |
| 237 | Todos los viajes en el extremo este comenzarían/terminarían en Miramar College Transit Station. El servicio hacia/desde las estaciones de tránsito Sabre Springs/Peñasquitos y Rancho Bernardo permanecería disponible en la Ruta 235. |
| 701 | Se agregaría servicio de domingo con una frecuencia de 60 minutos. |
| 703 | La ruta sería reemplazada con el servicio restaurado de domingo en las rutas 701, 704 y 709. |
| 704 | Operaría en 3rd Ave. en lugar de 4th Ave. al norte de Naples St., y por F St. en lugar de E St. hacia/desde E Street Transit Center. Además, se agregaría servicio de domingo con frecuencia de 60 minutos entre Palomar Transit Center y Sharp Hospital. |
| 707 | No hay cambios propuestos. Como alternativa, la Junta Directiva consideraría un aumento en el servicio a una frecuencia de 30 minutos en conjunto con cambios de la Ruta 709. |
| 709 | Se agregaría servicio de domingo con una frecuencia de 60 minutos. Como alternativa, la Junta Directiva también consideraría la sustitución del servicio al norte de Olympic Parkway a lo largo de Eastlake Pkwy., Boswell Rd. y Lane Ave. con el servicio adicional en la Ruta 707. (Se discontinuaría el servicio en Lakeshore Dr.) |
| 815 | Aumentaría el servicio de lunes a viernes a una frecuencia de 15 minutos. Además, se acortaría la ruta en E. Main St./Madison Ave. en lugar de continuar hacia el norte hasta Broadway. |
| 816 | La ruta se ajustaría para operar a lo largo de Washington St. entre Jamacha Rd. y El Cajón Transit Center en lugar de Main St./Douglas Ave. |
| 832 | El servicio a lo largo del circuito de El Nopal, Los Ranchitos Rd., y 2nd St. sería discontinuado. |
| 834 | Se discontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría la reestructuración de la ruta 834 para operar como un circuito de Santee Town Center con frecuencia de 60 minutos vía Cuyamaca St., Mast Blvd., West Hills Pkwy., y Mission Gorge Rd. |
| 838 | La nueva Ruta 838 reemplazaría la parte al este de East County Square (Los Coches Rd.) de la Ruta 864. Entre East County Square y Viejas Casino, la Ruta 838 seguiría el mismo tramo que actualmente toma la Ruta 864 y operaría con frecuencia de 60 minutos entre aprox. 7 am y 7 pm. Como alternativa, la Junta Directiva también consideraría operar la Ruta 838 más temprano y más tarde en el día. |
| 851 | La ruta cambiaría y operaría a/desde la autopista 94 a lo largo de Bancroft Dr. en lugar de Kenwood Dr. Además, se discontinuaría el servicio al oeste de la autopista 125 a lo largo de Elkeltan Blvd., y se reduciría la frecuencia a 60 minutos en las horas pico. |
| 854 | Se discontinuaría el servicio regular de la Ruta 854 a través de Baltimore Drive y Lake Murray Blvd. Todo el servicio de la Ruta 854 operaría en el tramo actual de la Ruta 854x a través de la autopista 125, cada 30 minutos de lunes a viernes. El servicio a Baltimore Dr. estaría disponible en la ruta 14 que también sería realineada; el servicio a lo largo de Lake Murray Blvd. estaría disponible al norte de Jackson Dr. cubierto por la Ruta 115. El servicio de sábado de la Ruta 854 sería discontinuado. |
| 856 | Se discontinuaría el servicio de la Ruta 856 en el área de Rancho San Diego Village (Calle Verde y Via Mercado). El poco servicio al área permanecería disponible en la Ruta 894. Además, las rutas 856 y 936 permanecerían en College Ave., sin operar hacia College Grove Transit Center (el cual aún seguiría cubierto por las Rutas 916/917). |
| 864 | La ruta operaría entre El Cajon Transit Center y East County Square todos los días. El servicio continuo a Alpine / Viejas estaría disponible transbordando a la nueva Ruta 838 en East County Square. El tramo de la ruta también cambiaría en El Cajón para utilizar Madison Ave. y E. Main St., en lugar de usar 2nd St. y Broadway. |
| 864x | La ruta sería reemplazada por el servicio de la nueva Ruta 838. |
| 870 | Se discontinuaría todo el servicio. |
| 871/872 | Se discontinuaría todo el servicio. |
| 874/875 | El servicio al área de Granite Hills sería discontinuado, la ruta usaría el tramo actual de las Rutas 874A/875A a lo largo de E. Main St. y Jamacha Rd. |
| 894 | El servicio de la Ruta 894 a Parkway Plaza sería discontinuado. |
| 905 | La Ruta 905 cambiaría a una sola variante (en lugar de 905A y 905B) a través de la ruta actual entre la garita de Otay Mesa y Airway Road/La Media Road, y después operaría a través de La Media Road y Otay Mesa Road hacia/desde Iris Transit Center. El servicio hacia Britannia Blvd. y el segmento occidental de Airway Road, y al este de Otay Mesa Road y Sanyo Road serían discontinuados. Además, la frecuencia de lunes a viernes cambiaría a 30 minutos durante todo el día. Como alternativa, también se añadiría una nueva Ruta 85 para operar con frecuencia de 60 minutos entre la garita de Otay Mesa y Southwestern College (Otay). Esta reemplazaría porciones de las Rutas 905A (Airway Road entre La Media Road y Britannia Blvd.) y 905B (Otay Mesa Road al este de La Media Rd., Sanyo Rd. Y Heinrich Hertz Dr.). |
| 906/907 | Aumentaría el servicio de domingo a una frecuencia de 20 minutos. Como alternativa, la Junta Directiva también consideraría aumentar el servicio de sábado y domingo a cada 15 minutos. |
| 923 | Se extendería la ruta en Ocean Beach a Point Loma Ave., reemplazando el servicio de la Ruta 35 al sur de Newport Ave. Además, el servicio de sábado sería discontinuado. |
| 929 | La Ruta 929 terminaría en 12th & Imperial Transit Center en lugar de City College. El servicio hacia City College estaría disponible por medio del Trolley o las Rutas 11 y 901. Algunos viajes en la noche podrían extenderse a/desde Broadway en el centro de San Diego. |
| 936 | Las Rutas 856 y 936 permanecerían en College Ave. sin operar hacia College Grove Transit Center (el cual aún seguiría cubierto por las Rutas 916/917). |
| 944 | La ruta se ajustaría para servir Community Rd. y Hillery Place. Se discontinuaría el servicio al este de Midland Rd. (a lo largo del circuito de Garden Rd.). |
| 945A | Se discontinuaría todo el servicio de la ruta 945A. (No se harían cambios a la ruta regular 945.) Como alternativa, la Junta Directiva consideraría mantener este servicio tal y como está. |
| 950 | Se aumentaría el servicio de lunes a viernes para ofrecer una frecuencia de hasta 10 minutos en las horas pico de la mañana, y servicio más tarde en la noche yendo hacia la garita de Otay Mesa. |
| 955 | Aumentaría el servicio de lunes a viernes a una frecuencia de 12 minutos. |
| 962 | Aumentaría el servicio de lunes a viernes a una frecuencia de 15 minutos y a 30 minutos los fines de semana. Además, la ruta cambiaría para operar en Plaza Blvd. y Paradise Valley Rd., en lugar de Harbison Ave., Reo Dr., Cumberland St. y Potomac St. Este servicio local en Paradise Hills sería reemplazado por la nueva Ruta 969. |
| 963 | La ruta sería reemplazada a lo largo de Plaza Blvd. con servicio de más frecuencia en la Ruta 962, y a lo largo de Euclid Ave. y a Plaza Bonita por la Ruta 968 que también sería realineada. (La Ruta 968 permanecería en Euclid Ave. en vez del circuito de Granger Ave./24th St.) |
| 967 | Se discontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría mantener servicio con una frecuencia de 60 minutos solamente de lunes a viernes, pero sin el circuito de Mariposa. El tramo del extremo este operaría por División/Euclid/4to/ Harbison. |
| 968 | La ruta sería ajustada para operar sólo de lunes a viernes, entre 24th St. Transit Center y Plaza Bonita. De su ruta actual a lo largo de 4th St., la ruta 968 operaría al sur por Euclid Ave. a Sweetwater Rd. y Plaza Bonita. El servicio de la Ruta 968 al este de la Euclid Ave. y al circuito de Munda Rd sería discontinuado. |
| 969 | La nueva Ruta 969 reemplazaría el servicio de la Ruta 962 en Paradise Hills, funcionando como un circuito a través de 18th St., 16th St., Reo Dr., Cumberland St., Saipan Dr., y Allegheny St. El servicio operaría cada 30 minutos de lunes a viernes y cada 60 minutos los fines de semana. |
| 992 | No hay cambios propuestos. Como alternativa, la Junta Directiva consideraría aumentar la frecuencia del servicio los fines de semana a cada 15 minutos. |

ESTA INFORMACIÓN ESTÁ DISPONIBLE EN DIFERENTES FORMATOS BAJO SOLICITUD. Para solicitar esta información en un formato diferente, por favor llame al (619) 231-1466. Los operadores del Metropolitan Transit System siguen una política que prohíbe la discriminación en cuanto a servicios e instalaciones. MTS garantiza que ninguna persona por motivos de raza, color de piel u origen nacional será excluida de participar en los servicios, se le negará disfrutar de sus beneficios ni será víctima de cualquier otro tipo de discriminación en ninguna actividad o programa de la agencia. Para solicitar información adicional sobre las obligaciones de MTS contra la discriminación o para presentar una denuncia contra MTS, favor de escribir al MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 o visitar la página sdmts.com.

Route 1



Recommendation

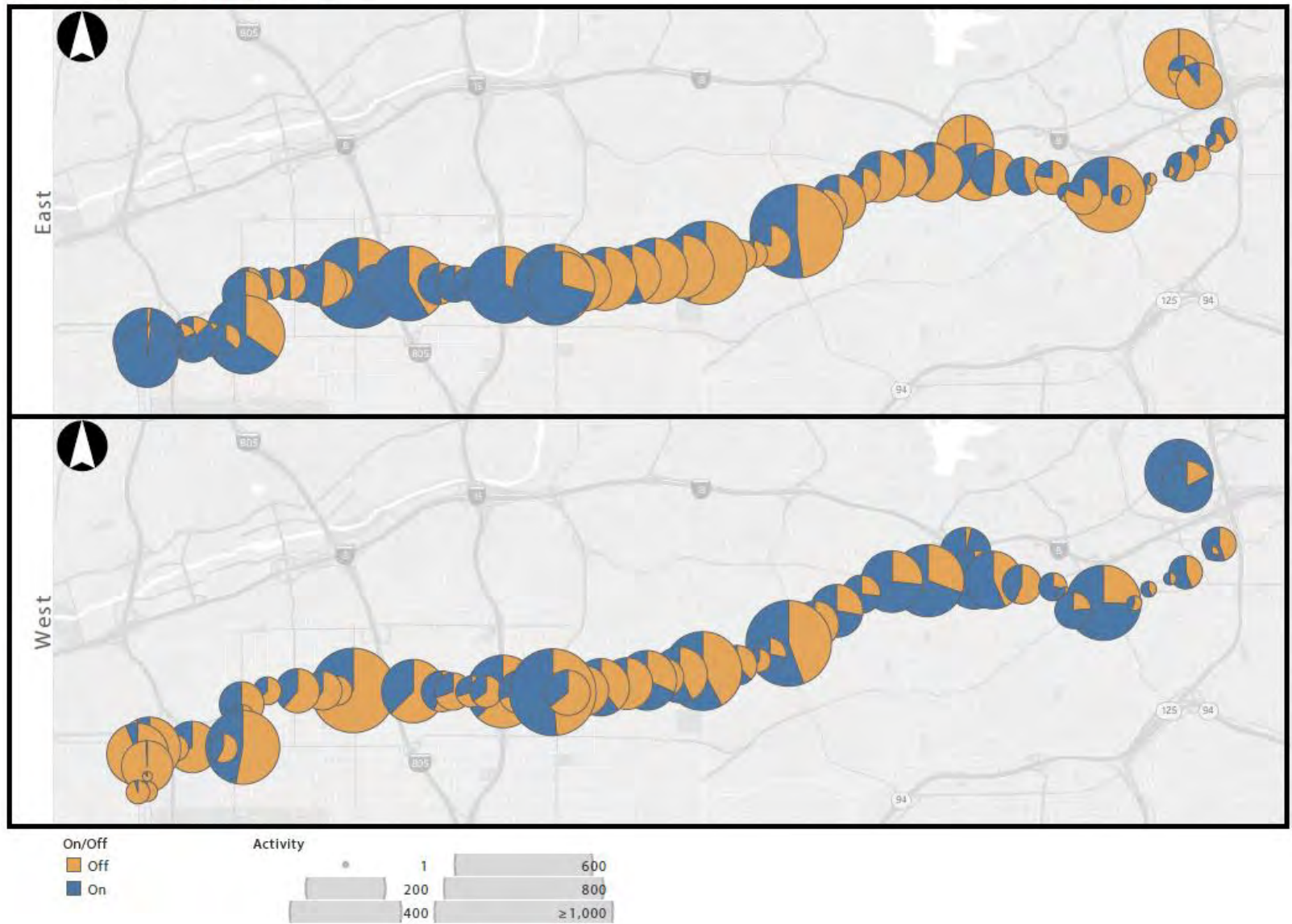
- Extend on west end to Fashion Valley.
 - Offers new connections at regional hub.
 - New service between Mid-City & Green Line.
- Eastern terminal for all trips moves to La Mesa Blvd. Station. (Discontinue 1A to 70th St. Trolley Station.)
 - Simplified pattern for all trips.
 - More service along El Cajon Blvd. corridor in La Mesa.
- Grossmont segment replaced by new Route 52.

Impacts

- Transfer required for through service towards Grossmont.
- East-end Green Line connection at 70th Street replaced with Orange Line at La Mesa Blvd.

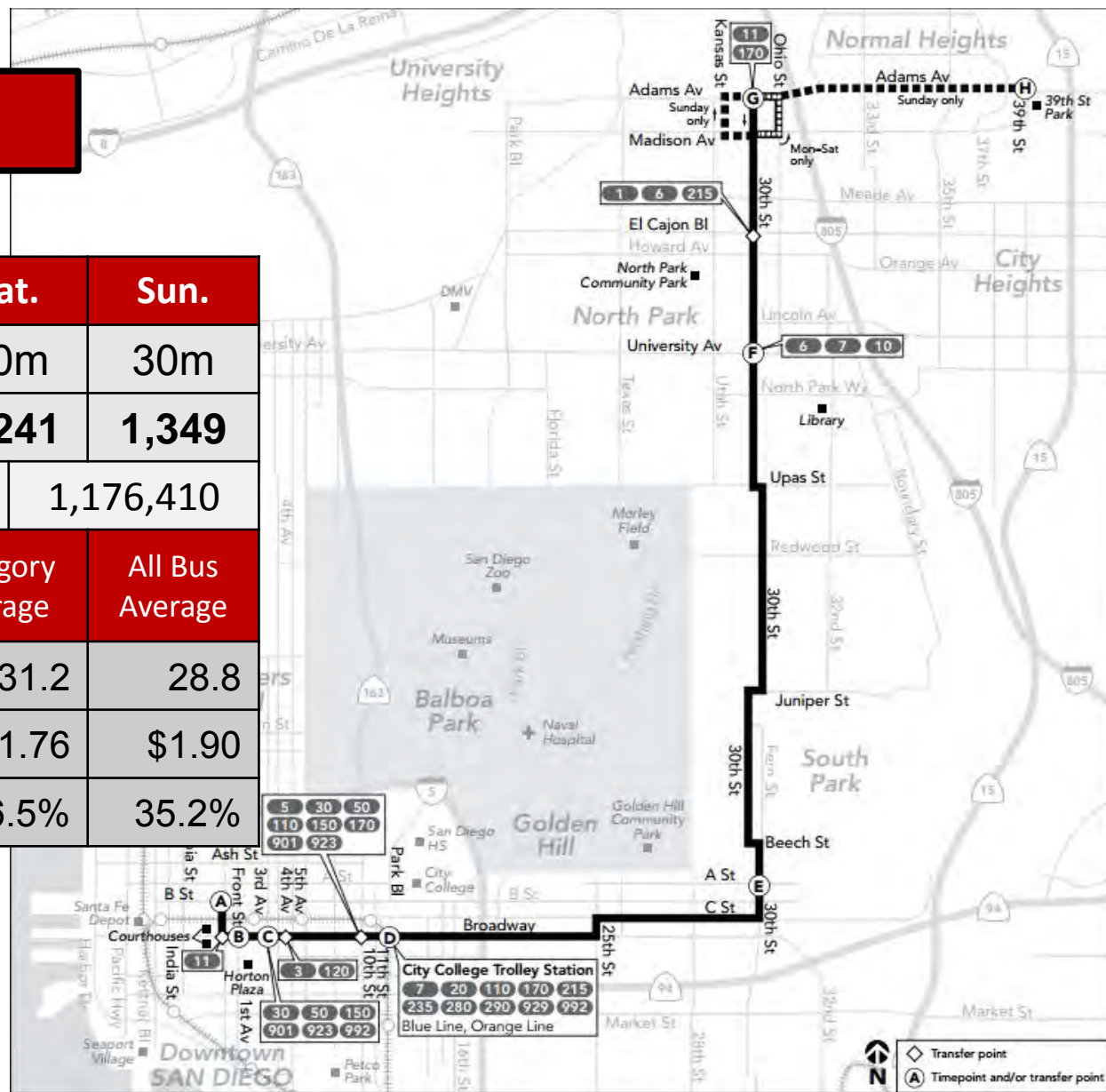
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 15-30m | 30m | 30m |
| Avg. Pass. | 4,342 | 2,371 | 1,405 |
| Annual Passengers: | | | 1,320,669 |
| 2016 | Rt. 1 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 27.3 | 31.2 | 28.8 |
| Subsidy/Pass. | \$0.90 | \$1.76 | \$1.90 |
| Fbx. Recovery | 53.9% | 36.5% | 35.2% |

Weekday Ridership Route 1



Route 2

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 11-15m | 20m | 30m |
| Avg. Pass. | 3,814 | 2,241 | 1,349 |
| Annual Passengers: | | 1,176,410 | |
| 2016 | Rt. 2 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 31.8 | 31.2 | 28.8 |
| Subsidy/Pass. | \$2.55 | \$1.76 | \$1.90 |
| Fbx. Recovery | 28.4% | 36.5% | 35.2% |



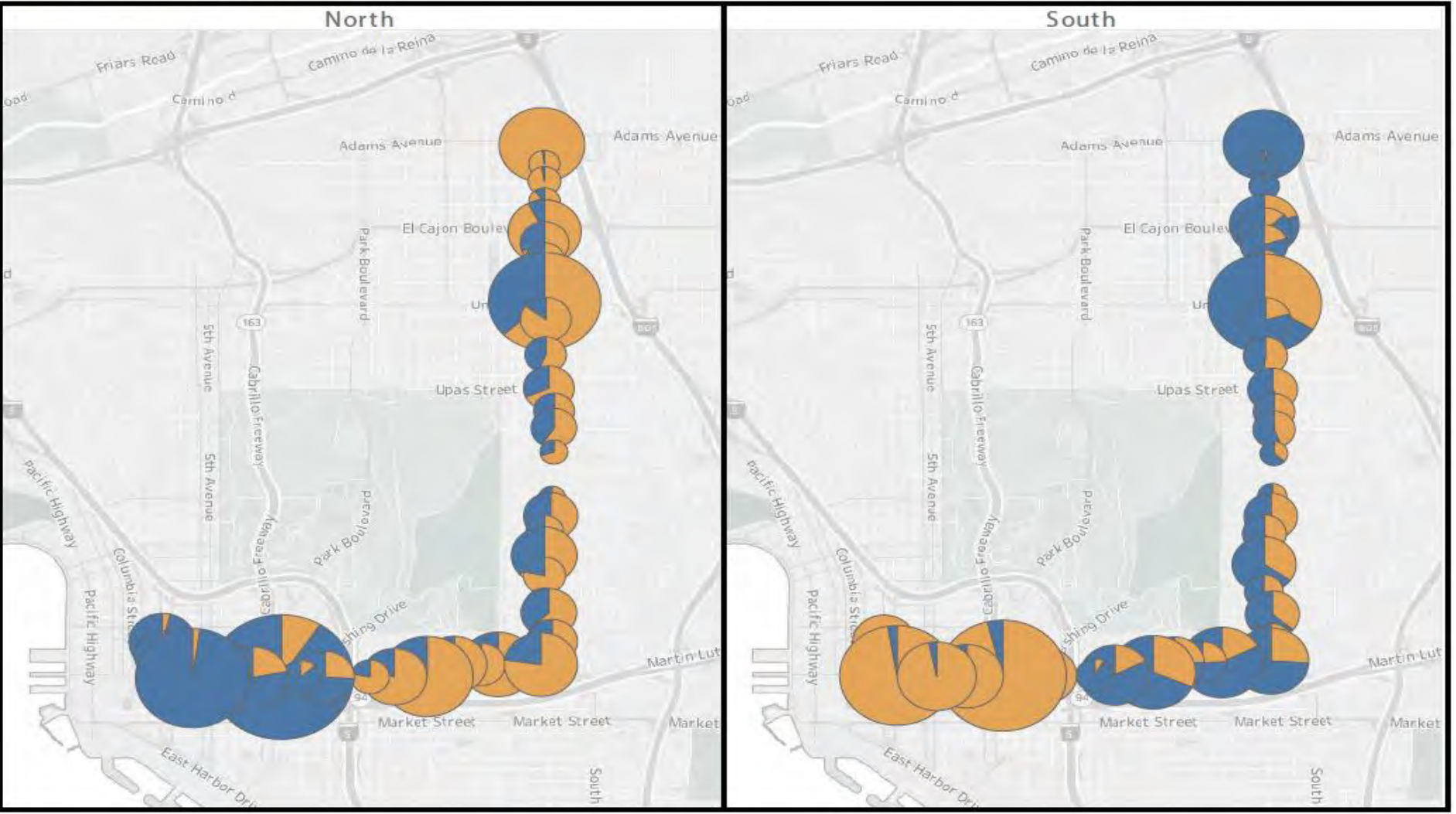
Recommendation

- No proposed changes.

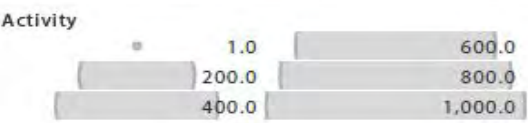
(Sunday adjustment made in June 2017.)



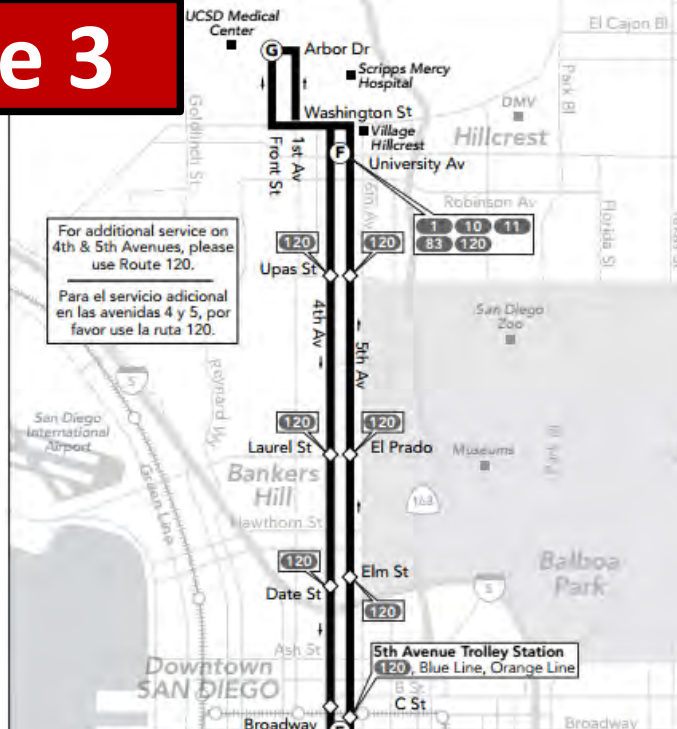
Weekday Ridership Route 2



On/Off
Off
On



Route 3



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15m | 30m | 60m |
| Avg. Pass. | 5,590 | 2,586 | 1,092 |
| Annual Passengers: | | | 1,630,246 |
| 2016 | Rt. 3 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 35.5 | 31.2 | 28.8 |
| Subsidy/Pass. | \$0.26 | \$1.76 | \$1.90 |
| Fbx. Recovery | 80.7% | 36.5% | 35.2% |

Recommendation – Subsidy Neutral Alternative

- Increase Sunday frequency to 30 minutes.

Recommendation – Full T.O.P. Alternative

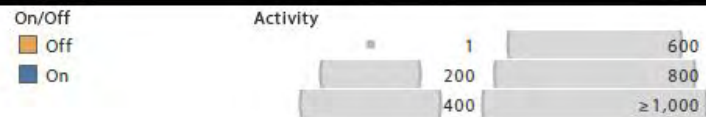
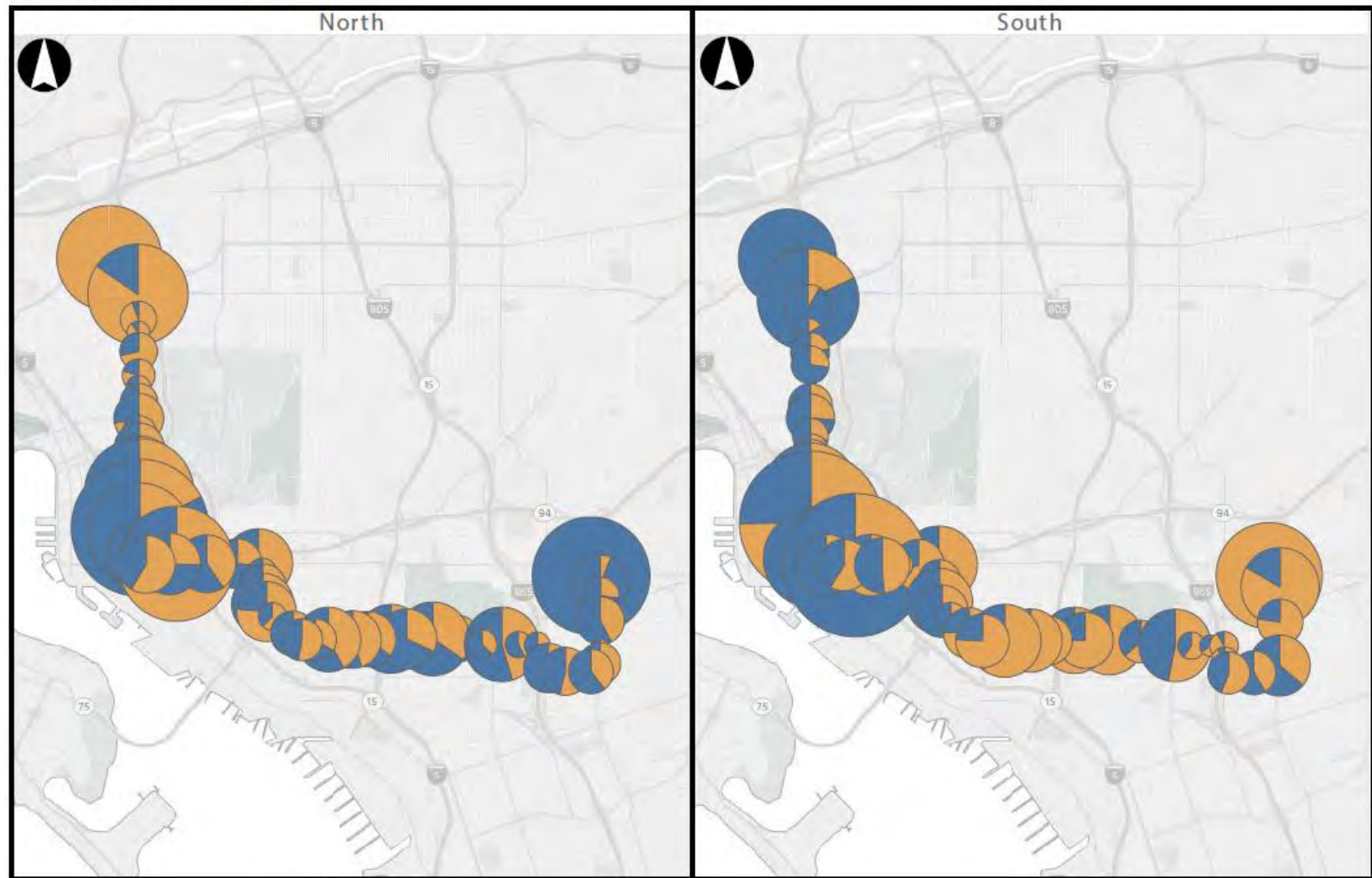
- Increase weekday base frequency to 12 minutes.
- Increase Sunday frequency to 30 minutes.

Impacts

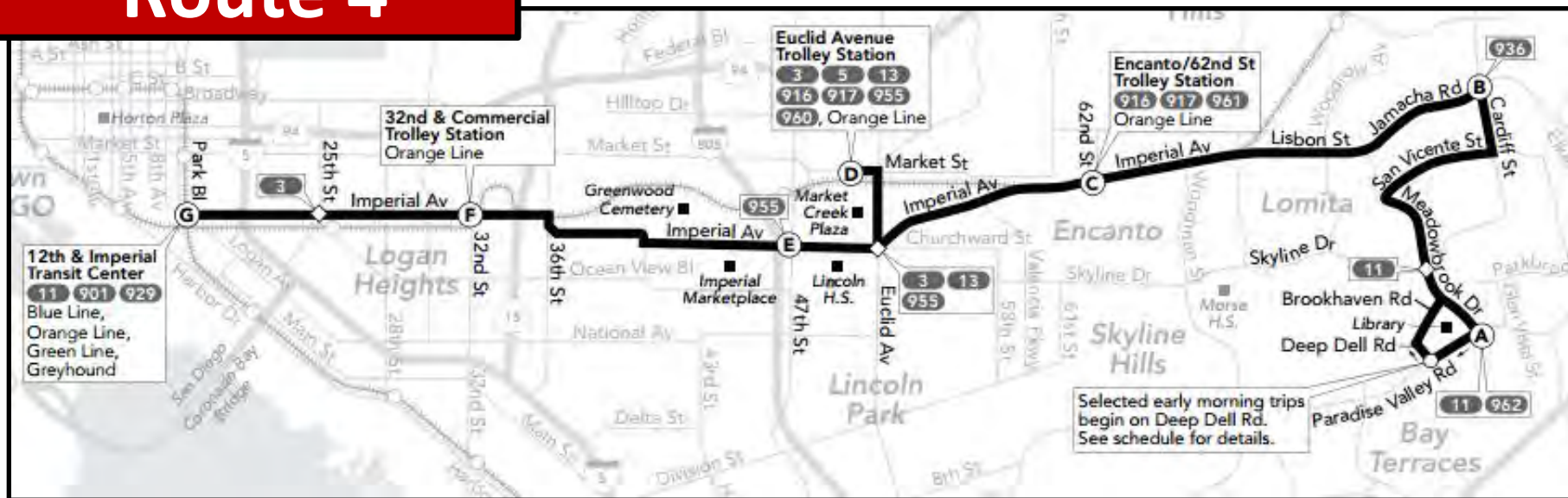
- Better frequency = more travel options and flexibility.



Weekday Ridership Route 3



Route 4



Recommendation

- No proposed changes.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 30m | 30m | 30-60m |
| Avg. Pass. | 2,577 | 1,618 | 994 |
| Annual Passengers: | | | 804,515 |
| 2016 | Rt. 4 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 34.5 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.27 | \$1.64 | \$1.90 |
| Fbx. Recovery | 30.8% | 38.9% | 35.2% |



Weekday Ridership Route 4



On/Off
 Off
 On

Activity



Route 5



Recommendation

- Increase weekday frequency from 15 to 12 minutes.

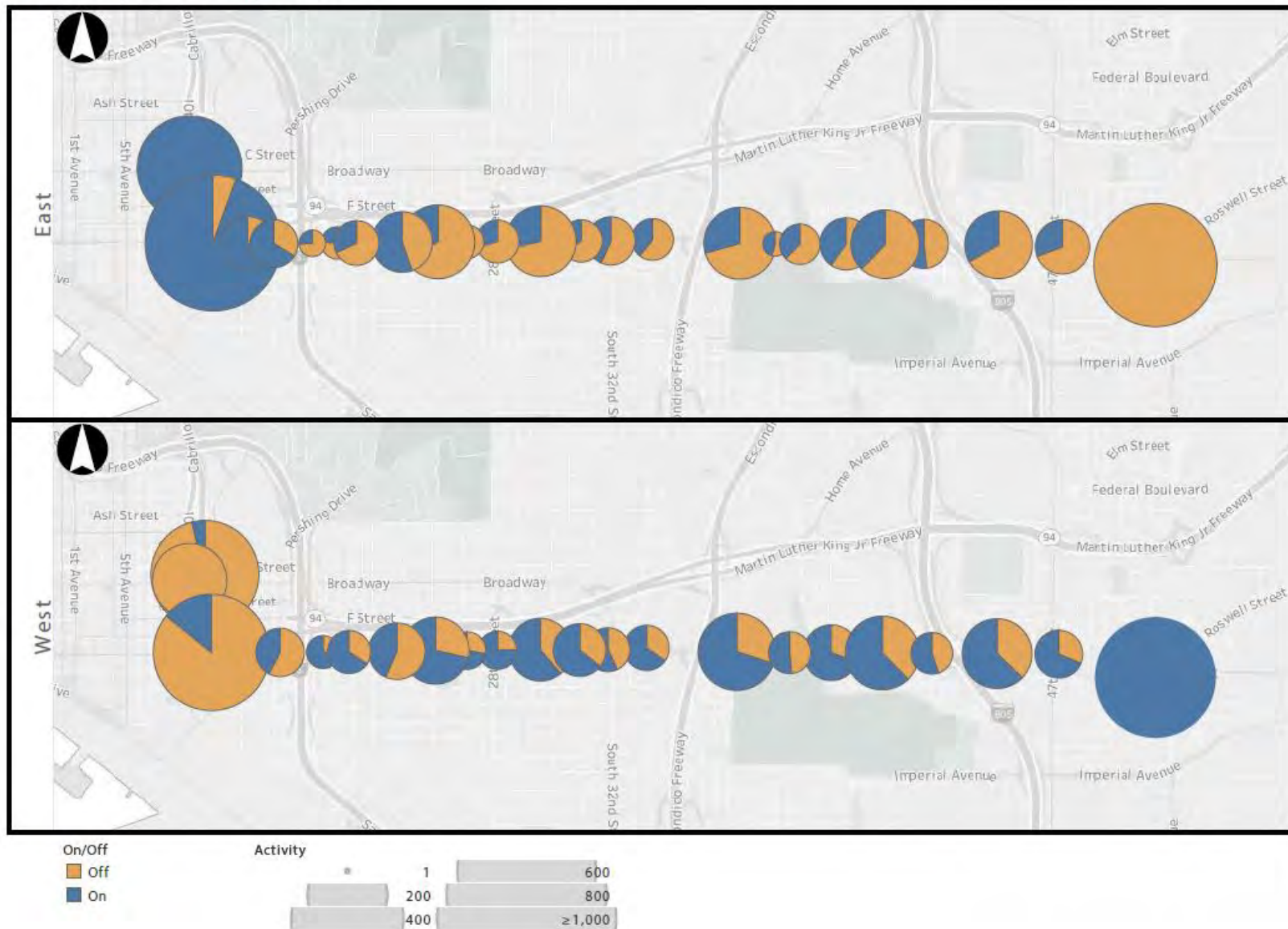
Impacts

- Better frequency = more travel options and flexibility.

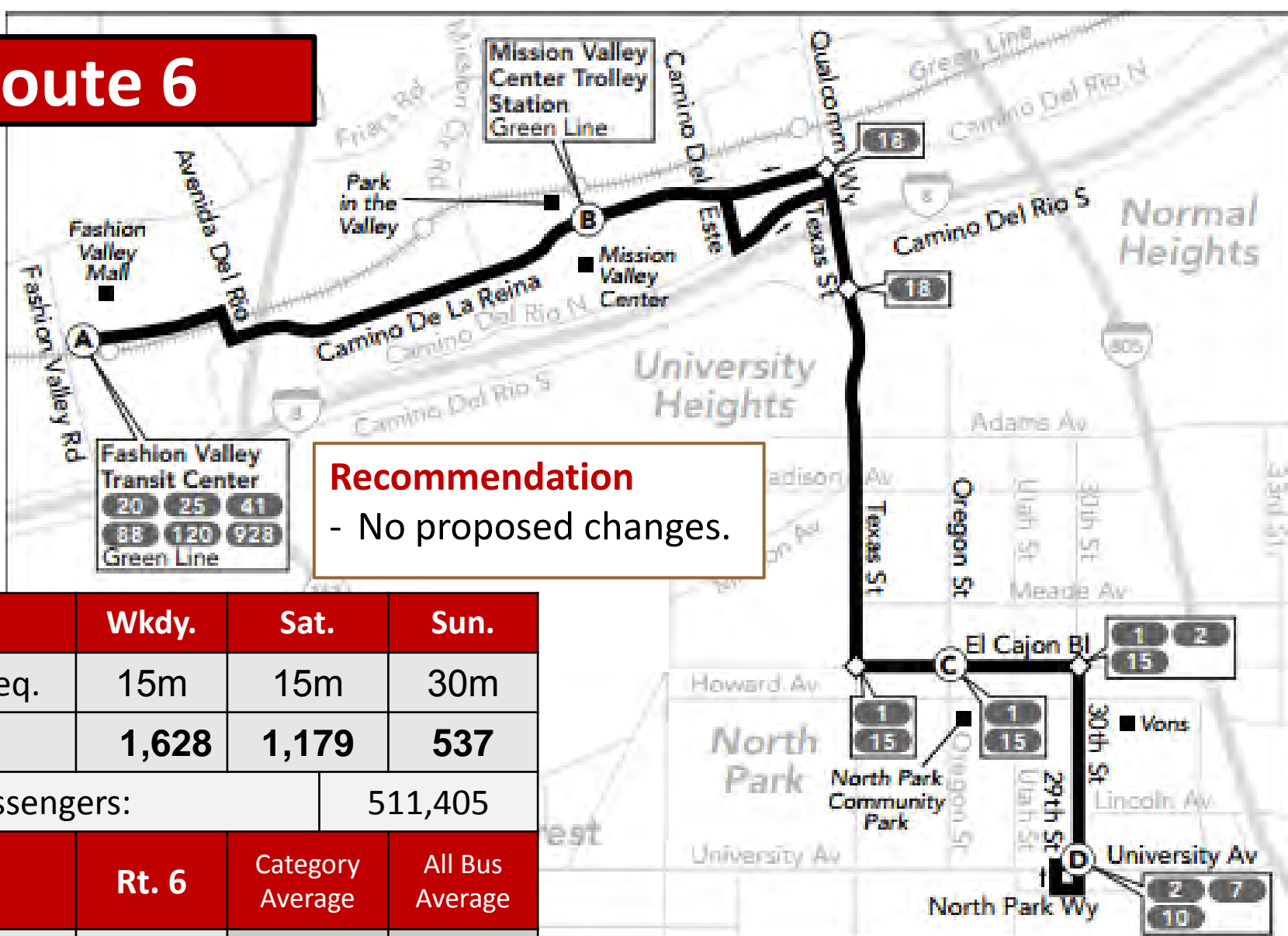
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 15m | 30m | 30m |
| Avg. Pass. | 2,822 | 1,251 | 820 |
| Annual Passengers: | | | 837,203 |
| 2016 | Rt. 5 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 41.7 | 31.2 | 28.8 |
| Subsidy/Pass. | \$0.22 | \$1.76 | \$1.90 |
| Fbx. Recovery | 83.1% | 36.5% | 35.2% |



Weekday Ridership Route 5

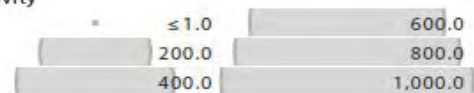


Route 6

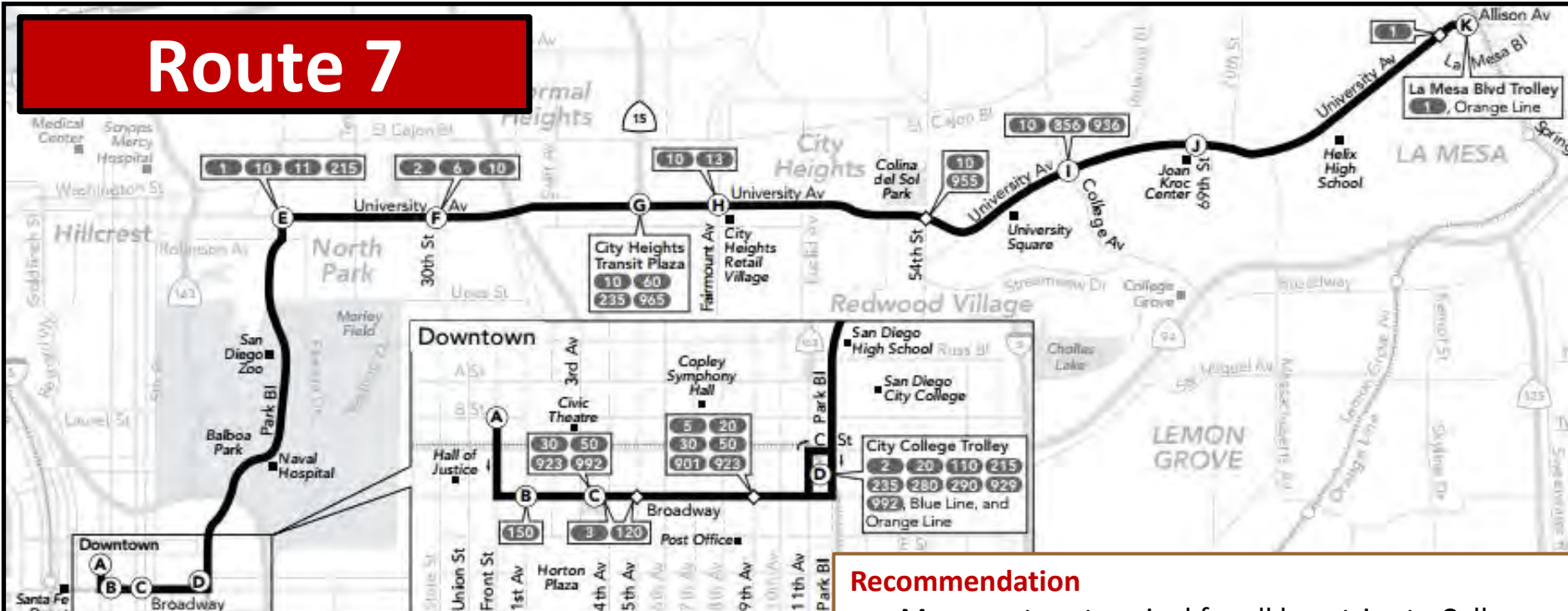


| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 15m | 15m | 30m |
| Avg. Pass. | 1,628 | 1,179 | 537 |
| Annual Passengers: | | 511,405 | |
| 2016 | Rt. 6 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 27.7 | 31.2 | 28.8 |
| Subsidy/Pass. | \$3.06 | \$1.76 | \$1.90 |
| Fbx. Recovery | 24.9% | 36.5% | 35.2% |



[illegible]

Route 7



Recommendation

- Move eastern terminal for all long trips to College Ave.; replace La Mesa segment with new Route 52.
 - Simplified pattern for all trips.
 - Better reliability and manageability.
- Adjust weekday peak frequency from 12 minutes (with 6 minute directional overlay) with 10 minutes in both directions.
 - Frequency increase for reverse commute direction.

Impacts

- Transfer required for through service towards La Mesa.
- Peak directional frequency slightly reduced.
- La Mesa segment frequency slightly reduced.

13

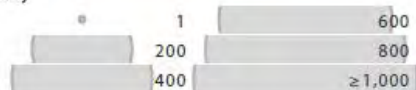
| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 6-24m | 12-24m | 12-24m |
| Avg. Pass. | 9,072 | 6,935 | 4,718 |
| Annual Passengers: | | 2,973,434 | |
| 2016 | Rt. 7 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 36.5 | 31.2 | 28.8 |
| Subsidy/Pass. | \$2.09 | \$1.76 | \$1.90 |
| Fbx. Recovery | 32.5% | 36.5% | 35.2% |

Weekday Ridership Route 7

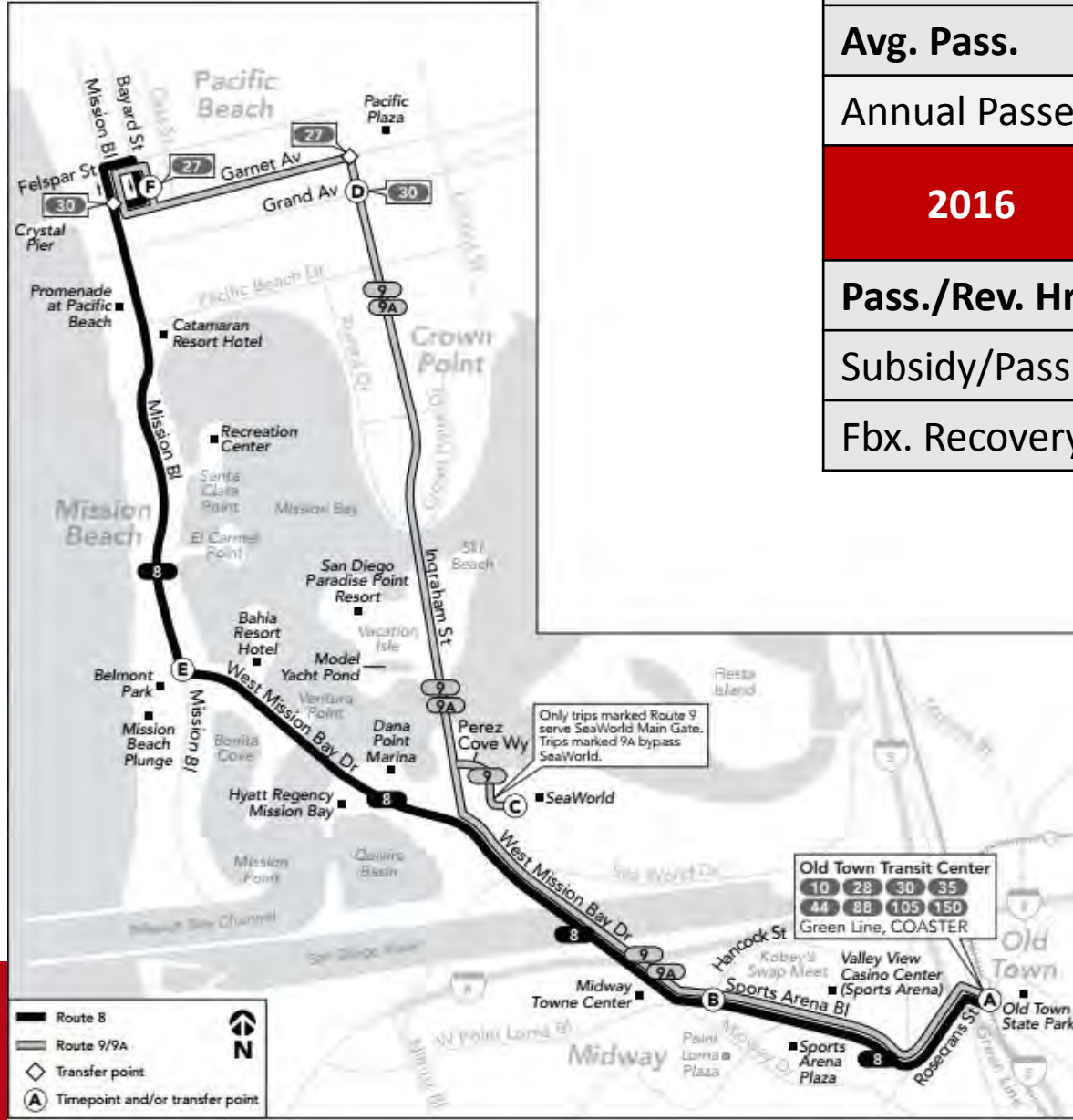


On/Off
 Off
 On

Activity



Route 8



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 20m | 20m | 30m |
| Avg. Pass. | 1,576 | 1,715 | 1,157 |
| Annual Passengers: | | 565,472 | |
| 2016 | Rt. 8 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 29.4 | 31.2 | 28.8 |
| Subsidy/Pass. | \$2.83 | \$1.76 | \$1.90 |
| Fbx. Recovery | 26.5% | 36.5% | 35.2% |

Recommendation

- Reduce non-summer weekday frequency to every 30 minutes.

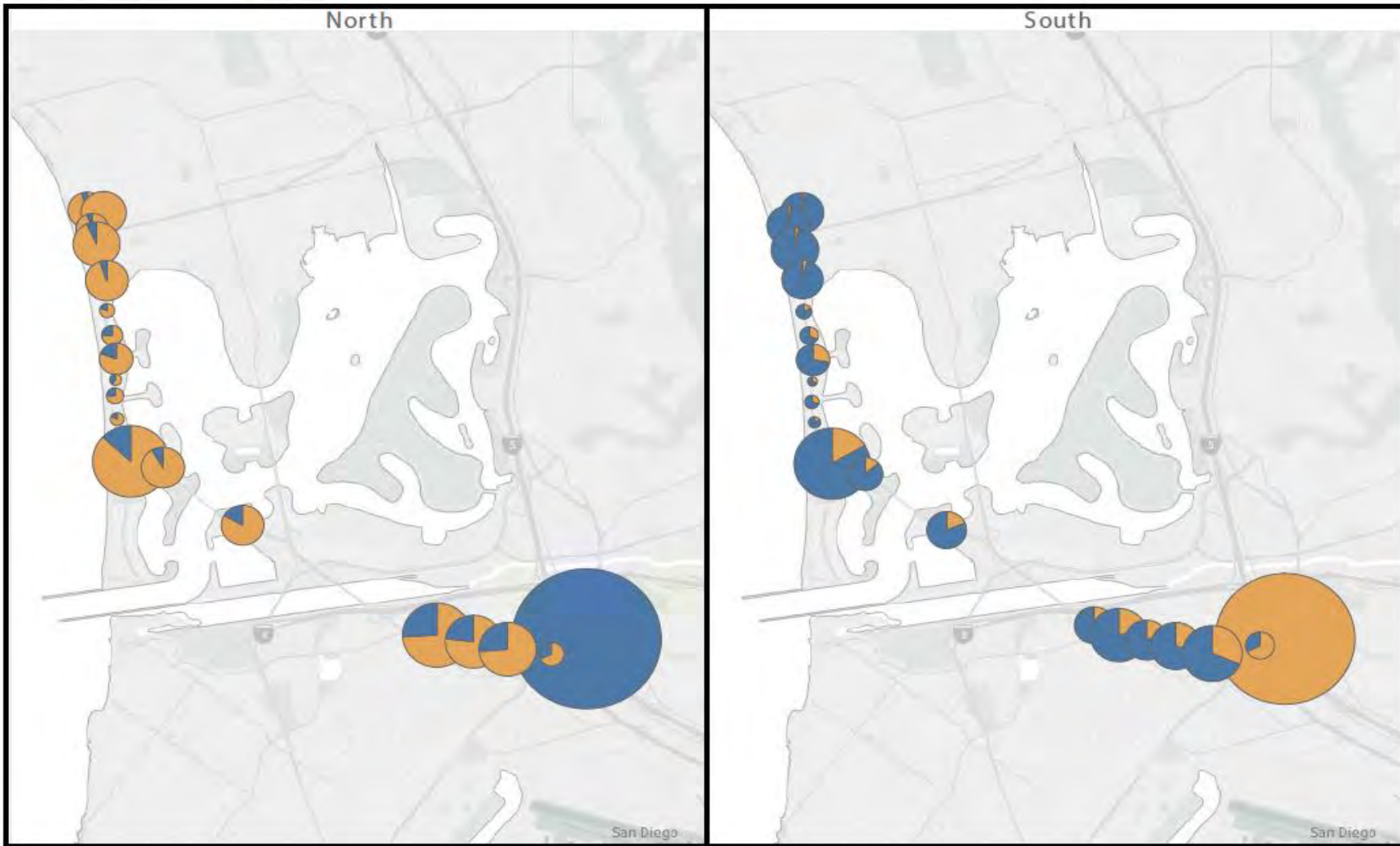
Impacts

- Less rider flexibility from reduced frequency.

15



Weekday Ridership Route 8

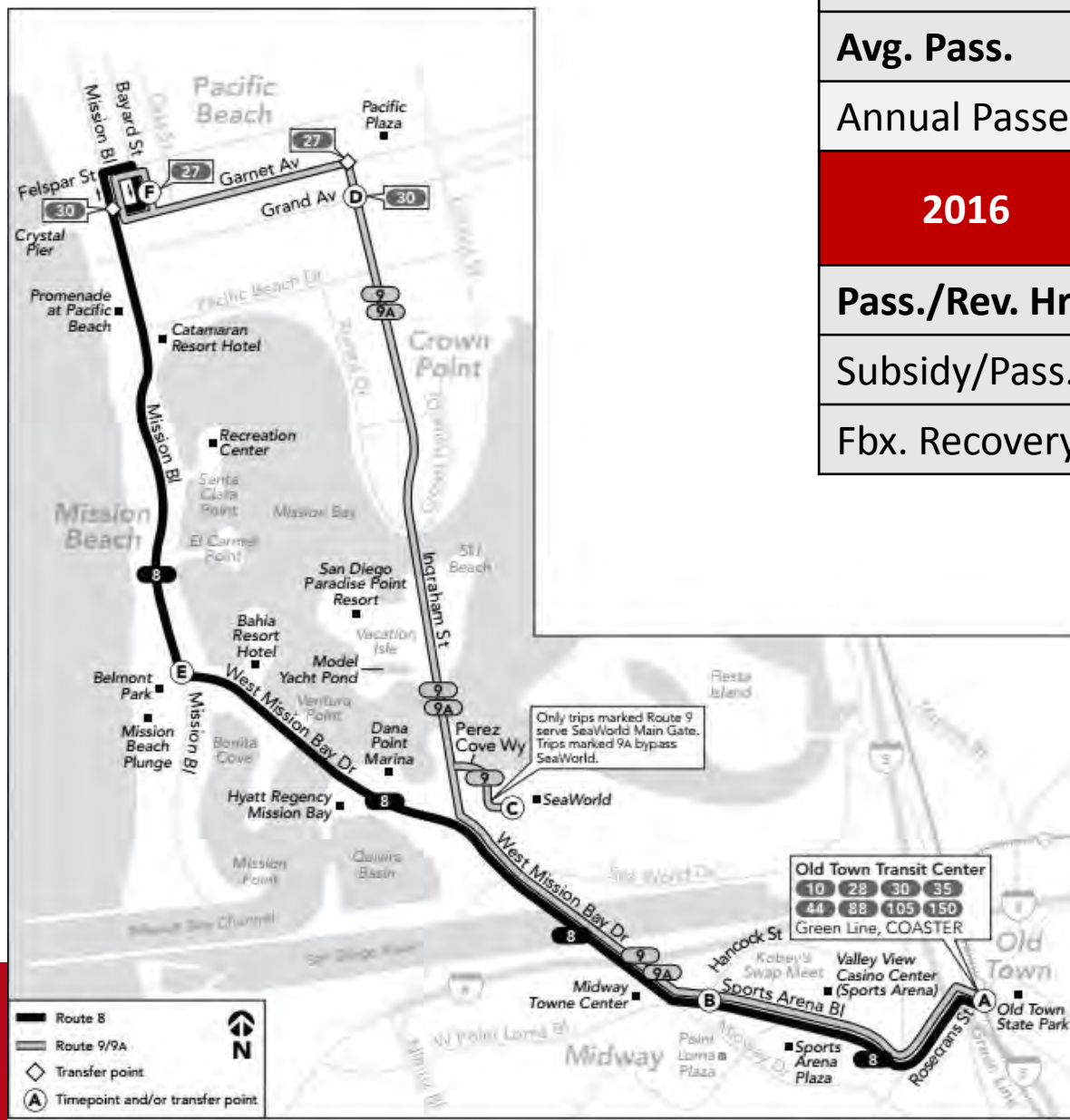


On/Off
 Off
 On

Activity
 * ≤1.0 600.0
 200.0 800.0
 400.0 1,000.0



Route 9



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 20m | 20m | 30m |
| Avg. Pass. | 1,160 | 1,346 | 662 |
| Annual Passengers: | | | 407,657 |
| 2016 | Rt. 9 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 24.1 | 31.2 | 28.8 |
| Subsidy/Pass. | \$3.68 | \$1.76 | \$1.90 |
| Fbx. Recovery | 21.7% | 36.5% | 35.2% |

Recommendation

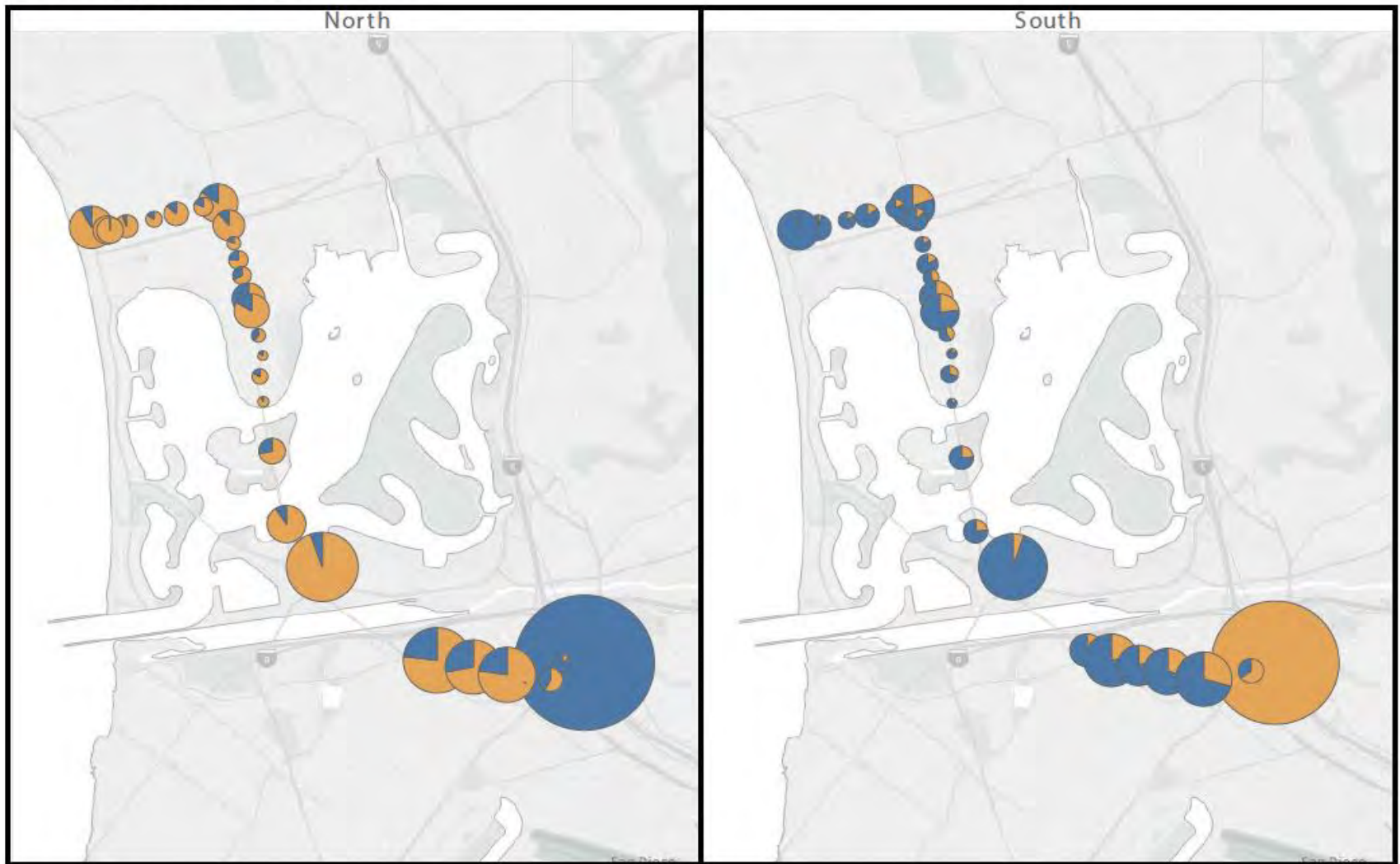
- Reduce non-summer weekday frequency to every 30 minutes.

Impacts

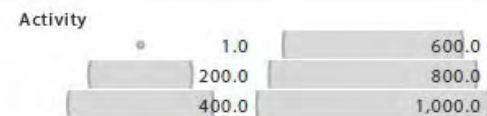
- Less rider flexibility from reduced frequency.



Weekday Ridership Route 9

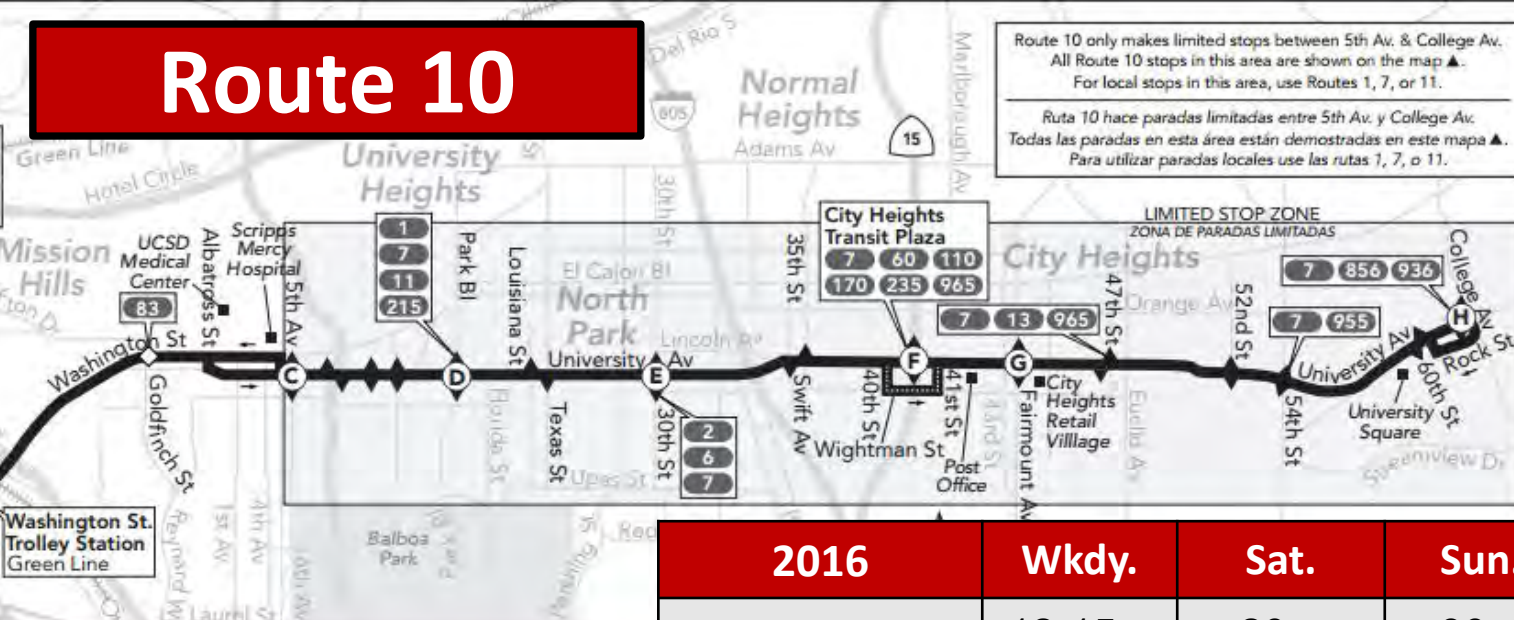


On/Off
 Off
 On



Route 10

Old Town Transit Center
 8 9 28 30 35
 44 88 105 150
 Green Line, COASTER



Recommendation

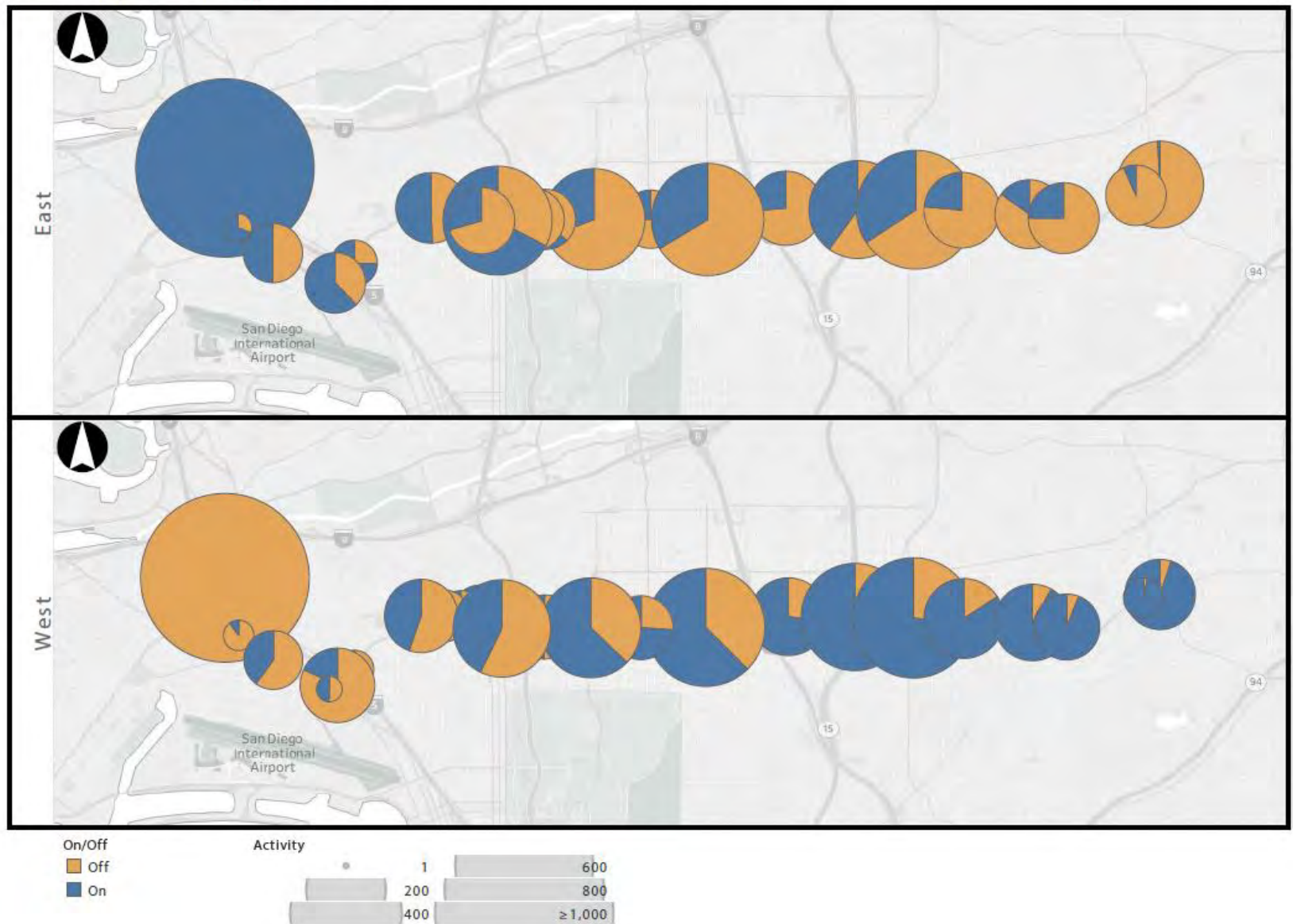
- No proposed changes.

(Minor stop adjustments implemented June 2017.)

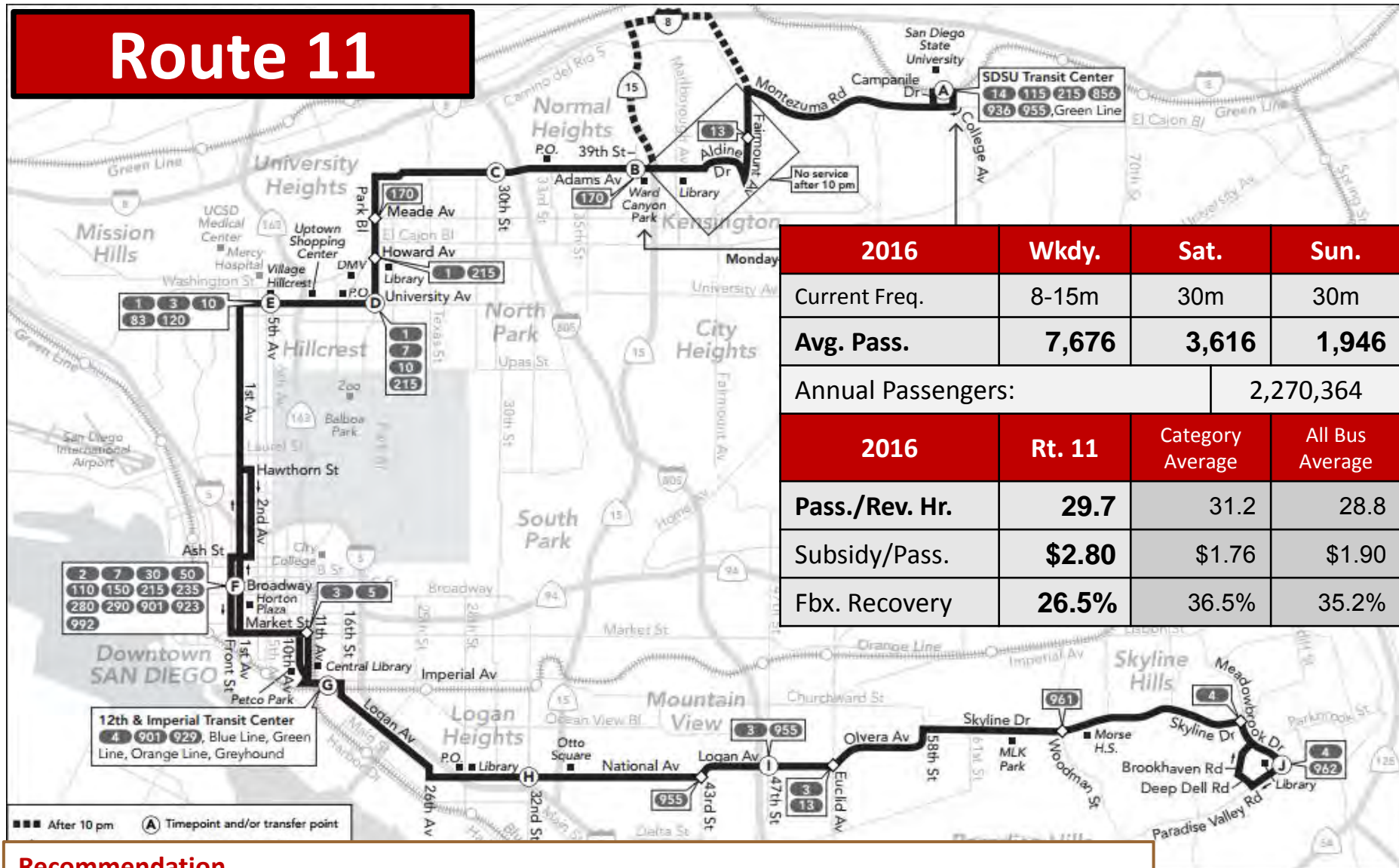
| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 12-15m | 20m | 30m |
| Avg. Pass. | 4,692 | 2,514 | 1,593 |
| Annual Passengers: | | | 1,429,015 |
| 2016 | Rt. 10 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 35.9 | 31.2 | 28.8 |
| Subsidy/Pass. | \$2.13 | \$1.79 | \$1.90 |
| Fbx. Recovery | 32.4% | 36.5% | 35.2% |



Weekday Ridership Route 10



Route 11



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 8-15m | 30m | 30m |
| Avg. Pass. | 7,676 | 3,616 | 1,946 |
| Annual Passengers: | | 2,270,364 | |
| 2016 | Rt. 11 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 29.7 | 31.2 | 28.8 |
| Subsidy/Pass. | \$2.80 | \$1.76 | \$1.90 |
| Fbx. Recovery | 26.5% | 36.5% | 35.2% |

Recommendation

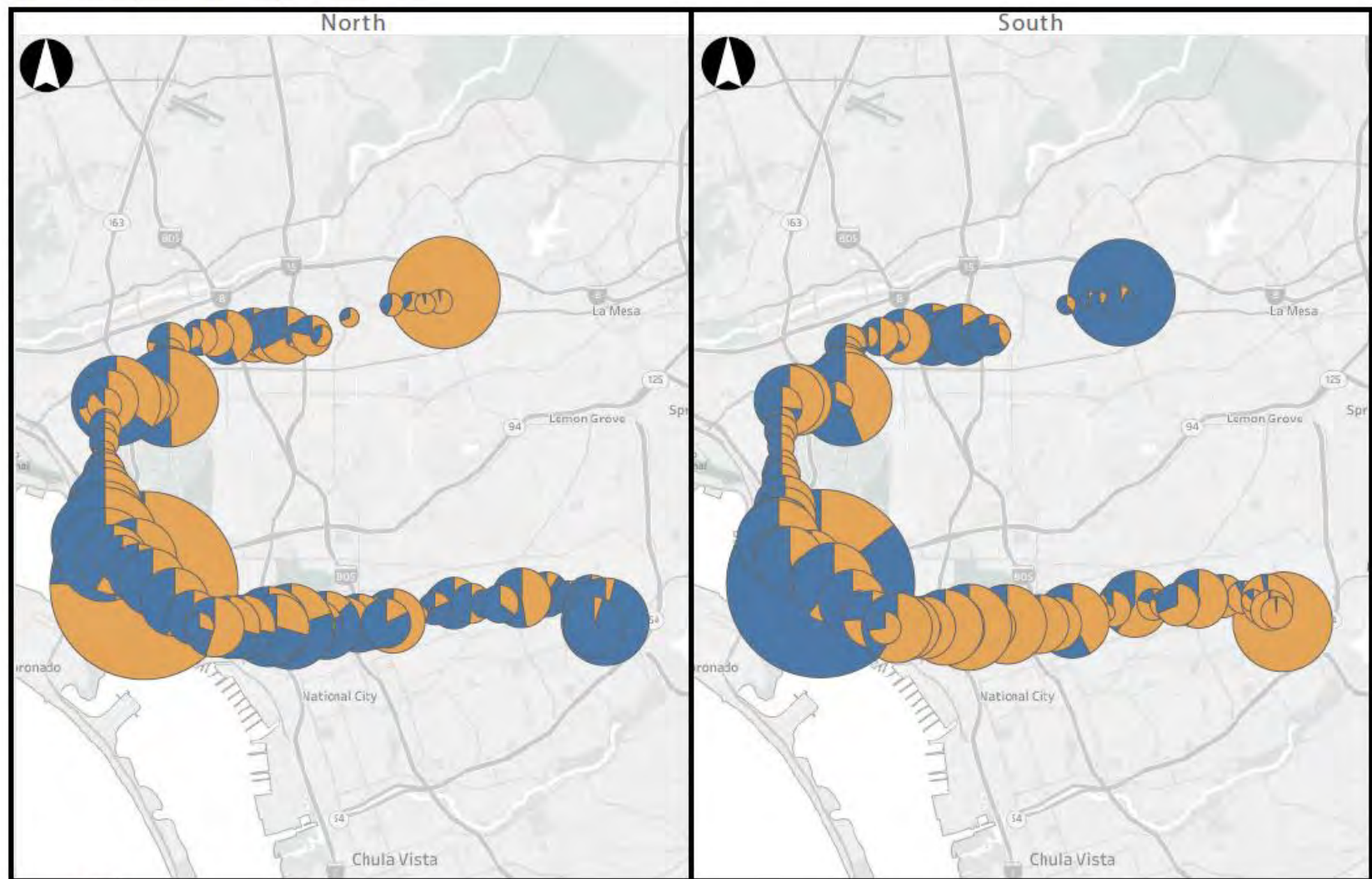
- Split into two routes in Downtown. Southern route remains Route 11, with new terminal at City College Transit Center. Northern route is Route 12, with new terminal on First Ave.
 - Improves performance and reliability on entire route; better manageability.

Impacts

- Transfer required for through riders.



Weekday Ridership Route 11



Route 13



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 15m | 20m | 30m |
| Avg. Pass. | 6,261 | 3,561 | 2,211 |
| Annual Passengers: | | | 1,922,998 |
| 2016 | Rt. 13 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 40.8 | 31.2 | 28.8 |
| Subsidy/Pass. | \$1.76 | \$1.76 | \$1.90 |
| Fbx. Recovery | 36.4% | 36.5% | 35.2% |

Recommendation – Subsidy Neutral Alternative

- Add weekday afternoon trips to support current level of service.

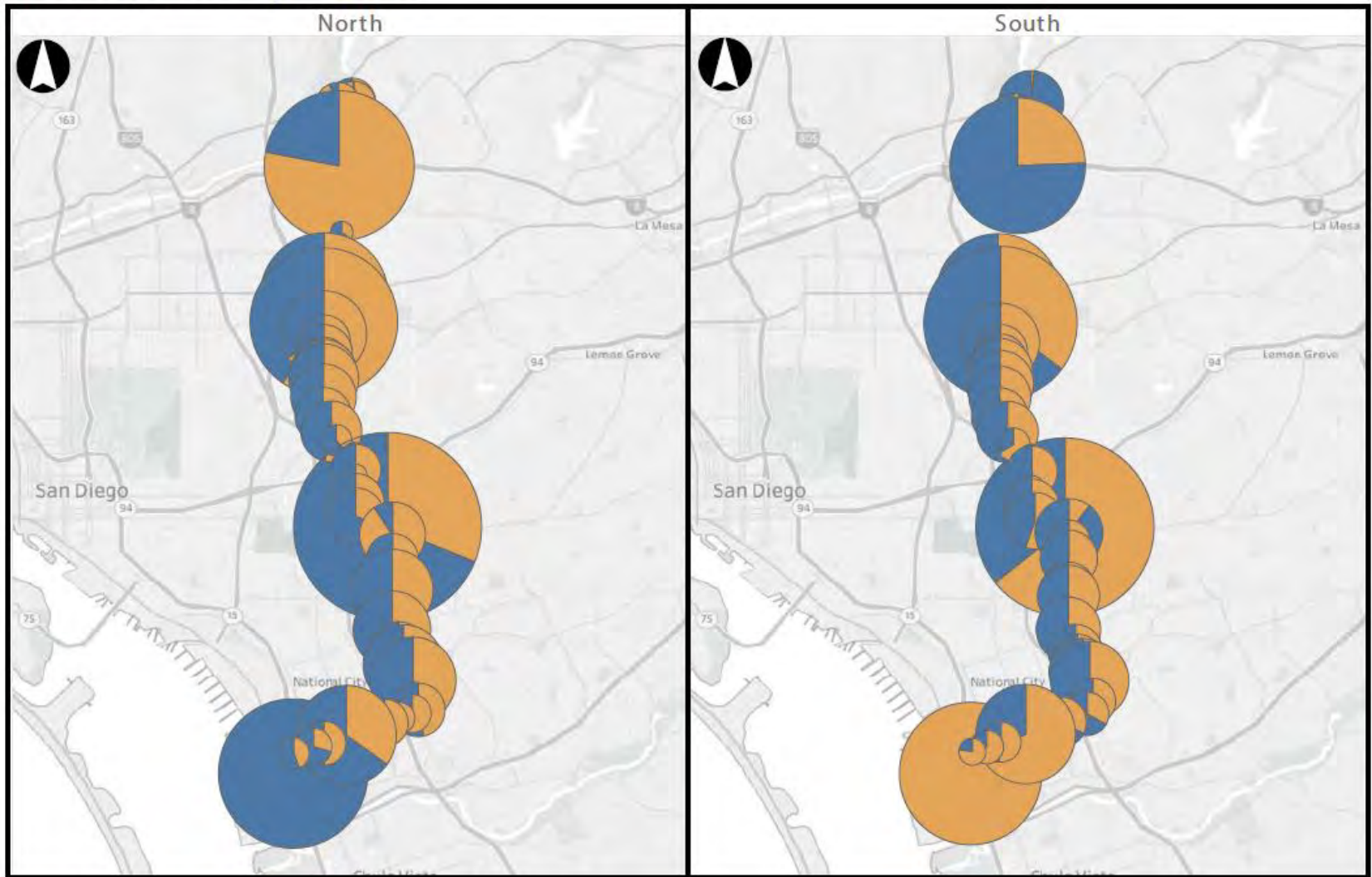
Recommendation - Full T.O.P. Alternative

- Increase weekday afternoon frequency from 15 to 12 minutes.

Impacts

- Orange and Green Trolley connections have a 15-minute pulse.

Weekday Ridership Route 13

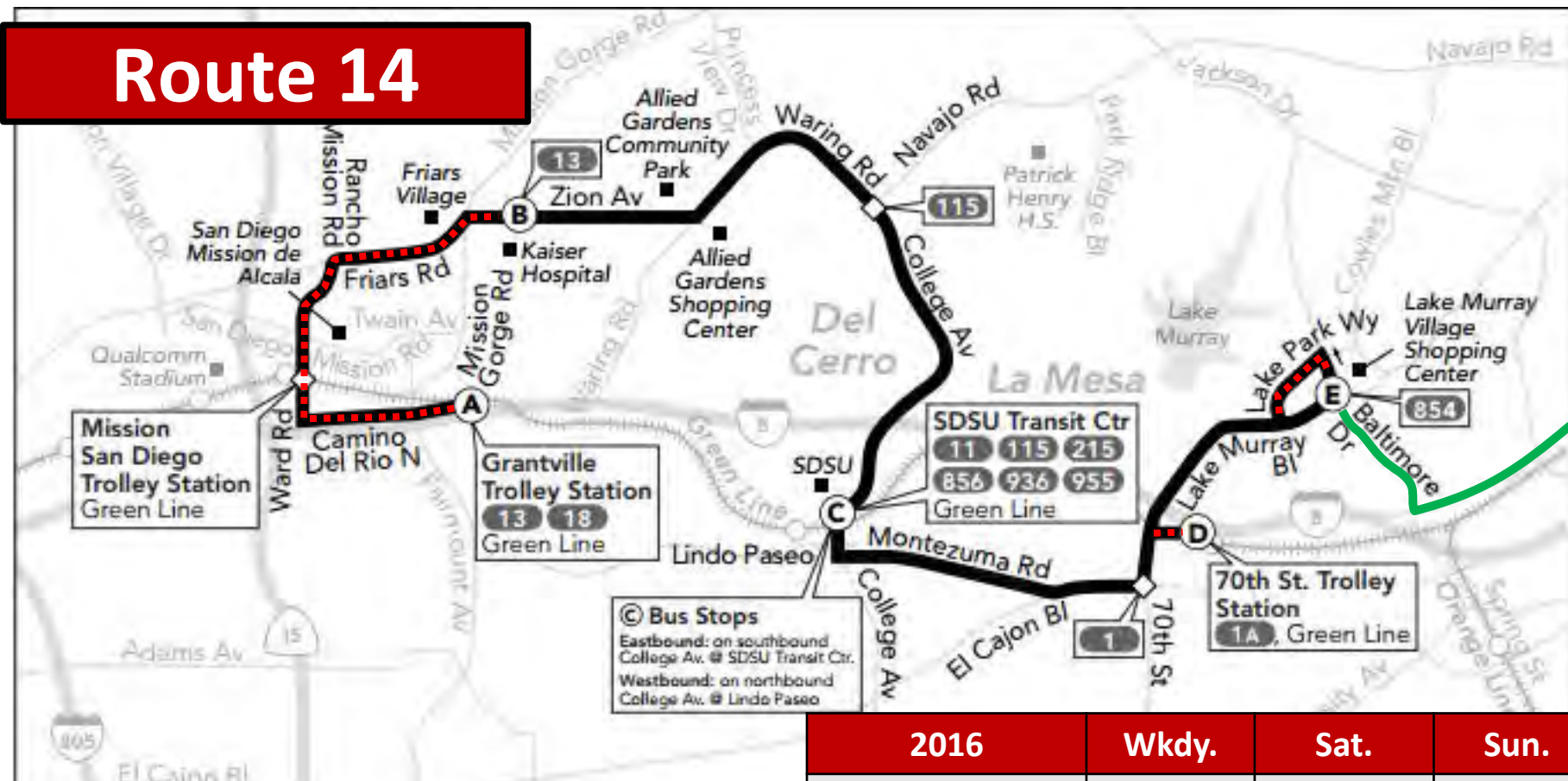


On/Off
 Off
 On

Activity



Route 14



Recommendation

- Shift route east to operate between Kaiser Hospital and Grossmont Transit Center.
 - Would replace Route 854 service along Baltimore Drive, generating new riders.
 - New transfer opportunities to Orange and Green Lines on east end.

Impacts

- Discontinuation of service in Rancho Mission area.
- Loss of Green Line transfer at 70th St. & on west end.

25

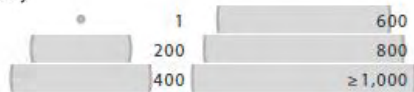
| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 60m | ---- | ---- |
| Avg. Pass. | 231 | ---- | ---- |
| Annual Passengers: | | | 58,986 |
| 2016 | Rt. 14 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 9.1 | 14.6 | 28.8 |
| Subsidy/Pass. | \$4.03 | \$2.21 | \$1.90 |
| Fbx. Recovery | 20.8% | 31.2% | 35.2% |

Weekday Ridership Route 14

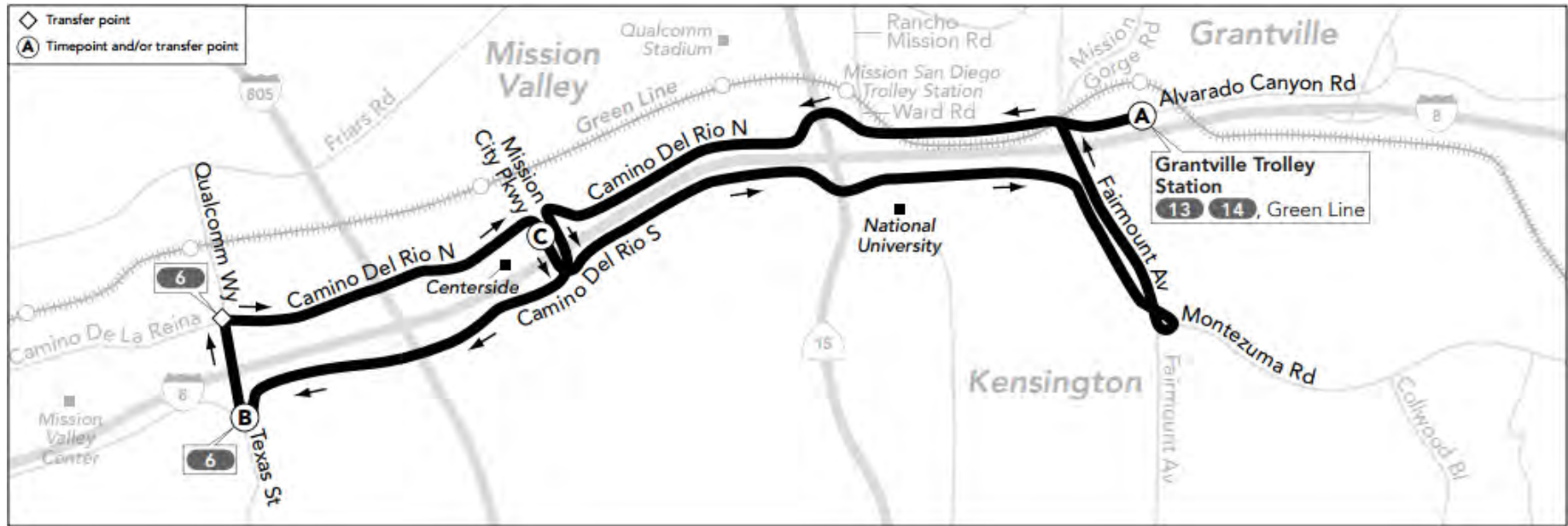


On/Off
 Off
 On

Activity



Route 18



Recommendation – Subsidy Neutral Alternative

- Discontinue route.

Recommendation - Full T.O.P. Alternative

- Maintain route with a reduced span of service.

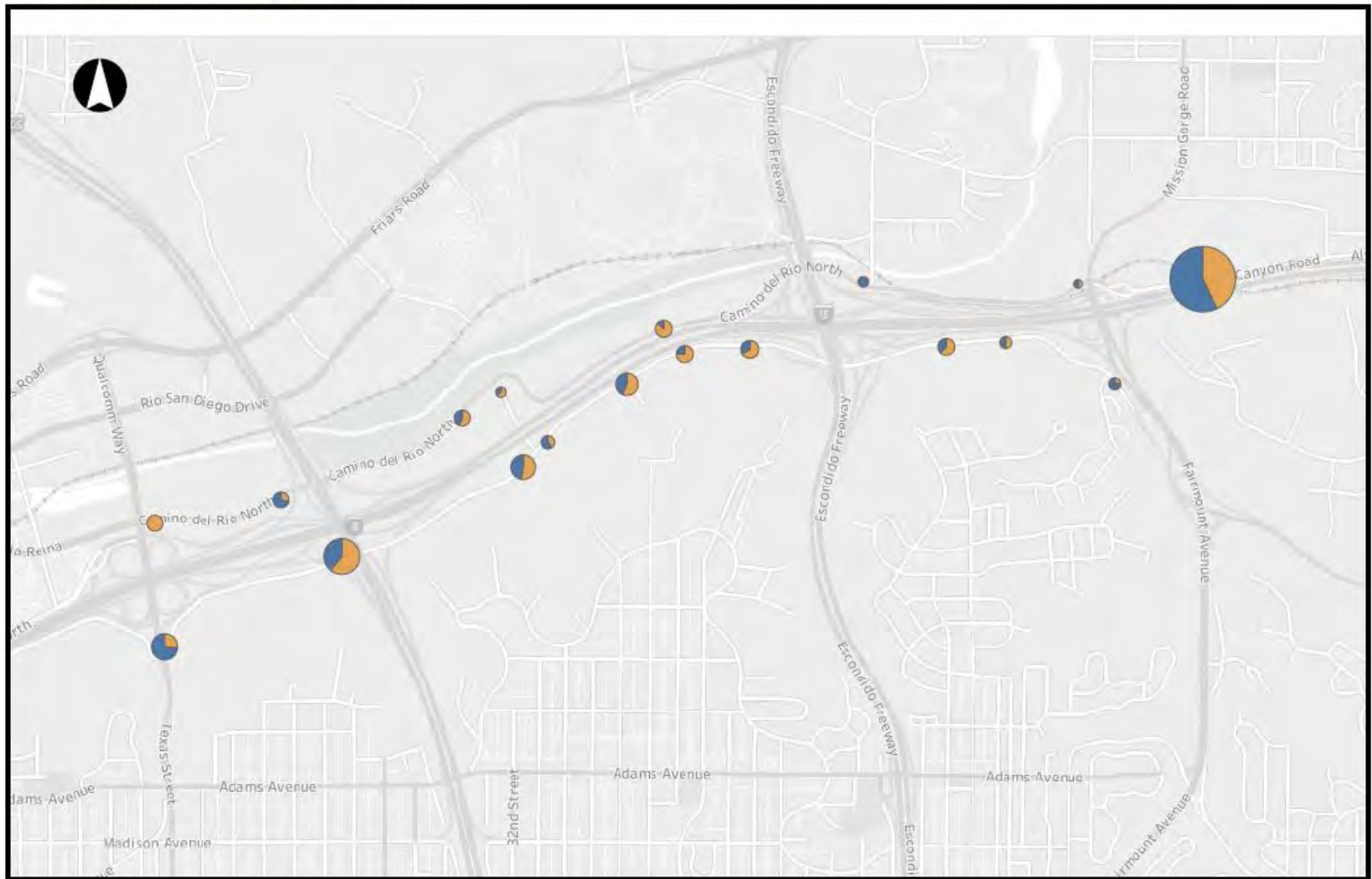
Impacts

- Loss of service along Camino del Rio North and South.
- Some destinations are walking distance from Green Line or Route 6.

| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 30m | ---- | ---- |
| Avg. Pass. | 140 | ---- | ---- |
| Annual Passengers: | | | 35,739 |
| 2016 | Rt. 18 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 12.3 | 14.6 | 28.8 |
| Subsidy/Pass. | \$2.79 | \$2.21 | \$1.90 |
| Fbx. Recovery | 25.9% | 31.2% | 35.2% |



Weekday Ridership Route 18

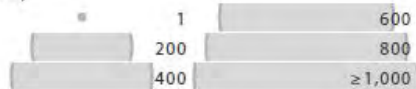


On/Off

Off

On

Activity



Route 20

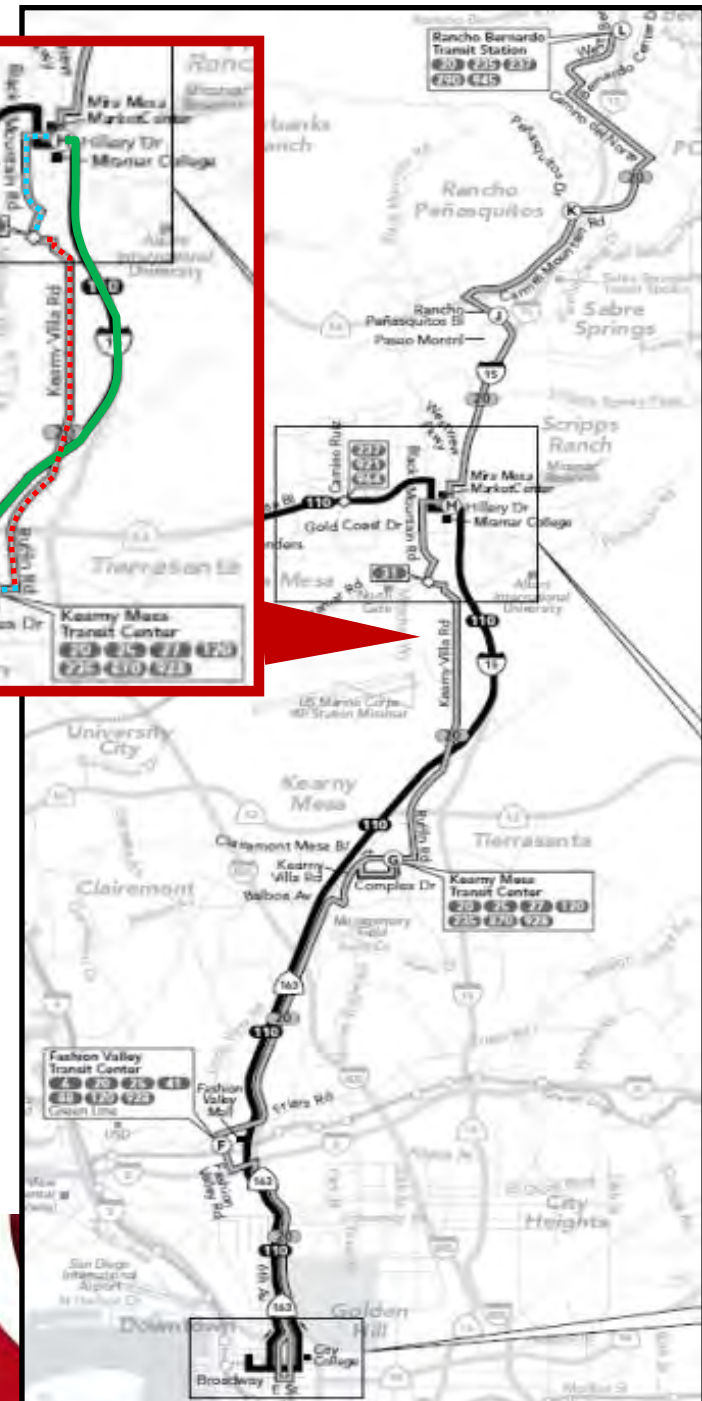
| 2016/2017 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 15-30m | 30-60m | 60m |
| Avg. Pass. | 2,611 | 1,342 | 721 |
| Annual Passengers: | | 782,704 | |
| 2016/2017 | Rt. 20 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 19.3 | 25.6 | 28.8 |
| Subsidy/Pass. | \$4.83 | \$3.39 | \$1.90 |
| Fbx. Recovery | 17.5% | 22.9% | 35.2% |

Recommendation

- Streamline routing between Kearny Mesa and Mira Mesa to use I-15 and SR-163 instead of Kearny Villa Rd.

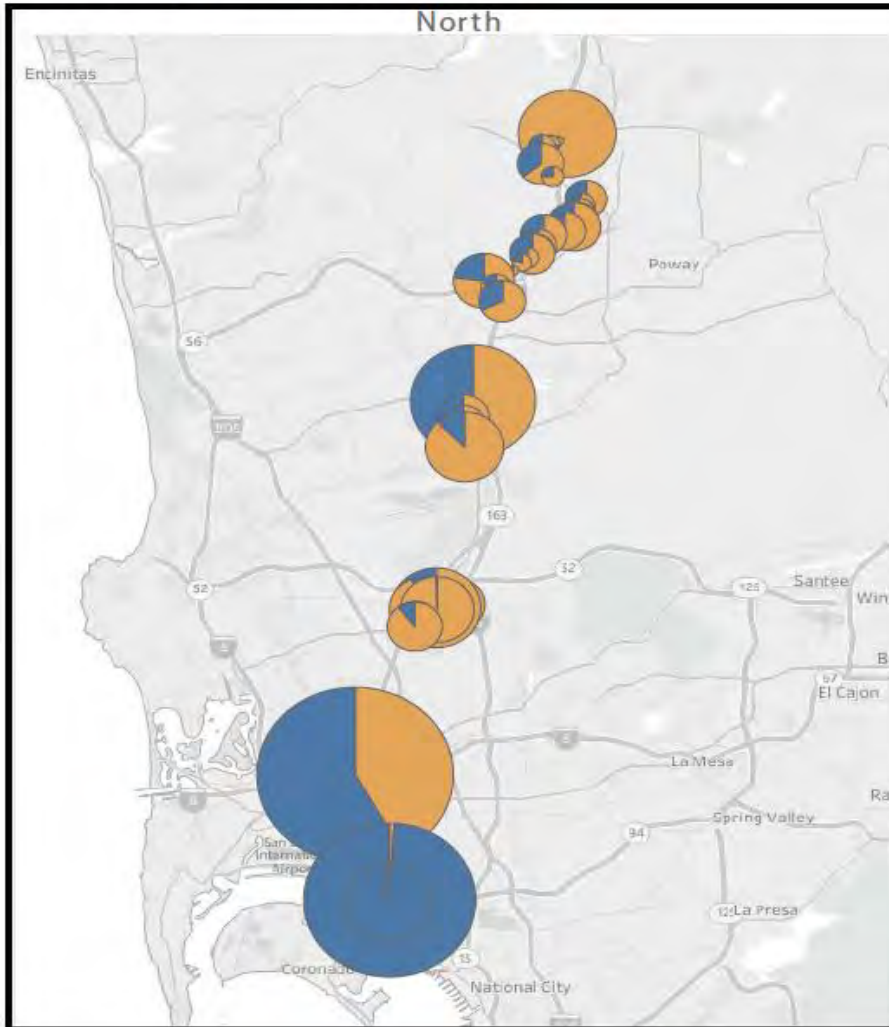
Impacts

- Reduction in service to only Rt. 31 on southern Black Mountain Rd. (& loss of weekend service).
- Loss of service to northern Ruffin Rd.



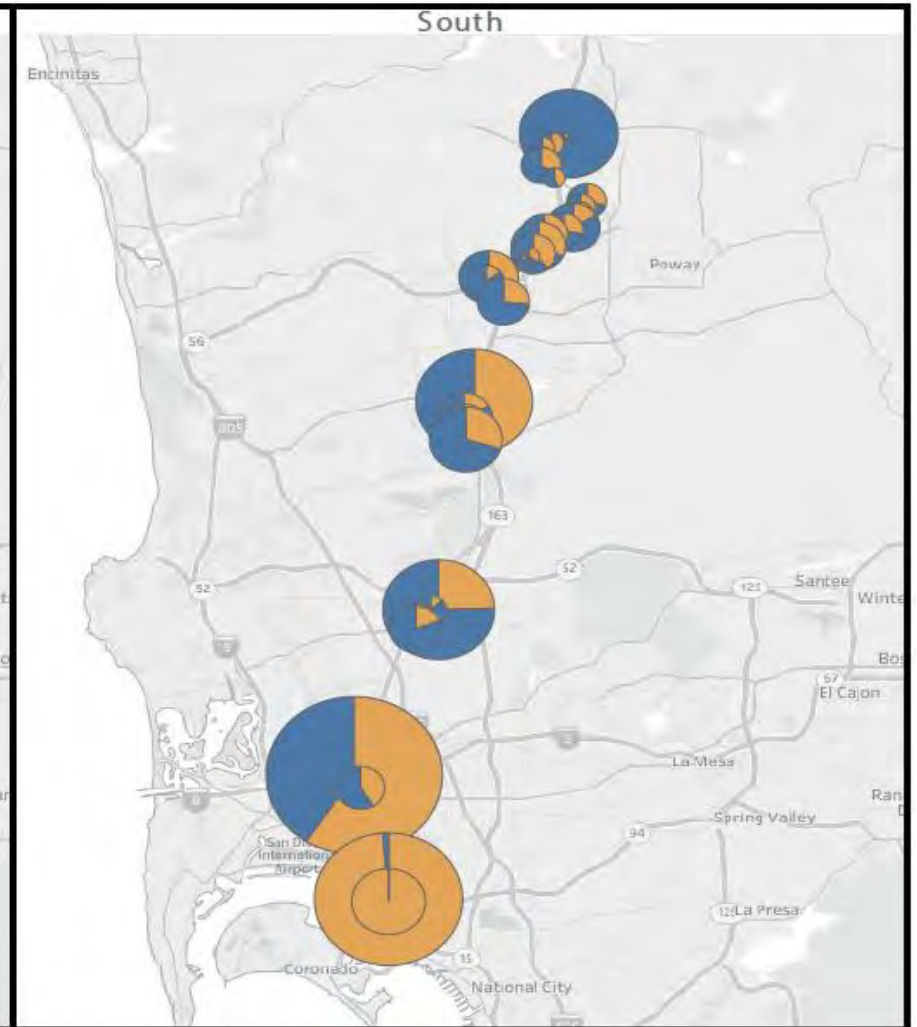
Weekday Ridership Route 20

North

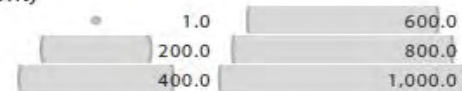


On/Off
 Off
 On

South



Activity



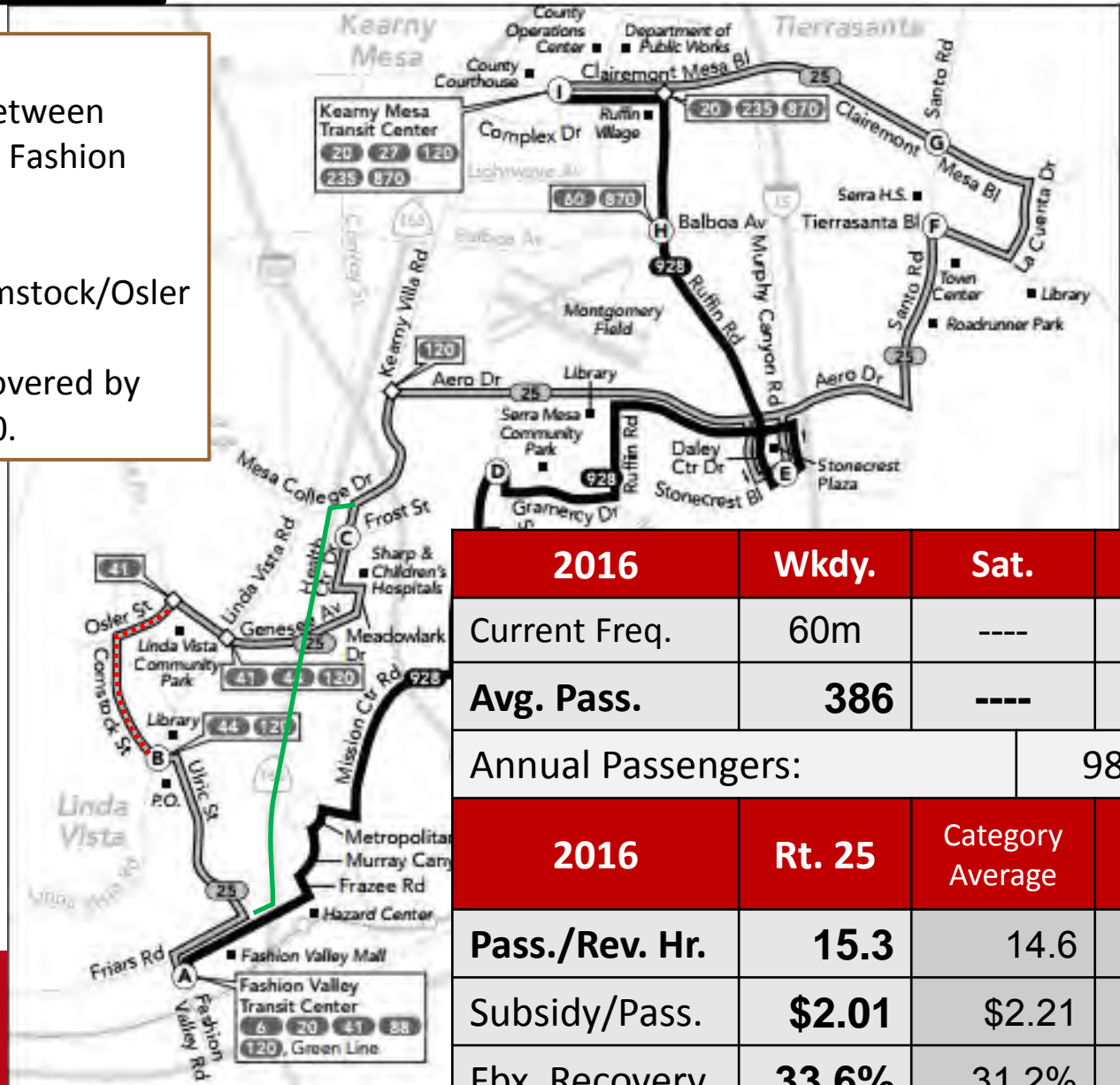
Route 25

Recommendation

- Streamline routing between Mesa College Dr. and Fashion Valley via Hwy. 163.

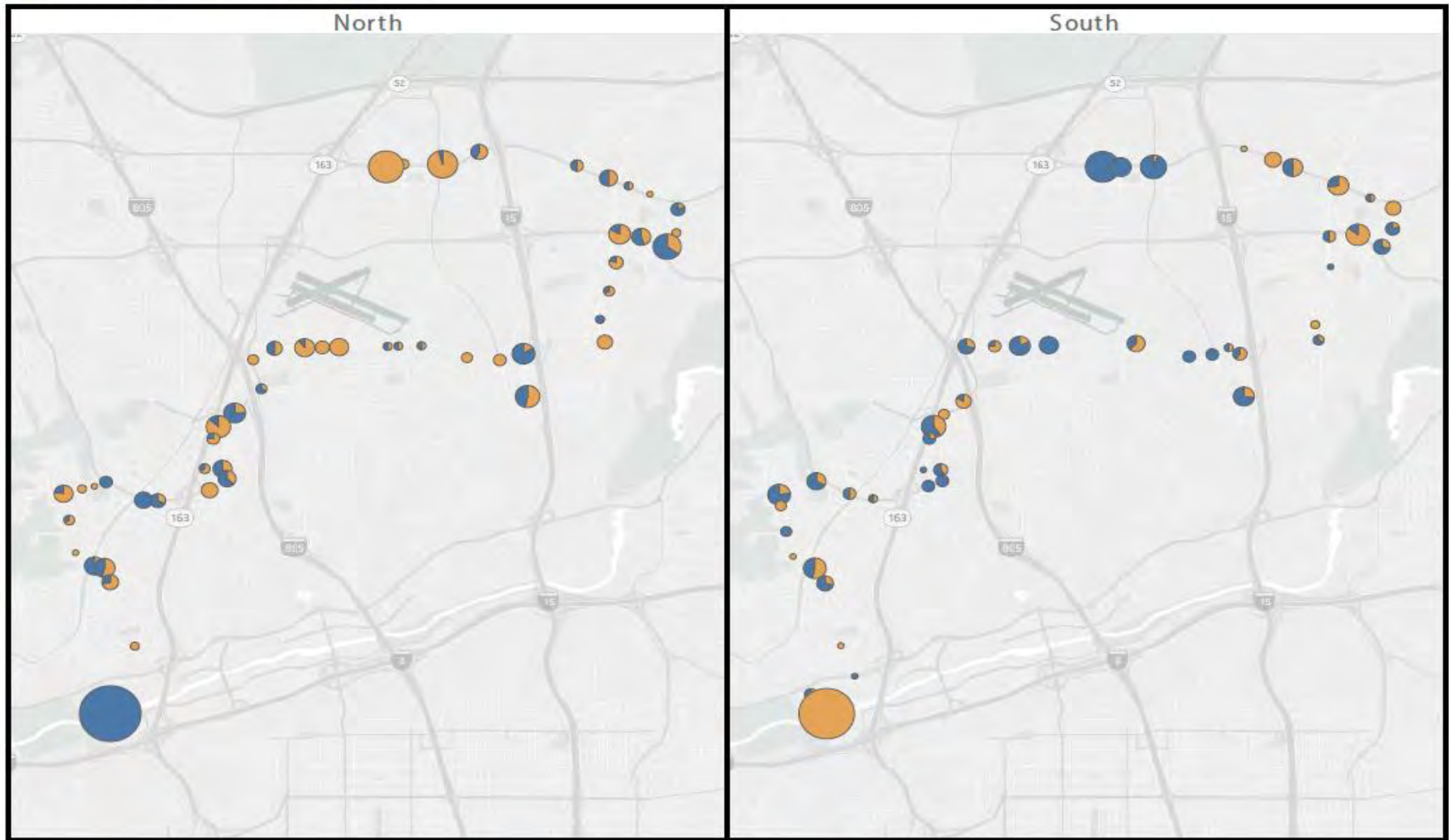
Impacts

- Loss of service to Comstock/Osler loop in Linda Vista.
- All other segments covered by Routes 41 and/or 120.



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 60m | ---- | ---- |
| Avg. Pass. | 386 | ---- | ---- |
| Annual Passengers: | | | 98,562 |
| 2016 | Rt. 25 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 15.3 | 14.6 | 28.8 |
| Subsidy/Pass. | \$2.01 | \$2.21 | \$1.90 |
| Fbx. Recovery | 33.6% | 31.2% | 35.2% |

Weekday Ridership Route 25



On/Off
 Off
 On

Activity



Route 27



Recommendation

- Shift route from Convoys St. to Kearny Villa Rd.
 - Faster service to/from KMTC
 - KMTC-Convoys covered by re-structured Rt. 44

Impacts

- Some trips may require transfer

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 30m | 60m | ---- |
| Avg. Pass. | 999 | 360 | ---- |
| Annual Passengers: | | | 274,651 |
| 2016 | Rt. 27 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 17.8 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.03 | \$1.64 | \$1.90 |
| Fbx. Recovery | 34.0% | 38.9% | 35.2% |



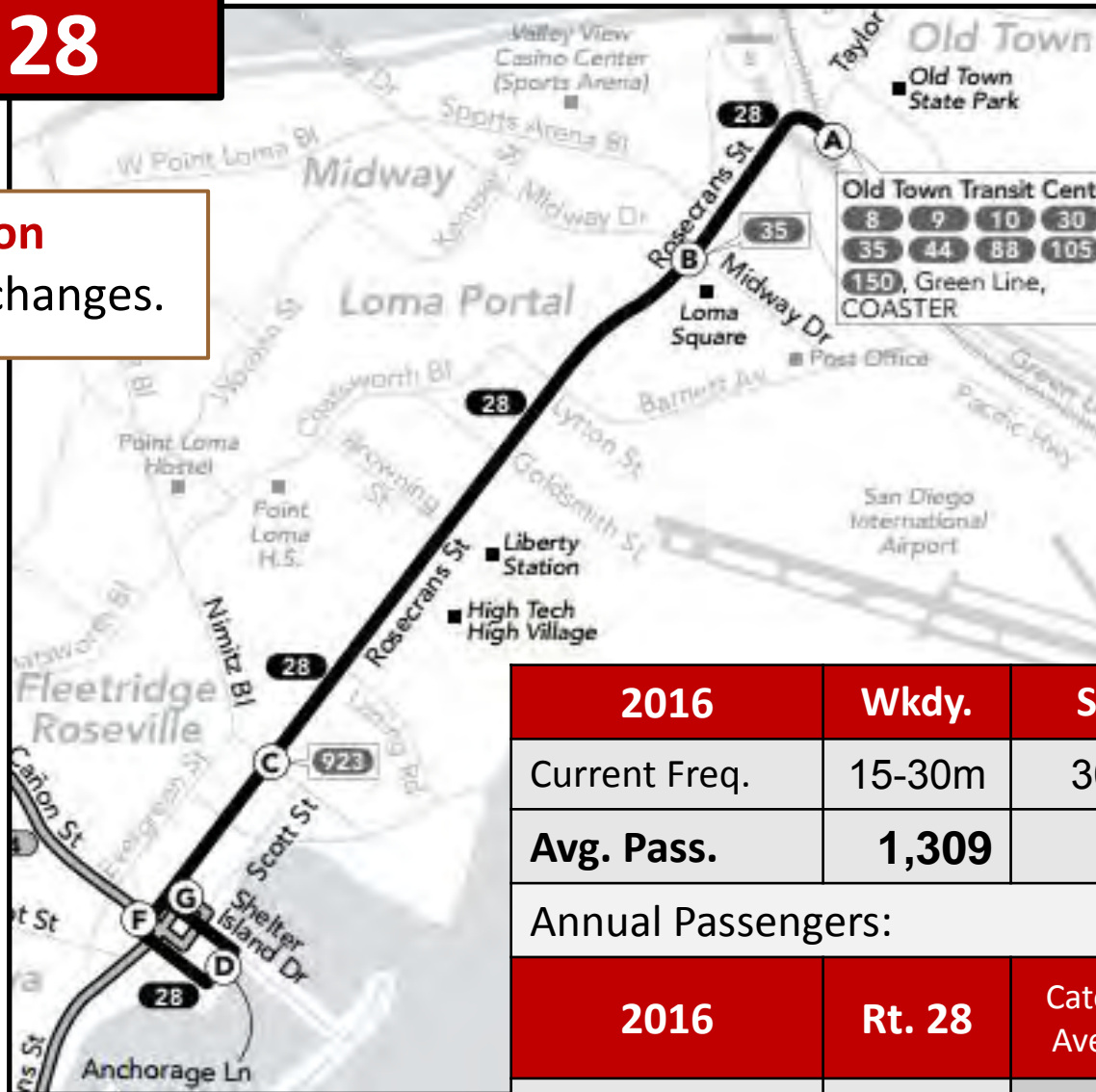
Weekday Ridership Route 27



Route 28

Recommendation

- No proposed changes.



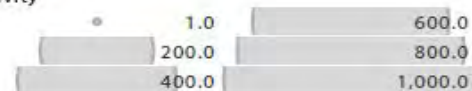
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 15-30m | 30m | 60m |
| Avg. Pass. | 1,309 | 770 | 421 |
| Annual Passengers: | | | 400,630 |
| 2016 | Rt. 28 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 31.4 | 24.0 | 28.8 |
| Subsidy/Pass. | \$0.34 | \$1.64 | \$1.90 |
| Fbx. Recovery | 75.4% | 38.9% | 35.2% |

Weekday Ridership Route 28



On/Off
Off
On

Activity

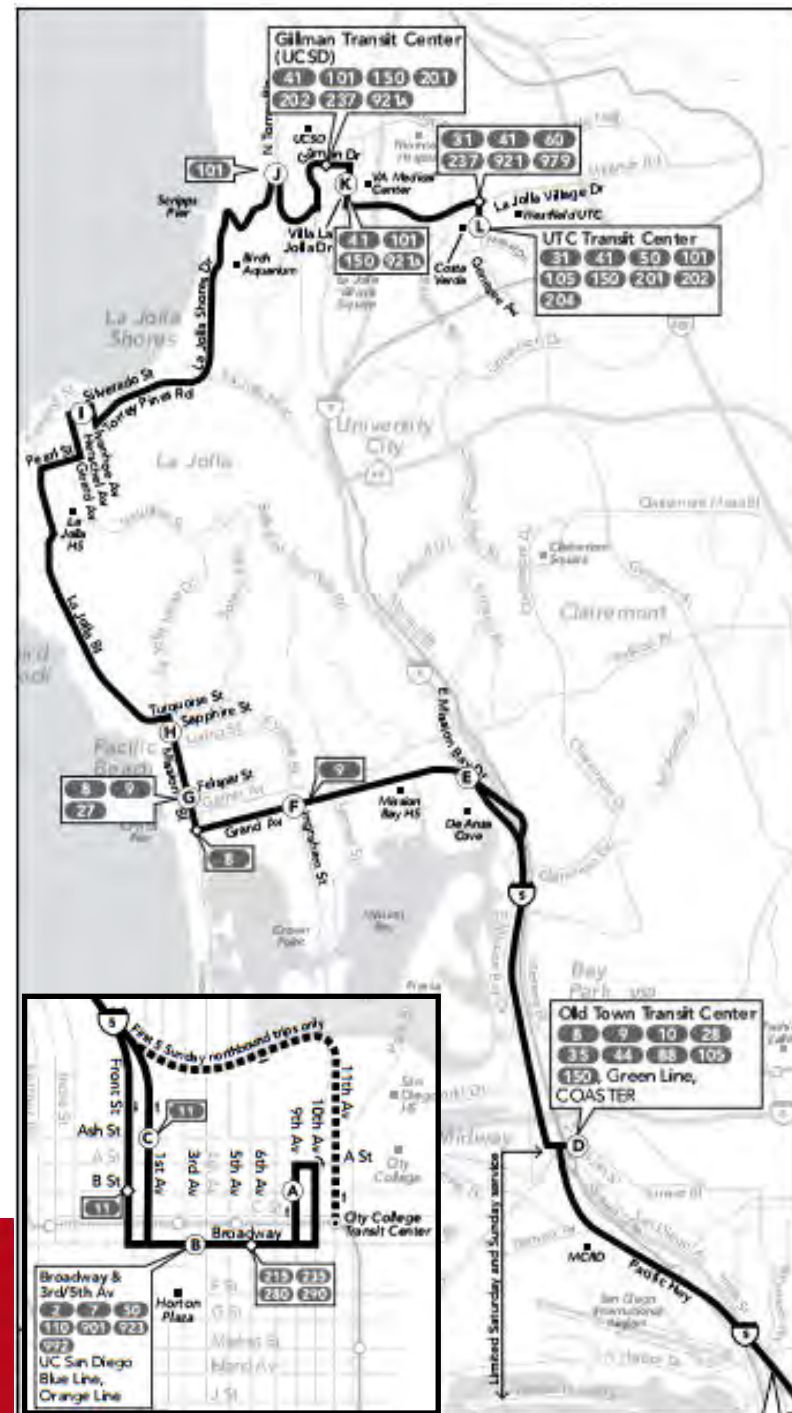


Route 30

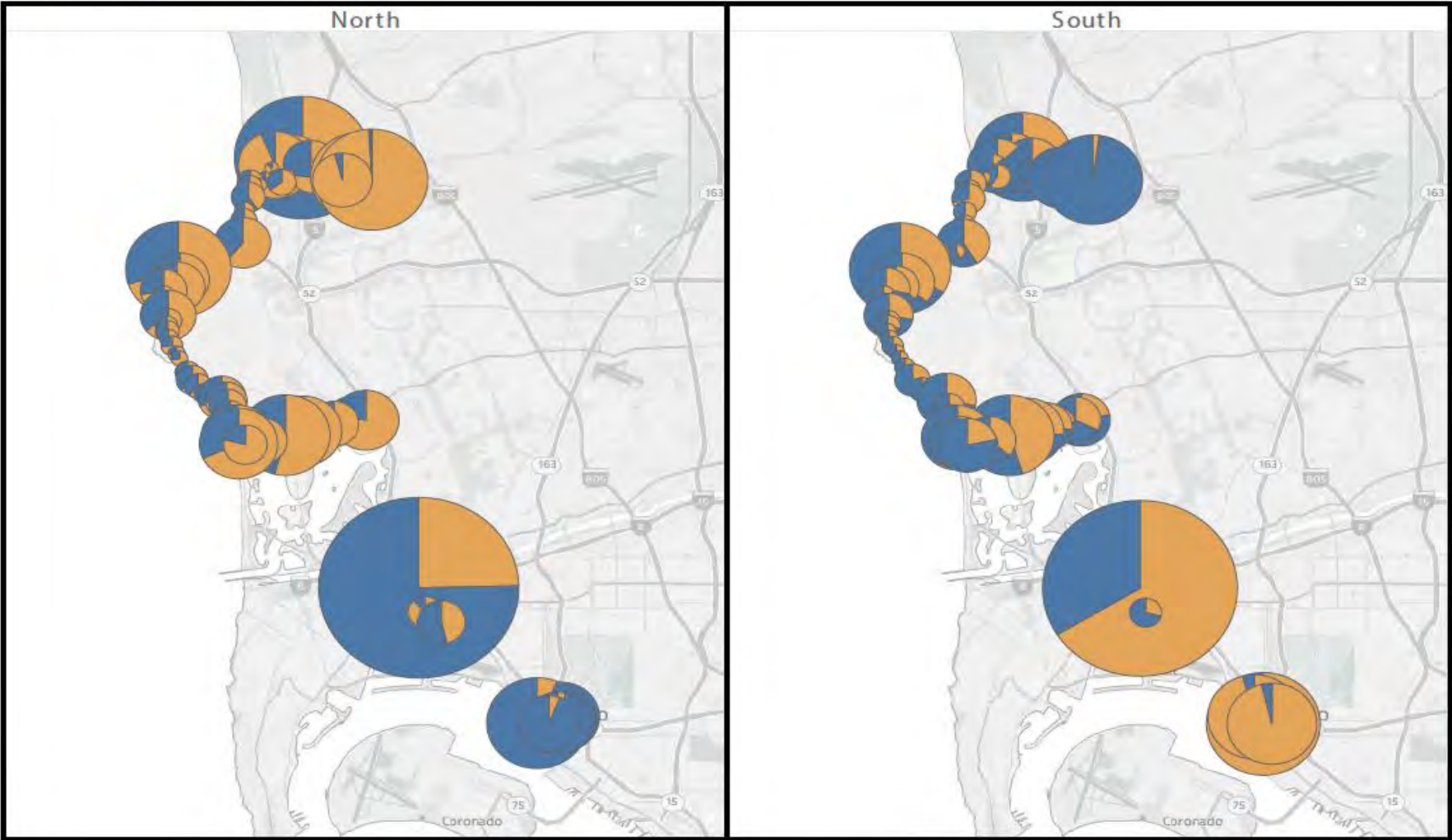
Recommendation

- No proposed changes.

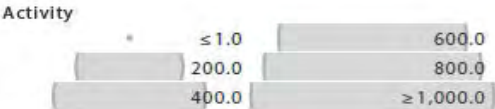
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15m | 15-30m | 15-30m |
| Avg. Pass. | 5,367 | 3,135 | 2,696 |
| Annual Passengers: | | 1,701,618 | |
| 2016 | Rt. 30 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 23.9 | 31.2 | 28.8 |
| Subsidy/Pass. | \$3.71 | \$1.76 | \$1.90 |
| Fbx. Recovery | 21.7% | 36.5% | 35.2% |



Weekday Ridership Route 30



On/Off
Off
On



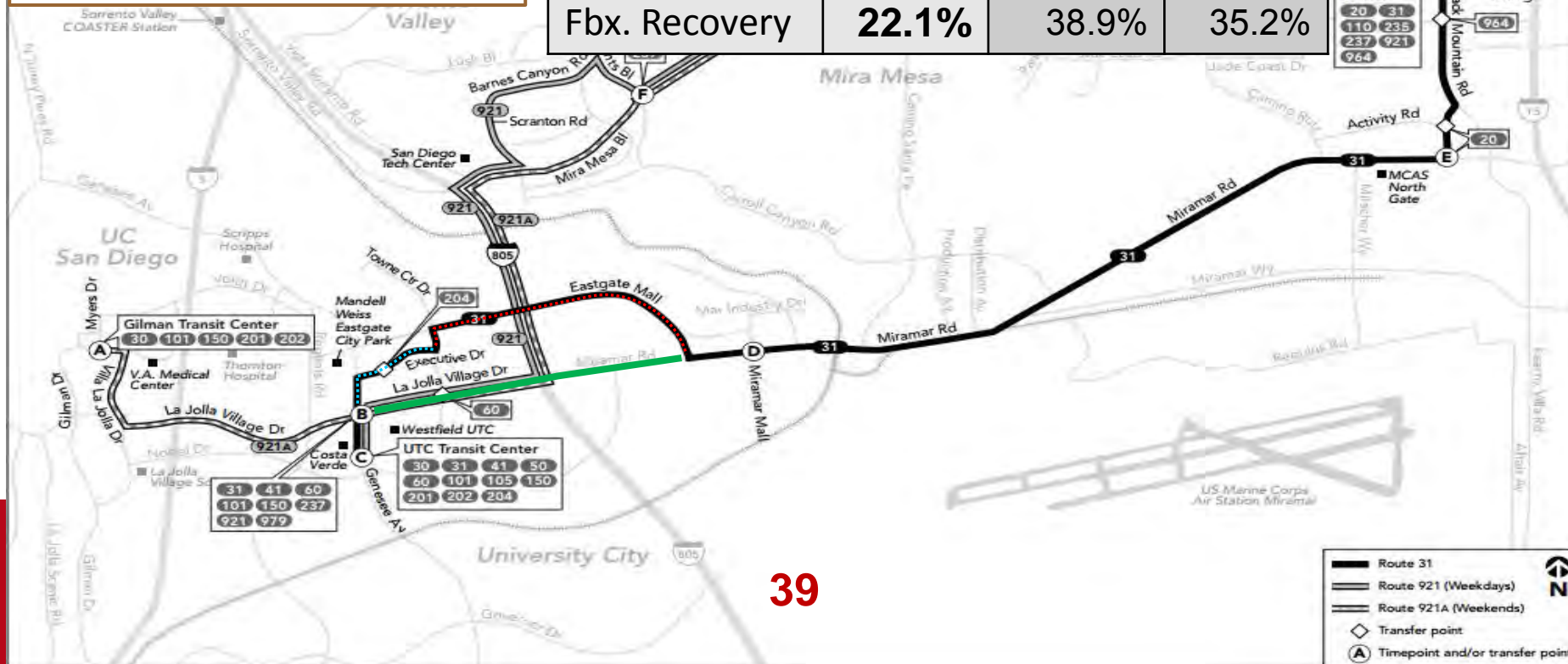
Route 31

Recommendation

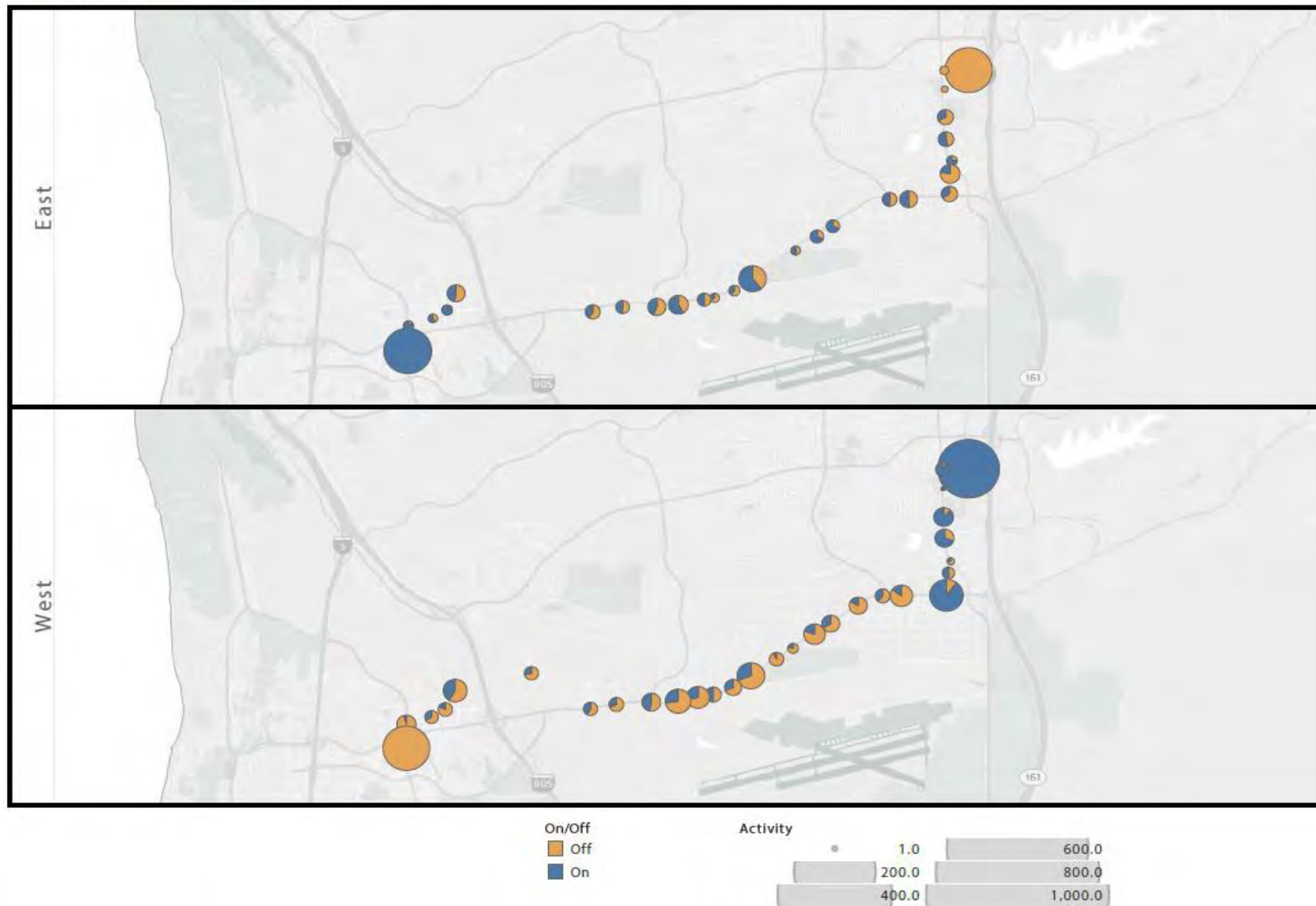
- No proposed changes.

*(Minor route streamline
to be made in
September 2017.)*

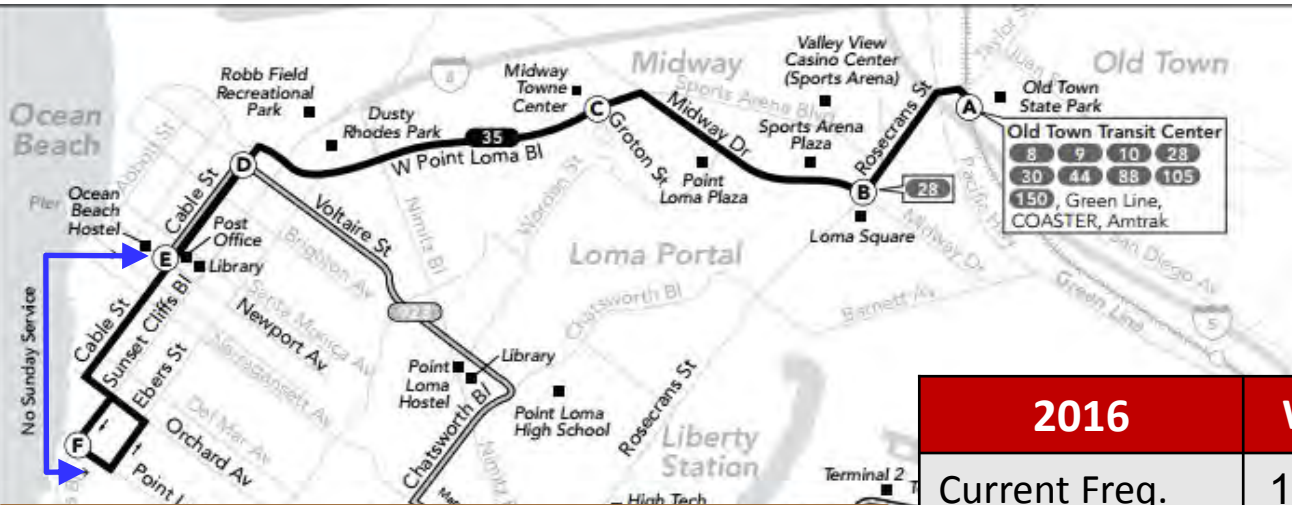
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 30m | ---- | ---- |
| Avg. Pass. | 447 | ---- | ---- |
| Annual Passengers: | | 115,155 | |
| 2016 | Rt. 31 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 24.3 | 24.0 | 28.8 |
| Subsidy/Pass. | \$3.62 | \$1.64 | \$1.90 |
| Fbx. Recovery | 22.1% | 38.9% | 35.2% |



Weekday Ridership Route 31



Route 35



Recommendation

- Increase weekday frequency to 15 minutes all day.
- Shift Ocean Beach tail below Newport Ave. to Route 923.

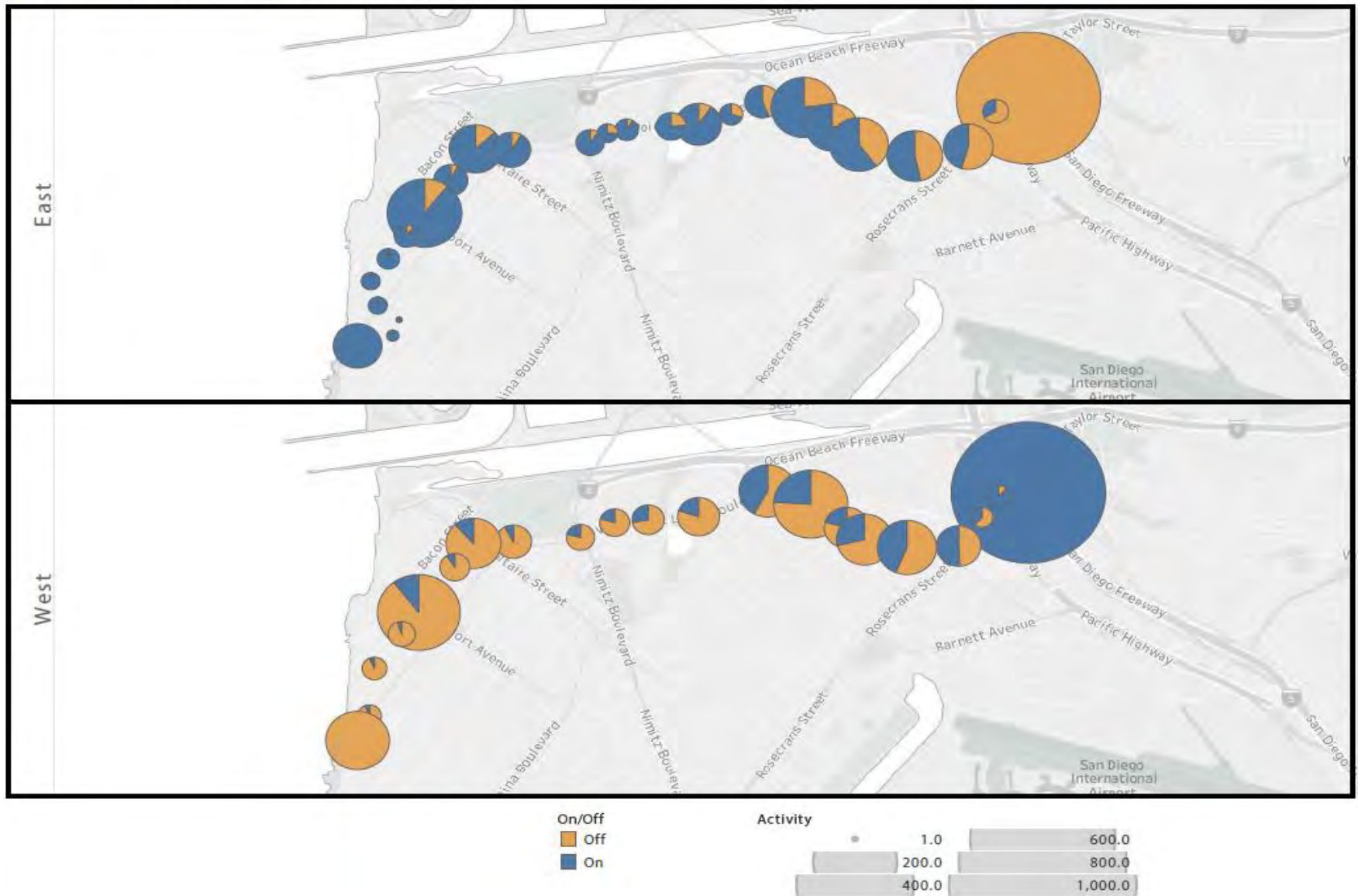
Impacts

- Lower PM peak frequency and loss of Saturday service south of Newport Ave.
- From south of Newport Ave., direct service to Downtown instead of Old Town.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 15-30m | 30m | 30m |
| Avg. Pass. | 1,750 | 1,370 | 1,006 |
| Annual Passengers: | | | 581,074 |
| 2016 | Rt. 35 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 29.6 | 24.0 | 28.8 |
| Subsidy/Pass. | \$0.31 | \$1.64 | \$1.90 |
| Fbx. Recovery | 76.3% | 38.9% | 35.2% |



Weekday Ridership Route 35

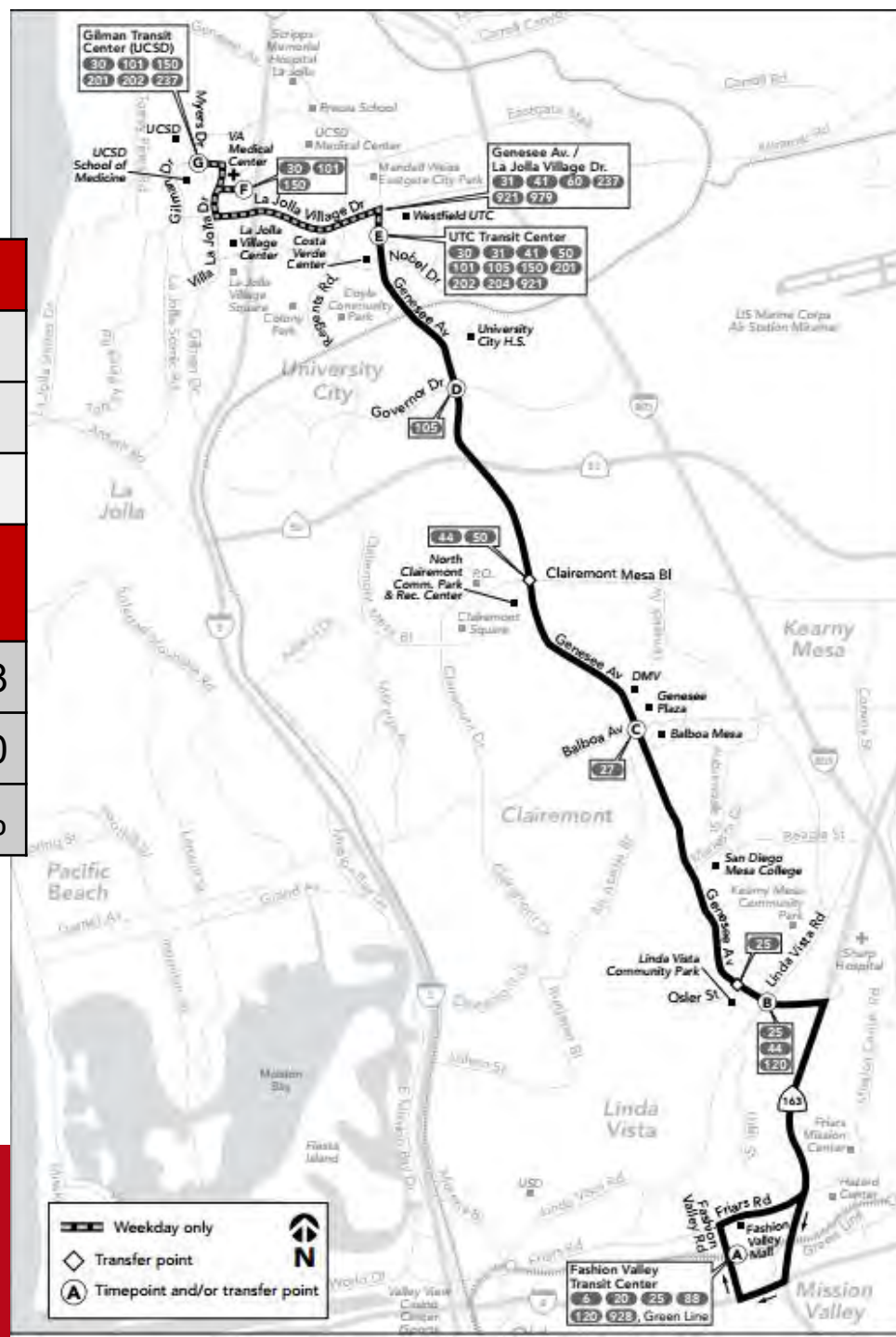


Route 41

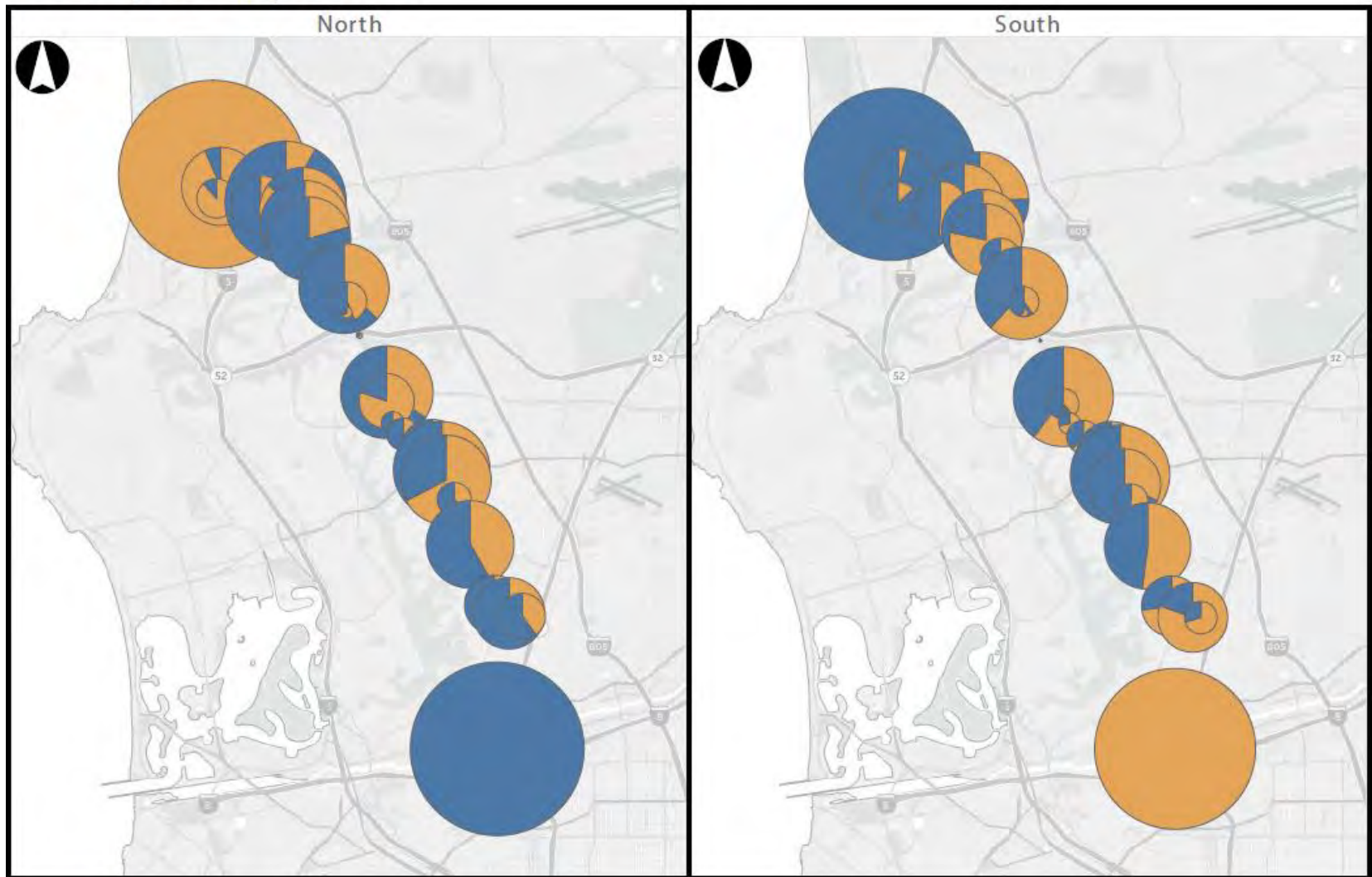
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 8-15m | 30m | 30m |
| Avg. Pass. | 4,426 | 1,739 | 1,417 |
| Annual Passengers: | | 1,307,940 | |
| 2016 | Rt. 41 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 36.0 | 31.2 | 28.8 |
| Subsidy/Pass. | \$2.12 | \$1.76 | \$1.90 |
| Fbx. Recovery | 32.7% | 36.5% | 35.2% |

Recommendation

- No proposed changes.



Weekday Ridership Route 41



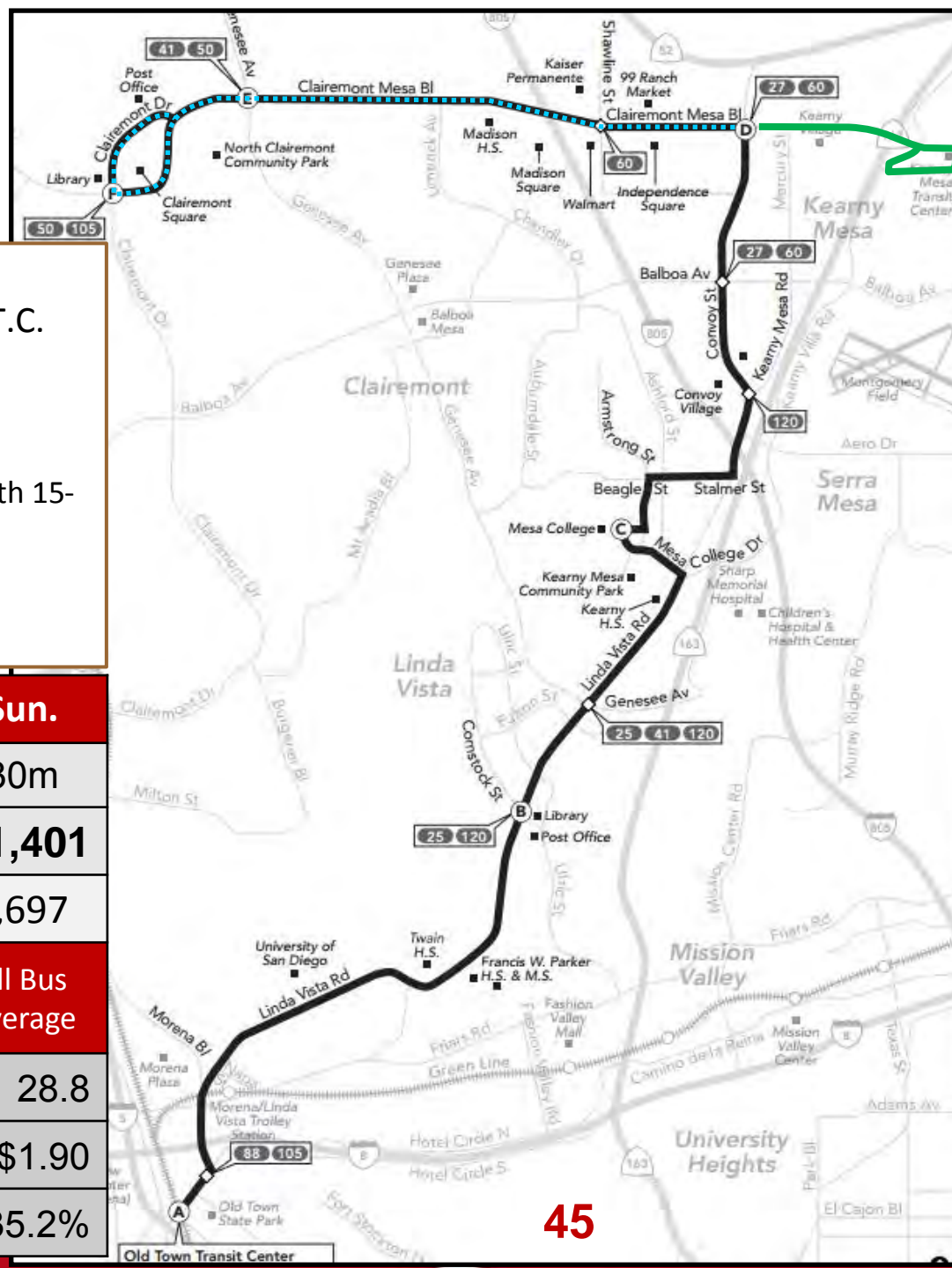
Route 44

Recommendation

- Restructure route to serve Kearny Mesa T.C. (via Clairemont Mesa Blvd.) instead of Clairemont Square.
- Route 105 replaces Route 44 service along Clairemont Mesa Blvd. west of Convo St. with 15-minute frequency overlay.

Impacts

- Some trips would now require a transfer.



45

2016

Wkdy.

Sat.

Sun.

Current Freq.

8-15m

30m

30m

Avg. Pass.

4,074

2,110

1,401

Annual Passengers:

1,237,697

2016

Rt. 44

Category
Average

All Bus
Average

Pass./Rev. Hr.

32.7

31.2

28.8

Subsidy/Pass.

\$2.44

\$1.76

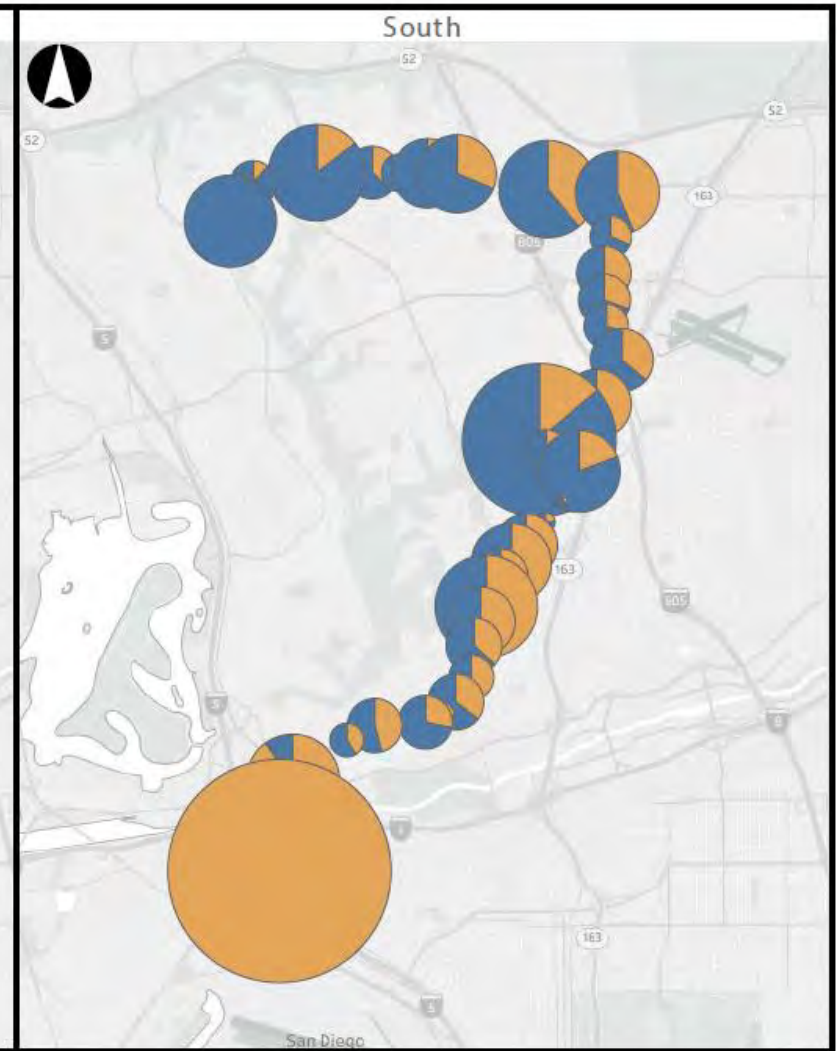
\$1.90

Fbx. Recovery

29.5%

36.5%

35.2%



| | |
|-----|---------|
| 1 | 600 |
| 200 | 800 |
| 400 | ≥ 1,000 |

Route 50

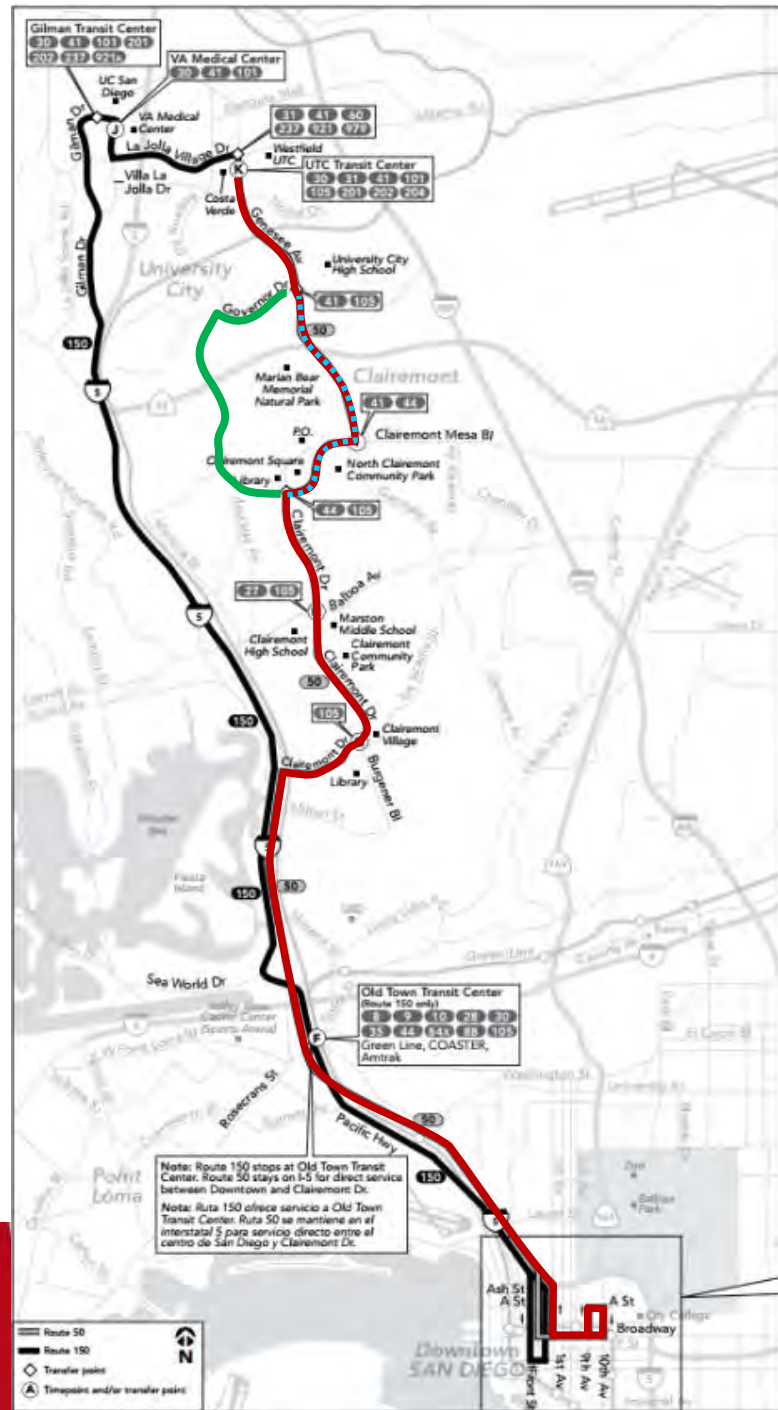
Recommendation

- Shift routing to northern Clairemont Mesa Blvd./southern Regents Rd. instead of Genesee Ave.
- Discontinue midday service (operate peaks only).

Impacts

- Loss of midday express service between Clairemont and Downtown.

| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 15-60m | ---- | ---- |
| Avg. Pass. | 954 | ----- | ----- |
| Annual Passengers: | | 245,983 | |
| 2016 | Rt. 50 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 21.2 | 25.6 | 28.8 |
| Subsidy/Pass. | \$4.31 | \$3.39 | \$1.90 |
| Fbx. Recovery | 19.1% | 22.9% | 35.2% |



Weekday Ridership Route 50



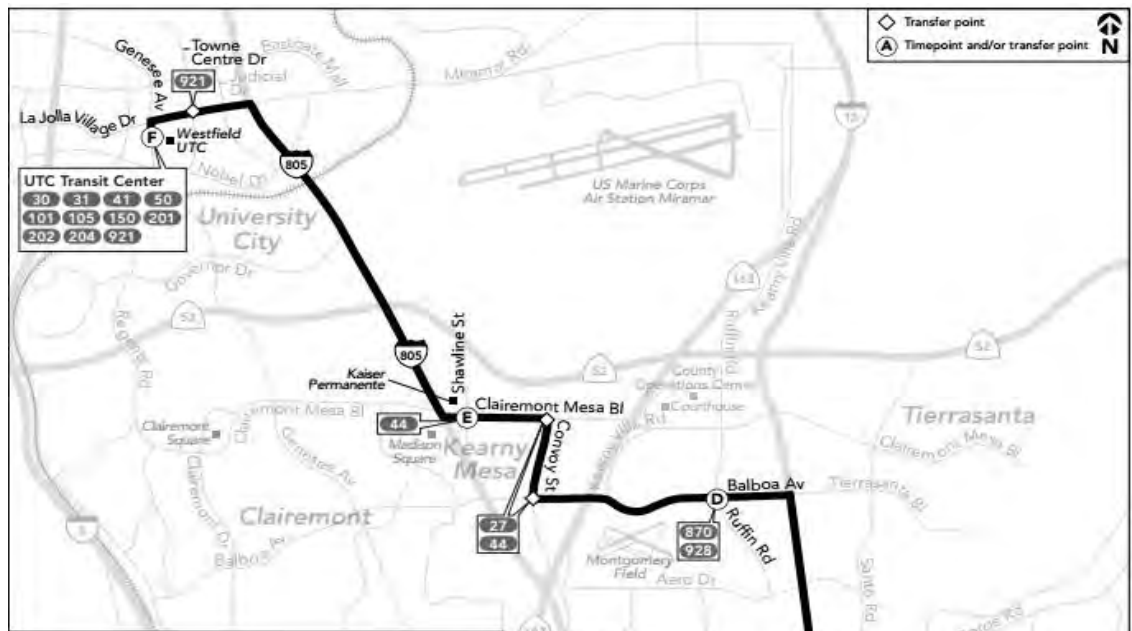
On/Off
■ Off
■ On



Route 60

Recommendation

- No proposed changes.



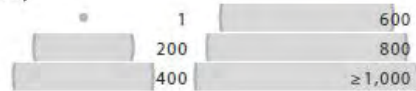
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 15-30m | ---- | ---- |
| Avg. Pass. | 351 | ---- | ---- |
| Annual Passengers: | | 89,594 | |
| 2016 | Rt. 60 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 30.1 | 25.6 | 28.8 |
| Subsidy/Pass. | \$2.75 | \$3.39 | \$1.90 |
| Fbx. Recovery | 26.9% | 22.9% | 35.2% |

Weekday Ridership Route 60



On/Off
 Off
 On

Activity



Route 83

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 60m | ---- | ---- |
| Avg. Pass. | 128 | ---- | ---- |
| Annual Passengers: | | 32,839 | |
| 2016 | Rt. 83 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 10.1 | 14.6 | 28.8 |
| Subsidy/Pass. | \$3.59 | \$2.21 | \$1.90 |
| Fbx. Recovery | 22.2% | 31.2% | 35.2% |

Recommendation – Subsidy Neutral Alternative

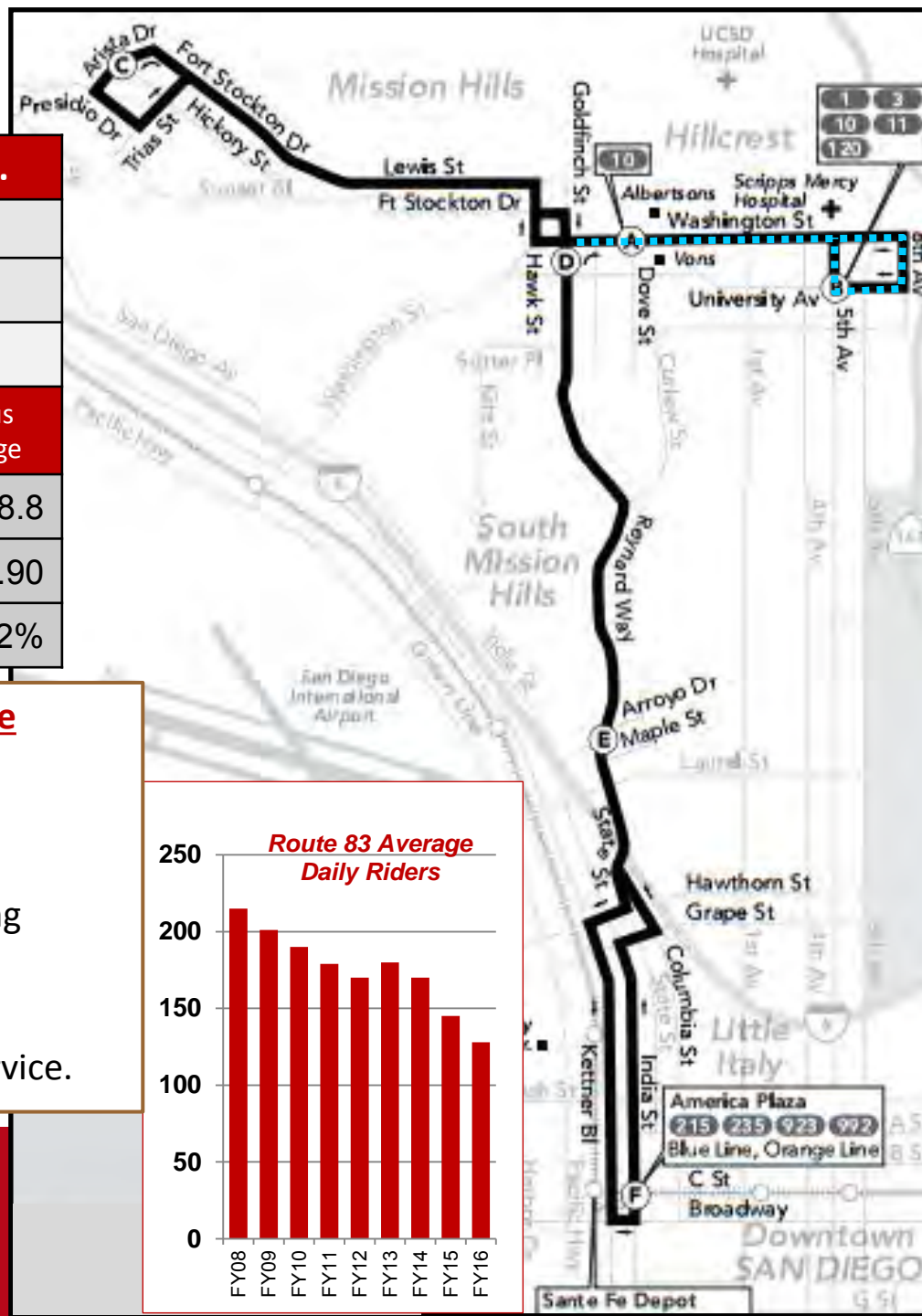
- Discontinue route.

Recommendation – Full T.O.P. Alternative

- Retain midday service for 5-6 hours
- Streamline route by discontinuing service along Washington St. and in Hillcrest.

Impacts

- Loss of peak hour (commute market) or all service.



Weekday Ridership Route 83



On/Off
 Off
 On

Activity



Route 84

Recommendation – Subsidy Neutral Alternative

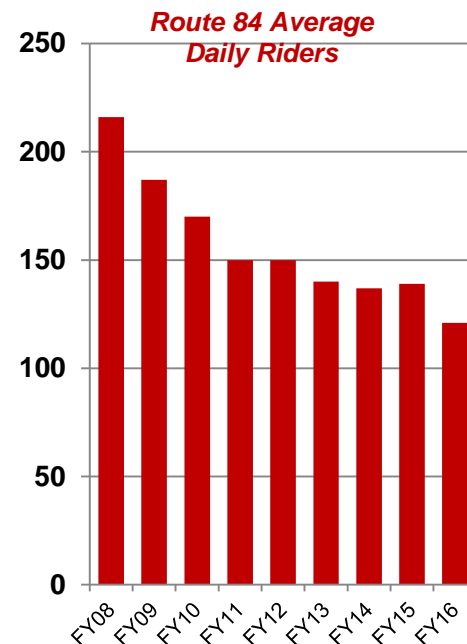
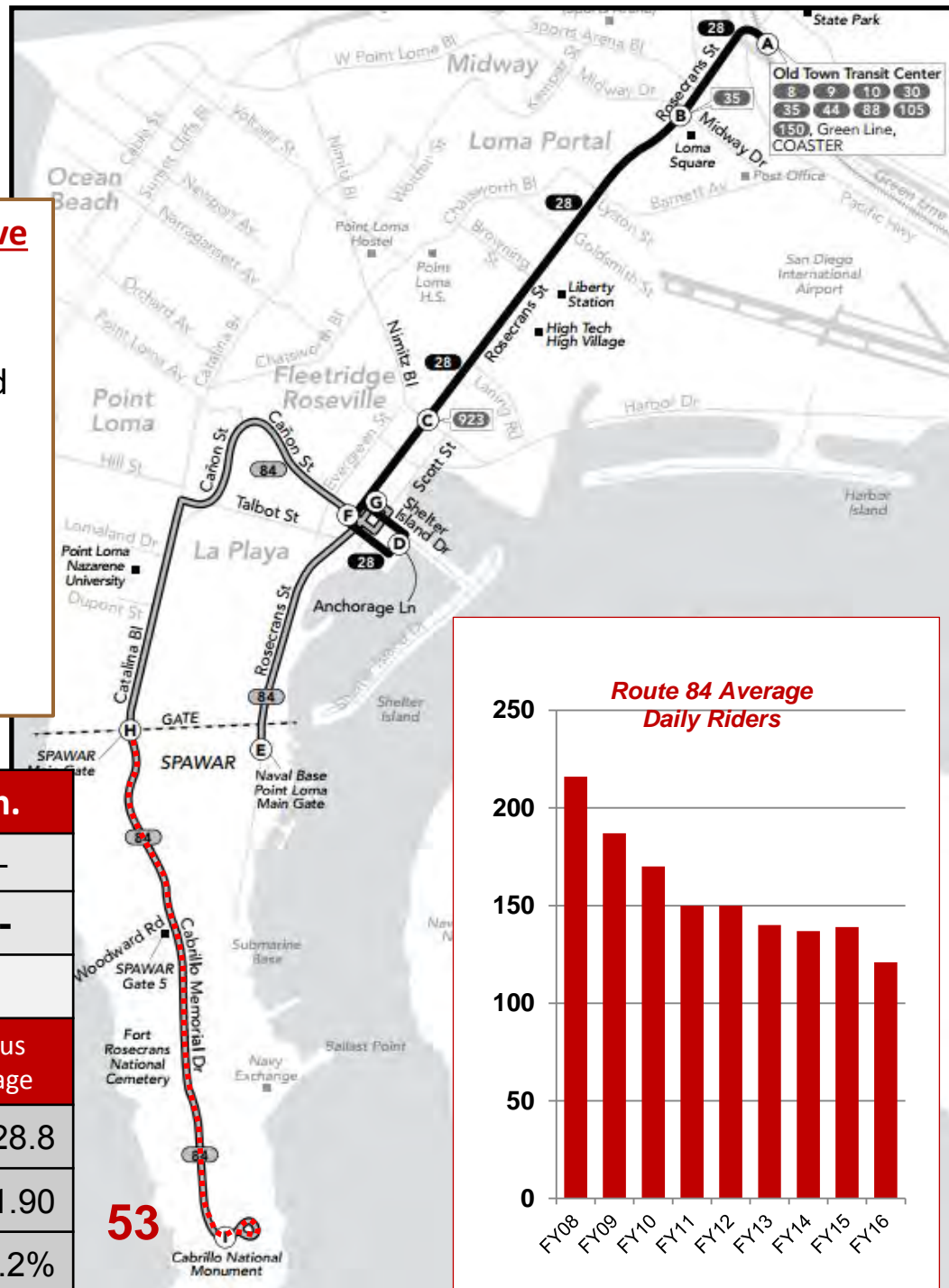
- Discontinue route.

Recommendation – Full T.O.P. Alternative

- Retain ~2 round trips during each peak period between Old Town, SPAWAR Main Gate, and Naval Base Pt. Loma Main Gate.

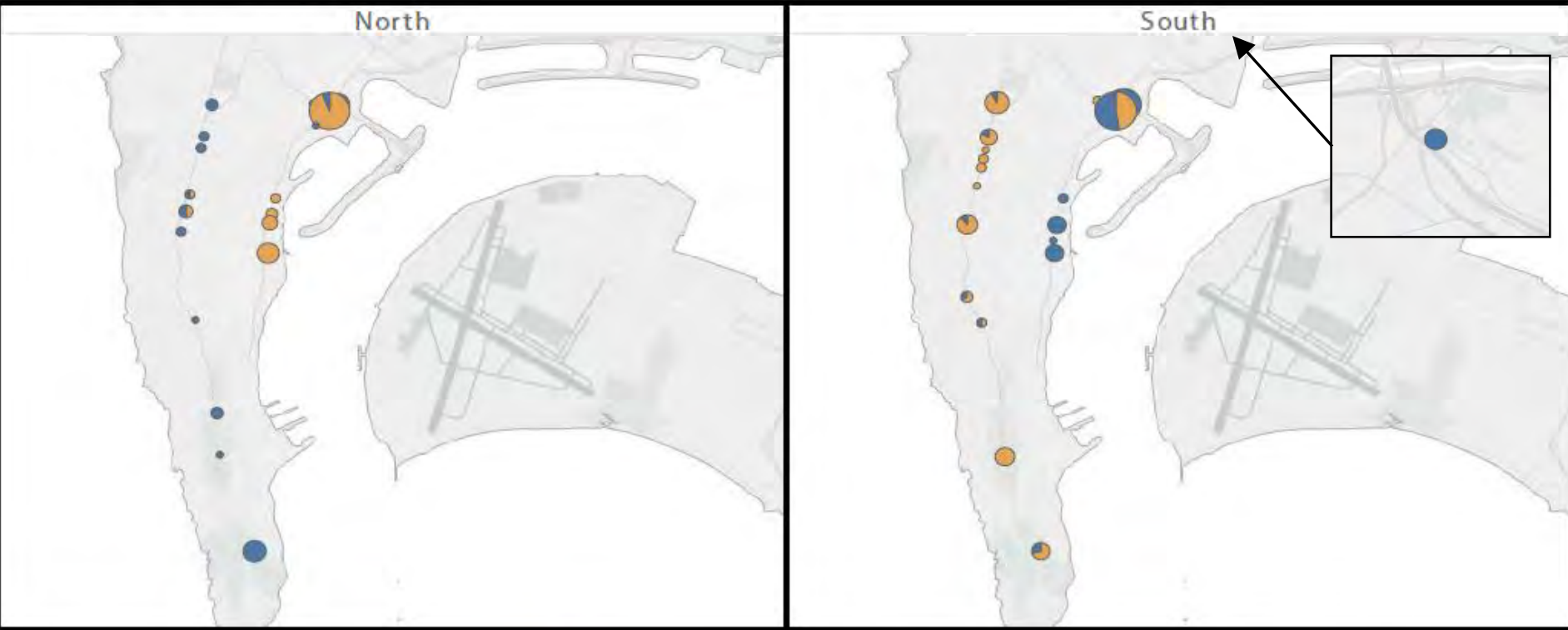
Impacts

- Loss of midday or all service.
- No service to Cabrillo Monument.
- Reduction in ADA service area.



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------|------------------|-----------------|
| Current Freq. | 60m | ---- | ---- |
| Avg. Pass. | 119 | ---- | ---- |
| Annual Passengers: | | 30,415 | |
| 2016 | Rt. 84 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 10.1 | 14.6 | 28.8 |
| Subsidy/Pass. | \$3.66 | \$2.21 | \$1.90 |
| Fbx. Recovery | 20.4% | 31.2% | 35.2% |

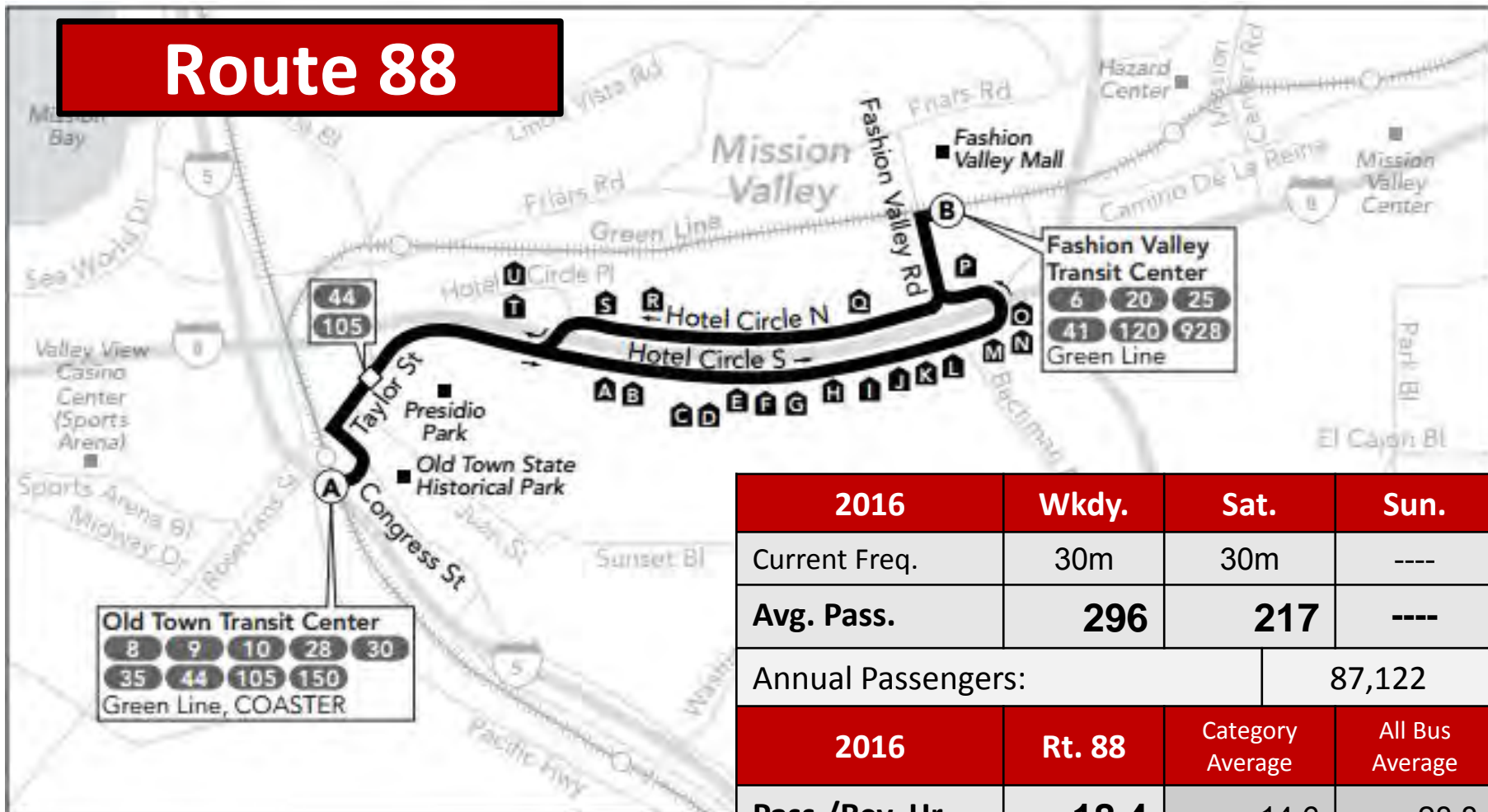
Weekday Ridership Route 84



On/Off
Off
On



Route 88

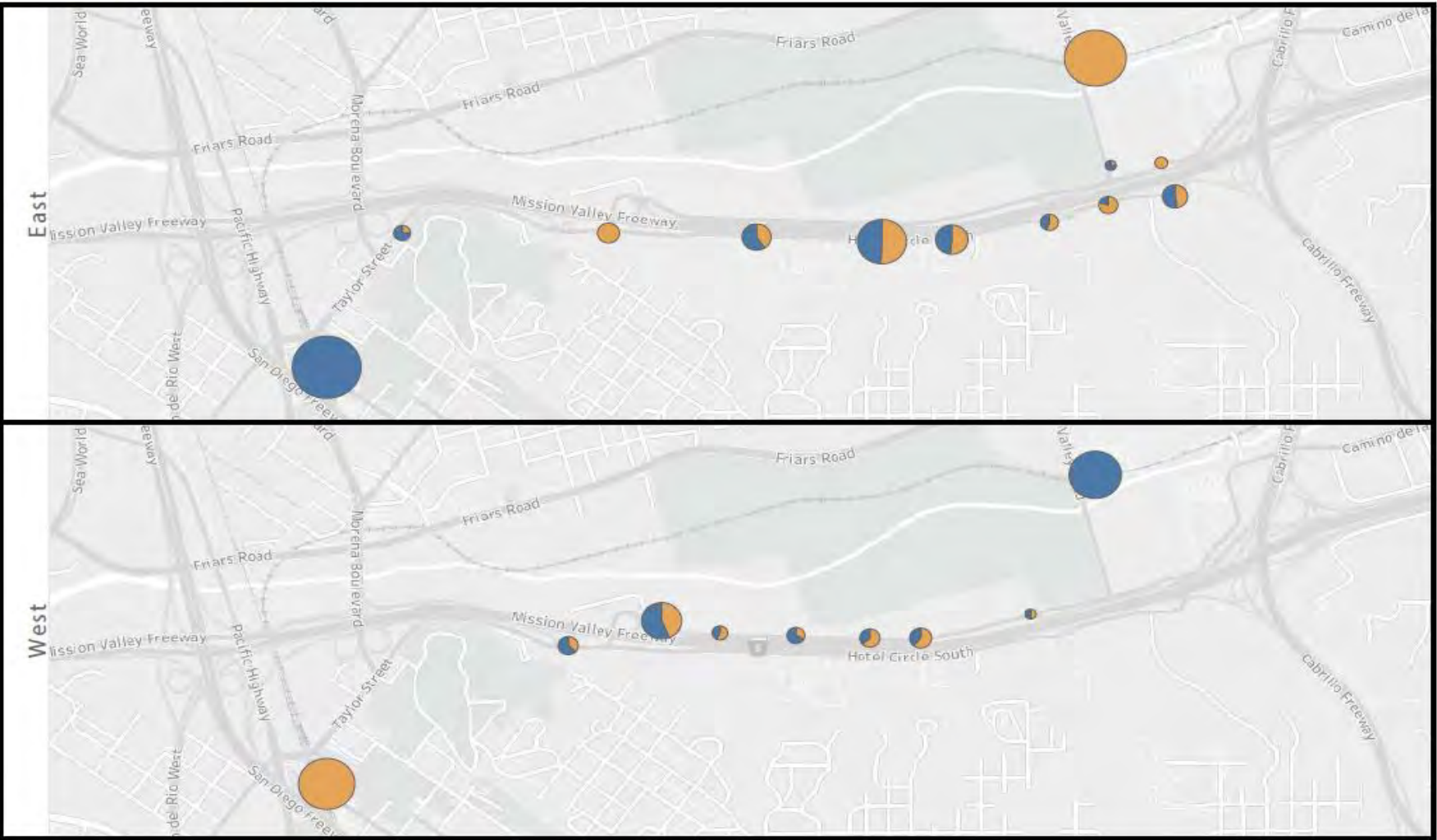


| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 30m | 30m | ---- |
| Avg. Pass. | 296 | 217 | ---- |
| Annual Passengers: | | | 87,122 |
| 2016 | Rt. 88 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 18.4 | 14.6 | 28.8 |
| Subsidy/Pass. | \$1.60 | \$2.21 | \$1.90 |
| Fbx. Recovery | 36.4% | 31.2% | 35.2% |

Recommendation

- No proposed changes.

Weekday Ridership Route 88



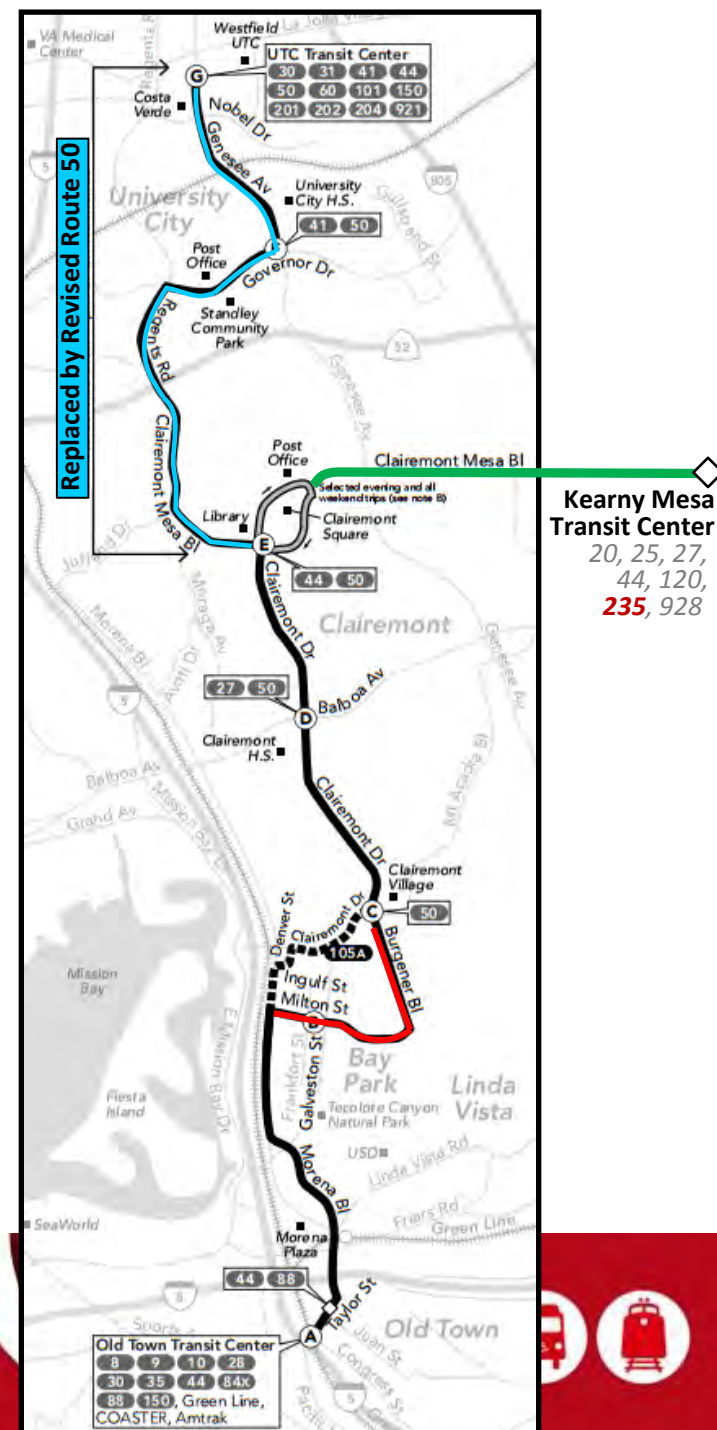
Route 105

Recommendation

- Restructure route to serve Kearny Mesa T.C. (via Clairemont Mesa Blvd.) instead of UTC.
 - Route 50 replaces Route 105 to UTC during weekday peak hours
 - Route 105 replaces Route 44 service along Clairemont Mesa Blvd. with 15-minute frequency overlay.
- Shift routing from Milton/Burgener to Denver/Ingulf

Impacts

- Loss of weekday midday service along Governor Dr., northern Clairemont Mesa Blvd.
- Loss of service on Milton St. & Burgener Blvd.
- Through trips to/from UTC require transfer.

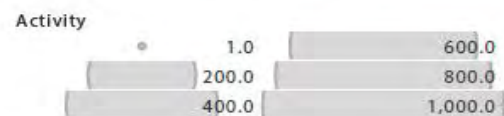


| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 1,205 | 546 | 372 |
| Annual Passengers: | | 359,151 | |
| 2016 | Rt. 105 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 23.6 | 24.0 | 28.8 |
| Subsidy/Pass. | \$3.78 | \$1.64 | \$1.90 |
| Fbx. Recovery | 21.3% | 38.9% | 35.2% |

Weekday Ridership Route 105



On/Off
■ Off
■ On



Route 110

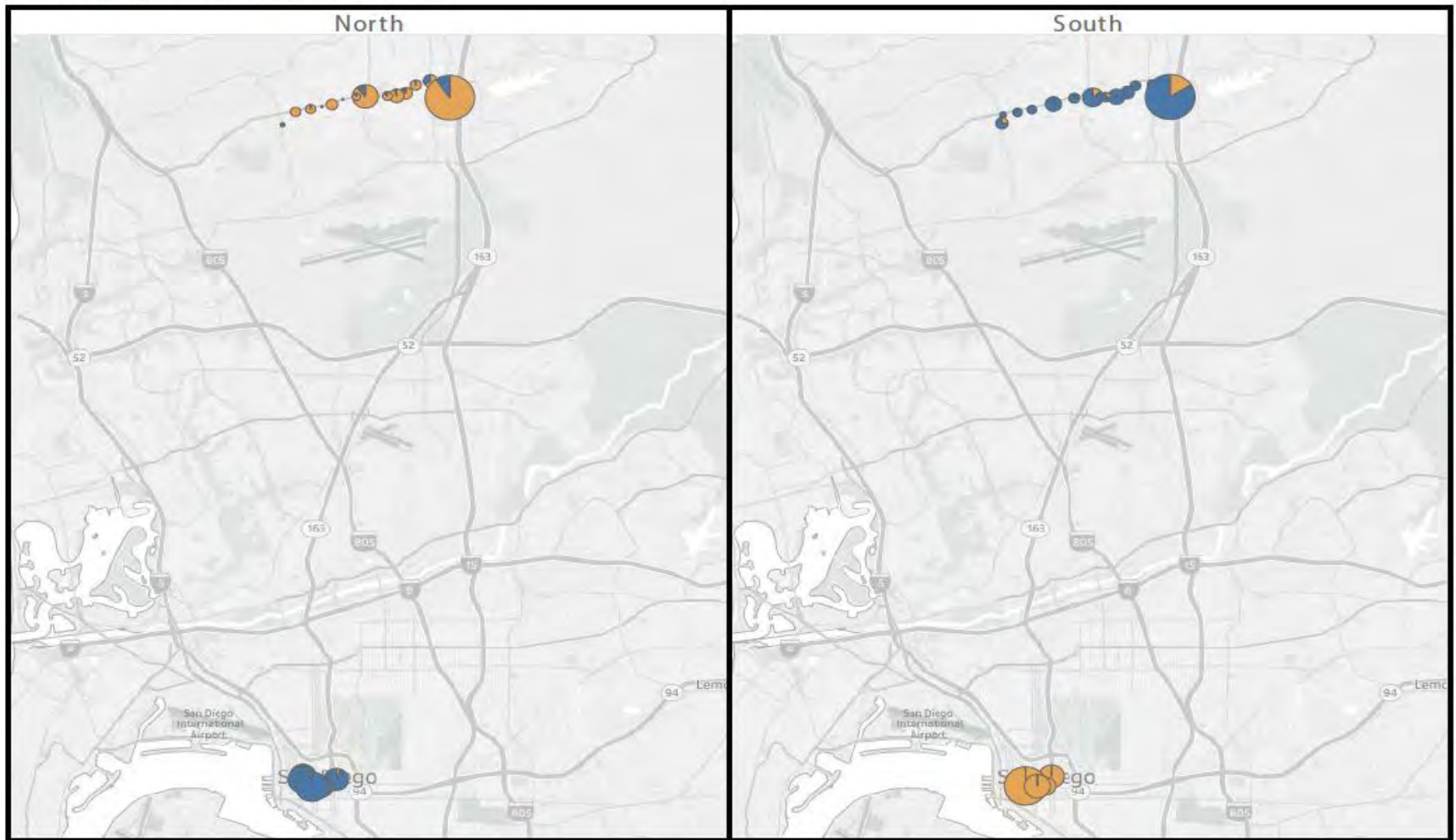
| 2016/2017 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 20-30m | ---- | ---- |
| Avg. Pass. | 212 | ---- | ---- |
| Annual Passengers: | | 54,320 | |
| 2016/2017 | Rt. 110 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 29.3 | 25.6 | 28.8 |
| Subsidy/Pass. | \$2.86 | \$3.39 | \$1.90 |
| Fbx. Recovery | 25.9% | 22.9% | 35.2% |

Recommendation

- No proposed changes.

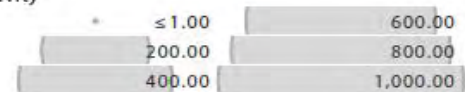


Weekday Ridership Route 110



On/Off
■ Off
■ On

Activity



Route 115

Recommendation

- No proposed changes.

Some trips on Saturday and all trips on Sunday, identified as Route 115A, bypass Grossmont College.

Algunos viajes en los sábados y todos los viajes en los domingos, con la designación de 115A, no ofrecen servicio a Grossmont College.

El Cajon Transit Center
 (615) 616-833-848
 (654) 670-671-672
 (674) 675, Rural,
 Green Line, Orange Line,
 Grayhound

SDSU Transit Center
 (11) 14-215-833
 (235) 933, Green Line

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|-------|------|---------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 1,081 | 319 | 217 |
| Annual Passengers: | | | 306,037 |

| 2016 | Rt. 115 | Category Average | All Bus Average |
|----------------|---------|------------------|-----------------|
| Pass./Rev. Hr. | 19.2 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.49 | \$1.64 | \$1.90 |
| Fbx. Recovery | 31.2% | 38.9% | 35.2% |

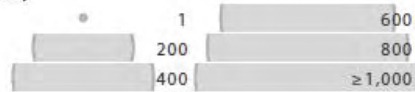


Weekday Ridership Route 115



On/Off
 Off
 On

Activity



Route 120

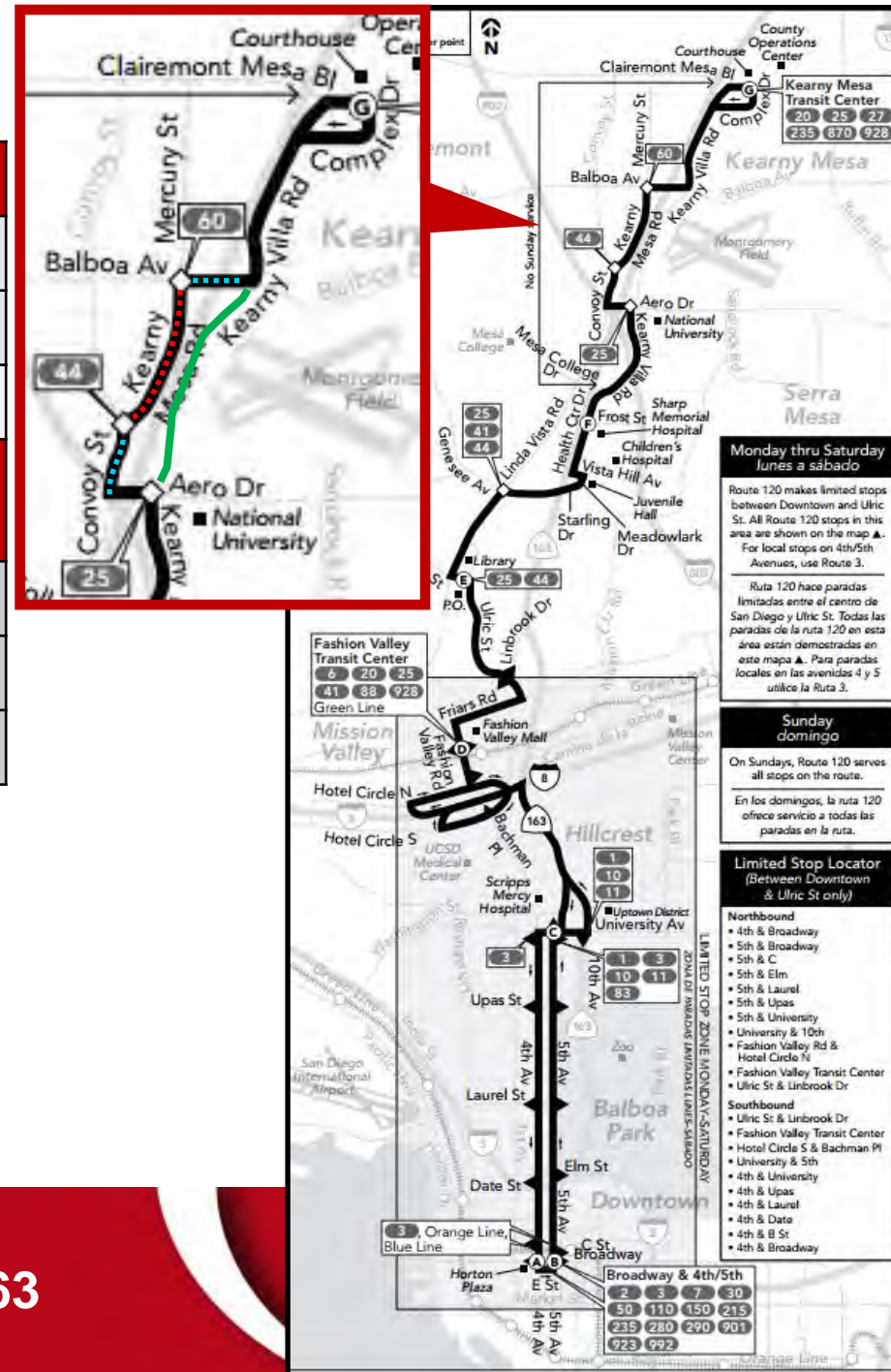
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15/30m | 30m | 30m |
| Avg. Pass. | 2,877 | 1,519 | 1,261 |
| Annual Passengers: | | 892,805 | |
| 2016 | Rt. 120 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 26.3 | 31.2 | 28.8 |
| Subsidy/Pass. | \$3.29 | \$1.76 | \$1.90 |
| Fbx. Recovery | 23.6% | 36.5% | 35.2% |

Recommendation

- Shift alignment from Convoy St. and Kearny Mesa Rd. to Kearny Villa Rd.

Impacts

- Connection between Convoy St. and KMTC replaced by a realigned Route 44.
- Loss of service to stops along Kearny Mesa Rd.

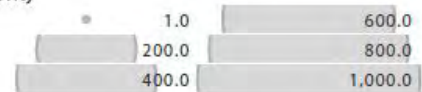


Weekday Ridership Route 120



On/Off
 Off
 On

Activity



Route 150

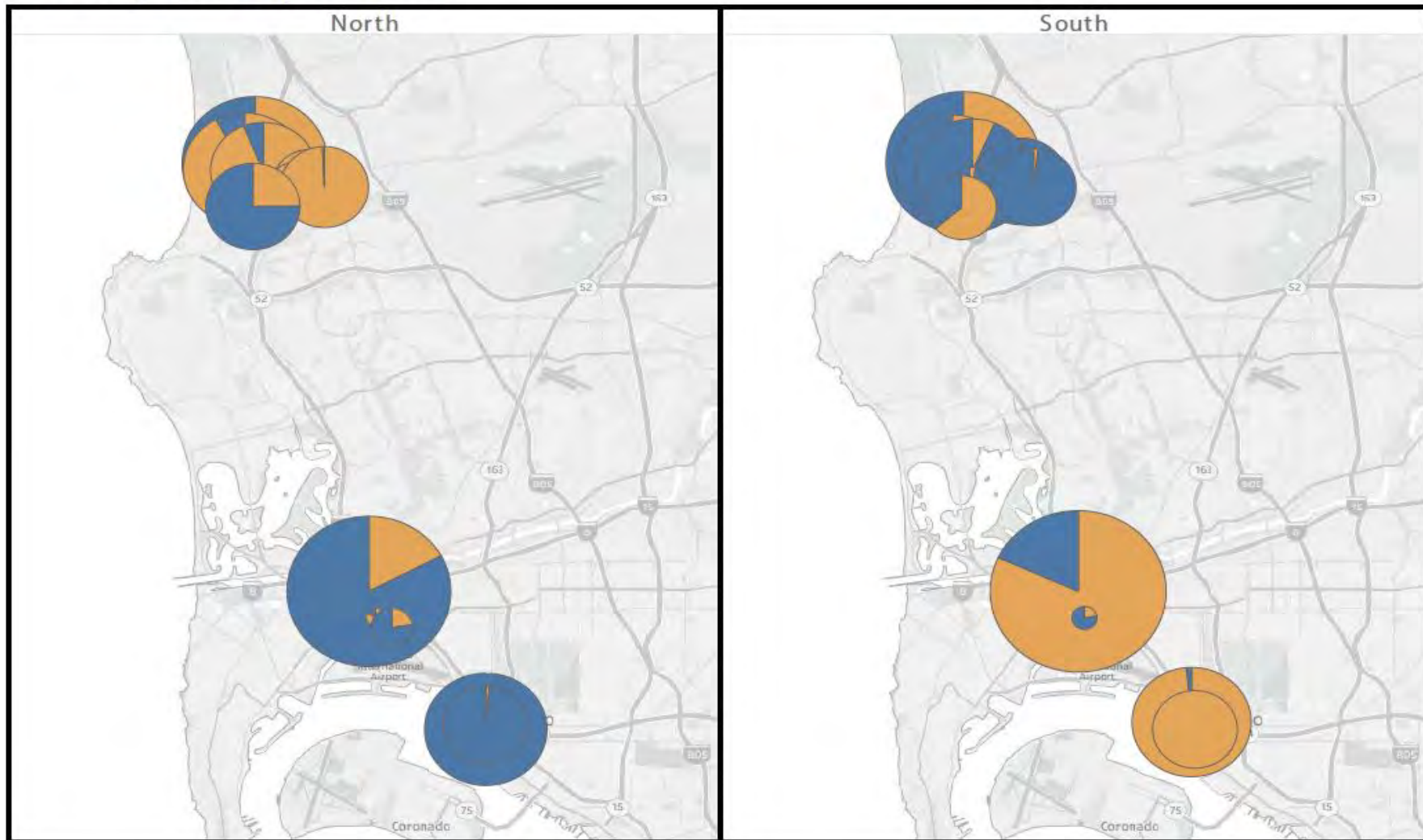
Recommendation

- No proposed changes.

| 2016/2017 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 8-30m | 30m | ---- |
| Avg. Pass. | 2,903 | 947 | ---- |
| Annual Passengers: | | 790,769 | |
| 2016/2017 | Rt. 150 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 34.6 | 25.6 | 28.8 |
| Subsidy/Pass. | \$2.25 | \$3.39 | \$1.90 |
| Fbx. Recovery | 31.4% | 22.9% | 35.2% |

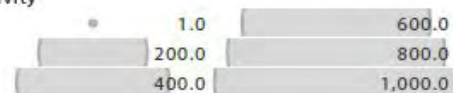


Weekday Ridership Route 150



On/Off
 Off
 On

Activity



Current

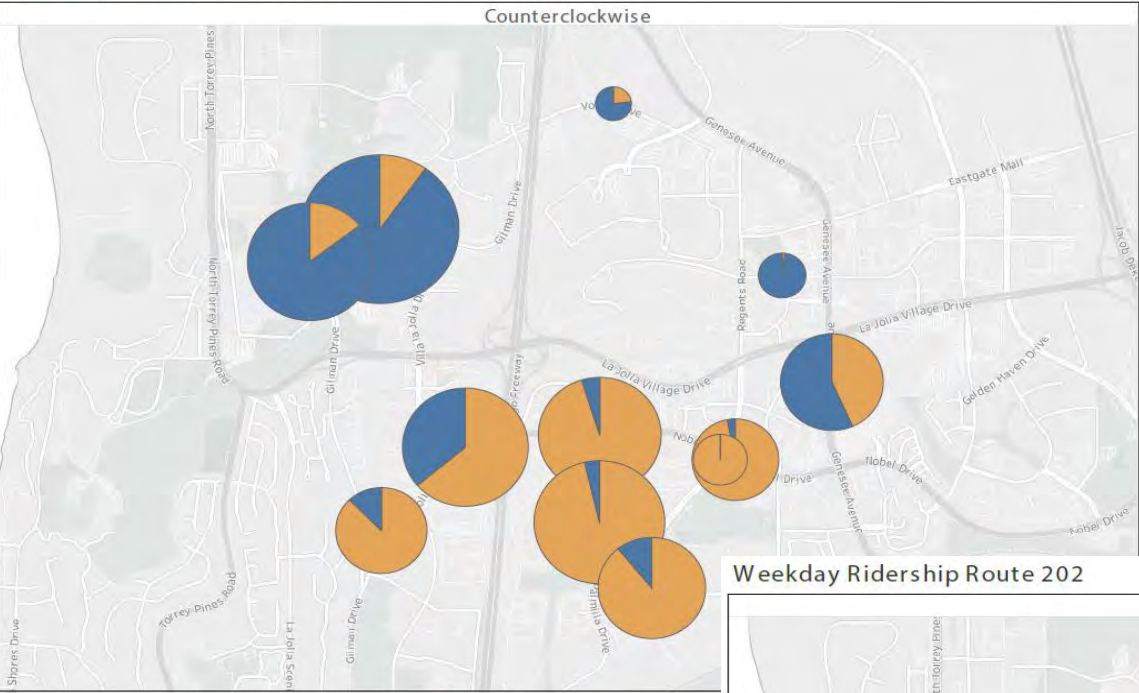
Avg. Time

| | | |
|-----|-----|-----|
| 30 | 31 | 41 |
| 50 | 60 | 101 |
| 105 | 150 | 925 |

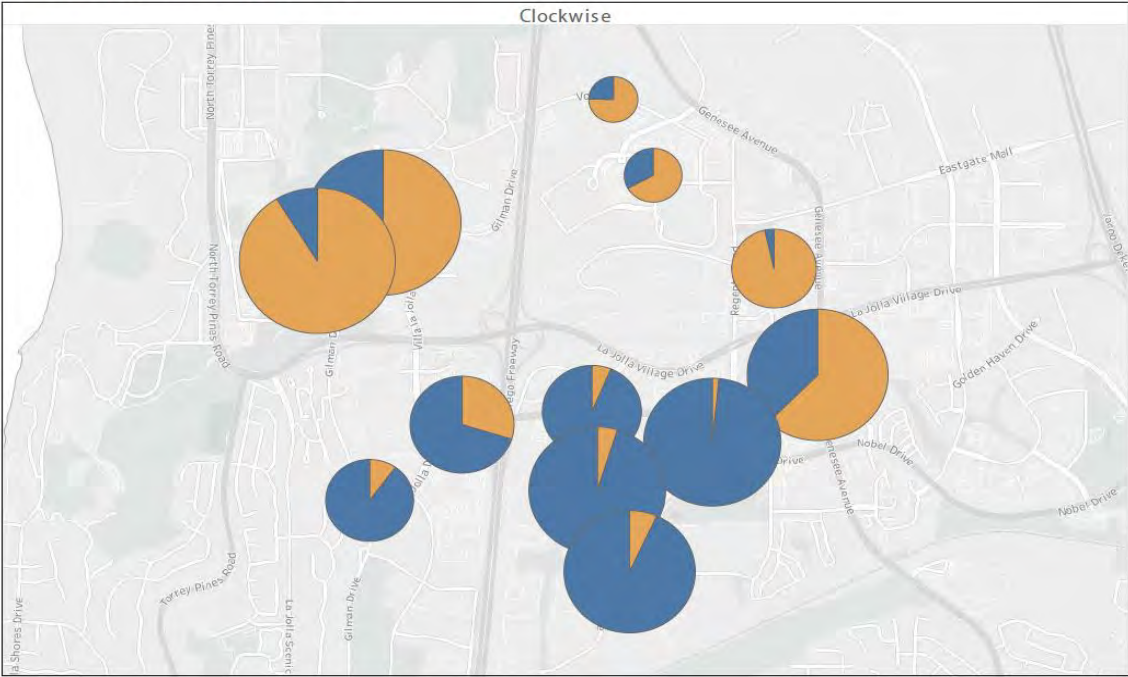
- No proposed changes.



Weekday Ridership Route 201



Weekday Ridership Route 202



Route 204

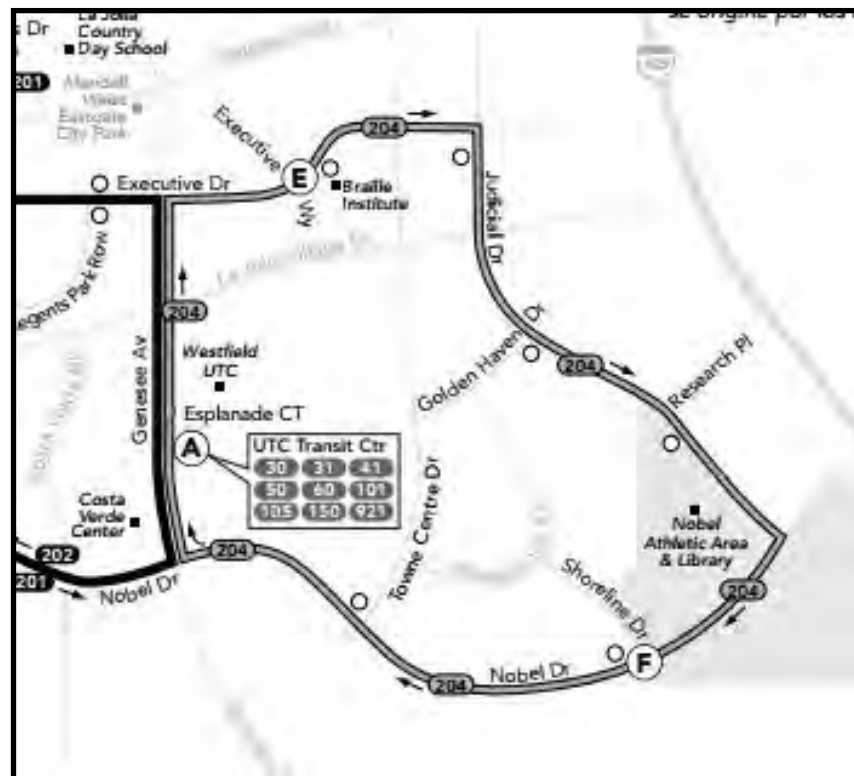
Recommendation

- Reduce weekday frequency to 30 min.
- Discontinue weekend service.
(averages 3.1 pass./trip)

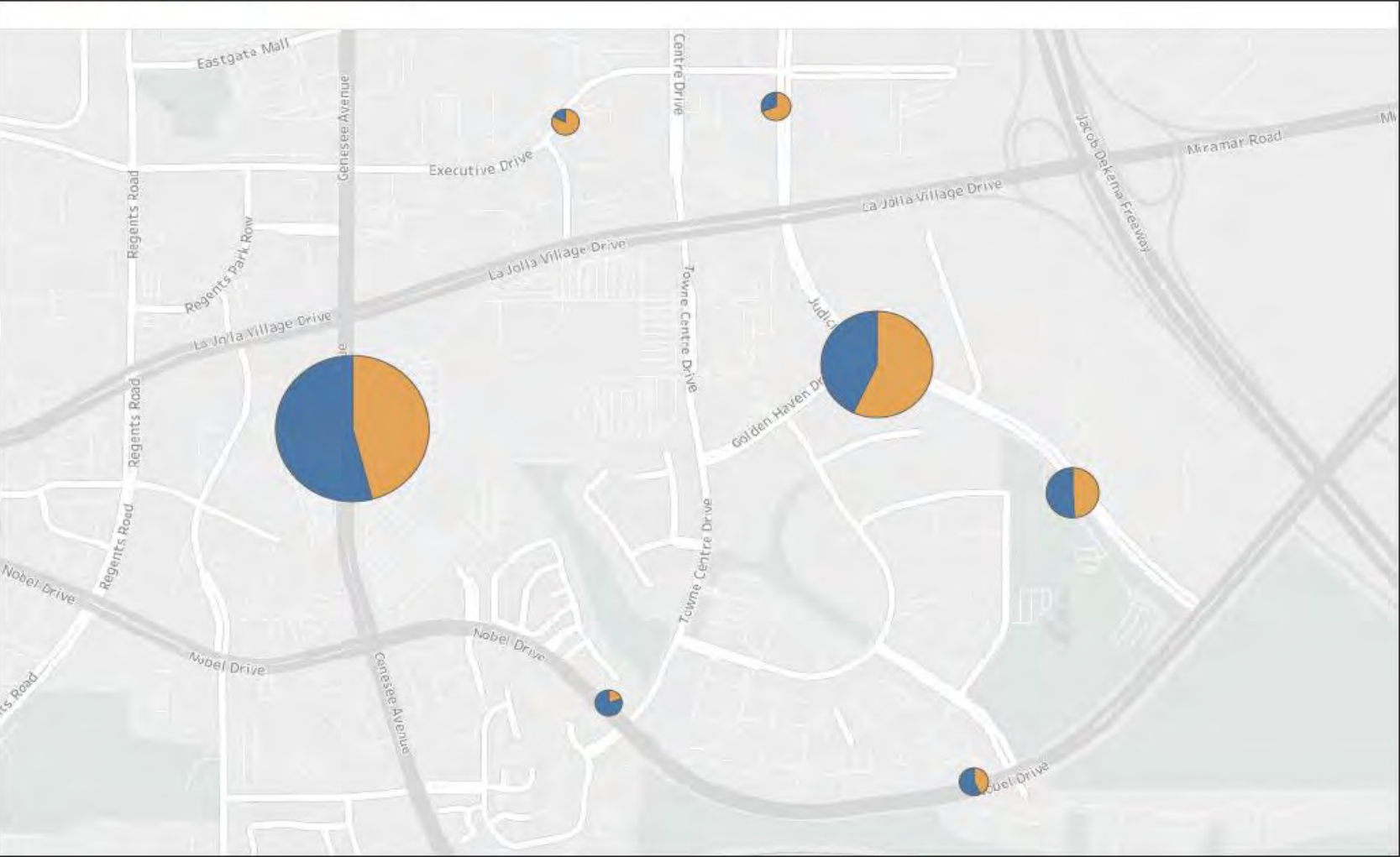
Impacts

- Loss of frequency and weekend service to eastern University City.

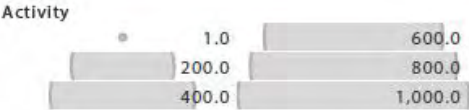
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 15m | 15m | 15m |
| Avg. Pass. | 498 | 211 | 188 |
| Annual Passengers: | | 149,600 | |
| 2016 | Rt. 204 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 15.2 | 32.9 | 28.8 |
| Subsidy/Pass. | \$6.43 | \$2.42 | \$1.90 |
| Fbx. Recovery | 13.7% | 29.6% | 35.2% |



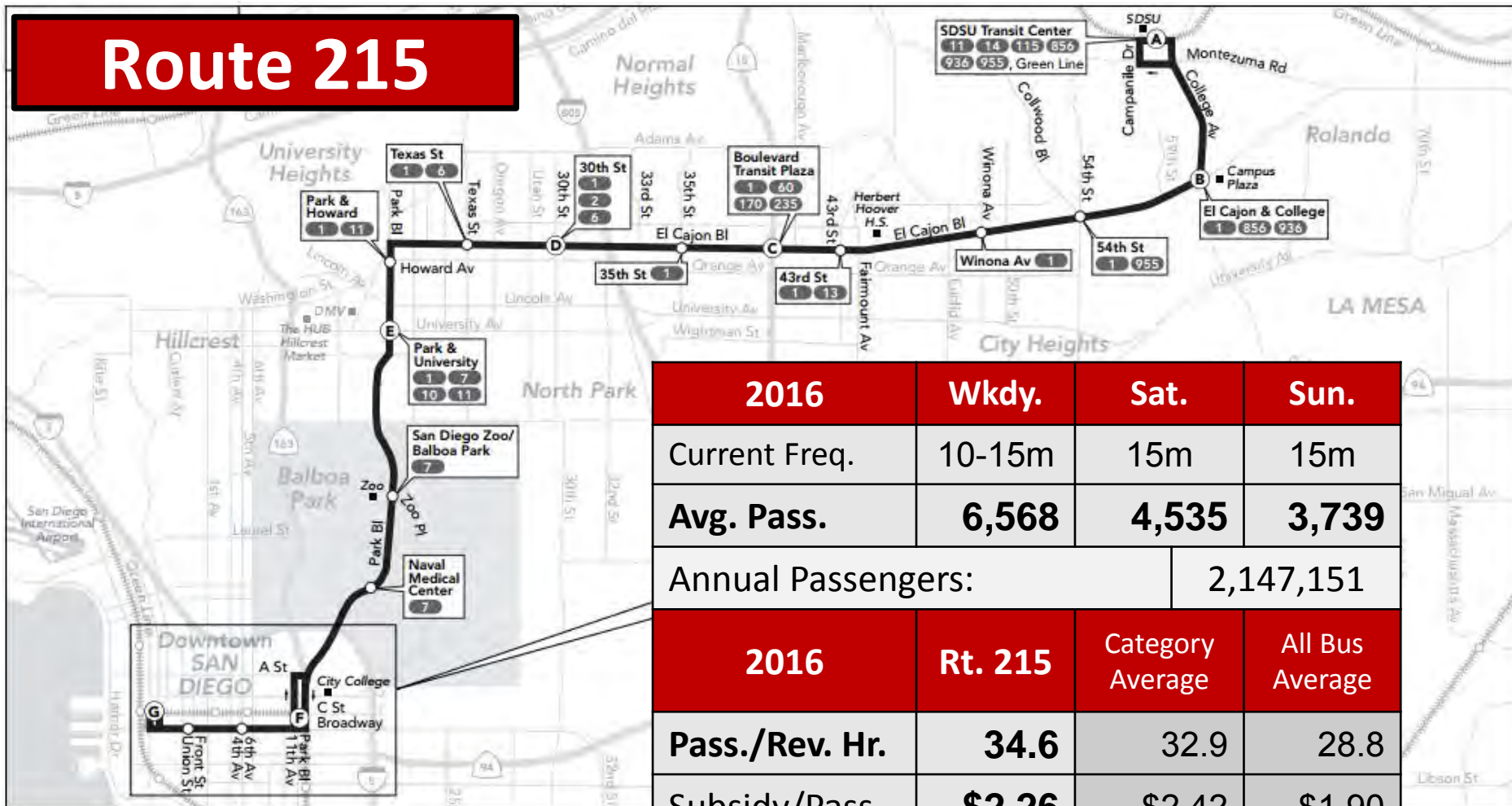
Weekday Ridership Route 204



On/Off
Off
On



Route 215



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 10-15m | 15m | 15m |
| Avg. Pass. | 6,568 | 4,535 | 3,739 |
| Annual Passengers: | | | 2,147,151 |
| 2016 | Rt. 215 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 34.6 | 32.9 | 28.8 |
| Subsidy/Pass. | \$2.26 | \$2.42 | \$1.90 |
| Fbx. Recovery | 30.9% | 29.6% | 35.2% |

Recommendation

- No proposed changes.

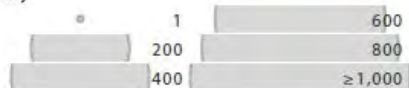


Weekday Ridership Route 215



On/Off
 Off
 On

Activity



Route 235

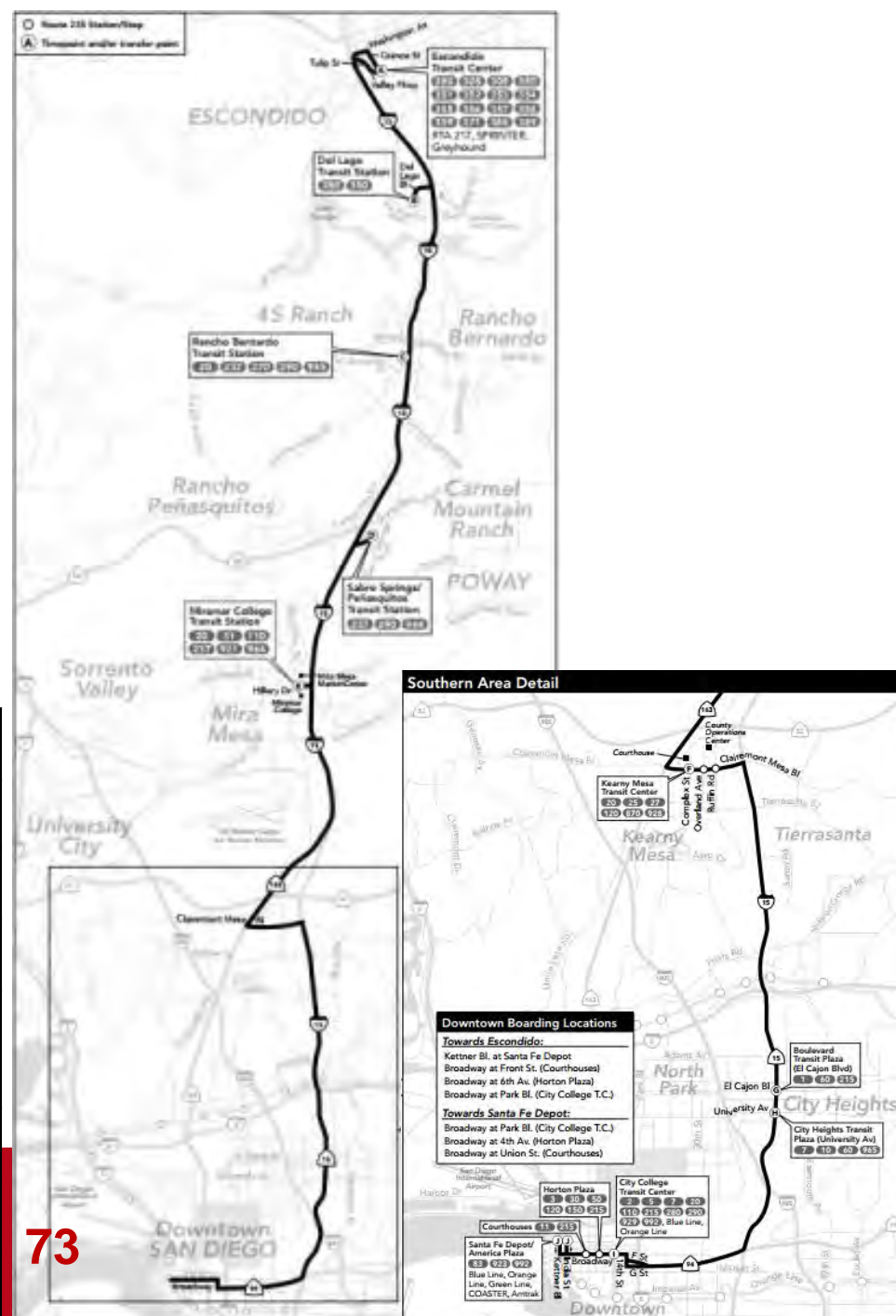
Recommendation

- Increase weekday midday frequency from 30 to 15 minutes.

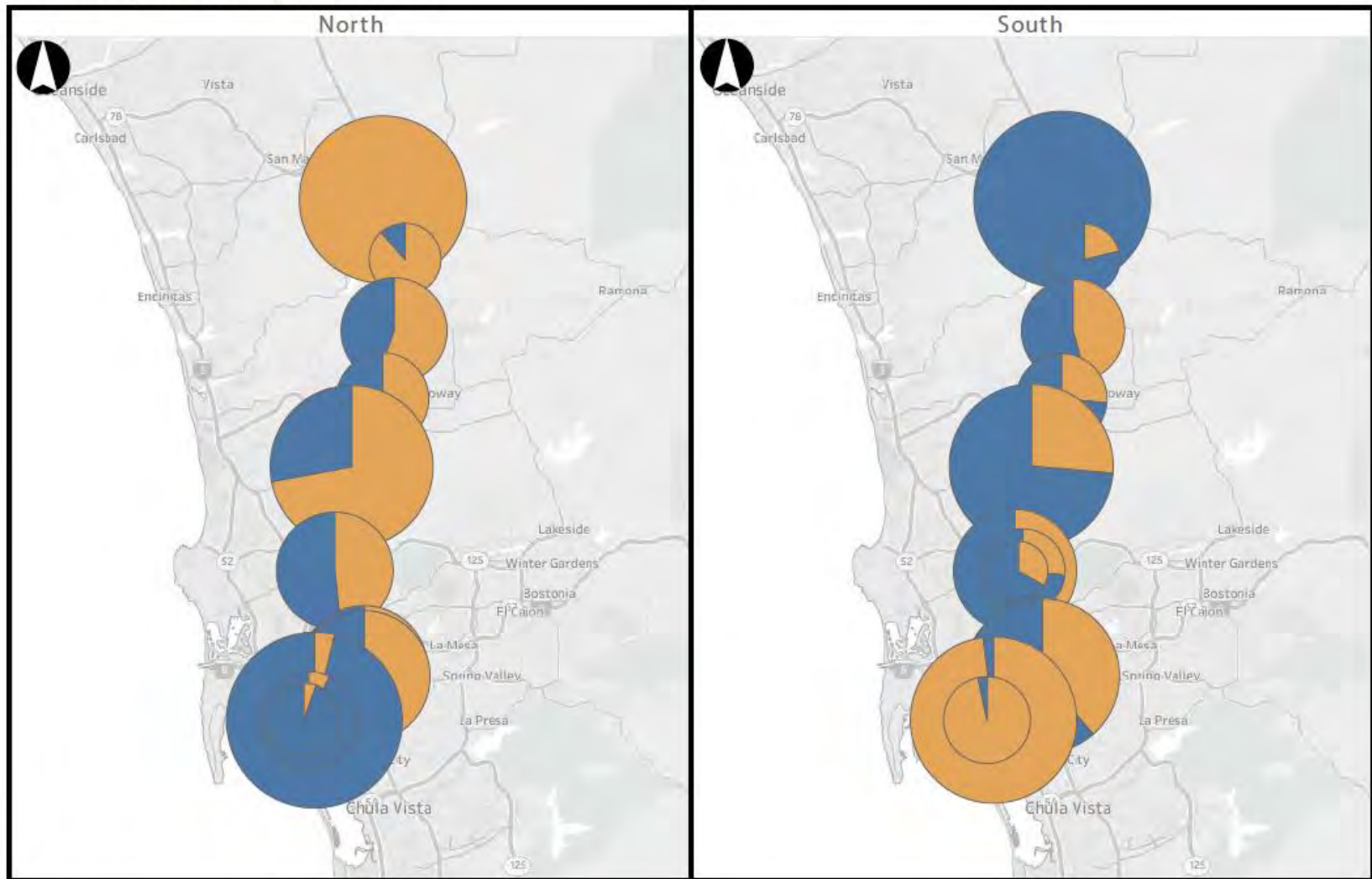
Impacts

- No negative impacts.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15-30m | 30m | 30m |
| Avg. Pass. | 4,926 | 2,583 | 1,767 |
| Annual Passengers: | | 1,503,545 | |
| 2016 | Rt. 235 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 25.4 | 32.9 | 28.8 |
| Subsidy/Pass. | \$3.44 | \$2.42 | \$1.90 |
| Fbx. Recovery | 22.7% | 29.6% | 35.2% |



Weekday Ridership Route 235



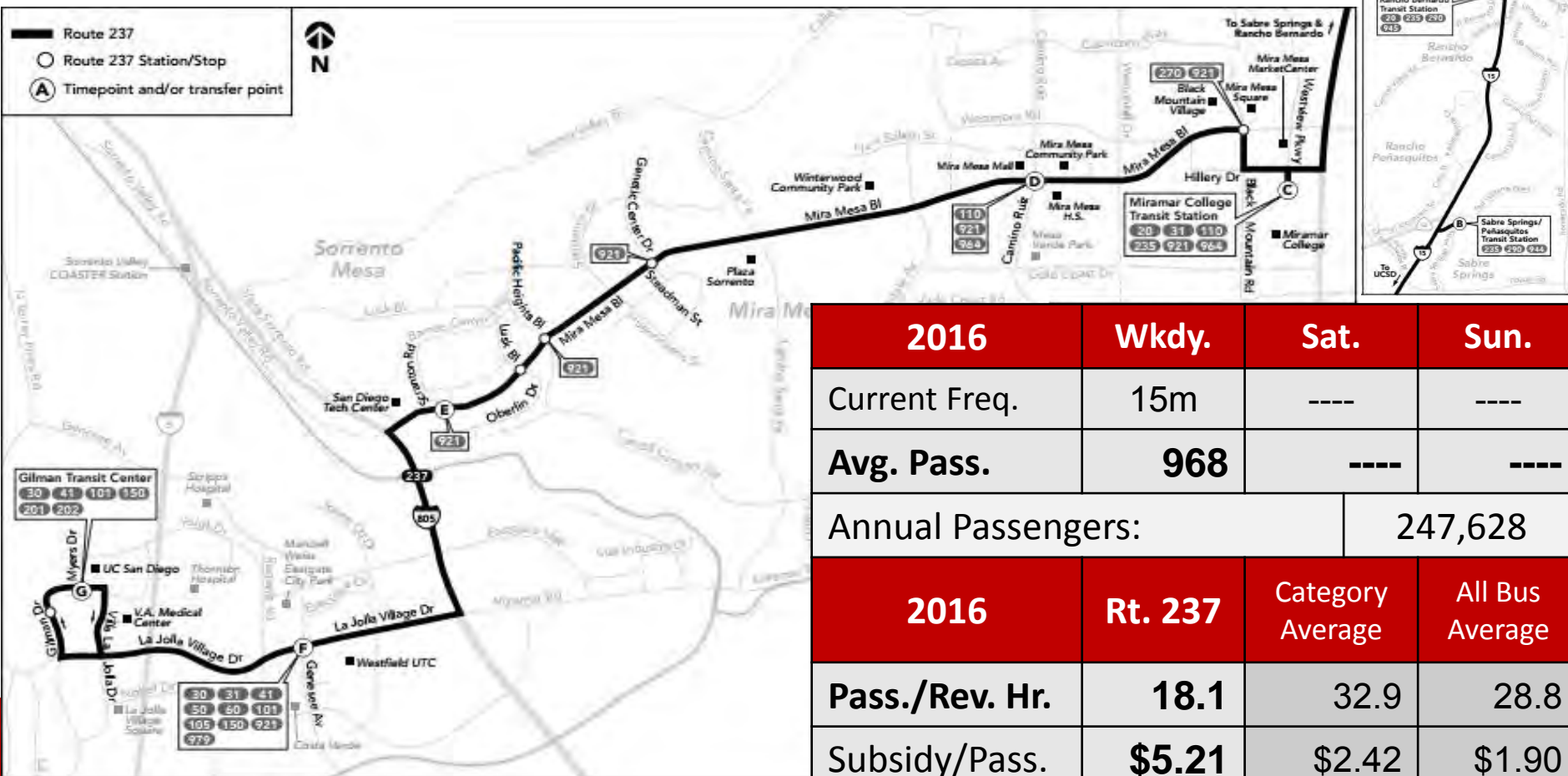
Route 237

Recommendation

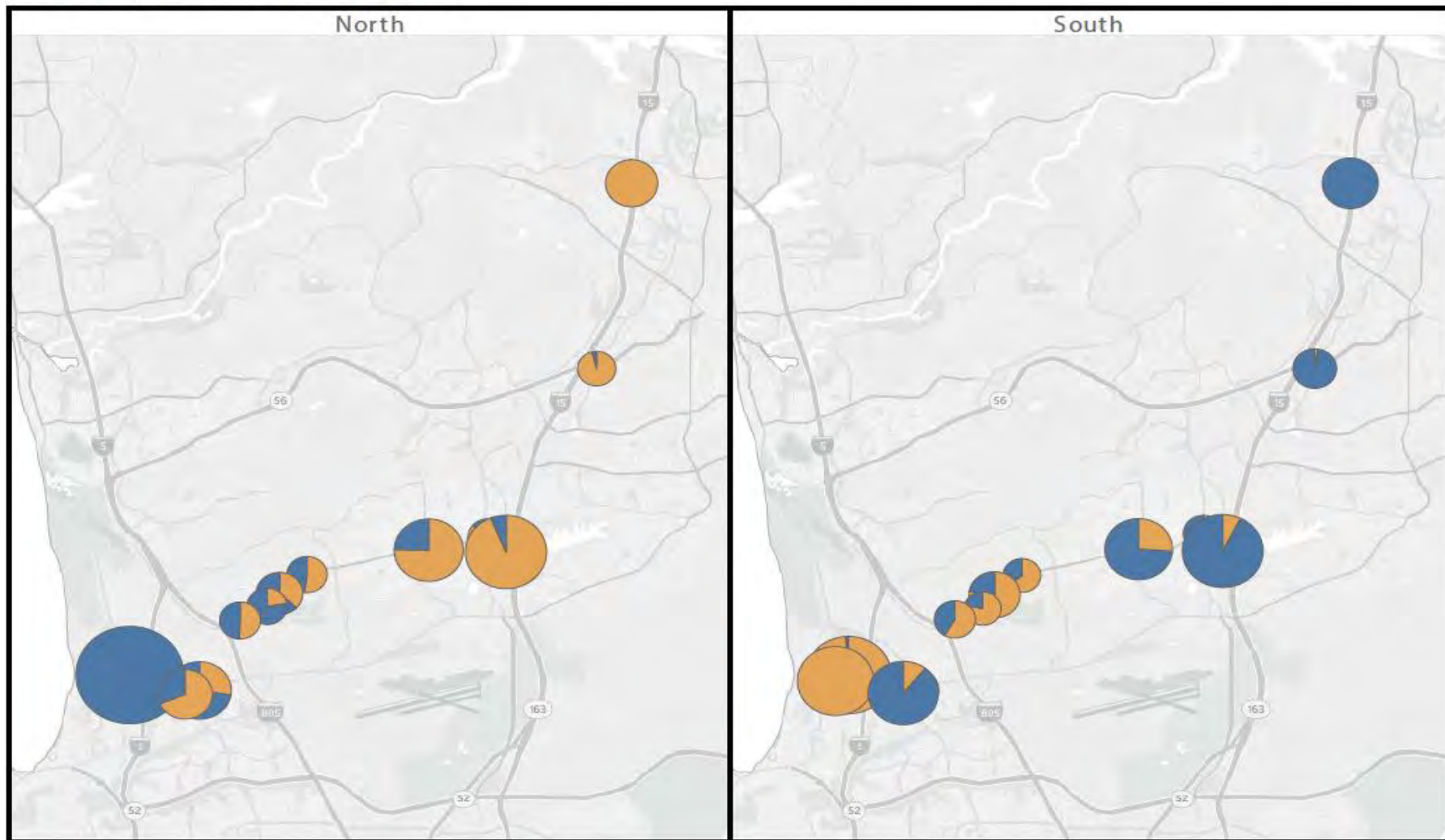
- Shorten all trips to end on the east end at Miramar College Transit Station.

Impacts

- Transfer to/from Rt. 235 would be required to travel north of Mira Mesa.

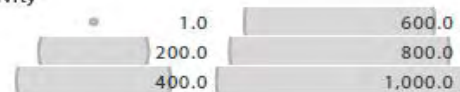


Weekday Ridership Route 237



On/Off
 Off
 On

Activity



Routes 280, 290

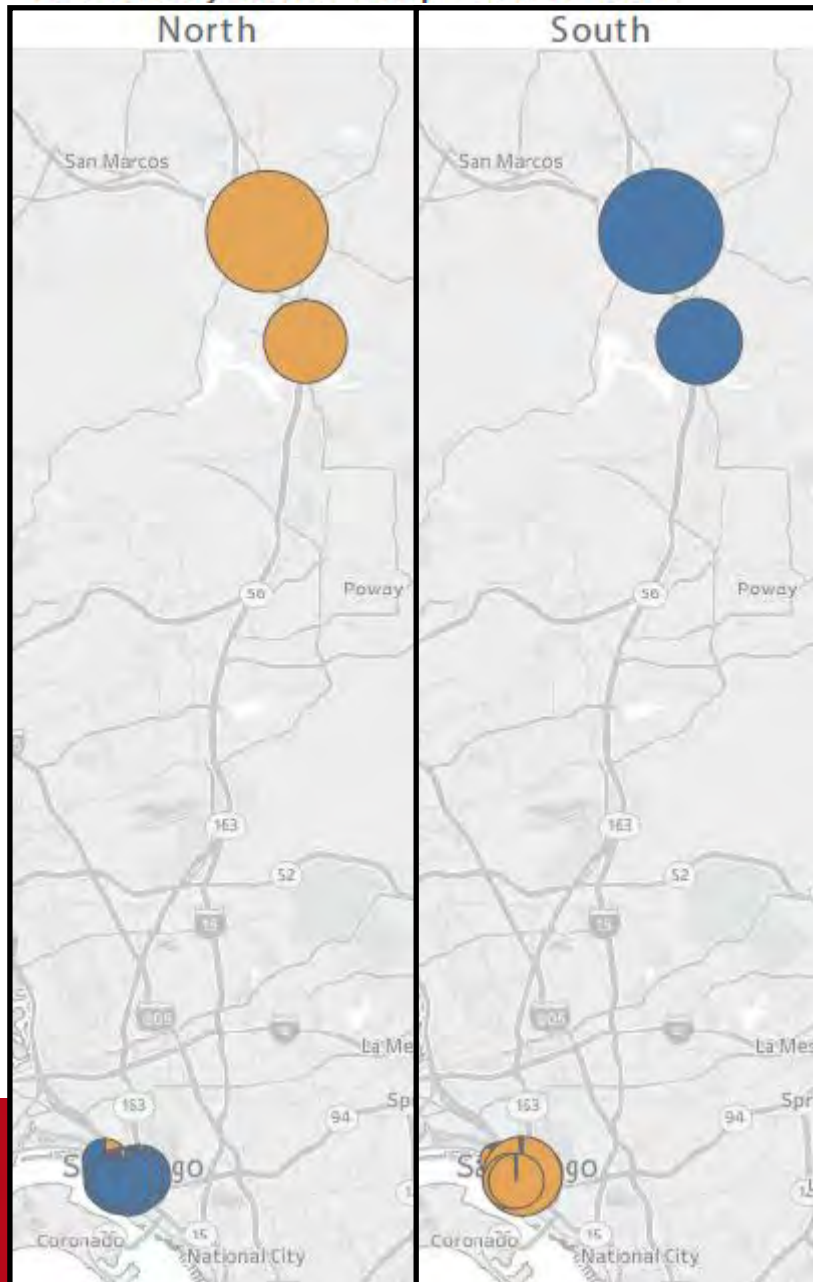
Recommendation

- No proposed changes.

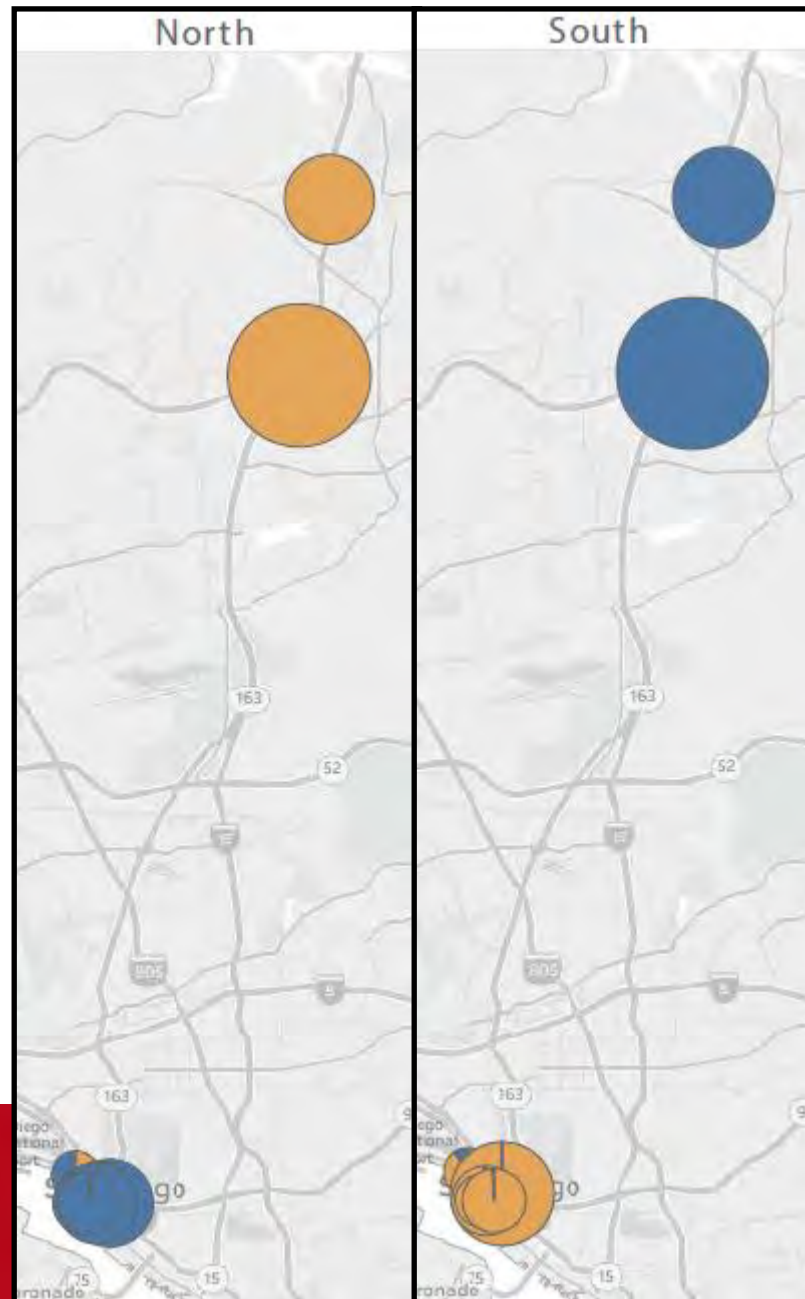
| 2016 | | 280 | 290 | |
|---------------------|---------|---------|-----------|---------|
| Current Frequency | | 15-30m | 10-15m | |
| Average Wkdy. Pass. | | 467 | 670 | |
| Annual Pass: | | 119,541 | 171,134 | |
| 2016 | Rt. 280 | Rt. 290 | Cat. Avg. | All Bus |
| Pass./R.H. | 21.5 | 29.6 | 25.3 | 28.8 |
| Subs./Pass. | \$5.24 | \$1.93 | \$3.29 | \$1.90 |
| Fbx. Rec'y | 45.3% | 68.6% | 56.4% | 35.2% |



Weekday Ridership Route 280



Weekday Ridership Route 290



Route 701

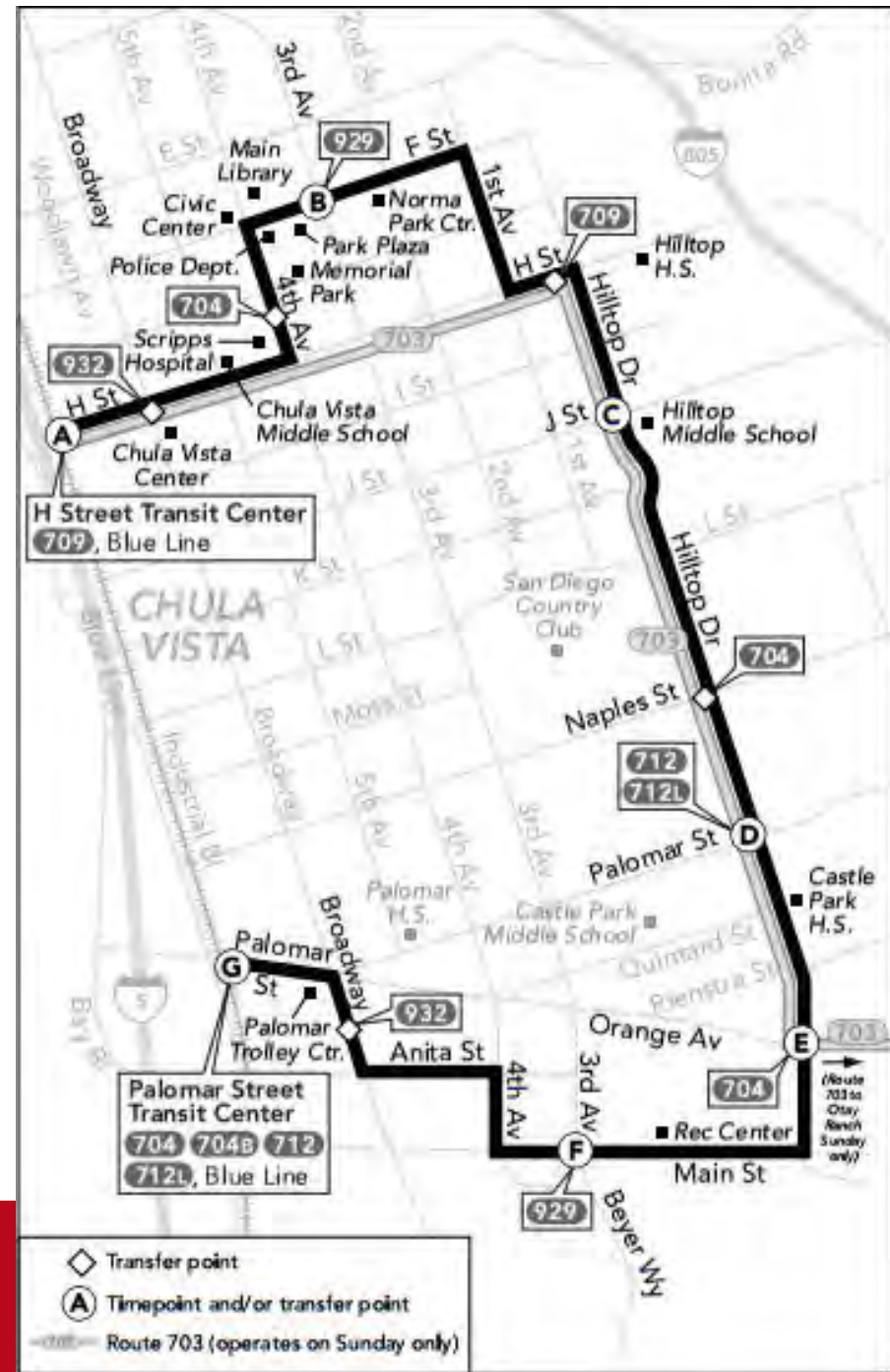
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15m | 60m | ----- |
| Avg. Pass. | 2,017 | 462 | ----- |
| Annual Passengers: | | 539,675 | |
| 2016 | Rt. 701 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 21.8 | 31.2 | 28.8 |
| Subsidy/Pass. | \$1.82 | \$1.76 | \$1.90 |
| Fbx. Recovery | 35.4% | 36.5% | 35.2% |

Recommendation

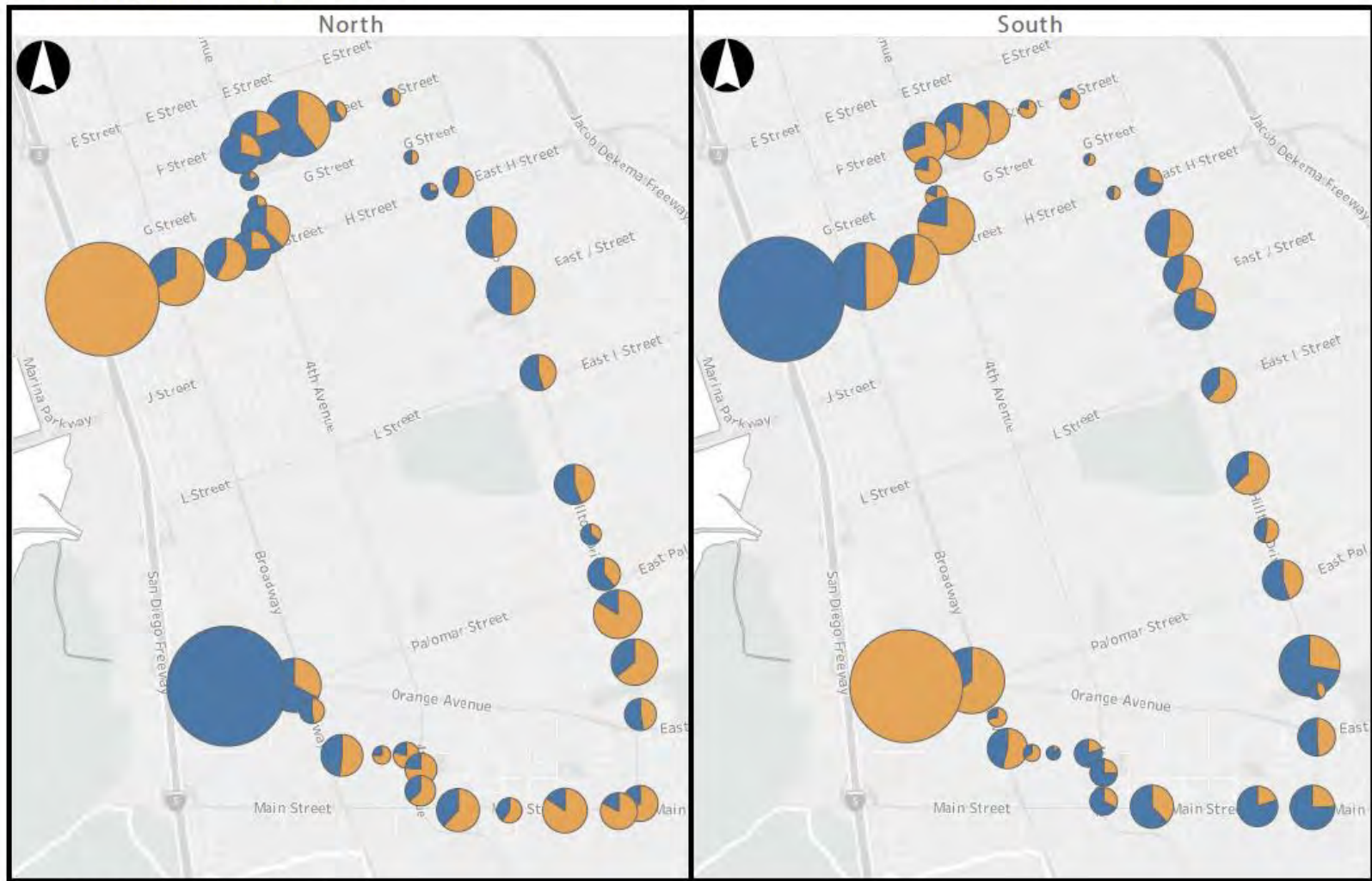
- Restore Sunday service.
 - Simplifies system by maintaining same service pattern 7 days/week.

Impacts

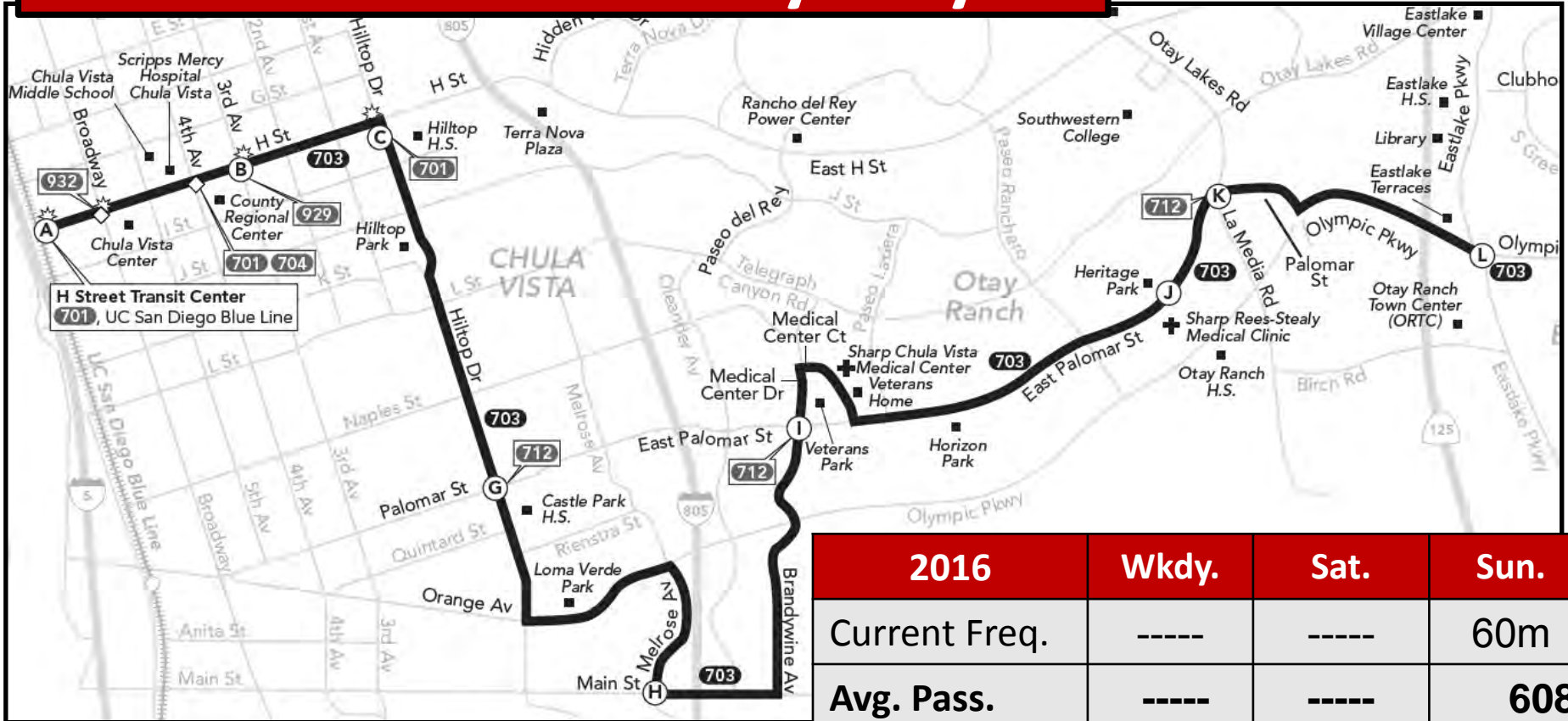
- No significant rider impacts.
- Replacement of Route 703 will adjust some trips.



Weekday Ridership Route 701



Route 703 – Sunday only



Recommendation

- Replace route with restored Sunday service on Routes 701, 704, and 709.
 - Simplifies system by maintaining same service pattern 7 days/week .

Impacts

- No significant rider impacts.
- Some O/D pairs may now require transfer.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | ----- | ----- | 60m |
| Avg. Pass. | ----- | ----- | 608 |
| Annual Passengers: | | 38,804 | |
| 2016 | Rt. 703 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 26.3 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.22 | \$1.64 | \$1.90 |
| Fbx. Recovery | 29.7% | 38.9% | 35.2% |

Route 703: No Weekday Service



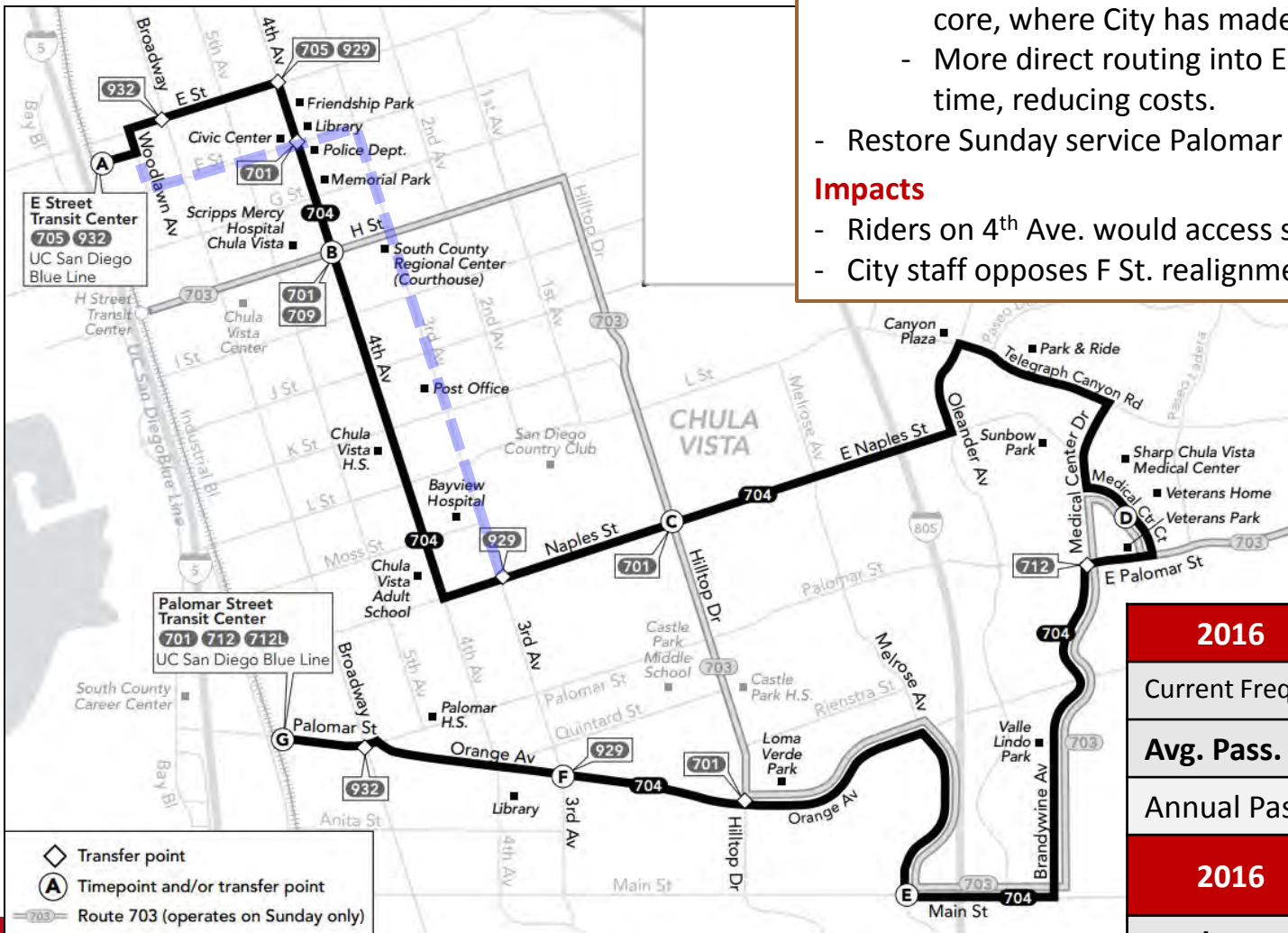
Route 704

Recommendation

- Shift alignment to operate along 3rd Avenue instead of 4th Avenue, and F Street instead of E Street.
- More frequent service on 3rd Ave. in downtown core, where City has made transit improvements.
- More direct routing into E Street T.C., saving riders time, reducing costs.
- Restore Sunday service Palomar T.C. - Sharp Hospital.

Impacts

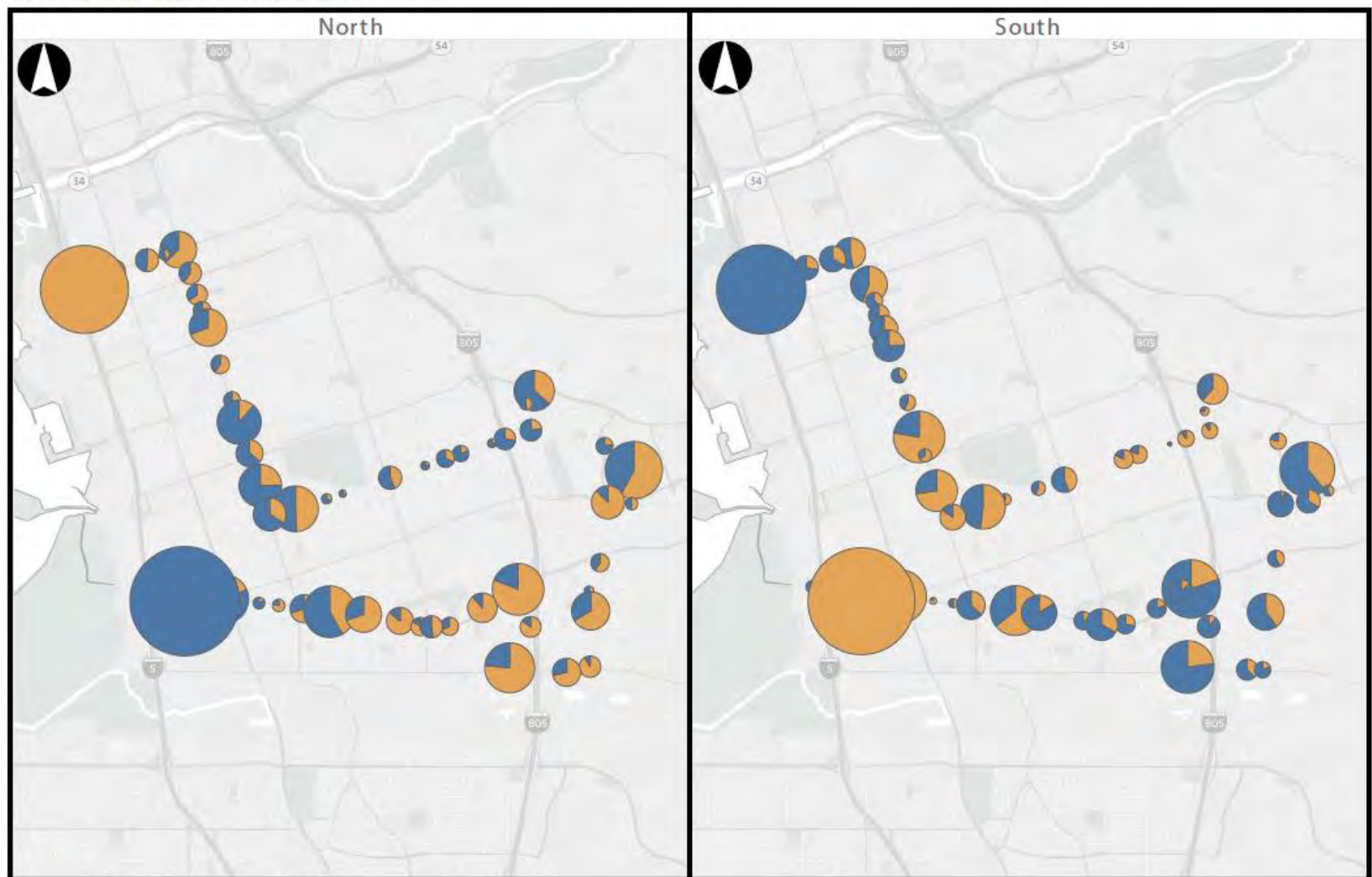
- Riders on 4th Ave. would access service on 3rd Ave.
- City staff opposes F St. realignment; plans future shuttle.



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|-----------|--------------|
| Current Freq. | 30m | 60m | --- |
| Avg. Pass. | 1,685 | 716 | --- |
| Annual Passengers: | | 467,968 | |
| 2016 | Rt. 704 | Cat. Avg. | All Bus Avg. |
| Pax/Rev Hr | 22.9 | 24.0 | 28.8 |
| Subs./Pax. | \$1.95 | \$1.64 | \$1.90 |
| Fbx. Rec'y | 33.9% | 38.9% | 35.2% |

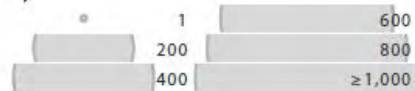


Weekday Ridership Route 704

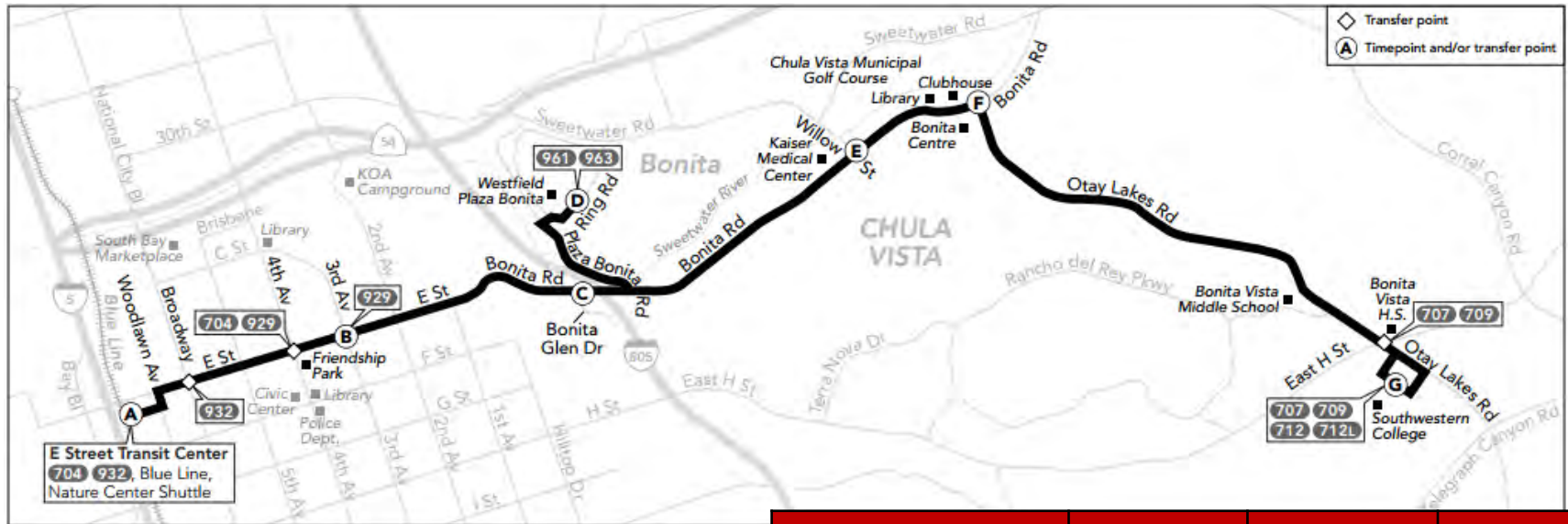


On/Off
 Off
 On

Activity



Route 705



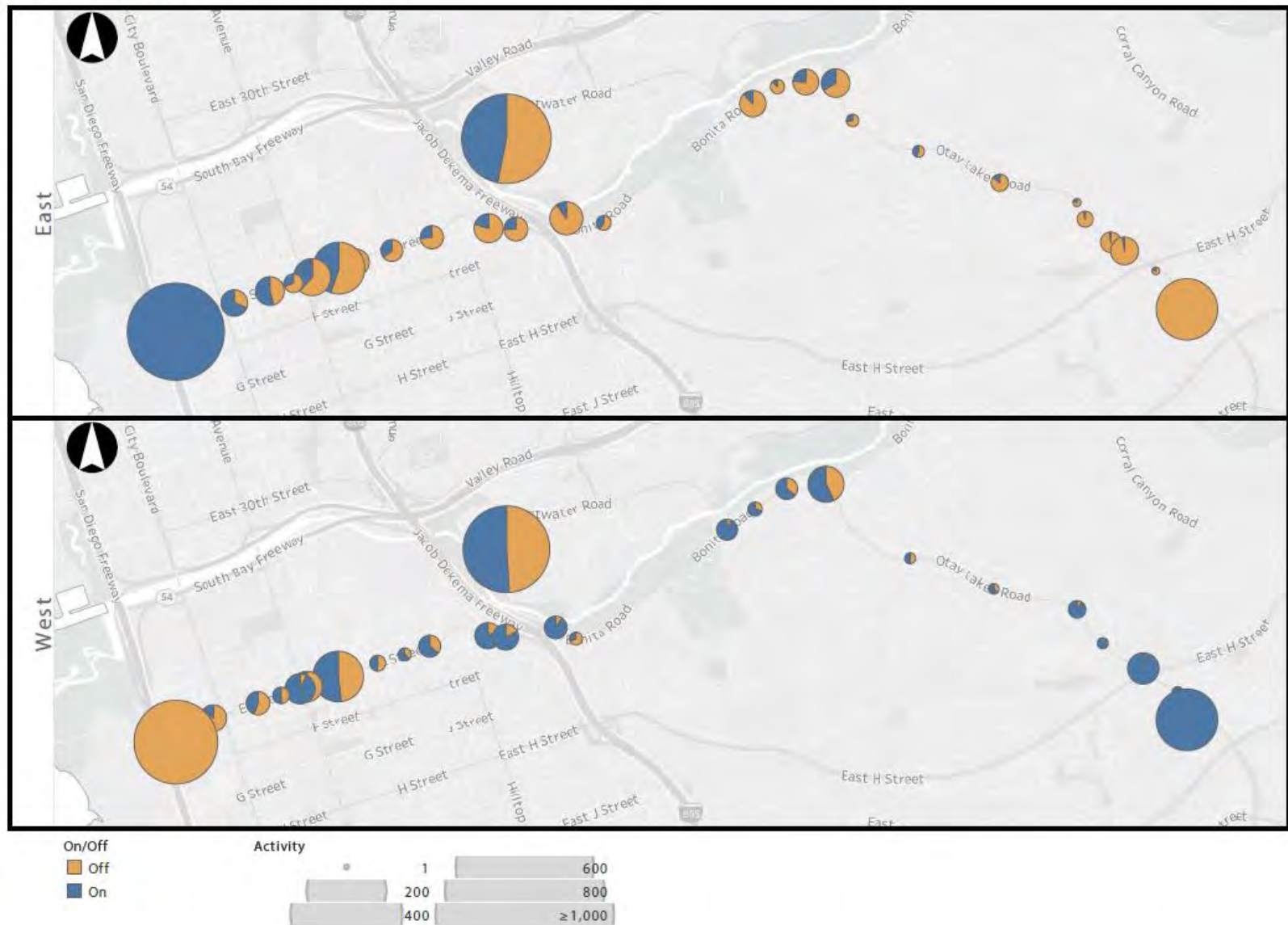
Recommendation

- No proposed changes.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30-60m | 30m | ---- |
| Avg. Pass. | 954 | 397 | ---- |
| Annual Passengers: | | | 264,815 |
| 2016 | Rt. 705 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 22.9 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.38 | \$1.64 | \$1.90 |
| Fbx. Recovery | 41.5% | 38.9% | 35.2% |



Weekday Ridership Route 705



Route 707

Recommendation – Subsidy Neutral Alternative

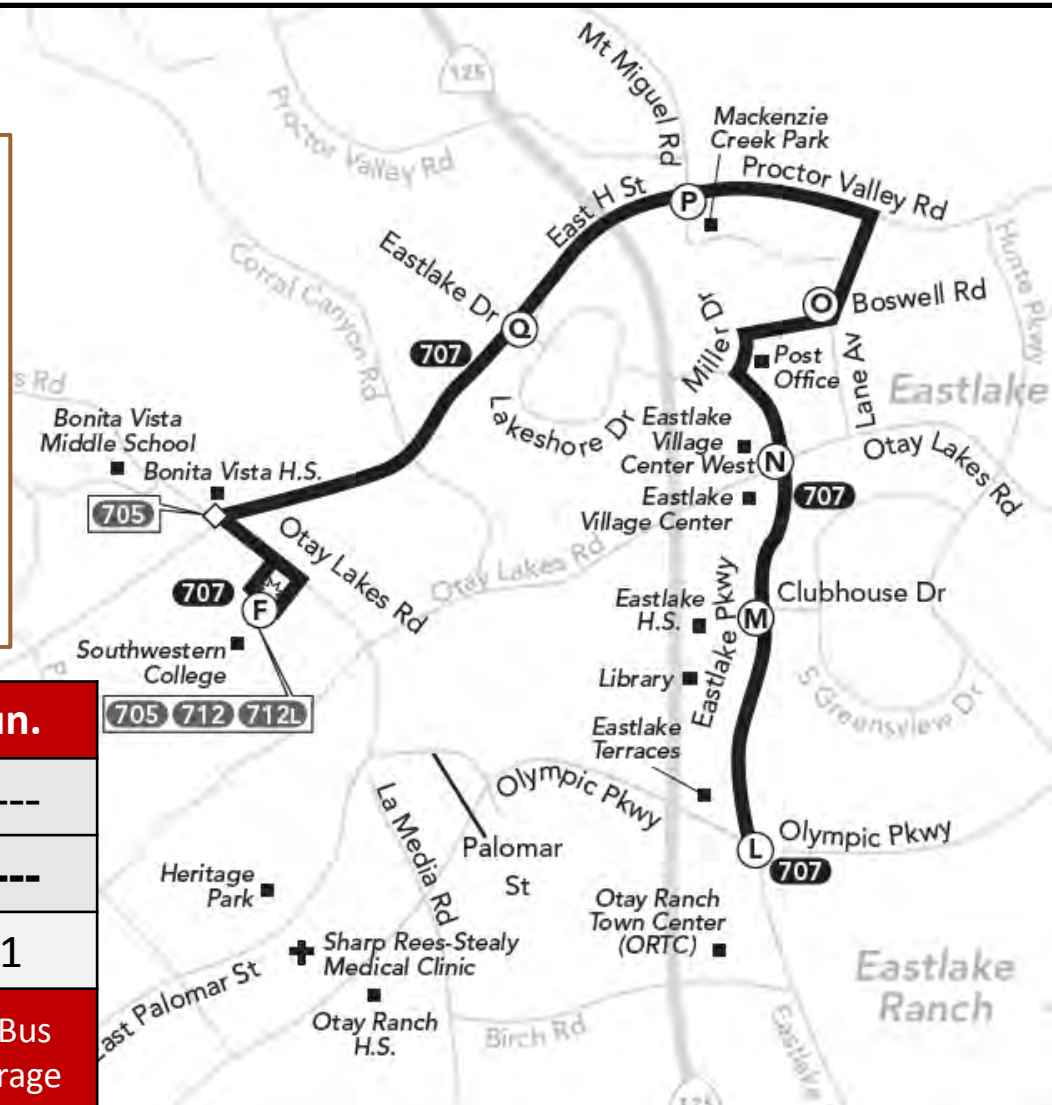
- No proposed changes.

Recommendation - Full T.O.P. Alternative

- Increase frequency from 60 to 30 minutes to replace Route 709 trips along Eastlake Pkwy.
- Extend span of service to match current Route 709 trips.

Impacts

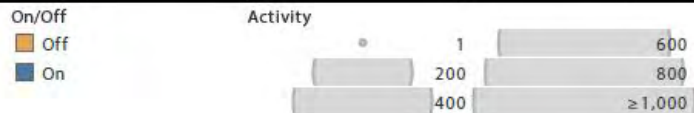
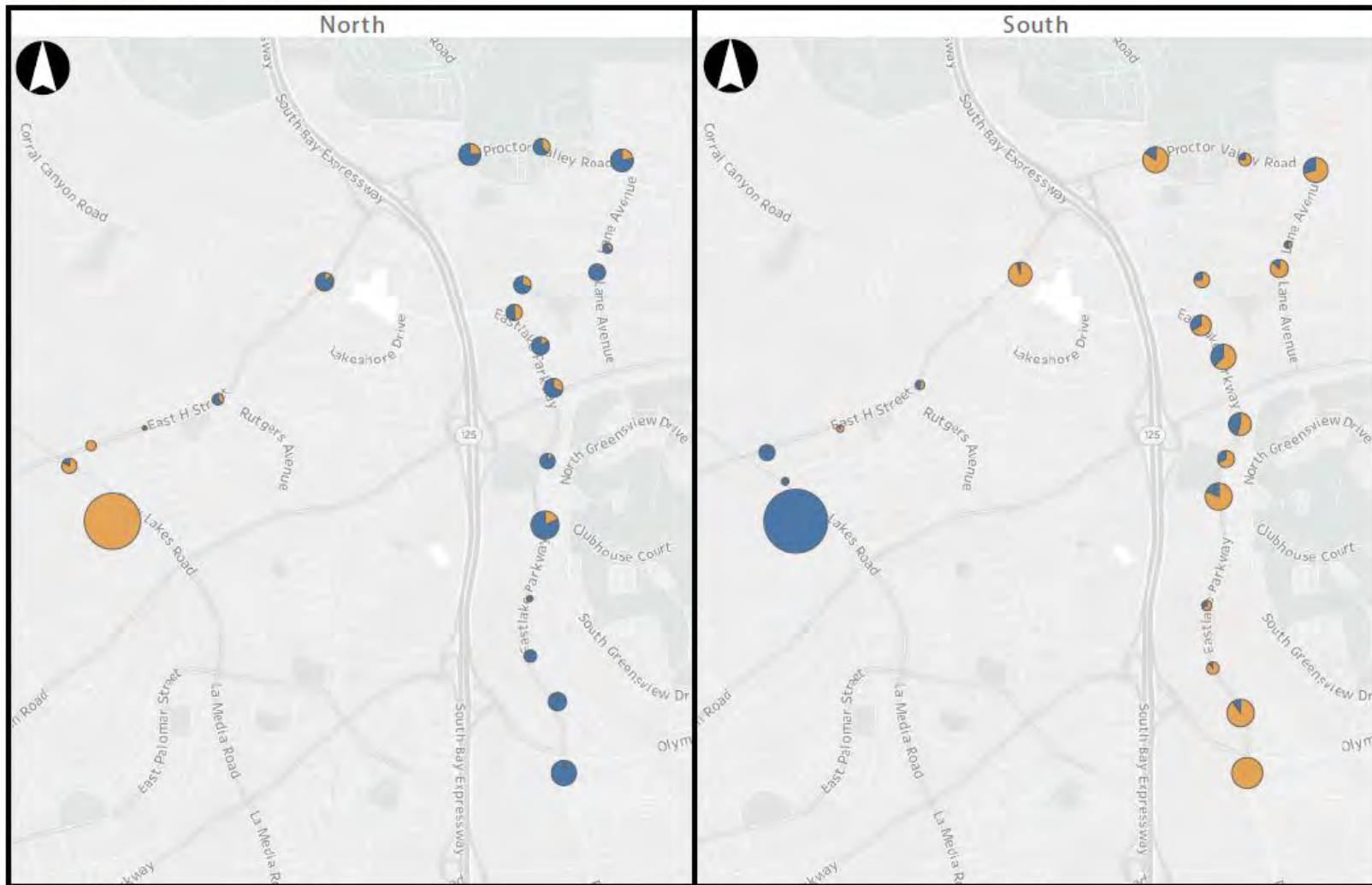
- Better frequency and span = more travel options and flexibility.



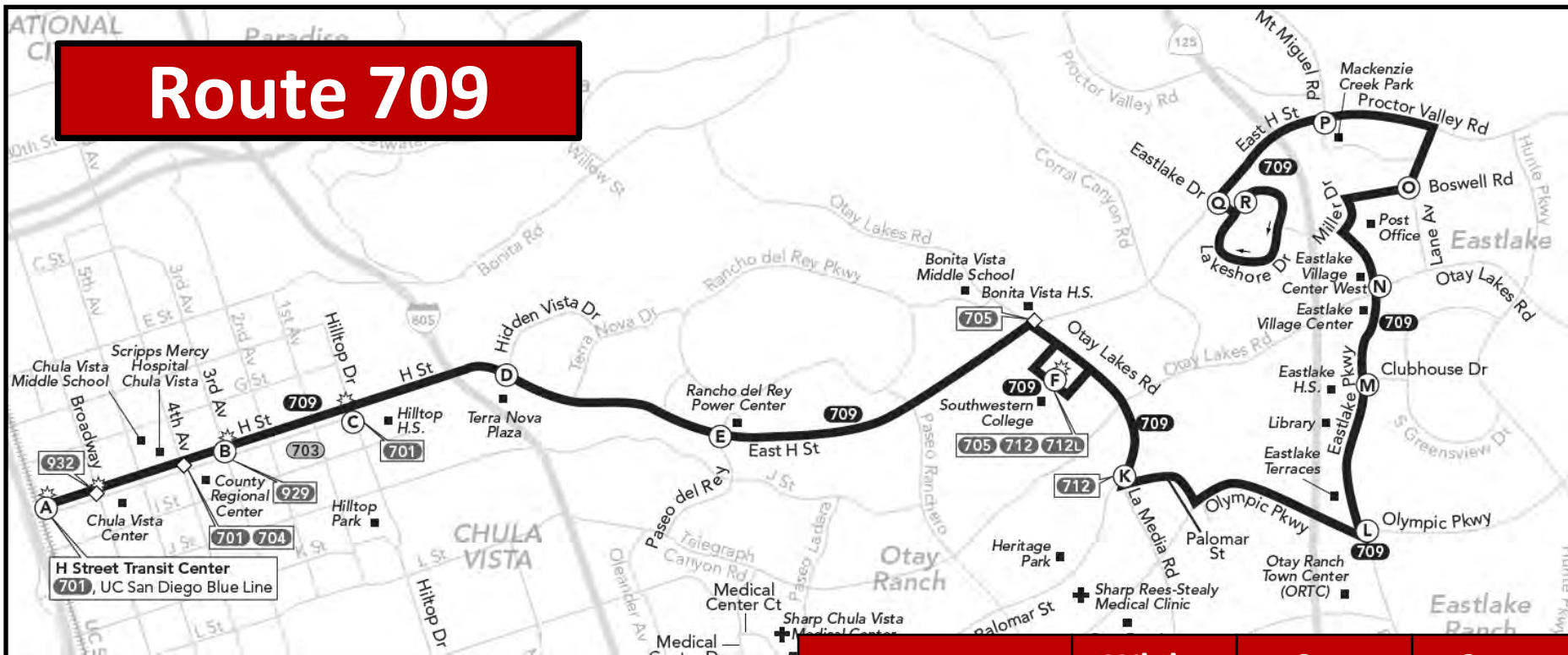
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 60m | ----- | ----- |
| Avg. Pass. | 222 | ----- | ----- |
| Annual Passengers: | | 56,601 | |
| 2016 | Rt. 707 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 21.2 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.67 | \$1.64 | \$1.90 |
| Fbx. Recovery | 25.3% | 38.9% | 35.2% |



Weekday Ridership Route 707



Route 709



Recommendation – Subsidy Neutral Alternative

- Restore Sunday service.

Recommendation - Full T.O.P. Alternative

- Restore Sunday service.
- Replace service north of ORTC with increased frequency on Route 707.
- Discontinue service around Lakeshore Drive.

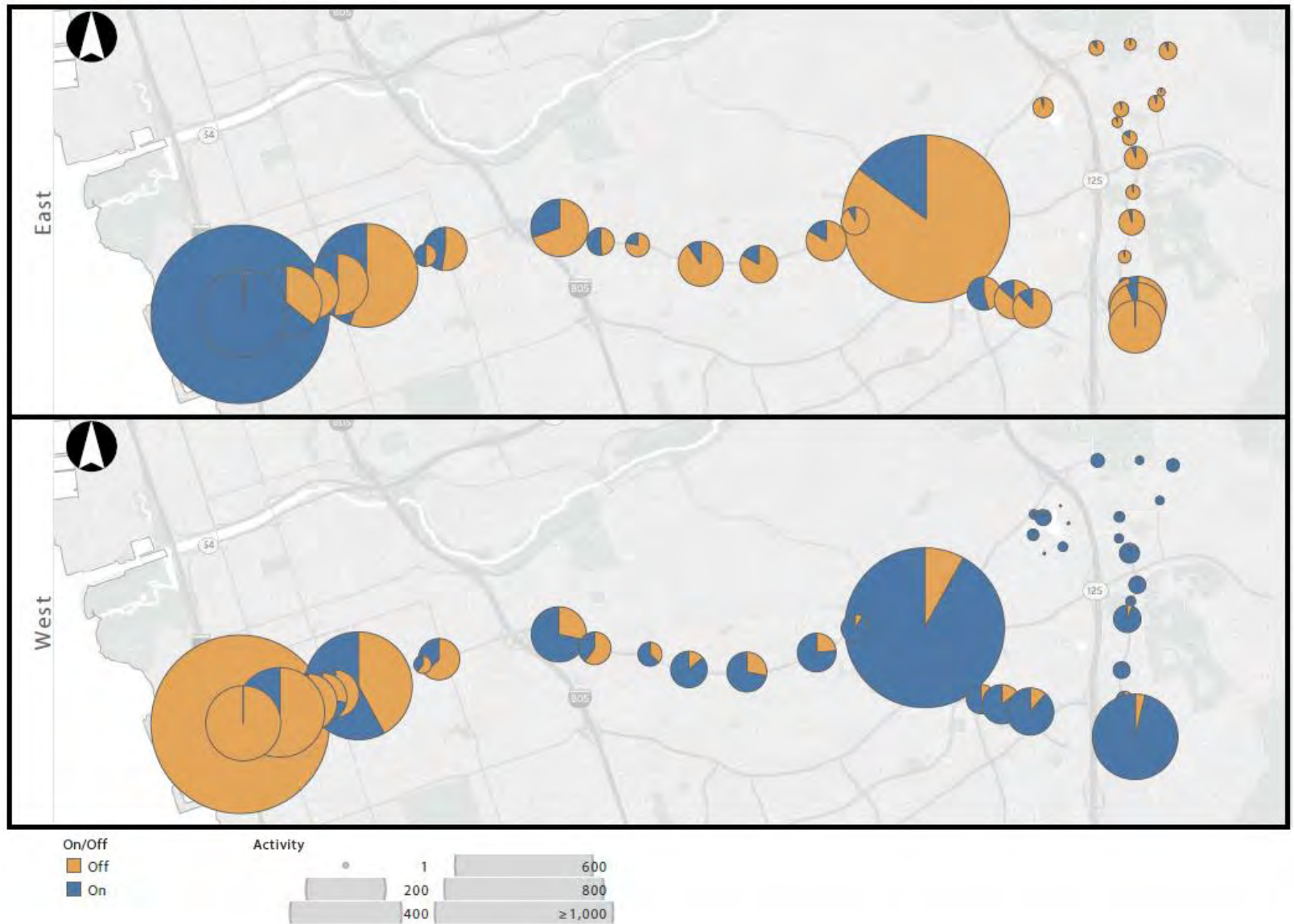
Impacts

- Requires a transfer for some through-service on Route 709.
- Loss of service around Lakeshore Drive.

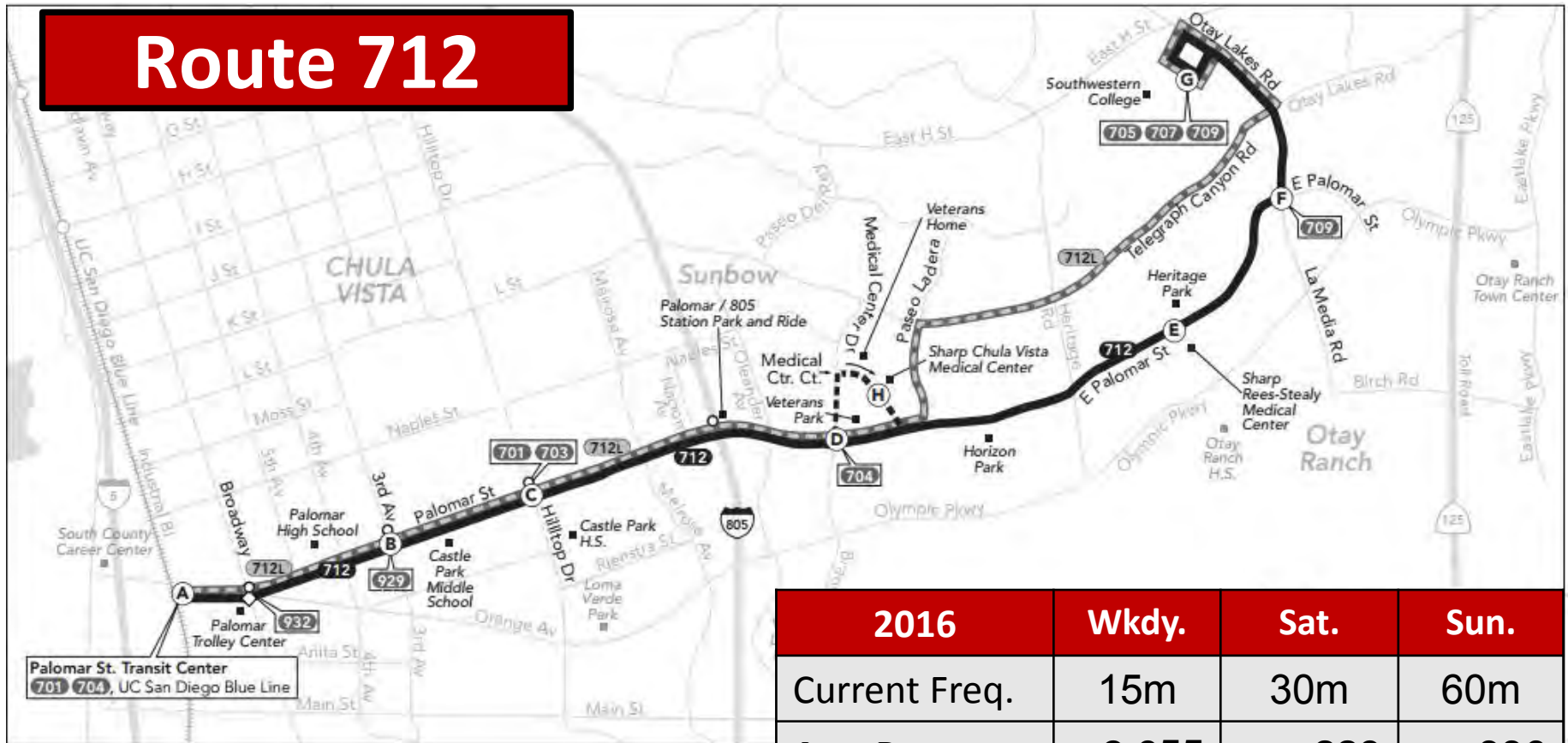
89

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 15-30m | 30m | ----- |
| Avg. Pass. | 3,608 | 1,185 | ----- |
| Annual Passengers: | | | 983,470 |
| 2016 | Rt. 709 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 35.3 | 31.2 | 28.8 |
| Subsidy/Pass. | \$1.00 | \$1.79 | \$1.90 |
| Fbx. Recovery | 49.3% | 36.5% | 35.2% |

Weekday Ridership Route 709



Route 712



Recommendation

- No proposed changes.

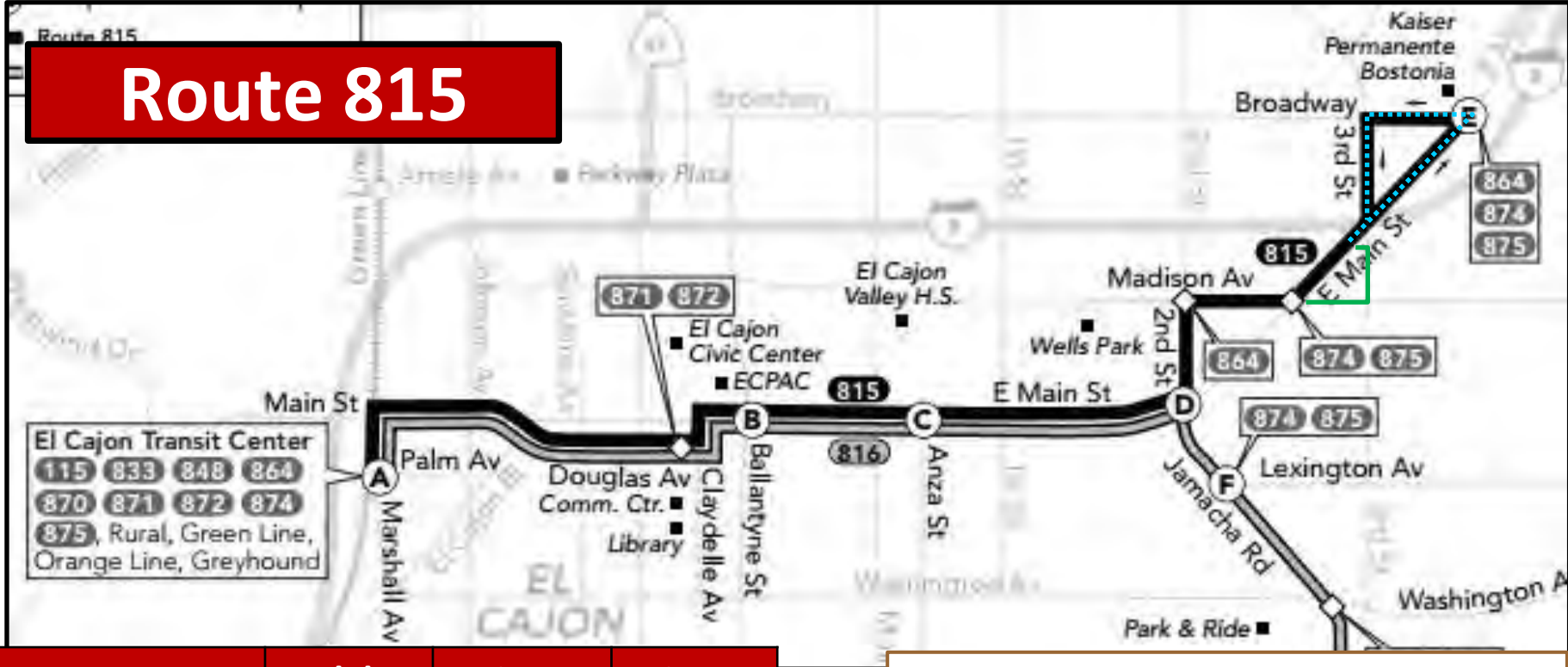
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 15m | 30m | 60m |
| Avg. Pass. | 2,655 | 889 | 336 |
| Annual Passengers: | | | 745,622 |
| 2016 | Rt. 712 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 24.7 | 31.2 | 28.8 |
| Subsidy/Pass. | \$1.50 | \$1.76 | \$1.90 |
| Fbx. Recovery | 39.9% | 36.5% | 35.2% |



Weekday Ridership Route 712



Route 815



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|--------------|------------------|-----------------|
| Current Freq. | 30m | 30m | 30m |
| Avg. Pass. | 1,026 | 794 | 622 |
| Annual Passengers: | | 341,942 | |
| 2016 | Rt. 815 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 31.3 | 24.0 | 28.8 |
| Subsidy/Pass. | \$0.37 | \$1.64 | \$1.90 |
| Fbx. Recovery | 74.6% | 38.9% | 35.2% |

Recommendation

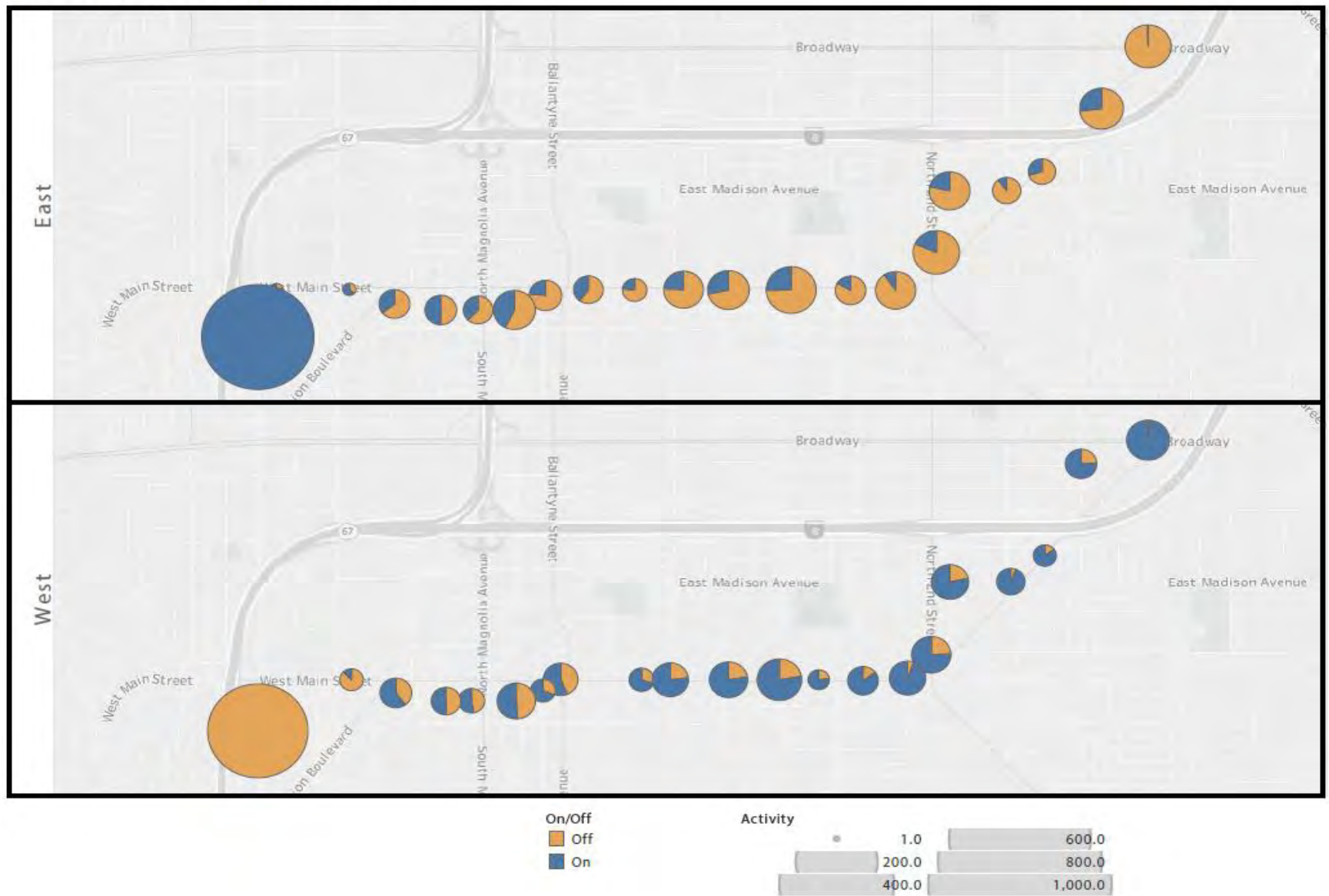
- Increase weekday frequency to 15 minutes.
- Shorten route to turn around on the east end at E. Main St./Oakdale Ave.

Impacts

- Some stops would be served by Routes 864 and/or 874/875 instead.



Weekday Ridership Route 815



Route 816

El Cajon Transit Center
115 833 848 864
870 871 872 874
875, Rural, Green Line,
Orange Line, Greyhound

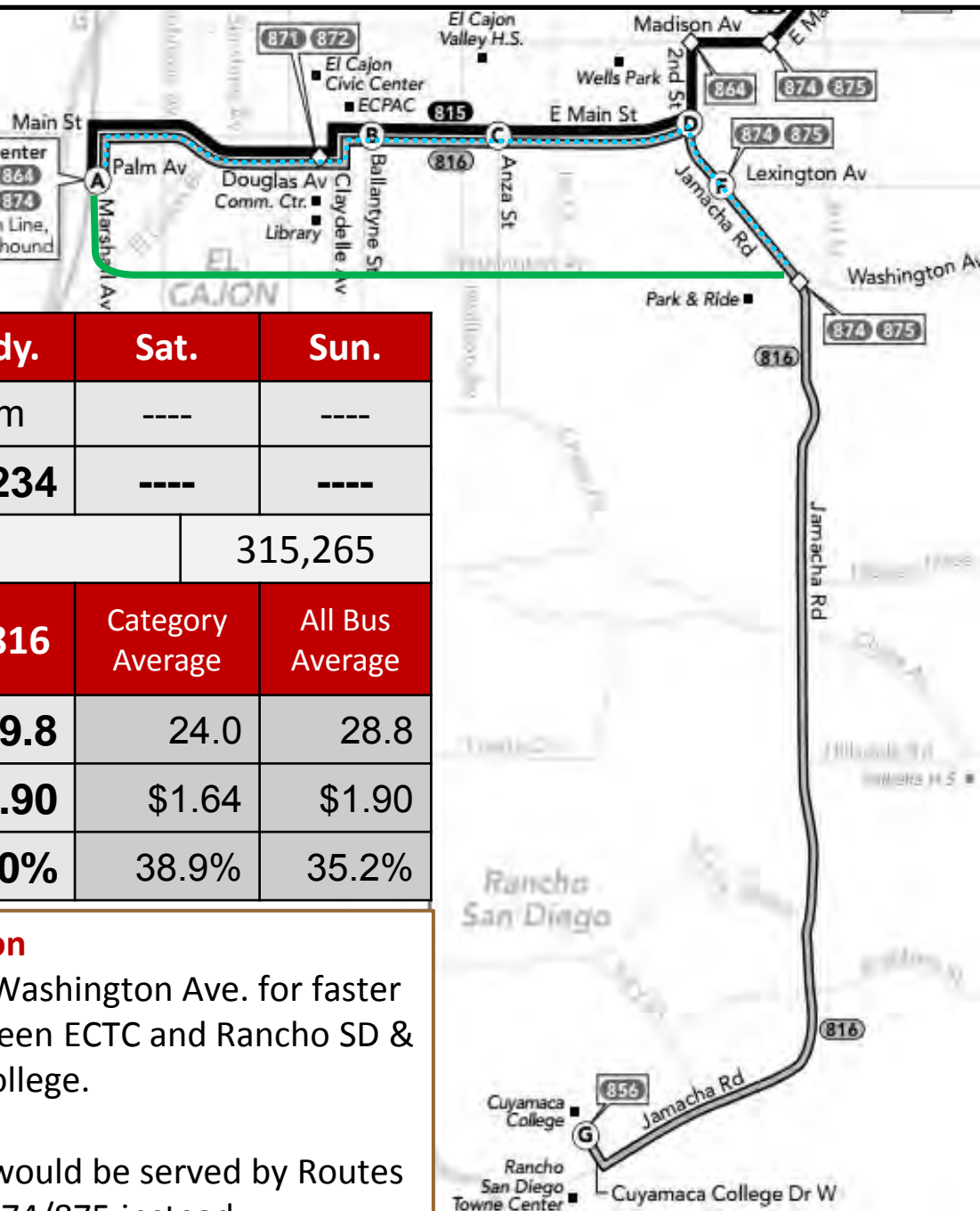
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | ---- | ---- |
| Avg. Pass. | 1,234 | ---- | ---- |
| Annual Passengers: | | 315,265 | |
| 2016 | Rt. 816 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 29.8 | 24.0 | 28.8 |
| Subsidy/Pass. | \$0.90 | \$1.64 | \$1.90 |
| Fbx. Recovery | 55.0% | 38.9% | 35.2% |

Recommendation

- Re-route to Washington Ave. for faster service between ECTC and Rancho SD & Cuyamaca College.

Impacts

- Some stops would be served by Routes 815 and/or 874/875 instead.



Weekday Ridership Route 816



Route 832

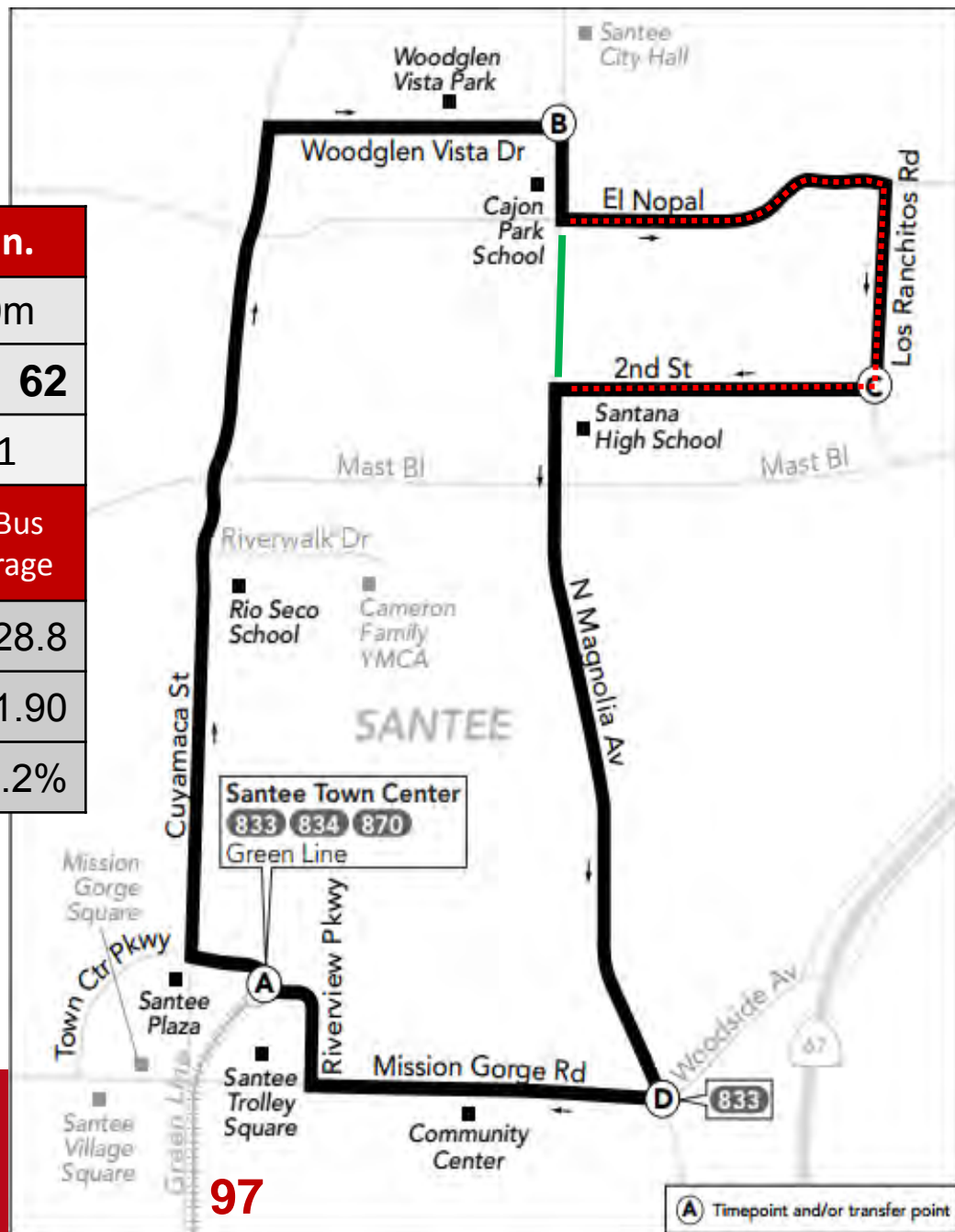
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 60m | 60m | 60m |
| Avg. Pass. | 191 | 53 | 62 |
| Annual Passengers: | | 55,371 | |
| 2016 | Rt. 832 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 14.9 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.96 | \$1.64 | \$1.90 |
| Fbx. Recovery | 36.8% | 38.9% | 35.2% |

Recommendation

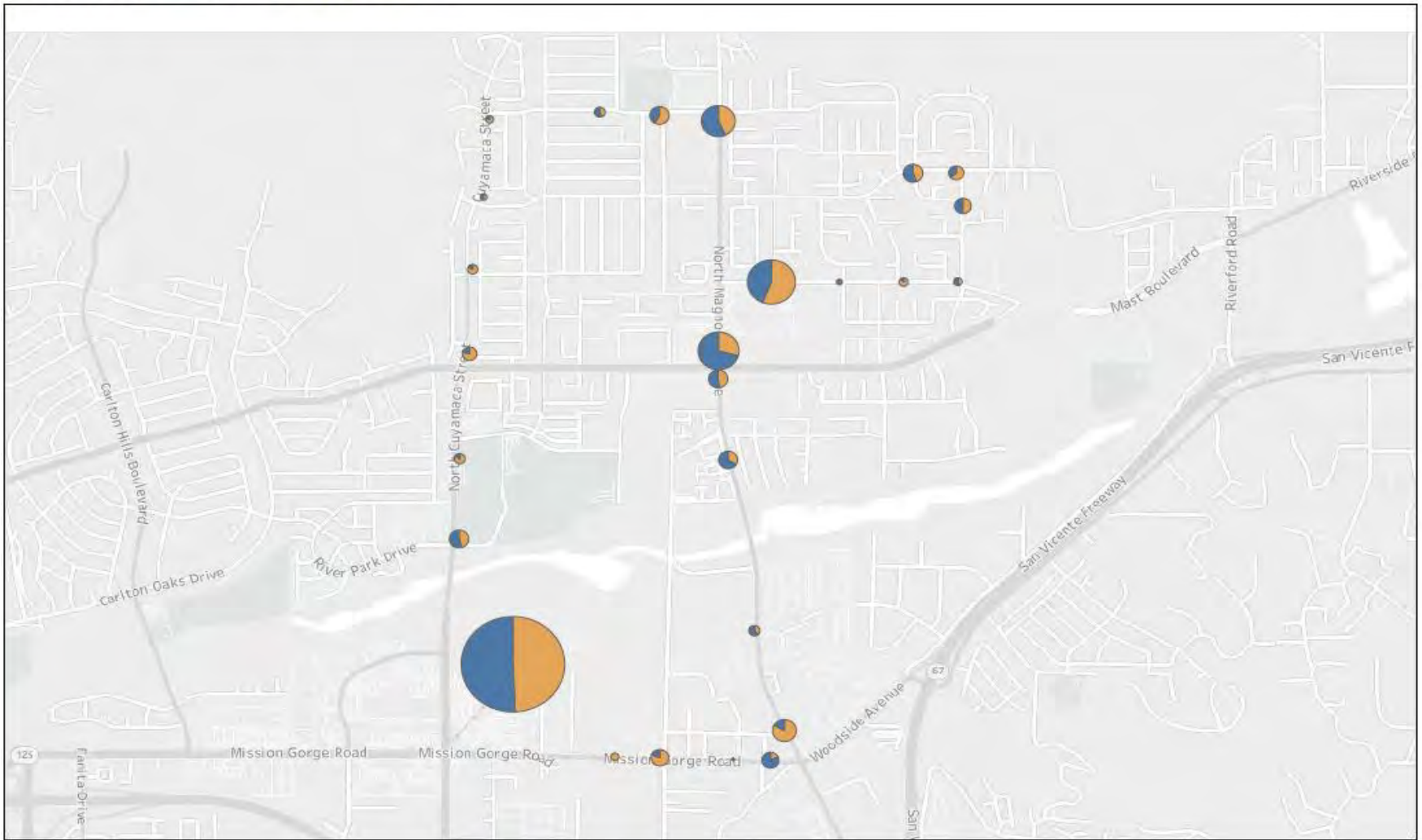
- Streamline route along Magnolia Ave. (discontinue El Nopal/Los Ranchitos Rd. loop).

Impacts

- Loss of 19 weekday boardings beyond ¼ mile of Magnolia Ave.
- Slight reduction in ADA service area.

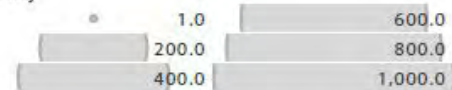


Weekday Ridership Route 832



On/Off
 Off
 On

Activity

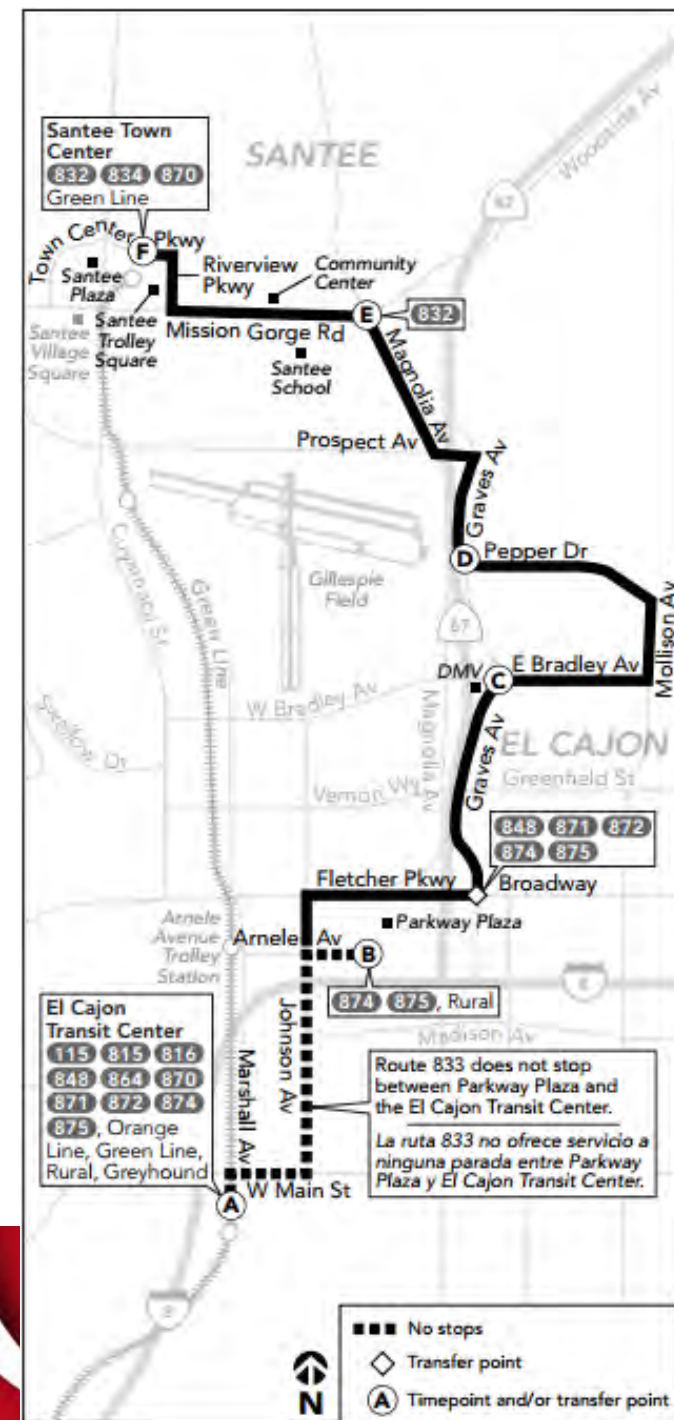


Route 833

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 45m | 60m | 60m |
| Avg. Pass. | 400 | 225 | 116 |
| Annual Passengers: | | 121,049 | |
| 2016 | Rt. 833 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 17.0 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.71 | \$1.64 | \$1.90 |
| Fbx. Recovery | 37.3% | 38.9% | 35.2% |

Recommendation

- No proposed changes.



Weekday Ridership Route 833



Route 834

Recommendation – Subsidy Neutral Alternative

- Discontinue route.

Impacts

- Loss of service to West Santee (including West Hills HS).

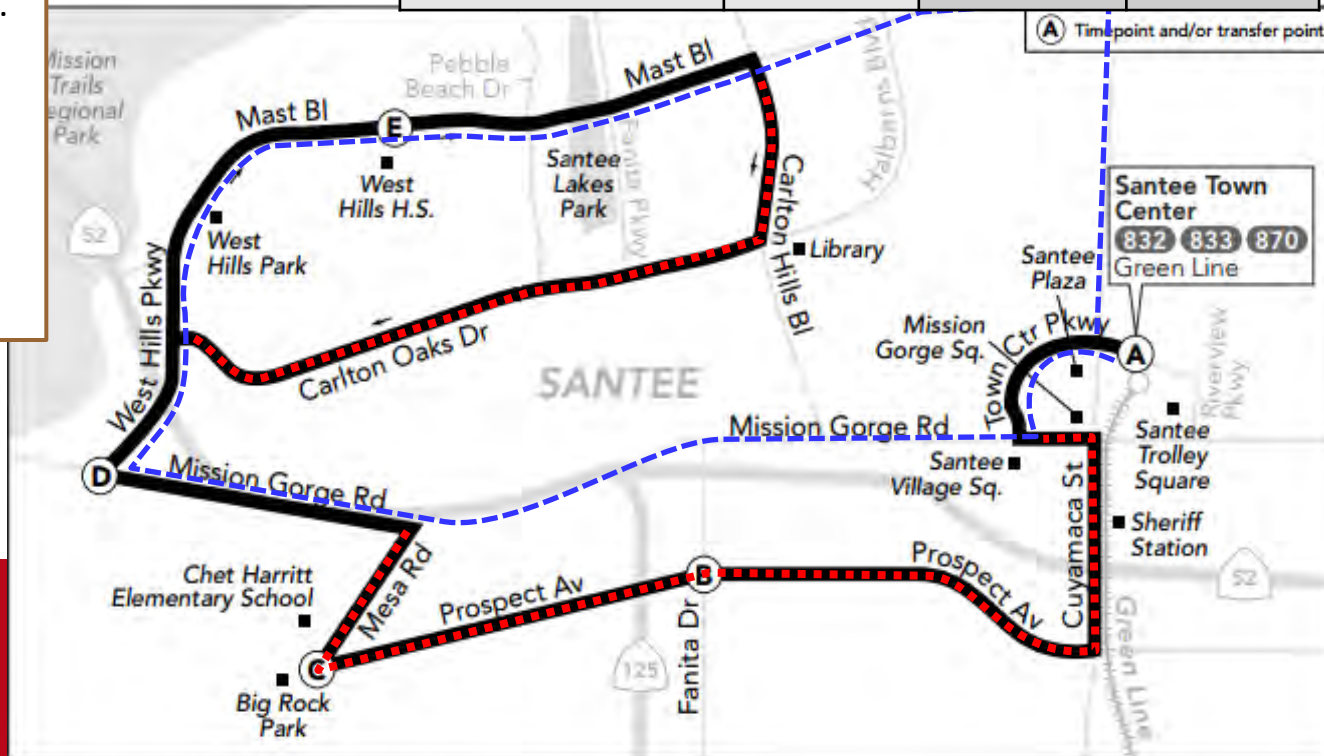
Recommendation – Full T.O.P. Alternative

- Restructure into an hourly weekday loop serving Mast Blvd. and Mission Gorge Rd.

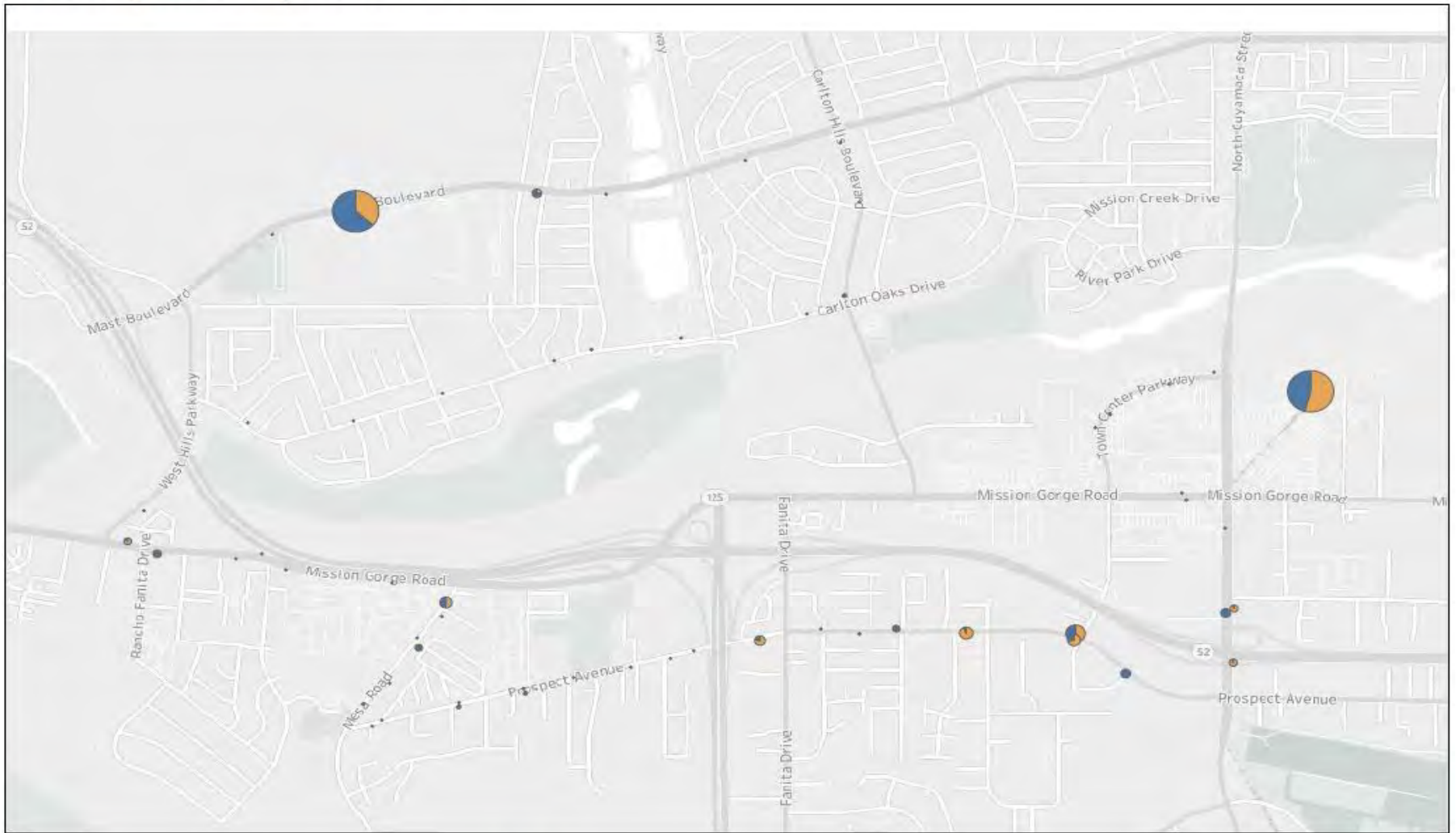
Impacts

- Loss of service along Prospect Ave., Carlton Oaks Dr.
- Service not tailored to high school schedules.

| 2016 | Wkdy. | Sat. | Sun. |
|---------------------|---------|------------------|-----------------|
| Current Daily Trips | 5 trips | ---- | ---- |
| Avg. Pass. | 65 | ---- | ---- |
| Annual Passengers: | | | 16,195 |
| 2016 | Rt. 834 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 13.8 | 24.0 | 28.8 |
| Subsidy/Pass. | \$4.23 | \$1.64 | \$1.90 |
| Fbx. Recovery | 22.0% | 38.9% | 35.2% |



Weekday Ridership Route 834



On/Off
 Off
 On

Activity



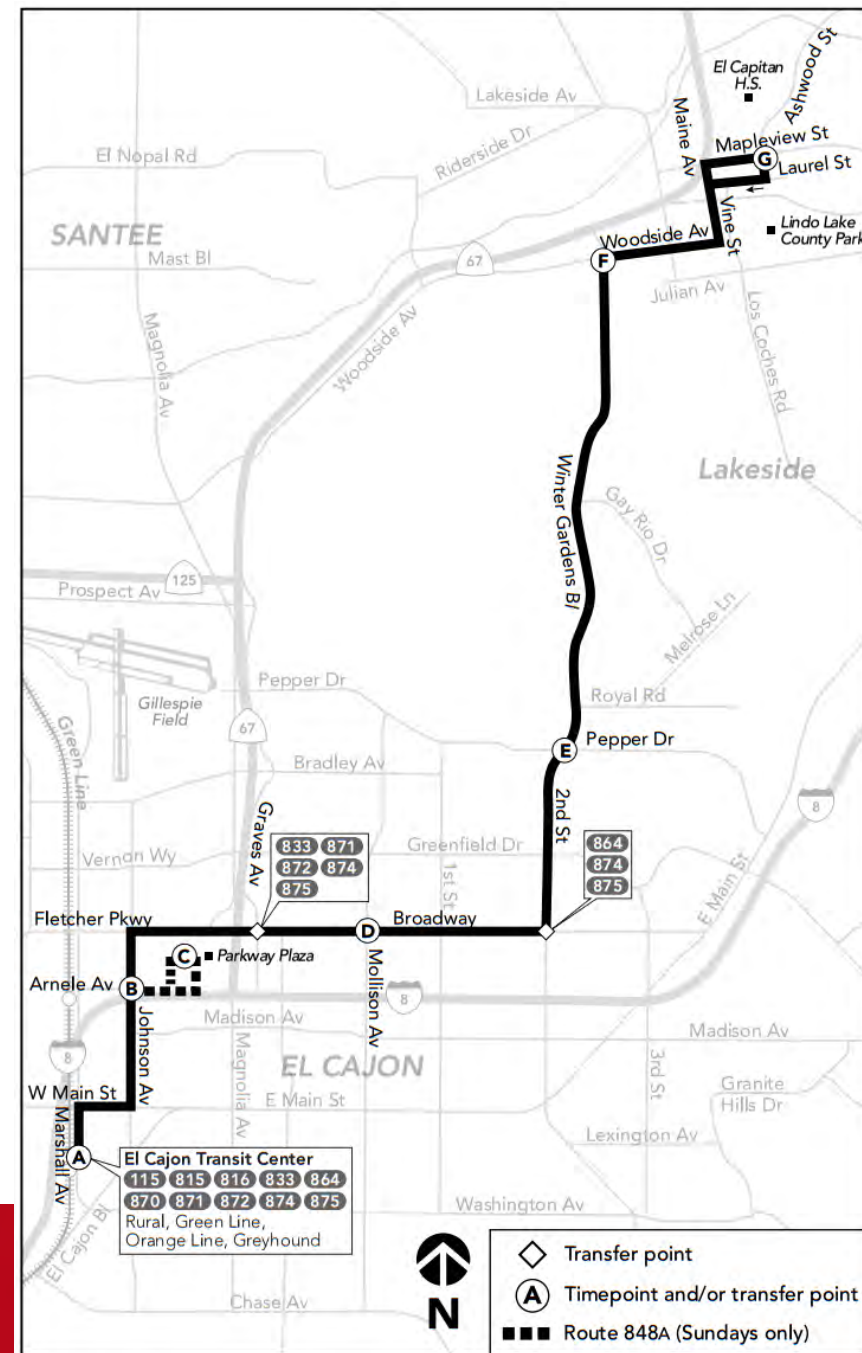
Route 848

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 1,280 | 540 | 549 |
| Annual Passengers: | | 389,820 | |
| 2016 | Rt. 848 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 26.7 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.22 | \$1.64 | \$1.90 |
| Fbx. Recovery | 46.6% | 38.9% | 35.2% |

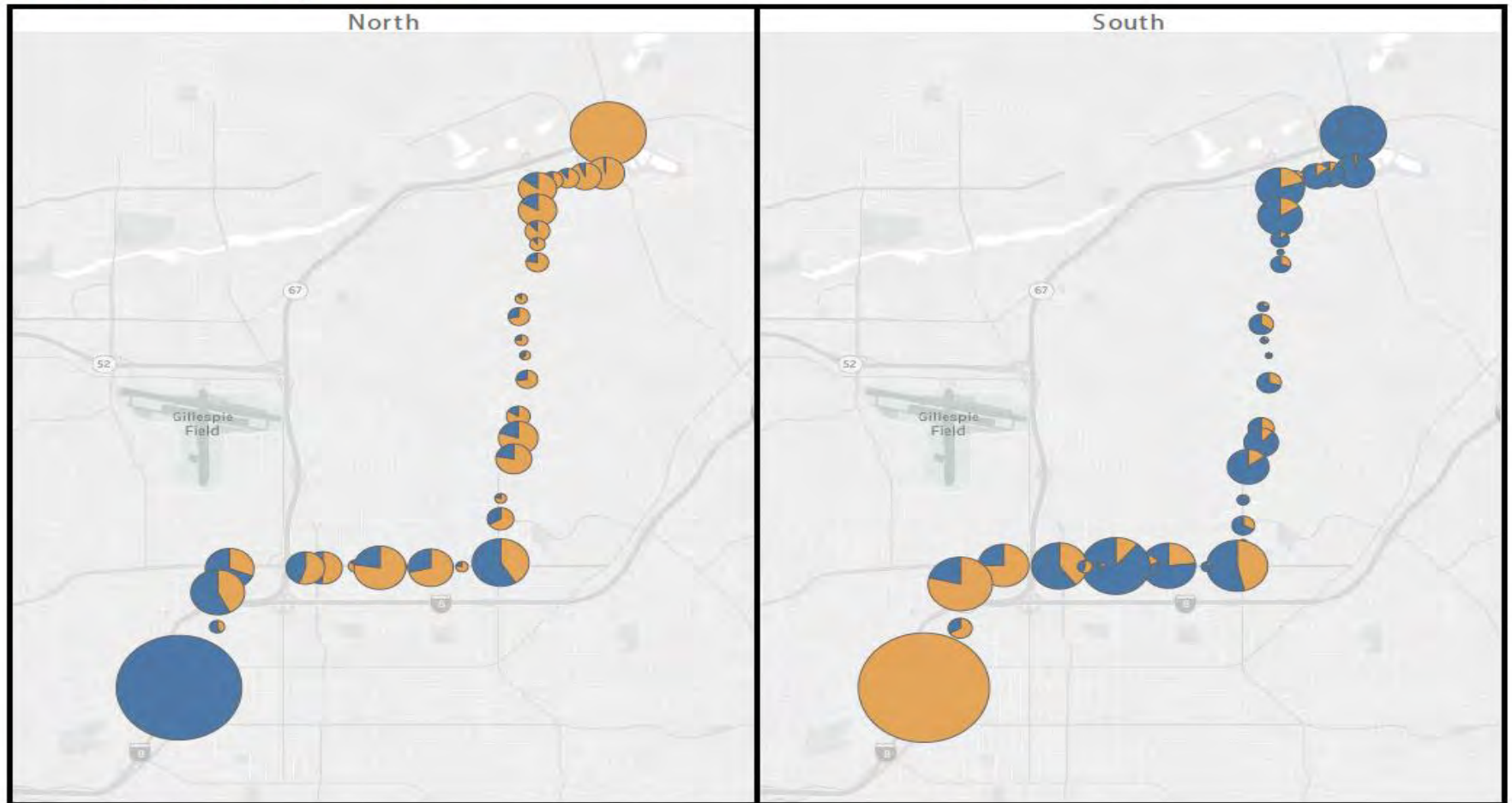
Recommendation

- No proposed changes.

(Lakeside extension implemented in June 2017.)

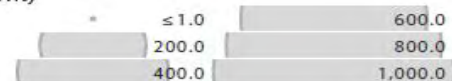


Weekday Ridership Route 848



On/Off
 Off
 On

Activity



Route 851

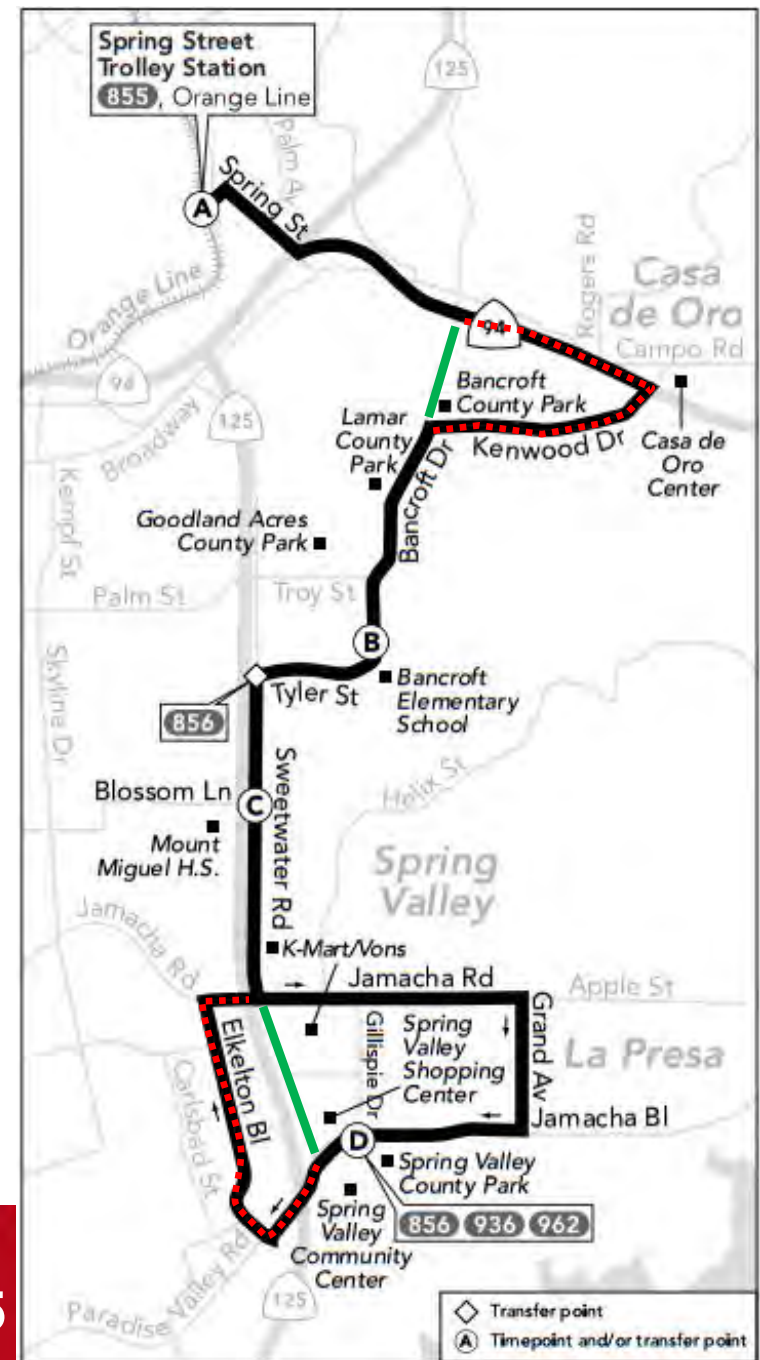
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 45-60m | ---- | ---- |
| Avg. Pass. | 291 | ---- | ---- |
| Annual Passengers: | | 74,441 | |
| 2016 | Rt. 851 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 16.1 | 14.6 | 28.8 |
| Subsidy/Pass. | \$1.92 | \$2.21 | \$1.90 |
| Fbx. Recovery | 33.6% | 31.2% | 35.2% |

Recommendation

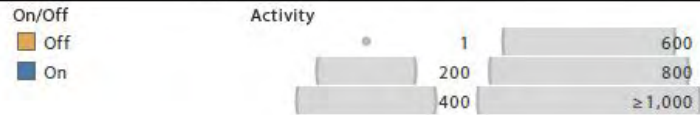
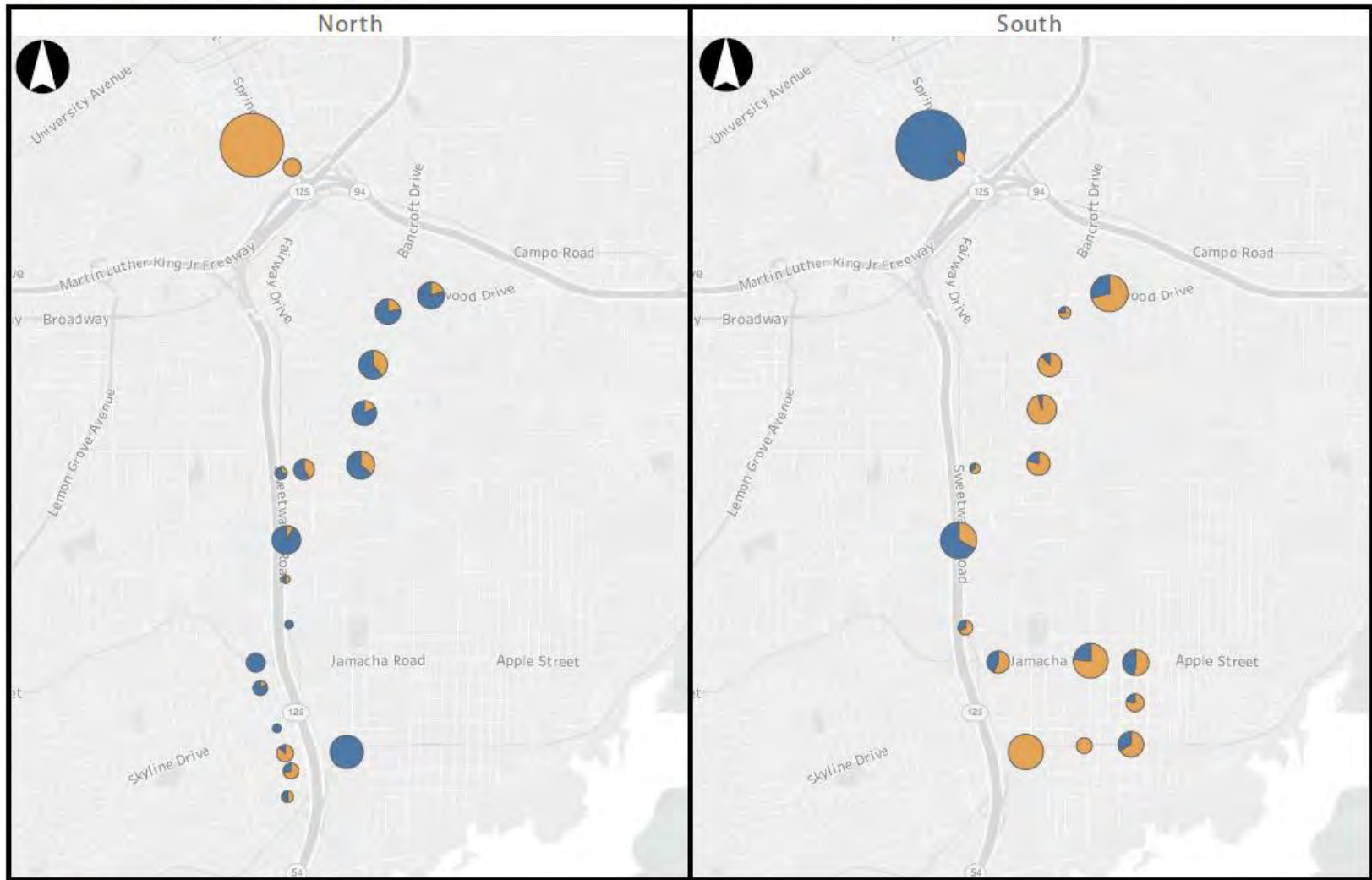
- Streamline route via:
 - Bancroft Dr. instead of Kenwood Dr.
 - Sweetwater Rd. instead of Elkelton Blvd.
- Allows for even 60 min. headway all day with one bus.

Impacts

- Discontinuation of service along Kenwood Drive.
 - 100% of trip ends within 1/3 mi. of Bancroft Dr.
- Discontinuation of service along Elkelton Blvd.
 - 99% of trip ends within 1/3 mile of Rt. 962 on Paradise Valley Rd. or Rt. 936 on Jamacha Rd.



Weekday Ridership Route 851



Route 854

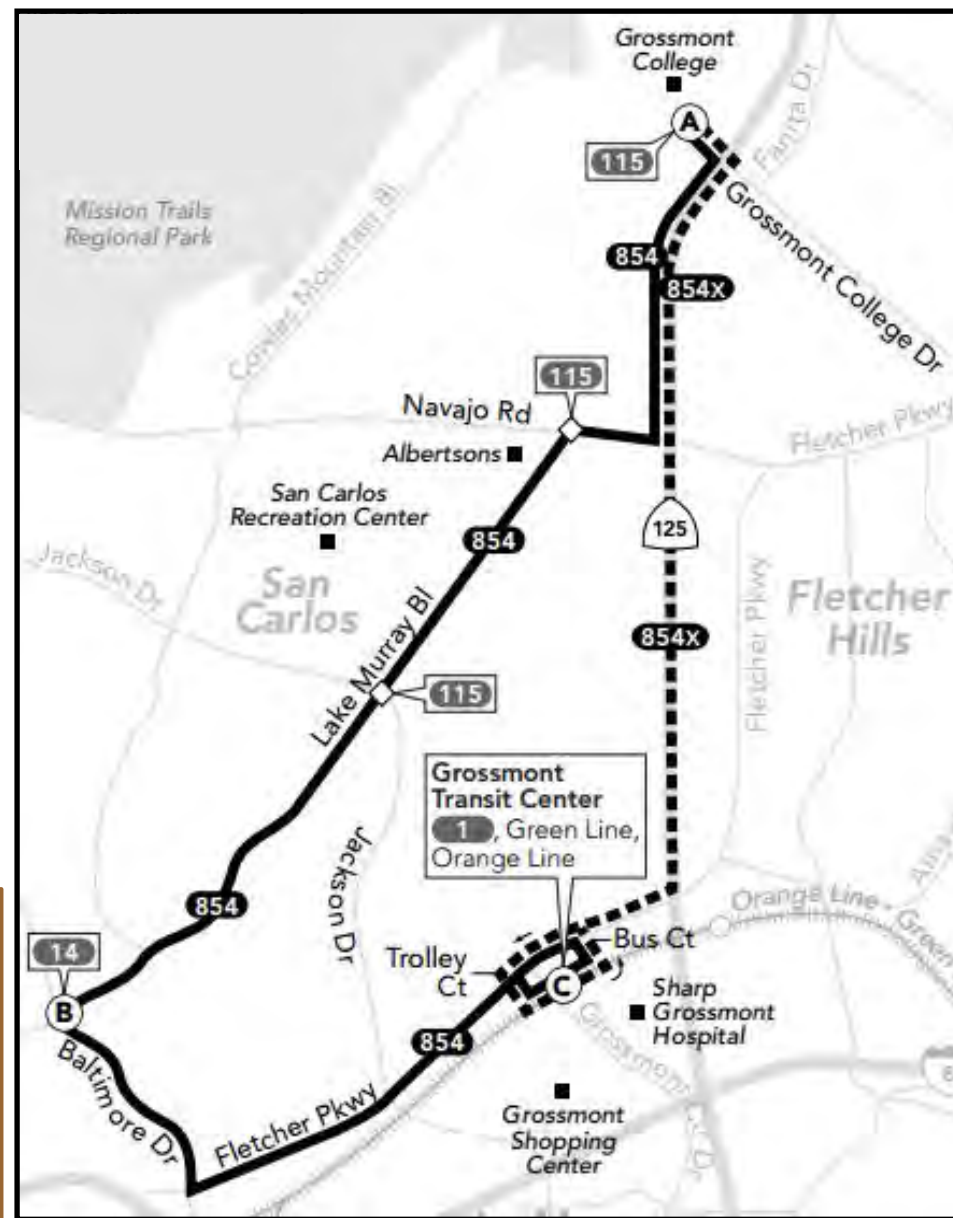
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 60/60m | 60m | ---- |
| Avg. Pass. | 627 | 165 | ---- |
| Annual Passengers: | | 169,460 | |
| 2016 | Rt. 854 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 23.4 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.62 | \$1.64 | \$1.90 |
| Fbx. Recovery | 40.8% | 38.9% | 35.2% |

Recommendation

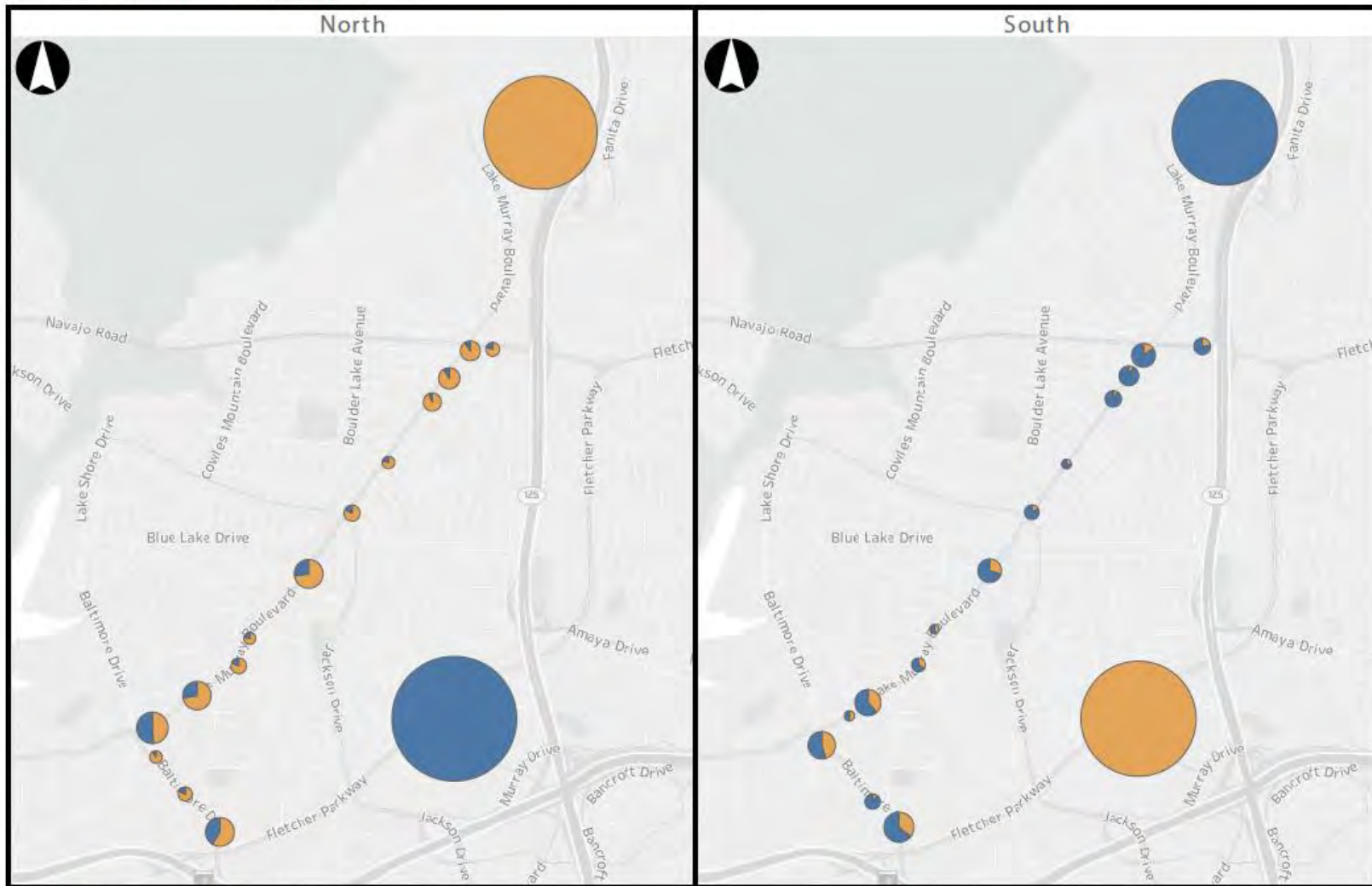
- Operate Rt. 854x all day every 30 minutes via SR-125.
- Weekdays only (Grossmont College school days).
- Replace Baltimore Dr. service with Rt. 14.

Impacts

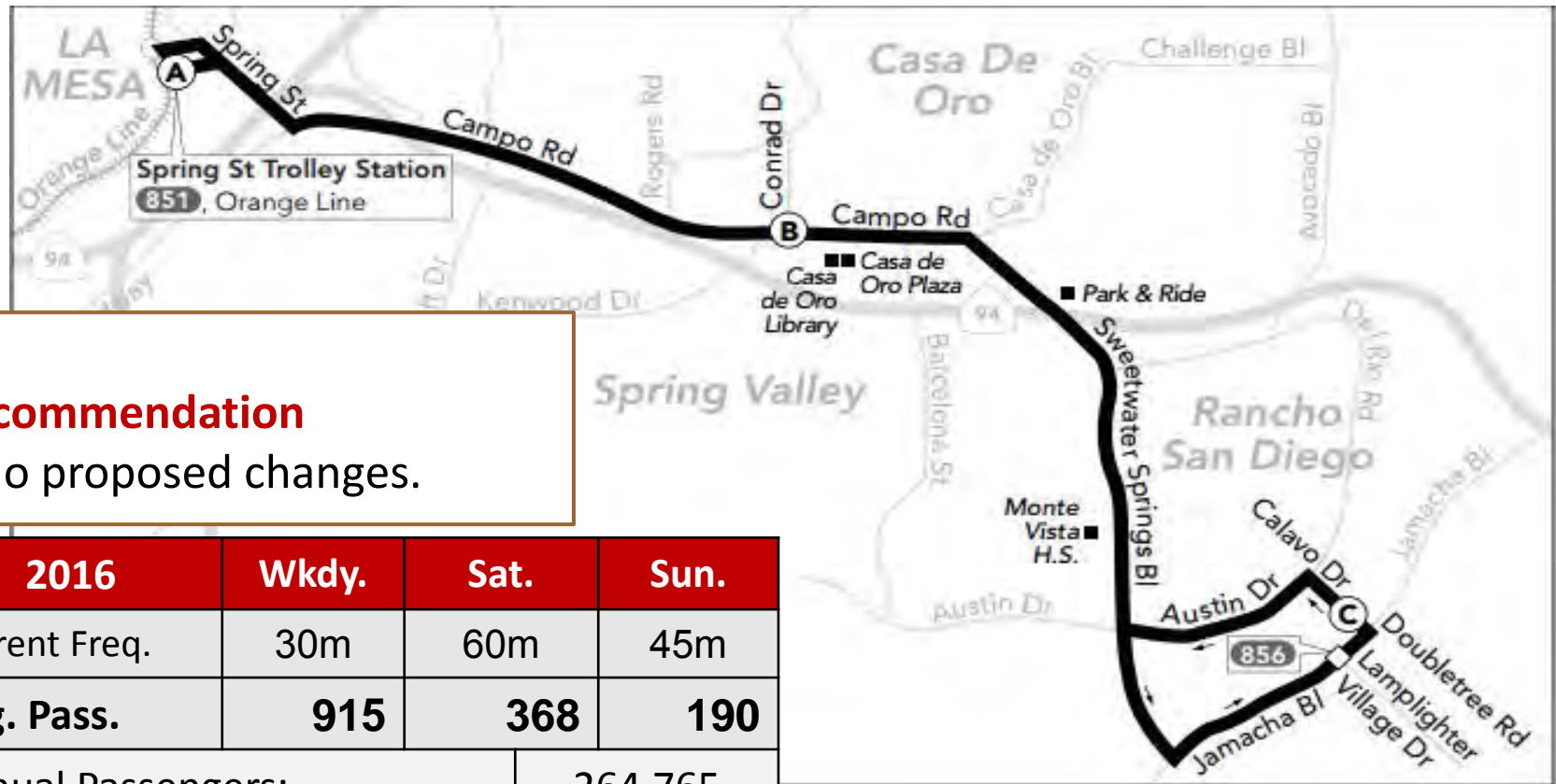
- Discontinuation of service along Lake Murray Blvd. between Jackson Dr. and Baltimore Dr.
 - 98% of trip ends within 1/3 mile of Rt. 14 on Baltimore Dr. or Rt. 115 at Jackson Dr.
- Loss of Saturday service.
 - Rt. 115 operates 7 days/week.



Weekday Ridership Route 854



Route 855



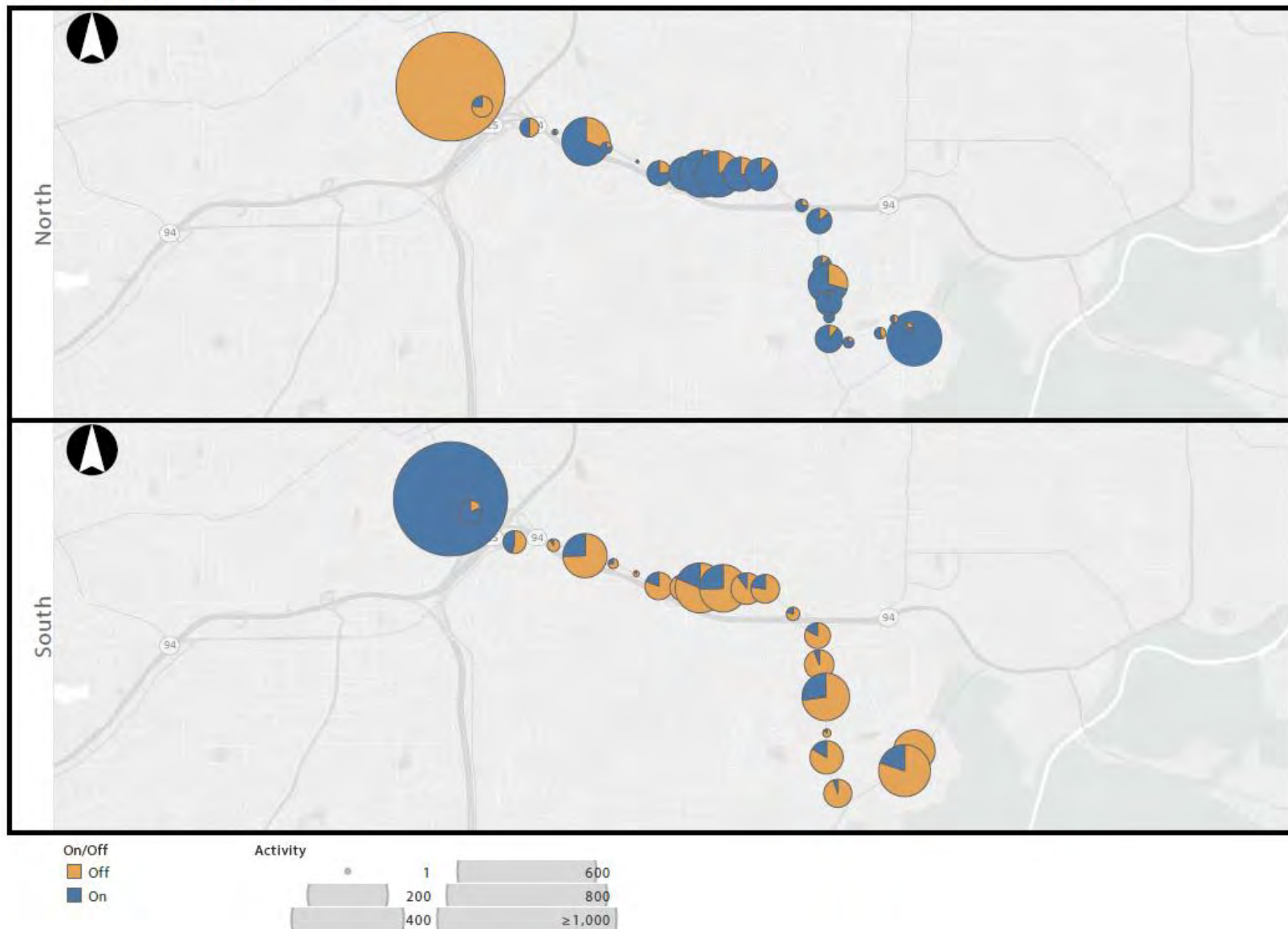
Recommendation

- No proposed changes.

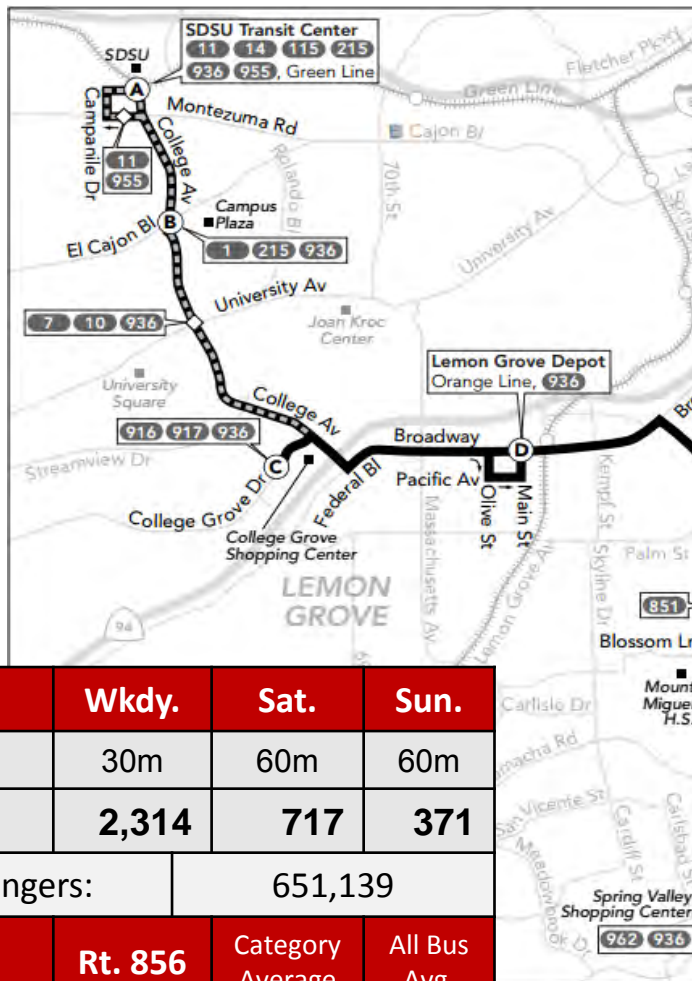
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | 60m | 45m |
| Avg. Pass. | 915 | 368 | 190 |
| Annual Passengers: | | 264,765 | |
| 2016 | Rt. 855 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 28.9 | 24.0 | 28.8 |
| Subsidy/Pass. | \$0.86 | \$1.64 | \$1.90 |
| Fbx. Recovery | 55.9% | 38.9% | 35.2% |



Weekday Ridership Route 855



Route 856



Recommendation

- Discontinue service to Rancho San Diego Village.
- Discontinue segment into College Grove Drive.
 - Faster service between Lemon Grove and SDSU
 - Faster service between Lemon Grove /Orange Line and Cuyamaca College/RSD Town Center

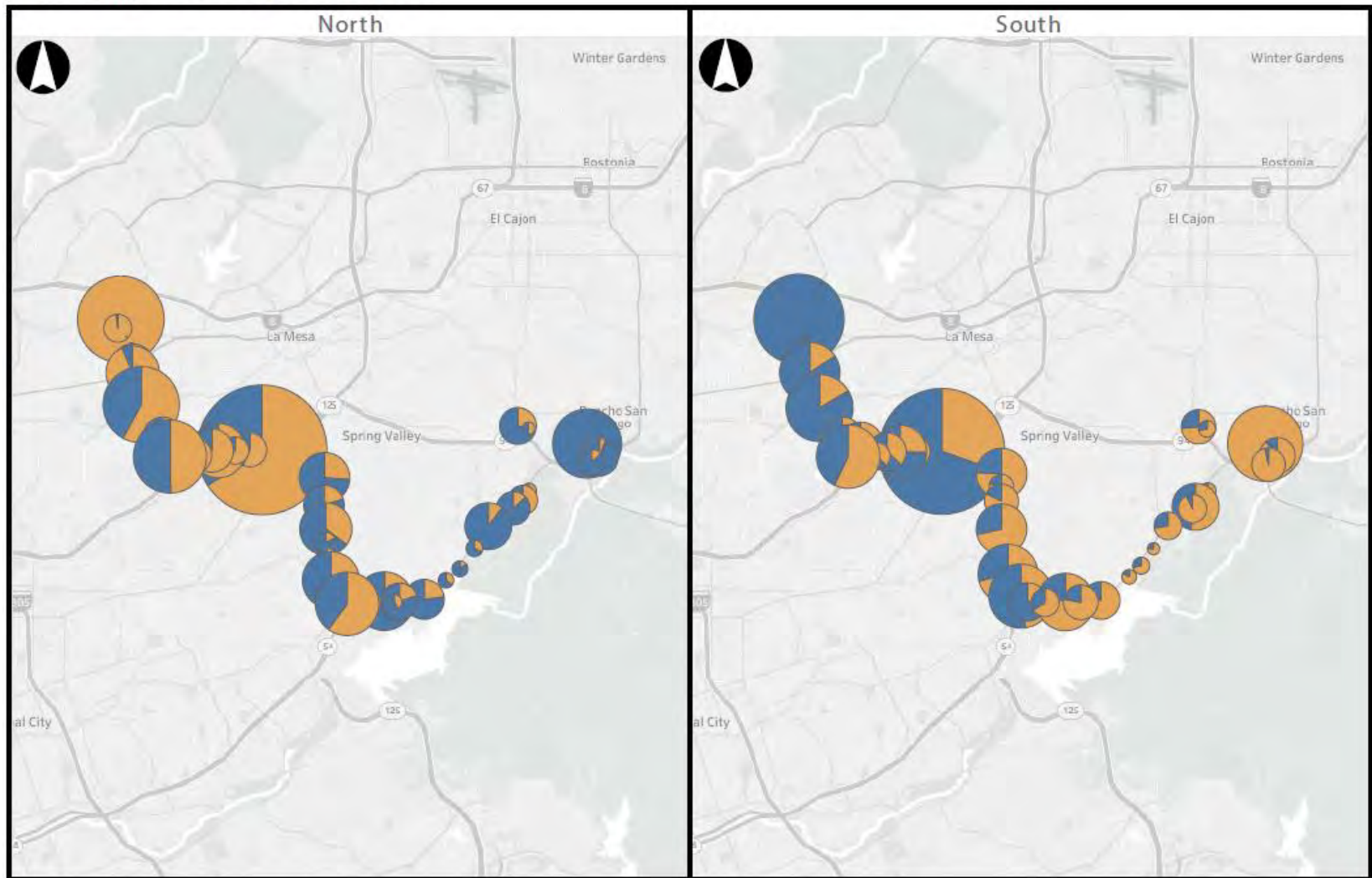
Impacts

- Discontinuation of service in Rancho SD Village area.
 - 47 daily boardings beyond ¼ mile of alt. service
- Longer walk or transfer to access some College Grove businesses.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|--------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 2,314 | 717 | 371 |
| Annual Passengers: | | 651,139 | |
| 2016 | Rt. 856 | Category Average | All Bus Avg. |
| Pass./Rev. Hr. | 27.2 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.52 | \$1.64 | \$1.90 |
| Fbx. Recovery | 41.8% | 38.9% | 35.2% |

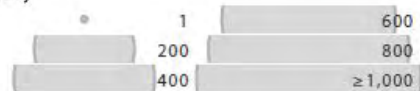


Weekday Ridership Route 856

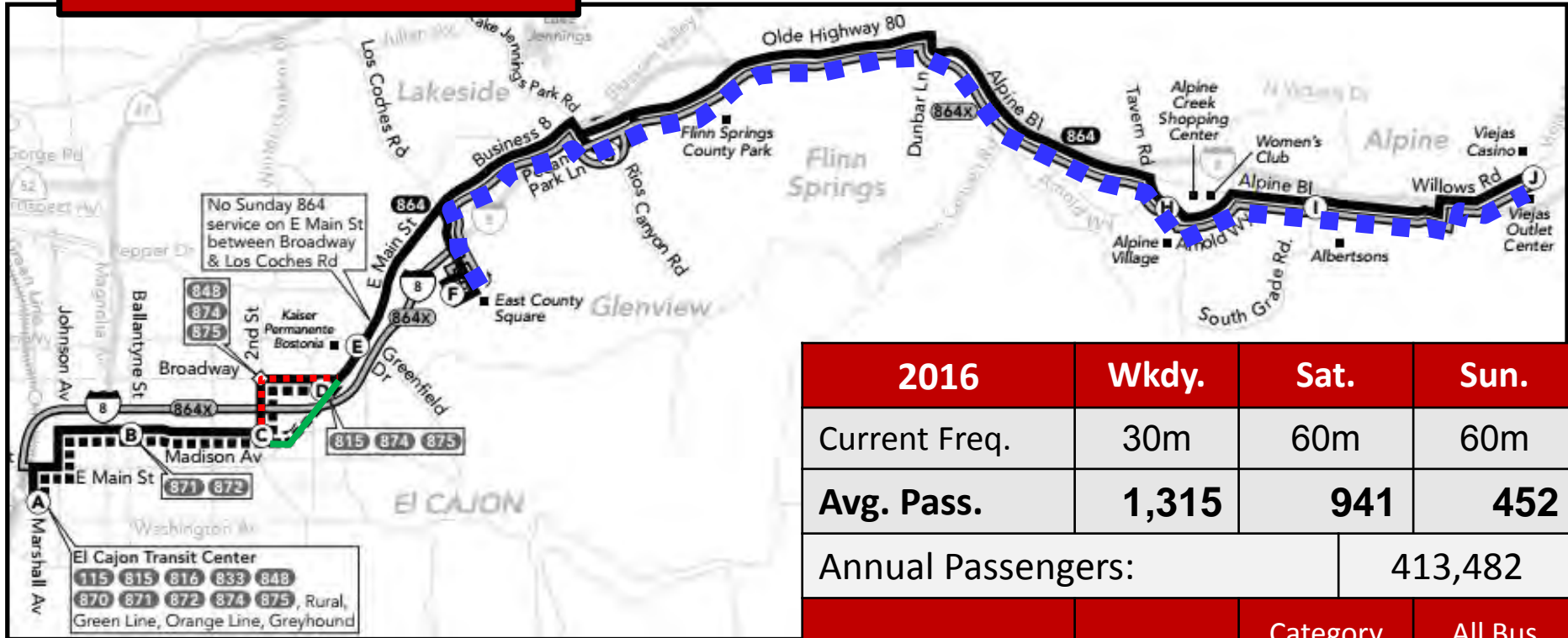


On/Off
 Off
 On

Activity



Route 864



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 1,315 | 941 | 452 |
| Annual Passengers: | | | 413,482 |
| 2016 | Rt. 864 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 17.1 | 24.0 | 28.8 |
| Subsidy/Pass. | \$3.42 | \$1.64 | \$1.90 |
| Fbx. Recovery | 23.4% | 38.9% | 35.2% |

Recommendation

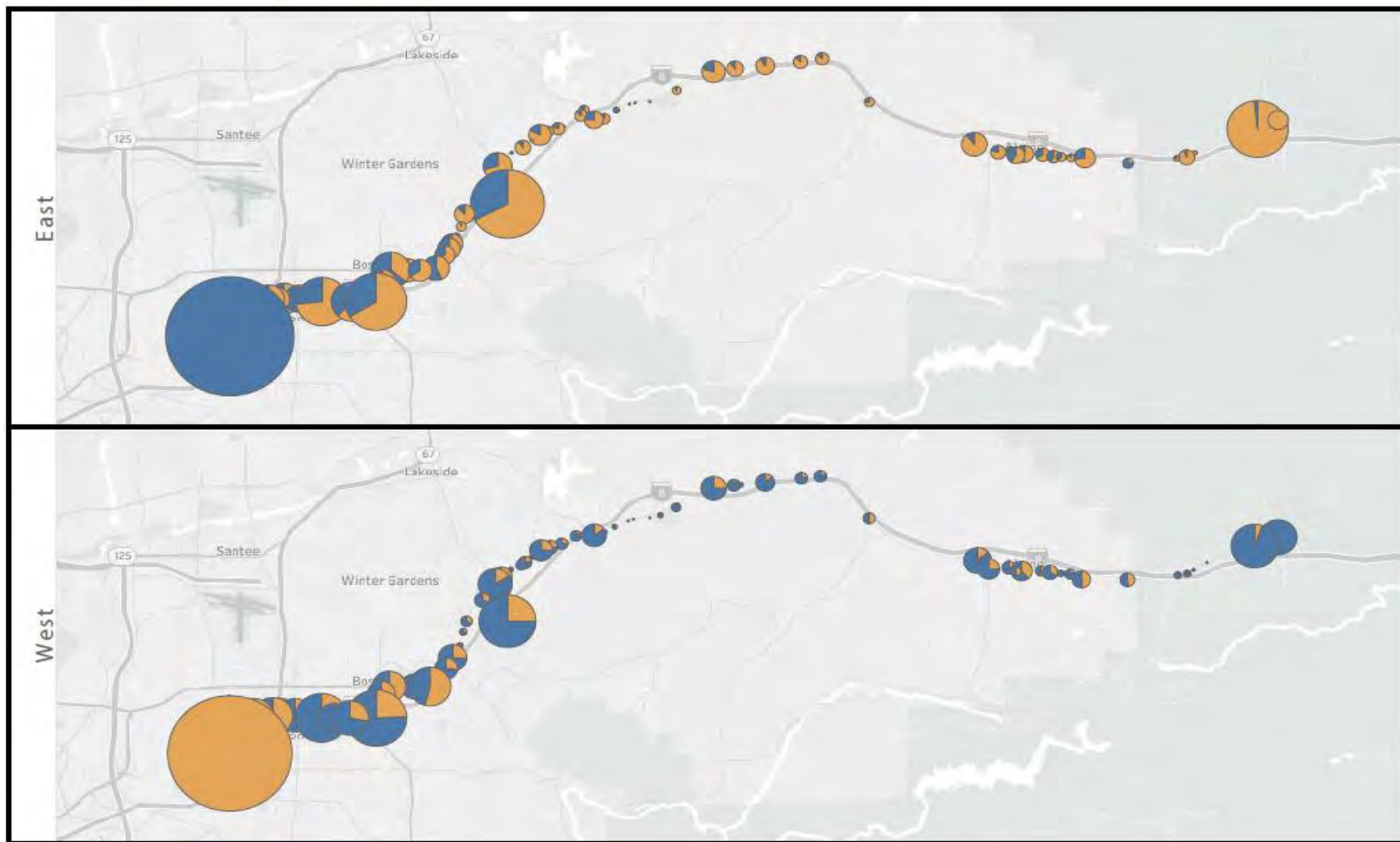
- Replace service east of East County Square and Route 864x with new Route 838.
- Streamline route to use East Main St. between Madison Ave. and Broadway.

Impacts

- Requires transfer for through-riders at East County Square.



Weekday Ridership Route 864

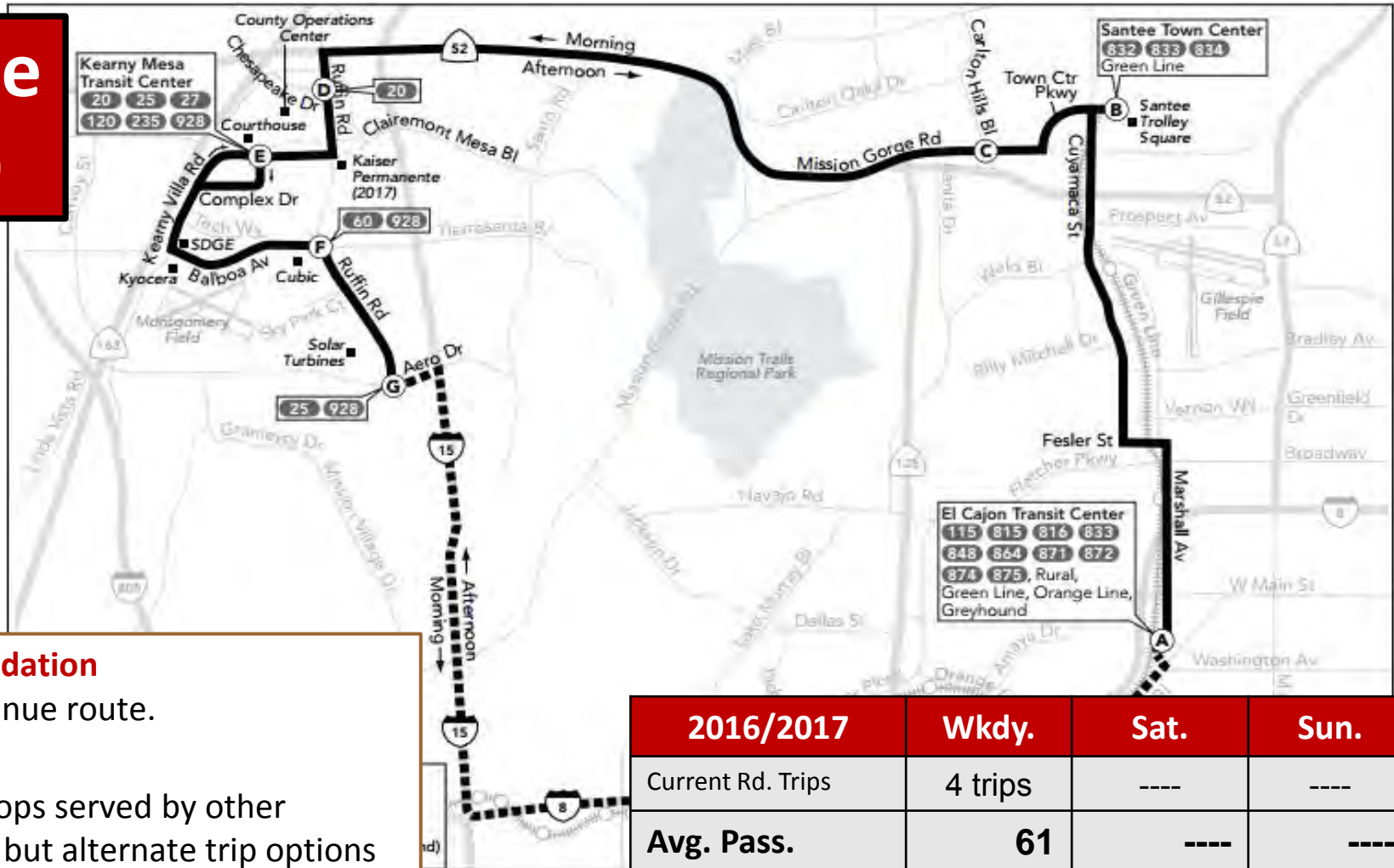


On/Off
 Off
 On

Activity



Route 870



Recommendation

- Discontinue route.

Impacts

- Most stops served by other service, but alternate trip options are much longer than Route 870 and likely unacceptable to most riders.

| 2016/2017 | Wkdy. | Sat. | Sun. |
|--------------------|-----------|------------------|-----------------|
| Current Rd. Trips | 4 trips | ---- | ---- |
| Avg. Pass. | 61 | ---- | ---- |
| Annual Passengers: | | | 15,461 |
| 2016/2017 | Rt. 870 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 13.2 | 25.6 | 28.8 |
| Subsidy/Pass. | \$2.47 | \$3.39 | \$1.90 |
| Fbx. Recovery | 29.7% | 22.9% | 35.2% |

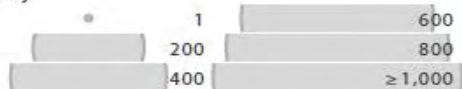


Weekday Ridership Route 870



On/Off
 Off
 On

Activity



Route 871/872

Recommendation

- Discontinue route.

Impacts

- Most of route within ¼ mile of alternate service.
- Chase Ave. stops ½ mile from alternate service on Washington Ave.

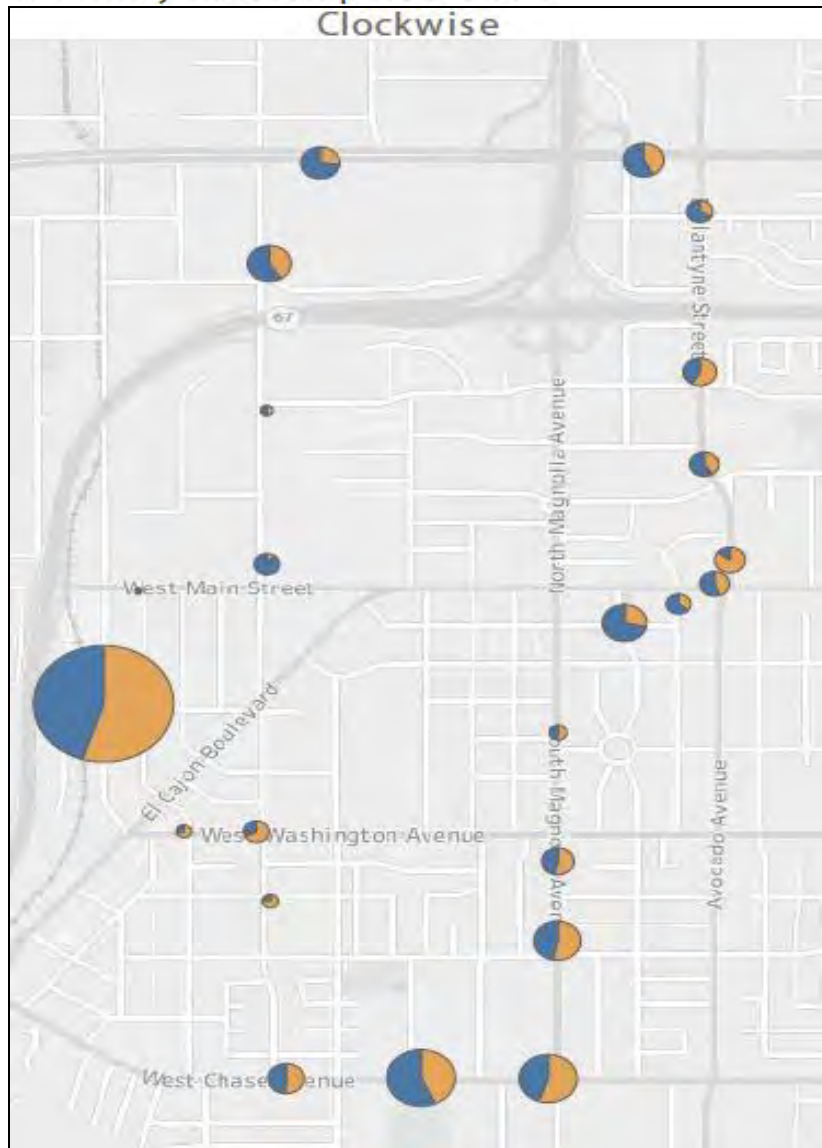


| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|----------------|---------------------|--------------------|
| Current Freq. | 60m | 60m | 60m |
| Avg. Pass. | 441 | 64 | 42 |
| Annual Passengers: | | 119,109 | |
| 2016 | Rt. 871/872 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 18.8 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.60 | \$1.64 | \$1.90 |
| Fbx. Recovery | 40.4% | 38.9% | 35.2% |



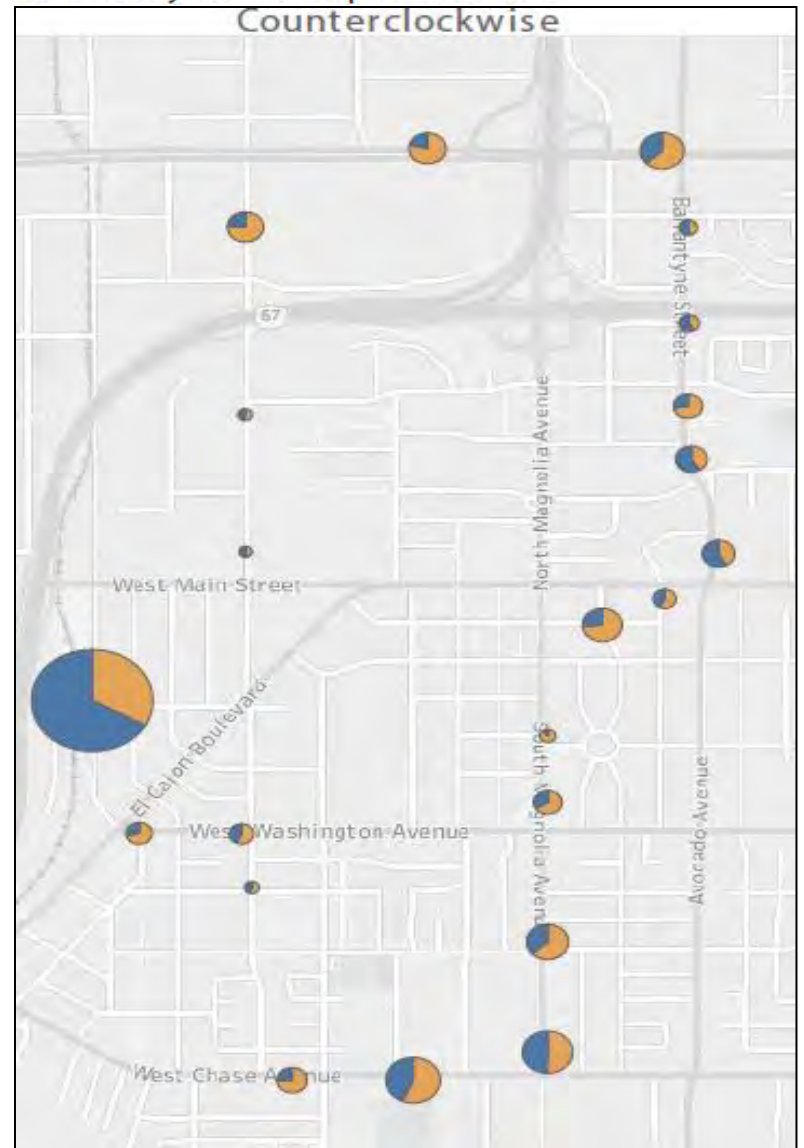
Weekday Ridership Route 871

Clockwise

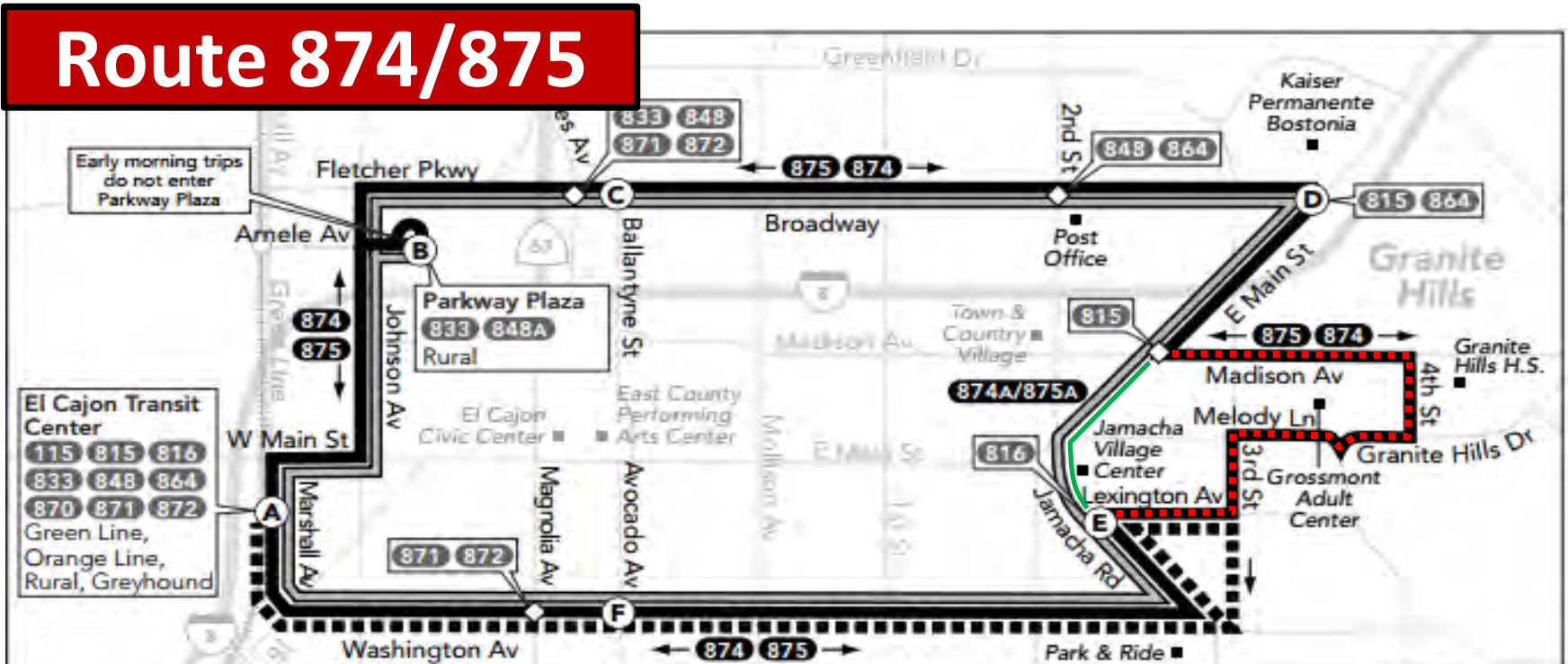


Weekday Ridership Route 872

Counterclockwise



Route 874/875



| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|----------------|---------------------|--------------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 1,501 | 792 | 251 |
| Annual Passengers: | | 440,315 | |
| 2016 | Rt. 874/875 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 24.8 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.41 | \$1.64 | \$1.90 |
| Fbx. Recovery | 43.8% | 38.9% | 35.2% |

Recommendation

- Streamline route along Jamacha Rd. & E. Main St, discontinuing service into Granite Hills area.

Impacts

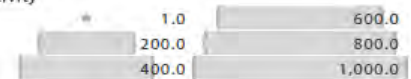
- Loss of service to Granite Hills stops, including GHHS and Grossmont Adult Ctr. (approx. ½ mile from alternate service).



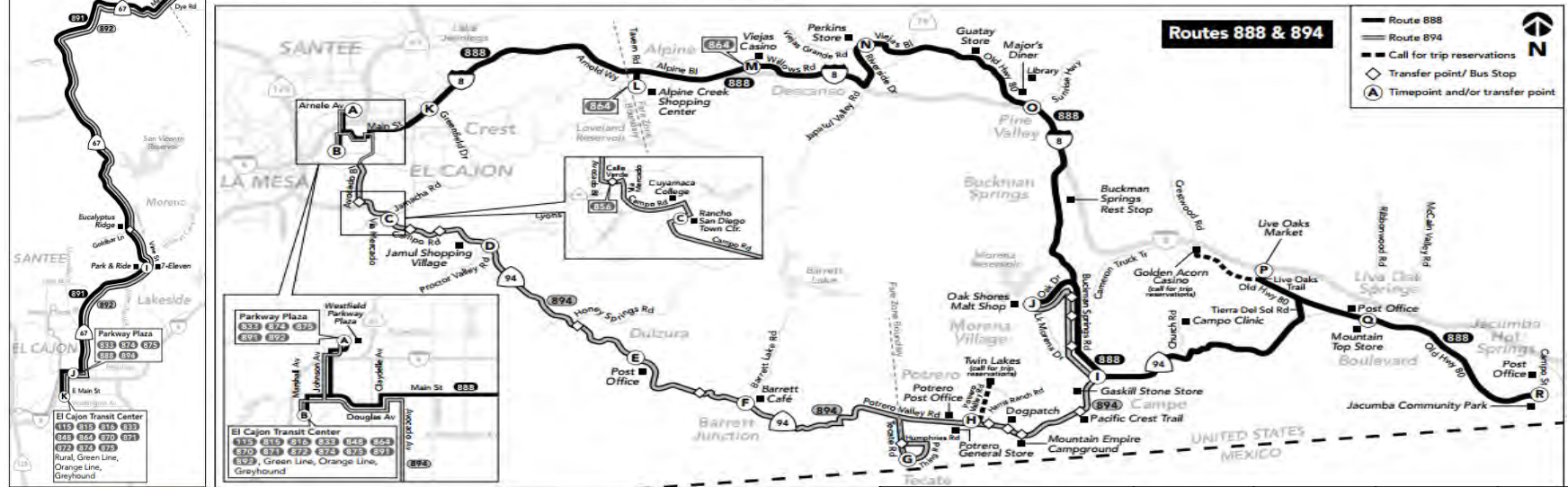
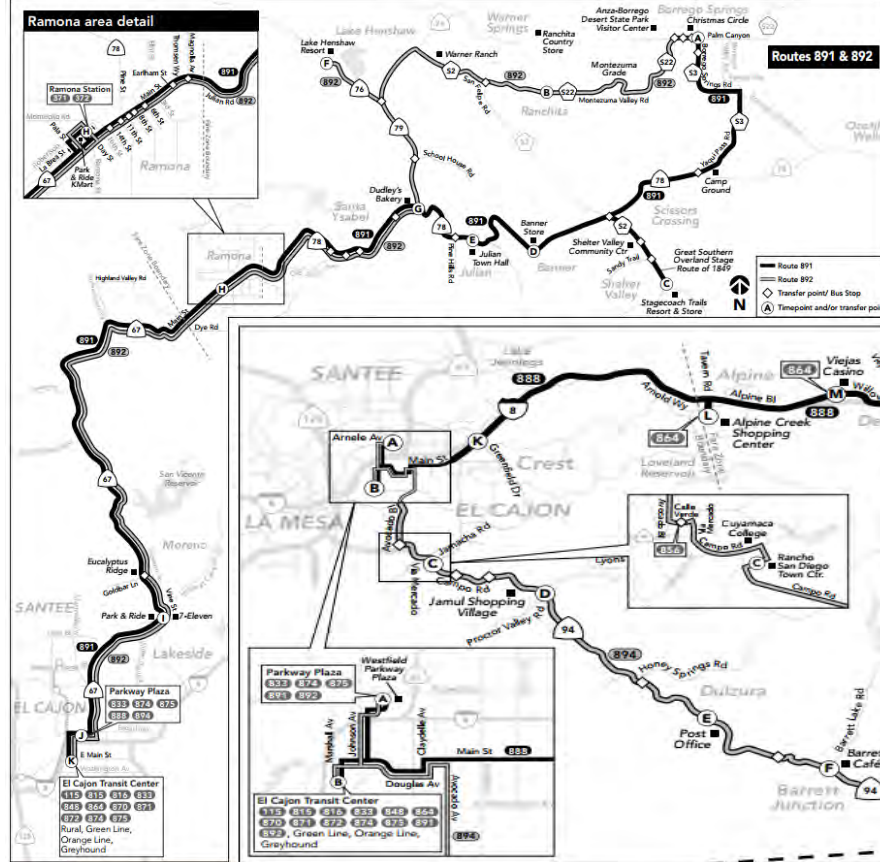
The map displays the distribution of 100% ownership businesses in downtown Madison, Wisconsin. The pie charts are placed at various street intersections, with the size of each chart representing the total number of businesses and the color segments representing different ownership categories. The largest pie chart is located at the intersection of West Main Street and Grand Avenue, showing a high percentage of 100% ownership (blue). Other significant clusters are found along East Madison Avenue and North 2nd Street. The map is labeled 'Clockwise' at the top.

On/Off
☐ Off
☒ On

Activity



Route 888, 891, 892, 894 (Rural)



Recommendation

- Disc. Rt. 894 service into Parkway Plaza.

Impacts

- Transfer to/from Rt. 833 or Rt. 874/875 required to continue to/from Parkway Plaza.

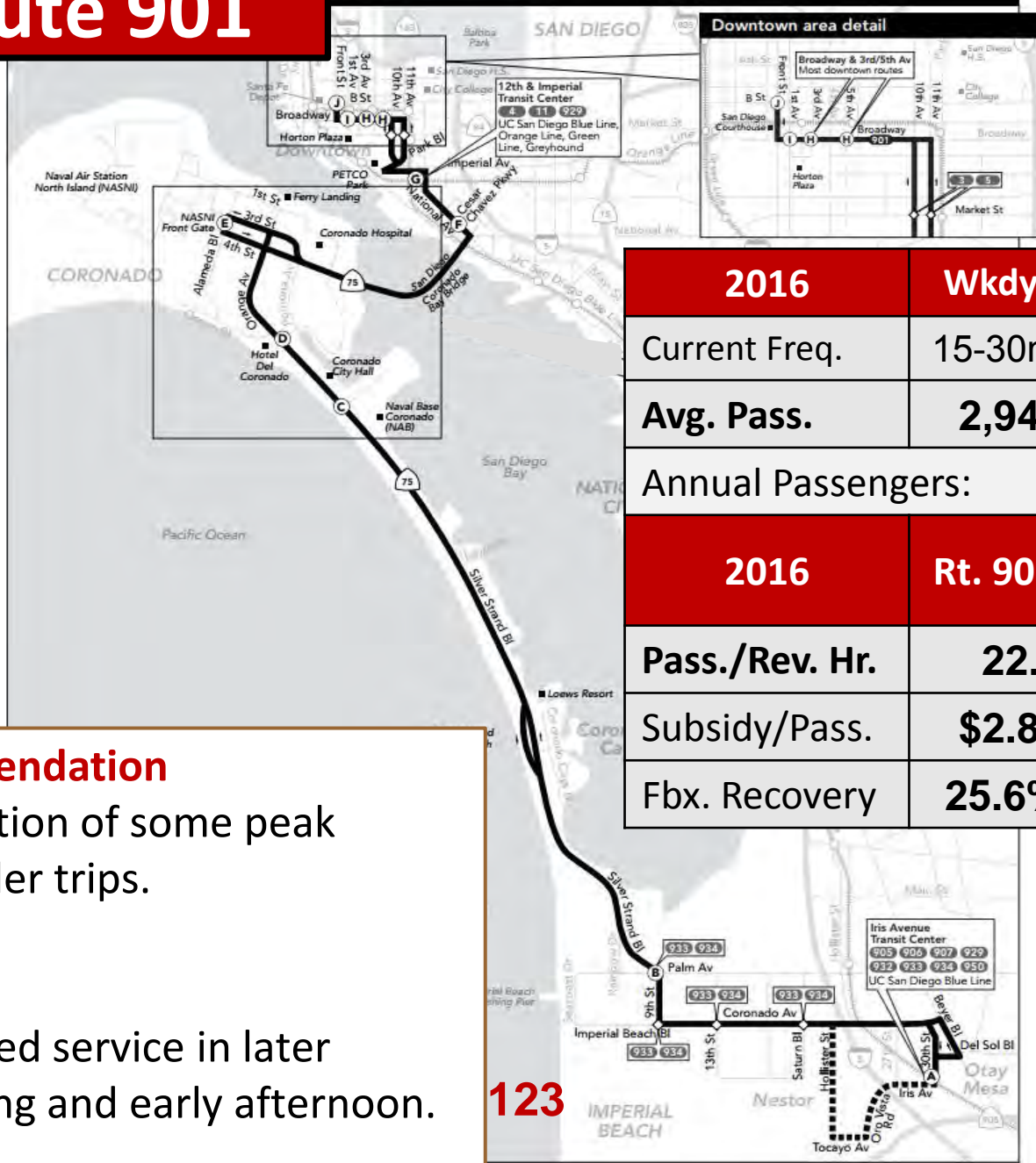
| 2016 | 888 | 891 | 892 | 894 |
|------------------|-----------|-----------|-----------|------------|
| Wkly. Rnd. Trips | 2 | 1 | 1 | 20 |
| Avg. Wkdy. Pass. | 32 | 20 | 22 | 261 |
| Annual Pass: | 3,356 | 1,055 | 1,191 | 66,527 |

| 2016 | 888 | 891 | 892 | 894 | Cat. Avg. | All Bus |
|-------------|----------------|----------------|----------------|---------------|-----------|---------|
| Pass./R.H. | 5.7 | 3.2 | 3.8 | 15.9 | 13.3 | 28.8 |
| Subs./Pass. | \$27.05 | \$49.85 | \$42.24 | \$7.46 | \$9.56 | \$1.90 |
| Fbx. Rec'y | 4.5% | 2.6% | 3.2% | 14.8% | 12% | 35.2% |



Blank Page

Route 901



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15-30m | 30m | 30-60m |
| Avg. Pass. | 2,945 | 1,912 | 1,125 |
| Annual Passengers: | | | 922,008 |
| 2016 | Rt. 901 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 22.1 | 31.2 | 28.8 |
| Subsidy/Pass. | \$2.83 | \$1.76 | \$1.90 |
| Fbx. Recovery | 25.6% | 36.5% | 35.2% |

Recommendation

- Reduction of some peak shoulder trips.

Impacts

- Reduced service in later morning and early afternoon.

123



North

San Diego International Airport

National City

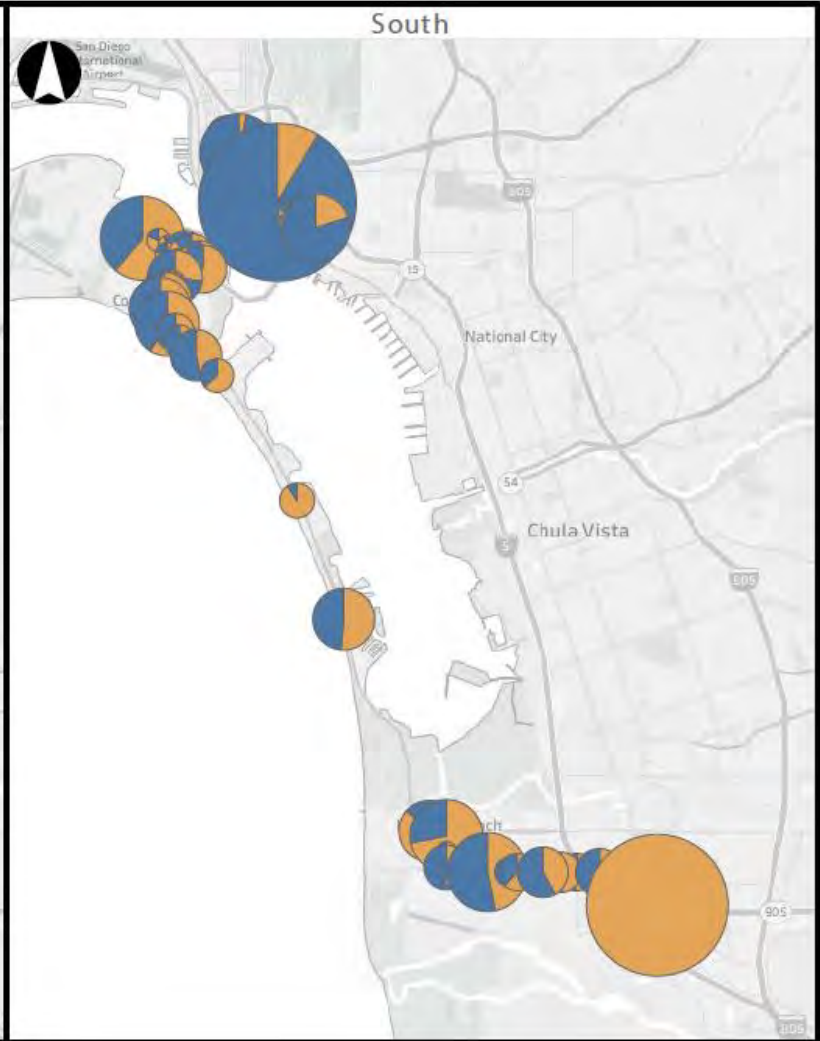
Chula Vista

905

54

15

5

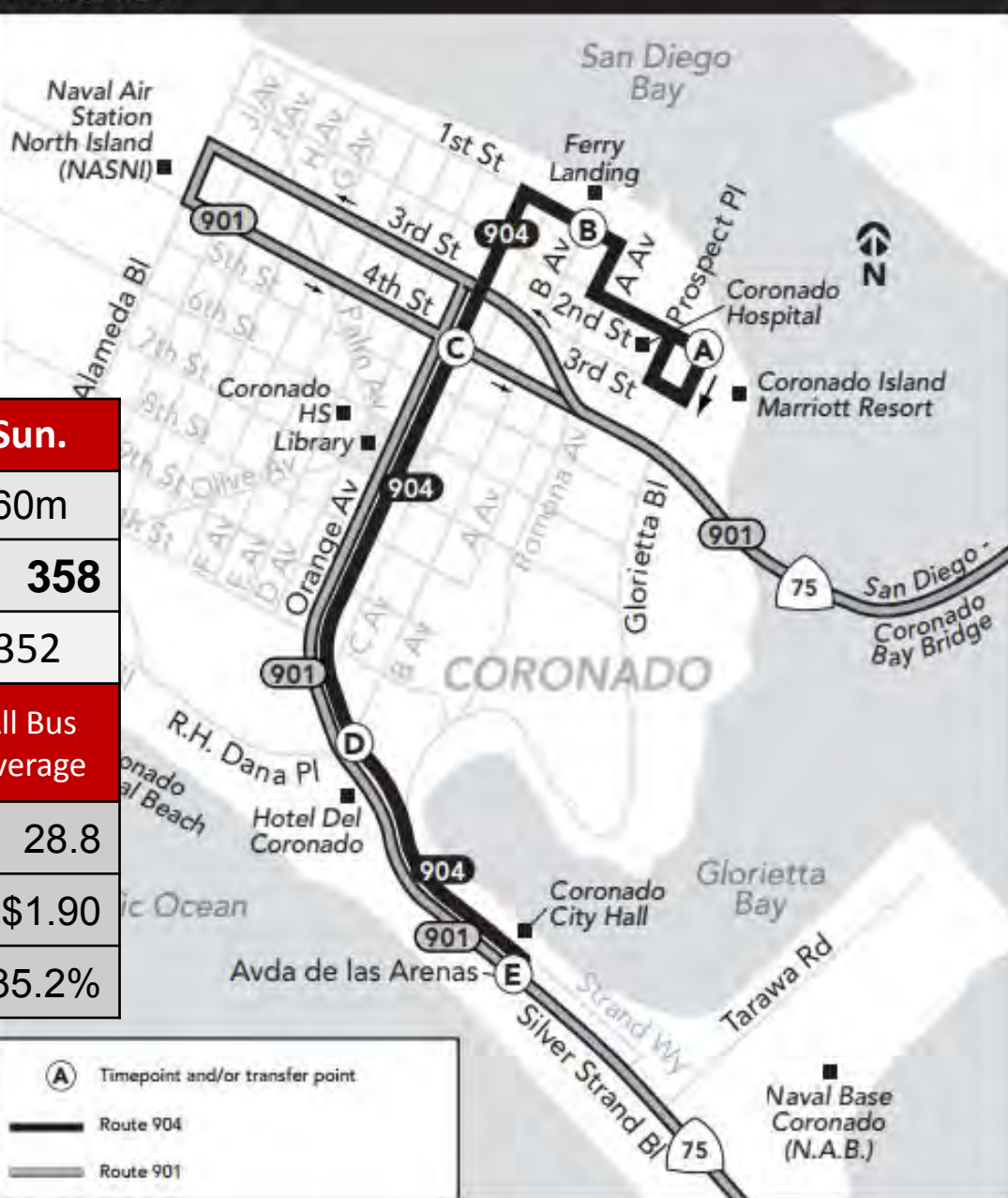


Route 904

Recommendation

- No proposed changes.

Route 904



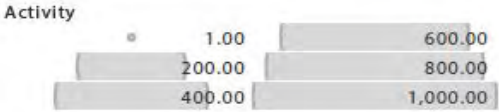
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 60m | 60m | 60m |
| Avg. Pass. | 375 | 438 | 358 |
| Annual Passengers: | | 142,352 | |
| 2016 | Rt. 904 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 21.2 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.33 | \$1.64 | \$1.90 |
| Fbx. Recovery | 10.7% | 38.9% | 35.2% |



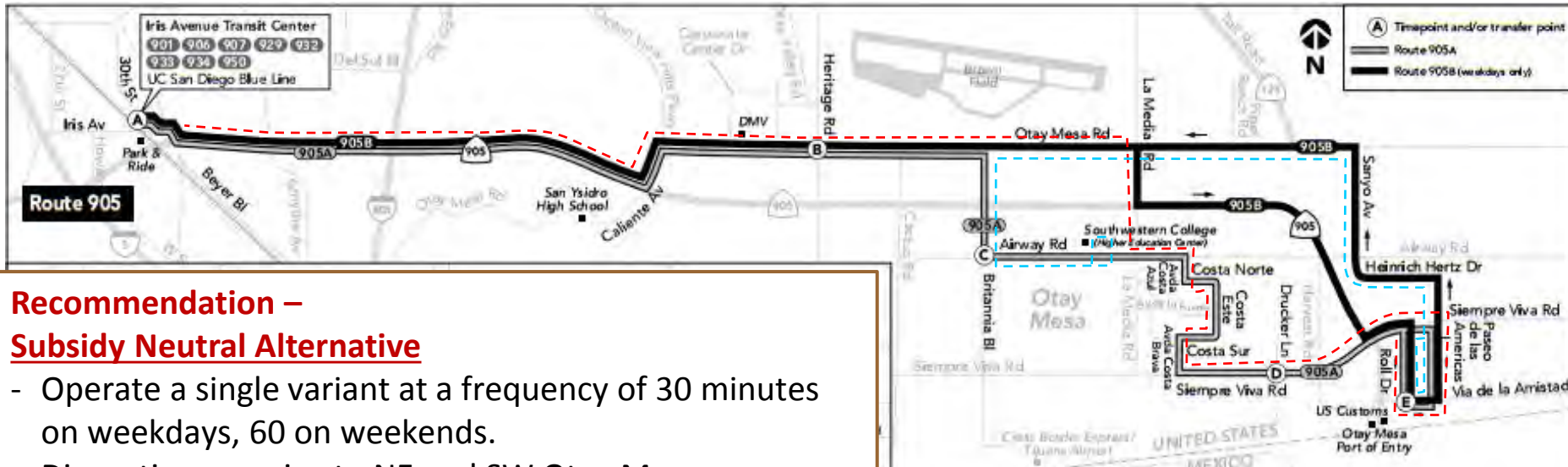
Weekday Ridership Route 904



On/Off
Off
On



Route 905



Recommendation – Subsidy Neutral Alternative

- Operate a single variant at a frequency of 30 minutes on weekdays, 60 on weekends.
- Discontinue service to NE and SW Otay Mesa.

Recommendation – Full T.O.P. Alternative

- Same as above.
- Implement Rt. 85 to cover NE, SW Otay Mesa.

Impacts

- Loss of service to some areas with rev. neutral alt.
- Reduced local svc. in favor of added express svc.

| 2016/2017 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 20-30m | 60m | 60m |
| Avg. Pass. | 1,851 | 1,618 | 994 |
| Annual Passengers: | | | 726,780 |
| 2016/2017 | Rt. 905 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 43.2 | 24.0 | 28.8 |
| Subsidy/Pass. | \$0.79 | \$1.64 | \$1.90 |
| Fbx. Recovery | 59.2% | 38.9% | 35.2% |



Weekday Ridership Route 905



Route 906/907

Recommendation – Subsidy Neutral Alternative

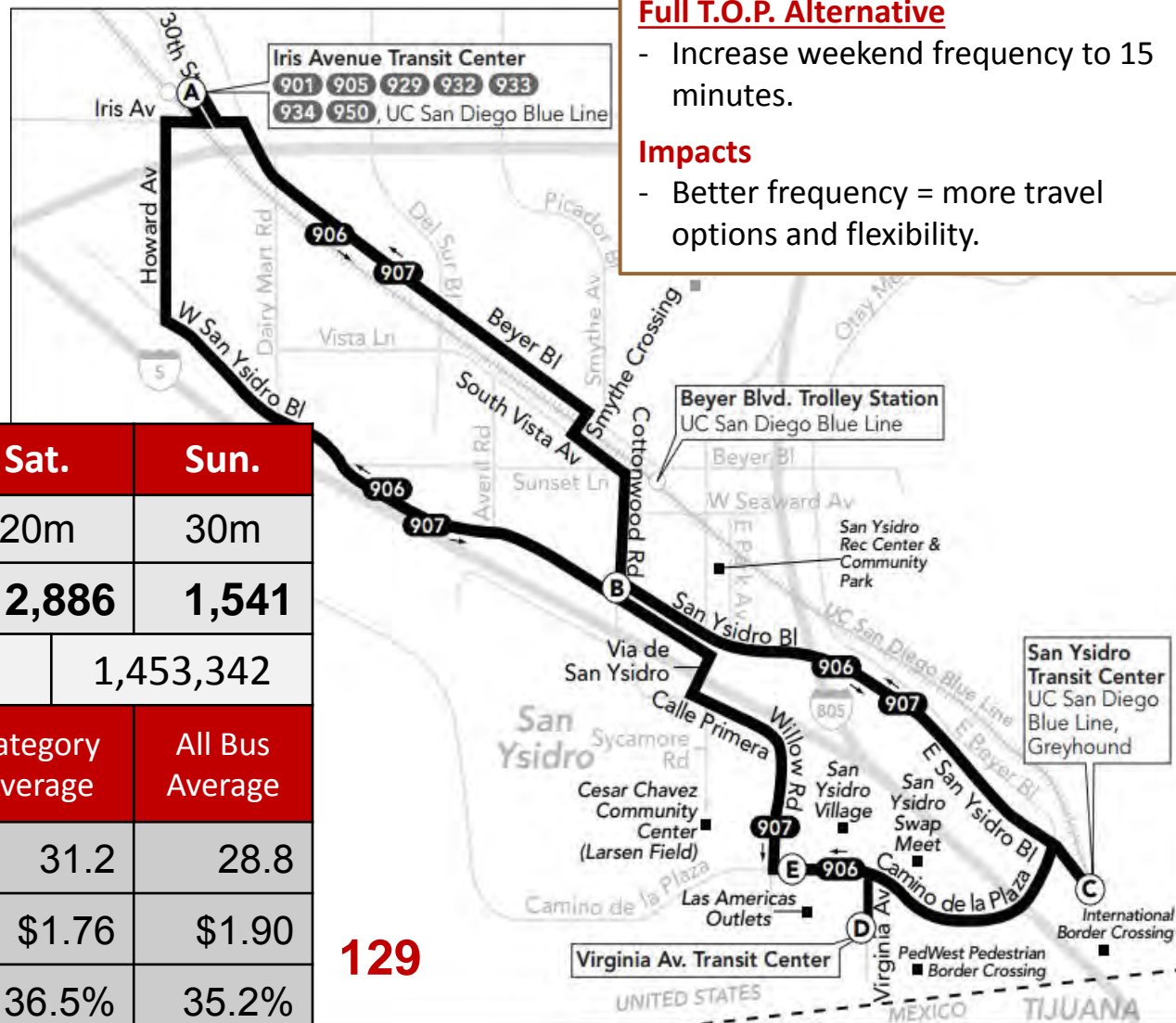
- Increase Sunday frequency to 20 minutes (match Saturday).

Recommendation – Full T.O.P. Alternative

- Increase weekend frequency to 15 minutes.

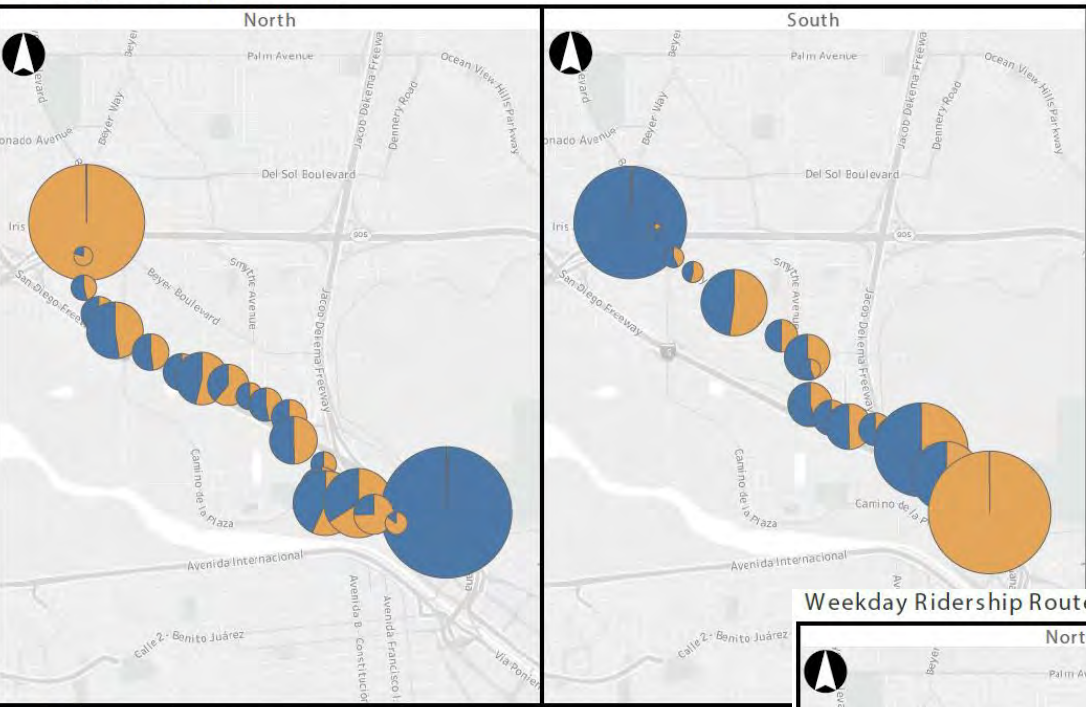
Impacts

- Better frequency = more travel options and flexibility.

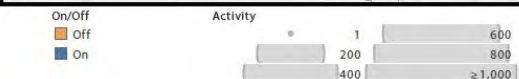
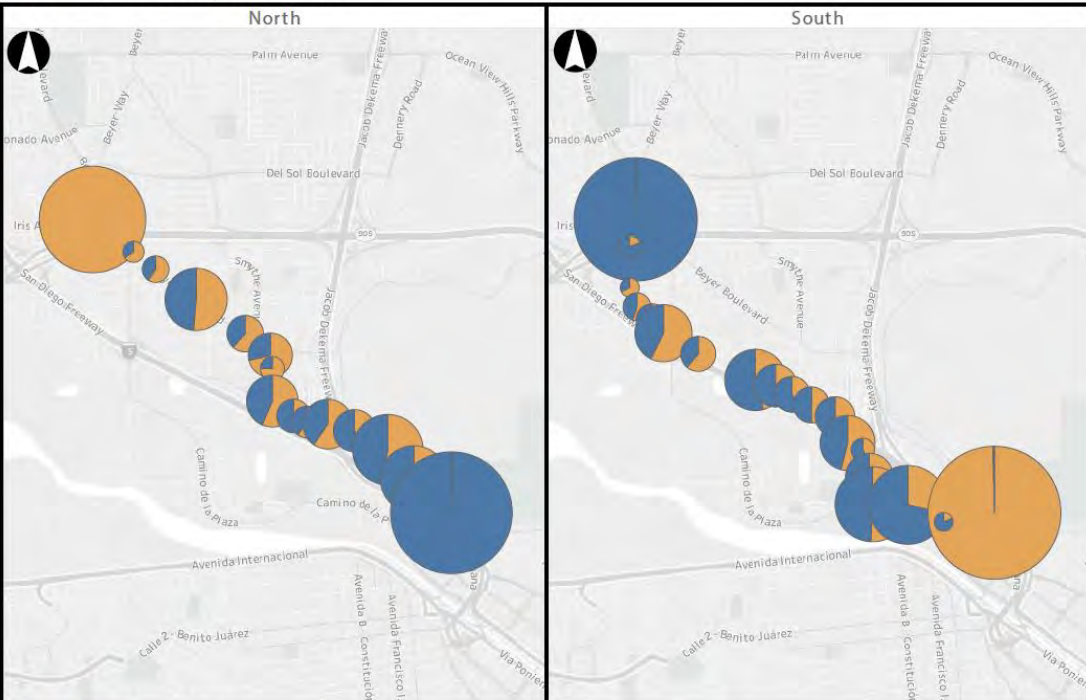


| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|----------------|---------------------|--------------------|
| Current Freq. | 15m | 20m | 30m |
| Avg. Pass. | 4,720 | 2,886 | 1,541 |
| Annual Passengers: | | 1,453,342 | |
| 2016 | Rt. 906/907 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 36.8 | 31.2 | 28.8 |
| Subsidy/Pass. | \$0.25 | \$1.76 | \$1.90 |
| Fbx. Recovery | 78.4% | 36.5% | 35.2% |

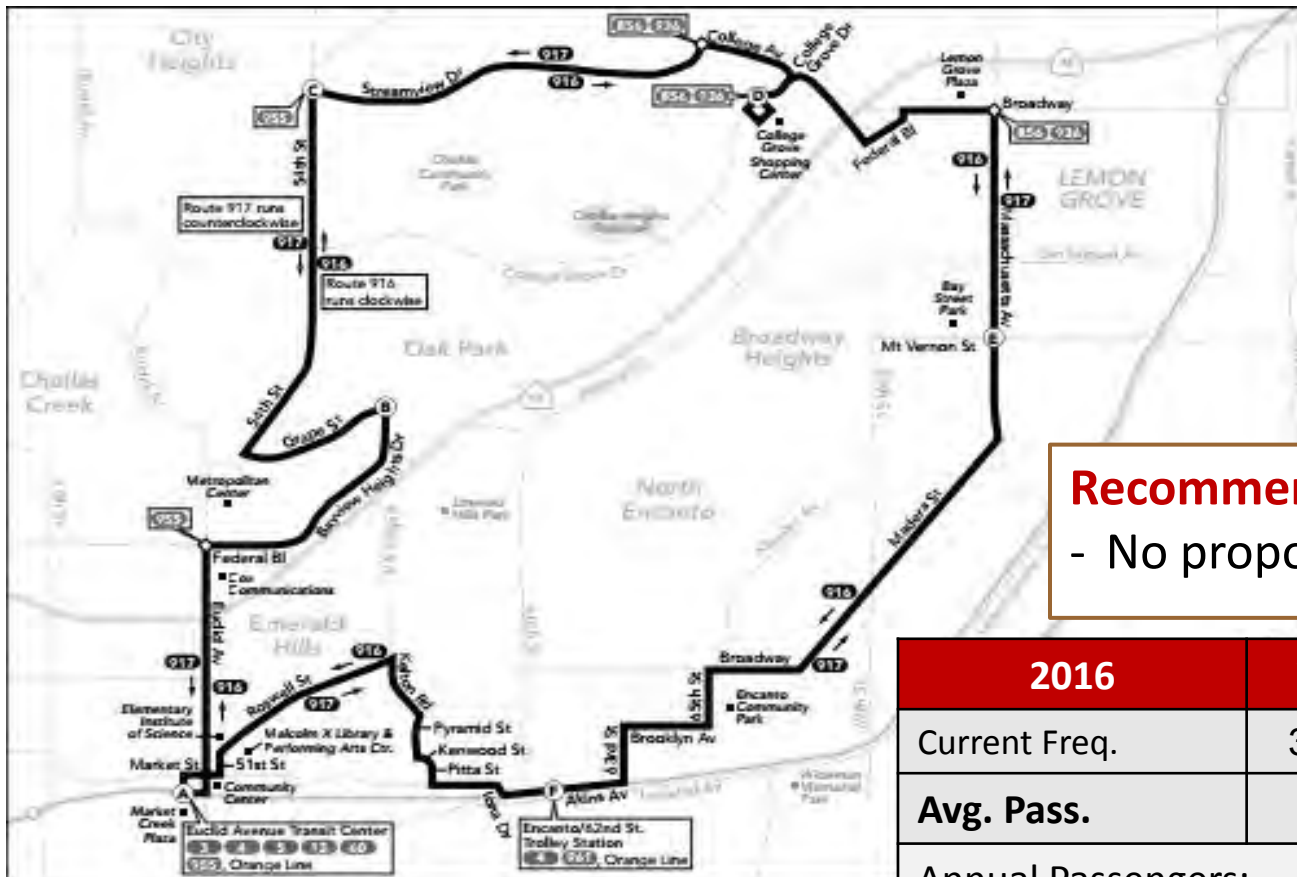
Weekday Ridership Route 906



Weekday Ridership Route 907



Route 916/917



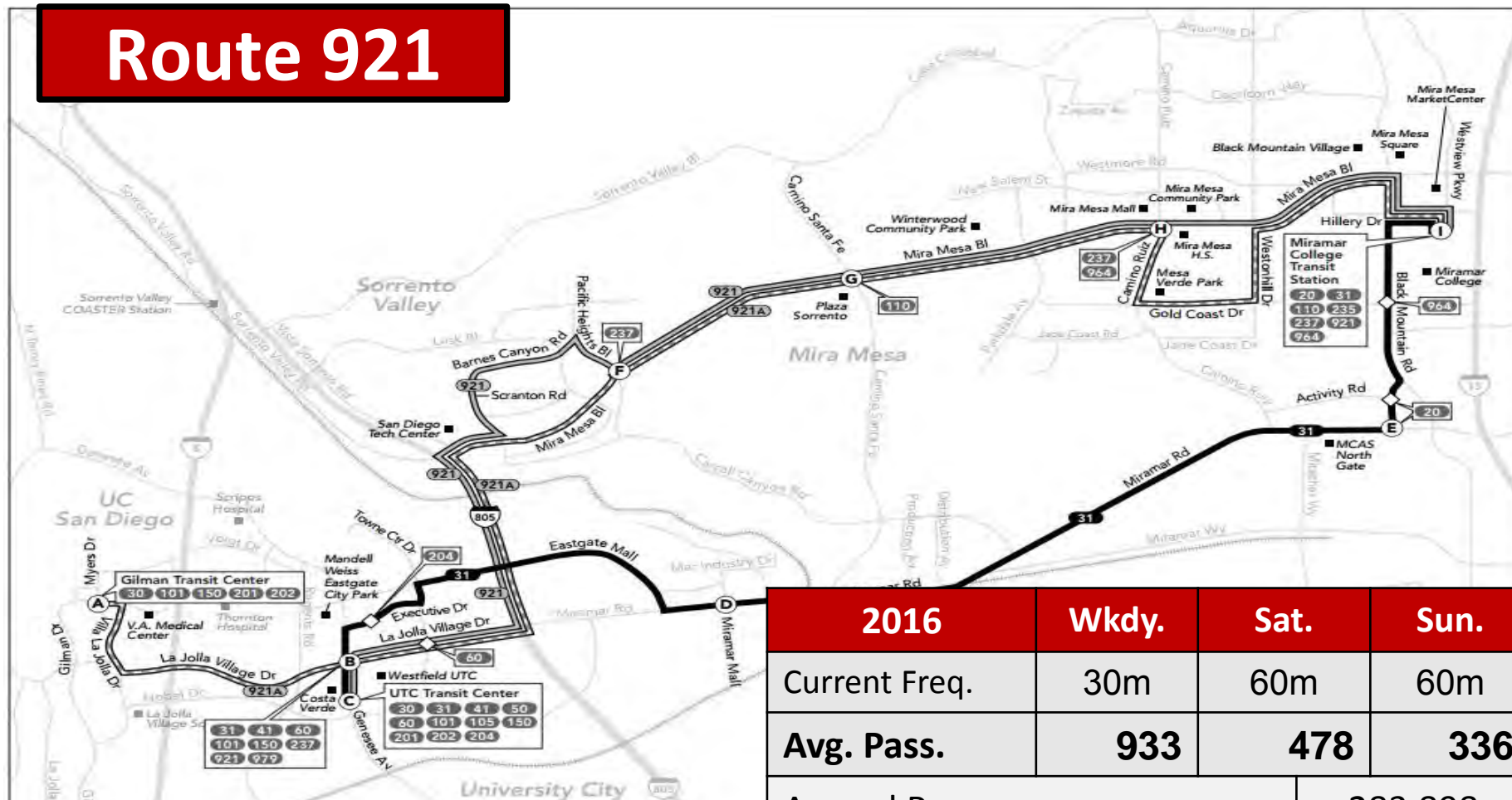
Recommendation

- No proposed changes.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|----------------|---------------------|--------------------|
| Current Freq. | 30-60m | 60m | ---- |
| Avg. Pass. | 792 | 418 | ---- |
| Annual Passengers: | | | 224,373 |
| 2016 | Rt. 916/917 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 19.2 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.46 | \$1.64 | \$1.90 |
| Fbx. Recovery | 29.9% | 38.9% | 35.2% |



Route 921



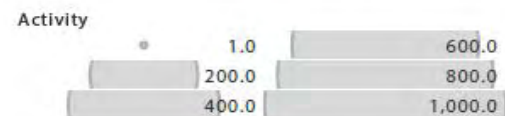
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 933 | 478 | 336 |
| Annual Passengers: | | | 283,898 |
| 2016 | Rt. 921 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 17.7 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.16 | \$1.64 | \$1.90 |
| Fbx. Recovery | 32.6% | 38.9% | 35.2% |



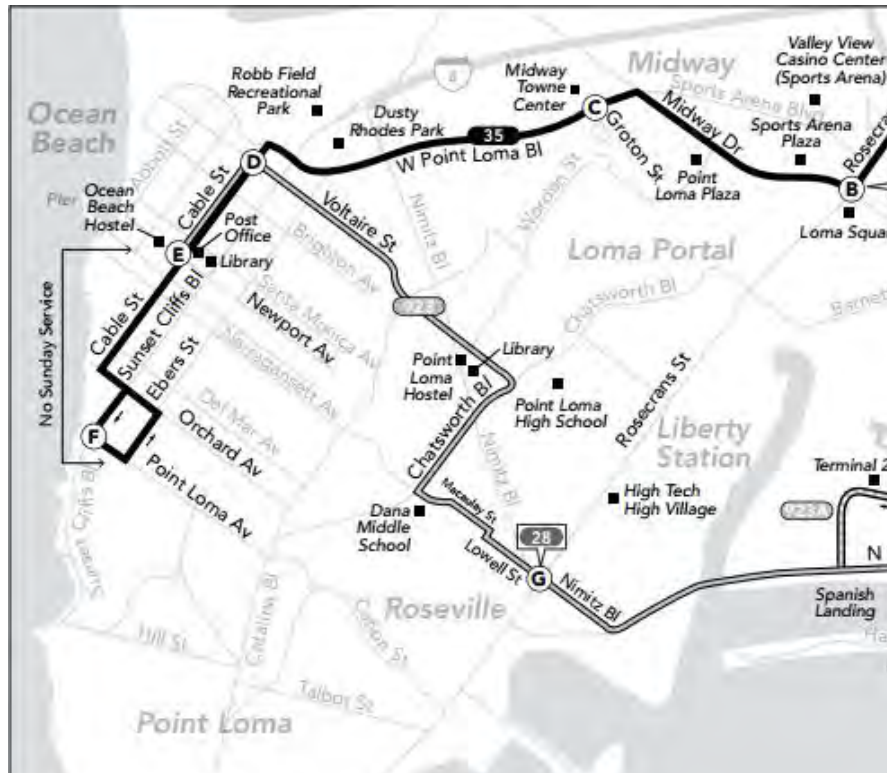
Weekday Ridership Route 921



On/Off
 Off
 On



Route 923



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 30m | 60m | ---- |
| Avg. Pass. | 926 | 107 | ---- |
| Annual Passengers: | | | 242,152 |
| 2016 | Rt. 923 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 16.9 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.09 | \$1.64 | \$1.90 |
| Fbx. Recovery | 32.0% | 38.9% | 35.2% |



Recommendation

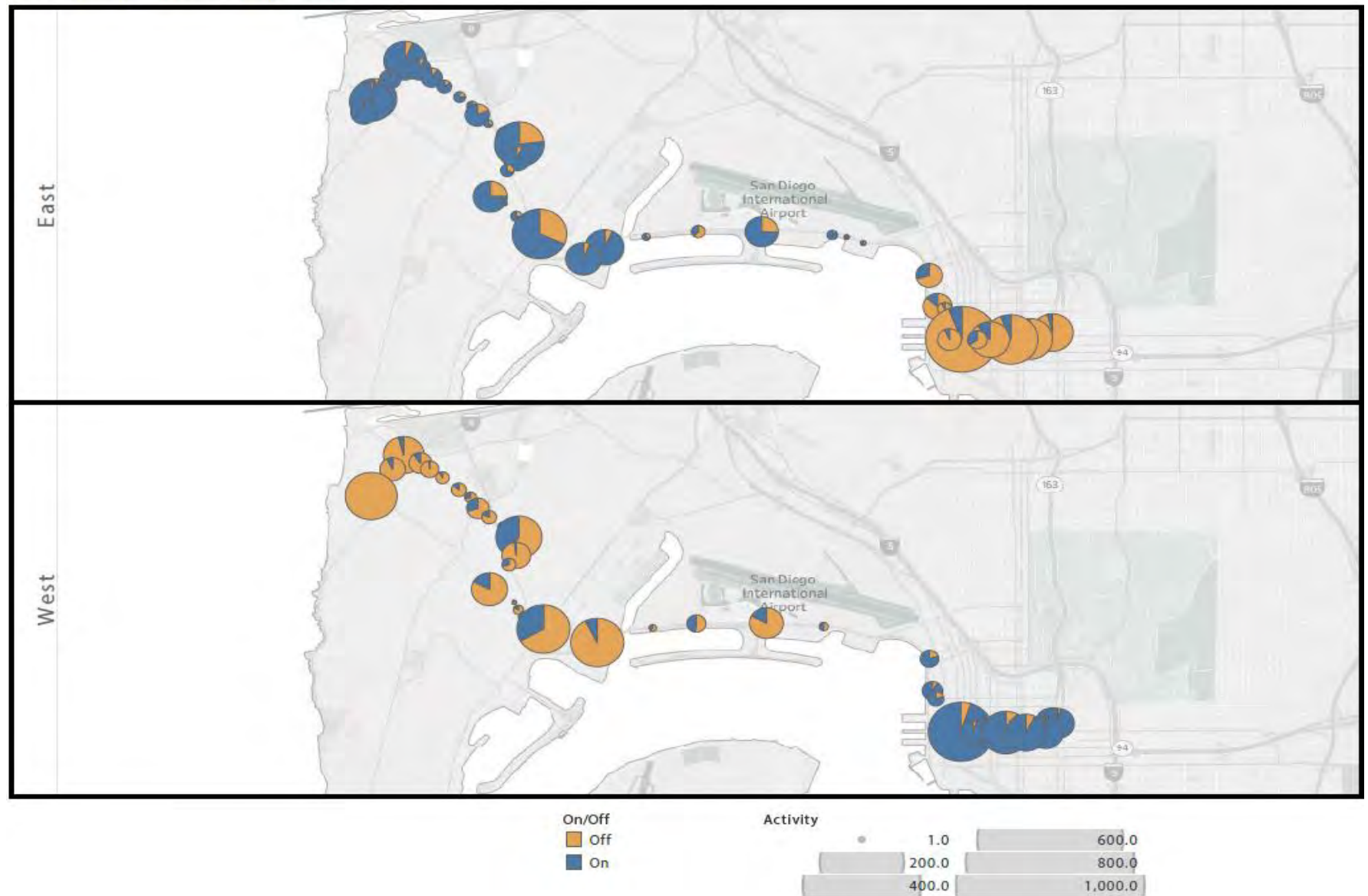
- Discontinue Saturday service.
- Add Ocean Beach tail below Newport Ave. from Route 35.

Impacts

- Loss of Saturday service along Voltaire St. and Chatsworth Blvd.



Weekday Ridership Route 923

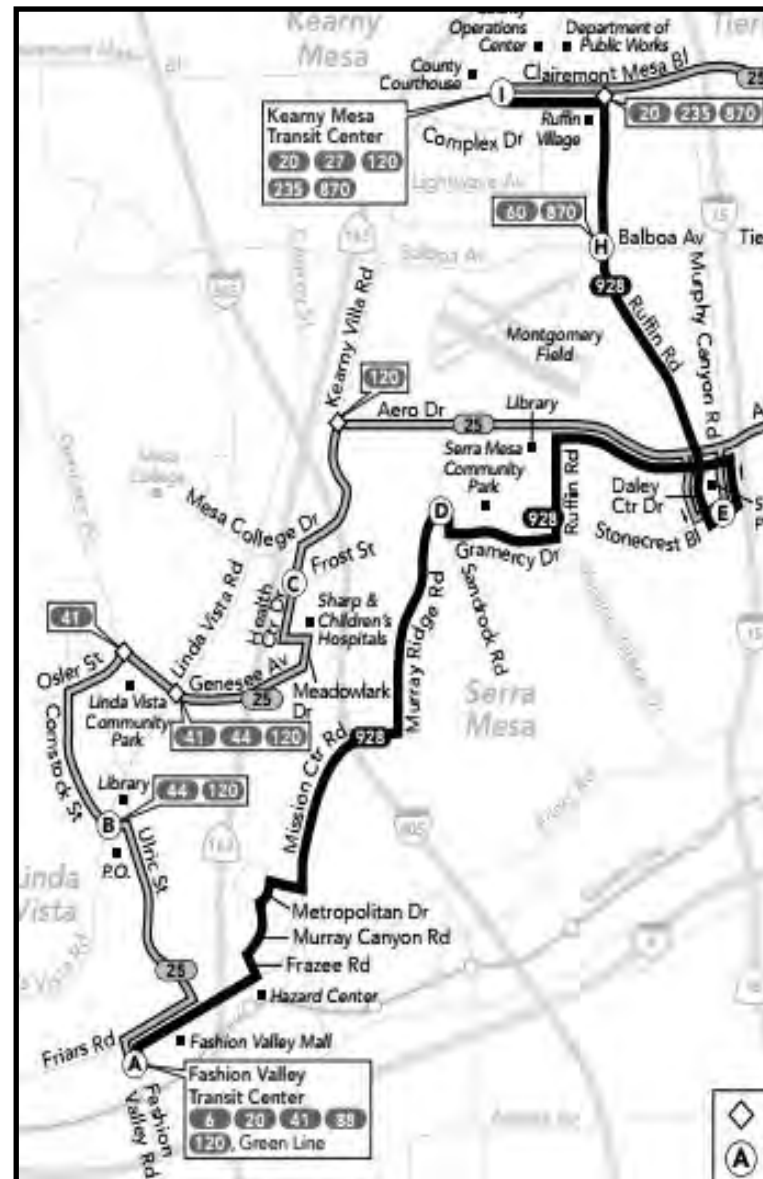


Route 928

Recommendation

- No proposed changes.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 1,173 | 326 | 169 |
| Annual Passengers: | | 326,974 | |
| 2016 | Rt. 928 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 21.2 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.02 | \$1.64 | \$1.90 |
| Fbx. Recovery | 34.3% | 38.9% | 35.2% |

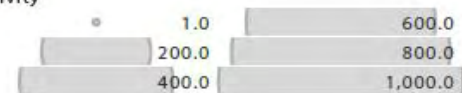


Weekday Ridership Route 928



On/Off
 Off
 On

Activity



Route 929

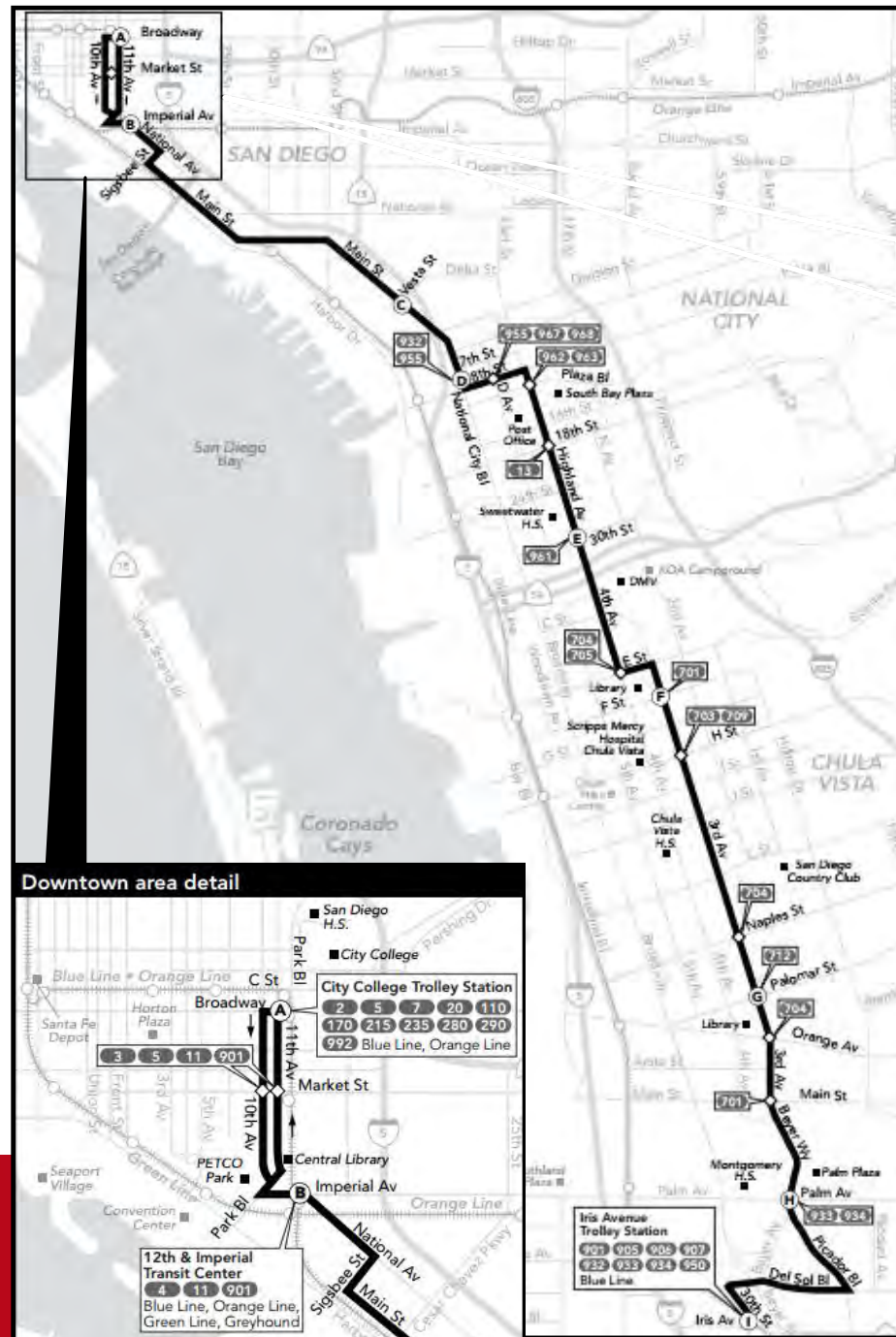
Recommendation

- Shift Downtown S.D. terminal from City College T.C. to 12th & Imperial T.C.
- Shortens length of route for better reliability
- Reduces duplicative service through challenging East Village (construction, special events, etc.)

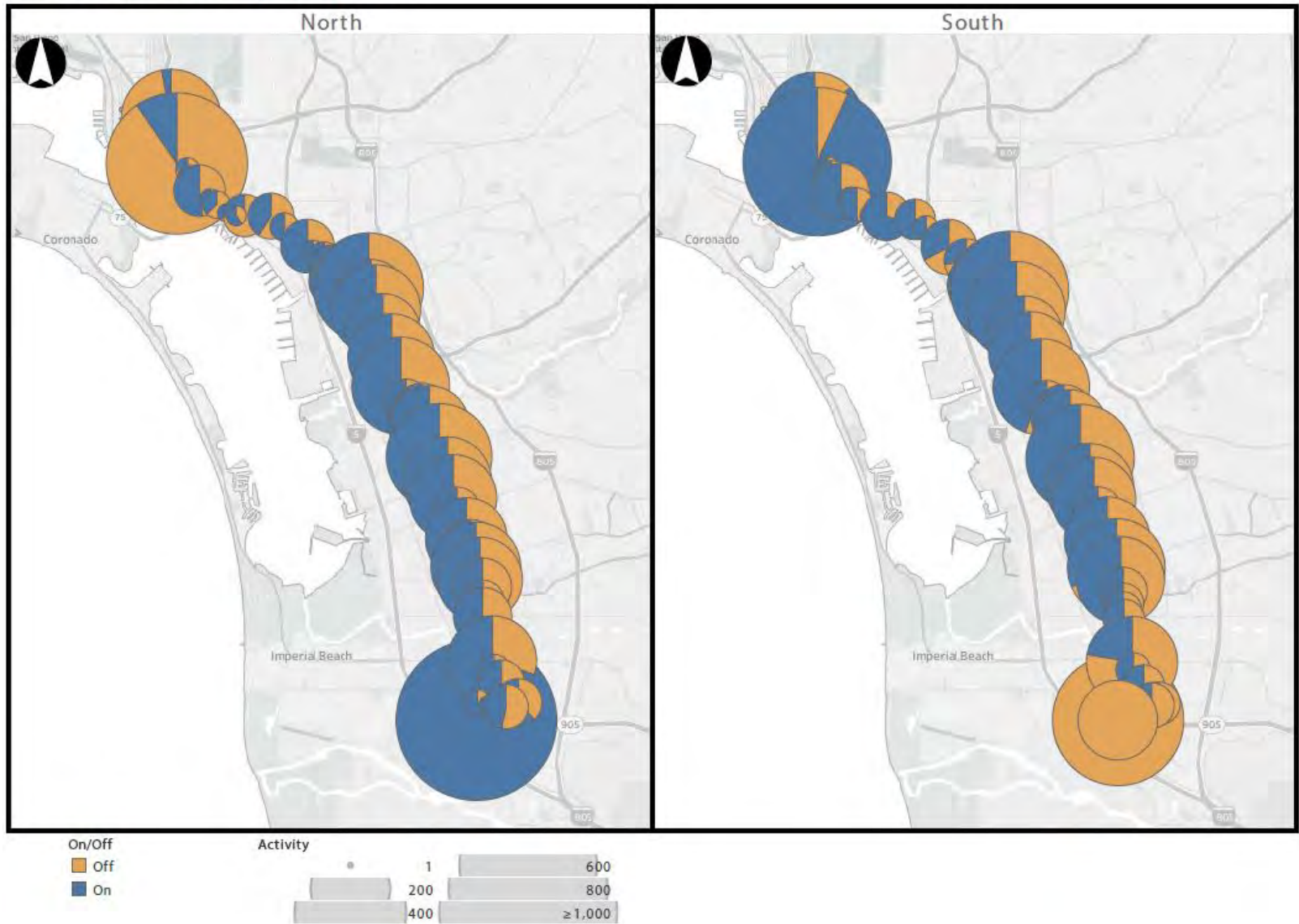
Impacts

- Requires additional transfer for through-riders.
- Through-service on Routes 11, 901, Blue, Orange

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 15m | 20m | 20m |
| Avg. Pass. | 7,478 | 4,344 | 3,039 |
| Annual Passengers: | | 2,326,848 | |
| 2016 | Rt. 929 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 33.6 | 31.2 | 28.8 |
| Subsidy/Pass. | \$0.79 | \$1.76 | \$1.90 |
| Fbx. Recovery | 56.4% | 36.5% | 35.2% |



Weekday Ridership Route 929

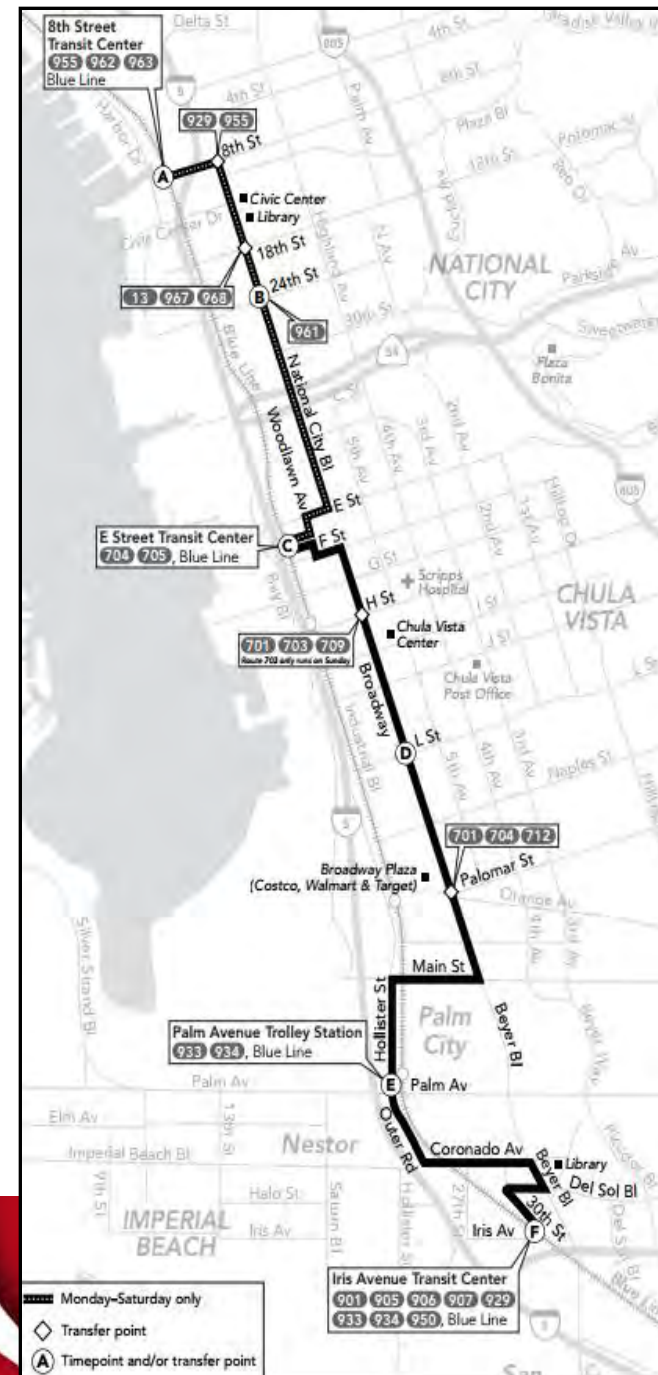


Route 932

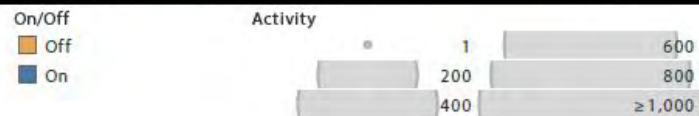
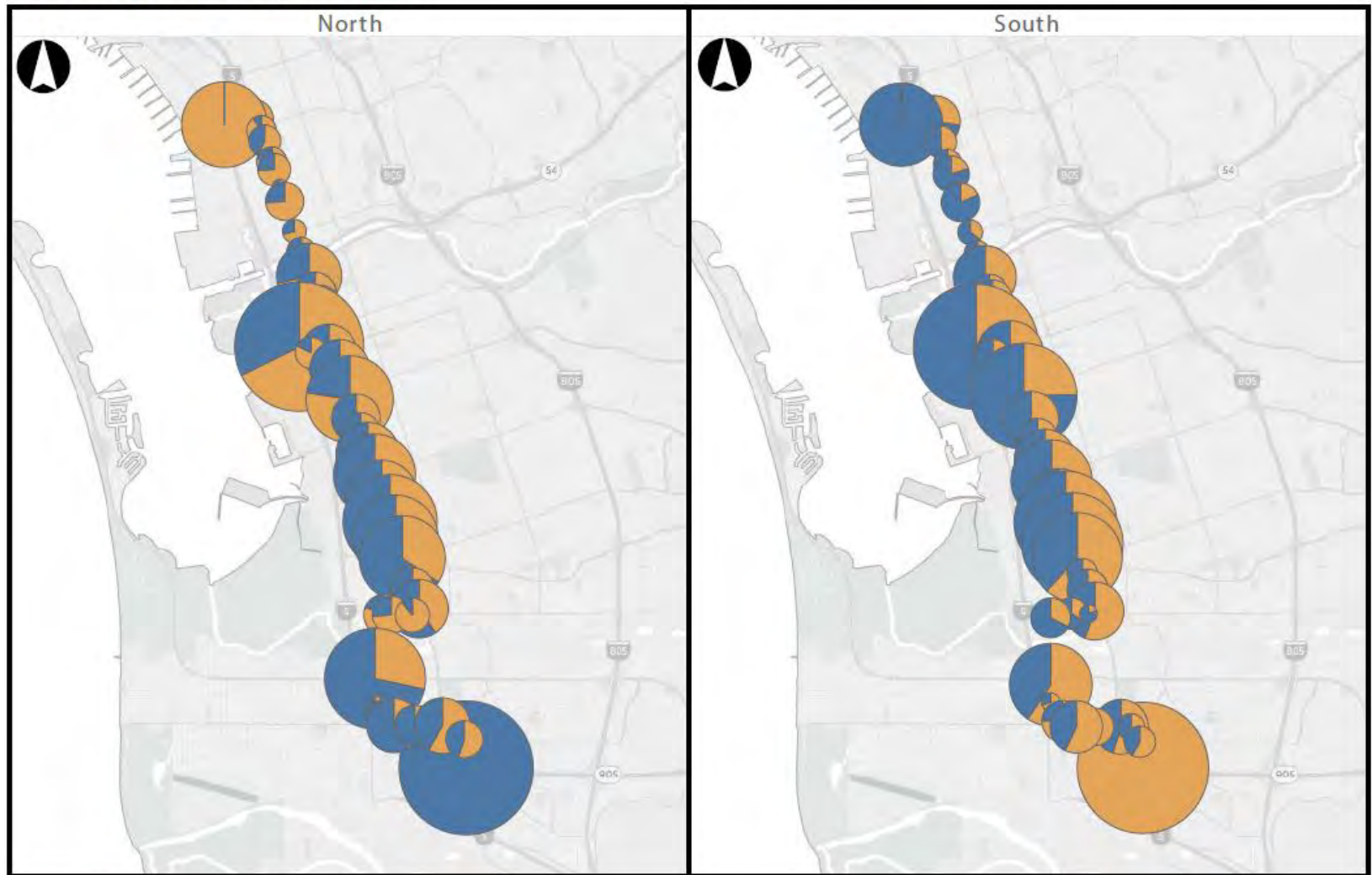
Recommendation

- No proposed changes.

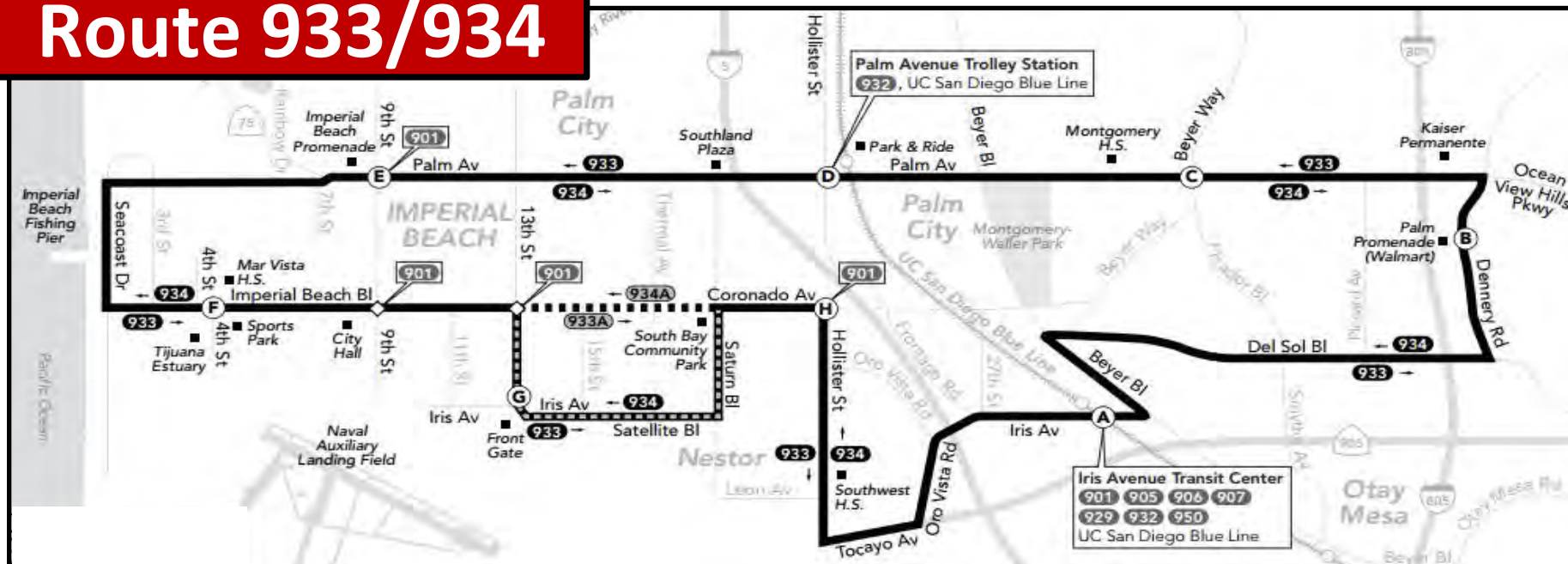
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 15m | 20m | 30m |
| Avg. Pass. | 4,226 | 2,183 | 883 |
| Annual Passengers: | | 1,248,916 | |
| 2016 | Rt. 932 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 30.0 | 31.2 | 28.8 |
| Subsidy/Pass. | \$0.97 | \$1.76 | \$1.90 |
| Fbx. Recovery | 50.4% | 36.5% | 35.2% |



Weekday Ridership Route 932



Route 933/934



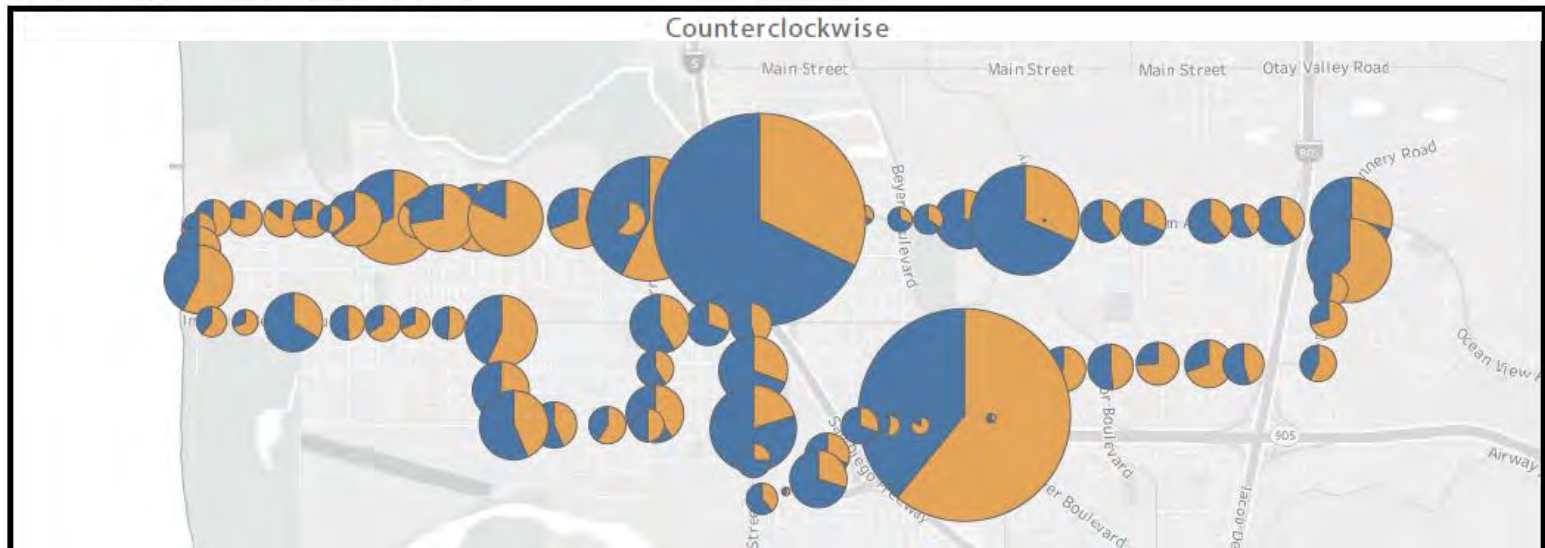
Recommendation

- No proposed changes.

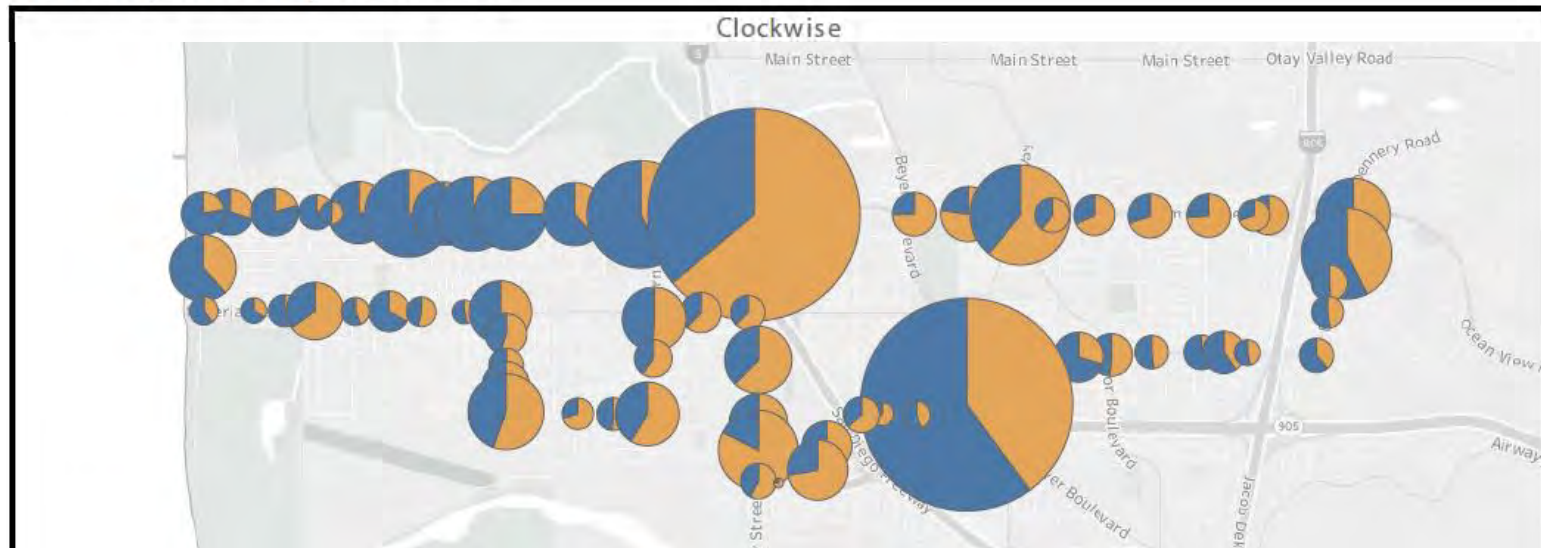
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|----------------|---------------------|--------------------|
| Current Freq. | 10-15m | 20m | 30m |
| Avg. Pass. | 5,771 | 3,186 | 1,480 |
| Annual Passengers: | | | 1,733,433 |
| 2016 | Rt. 933/934 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 30.8 | 31.2 | 28.8 |
| Subsidy/Pass. | \$1.45 | \$1.76 | \$1.90 |
| Fbx. Recovery | 40.7% | 36.5% | 35.2% |



Weekday Ridership Route 933



Weekday Ridership Route 934



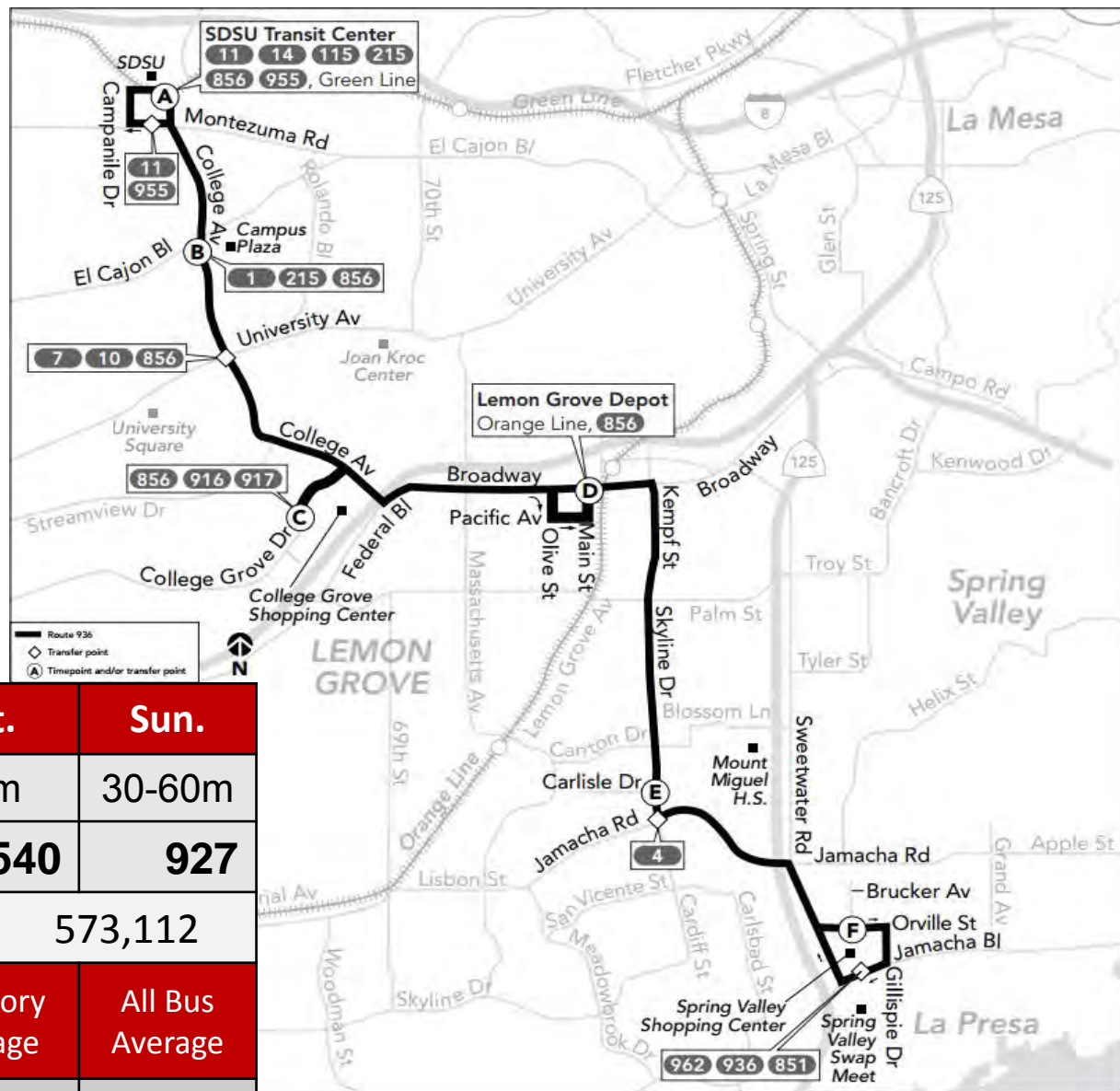
Route 936

Recommendation

- Discontinue segment into College Grove Drive.
 - Faster service between Lemon Grove and SDSU

Impacts

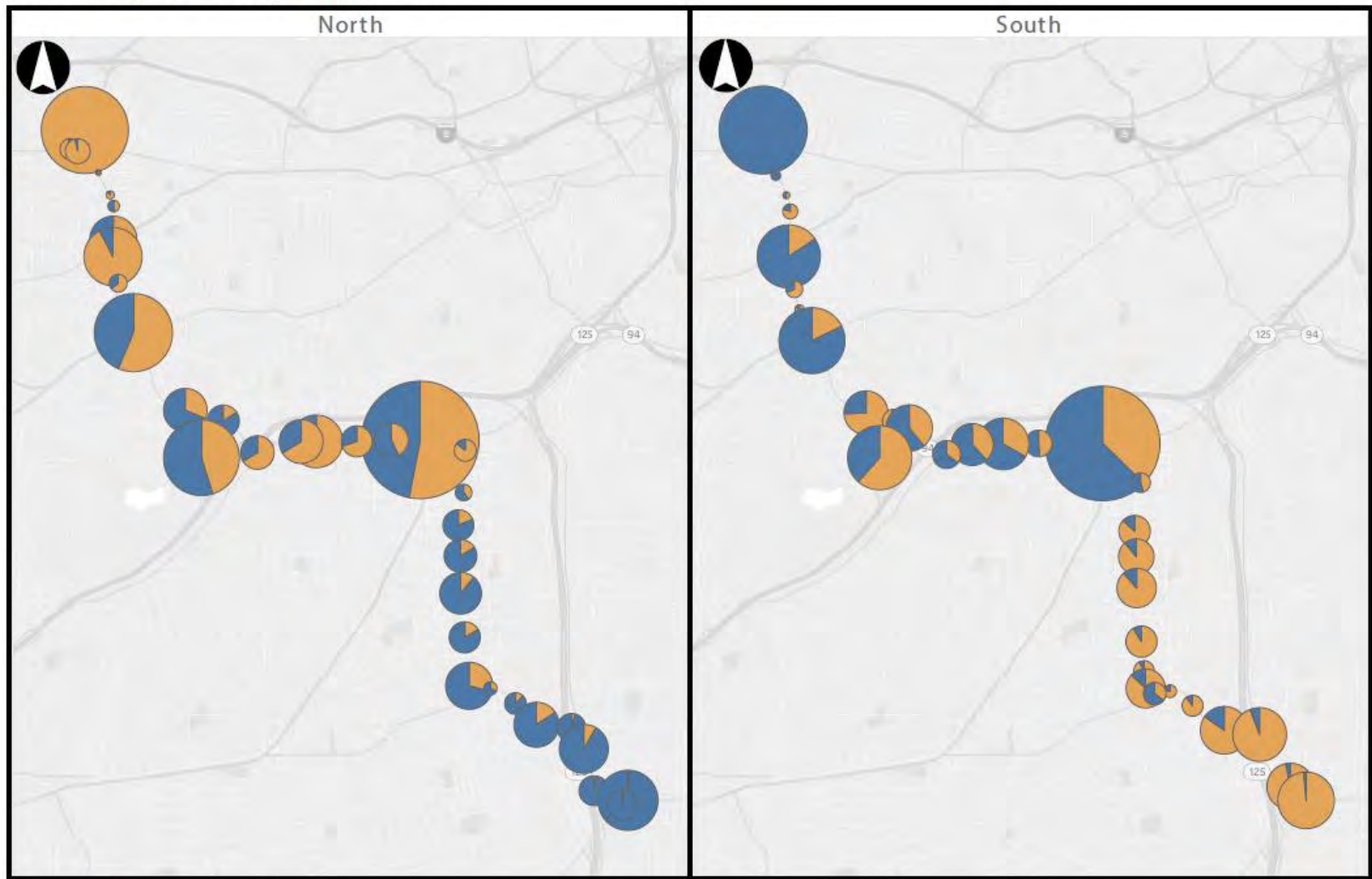
- Longer walk or transfer to access some College Grove businesses.



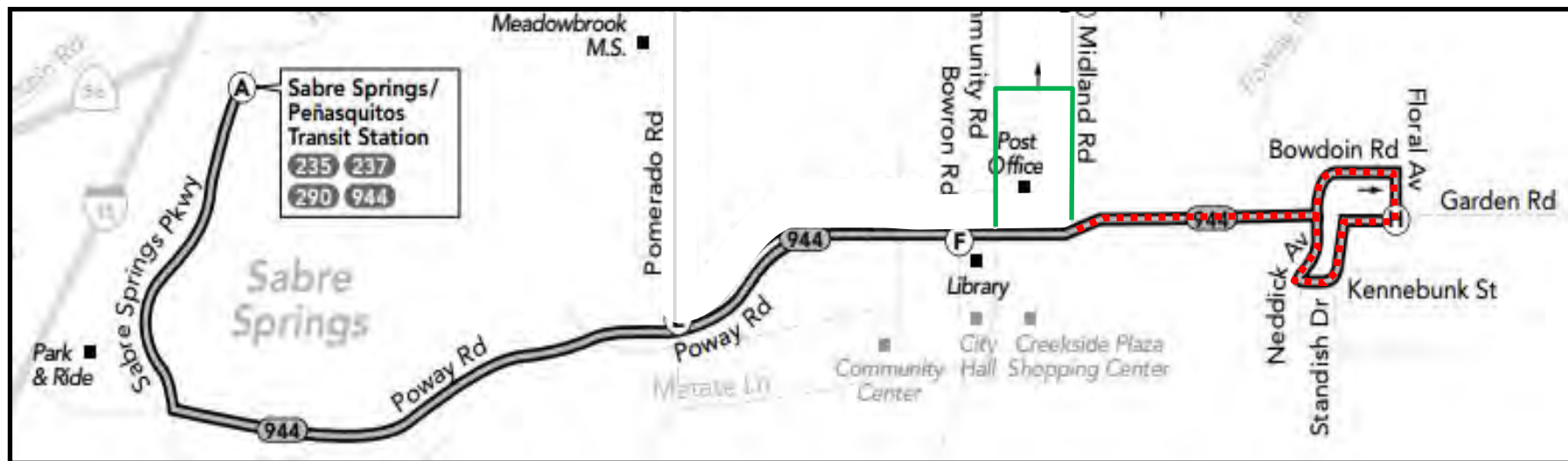
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | 30m | 30-60m |
| Avg. Pass. | 1,701 | 1,540 | 927 |
| Annual Passengers: | | 573,112 | |
| 2016 | Rt. 936 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 27.3 | 24.0 | 28.8 |
| Subsidy/Pass. | \$0.82 | \$1.64 | \$1.90 |
| Fbx. Recovery | 56.9% | 38.9% | 35.2% |



Weekday Ridership Route 936



Route 944



| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 30m | 60m | ---- |
| Avg. Pass. | 249 | 99 | ---- |
| Annual Passengers: | | 68,892 | |
| 2016 | Rt. 944 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 8.8 | 24.0 | 28.8 |
| Subsidy/Pass. | \$4.28 | \$1.64 | \$1.90 |
| Fbx. Recovery | 18.8% | 38.9% | 35.2% |

Recommendation

- Move eastern turnaround from Garden Rd. area to Midland Rd./Hilleary Place.
- More density and commercial off Community Rd.
- Shorter route makes better regional connections

Impacts

- Loss of service to SE Poway.



| | |
|-------|---------|
| 1.0 | 600.0 |
| 200.0 | 800.0 |
| 400.0 | 1,000.0 |



Route 945

Recommendation –

Subsidy Neutral Alternative

- Discontinue Route 945A variant (Espola Rd. loop).
- No proposed changes to regular Route 945 variant.

Impacts

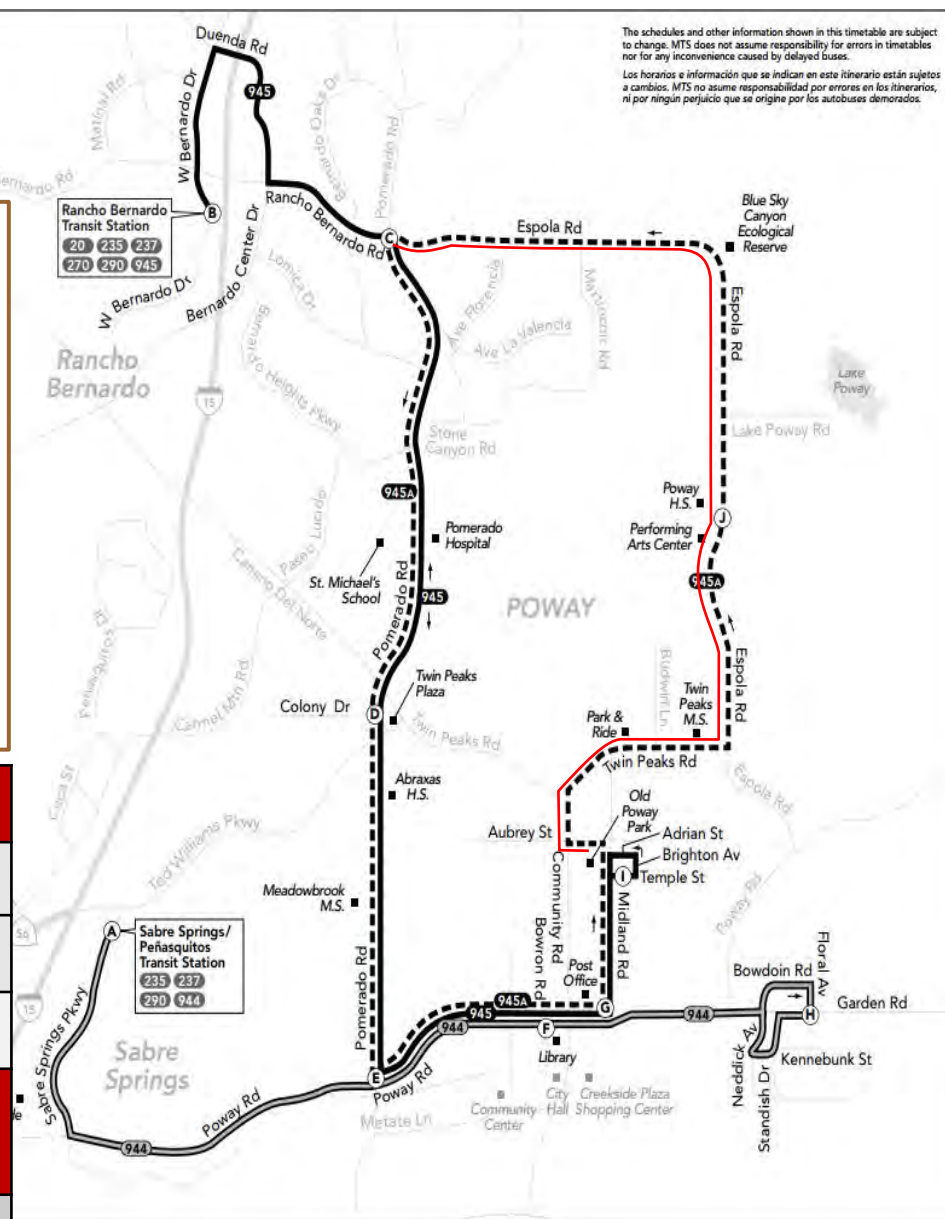
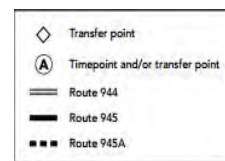
- 79 daily boardings along Espola Rd. (including Poway HS).

Recommendation –

Full T.O.P. Alternative

- No changes proposed.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | 45m | ---- |
| Avg. Pass. | 557 | 207 | ---- |
| Annual Passengers: | | 153,451 | |
| 2016 | Rt. 945 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 11.9 | 24.0 | 28.8 |
| Subsidy/Pass. | \$2.84 | \$1.64 | \$1.90 |
| Fbx. Recovery | 26.9% | 38.9% | 35.2% |

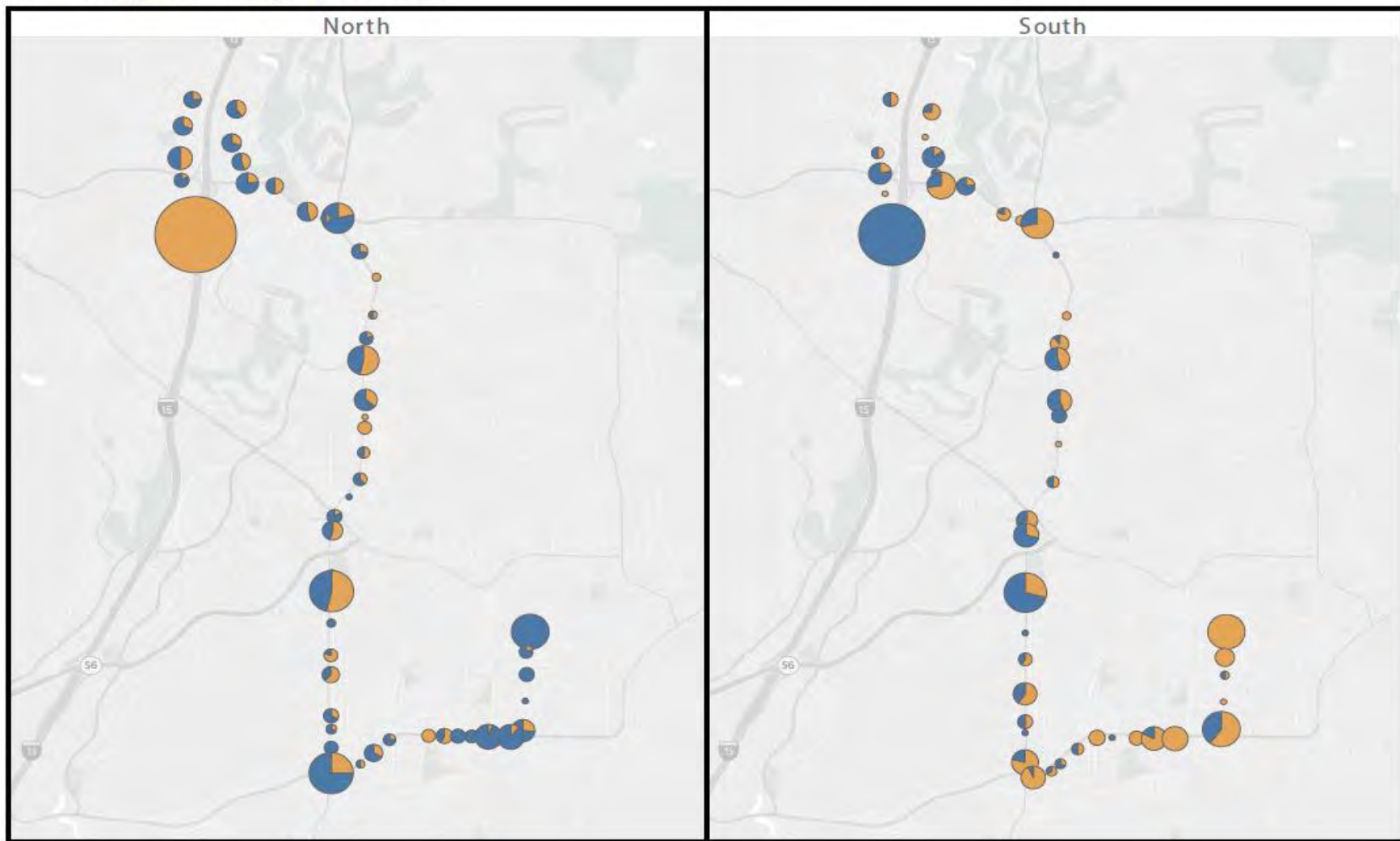


The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.

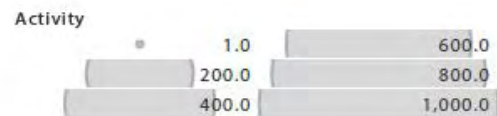
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.



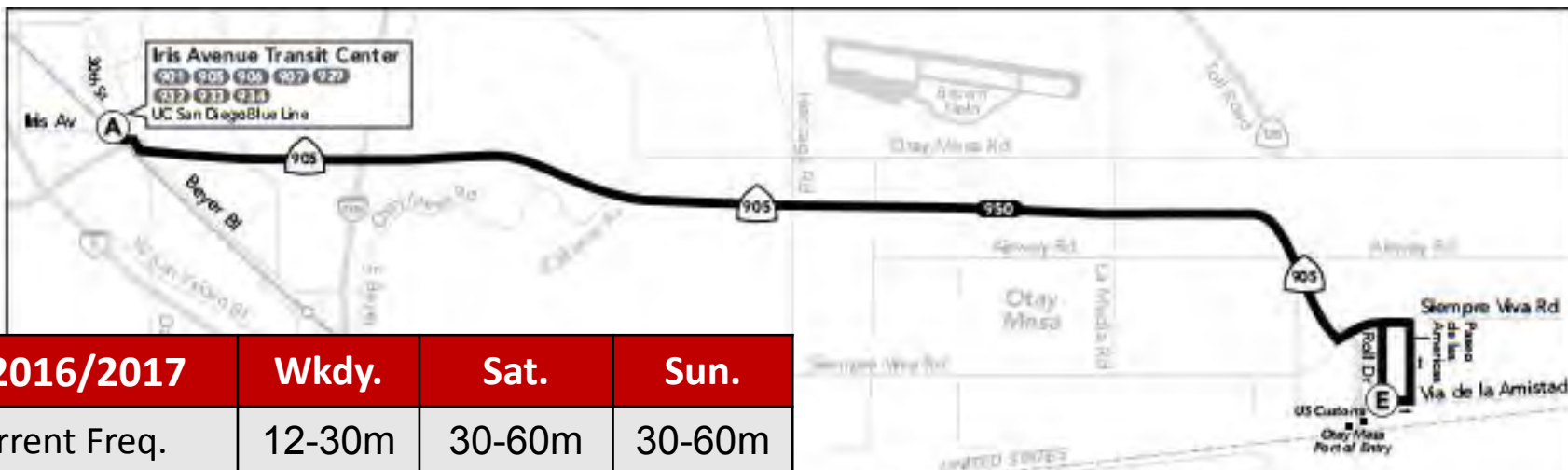
Weekday Ridership Route 945



On/Off
■ Off
■ On



Route 950



| 2016/2017 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 12-30m | 30-60m | 30-60m |
| Avg. Pass. | 1,204 | 178 | 104 |
| Annual Passengers: | | 176,228 | |
| 2016/2017 | Rt. 950 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 62.2 | 25.6 | 28.8 |
| Subsidy/Pass. | \$1.30 | \$3.39 | \$1.90 |
| Fbx. Recovery | 39.2% | 22.9% | 35.2% |

Recommendation

- Increase weekday frequency to every 10 minutes in peaks.
- Expand span of service into evening.

Impacts

- Resources reallocated from some Rt. 905 service.

Weekday Ridership Route 950



Route 955

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15m | 20m | 30m |
| Avg. Pass. | 4,740 | 2,705 | 1,636 |
| Annual Passengers: | | 1,454,467 | |
| 2016 | Rt. 955 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 34.0 | 31.2 | 28.8 |
| Subsidy/Pass. | \$0.62 | \$1.76 | \$1.90 |
| Fbx. Recovery | 62.5% | 36.5% | 35.2% |

Recommendation

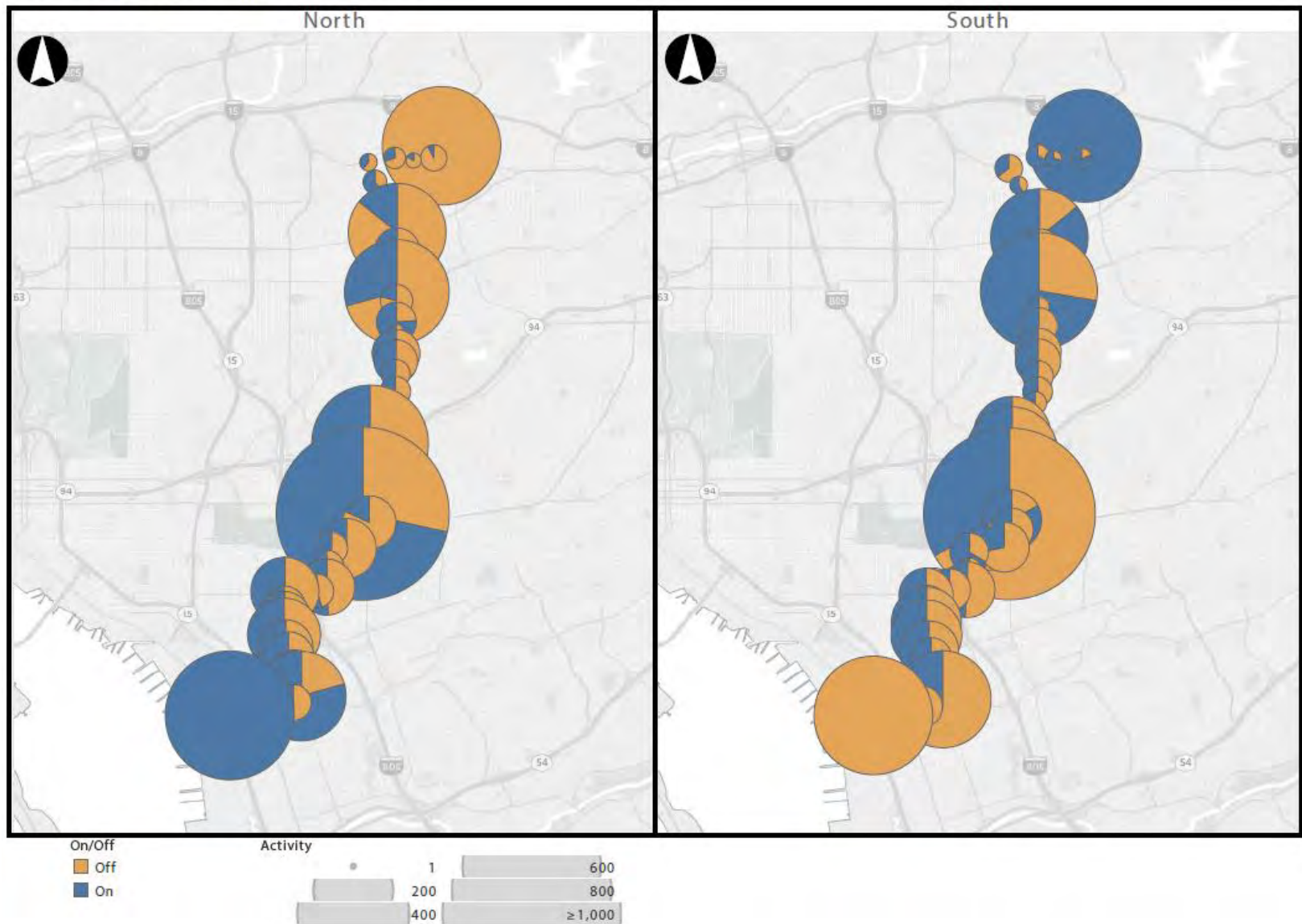
- Increase weekday frequency from 15 to 12 minutes.

Impacts

- Better frequency = more travel options and flexibility.



Weekday Ridership Route 955



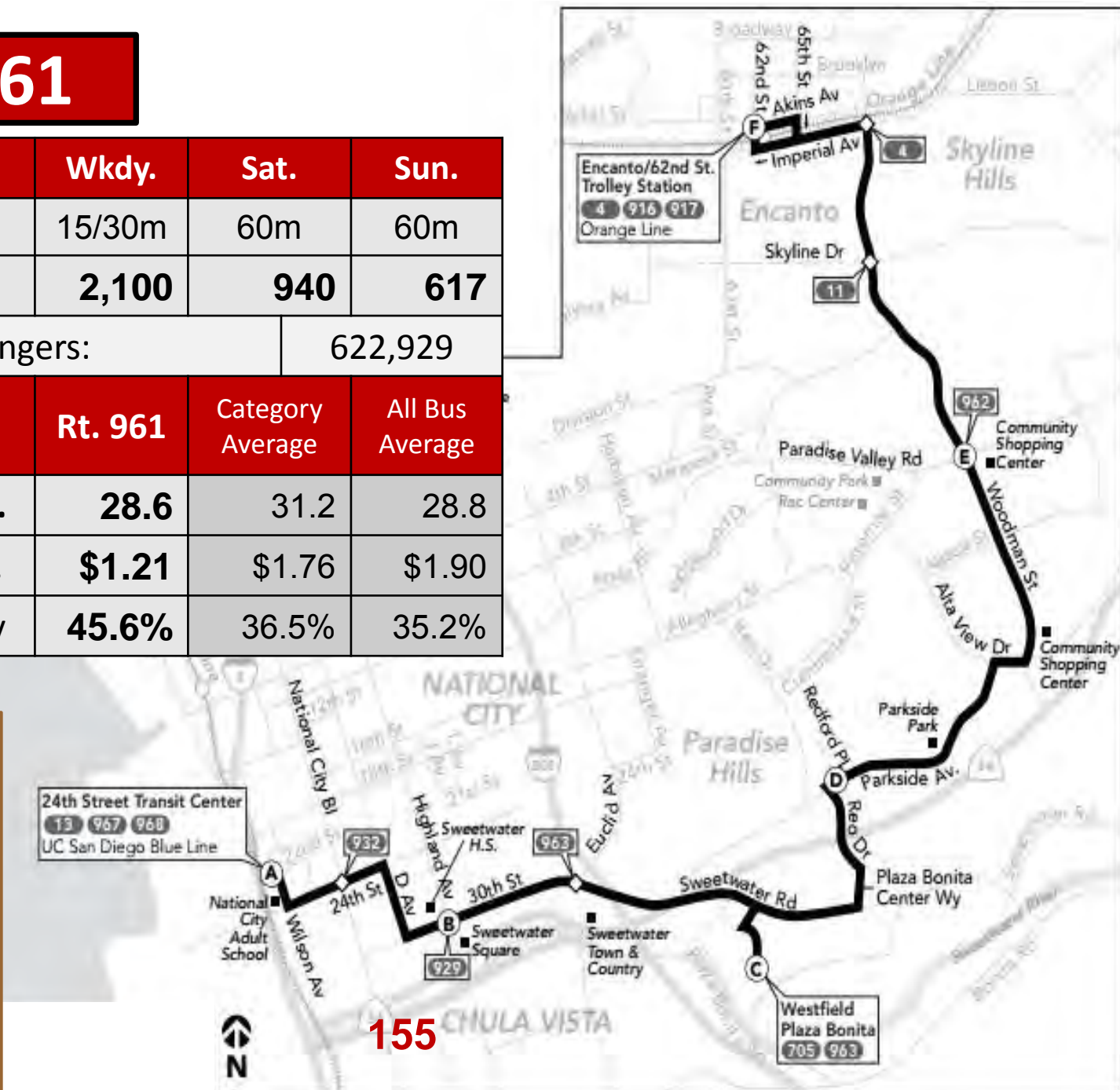
Route 961

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------------|------------------|-----------------|
| Current Freq. | 15/30m | 60m | 60m |
| Avg. Pass. | 2,100 | 940 | 617 |
| Annual Passengers: | | 622,929 | |
| 2016 | Rt. 961 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 28.6 | 31.2 | 28.8 |
| Subsidy/Pass. | \$1.21 | \$1.76 | \$1.90 |
| Fbx. Recovery | 45.6% | 36.5% | 35.2% |

Recommendation

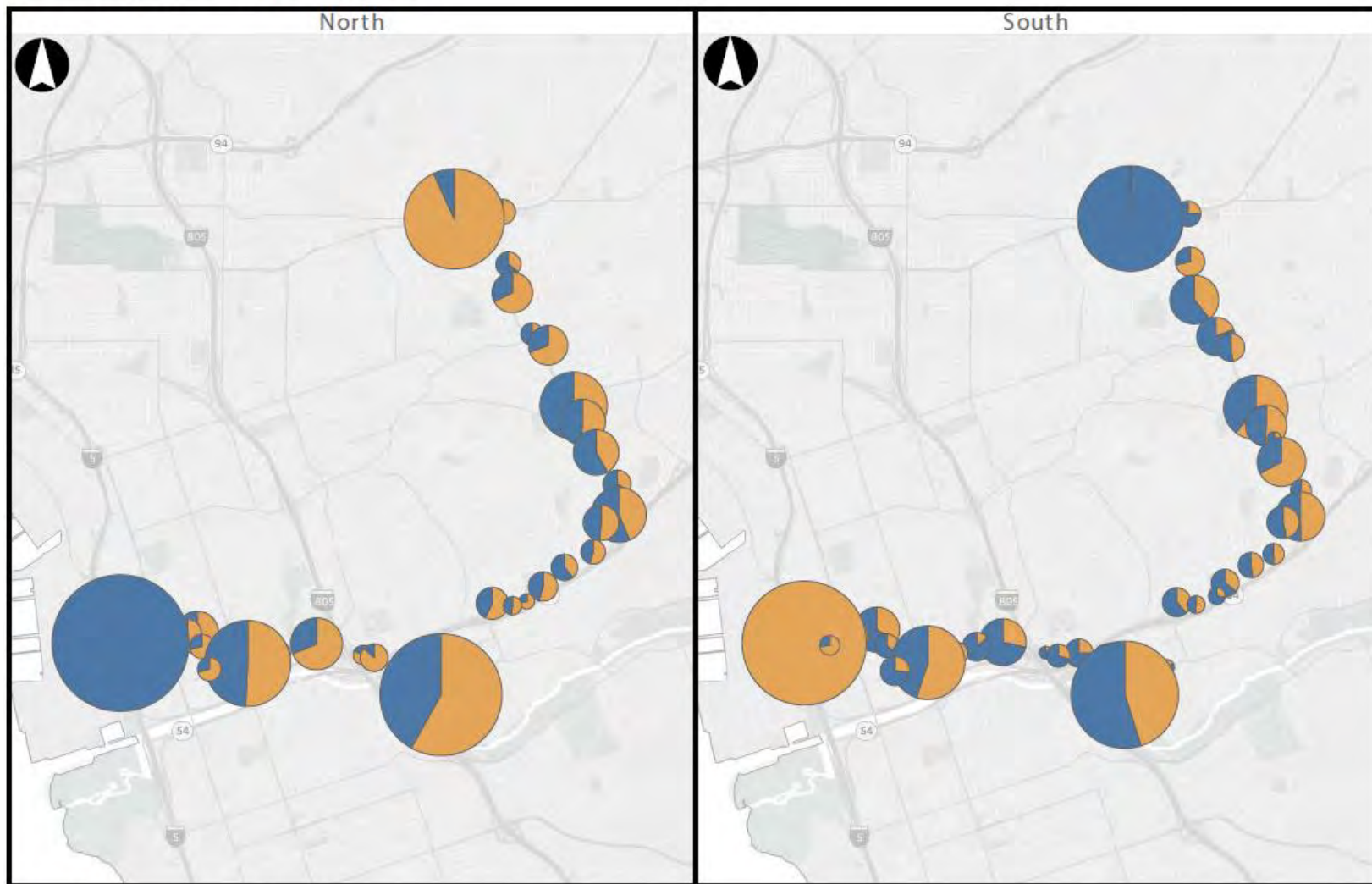
- No proposed changes.

(Saturday frequency will be increased in September 2017 from every 60 min. to every 30 min.)



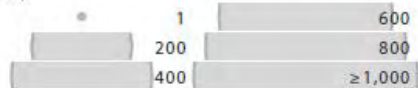
155

Weekday Ridership Route 961



On/Off
 Off
 On

Activity



Route 962

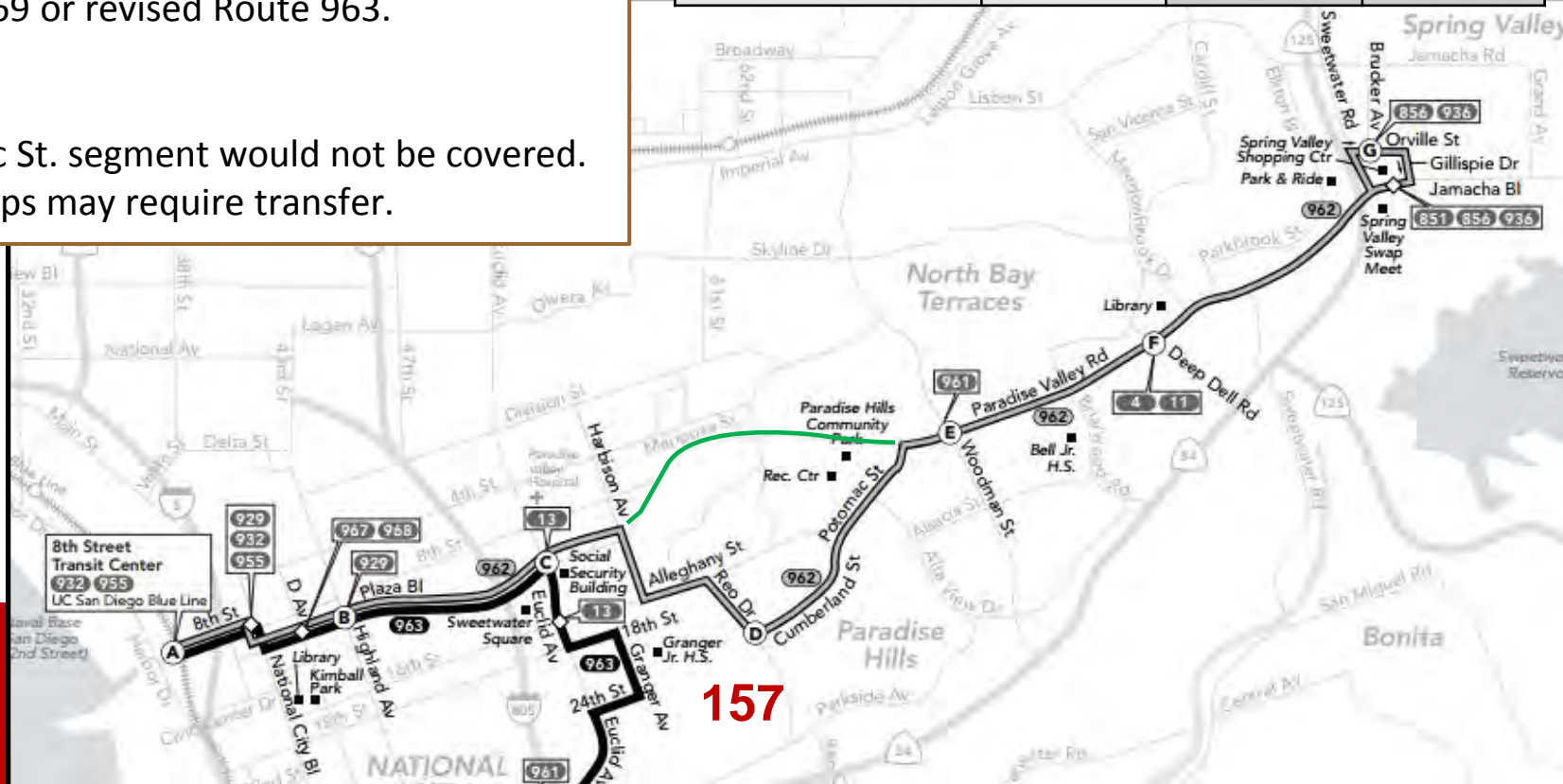
Recommendation

- Increase weekday base frequency from every 30 to every 15 minutes, and weekend frequency from every 60 to every 30 minutes.
- Streamline routing along Paradise Valley Rd., replacing local Paradise Hills service with new Route 969 or revised Route 963.

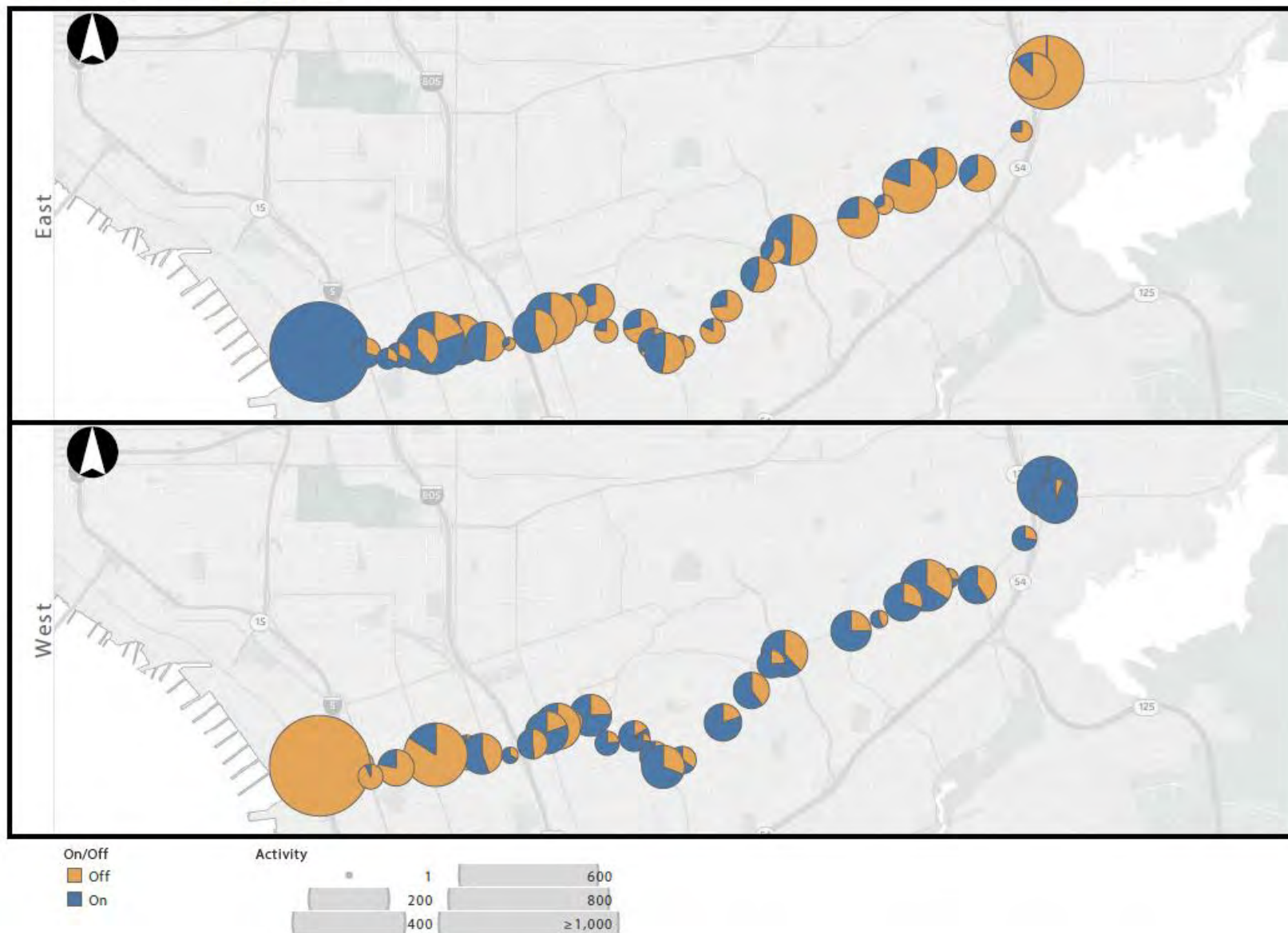
Impacts

- Potomac St. segment would not be covered.
- Some trips may require transfer.

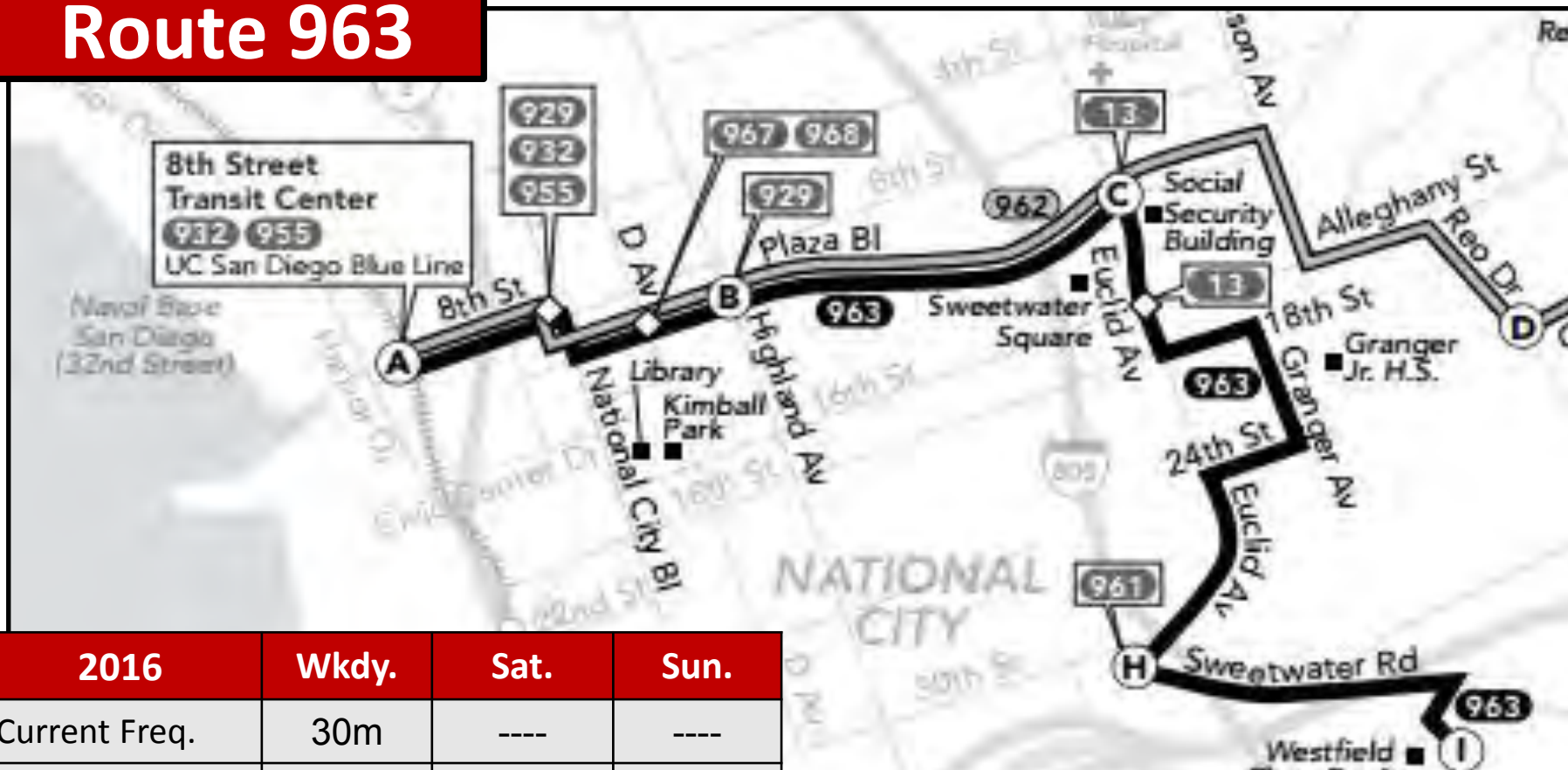
| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | 60m | 60m |
| Avg. Pass. | 1,461 | 773 | 528 |
| Annual Passengers: | | 446,050 | |
| 2016 | Rt. 962 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 27.7 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.04 | \$1.64 | \$1.90 |
| Fbx. Recovery | 49.5% | 38.9% | 35.2% |



Weekday Ridership Route 962



Route 963



| 2016 | Wkdy. | Sat. | Sun. |
|---------------|-------|------|------|
| Current Freq. | 30m | ---- | ---- |
| Avg. Pass. | 934 | ---- | ---- |

| | | | |
|--------------------|--|---------|--|
| Annual Passengers: | | 238,310 | |
|--------------------|--|---------|--|

| 2016 | Rt. 963 | Category Average | All Bus Average |
|----------------|---------|------------------|-----------------|
| Pass./Rev. Hr. | 24.6 | 24.0 | 28.8 |
| Subsidy/Pass. | \$1.15 | \$1.64 | \$1.90 |
| Fbx. Recovery | 47.0% | 38.9% | 35.2% |

Recommendation

- Discontinue route (or restructure to replace local portion of Route 962 instead of implementing Route 969).

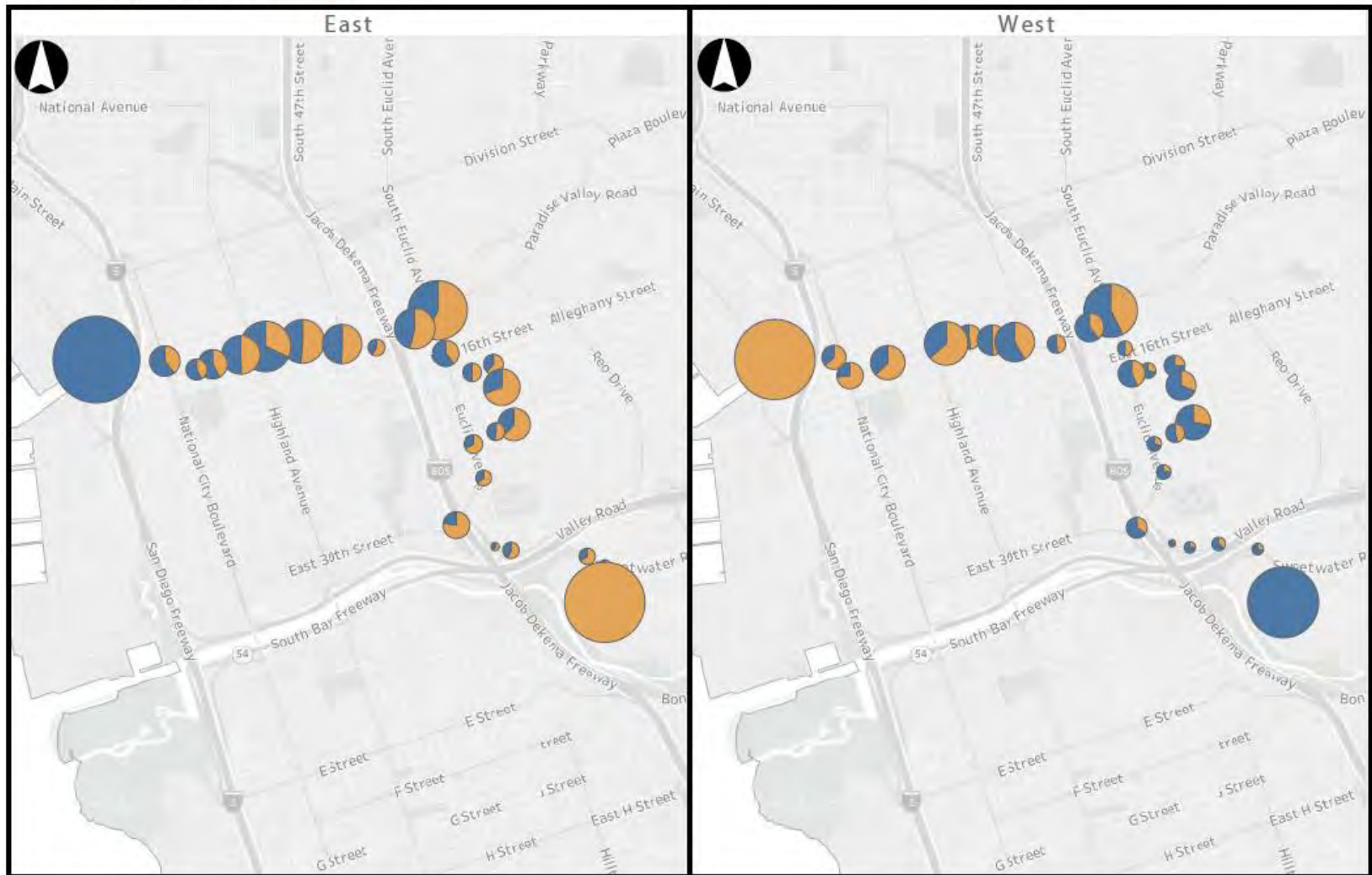
Impacts

- Most service replaced by added Rt. 962 service and a restructured Rt. 968.
- Lincoln Acres served on Euclid Ave. instead of Granger Ave.

159

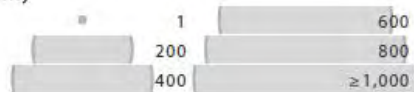
159

Weekday Ridership Route 963



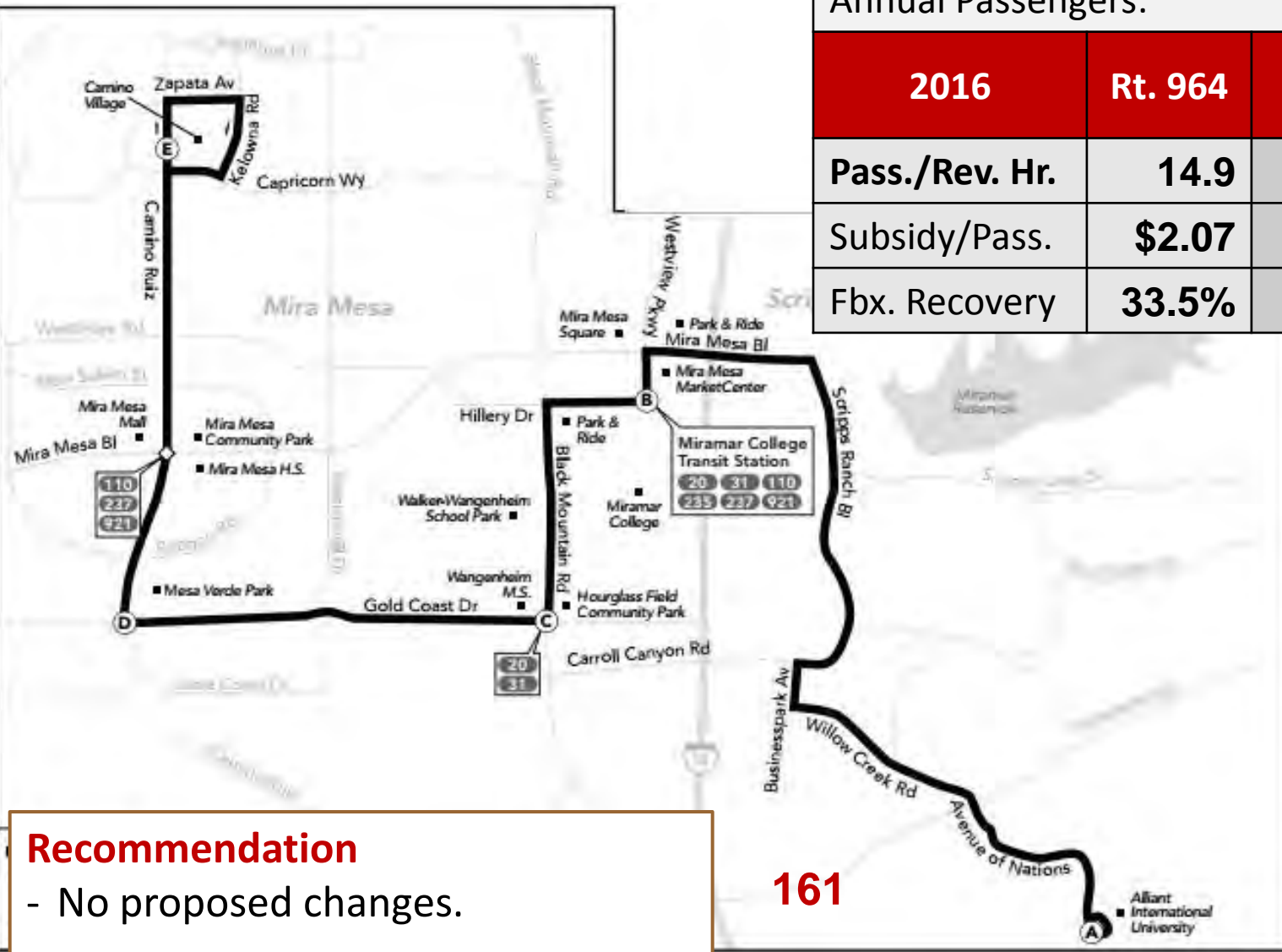
On/Off
 Off
 On

Activity



Route 964

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 30m | ---- | ---- |
| Avg. Pass. | 620 | ---- | ---- |
| Annual Passengers: | | | 158,442 |
| 2016 | Rt. 964 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 14.9 | 14.6 | 28.8 |
| Subsidy/Pass. | \$2.07 | \$2.21 | \$1.90 |
| Fbx. Recovery | 33.5% | 31.2% | 35.2% |



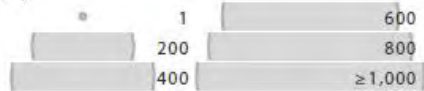
Weekday Ridership Route 964



On/Off

Off
On

Activity



Route 965

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 35m | 35m | ---- |
| Avg. Pass. | 266 | 139 | ---- |
| Annual Passengers: | | 75,419 | |
| 2016 | Rt. 965 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 16.0 | 14.6 | 28.8 |
| Subsidy/Pass. | \$1.83 | \$2.21 | \$1.90 |
| Fbx. Recovery | 36.8% | 31.2% | 35.2% |

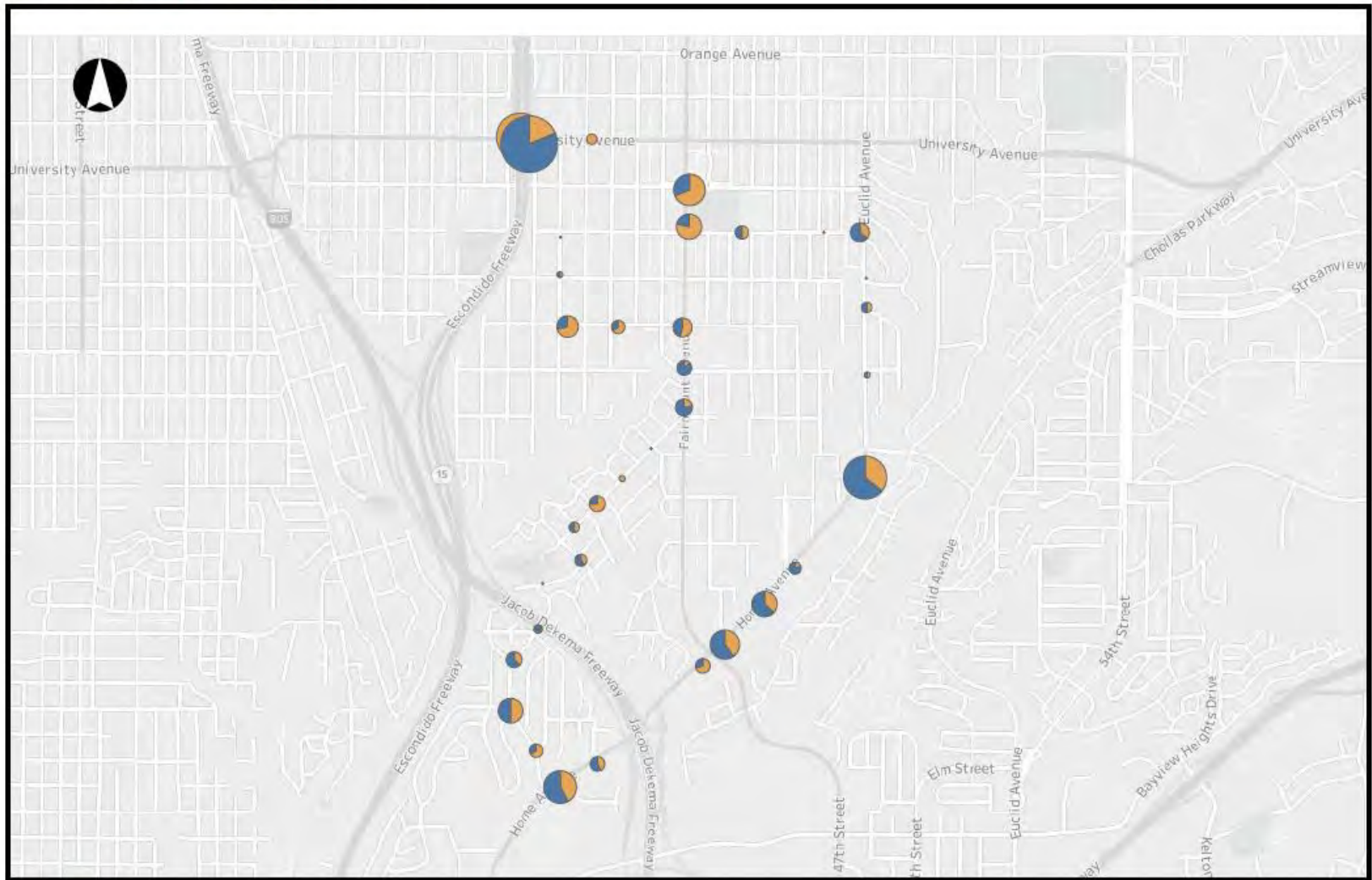
Recommendation

- No proposed changes.

(Minor route adjustments implemented June 2017.)

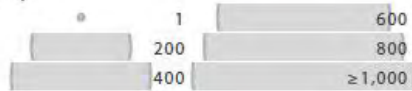


Weekday Ridership Route 965



On/Off
 Off
 On

Activity



Route 967 + 968

| 2016 | Wkdy. | Sat. | Sun. |
|-----------------------|---------------|------------------|-----------------|
| Current Freq. | 30m/60m | 60m/120m | ---- |
| Avg. Pass. | 408 | 107 | ---- |
| Annual Passengers: | | 109,751 | |
| 2016 | Rt. 967/968 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 12.5 | 24.0 | 28.8 |
| Subsidy/Pass. | \$3.45 | \$1.64 | \$1.90 |
| Fbx. Recovery | 23.5% | 38.9% | 35.2% |

Recommendation – Subsidy Neutral Alternative

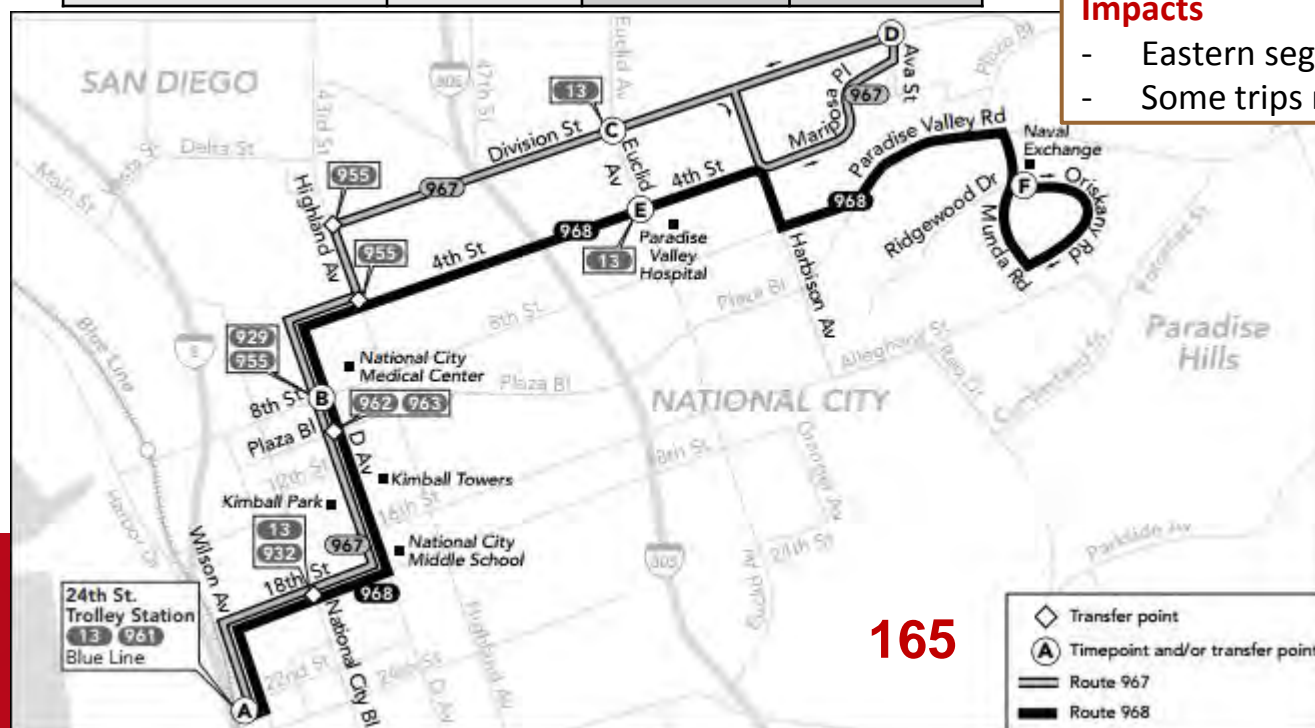
- Discontinue Rt. 967 and restructure Rt. 968 to travel south on Euclid Ave. to serve Plaza Bonita, instead of east on Paradise Valley Rd.
- Service to Bayview Hills would be discontinued, but remain accessible on Alleghany St. or Paradise Valley Rd.

Recommendation - Full T.O.P. Alternative

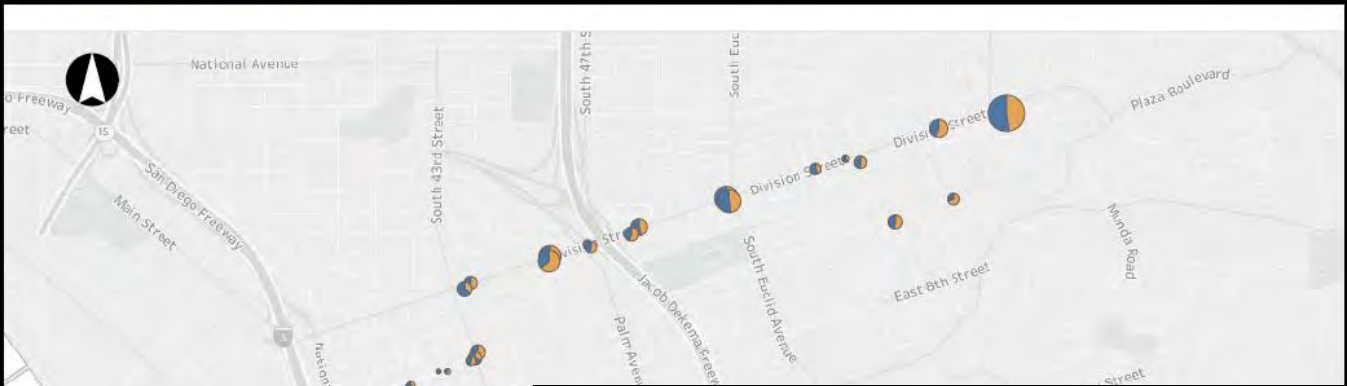
- Maintain Rt. 967 at an hourly frequency on weekdays only, and streamline on the east end to loop via Euclid Ave., 4th Ave., Harbison Ave., and Division St. Service around the Mariposa Place loop would be discontinued.
- Same restructure of Rt. 968 as above.

Impacts

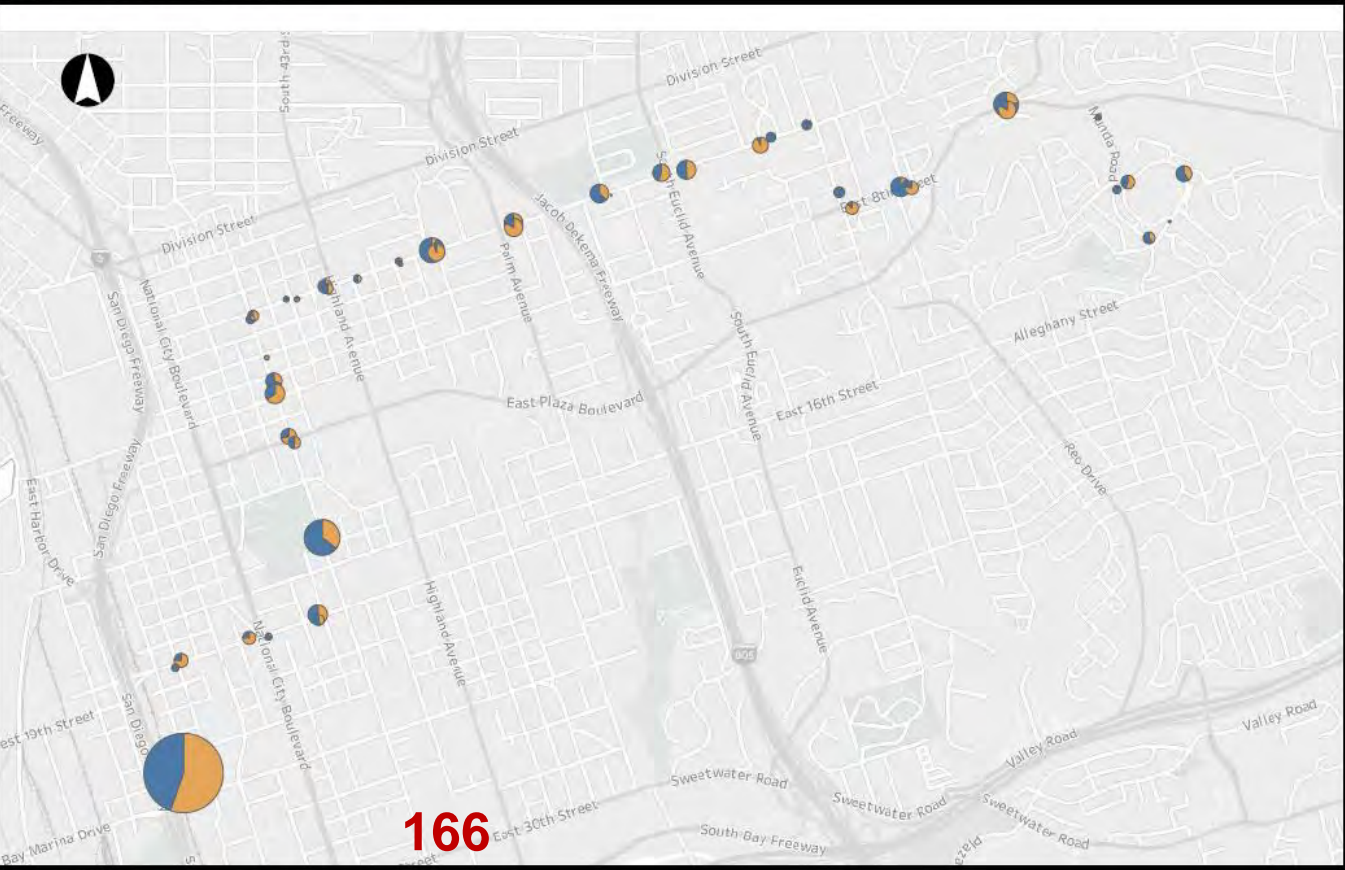
- Eastern segments would not be directly served.
- Some trips may require transfer.



Weekday Ridership Route 967



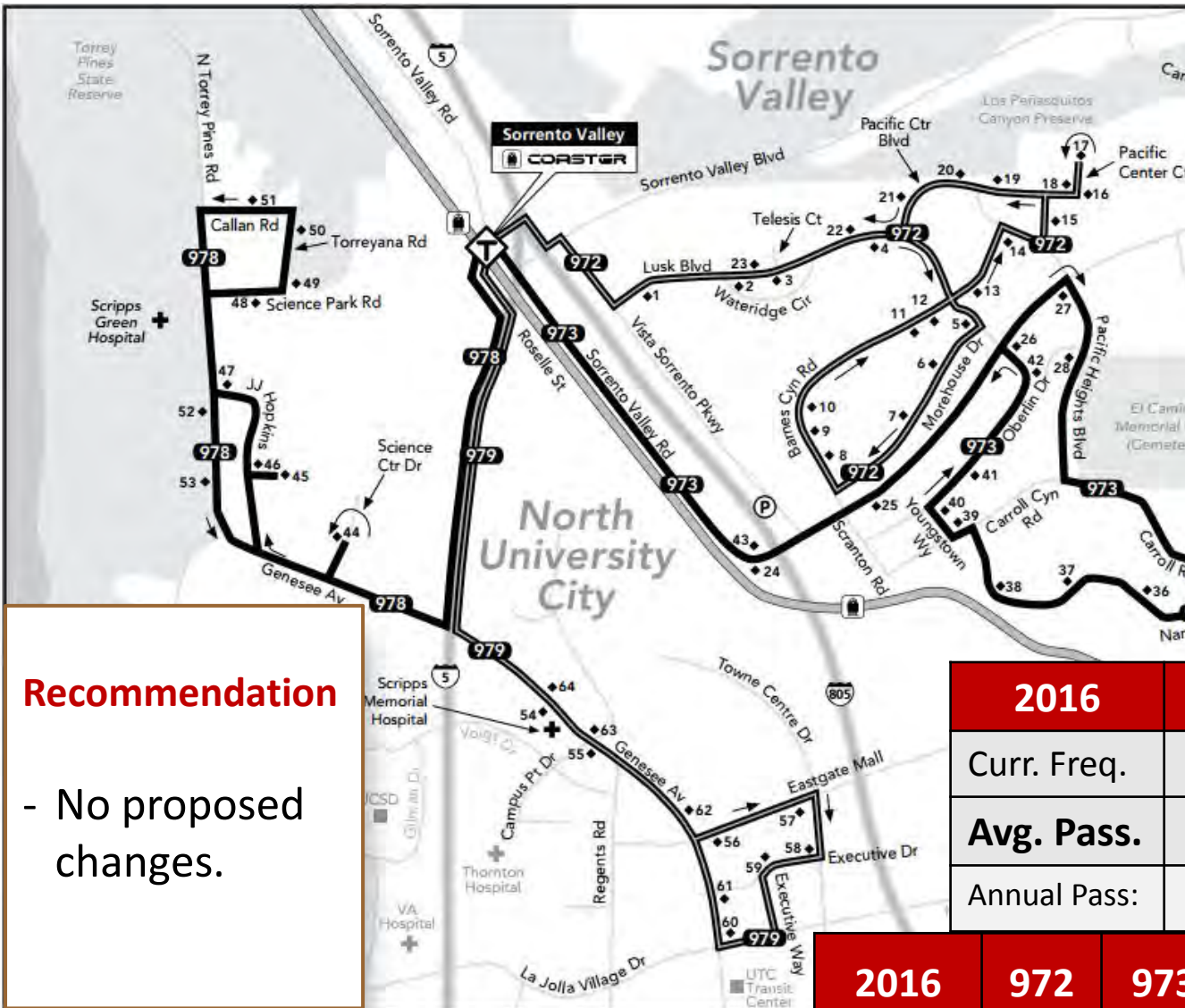
Weekday Ridership Route 968



166



Routes 972, 973, 978, 979 (SVCC)



Recommendation

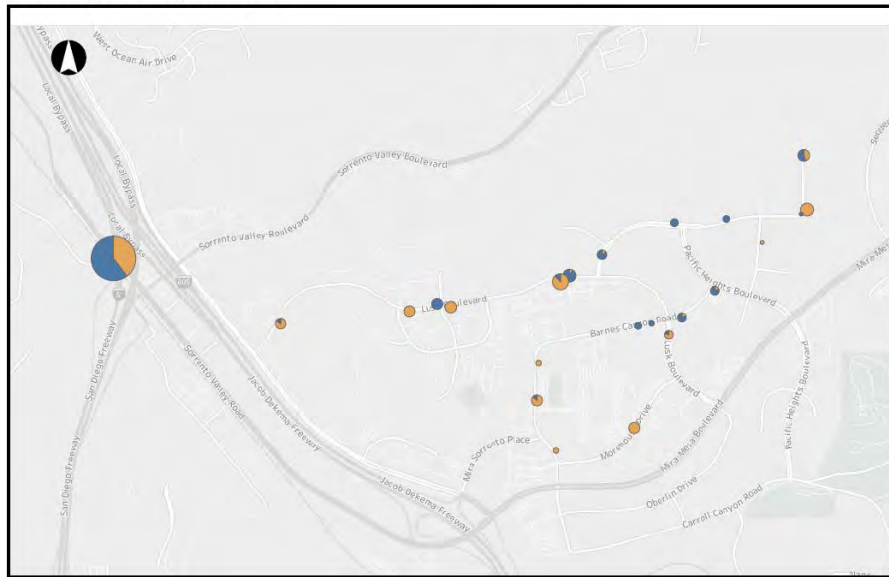
- No proposed changes.

| 2016 | 972 | 973 | 978 | 979 |
|--------------|----------------------|--------|--------|--------|
| Curr. Freq. | ~30 min (peaks only) | | | |
| Avg. Pass. | 141 | 112 | 93 | 86 |
| Annual Pass: | 35,887 | 28,595 | 23,629 | 21,934 |

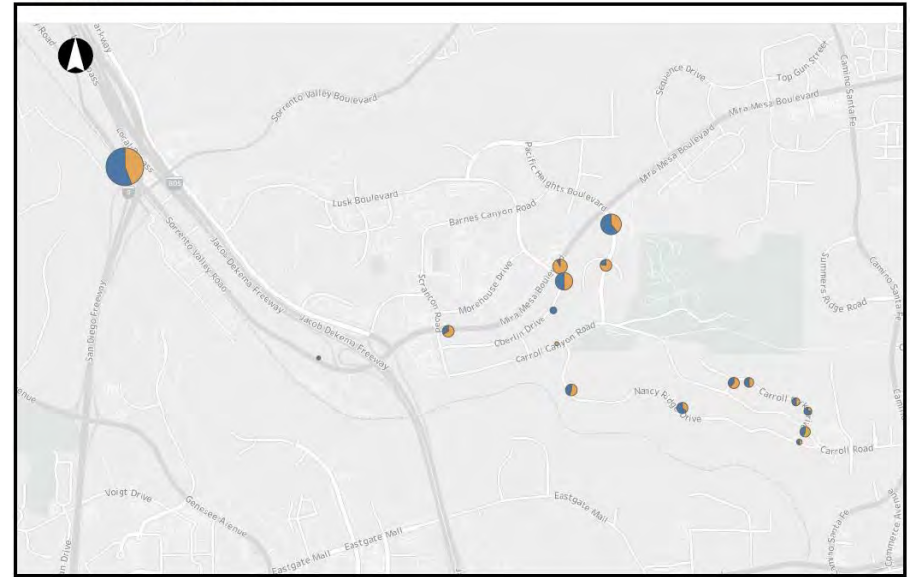
| 2016 | 972 | 973 | 978 | 979 | Cat. Avg. | All Bus |
|-------------|--------|--------|--------|--------|-----------|---------|
| Pass./R.H. | 24.8 | 19.8 | 19.0 | 18.3 | 14.6 | 28.8 |
| Subs./Pass. | \$1.14 | \$1.69 | \$1.79 | \$1.91 | \$2.21 | \$1.90 |
| Fbx. Rec'y | 46.2% | 36.8% | 35.4% | 34.0% | 31.2% | 35.2% |



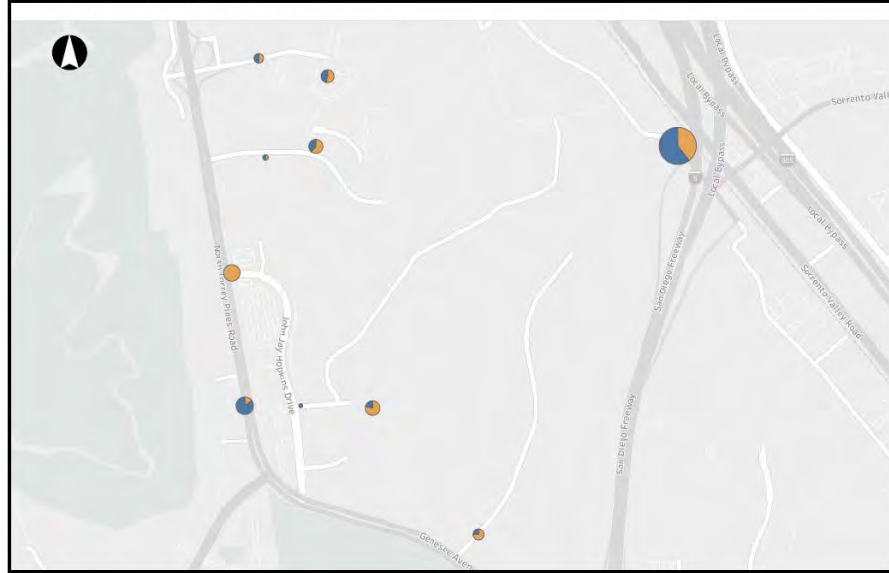
Weekday Ridership Route 972



Weekday Ridership Route 973



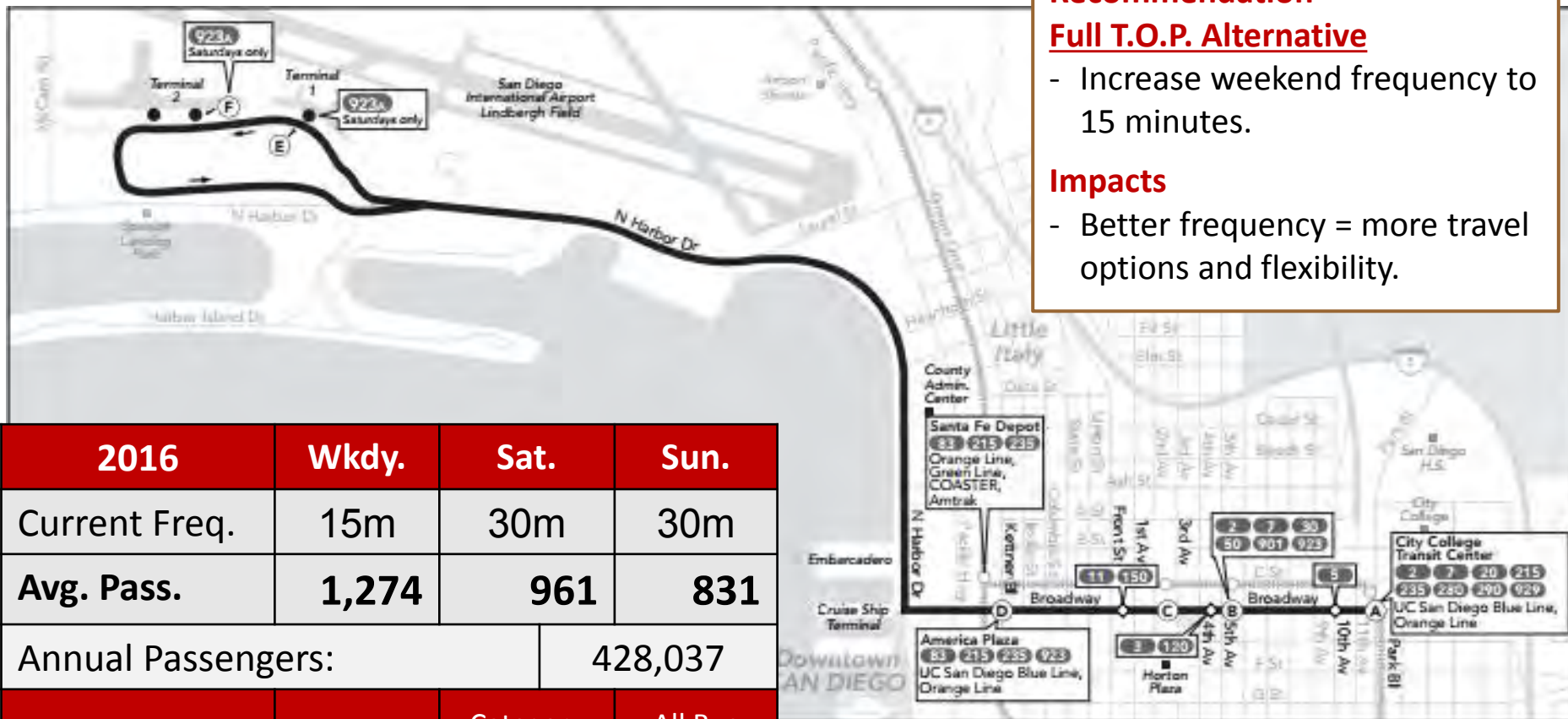
Weekday Ridership Route 978



Weekday Ridership Route 979



Route 992



Recommendation – Subsidy Neutral Alternative

- No proposed changes.

Recommendation – Full T.O.P. Alternative

- Increase weekend frequency to 15 minutes.

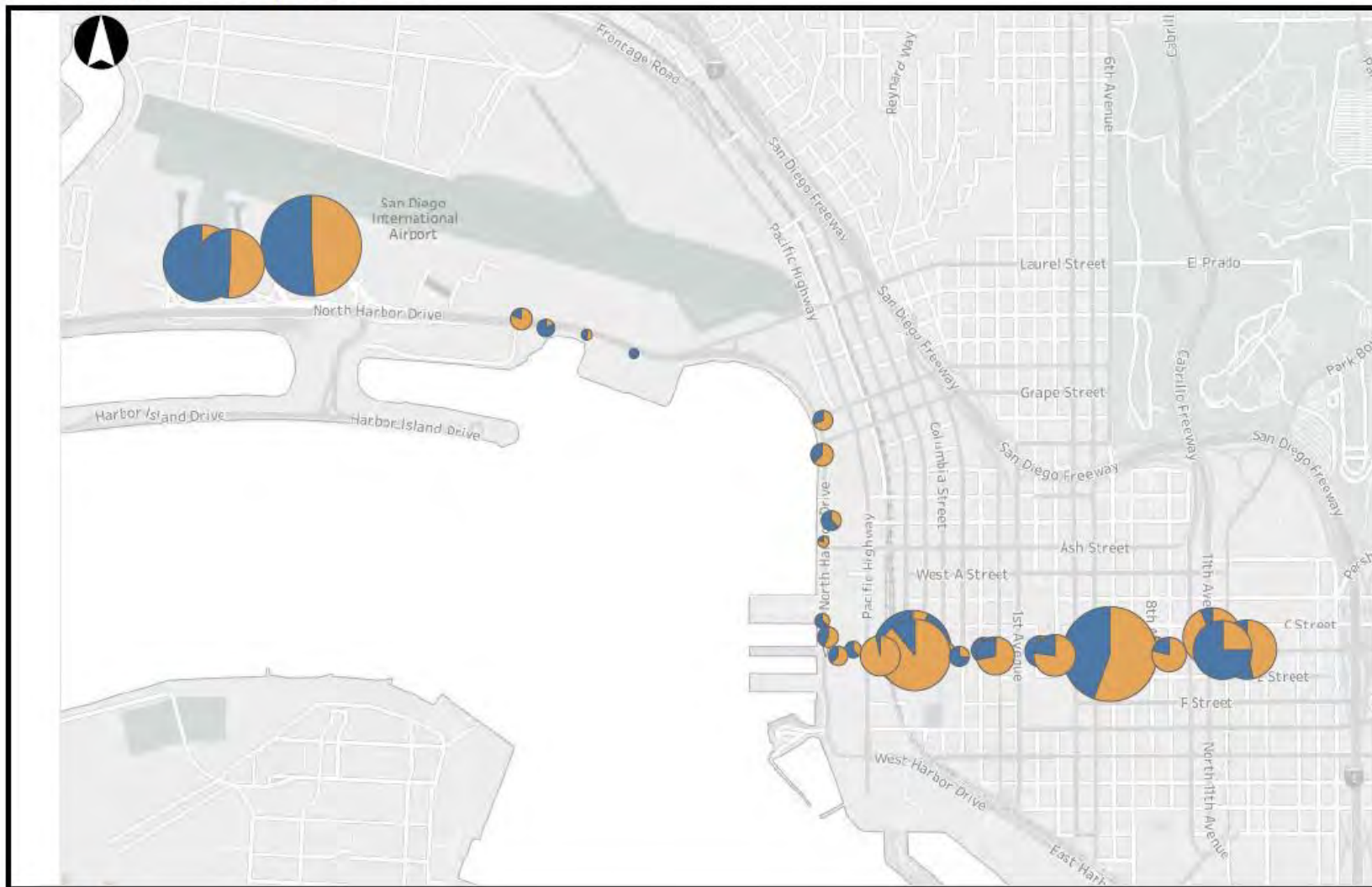
Impacts

- Better frequency = more travel options and flexibility.

| 2016 | Wkdy. | Sat. | Sun. |
|--------------------|---------|------------------|-----------------|
| Current Freq. | 15m | 30m | 30m |
| Avg. Pass. | 1,274 | 961 | 831 |
| Annual Passengers: | | 428,037 | |
| 2016 | Rt. 992 | Category Average | All Bus Average |
| Pass./Rev. Hr. | 22.0 | 31.2 | 28.8 |
| Subsidy/Pass. | \$1.34 | \$1.76 | \$1.90 |
| Fbx. Recovery | 39.8% | 36.5% | 35.2% |



Weekday Ridership Route 992



On/Off
 Off
 On

Activity



170



Weekday Ridership Blue Line

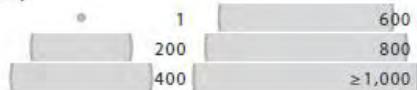


Weekday Ridership Orange Line

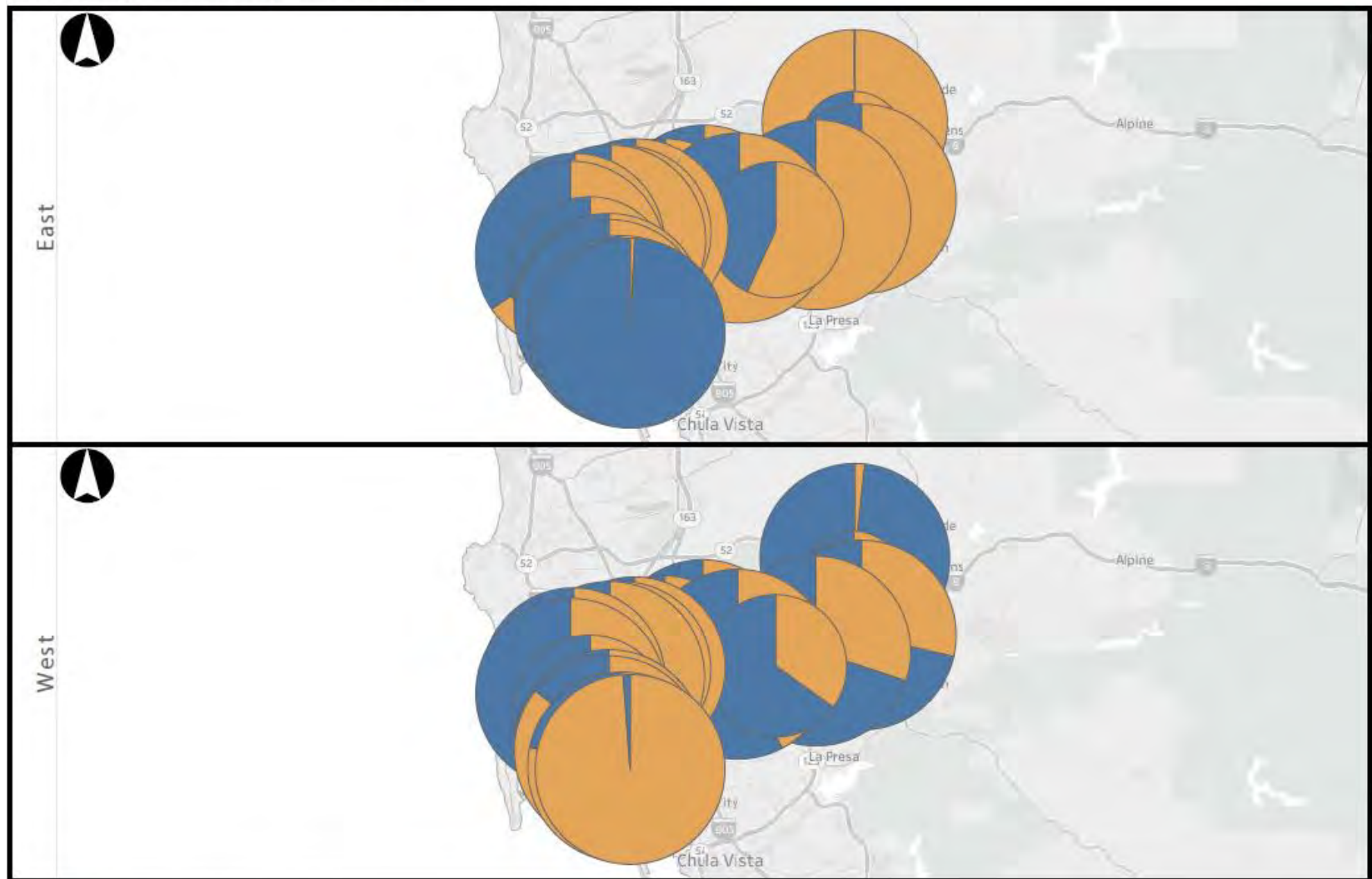


On/Off
 Off
 On

Activity



Weekday Ridership Green Line



On/Off
 Off
 On

Activity





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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

FARE COLLECTION UPDATE (SHARON COONEY)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

The San Diego Association of Governments (SANDAG), MTS, and the North County Transit District transitioned from paper fare products to the Compass Card electronic fare collection system in 2009. MTS assumed responsibility for management of Compass Card from SANDAG in 2014. MTS staff immediately began to review the current system's status, correct system deficiencies, and begin the process for modernization and replacement of components of the system that was originally procured in 2002.

Staff will provide a report on progress on several Compass initiatives including Compass Cloud (mobile ticketing), Compass Cash (stored value) implementation, and creation of a Concept of Operations for system modernization.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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





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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR MAY 2017 (MIKE THOMPSON)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

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

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending May 2017, MTS's net-operating income favorable variance totaled \$175,000 (0.1%). Operations produced a \$630,000 (-0.4%) unfavorable variance and the administrative/other activities areas were favorable by \$805,000.

MTS COMBINED RESULTS

Revenues. Year-to-date combined revenues through May 2017 were \$99,360,000, compared to the year-to-date budget of \$100,032,000, representing a \$672,000 (-0.7%) unfavorable variance. This is primarily due to unfavorable variances within Passenger Fare revenues.



Expenses. Year-to-date combined expenses through May 2017 were \$245,205,000 compared to the budget of \$246,052,000, resulting in a \$847,000 (0.3%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$117,316,000, compared to a budgetary figure of \$115,936,000, producing an unfavorable variance of \$1,380,000 (-1.2%).

Outside Services and Purchased Transportation. Total outside services through eleven months of the fiscal year totaled \$85,648,000, compared to a budget of \$86,952,000, resulting in a favorable variance of \$1,304,000 (1.5%).

Materials and Supplies. Total year-to-date materials and supplies expenses were \$9,919,000, compared to a budgetary figure of \$9,951,000, resulting in a favorable variance of \$32,000 (0.3%).

Energy. Total year-to-date energy costs were \$24,239,000, compared to the budget of \$24,962,000 resulting in a favorable variance of \$723,000 (2.9%).

Risk Management. Total year-to-date expenses for risk management were \$3,635,000, compared to the budget of \$3,750,000, resulting in a favorable variance totaling \$115,000 (3.1%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$4,449,000 through May 2017, compared to a budget of \$4,501,000, resulting in a favorable variance of \$52,000 (1.2%).

YEAR-TO-DATE SUMMARY

The May 2017, year-to-date net-operating income totaled a favorable variance of \$175,000 (0.1%). These factors include favorable variances in outside services, materials and supplies, energy, risk management and general and administrative; offset by unfavorable variances in operating revenue, personnel costs, and vehicle/facility leases.

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

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

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|---------------------|---------------------|-----------------|--------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ 85,170 | \$ 86,545 | \$ (1,376) | -1.6% |
| Other Revenue | 14,190 | 13,486 | 704 | 5.2% |
| Total Operating Revenue | \$ 99,360 | \$ 100,032 | \$ (672) | -0.7% |
| Personnel costs | \$ 117,316 | \$ 115,936 | \$ (1,380) | -1.2% |
| Outside services | 85,648 | 86,952 | 1,304 | 1.5% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | 9,919 | 9,951 | 32 | 0.3% |
| Energy | 24,239 | 24,962 | 723 | 2.9% |
| Risk management | 3,635 | 3,750 | 115 | 3.1% |
| General & administrative | 3,330 | 3,405 | 75 | 2.2% |
| Vehicle/facility leases | 1,119 | 1,096 | (23) | -2.1% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | - | - | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 245,205 | \$ 246,052 | \$ 847 | 0.3% |
| Operating income (loss) | \$ (145,845) | \$ (146,020) | \$ 175 | 0.1% |
| Total public support and nonoperating revenues | (1,298) | (1,296) | (2) | 0.1% |
| Income (loss) before capital contributions | \$ (147,143) | \$ (147,316) | \$ 173 | -0.1% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|---------------------|---------------------|-------------------|--------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ 85,170 | \$ 86,545 | \$ (1,376) | -1.6% |
| Other Revenue | 833 | 688 | 145 | 21.0% |
| Total Operating Revenue | \$ 86,003 | \$ 87,234 | \$ (1,231) | -1.4% |
| Personnel costs | \$ 98,583 | \$ 97,458 | \$ (1,125) | -1.2% |
| Outside services | 71,780 | 72,972 | 1,191 | 1.6% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | 10,279 | 10,076 | (203) | -2.0% |
| Energy | 23,558 | 24,257 | 700 | 2.9% |
| Risk management | 3,300 | 3,360 | 60 | 1.8% |
| General & administrative | 673 | 671 | (2) | -0.3% |
| Vehicle/facility leases | 953 | 933 | (20) | -2.2% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | 24,580 | 24,580 | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 233,707 | \$ 234,308 | \$ 601 | 0.3% |
| Operating income (loss) | \$ (147,704) | \$ (147,074) | \$ (630) | -0.4% |
| Total public support and nonoperating revenues | (663) | (674) | 11 | -1.6% |
| Income (loss) before capital contributions | \$ (148,367) | \$ (147,748) | \$ (619) | 0.4% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|--------------------|--------------------|-------------------|--------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ 22,578 | \$ 22,111 | \$ 467 | 2.1% |
| Other Revenue | 115 | 4 | 110 | 2524.2% |
| Total Operating Revenue | \$ 22,693 | \$ 22,115 | \$ 577 | 2.6% |
| Personnel costs | \$ 65,652 | \$ 64,965 | \$ (687) | -1.1% |
| Outside services | 2,719 | 2,299 | (421) | -18.3% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | 4,255 | 4,087 | (168) | -4.1% |
| Energy | 5,364 | 5,506 | 142 | 2.6% |
| Risk management | 1,793 | 1,716 | (77) | -4.5% |
| General & administrative | 378 | 357 | (21) | -6.0% |
| Vehicle/facility leases | 359 | 342 | (17) | -4.9% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | 7,877 | 7,877 | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 88,398 | \$ 87,149 | \$ (1,248) | -1.4% |
| Operating income (loss) | \$ (65,705) | \$ (65,034) | \$ (671) | -1.0% |
| Total public support and nonoperating revenues | (870) | (881) | 11 | -1.2% |
| Income (loss) before capital contributions | \$ (66,575) | \$ (65,915) | \$ (661) | 1.0% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|--------------------|--------------------|-------------------|--------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ 35,622 | \$ 36,884 | \$ (1,263) | -3.4% |
| Other Revenue | 717 | 683 | 34 | 5.0% |
| Total Operating Revenue | \$ 36,339 | \$ 37,567 | \$ (1,229) | -3.3% |
| Personnel costs | \$ 32,462 | \$ 31,889 | \$ (573) | -1.8% |
| Outside services | 4,040 | 4,284 | 243 | 5.7% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | 6,012 | 5,965 | (47) | -0.8% |
| Energy | 10,771 | 11,287 | 516 | 4.6% |
| Risk management | 1,493 | 1,630 | 137 | 8.4% |
| General & administrative | 290 | 307 | 17 | 5.5% |
| Vehicle/facility leases | 321 | 316 | (5) | -1.6% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | 14,922 | 14,922 | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 70,311 | \$ 70,599 | \$ 288 | 0.4% |
| Operating income (loss) | \$ (33,973) | \$ (33,032) | \$ (940) | -2.8% |
| Total public support and nonoperating revenues | - | - | - | - |
| Income (loss) before capital contributions | \$ (33,973) | \$ (33,032) | \$ (940) | 2.8% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|--------------------|--------------------|-----------------|--------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ 24,264 | \$ 24,597 | \$ (333) | -1.4% |
| Other Revenue | 1 | 1 | 1 | 54.6% |
| Total Operating Revenue | \$ 24,265 | \$ 24,598 | \$ (332) | -1.4% |
| Personnel costs | \$ 196 | \$ 278 | \$ 81 | 29.3% |
| Outside services | 49,282 | 50,237 | 955 | 1.9% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | 12 | 25 | 12 | 50.7% |
| Energy | 5,510 | 5,352 | (158) | -3.0% |
| Risk management | - | - | - | - |
| General & administrative | 1 | 3 | 2 | 56.9% |
| Vehicle/facility leases | 17 | 18 | 1 | 7.8% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | 1,252 | 1,252 | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 56,270 | \$ 57,164 | \$ 894 | 1.6% |
| Operating income (loss) | \$ (32,005) | \$ (32,566) | \$ 561 | 1.7% |
| Total public support and nonoperating revenues | - | - | - | - |
| Income (loss) before capital contributions | \$ (32,005) | \$ (32,566) | \$ 561 | -1.7% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|--------------------|--------------------|-----------------|--------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ 2,706 | \$ 2,953 | \$ (247) | -8.4% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 2,706 | \$ 2,953 | \$ (247) | -8.4% |
| Personnel costs | \$ 80 | \$ 138 | \$ 58 | 41.9% |
| Outside services | 15,391 | 15,808 | 417 | 2.6% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | - | - | - | - |
| Energy | 1,913 | 2,113 | 199 | 9.4% |
| Risk management | 14 | 14 | - | 0.0% |
| General & administrative | 4 | 4 | 1 | 11.7% |
| Vehicle/facility leases | 257 | 257 | 0 | 0.0% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | 529 | 529 | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 18,187 | \$ 18,862 | \$ 675 | 3.6% |
| Operating income (loss) | \$ (15,481) | \$ (15,909) | \$ 427 | 2.7% |
| Total public support and nonoperating revenues | - | - | - | - |
| Income (loss) before capital contributions | \$ (15,481) | \$ (15,909) | \$ 427 | -2.7% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|-----------------|-----------------|-------------|-------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ - | \$ - | \$ - | - |
| Personnel costs | \$ - | \$ - | \$ - | - |
| Outside services | 190 | 190 | - | 0.0% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | - | - | - | - |
| Energy | - | - | - | - |
| Risk management | - | - | - | - |
| General & administrative | - | - | - | - |
| Vehicle/facility leases | - | - | - | - |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | - | - | - | - |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 190 | \$ 190 | \$ - | 0.0% |
| Operating income (loss) | \$ (190) | \$ (190) | \$ - | 0.0% |
| Total public support and nonoperating revenues | 207 | 207 | - | 0.0% |
| Income (loss) before capital contributions | \$ 17 | \$ 17 | \$ - | 0.0% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|------------------|------------------|---------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | 12,499 | 11,892 | 607 | 5.1% |
| Total Operating Revenue | \$ 12,499 | \$ 11,892 | \$ 607 | 5.1% |
| Personnel costs | \$ 17,908 | \$ 17,586 | \$ (322) | -1.8% |
| Outside services | 13,683 | 13,721 | 38 | 0.3% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | (363) | (132) | 231 | -175.4% |
| Energy | 676 | 694 | 18 | 2.6% |
| Risk management | 316 | 353 | 37 | 10.4% |
| General & administrative | 2,541 | 2,629 | 88 | 3.3% |
| Vehicle/facility leases | 145 | 140 | (5) | -3.7% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | (24,699) | (24,699) | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 10,207 | \$ 10,291 | \$ 84 | 0.8% |
| Operating income (loss) | \$ 2,293 | \$ 1,601 | \$ 691 | -43.2% |
| Total public support and nonoperating revenues | (634) | (622) | (13) | 2.0% |
| Income (loss) before capital contributions | \$ 1,658 | \$ 979 | \$ 679 | 69.3% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
MAY 31, 2017
(in \$000's)

| | YEAR TO DATE | | | |
|---|-----------------|-----------------|----------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | VAR. % |
| Passenger Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | 858 | 906 | (48) | -5.3% |
| Total Operating Revenue | \$ 858 | \$ 906 | \$ (48) | -5.3% |
| Personnel costs | \$ 825 | \$ 892 | \$ 67 | 7.5% |
| Outside services | 185 | 259 | 75 | 28.8% |
| Transit operations funding | - | - | - | - |
| Materials and supplies | 2 | 6 | 4 | 65.1% |
| Energy | 5 | 11 | 6 | 50.8% |
| Risk management | 19 | 38 | 19 | 49.8% |
| General & administrative | 115 | 105 | (10) | -9.9% |
| Vehicle/facility leases | 21 | 23 | 2 | 9.9% |
| Amortization of net pension asset | - | - | - | - |
| Administrative Allocation | 119 | 119 | - | 0.0% |
| Depreciation | - | - | - | - |
| Total Operating Expenses | \$ 1,291 | \$ 1,453 | \$ 162 | 11.1% |
| Operating income (loss) | \$ (434) | \$ (547) | \$ 114 | 20.8% |
| Total public support and nonoperating revenues | - | - | - | - |
| Income (loss) before capital contributions | \$ (434) | \$ (547) | \$ 114 | -20.8% |



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Agenda Item No. 61

Chief Executive Officer's Report

July 20, 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 May 30, 2017 through July 11, 2017.

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

CEO Travel Report (since last Board meeting)

June 8 – 11: APTA Rail Conference in Baltimore, MD

Board Member Travel Report (since last Board meeting)

N/A



| EXPENSE CONTRACTS | | | | |
|-------------------|--------------------------------|--|-------------|-----------|
| Doc # | Organization | Subject | Amount | Day |
| G2027.0-17 | CBRE | BROKER LISTING-MILLS BLDG RESTAURANT | \$23,760.00 | 5/30/2017 |
| B0669.0-17 | EF ENTERPRISES | 40FT AND 60FT LOW FLOOR CNG BUS INSPECTION | \$49,790.00 | 5/31/2017 |
| G1493.1-13 | KIMLEY-HORN ASSOCIATES, INC. | 1 YEAR EXTENSION ON-CALL ENGINEERING | \$0.00 | 6/1/2017 |
| L1032.12-12 | SIEMENS INDUSTRY. INC. | ADDITIONAL I/O POINTS & TESTING TPSS | \$67,814.78 | 6/1/2017 |
| L1365.1-17 | ADVANCED TRANSIT SOLUTIONS | 52 RAIL ACCESS BOXES | \$37,287.97 | 6/2/2017 |
| G1494.1-13 | PACIFIC RAILWAY ENTERPRISES, I | 1 YR. EXTENSION ON -CALL ENGINEERING | \$0.00 | 6/6/2017 |
| G1928.1-16 | T&T JANITORIAL | SUSPENDING SVC 1ST FL TAXI ADMIN BLDG | \$27,000.00 | 6/6/2017 |
| L1388.0-17 | WEST COAST GENERAL/HMS JOINT | ASSIGNMENT OWNER FURNISHED EQUIPMENT | \$0.00 | 6/6/2017 |
| L1389.0-17 | WEST COAST GENERAL/HMS JOINT | ASSIGNMENT OWNER FURNISHED EQUIPMENT | \$0.00 | 6/6/2017 |
| L1391.0-17 | WEST COAST GENERAL/HMS JOINT | ASSIGNMENT OWNER FURNISHED EQUIPMENT | \$0.00 | 6/6/2017 |
| G2023.0-17 | SANDAG | CONSTRUCTION MGMT AWARDS 8 FIRMS | \$0.00 | 6/8/2017 |
| G1492.1-13 | PARSONS BRINKERHOFF | ON-CALL ENGINEERING | \$0.00 | 6/9/2017 |
| G1503.2-17 | APPLE | APPLE DEVELOPER | \$0.00 | 6/9/2017 |
| G1901.1-16 | MEDICAL TRANSPORTATION MGMT | TRAVEL TRAINING SERVICES | \$6,500.00 | 6/12/2017 |
| B0594.4-13 | TRILLIUM USA COMPANY LLC | REVISE PREVAILING WAGE REQUIREMENTS | \$0.00 | 6/15/2017 |
| G1654.4-14 | EDCO DISPOSAL | MERGER W/ FORMER DAILY DISPOSAL | \$0.00 | 6/15/2017 |
| L1285.2-16 | SIEMENS INDUSTRY INC. | REVISE USAGE ESTIMATES | \$0.00 | 6/15/2017 |
| B0522.3-09 | TRILLIUM CNG | AMENDMENT TO ADD PREVAILING WAGE CLAUSE | \$0.00 | 6/16/2017 |
| G2015.0-17 | AECOM TECHNICAL SERVICES, INC. | CONSTRUCTION MGMT AGREEMENT | \$0.00 | 6/16/2017 |
| G2016.0-17 | CALTROP CORPORATION | CONSTRUCTION MGMT AGREEMENT | \$0.00 | 6/16/2017 |
| G2017.0-17 | CH2M HILL, INC. | CONSTRUCTION MGMT AGREEMENT | \$0.00 | 6/16/2017 |
| G2018.0-17 | PGH WONG ENGINEERING | CONSTRUCTION MGMT AGREEMENT | \$0.00 | 6/16/2017 |
| G2019.0-17 | SIMON WONG ENGINEERING, INC | CONSTRUCTION MGMT AGREEMENT | \$0.00 | 6/16/2017 |
| G2021.0-17 | DHS CONSULTING, INC | CONSTRUCTION MGMT AGREEMENT | \$0.00 | 6/16/2017 |
| G1495.1-13 | PGH WONG ENGINEERING, INC. | 1 YEAR EXTENSION ON-CALL ENGINEERING | \$0.00 | 6/19/2017 |
| G2035.0-17 | MANAGED SOLUTION | MS EXCHANGE UPGRADE | \$0.00 | 6/19/2017 |
| G2022.0-17 | EPC CONSULTANTS | CONSTRUCTION MGMT AGREEMENT | \$0.00 | 6/20/2017 |
| B0521.10-09 | APOLLO VIDEO TECHNOLOGY | OBVSS RECONCILIATION OF AMENDS 1-8 | \$99,983.80 | 6/22/2017 |
| PWL183.6-16 | MASS ELECTRIC CONSTRUCTION CO | CCO 6-BUS BARD, CONDUIT RUN | \$47,032.77 | 6/22/2017 |
| PWL214.2-17 | GLOBAL SIGNALS GROUP, INC. | GREEN LINE TO WAYSIDE COMMUNICATIONS | \$6,115.36 | 6/23/2017 |
| G1922.2-16 | TMD | TRANSIT OPTIMIZATION PLAN TIME EXTENSION | \$0.00 | 6/28/2017 |
| G1421.4-12 | BAKER & MILLER, PLCC | LEGAL SVC - RAILROAD & ENVIRONMENTAL LAW | \$0.00 | 6/30/2017 |

| EXPENSE CONTRACTS | | | | |
|-------------------|-------------------------------|--|-------------|-----------|
| Doc # | Organization | Subject | Amount | Day |
| G1413.3-12 | JP MORGAN CHASE BANK N.A. | EXTEND SERVICES TO 10-31-17 | \$0.00 | 7/5/2017 |
| L1268.1-15 | DELLNER, INC. | AMENDMENT TO REVISE TAX ERROR | \$15,690.32 | 7/6/2017 |
| G1738.2-15 | ROSS & BARUZZINI | 800 MHZ REBANDING PHASE 2 IMPLEMENTATION | \$58,981.00 | 7/7/2017 |
| B0672.1-17 | CONDUENT TRANSPORT SOLUTIONS, | CONTRACT ADJUSTMENT TO ADD TAX | \$47,593.76 | 7/10/2017 |
| G2031.0-17 | 3D ART EXPO LLC | US SAND SCULPTING CHALLENGE | \$6,650.00 | 7/10/2017 |

| REVENUE CONTRACTS & MOUs | | | | |
|--------------------------|--------------------------------|---|-------------|-----------|
| Doc # | Organization | Subject | Amount | Day |
| M6722.0-17 | PASEO DEL RIO LTD | LANDLORD ESTOPPEL | \$0.00 | 5/30/2017 |
| M6723.0-17 | PASEO DEL RIO LTD. | LEASE ASSIGNMENT | \$0.00 | 5/30/2017 |
| M6724.0-17 | CL MISSION VALLEY LP | LEASE ASSIGNMENT | \$0.00 | 5/30/2017 |
| L1372.0-17 | COMPETITOR GROUP | JROE 2017 ROCK 'N' ROLL MARATHON | \$750.00 | 5/31/2017 |
| S200-17-665 | BOB STALL CHEVROLET | CANCELED PER MONICA CORIA 7/10/17 | \$0.00 | 5/31/2017 |
| G2026.0-17 | NORTH COUNTY TRANSIT DISTRICT | 2017 MTS/NCTD FAIR TRIPPER | \$0.00 | 6/1/2017 |
| L1386.0-17 | 22ND DIST AGRICULTURE ASSOC. | ROE SD FAIR CATTLE RUN | \$750.00 | 6/1/2017 |
| G1913.0-16 | COUNTY OF SAN DIEGO -OES | EMERGENCY TRANSPORTATION SERVICES | \$0.00 | 6/2/2017 |
| G2025.0-17 | COMPETITOR GROUP CORPORATION | 2017 ROCK N ROLL MARATHON TRANSPORT | \$15,000.00 | 6/2/2017 |
| M6687.3-12 | GRAH SAFE & LOCK | LEASE VEHICLE STORAGE BALTIMORE DR. | \$0.00 | 6/2/2017 |
| G1538.4-13 | SAN DIEGO MARRIOTT HOTEL | ECO PASS FY18 RENEWAL | \$66,312.00 | 6/6/2017 |
| L5802.0-17 | TC CONSTRUCTION COMPANY | ROW FOR THE INSTALLATION 8" SEWER | \$1,500.00 | 6/7/2017 |
| L6751.1-17 | GAFCON, INC. | AMENDMENT TO CLARIFY RPL INSURANCE | \$1,500.00 | 6/8/2017 |
| S200-17-662 | SD COUNTY BICYCLE COALITION | ROE- BIKE & BAY RACE | \$750.00 | 6/8/2017 |
| G1540.4-13 | EVANS HOTELS | FY18 ECO PASS RENEWAL | \$69,891.20 | 6/9/2017 |
| L1378.0-17 | THE CITY OF SAN DIEGO | JROE WATER SEWER WASTEWATER INSPECTION | \$0.00 | 6/9/2017 |
| S200-17-660 | WEST COAST GENERAL CORPORATION | ROE -SEWER PIPE LEMON GROVE REALIGNMENT | \$2,100.00 | 6/13/2017 |
| L5795.0-17 | BARNHART-REESE CONSTRUCTION | JROE-FIRE STATION NO2 BAYSIDE STREETS | \$2,700.00 | 6/14/2017 |
| L0755.3-06 | CCATT LLC | RESTATED GROUND LEASE AMENDMENT | \$0.00 | 6/15/2017 |
| L5803.0-17 | TC CONSTRUCTION CO., INC. | JROE SEWER & WATER MAIN UPGRADES | \$3,450.00 | 6/15/2017 |
| L6764.0-17 | US TELEPACIFIC CORP. | AERIAL FIBER OPTIC CABLE CARROLL CANYON | \$1,500.00 | 6/16/2017 |
| S200-17-653 | CITY OF LA MESA | SPRING ST SIDEWALK EASEMENT | \$0.00 | 6/16/2017 |
| L1379.0-17 | HMS CONSTRUCTION | ROE - TO INSTALL 28 INCH STEEL | \$0.00 | 6/19/2017 |

| REVENUE CONTRACTS & MOUs | | | | |
|--------------------------|--------------------------------|---|-------------|-----------|
| Doc # | Organization | Subject | Amount | Day |
| S200-17-668 | RECON ENVIRONMENTAL, INC. | ROE - SAN YSIDRO REVEGETATION WORK | \$0.00 | 6/19/2017 |
| L6727.2-16 | SAN DIEGO GAS & ELECTRIC | JROE MID-COAST EXTENSION | \$750.00 | 6/20/2017 |
| G2032.0-17 | FIRST TRANSIT, INC. | SALE OF ADA PARATRANSIT COACH #3910 | \$34,000.00 | 6/22/2017 |
| S200-17-658 | PACIFIC BELL TELEPHONE COMPANY | AERIAL TELEPHONE CABLE CAMPO & JACUMBA | \$3,000.00 | 6/22/2017 |
| L1397.0-17 | SEA WORLD SAN DIEGO | ROE - SEA WORLD FILMING 12TH & IMPERIAL | \$0.00 | 6/29/2017 |
| L6710.9-15 | SKANSKA USA CIVIL WEST | JROE - AMENDMENT TO EXTEND DATE | \$0.00 | 6/29/2017 |
| S200-176431 | EARTH MECHANICS, INC. | ROE PERMIT EXTENDED TO 11/1/17 | \$1,500.00 | 7/3/2017 |
| L1398.0-17 | NASLAND ENGINEERING | ROE- SURVEY WORK | \$1,500.00 | 7/5/2017 |
| L1385.0-17 | GREYSTAR L.P. | ROE CONSTRUCTION BALLPARK VILLAGE | \$2,550.00 | 7/6/2017 |
| L6728.1-16 | HENKELS & McCOY | JROE -AMENDMENT TO EXTEND DATE | \$0.00 | 7/6/2017 |
| S200-17-664 | PACIFIC BELL TELEPHONE COMPANY | ROE DESERT LINE OVERLASH | \$2,250.00 | 7/7/2017 |
| L1318.1-16 | DR. ELECTRIC | AMENDMENT TO EXTEND ROE | \$750.00 | 7/10/2017 |

| WORK ORDERS | | | | |
|-------------------|-----------------------------|---------------------------------------|-------------|-----------|
| Doc # | Organization | Subject | Amount | Day |
| G0930.17-04.73 | SANDAG | COURTHOUSE STATION SYSTEM ENHANCEMENT | \$72,807.41 | 5/31/2017 |
| PWL204.0-16.33 | ABC CONSTRUCTION | MTSJOC7504-33 BUS WASH SEAL PAINT | \$28,014.57 | 6/2/2017 |
| G0930.17-04.39.3 | SANDAG | ADDENDUM1 7 - SAN YSIDRO INTERMODAL | \$80,000.00 | 6/7/2017 |
| G1494.0-13.08 | PACIFIC RAILWAY ENTERPRISES | ABS FRANCIS TO 32ND | \$60,000.00 | 6/12/2017 |
| G0930.17-04.70 | SANDAG | SD RIVER TRAIL QUALCOMM STADIUM | \$4,000.00 | 6/15/2017 |
| PWL204.0-16.08.2 | ABC CONSTRUCTION | 3BAY COM CAB ZERO COST EXTENSION | \$0.00 | 6/16/2017 |
| PWL204.0-16.25.02 | ABC CONSTRUCTION | LABOR COSTS FOR OT & WEEKEND WORK | \$2,723.29 | 6/16/2017 |
| L0901.0-10.56 | BRICEHOUSE STATION LLC | 2017 TASTE OF GASLAMP EVENT | \$0.00 | 6/16/2017 |
| PWL204.0-16.31.1 | ABC CONSTRUCTION | E STREET XING BOLLARD REPAIR | \$0.00 | 6/19/2017 |
| G1493.1-13.35 | KIMLEY-HORN & ASSOCIATES | KMD TO CALTRANS TMC DIRECT FIBER | \$11,000.00 | 6/22/2017 |
| G1493.1-13.33 | KIMLEY-HORN & ASSOCIATES | SOUTH BAY BRT VMS SIGNAGE | \$14,600.00 | 6/22/2017 |
| PWL211.10-16 | HERZOG CONTRACTING CORP | CHANGE ORDER FOR EXTRA WORK PARK BL | \$94,683.01 | 6/23/2017 |
| G1493.0-13.31.01 | KIMLEY-HORN & ASSOCIATES | GEN ENGINEERING KMD PAVEMENT REHAB | \$16,400.00 | 6/28/2017 |
| PWL204.0-16.29 | ABC CONSTRUCTION, INC. | CAMPO TEMPORARY FENCING | \$22,781.37 | 6/28/2017 |
| L0901.0-10.57 | BRICE HOUSE STATION, LLC | SOUNDS OF SUMMER POP UP CONCERT | \$0.00 | 6/28/2017 |
| G0930.17-04.77 | SANDAG | SUBSTATION DC FEEDER BREAKER | \$0.00 | 6/30/2017 |

| Purchase Orders | | | | |
|-----------------|-----------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4400000184 | 6/8/2017 | W.W. Grainger Inc | G190-SAFETY/MED SUPPLIES | 991.58 |
| 4400000185 | 6/16/2017 | W.W. Grainger Inc | M110-SUB STATION | 510.45 |
| 4400000186 | 6/22/2017 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 251.98 |
| 4400000187 | 7/5/2017 | W.W. Grainger Inc | G180-JANITORIAL SUPPLIES | 435.73 |
| 4400000188 | 7/11/2017 | W.W. Grainger Inc | G130-SHOP TOOLS | 73.06 |
| 4400000189 | 7/11/2017 | Mcmaster-Carr Supply Co | B250-BUS REPAIR PARTS | 38.62 |
| 4400000190 | 7/11/2017 | Kaman Industrial Technologies | B250-BUS REPAIR PARTS | 122.54 |
| 4500012497 | 5/30/2017 | Battery Systems Inc | B160-BUS ELECTRICAL | 15,281.40 |
| 4500012498 | 5/30/2017 | S & S Bakery Inc | P490-MANAGEMENT TRAINING | 294.61 |
| 4500012499 | 5/30/2017 | San Diego Friction Products, Inc. | B140-BUS CHASSIS | 3,846.68 |
| 4500012500 | 5/30/2017 | OneSource Distributors, LLC | B160-BUS ELECTRICAL | 161.77 |
| 4500012501 | 5/30/2017 | Schunk Carbon Technology LLC | R190-RAIL/LRV PANTOGRAPH | 315.17 |
| 4500012502 | 5/30/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,775.52 |
| 4500012503 | 5/30/2017 | Chromate Industrial Corporation | G150-FASTENERS | 618.82 |
| 4500012504 | 5/30/2017 | Home Depot USA Inc | G140-SHOP SUPPLIES | 1,371.62 |
| 4500012505 | 5/30/2017 | Willy's Electronic Supply Co | R150-RAIL/LRV COMM EQUIP | 693.80 |
| 4500012506 | 5/30/2017 | Prudential Overall Supply | G140-SHOP SUPPLIES | 6,734.90 |
| 4500012507 | 5/30/2017 | San Diego Seal Inc | R230-RAIL/LRV MECHANICAL | 758.38 |
| 4500012508 | 5/30/2017 | Kiel NA LLC | B250-BUS REPAIR PARTS | 1,053.80 |
| 4500012509 | 5/30/2017 | Controlled Motion Solutions Inc | R220-RAIL/LRV TRUCKS | 34.22 |
| 4500012510 | 5/30/2017 | HI-TEC Enterprises | R160-RAIL/LRV ELECTRICAL | 2,887.70 |
| 4500012511 | 5/30/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 2,714.23 |
| 4500012512 | 5/30/2017 | Siemens Industry Inc | R220-RAIL/LRV TRUCKS | 12,188.68 |
| 4500012513 | 5/30/2017 | R.S. Hughes Co Inc | G190-SAFETY/MED SUPPLIES | 145.36 |
| 4500012514 | 5/30/2017 | ABC Construction Co., Inc. | F110-SHOP/BLDG MACHINERY | 19,078.17 |
| 4500012515 | 5/30/2017 | The Gordian Group, Inc. | F110-SHOP/BLDG MACHINERY | 512.61 |
| 4500012516 | 5/30/2017 | US Mobile Wireless | P210-NON-REV VEH REPAIRS | 356.43 |
| 4500012517 | 5/31/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 771.55 |
| 4500012518 | 5/31/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 564.45 |
| 4500012519 | 5/31/2017 | Charter Industrial Supply Inc | B250-BUS REPAIR PARTS | 517.00 |
| 4500012520 | 5/31/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 156.97 |
| 4500012521 | 5/31/2017 | General Auto Repair | P210-NON-REV VEH REPAIRS | 175.68 |
| 4500012523 | 5/31/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 246.05 |
| 4500012524 | 5/31/2017 | R.S. Hughes Co Inc | P540-MAINTENANCE TRAINING | 1,175.00 |
| 4500012525 | 5/31/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 309.01 |
| 4500012526 | 5/31/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 9,023.82 |
| 4500012527 | 5/31/2017 | Chula Vista Chamber of Commerce | G260-MEDIA | 675.00 |
| 4500012528 | 5/31/2017 | F-1 Marketing Group | G230-PRINTED MATERIALS | 633.97 |
| 4500012529 | 5/31/2017 | Herzog Contracting Co | T140-TRACK, TURNOUTS | 83,561.50 |
| 4500012530 | 5/31/2017 | The Gordian Group, Inc. | T140-TRACK, TURNOUTS | 2,419.20 |
| 4500012531 | 5/31/2017 | Greater SD Chamber of Commerce | G260-MEDIA | 1,920.00 |
| 4500012532 | 5/31/2017 | San Diego Friction Products, Inc. | B140-BUS CHASSIS | 3,025.25 |
| 4500012533 | 5/31/2017 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 630.00 |
| 4500012534 | 5/31/2017 | Shilpark Paint Corp. | G160-PAINTS & CHEMICALS | 730.56 |
| 4500012535 | 5/31/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,763.19 |
| 4500012536 | 5/31/2017 | Gillig LLC | B160-BUS ELECTRICAL | 14,872.05 |
| 4500012537 | 5/31/2017 | Staples Contract & Commercial Inc | P540-MAINTENANCE TRAINING | 162.41 |
| 4500012538 | 5/31/2017 | Citywide Auto Glass Inc | P190-REV VEHICLE REPAIRS | 400.00 |
| 4500012539 | 5/31/2017 | Versatile Systems, Inc. | C130-CONSTRUCTION SVCS | 79,008.00 |
| 4500012540 | 6/1/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 2,532.47 |
| 4500012541 | 6/1/2017 | Steven Timme | G230-PRINTED MATERIALS | 90.04 |
| 4500012542 | 6/1/2017 | Jacobs Engineering Group Inc | C120-SPECIALTY CONTRACTOR | 41,995.00 |
| 4500012543 | 6/1/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,787.85 |
| 4500012544 | 6/1/2017 | Golden Star Technology Inc | I110-INFORMATION TECH | 59,414.10 |
| 4500012545 | 6/1/2017 | Ace Uniforms & Accessories | G240-UNIFORM PROCUREMENT | 42.03 |
| 4500012546 | 6/1/2017 | 711 Print Enterprises Inc | G230-PRINTED MATERIALS | 622.90 |
| 4500012547 | 6/1/2017 | OneSource Distributors, LLC | M120-OVRHEAD CATENARY SYS | 3,491.10 |
| 4500012548 | 6/1/2017 | Erica Farrar | B240-BUS/VEHICLE PROCRMNT | 49,790.00 |

| Purchase Orders | | | | |
|-----------------|----------|-------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012549 | 6/1/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 22,968.35 |
| 4500012550 | 6/1/2017 | Siemens Industry Inc | R130-RAIL/LRV COUPLER | 14,585.04 |
| 4500012551 | 6/1/2017 | B&H Photo & Electronics Corp | G260-MEDIA | 948.60 |
| 4500012552 | 6/1/2017 | Transwest San Diego LLC | B250-BUS REPAIR PARTS | 645.96 |
| 4500012553 | 6/1/2017 | Kaman Industrial Technologies | B120-BUS MECHANICAL PARTS | 4,346.99 |
| 4500012554 | 6/1/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 1,565.91 |
| 4500012555 | 6/1/2017 | Industrial Maintenance Supply LLC | G150-FASTENERS | 275.60 |
| 4500012556 | 6/1/2017 | Southern Counties Oil Co, LP | G170-LUBRICANTS | 6,666.23 |
| 4500012557 | 6/1/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 514.83 |
| 4500012558 | 6/1/2017 | Grah Safe & Lock Inc | P120-BLDG/FACILITY REPRS | 243.14 |
| 4500012559 | 6/2/2017 | CDW LLC | G220-OFFICE EQUIPMENT | 1,216.88 |
| 4500012560 | 6/2/2017 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 2,372.39 |
| 4500012561 | 6/2/2017 | Sherwin Williams Company | B250-BUS REPAIR PARTS | 677.58 |
| 4500012562 | 6/2/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 16.37 |
| 4500012563 | 6/2/2017 | Stafford Environmental Services Inc | C120-SPECIALTY CONTRACTOR | 13,875.00 |
| 4500012564 | 6/2/2017 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 2,407.15 |
| 4500012565 | 6/2/2017 | Sherwin Williams Company | G160-PAINTS & CHEMICALS | 226.34 |
| 4500012566 | 6/2/2017 | Ansaldo Sts Usa Inc | M140-WAYSIDE SIGNALS | 7,773.19 |
| 4500012567 | 6/2/2017 | West-Lite Supply Co Inc | M180-STATION ELECTRICAL | 663.47 |
| 4500012568 | 6/2/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,279.78 |
| 4500012569 | 6/2/2017 | Adios Pest Control | P280-GENERAL SVC AGRMNTS | 1,500.00 |
| 4500012570 | 6/2/2017 | CBRE, Inc. | P410-CONSULTING | 23,760.00 |
| 4500012571 | 6/2/2017 | Neopost USA Inc | G220-OFFICE EQUIPMENT | 1,359.24 |
| 4500012572 | 6/2/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 19,308.78 |
| 4500012573 | 6/2/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 2,307.93 |
| 4500012574 | 6/2/2017 | Freeby Signs | B250-BUS REPAIR PARTS | 1,001.03 |
| 4500012575 | 6/2/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 648.59 |
| 4500012576 | 6/2/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 61.82 |
| 4500012577 | 6/2/2017 | Culligan of San Diego | G140-SHOP SUPPLIES | 1,078.00 |
| 4500012578 | 6/2/2017 | Telliard Construction | F110-SHOP/BLDG MACHINERY | 850.00 |
| 4500012579 | 6/2/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 942.01 |
| 4500012580 | 6/3/2017 | Sid Tool Co | G130-SHOP TOOLS | 761.87 |
| 4500012581 | 6/3/2017 | Mcmaster-Carr Supply Co | G130-SHOP TOOLS | 1,722.91 |
| 4500012582 | 6/3/2017 | Chromate Industrial Corporation | G140-SHOP SUPPLIES | 3,217.00 |
| 4500012583 | 6/3/2017 | Kaman Industrial Technologies | G140-SHOP SUPPLIES | 88.03 |
| 4500012584 | 6/3/2017 | Jankovich Company | G170-LUBRICANTS | 2,933.49 |
| 4500012585 | 6/3/2017 | Mission Janitorial Supplies | G180-JANITORIAL SUPPLIES | 776.57 |
| 4500012586 | 6/3/2017 | Brian Coll | R120-RAIL/LRV CAR BODY | 2,067.83 |
| 4500012587 | 6/3/2017 | Grah Safe & Lock Inc | G290-FARE REVENUE EQUIP | 250.00 |
| 4500012588 | 6/5/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 1,209.17 |
| 4500012589 | 6/5/2017 | Industrial Maintenance Supply LLC | G200-OFFICE SUPPLIES | 273.21 |
| 4500012590 | 6/5/2017 | Wesco Distribution Inc | G270-ELECTRICAL/LIGHTING | 486.27 |
| 4500012591 | 6/5/2017 | Muncie Transit Supply | B130-BUS BODY | 551.68 |
| 4500012592 | 6/5/2017 | Louis Sardo Upholstery Inc | B130-BUS BODY | 747.52 |
| 4500012593 | 6/5/2017 | Norman Industrial Materials | B250-BUS REPAIR PARTS | 330.93 |
| 4500012594 | 6/5/2017 | Southern Counties Oil Co, LP | G170-LUBRICANTS | 25,752.25 |
| 4500012595 | 6/5/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,750.86 |
| 4500012596 | 6/5/2017 | Grah Safe & Lock Inc | F110-SHOP/BLDG MACHINERY | 32.33 |
| 4500012597 | 6/5/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 2,175.83 |
| 4500012598 | 6/5/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 1,210.40 |
| 4500012599 | 6/5/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 18,951.21 |
| 4500012600 | 6/5/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 2,125.67 |
| 4500012601 | 6/5/2017 | Daniels Tire Service | P210-NON-REV VEH REPAIRS | 200.64 |
| 4500012602 | 6/5/2017 | Crossman Landscape & Maintenance | P290-LANDSCAPING SERVICES | 750.00 |
| 4500012603 | 6/5/2017 | Southern Counties Oil Co, LP | G170-LUBRICANTS | 6,180.54 |
| 4500012604 | 6/5/2017 | California Coast Metrology Inc | P130-EQUIP MAINT REPR SVC | 26,525.00 |
| 4500012605 | 6/5/2017 | DocuSign Inc | P450-PERSONNEL SVCS | 2,757.70 |
| 4500012606 | 6/5/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 196.45 |

| Purchase Orders | | | | |
|-----------------|----------|-------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012607 | 6/6/2017 | Muncie Transit Supply | B140-BUS CHASSIS | 2,350.34 |
| 4500012608 | 6/6/2017 | Grah Safe & Lock Inc | M110-SUB STATION | 369.38 |
| 4500012609 | 6/6/2017 | Waxie Sanitary Supply Inc | G140-SHOP SUPPLIES | 1,547.93 |
| 4500012610 | 6/6/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 186.19 |
| 4500012611 | 6/6/2017 | Cummins Pacific LLC | B130-BUS BODY | 3,500.81 |
| 4500012612 | 6/6/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 1,541.31 |
| 4500012613 | 6/6/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,757.03 |
| 4500012614 | 6/6/2017 | Mission Janitorial Supplies | G180-JANITORIAL SUPPLIES | 897.78 |
| 4500012615 | 6/6/2017 | Transit Products and Services | P190-REV VEHICLE REPAIRS | 2,990.07 |
| 4500012616 | 6/6/2017 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 2,246.59 |
| 4500012617 | 6/6/2017 | Home Depot USA Inc | F110-SHOP/BLDG MACHINERY | 112.06 |
| 4500012618 | 6/7/2017 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 1,623.00 |
| 4500012619 | 6/7/2017 | Golden State Supply LLC | G140-SHOP SUPPLIES | 213.42 |
| 4500012620 | 6/7/2017 | RR Donnelley and Sons Co | G230-PRINTED MATERIALS | 2,049.44 |
| 4500012621 | 6/7/2017 | Home Depot USA Inc | I110-INFORMATION TECH | 735.88 |
| 4500012622 | 6/7/2017 | Home Depot USA Inc | F220-BENCHES, BUS | 107.43 |
| 4500012623 | 6/7/2017 | SiteOne Landscape Supply Holding | F190-LANDSCAPING MAT'LS | 986.58 |
| 4500012624 | 6/7/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,744.70 |
| 4500012625 | 6/7/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 26.03 |
| 4500012626 | 6/7/2017 | Kaman Industrial Technologies | B120-BUS MECHANICAL PARTS | 152.38 |
| 4500012627 | 6/7/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 18,504.25 |
| 4500012628 | 6/7/2017 | Advance Blueprint & Digital Copy In | C140-CONSTRUCTION MGT SRV | 2,033.82 |
| 4500012629 | 6/7/2017 | Harbor Diesel & Equipment | B250-BUS REPAIR PARTS | 39.15 |
| 4500012630 | 6/7/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 196.98 |
| 4500012631 | 6/7/2017 | Grah Safe & Lock Inc | F110-SHOP/BLDG MACHINERY | 89.40 |
| 4500012632 | 6/7/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 858.42 |
| 4500012633 | 6/7/2017 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 2,469.63 |
| 4500012634 | 6/7/2017 | Kaman Industrial Technologies | B250-BUS REPAIR PARTS | 428.68 |
| 4500012635 | 6/7/2017 | OneSource Distributors, LLC | M110-SUB STATION | 1,633.96 |
| 4500012636 | 6/7/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 1,231.45 |
| 4500012637 | 6/7/2017 | Hanning & Kahl LP | M150-PWR SWITCHES/LOCKS | 10,721.13 |
| 4500012638 | 6/7/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 262.09 |
| 4500012639 | 6/7/2017 | CDW LLC | I110-INFORMATION TECH | 2,790.87 |
| 4500012641 | 6/7/2017 | Kristy Investigative Services Inc | P470-NEW EE TESTING | 59.90 |
| 4500012642 | 6/8/2017 | Kaman Industrial Technologies | B120-BUS MECHANICAL PARTS | 2,919.65 |
| 4500012643 | 6/8/2017 | Shilpark Paint Corp. | G160-PAINTS & CHEMICALS | 694.41 |
| 4500012644 | 6/8/2017 | G & A Auto Air Conditioning | P210-NON-REV VEH REPAIRS | 883.36 |
| 4500012645 | 6/8/2017 | Optimum Floorcare | F180-BUILDING MATERIALS | 694.84 |
| 4500012646 | 6/8/2017 | 4One LLC | B250-BUS REPAIR PARTS | 566.12 |
| 4500012647 | 6/8/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,738.53 |
| 4500012648 | 6/8/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 1,237.96 |
| 4500012649 | 6/8/2017 | Daniels Tire Service | A110-AUTO/TRUCK TIRES | 678.62 |
| 4500012650 | 6/8/2017 | Southcoast Heating & Air | F110-SHOP/BLDG MACHINERY | 926.13 |
| 4500012651 | 6/8/2017 | Optimum Floorcare | P130-EQUIP MAINT REPR SVC | 481.18 |
| 4500012652 | 6/8/2017 | OneSource Distributors, LLC | F130-VEH HOISTS, JACKS | 377.13 |
| 4500012653 | 6/8/2017 | United Refrigeration Inc | F110-SHOP/BLDG MACHINERY | 512.50 |
| 4500012654 | 6/8/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 175.16 |
| 4500012655 | 6/8/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 932.27 |
| 4500012656 | 6/8/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 1,115.20 |
| 4500012657 | 6/8/2017 | Norman Industrial Materials | B250-BUS REPAIR PARTS | 352.28 |
| 4500012658 | 6/9/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 884.68 |
| 4500012659 | 6/9/2017 | Gillig LLC | B160-BUS ELECTRICAL | 75.20 |
| 4500012660 | 6/9/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,218.14 |
| 4500012661 | 6/9/2017 | Transit Holdings Inc | B120-BUS MECHANICAL PARTS | 6,387.28 |
| 4500012662 | 6/9/2017 | Culligan of San Diego | G140-SHOP SUPPLIES | 2,373.00 |
| 4500012663 | 6/9/2017 | Soco Group Inc | G170-LUBRICANTS | 1,142.72 |
| 4500012664 | 6/9/2017 | Macton Corporation | P130-EQUIP MAINT REPR SVC | 2,280.00 |
| 4500012665 | 6/9/2017 | Knorr Brake Company | R220-RAIL/LRV TRUCKS | 2,134.68 |

| Purchase Orders | | | | |
|-----------------|-----------|--------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012666 | 6/9/2017 | Newark Corporation | R160-RAIL/LRV ELECTRICAL | 118.50 |
| 4500012667 | 6/9/2017 | Westinghouse Air Brake | R140-RAIL/LRV DOORS/RAMP | 3,127.59 |
| 4500012668 | 6/9/2017 | Louis Sardo Upholstery Inc | B130-BUS BODY | 598.02 |
| 4500012669 | 6/9/2017 | W.W. Grainger Inc | G190-SAFETY/MED SUPPLIES | 941.84 |
| 4500012670 | 6/9/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 228.09 |
| 4500012671 | 6/9/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 2,532.47 |
| 4500012672 | 6/9/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 17,839.00 |
| 4500012673 | 6/9/2017 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 68.80 |
| 4500012674 | 6/9/2017 | Genuine Parts Co | B250-BUS REPAIR PARTS | 382.48 |
| 4500012675 | 6/9/2017 | Raphael's Party Rentals Inc | G250-NOVELTIES & AWARDS | 1,804.45 |
| 4500012676 | 6/9/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 429.02 |
| 4500012677 | 6/9/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 9.78 |
| 4500012678 | 6/9/2017 | Home Depot USA Inc | G210-OFFICE FURNITURE | 1,424.45 |
| 4500012679 | 6/9/2017 | M Power Truck & Diesel Repair | P210-NON-REV VEH REPAIRS | 981.21 |
| 4500012680 | 6/9/2017 | Winchester Industries Inc | G130-SHOP TOOLS | 201.50 |
| 4500012681 | 6/9/2017 | Beverly Christensen | T110-TRACK, RAIL | 2,948.59 |
| 4500012682 | 6/9/2017 | Annex Automotive and | F120-BUS/LRV PAINT BOOTHS | 11,442.57 |
| 4500012683 | 6/10/2017 | Jankovich Company | G170-LUBRICANTS | 2,933.49 |
| 4500012684 | 6/10/2017 | Matthias Moos | M120-OVRHEAD CATENARY SYS | 3,394.13 |
| 4500012685 | 6/10/2017 | Vallen Distribution Inc. | G120-SECURITY | 1,440.43 |
| 4500012686 | 6/12/2017 | Raphael's Party Rentals Inc | G250-NOVELTIES & AWARDS | 1,864.20 |
| 4500012687 | 6/12/2017 | Kaman Industrial Technologies | B250-BUS REPAIR PARTS | 320.74 |
| 4500012688 | 6/12/2017 | Western Lift Inc | F110-SHOP/BLDG MACHINERY | 175.00 |
| 4500012689 | 6/12/2017 | Western Pump Inc | F110-SHOP/BLDG MACHINERY | 389.74 |
| 4500012690 | 6/12/2017 | Transit Holdings Inc | B200-BUS PWR TRAIN EQUIP | 1,269.08 |
| 4500012691 | 6/12/2017 | Pro-IBEG Systems Inc | R120-RAIL/LRV CAR BODY | 277.31 |
| 4500012692 | 6/12/2017 | West End Holdings Inc | P260-TESTING & ANALYSIS | 300.00 |
| 4500012693 | 6/12/2017 | OneSource Distributors, LLC | P280-GENERAL SVC AGRMNTS | 2,355.00 |
| 4500012694 | 6/12/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,732.37 |
| 4500012695 | 6/12/2017 | Gillig LLC | B160-BUS ELECTRICAL | 2,584.39 |
| 4500012696 | 6/12/2017 | Transit Holdings Inc | B200-BUS PWR TRAIN EQUIP | 265.92 |
| 4500012697 | 6/12/2017 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 74.48 |
| 4500012698 | 6/12/2017 | Comfort Mechanical Inc | M180-STATION ELECTRICAL | 989.00 |
| 4500012699 | 6/12/2017 | Transit Holdings Inc | B130-BUS BODY | 13,384.24 |
| 4500012700 | 6/12/2017 | TK Services Inc | INSURANCE-Insurance Stock | 7,670.44 |
| 4500012701 | 6/12/2017 | Daniels Tire Service | P210-NON-REV VEH REPAIRS | 200.34 |
| 4500012702 | 6/12/2017 | FinishMaster Inc | F120-BUS/LRV PAINT BOOTHS | 15,086.01 |
| 4500012703 | 6/12/2017 | Material Sales Inc | R120-RAIL/LRV CAR BODY | 37.50 |
| 4500012704 | 6/12/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 2,532.47 |
| 4500012705 | 6/12/2017 | General Auto Repair | P210-NON-REV VEH REPAIRS | 213.23 |
| 4500012706 | 6/12/2017 | Fastenal Company | B250-BUS REPAIR PARTS | 34.34 |
| 4500012707 | 6/12/2017 | Vern Rose Inc | G140-SHOP SUPPLIES | 101.05 |
| 4500012708 | 6/12/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 612.28 |
| 4500012709 | 6/12/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 434.34 |
| 4500012710 | 6/12/2017 | La Mesa Glass, Inc. | F110-SHOP/BLDG MACHINERY | 21.55 |
| 4500012711 | 6/12/2017 | Taymark | G200-OFFICE SUPPLIES | 79.99 |
| 4500012712 | 6/12/2017 | Standard Bent Glass Corp | R120-RAIL/LRV CAR BODY | 18,617.43 |
| 4500012713 | 6/12/2017 | Harbor Diesel & Equipment | B200-BUS PWR TRAIN EQUIP | 9,928.00 |
| 4500012714 | 6/12/2017 | Prochem Specialty Products Inc | G180-JANITORIAL SUPPLIES | 1,265.84 |
| 4500012715 | 6/12/2017 | Thompson Building Materials | R230-RAIL/LRV MECHANICAL | 2,562.19 |
| 4500012716 | 6/12/2017 | Siemens Industry Inc | R220-RAIL/LRV TRUCKS | 4,430.68 |
| 4500012717 | 6/12/2017 | Waxie Sanitary Supply Inc | G140-SHOP SUPPLIES | 649.52 |
| 4500012718 | 6/12/2017 | Reid and Clark Screen Arts Co | R120-RAIL/LRV CAR BODY | 3,159.58 |
| 4500012719 | 6/12/2017 | Knorr Brake Company | P190-REV VEHICLE REPAIRS | 5,784.15 |
| 4500012720 | 6/12/2017 | M Power Truck & Diesel Repair | P210-NON-REV VEH REPAIRS | 2,364.61 |
| 4500012721 | 6/12/2017 | Advanced Metal Forming, Inc. | M180-STATION ELECTRICAL | 225.00 |
| 4500012722 | 6/12/2017 | Neleco Products Inc | G170-LUBRICANTS | 24,162.94 |
| 4500012723 | 6/13/2017 | Ray Allen Manufacturing LLC | G120-SECURITY | 394.21 |

| Purchase Orders | | | | |
|-----------------|-----------|------------------------------------|--------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012724 | 6/13/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 842.52 |
| 4500012725 | 6/13/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,757.03 |
| 4500012726 | 6/13/2017 | The Animal Keeper Inc | G120-SECURITY | 560.00 |
| 4500012727 | 6/13/2017 | Quality Technology Services Inc | I120-INFO TECH, SVCS | 59.20 |
| 4500012728 | 6/13/2017 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 159.30 |
| 4500012729 | 6/13/2017 | RegACar Inc | P280-GENERAL SVC AGRMNTS | 396.52 |
| 4500012730 | 6/13/2017 | Transwest San Diego LLC | B140-BUS CHASSIS | 1,136.77 |
| 4500012731 | 6/13/2017 | Configurable Management Consulting | I110-INFORMATION TECH | 31,272.00 |
| 4500012732 | 6/14/2017 | Robcar Corporation | F180-BUILDING MATERIALS | 64.65 |
| 4500012733 | 6/14/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,701.54 |
| 4500012734 | 6/14/2017 | Prochem Specialty Products Inc | G180-JANITORIAL SUPPLIES | 1,265.84 |
| 4500012735 | 6/14/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 18,146.68 |
| 4500012736 | 6/14/2017 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 345.34 |
| 4500012737 | 6/14/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 2,062.20 |
| 4500012738 | 6/14/2017 | W.W. Grainger Inc | G130-SHOP TOOLS | 165.09 |
| 4500012739 | 6/15/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 1,026.64 |
| 4500012740 | 6/15/2017 | Audio Visual Innovations, Inc. | I110-INFORMATION TECH | 420.00 |
| 4500012741 | 6/15/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 534.70 |
| 4500012742 | 6/15/2017 | Alliant Insurance Services Inc | P380-WORKERS' COMP | 3,675.00 |
| 4500012743 | 6/15/2017 | Charter Industrial Supply Inc | R120-RAIL/LRV CAR BODY | 2,325.85 |
| 4500012744 | 6/15/2017 | M Power Truck & Diesel Repair | P210-NON-REV VEH REPAIRS | 612.50 |
| 4500012745 | 6/15/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 2,441.09 |
| 4500012746 | 6/15/2017 | Citywide Auto Glass Inc | P190-REV VEHICLE REPAIRS | 400.00 |
| 4500012748 | 6/15/2017 | Motorola Solutions Inc | B150-BUS COMM EQUIP. | 69,464.63 |
| 4500012749 | 6/15/2017 | Total Filtration Services Inc | R230-RAIL/LRV MECHANICAL | 1,464.11 |
| 4500012750 | 6/15/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,713.87 |
| 4500012751 | 6/15/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 214.70 |
| 4500012752 | 6/16/2017 | Mak Cleaners Inc | P330-UNIFORM RENT/CLEAN | 2,737.80 |
| 4500012753 | 6/16/2017 | Freeby Signs | B250-BUS REPAIR PARTS | 876.01 |
| 4500012754 | 6/16/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 3,006.76 |
| 4500012755 | 6/16/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 34.81 |
| 4500012756 | 6/16/2017 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 490.70 |
| 4500012757 | 6/16/2017 | Mission Janitorial Supplies | F110-SHOP/BLDG MACHINERY | 49.57 |
| 4500012758 | 6/16/2017 | TK Services Inc | B250-BUS REPAIR PARTS | 64.86 |
| 4500012759 | 6/16/2017 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 502.30 |
| 4500012760 | 6/16/2017 | Local Concept | C110-GENERAL CONTRACTORS | 139.68 |
| 4500012761 | 6/16/2017 | Grah Safe & Lock Inc | F110-SHOP/BLDG MACHINERY | 5.00 |
| 4500012762 | 6/16/2017 | Transit Holdings Inc | B200-BUS PWR TRAIN EQUIP | 429.82 |
| 4500012763 | 6/16/2017 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 490.70 |
| 4500012764 | 6/16/2017 | Pacific Railway Enterprises Inc | P280-GENERAL SVC AGRMNTS | 73,000.00 |
| 4500012765 | 6/16/2017 | Transit Holdings Inc | B130-BUS BODY | 1,629.52 |
| 4500012766 | 6/16/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,491.93 |
| 4500012767 | 6/16/2017 | Airgas Inc | B250-BUS REPAIR PARTS | 520.97 |
| 4500012768 | 6/16/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 196.83 |
| 4500012769 | 6/16/2017 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 210.12 |
| 4500012770 | 6/16/2017 | Kaman Industrial Technologies | R230-RAIL/LRV MECHANICAL | 1,125.33 |
| 4500012771 | 6/16/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 23,331.44 |
| 4500012773 | 6/16/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,218.14 |
| 4500012774 | 6/16/2017 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 170.85 |
| 4500012775 | 6/19/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 502.05 |
| 4500012776 | 6/19/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 445.96 |
| 4500012777 | 6/19/2017 | Transit Products and Services | P190-REV VEHICLE REPAIRS | 2,990.07 |
| 4500012778 | 6/19/2017 | Industrial Maintenance Supply LLC | G150-FASTENERS | 152.21 |
| 4500012779 | 6/19/2017 | Business Printing Company, Inc. | G200-OFFICE SUPPLIES | 585.80 |
| 4500012780 | 6/19/2017 | CDW LLC | I110-INFORMATION TECH | 123.88 |
| 4500012781 | 6/19/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 2,032.67 |
| 4500012782 | 6/19/2017 | Transit Products and Services | B250-BUS REPAIR PARTS | 2,963.13 |
| 4500012783 | 6/19/2017 | Muncie Transit Supply | B110-BUS HVAC SYSTEMS | 3,876.47 |

| Purchase Orders | | | | |
|-----------------|-----------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012784 | 6/19/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,726.20 |
| 4500012785 | 6/19/2017 | Pressnet Express Inc | G230-PRINTED MATERIALS | 2,919.60 |
| 4500012786 | 6/19/2017 | Mohawk Mfg & Supply Co | B120-BUS MECHANICAL PARTS | 2,426.61 |
| 4500012787 | 6/19/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 3,049.84 |
| 4500012788 | 6/19/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 971.27 |
| 4500012789 | 6/19/2017 | W.W. Grainger Inc | B250-BUS REPAIR PARTS | 117.46 |
| 4500012790 | 6/19/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 612.52 |
| 4500012791 | 6/19/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 924.95 |
| 4500012792 | 6/19/2017 | RR Donnelley and Sons Co | G230-PRINTED MATERIALS | 1,686.72 |
| 4500012793 | 6/19/2017 | Culligan of San Diego | G140-SHOP SUPPLIES | 1,260.00 |
| 4500012794 | 6/20/2017 | Industrial Maintenance Supply LLC | G200-OFFICE SUPPLIES | 296.00 |
| 4500012795 | 6/20/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 11,992.18 |
| 4500012796 | 6/20/2017 | W.W. Grainger Inc | M200-YARD FACILITIES | 16.60 |
| 4500012797 | 6/20/2017 | Steven Timme | G230-PRINTED MATERIALS | 173.88 |
| 4500012798 | 6/20/2017 | Prochem Specialty Products Inc | G180-JANITORIAL SUPPLIES | 1,265.84 |
| 4500012799 | 6/20/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,707.71 |
| 4500012800 | 6/20/2017 | Matthias Moos | M120-OVRHEAD CATENARY SYS | 993.99 |
| 4500012801 | 6/20/2017 | 4One LLC | B250-BUS REPAIR PARTS | 354.50 |
| 4500012802 | 6/20/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 23,263.25 |
| 4500012803 | 6/20/2017 | Quality Technology Services Inc | I120-INFO TECH, SVCS | 230.02 |
| 4500012804 | 6/20/2017 | Prizm Janitorial Services Inc | G180-JANITORIAL SUPPLIES | 299.60 |
| 4500012805 | 6/20/2017 | Madden Construction Inc | P280-GENERAL SVC AGRMNTS | 525.00 |
| 4500012806 | 6/20/2017 | Ansaldo Sts Usa Inc | M130-CROSSING MECHANISM | 1,629.18 |
| 4500012807 | 6/20/2017 | Monoprice Inc | I110-INFORMATION TECH | 138.64 |
| 4500012808 | 6/20/2017 | Steven Timme | G260-MEDIA | 2,282.75 |
| 4500012809 | 6/20/2017 | General Signals Inc | M130-CROSSING MECHANISM | 18,473.75 |
| 4500012810 | 6/20/2017 | Brian Pusey | F110-SHOP/BLDG MACHINERY | 99.06 |
| 4500012811 | 6/20/2017 | K+K America Corp | G210-OFFICE FURNITURE | 121.10 |
| 4500012812 | 6/20/2017 | Asbury Environmental Services | B200-BUS PWR TRAIN EQUIP | 2,394.21 |
| 4500012813 | 6/20/2017 | Siemens Industry Inc | R120-RAIL/LRV CAR BODY | 73,776.24 |
| 4500012814 | 6/20/2017 | Knorr Brake Company | R160-RAIL/LRV ELECTRICAL | 716.98 |
| 4500012815 | 6/21/2017 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 355.24 |
| 4500012816 | 6/21/2017 | Monoprice Inc | I110-INFORMATION TECH | 167.33 |
| 4500012817 | 6/21/2017 | PCMG Inc | I110-INFORMATION TECH | 4,045.00 |
| 4500012818 | 6/21/2017 | San Diego Friction Products, Inc. | B140-BUS CHASSIS | 1,648.58 |
| 4500012819 | 6/21/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,701.54 |
| 4500012820 | 6/21/2017 | Gillig LLC | B140-BUS CHASSIS | 1,806.04 |
| 4500012821 | 6/21/2017 | Waxie Sanitary Supply Inc | G180-JANITORIAL SUPPLIES | 137.33 |
| 4500012822 | 6/21/2017 | Staples Contract & Commercial Inc | G180-JANITORIAL SUPPLIES | 161.89 |
| 4500012823 | 6/21/2017 | Office Solutions | G200-OFFICE SUPPLIES | 767.10 |
| 4500012824 | 6/21/2017 | Western Pump Inc | F110-SHOP/BLDG MACHINERY | 879.25 |
| 4500012825 | 6/21/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 130.65 |
| 4500012826 | 6/21/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 471.01 |
| 4500012827 | 6/21/2017 | Mission Janitorial Supplies | G180-JANITORIAL SUPPLIES | 280.15 |
| 4500012828 | 6/21/2017 | Willy's Electronic Supply Co | G130-SHOP TOOLS | 648.66 |
| 4500012829 | 6/21/2017 | America Fujikura LTD | M120-OVRHEAD CATENARY SYS | 1,506.78 |
| 4500012830 | 6/21/2017 | W.W. Grainger Inc | G190-SAFETY/MED SUPPLIES | 1,649.53 |
| 4500012831 | 6/21/2017 | Dellner Inc | R130-RAIL/LRV COUPLER | 4,018.81 |
| 4500012832 | 6/21/2017 | Knorr Brake Company | R160-RAIL/LRV ELECTRICAL | 1,389.77 |
| 4500012833 | 6/21/2017 | Kone Inc | P130-EQUIP MAINT REPR SVC | 468.00 |
| 4500012834 | 6/21/2017 | Team One Repair Inc | G290-FARE REVENUE EQUIP | 361.18 |
| 4500012835 | 6/21/2017 | Cembre Inc | M170-IMPEDANCE BOND | 982.26 |
| 4500012836 | 6/21/2017 | Super Welding of Southern CA | R220-RAIL/LRV TRUCKS | 1,942.88 |
| 4500012837 | 6/21/2017 | Sid Tool Co | G130-SHOP TOOLS | 14.22 |
| 4500012838 | 6/21/2017 | Home Depot USA Inc | G130-SHOP TOOLS | 944.32 |
| 4500012839 | 6/21/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 179.02 |
| 4500012840 | 6/21/2017 | Chromate Industrial Corporation | G150-FASTENERS | 554.94 |
| 4500012841 | 6/21/2017 | Transit Holdings Inc | B130-BUS BODY | 6,823.60 |

| Purchase Orders | | | | |
|-----------------|-----------|------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012842 | 6/22/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 161.98 |
| 4500012843 | 6/22/2017 | MJP Enterprises | P210-NON-REV VEH REPAIRS | 1,376.65 |
| 4500012844 | 6/22/2017 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 2,532.22 |
| 4500012845 | 6/22/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 282.73 |
| 4500012846 | 6/22/2017 | Cubic Transportation Systems | B190-BUS FARE EQUIP | 4,415.63 |
| 4500012847 | 6/22/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 585.22 |
| 4500012848 | 6/22/2017 | Red Truck Fire & Safety Co. | P280-GENERAL SVC AGRMNTS | 885.04 |
| 4500012849 | 6/22/2017 | Conduent Transport Solutions, Inc. | B150-BUS COMM EQUIP. | 3,324.07 |
| 4500012850 | 6/22/2017 | Ace Uniforms & Accessories | G120-SECURITY | 711.09 |
| 4500012851 | 6/22/2017 | Schunk Carbon Technology LLC | R190-RAIL/LRV PANTOGRAPH | 1,878.09 |
| 4500012852 | 6/22/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,701.54 |
| 4500012853 | 6/22/2017 | Merrimac Petroleum Inc | A120-AUTO/TRUCK GASOLINE | 17,473.55 |
| 4500012854 | 6/22/2017 | Transwest San Diego LLC | G140-SHOP SUPPLIES | 123.26 |
| 4500012855 | 6/22/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 364.88 |
| 4500012856 | 6/22/2017 | Vern Rose Inc | G140-SHOP SUPPLIES | 763.81 |
| 4500012857 | 6/22/2017 | Siemens Industry Inc | R120-RAIL/LRV CAR BODY | 1,830.05 |
| 4500012858 | 6/22/2017 | W.W. Grainger Inc | R160-RAIL/LRV ELECTRICAL | 1,756.21 |
| 4500012860 | 6/22/2017 | Home Depot USA Inc | G140-SHOP SUPPLIES | 633.87 |
| 4500012861 | 6/22/2017 | L&W Industries LLC | M140-WAYSIDE SIGNALS | 817.11 |
| 4500012862 | 6/22/2017 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 6,003.21 |
| 4500012863 | 6/23/2017 | CASEI | F110-SHOP/BLDG MACHINERY | 355.00 |
| 4500012864 | 6/23/2017 | CASEI | F110-SHOP/BLDG MACHINERY | 355.00 |
| 4500012865 | 6/23/2017 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 561.17 |
| 4500012866 | 6/23/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 588.89 |
| 4500012867 | 6/23/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 845.73 |
| 4500012868 | 6/23/2017 | Transit Products and Services | P190-REV VEHICLE REPAIRS | 2,963.13 |
| 4500012869 | 6/23/2017 | Kaman Industrial Technologies | B250-BUS REPAIR PARTS | 220.12 |
| 4500012870 | 6/23/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 115.01 |
| 4500012871 | 6/23/2017 | California Sheet Metal Works | R240-RAIL/LRV REPR PARTS | 15,278.00 |
| 4500012872 | 6/23/2017 | 711 Print Enterprises Inc | G120-SECURITY | 3,123.68 |
| 4500012873 | 6/23/2017 | Airgas Inc | G190-SAFETY/MED SUPPLIES | 1,467.09 |
| 4500012874 | 6/23/2017 | CDW LLC | I110-INFORMATION TECH | 729.73 |
| 4500012875 | 6/23/2017 | US Mobile Wireless | P210-NON-REV VEH REPAIRS | 1,199.85 |
| 4500012876 | 6/23/2017 | RightStar, Inc | I120-INFO TECH, SVCS | 3,050.00 |
| 4500012877 | 6/23/2017 | Home Depot USA Inc | G210-OFFICE FURNITURE | 1,354.11 |
| 4500012878 | 6/23/2017 | Schunk Carbon Technology LLC | R190-RAIL/LRV PANTOGRAPH | 73,900.36 |
| 4500012879 | 6/23/2017 | Harbor Diesel & Equipment | B200-BUS PWR TRAIN EQUIP | 1,894.22 |
| 4500012880 | 6/23/2017 | Gillig LLC | B130-BUS BODY | 322.78 |
| 4500012881 | 6/23/2017 | Industrial Maintenance Supply LLC | G150-FASTENERS | 33.56 |
| 4500012882 | 6/23/2017 | Dar Fryer Hydraulics Inc | C120-SPECIALTY CONTRACTOR | 1,904.31 |
| 4500012883 | 6/23/2017 | Vericom LLC | I110-INFORMATION TECH | 14.01 |
| 4500012884 | 6/23/2017 | Merrimac Petroleum Inc | A120-AUTO/TRUCK GASOLINE | 18,027.79 |
| 4500012885 | 6/23/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,094.84 |
| 4500012886 | 6/23/2017 | Transit Holdings Inc | B160-BUS ELECTRICAL | 227.06 |
| 4500012887 | 6/23/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 1,185.25 |
| 4500012888 | 6/23/2017 | Portable Technology Solutions | I110-INFORMATION TECH | 1,196.03 |
| 4500012889 | 6/23/2017 | Golden State Supply LLC | A140-AUTO/TRUCK REPAIR | 69.25 |
| 4500012890 | 6/23/2017 | Transit Holdings Inc | B110-BUS HVAC SYSTEMS | 15,237.02 |
| 4500012891 | 6/23/2017 | Prochem Specialty Products Inc | G170-LUBRICANTS | 86.76 |
| 4500012892 | 6/23/2017 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 56.59 |
| 4500012893 | 6/23/2017 | Home Depot USA Inc | F110-SHOP/BLDG MACHINERY | 366.07 |
| 4500012894 | 6/23/2017 | Professional Contractors Supplies | G140-SHOP SUPPLIES | 1,778.91 |
| 4500012895 | 6/23/2017 | Neopart | B130-BUS BODY | 1,402.94 |
| 4500012896 | 6/23/2017 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 783.48 |
| 4500012897 | 6/23/2017 | Reefco LLC | B110-BUS HVAC SYSTEMS | 1,043.50 |
| 4500012898 | 6/23/2017 | Naumann Hobbs Material Handling | A140-AUTO/TRUCK REPAIR | 98.63 |
| 4500012900 | 6/23/2017 | The Truck Lighthouse | G140-SHOP SUPPLIES | 334.43 |
| 4500012901 | 6/23/2017 | Muncie Transit Supply | B110-BUS HVAC SYSTEMS | 2,669.59 |

| Purchase Orders | | | | |
|-----------------|-----------|------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012902 | 6/23/2017 | Ace Uniforms & Accessories | G240-UNIFORM PROCUREMENT | 355.54 |
| 4500012903 | 6/23/2017 | Transit Holdings Inc | B130-BUS BODY | 1,380.11 |
| 4500012904 | 6/23/2017 | Jeyco Products Inc | G130-SHOP TOOLS | 1,077.86 |
| 4500012905 | 6/23/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 3,249.93 |
| 4500012906 | 6/23/2017 | Airgas Inc | G140-SHOP SUPPLIES | 717.26 |
| 4500012907 | 6/23/2017 | Kent Global Systems Inc | G180-JANITORIAL SUPPLIES | 2,693.97 |
| 4500012908 | 6/23/2017 | United Refrigeration Inc | G170-LUBRICANTS | 1,117.04 |
| 4500012909 | 6/23/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 678.42 |
| 4500012910 | 6/23/2017 | Mohawk Mfg & Supply Co | B120-BUS MECHANICAL PARTS | 241.49 |
| 4500012911 | 6/23/2017 | Lucerix International Corporation | B130-BUS BODY | 704.12 |
| 4500012912 | 6/23/2017 | Insultech LLC | B200-BUS PWR TRAIN EQUIP | 914.20 |
| 4500012913 | 6/23/2017 | Allied Refrigeration Inc | G140-SHOP SUPPLIES | 101.08 |
| 4500012914 | 6/23/2017 | OneSource Distributors, LLC | M140-WAYSIDE SIGNALS | 5,185.92 |
| 4500012915 | 6/23/2017 | Applied Industrial Technologies-CA | G140-SHOP SUPPLIES | 2,508.56 |
| 4500012916 | 6/23/2017 | Westair Gases & Equipment Inc | G140-SHOP SUPPLIES | 452.39 |
| 4500012917 | 6/23/2017 | W.W. Grainger Inc | G170-LUBRICANTS | 368.53 |
| 4500012918 | 6/23/2017 | Cintas Corporation No 2 | G190-SAFETY/MED SUPPLIES | 236.79 |
| 4500012919 | 6/23/2017 | Chromate Industrial Corporation | G140-SHOP SUPPLIES | 855.39 |
| 4500012920 | 6/23/2017 | West-Lite Supply Co Inc | R180-RAIL/LRV LIGHTING | 319.05 |
| 4500012921 | 6/23/2017 | Smart Car Care Products Inc | R240-RAIL/LRV REPR PARTS | 380.23 |
| 4500012922 | 6/23/2017 | Cembre Inc | M170-IMPEDANCE BOND | 653.19 |
| 4500012923 | 6/23/2017 | Waxie Sanitary Supply Inc | G140-SHOP SUPPLIES | 85.89 |
| 4500012924 | 6/23/2017 | Prudential Overall Supply | G140-SHOP SUPPLIES | 801.66 |
| 4500012925 | 6/26/2017 | Bryne-Doughty Management Corp | G200-OFFICE SUPPLIES | 544.57 |
| 4500012926 | 6/26/2017 | Gillig LLC | B140-BUS CHASSIS | 1,892.12 |
| 4500012927 | 6/26/2017 | Waxie Sanitary Supply Inc | G180-JANITORIAL SUPPLIES | 703.10 |
| 4500012928 | 6/26/2017 | Genuine Parts Co | B200-BUS PWR TRAIN EQUIP | 645.68 |
| 4500012929 | 6/26/2017 | Rush Truck Centers of California | B200-BUS PWR TRAIN EQUIP | 828.65 |
| 4500012930 | 6/26/2017 | Hydraulic Electric Component | B200-BUS PWR TRAIN EQUIP | 14.55 |
| 4500012931 | 6/26/2017 | 4One LLC | B130-BUS BODY | 242.28 |
| 4500012932 | 6/26/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,732.37 |
| 4500012933 | 6/26/2017 | Kidde Technologies Inc | B200-BUS PWR TRAIN EQUIP | 3,239.92 |
| 4500012934 | 6/26/2017 | Janek Corporation | B130-BUS BODY | 175.47 |
| 4500012935 | 6/26/2017 | Transwest San Diego LLC | B110-BUS HVAC SYSTEMS | 2,790.73 |
| 4500012936 | 6/26/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 175.19 |
| 4500012937 | 6/26/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 36.42 |
| 4500012938 | 6/26/2017 | APD Incorporated | B130-BUS BODY | 99.67 |
| 4500012939 | 6/26/2017 | Robert Costanzo | B140-BUS CHASSIS | 86.63 |
| 4500012940 | 6/26/2017 | Prudential Overall Supply | G140-SHOP SUPPLIES | 765.03 |
| 4500012941 | 6/26/2017 | Willy's Electronic Supply Co | M110-SUB STATION | 5,160.26 |
| 4500012942 | 6/26/2017 | Ace Uniforms & Accessories | G120-SECURITY | 677.64 |
| 4500012943 | 6/26/2017 | MCAS Miramar Vet | G120-SECURITY | 35.00 |
| 4500012944 | 6/26/2017 | Kurt Morgan | G200-OFFICE SUPPLIES | 2,627.62 |
| 4500012945 | 6/26/2017 | Harbor Diesel & Equipment | G170-LUBRICANTS | 16,011.54 |
| 4500012946 | 6/26/2017 | Voith Turbo Inc | R160-RAIL/LRV ELECTRICAL | 63.75 |
| 4500012947 | 6/26/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 205.56 |
| 4500012948 | 6/26/2017 | Flyers Energy LLC | R230-RAIL/LRV MECHANICAL | 1,658.30 |
| 4500012949 | 6/26/2017 | Tribologik Corporation | G140-SHOP SUPPLIES | 1,144.84 |
| 4500012950 | 6/26/2017 | Airgas Inc | G140-SHOP SUPPLIES | 18.09 |
| 4500012951 | 6/26/2017 | Reid and Clark Screen Arts Co | R120-RAIL/LRV CAR BODY | 977.10 |
| 4500012952 | 6/26/2017 | Decals By Design Inc | R120-RAIL/LRV CAR BODY | 1,200.18 |
| 4500012953 | 6/26/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 1,180.41 |
| 4500012954 | 6/26/2017 | Sherri Cameron | R120-RAIL/LRV CAR BODY | 3,974.90 |
| 4500012955 | 6/26/2017 | Gillig LLC | B130-BUS BODY | 2,032.35 |
| 4500012956 | 6/26/2017 | Knorr Brake Company | R220-RAIL/LRV TRUCKS | 31,707.41 |
| 4500012957 | 6/26/2017 | Industrial Maintenance Supply LLC | G150-FASTENERS | 72.22 |
| 4500012958 | 6/26/2017 | Transit Holdings Inc | B160-BUS ELECTRICAL | 1,674.02 |
| 4500012959 | 6/26/2017 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 1,716.90 |

| Purchase Orders | | | | |
|-----------------|-----------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500012960 | 6/26/2017 | Mohawk Mfg & Supply Co | B160-BUS ELECTRICAL | 2,036.19 |
| 4500012961 | 6/26/2017 | Wesco Distribution Inc | G270-ELECTRICAL/LIGHTING | 117.40 |
| 4500012962 | 6/26/2017 | FinishMaster Inc | F120-BUS/LRV PAINT BOOTHS | 1,381.83 |
| 4500012963 | 6/26/2017 | Knorr Brake Company | R160-RAIL/LRV ELECTRICAL | 1,598.54 |
| 4500012964 | 6/27/2017 | Prudential Overall Supply | G140-SHOP SUPPLIES | 668.05 |
| 4500012965 | 6/27/2017 | Knorr Brake Company | R220-RAIL/LRV TRUCKS | 1,926.88 |
| 4500012966 | 6/27/2017 | Sid Tool Co | G130-SHOP TOOLS | 22.41 |
| 4500012967 | 6/27/2017 | Mcmaster-Carr Supply Co | G130-SHOP TOOLS | 93.27 |
| 4500012968 | 6/27/2017 | Siemens Industry Inc | R160-RAIL/LRV ELECTRICAL | 2,521.35 |
| 4500012969 | 6/27/2017 | Cox Communications Inc | P280-GENERAL SVC AGRMNTS | 1,380.00 |
| 4500012970 | 6/27/2017 | AxleTech LLC | B140-BUS CHASSIS | 1,028.06 |
| 4500012971 | 6/27/2017 | San Diego Friction Products, Inc. | B140-BUS CHASSIS | 2,224.13 |
| 4500012972 | 6/27/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 1,312.38 |
| 4500012973 | 6/27/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 1,594.41 |
| 4500012974 | 6/27/2017 | Transwest San Diego LLC | B140-BUS CHASSIS | 96.58 |
| 4500012975 | 6/27/2017 | HI-TEC Enterprises | R140-RAIL/LRV DOORS/RAMP | 1,652.89 |
| 4500012976 | 6/27/2017 | Jeyco Products Inc | G140-SHOP SUPPLIES | 716.91 |
| 4500012977 | 6/27/2017 | Charter Industrial Supply Inc | G150-FASTENERS | 595.66 |
| 4500012978 | 6/27/2017 | Vern Rose Inc | G160-PAINTS & CHEMICALS | 219.65 |
| 4500012979 | 6/27/2017 | The Truck Lighthouse | G140-SHOP SUPPLIES | 110.67 |
| 4500012980 | 6/27/2017 | Kaman Industrial Technologies | B160-BUS ELECTRICAL | 2,900.21 |
| 4500012981 | 6/27/2017 | TK Services Inc | B200-BUS PWR TRAIN EQUIP | 86.63 |
| 4500012982 | 6/27/2017 | Industrial Maintenance Supply LLC | G150-FASTENERS | 40.01 |
| 4500012983 | 6/27/2017 | Waxie Sanitary Supply Inc | G140-SHOP SUPPLIES | 837.59 |
| 4500012984 | 6/27/2017 | Airgas Inc | G140-SHOP SUPPLIES | 17.81 |
| 4500012985 | 6/27/2017 | Prochem Specialty Products Inc | G180-JANITORIAL SUPPLIES | 1,582.31 |
| 4500012986 | 6/27/2017 | Barry Sandler Enterprises | G180-JANITORIAL SUPPLIES | 4,013.70 |
| 4500012987 | 6/27/2017 | Evolution Markets Inc | P280-GENERAL SVC AGRMNTS | 11,913.00 |
| 4500012988 | 6/27/2017 | Louis Sardo Upholstery Inc | B130-BUS BODY | 3,468.49 |
| 4500012989 | 6/27/2017 | Carlson & Beauloye Machine Shop | M200-YARD FACILITIES | 210.00 |
| 4500012990 | 6/27/2017 | San Diego Friction Products, Inc. | B140-BUS CHASSIS | 2,057.08 |
| 4500012991 | 6/27/2017 | Recaro North America Inc | B130-BUS BODY | 687.87 |
| 4500012992 | 6/27/2017 | Delphin Computer Supply | G200-OFFICE SUPPLIES | 742.43 |
| 4500012993 | 6/27/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 1,586.79 |
| 4500012994 | 6/27/2017 | W.W. Grainger Inc | G160-PAINTS & CHEMICALS | 300.20 |
| 4500012995 | 6/27/2017 | Gillig LLC | B130-BUS BODY | 1,967.81 |
| 4500012996 | 6/27/2017 | Home Depot USA Inc | G140-SHOP SUPPLIES | 509.78 |
| 4500012997 | 6/27/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 779.06 |
| 4500012998 | 6/27/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,750.86 |
| 4500012999 | 6/27/2017 | Evoqua Water Technologies LLC | P110-BLDG MAINTENANCE | 1,166.12 |
| 4500013000 | 6/27/2017 | Muncie Transit Supply | B120-BUS MECHANICAL PARTS | 131.77 |
| 4500013001 | 6/27/2017 | M Power Truck & Diesel Repair | P130-EQUIP MAINT REPR SVC | 2,700.00 |
| 4500013002 | 6/27/2017 | Team One Repair Inc | G290-FARE REVENUE EQUIP | 283.33 |
| 4500013003 | 6/27/2017 | R.B. Hornberger Co Inc | T110-TRACK, RAIL | 807.75 |
| 4500013004 | 6/27/2017 | Municibid.com LLC | G140-SHOP SUPPLIES | 10,882.75 |
| 4500013005 | 6/27/2017 | R.S. Hughes Co Inc | G140-SHOP SUPPLIES | 1,980.12 |
| 4500013007 | 6/28/2017 | Curbell Plastics Inc | B130-BUS BODY | 202.61 |
| 4500013008 | 6/28/2017 | Tribologik Corporation | G140-SHOP SUPPLIES | 970.83 |
| 4500013009 | 6/28/2017 | Waco Filters Corporation | F120-BUS/LRV PAINT BOOTHS | 268.30 |
| 4500013010 | 6/28/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 495.92 |
| 4500013011 | 6/28/2017 | Home Depot USA Inc | G140-SHOP SUPPLIES | 633.87 |
| 4500013012 | 6/28/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 18,325.46 |
| 4500013013 | 6/28/2017 | ABC Construction Co., Inc. | C110-GENERAL CONTRACTORS | 28,014.57 |
| 4500013014 | 6/28/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,757.03 |
| 4500013015 | 6/28/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 1,329.40 |
| 4500013016 | 6/28/2017 | The Gordian Group, Inc. | C110-GENERAL CONTRACTORS | 752.71 |
| 4500013017 | 6/28/2017 | Jankovich Company | G170-LUBRICANTS | 981.98 |
| 4500013018 | 6/28/2017 | Western Lift Inc | F110-SHOP/BLDG MACHINERY | 851.76 |

| Purchase Orders | | | | |
|-----------------|-----------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500013019 | 6/28/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 750.74 |
| 4500013020 | 6/28/2017 | W.W. Grainger Inc | G130-SHOP TOOLS | 827.76 |
| 4500013021 | 6/28/2017 | General Auto Repair | P210-NON-REV VEH REPAIRS | 544.56 |
| 4500013022 | 6/28/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 21.59 |
| 4500013023 | 6/28/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 592.16 |
| 4500013024 | 6/28/2017 | AxleTech LLC | B140-BUS CHASSIS | 1,973.12 |
| 4500013025 | 6/28/2017 | Cubic Transportation Systems | G290-FARE REVENUE EQUIP | 2,924.34 |
| 4500013026 | 6/28/2017 | Schunk Carbon Technology LLC | R220-RAIL/LRV TRUCKS | 27,779.68 |
| 4500013027 | 6/28/2017 | Kurt Morgan | G200-OFFICE SUPPLIES | 1,796.57 |
| 4500013028 | 6/28/2017 | Annex Automotive and | G160-PAINTS & CHEMICALS | 1,698.73 |
| 4500013029 | 6/28/2017 | FinishMaster Inc | F120-BUS/LRV PAINT BOOTHS | 2,096.71 |
| 4500013030 | 6/28/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 87.12 |
| 4500013031 | 6/28/2017 | US Mobile Wireless | P210-NON-REV VEH REPAIRS | 356.44 |
| 4500013032 | 6/29/2017 | Romaine Electric Corporation | B160-BUS ELECTRICAL | 3,307.98 |
| 4500013033 | 6/29/2017 | TK Services Inc | B110-BUS HVAC SYSTEMS | 39.17 |
| 4500013034 | 6/29/2017 | Comfort Mechanical Inc | M190-SDSU ELECTRICAL | 995.00 |
| 4500013035 | 6/29/2017 | San Diego Friction Products, Inc. | B140-BUS CHASSIS | 2,165.47 |
| 4500013036 | 6/29/2017 | M Power Truck & Diesel Repair | P210-NON-REV VEH REPAIRS | 954.25 |
| 4500013037 | 6/29/2017 | Selective Transit Parts Inc | R220-RAIL/LRV TRUCKS | 13,168.13 |
| 4500013038 | 6/29/2017 | Transit Holdings Inc | B160-BUS ELECTRICAL | 2,212.79 |
| 4500013039 | 6/29/2017 | Industrial Maintenance Supply LLC | G200-OFFICE SUPPLIES | 114.75 |
| 4500013040 | 6/29/2017 | Jeyco Products Inc | B160-BUS ELECTRICAL | 21.68 |
| 4500013041 | 6/29/2017 | Romaine Electric Corporation | B160-BUS ELECTRICAL | 3,307.98 |
| 4500013042 | 6/29/2017 | Luminator Mass Transit, LLC | R120-RAIL/LRV CAR BODY | 19,215.53 |
| 4500013043 | 6/29/2017 | Transwest San Diego LLC | B120-BUS MECHANICAL PARTS | 2,745.78 |
| 4500013044 | 6/29/2017 | Center City Printing | G200-OFFICE SUPPLIES | 70.79 |
| 4500013046 | 6/29/2017 | Westair Gases & Equipment Inc | B200-BUS PWR TRAIN EQUIP | 209.06 |
| 4500013047 | 6/29/2017 | Pacific Flexible Metal Hose Co | B200-BUS PWR TRAIN EQUIP | 60.34 |
| 4500013048 | 6/29/2017 | Freeby Signs | B250-BUS REPAIR PARTS | 835.93 |
| 4500013049 | 6/29/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,744.70 |
| 4500013050 | 6/29/2017 | Drain Medic Inc | P110-BLDG MAINTENANCE | 35,214.00 |
| 4500013051 | 6/29/2017 | Sherwin Williams Company | B250-BUS REPAIR PARTS | 1,092.46 |
| 4500013052 | 6/29/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 29.70 |
| 4500013053 | 6/29/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,214.51 |
| 4500013054 | 6/29/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 215.49 |
| 4500013055 | 6/29/2017 | Luminator Mass Transit, LLC | R180-RAIL/LRV LIGHTING | 3,387.87 |
| 4500013056 | 6/29/2017 | JKL Cleaning Systems | P130-EQUIP MAINT REPR SVC | 108.30 |
| 4500013057 | 6/29/2017 | Golden State Supply LLC | G170-LUBRICANTS | 102.58 |
| 4500013058 | 6/29/2017 | Superior Shoring and Drilling | C130-CONSTRUCTION SVCS | 4,650.00 |
| 4500013059 | 6/29/2017 | TK Services Inc | R170-RAIL/LRV HVAC | 330.74 |
| 4500013060 | 6/29/2017 | Pro-IBEG Systems Inc | R230-RAIL/LRV MECHANICAL | 1,324.77 |
| 4500013061 | 6/30/2017 | Ace Uniforms & Accessories | G120-SECURITY | 920.77 |
| 4500013062 | 6/30/2017 | Duncan Bolt Company | G150-FASTENERS | 78.30 |
| 4500013063 | 6/30/2017 | BMC Software Inc | I120-INFO TECH, SVCS | 4,850.98 |
| 4500013064 | 6/30/2017 | ABC Construction Co., Inc. | C130-CONSTRUCTION SVCS | 22,781.37 |
| 4500013065 | 6/30/2017 | Knorr Brake Company | R160-RAIL/LRV ELECTRICAL | 7,640.18 |
| 4500013066 | 6/30/2017 | HI-TEC Enterprises | R120-RAIL/LRV CAR BODY | 2,273.95 |
| 4500013067 | 6/30/2017 | Airgas Inc | G190-SAFETY/MED SUPPLIES | 819.21 |
| 4500013068 | 6/30/2017 | W.W. Grainger Inc | F140-SHELVING AND RACK | 510.91 |
| 4500013069 | 6/30/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,205.80 |
| 4500013070 | 6/30/2017 | Baker Capital Limited | R160-RAIL/LRV ELECTRICAL | 8,779.47 |
| 4500013071 | 6/30/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 19,040.60 |
| 4500013072 | 6/30/2017 | Romaine Electric Corporation | B250-BUS REPAIR PARTS | 400.13 |
| 4500013073 | 6/30/2017 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 98.92 |
| 4500013074 | 6/30/2017 | Chromate Industrial Corporation | G130-SHOP TOOLS | 430.80 |
| 4500013075 | 6/30/2017 | Red Truck Fire & Safety Co. | P260-TESTING & ANALYSIS | 181.48 |
| 4500013076 | 6/30/2017 | Comfort Mechanical Inc | M180-STATION ELECTRICAL | 987.00 |
| 4500013078 | 7/1/2017 | US Mobile Wireless | G300-GENERAL CAPITAL EQP | 8,280.00 |

| Purchase Orders | | | | |
|-----------------|----------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500013079 | 7/1/2017 | Recaro North America Inc | P190-REV VEHICLE REPAIRS | 1,126.38 |
| 4500013080 | 7/1/2017 | W.W. Grainger Inc | P190-REV VEHICLE REPAIRS | 111.36 |
| 4500013081 | 7/1/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 358.28 |
| 4500013082 | 7/1/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 272.00 |
| 4500013083 | 7/1/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 100.98 |
| 4500013084 | 7/1/2017 | Vern Rose Inc | G140-SHOP SUPPLIES | 349.82 |
| 4500013085 | 7/1/2017 | CASEI | F110-SHOP/BLDG MACHINERY | 379.29 |
| 4500013086 | 7/1/2017 | Kingsbury Uniforms Inc | G240-UNIFORM PROCUREMENT | 2,036.48 |
| 4500013087 | 7/1/2017 | S&A Systems Inc | B250-BUS REPAIR PARTS | 392.56 |
| 4500013088 | 7/1/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 89.40 |
| 4500013089 | 7/1/2017 | MJP Enterprises | P210-NON-REV VEH REPAIRS | 513.07 |
| 4500013090 | 7/1/2017 | Sunroad Auto LLC | B250-BUS REPAIR PARTS | 607.27 |
| 4500013091 | 7/1/2017 | Transit Holdings Inc | B120-BUS MECHANICAL PARTS | 2,886.95 |
| 4500013092 | 7/1/2017 | Mohawk Mfg & Supply Co | B140-BUS CHASSIS | 199.90 |
| 4500013093 | 7/1/2017 | Mohawk Mfg & Supply Co | B120-BUS MECHANICAL PARTS | 48.37 |
| 4500013094 | 7/1/2017 | Kaman Industrial Technologies | G140-SHOP SUPPLIES | 1,248.69 |
| 4500013095 | 7/1/2017 | Buswest LLC | B110-BUS HVAC SYSTEMS | 1,791.39 |
| 4500013096 | 7/1/2017 | B & S Graphics Inc | B130-BUS BODY | 55.10 |
| 4500013097 | 7/1/2017 | Golden State Supply LLC | G130-SHOP TOOLS | 70.26 |
| 4500013098 | 7/1/2017 | MCI Service Parts Inc | B140-BUS CHASSIS | 300.26 |
| 4500013099 | 7/1/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 1,038.08 |
| 4500013100 | 7/1/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 1,018.68 |
| 4500013101 | 7/1/2017 | Waco Filters Corporation | F120-BUS/LRV PAINT BOOTHS | 152.45 |
| 4500013102 | 7/1/2017 | Kaman Industrial Technologies | B200-BUS PWR TRAIN EQUIP | 93.16 |
| 4500013103 | 7/1/2017 | W.W. Grainger Inc | G220-OFFICE EQUIPMENT | 151.71 |
| 4500013104 | 7/1/2017 | Zep Vehicle Care Inc | G180-JANITORIAL SUPPLIES | 729.82 |
| 4500013105 | 7/1/2017 | Accurate Elastomer Products Inc | B130-BUS BODY | 158.26 |
| 4500013106 | 7/1/2017 | Prochem Specialty Products Inc | G180-JANITORIAL SUPPLIES | 949.39 |
| 4500013107 | 7/1/2017 | Vern Rose Inc | G140-SHOP SUPPLIES | 127.81 |
| 4500013108 | 7/1/2017 | Gillig LLC | B160-BUS ELECTRICAL | 184.47 |
| 4500013109 | 7/1/2017 | United Refrigeration Inc | G170-LUBRICANTS | 93.01 |
| 4500013110 | 7/3/2017 | Abacor, Inc. | P210-NON-REV VEH REPAIRS | 730.70 |
| 4500013111 | 7/3/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 299.33 |
| 4500013112 | 7/3/2017 | US Mobile Wireless | P170-LEASES, REV VEHICLES | 714.41 |
| 4500013113 | 7/3/2017 | Reid and Clark Screen Arts Co | R120-RAIL/LRV CAR BODY | 1,117.79 |
| 4500013114 | 7/3/2017 | Hoppecke Batteries | R160-RAIL/LRV ELECTRICAL | 20,456.18 |
| 4500013115 | 7/3/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,205.80 |
| 4500013116 | 7/3/2017 | Allied Refrigeration Inc | M110-SUB STATION | 120.93 |
| 4500013117 | 7/3/2017 | Gillig LLC | B250-BUS REPAIR PARTS | 758.17 |
| 4500013118 | 7/3/2017 | Controlled Motion Solutions Inc | R220-RAIL/LRV TRUCKS | 186.91 |
| 4500013119 | 7/3/2017 | EtherWAN Systems Inc | I110-INFORMATION TECH | 3,162.60 |
| 4500013120 | 7/3/2017 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 308.13 |
| 4500013121 | 7/3/2017 | ISC Applied Systems Corp | R150-RAIL/LRV COMM EQUIP | 33,168.69 |
| 4500013122 | 7/3/2017 | 24 Hour Fitness USA Inc | P280-GENERAL SVC AGRMNTS | 1,500.00 |
| 4500013123 | 7/3/2017 | A.M. Best Company Inc | C120-SPECIALTY CONTRACTOR | 184.50 |
| 4500013124 | 7/3/2017 | S & S Bakery Inc | G250-NOVELTIES & AWARDS | 82.86 |
| 4500013125 | 7/3/2017 | Quality Technology Services Inc | I120-INFO TECH, SVCS | 188.50 |
| 4500013126 | 7/3/2017 | San Diego Seal Inc | R170-RAIL/LRV HVAC | 34.16 |
| 4500013127 | 7/3/2017 | Annex Automotive and | G130-SHOP TOOLS | 2,671.44 |
| 4500013128 | 7/3/2017 | W.W. Grainger Inc | G160-PAINTS & CHEMICALS | 130.62 |
| 4500013129 | 7/3/2017 | Schunk Carbon Technology LLC | R160-RAIL/LRV ELECTRICAL | 13,253.25 |
| 4500013130 | 7/3/2017 | R.S. Hughes Co Inc | B130-BUS BODY | 278.47 |
| 4500013132 | 7/5/2017 | Alliant Insurance Services Inc | P370-RISK MANAGEMENT | 12,747.20 |
| 4500013133 | 7/5/2017 | CSAC Excess Insurance | P370-RISK MANAGEMENT | 9,903.00 |
| 4500013134 | 7/5/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,738.53 |
| 4500013135 | 7/5/2017 | Woojin IS America Inc. | I110-INFORMATION TECH | 32,879.00 |
| 4500013136 | 7/5/2017 | New Flyer of America Inc | R180-RAIL/LRV LIGHTING | 1,797.53 |
| 4500013137 | 7/5/2017 | Verdugo Testing Co Inc | P120-BLDG/FACILITY REPRS | 241.02 |

| Purchase Orders | | | | |
|-----------------|----------|------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500013138 | 7/5/2017 | Ansaldo Sts Usa Inc | M130-CROSSING MECHANISM | 5,598.05 |
| 4500013139 | 7/5/2017 | Prudential Overall Supply | G140-SHOP SUPPLIES | 2,593.98 |
| 4500013140 | 7/5/2017 | San Diego Seal Inc | R220-RAIL/LRV TRUCKS | 43.52 |
| 4500013141 | 7/5/2017 | HI-TEC Enterprises | R160-RAIL/LRV ELECTRICAL | 2,455.09 |
| 4500013142 | 7/5/2017 | Smith Systems Inc | R160-RAIL/LRV ELECTRICAL | 5,048.69 |
| 4500013143 | 7/5/2017 | Westair Gases & Equipment Inc | G140-SHOP SUPPLIES | 747.68 |
| 4500013144 | 7/6/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 381.23 |
| 4500013145 | 7/6/2017 | Western Lift Inc | F110-SHOP/BLDG MACHINERY | 200.00 |
| 4500013146 | 7/6/2017 | Cummins Pacific LLC | B250-BUS REPAIR PARTS | 2,532.47 |
| 4500013147 | 7/6/2017 | Citywide Auto Glass Inc | P210-NON-REV VEH REPAIRS | 268.96 |
| 4500013148 | 7/6/2017 | Home Depot USA Inc | F220-BENCHES, BUS | 119.14 |
| 4500013149 | 7/6/2017 | Kenneth Place | G130-SHOP TOOLS | 2,165.45 |
| 4500013150 | 7/6/2017 | Comfort Mechanical Inc | M190-SDSU ELECTRICAL | 437.00 |
| 4500013151 | 7/6/2017 | Safety Kleen Systems | P110-BLDG MAINTENANCE | 33,765.09 |
| 4500013152 | 7/6/2017 | Bonsall Petroleum Construction Inc | P110-BLDG MAINTENANCE | 2,850.00 |
| 4500013153 | 7/6/2017 | Southern Counties Oil Co, LP | G170-LUBRICANTS | 970.61 |
| 4500013154 | 7/6/2017 | Transit Holdings Inc | B250-BUS REPAIR PARTS | 824.88 |
| 4500013155 | 7/6/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,775.52 |
| 4500013156 | 7/6/2017 | Controlled Motion Solutions Inc | R220-RAIL/LRV TRUCKS | 729.25 |
| 4500013157 | 7/6/2017 | Applied Industrial Technologies-CA | R230-RAIL/LRV MECHANICAL | 3,693.47 |
| 4500013158 | 7/6/2017 | Industrial Maintenance Supply LLC | G150-FASTENERS | 312.82 |
| 4500013159 | 7/6/2017 | W.W. Grainger Inc | G190-SAFETY/MED SUPPLIES | 658.86 |
| 4500013160 | 7/6/2017 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 2,553.68 |
| 4500013161 | 7/6/2017 | Gillig LLC | B140-BUS CHASSIS | 2,917.45 |
| 4500013162 | 7/6/2017 | 711 Print Enterprises Inc | G120-SECURITY | 719.78 |
| 4500013163 | 7/6/2017 | Flyers Energy LLC | A120-AUTO/TRUCK GASOLINE | 18,861.82 |
| 4500013164 | 7/6/2017 | Freeby Signs | P190-REV VEHICLE REPAIRS | 145.47 |
| 4500013165 | 7/6/2017 | W.W. Grainger Inc | F220-BENCHES, BUS | 56.74 |
| 4500013166 | 7/6/2017 | R.B. Hornberger Co Inc | G140-SHOP SUPPLIES | 355.09 |
| 4500013167 | 7/6/2017 | Prudential Overall Supply | G180-JANITORIAL SUPPLIES | 4,833.33 |
| 4500013168 | 7/6/2017 | Allied Electronics Inc | M140-WAYSIDE SIGNALS | 89.49 |
| 4500013169 | 7/6/2017 | RegACar Inc | P280-GENERAL SVC AGRMNTS | 198.26 |
| 4500013170 | 7/6/2017 | Daniels Tire Service | A110-AUTO/TRUCK TIRES | 401.40 |
| 4500013171 | 7/6/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 2,723.32 |
| 4500013172 | 7/7/2017 | Home Depot USA Inc | G140-SHOP SUPPLIES | 76.24 |
| 4500013173 | 7/7/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 7,061.29 |
| 4500013174 | 7/7/2017 | OneSource Distributors, LLC | M120-OVRHEAD CATENARY SYS | 269.14 |
| 4500013175 | 7/7/2017 | Charter Industrial Supply Inc | B120-BUS MECHANICAL PARTS | 436.43 |
| 4500013176 | 7/7/2017 | Airgas Refrigerants Inc | R170-RAIL/LRV HVAC | 646.42 |
| 4500013177 | 7/7/2017 | Kaman Industrial Technologies | G140-SHOP SUPPLIES | 1,222.17 |
| 4500013178 | 7/7/2017 | Reid and Clark Screen Arts Co | G140-SHOP SUPPLIES | 586.16 |
| 4500013179 | 7/7/2017 | Controlled Motion Solutions Inc | R220-RAIL/LRV TRUCKS | 1,006.43 |
| 4500013180 | 7/7/2017 | Southcoast Heating & Air | P280-GENERAL SVC AGRMNTS | 34,864.00 |
| 4500013181 | 7/7/2017 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 331.91 |
| 4500013182 | 7/7/2017 | R.S. Hughes Co Inc | G140-SHOP SUPPLIES | 146.89 |
| 4500013183 | 7/7/2017 | Battery Systems Inc | B160-BUS ELECTRICAL | 7,628.70 |
| 4500013184 | 7/7/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 64.28 |
| 4500013185 | 7/7/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 246.05 |
| 4500013186 | 7/7/2017 | Matthias Moos | M120-OVRHEAD CATENARY SYS | 3,011.62 |
| 4500013187 | 7/7/2017 | Smart Car Care Products Inc | R240-RAIL/LRV REPR PARTS | 41.68 |
| 4500013188 | 7/7/2017 | Annex Automotive and | F120-BUS/LRV PAINT BOOTHS | 1,604.08 |
| 4500013189 | 7/7/2017 | Airgas Inc | G190-SAFETY/MED SUPPLIES | 1,752.02 |
| 4500013190 | 7/7/2017 | Kaman Industrial Technologies | G140-SHOP SUPPLIES | 110.91 |
| 4500013191 | 7/7/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 3,205.80 |
| 4500013192 | 7/7/2017 | West-Lite Supply Co Inc | M180-STATION ELECTRICAL | 150.96 |
| 4500013193 | 7/7/2017 | Flyers Energy LLC | R230-RAIL/LRV MECHANICAL | 1,696.35 |
| 4500013194 | 7/7/2017 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 701.78 |
| 4500013195 | 7/7/2017 | The Gordian Group, Inc. | C130-CONSTRUCTION SVCS | 612.11 |

| Purchase Orders | | | | |
|-----------------|-----------|-----------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500013196 | 7/7/2017 | Cummins Pacific LLC | B200-BUS PWR TRAIN EQUIP | 34,101.39 |
| 4500013198 | 7/7/2017 | Sherwin Williams Company | G140-SHOP SUPPLIES | 1,775.86 |
| 4500013199 | 7/7/2017 | W.W. Grainger Inc | G140-SHOP SUPPLIES | 295.20 |
| 4500013200 | 7/7/2017 | Kingsbury Uniforms Inc | G240-UNIFORM PROCUREMENT | 3,124.75 |
| 4500013201 | 7/7/2017 | Southcoast Heating & Air | P130-EQUIP MAINT REPR SVC | 3,881.00 |
| 4500013202 | 7/7/2017 | Citywide Auto Glass Inc | R120-RAIL/LRV CAR BODY | 2,618.33 |
| 4500013203 | 7/7/2017 | Kent Global Systems Inc | G180-JANITORIAL SUPPLIES | 219.51 |
| 4500013204 | 7/7/2017 | Macton Corporation | P130-EQUIP MAINT REPR SVC | 92,445.12 |
| 4500013205 | 7/7/2017 | West End Holdings Inc | P260-TESTING & ANALYSIS | 975.00 |
| 4500013206 | 7/7/2017 | M Power Truck & Diesel Repair | P210-NON-REV VEH REPAIRS | 2,799.32 |
| 4500013207 | 7/8/2017 | Transit Holdings Inc | B160-BUS ELECTRICAL | 1,472.30 |
| 4500013208 | 7/8/2017 | Jeyco Products Inc | G130-SHOP TOOLS | 604.85 |
| 4500013209 | 7/8/2017 | Muncie Transit Supply | B130-BUS BODY | 3,141.46 |
| 4500013210 | 7/8/2017 | Mohawk Mfg & Supply Co | B160-BUS ELECTRICAL | 486.37 |
| 4500013211 | 7/8/2017 | Harbor Diesel & Equipment | B200-BUS PWR TRAIN EQUIP | 2,776.54 |
| 4500013212 | 7/8/2017 | R.S. Hughes Co Inc | G190-SAFETY/MED SUPPLIES | 21.22 |
| 4500013213 | 7/10/2017 | Ismael Frausto | R120-RAIL/LRV CAR BODY | 158.32 |
| 4500013214 | 7/10/2017 | Freeby Signs | B250-BUS REPAIR PARTS | 204.29 |
| 4500013215 | 7/10/2017 | Citywide Auto Glass Inc | P190-REV VEHICLE REPAIRS | 203.88 |
| 4500013216 | 7/10/2017 | DoAll Company | R230-RAIL/LRV MECHANICAL | 2,249.18 |
| 4500013217 | 7/10/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,738.53 |
| 4500013218 | 7/10/2017 | Knorr Brake Company | R220-RAIL/LRV TRUCKS | 37,362.50 |
| 4500013219 | 7/10/2017 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 63.10 |
| 4500013220 | 7/10/2017 | Steven Timme | G110-BUS/TROLLEY SIGNAGE | 57.72 |
| 4500013221 | 7/10/2017 | Mouser Electronics Inc | B250-BUS REPAIR PARTS | 109.48 |
| 4500013222 | 7/10/2017 | Kaman Industrial Technologies | B120-BUS MECHANICAL PARTS | 3,652.55 |
| 4500013223 | 7/10/2017 | Cummins Pacific LLC | P190-REV VEHICLE REPAIRS | 1,353.34 |
| 4500013224 | 7/10/2017 | California Sheet Metal Works | R160-RAIL/LRV ELECTRICAL | 3,016.29 |
| 4500013225 | 7/10/2017 | Robcar Corporation | G140-SHOP SUPPLIES | 129.30 |
| 4500013226 | 7/10/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,535.09 |
| 4500013227 | 7/10/2017 | Paradigm Mechanical Corp | P140-MAINTENANCE, HVAC | 876.00 |
| 4500013228 | 7/10/2017 | ERICO International Corporation | M170-IMPEDANCE BOND | 61.96 |
| 4500013229 | 7/10/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 122.06 |
| 4500013230 | 7/10/2017 | Wesco Distribution Inc | F110-SHOP/BLDG MACHINERY | 1,290.14 |
| 4500013231 | 7/10/2017 | ECL Flooring Inc | F110-SHOP/BLDG MACHINERY | 382.75 |
| 4500013232 | 7/10/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 35.50 |
| 4500013233 | 7/10/2017 | W.W. Grainger Inc | F110-SHOP/BLDG MACHINERY | 628.93 |
| 4500013234 | 7/10/2017 | San Diego Friction Products, Inc. | B250-BUS REPAIR PARTS | 103.64 |
| 4500013235 | 7/10/2017 | City Treasurer | G120-SECURITY | 559.00 |
| 4500013236 | 7/10/2017 | APTA | P280-GENERAL SVC AGRMNTS | 63,615.00 |
| 4500013237 | 7/10/2017 | Ahlee Backflow Service | P110-BLDG MAINTENANCE | 513.00 |
| 4500013238 | 7/10/2017 | J. J. Keller & Associates Inc | P540-MAINTENANCE TRAINING | 481.82 |
| 4500013239 | 7/10/2017 | Home Depot USA Inc | G140-SHOP SUPPLIES | 1,320.00 |
| 4500013240 | 7/10/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 1,246.49 |
| 4500013241 | 7/10/2017 | Konecranes Inc | P130-EQUIP MAINT REPR SVC | 513.00 |
| 4500013242 | 7/10/2017 | Westinghouse Air Brake | R160-RAIL/LRV ELECTRICAL | 3,209.38 |
| 4500013243 | 7/10/2017 | Marco's Canopies Inc | G140-SHOP SUPPLIES | 1,055.96 |
| 4500013244 | 7/10/2017 | Brown Marketing Strategies, Inc. | P410-CONSULTING | 67,980.00 |
| 4500013245 | 7/10/2017 | W.W. Grainger Inc | P210-NON-REV VEH REPAIRS | 27.76 |
| 4500013246 | 7/10/2017 | Charter Industrial Supply Inc | P130-EQUIP MAINT REPR SVC | 445.50 |
| 4500013247 | 7/10/2017 | 711 Print Enterprises Inc | G200-OFFICE SUPPLIES | 279.08 |
| 4500013248 | 7/10/2017 | OneSource Distributors, LLC | M150-PWR SWITCHES/LOCKS | 343.03 |
| 4500013249 | 7/10/2017 | Matheson Tri-Gas Inc | G130-SHOP TOOLS | 89.82 |
| 4500013250 | 7/11/2017 | Datel Systems Incorporated | I110-INFORMATION TECH | 18,692.25 |
| 4500013251 | 7/11/2017 | Datel Systems Incorporated | I110-INFORMATION TECH | 60,127.00 |
| 4500013252 | 7/11/2017 | Harbor Diesel & Equipment | G170-LUBRICANTS | 13,342.95 |
| 4500013253 | 7/11/2017 | Transit Holdings Inc | B140-BUS CHASSIS | 1,147.74 |
| 4500013254 | 7/11/2017 | General Auto Repair | P210-NON-REV VEH REPAIRS | 160.00 |

| Purchase Orders | | | | |
|-----------------|-----------|-------------------------------------|---------------------------|-----------|
| PO Number | PO Date | Name | Material Group | PO Value |
| 4500013255 | 7/11/2017 | Muncie Transit Supply | B200-BUS PWR TRAIN EQUIP | 2,586.30 |
| 4500013256 | 7/11/2017 | Supreme Oil Company | A120-AUTO/TRUCK GASOLINE | 1,738.53 |
| 4500013257 | 7/11/2017 | General Auto Repair | P210-NON-REV VEH REPAIRS | 402.33 |
| 4500013258 | 7/11/2017 | Transit Holdings Inc | B160-BUS ELECTRICAL | 4,641.63 |
| 4500013259 | 7/11/2017 | San Diego Compressed Air Power LLC | F180-BUILDING MATERIALS | 100.23 |
| 4500013260 | 7/11/2017 | Staples Contract & Commercial Inc | G200-OFFICE SUPPLIES | 2,800.01 |
| 4500013261 | 7/11/2017 | Prochem Specialty Products Inc | G180-JANITORIAL SUPPLIES | 1,265.84 |
| 4500013262 | 7/11/2017 | Soco Group Inc | G170-LUBRICANTS | 571.36 |
| 4500013263 | 7/11/2017 | AxleTech LLC | B140-BUS CHASSIS | 7,689.40 |
| 4500013264 | 7/11/2017 | Mcmaster-Carr Supply Co | G140-SHOP SUPPLIES | 375.50 |
| 4500013265 | 7/11/2017 | Valley Power Systems Inc | B200-BUS PWR TRAIN EQUIP | 39.96 |
| 4500013266 | 7/11/2017 | Jeyco Products Inc | B160-BUS ELECTRICAL | 120.60 |
| 4500013267 | 7/11/2017 | Gillig LLC | B130-BUS BODY | 2,883.09 |
| 4500013268 | 7/11/2017 | Transwest San Diego LLC | B200-BUS PWR TRAIN EQUIP | 1,634.71 |
| 4500013269 | 7/11/2017 | Freeby Signs | B250-BUS REPAIR PARTS | 344.59 |
| 4500013270 | 7/11/2017 | Harbor Diesel & Equipment | B250-BUS REPAIR PARTS | 1,184.16 |
| 4500013271 | 7/11/2017 | Mcmaster-Carr Supply Co | F110-SHOP/BLDG MACHINERY | 38.74 |
| 4500013272 | 7/11/2017 | Charter Industrial Supply Inc | B250-BUS REPAIR PARTS | 81.46 |
| 4500013273 | 7/11/2017 | TK Services Inc | B250-BUS REPAIR PARTS | 1,282.21 |
| 4500013274 | 7/11/2017 | Soco Group Inc | A120-AUTO/TRUCK GASOLINE | 19,040.60 |
| 4500013275 | 7/11/2017 | Mohawk Mfg & Supply Co | B130-BUS BODY | 455.89 |
| 4500013276 | 7/11/2017 | San Diego Community College Distric | P540-MAINTENANCE TRAINING | 672.36 |
| 4500013277 | 7/11/2017 | Dunn-Edwards Corporation | G140-SHOP SUPPLIES | 38.10 |
| 4500013278 | 7/11/2017 | Kaman Industrial Technologies | B120-BUS MECHANICAL PARTS | 53.98 |
| 4500013279 | 7/11/2017 | Westair Gases & Equipment Inc | B200-BUS PWR TRAIN EQUIP | 157.80 |
| 4500013280 | 7/11/2017 | Transit Holdings Inc | B200-BUS PWR TRAIN EQUIP | 1,742.66 |
| 4500013281 | 7/11/2017 | Shilpark Paint Corp. | G160-PAINTS & CHEMICALS | 252.14 |
| 4500013282 | 7/11/2017 | Home Depot USA Inc | G210-OFFICE FURNITURE | 106.68 |
| 4500013283 | 7/11/2017 | Steven Timme | G290-FARE REVENUE EQUIP | 84.65 |