



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

## Agenda

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

9:00 a.m.

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

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting. Live audio streaming of the MTS Board of Directors meetings can be accessed at the following link: <https://www.sdmts.com/boardroom-stream>.

#### **ACTION RECOMMENDED**

1. Roll Call
2. [Approval of Minutes – September 12, 2019](#) Approve
3. [Public Comments](#) - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. [Appointment of San Diego Metropolitan Transit System \(MTS\) Chairperson \(Sharon Cooney\)](#) Elect  
Action would: (1) Receive a recommendation from the Executive Committee regarding the appointment of the MTS Chairperson; and (2) Elect a Chairperson for the remainder of this calendar year and for the next term, beginning January 1, 2020 through December 31, 2021.

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.  | <a href="#"><u>Amend 2018-19 State Transit Assistance Claim and Approve 2019-20 State Transit Assistance Claim</u></a><br>Action would adopt Resolution No.19-9 amending fiscal year (FY) 2018-2019 State Transit Assistance (STA) Claim and approving the FY 2019-2020 STA claim.  | Approve |
| 7.  | <a href="#"><u>Adoption of the 2020 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule</u></a><br>Action would adopt the 2020 Executive Committee and Board of Directors meeting schedule.   | Adopt   |
| 8.  | <a href="#"><u>Revisions to Taxicab Advisory Committee (TAC) Guidelines</u></a><br>Action would approve the proposed revisions to the TAC Guidelines.   | Approve |
| 9.  | <a href="#"><u>Extension of Energy Service Provider (ESP) Contract MTS Doc. No. G1728.0-15</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute the applicable agreements with Calpine Energy Solutions (Calpine) for the extension of ESP services for an additional two-year period.  | Approve |
| 10. | <a href="#"><u>Amendment No. 2 – Trapeze Software License and Maintenance Support Renewal – Sole Source Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2253.2-19 with Trapeze Software Group, Inc. (Trapeze) in amount of \$1,029,047 for the renewal of software licensing and maintenance support for a five (5) year base period with five (5) one-year options exercisable under the CEOs discretion.  | Approve |
| 11. | <a href="#"><u>Old Town Transit Center West – Fund Transfer</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 90 to the Memorandum of Understanding (MOU) between San Diego Associations of Governments (SANDAG) and MTS for the Construction of the Old Town Transit Center West Improvements project in the amount of \$4,604,000.00.   | Approve |
| 12. | <a href="#"><u>Massachusetts Ave Station Paving – Award Work Order Under a Job Order Contract (JOC)</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC275-01, under MTS Doc. No. PWG275.0-19 with ABC Construction, Inc. (ABC), for the provision of services, materials and equipment for milling and overlaying the asphalt and the installation of new pavement markings at the lower Massachusetts Ave Station parking lot in the amount of \$111,706.91. | Approve |
| 13. | <a href="#"><u>Kearny Mesa Division (KMD) 2<sup>nd</sup> Floor Flooring Replacement – Award Work Order Under a Job Order Contract (JOC)</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-09 to MTS Doc. No. PWL234.0-17 with ABC Construction Inc. (ABC) for the replacement of the flooring on the 2nd floor of the KMD building in the amount of \$270,581.40.  | Approve |
| 14. | <a href="#"><u>Palm Avenue Grade Crossing Replacement – Award Work Order Under a Job Order Contract (JOC)</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC269-02, under MTS Doc. No. PWG269.0-19 with Herzog  | Approve |

Contracting Corporation (Herzog), for the provision of services, materials and equipment for the replacement of the grade crossing located at Palm Avenue on the Orange and Green Lines in the amount of \$304,511.10.

15. [Task Order Contract Approval to Provide Design Services for the Kearny Mesa Division \(KMD\) Shop Hoists](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1947-AE-45 to MTS Doc. No. G1947.0-17 with HDR Engineering, Inc. in the amount of \$194,245.85 to provide design services for the KMD shop hoists.
16. [Window Glass for Buses and Light Rail Vehicles \(LRVs\) – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute five (5) contracts (MTS Doc No. B0709.0-20, G2324.0-20, L1519.0-20, L1518.0-20, and B0710.0-20) for the provision of window glass for buses and LRVs, for a not-to-exceed aggregate amount of \$1,688,410.75, for two (2) years from November 1, 2019 to October 30, 2021.
17. [Building C Shop Auxiliary Power Supplies – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL271.0-19 with Global Power Group for the procurement and installation of the Auxiliary Power Supplies to Building C, in the amount of \$267,286.70.
18. [Centralized Train Control \(CTC\) System Technology Refresh – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Nth Generation for the CTC System Technology Refresh in the amount of \$237,960.19.
19. [Procurement of Employee Health Insurance Through Governmental Joint Powers Authority – CSAC Excess Insurance Authority](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2323.0-20 which allows MTS to join the CSAC Excess Insurance Authority (CSAC-EIA) for a minimum of three calendar years (2020, 2021, 2022) for the purpose of purchasing employee healthcare and ancillary insurance benefits and authorize the CEO to approve payment of insurance invoices within the CSAC-EIA program.
20. [Middletown – Switch 9 and 11 Construction – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute the Base and Add Alternate 3 to MTS Doc. No. PWL285.0-19, with Transdev Rail, Inc. for Middletown - Switch 9 and 11 Construction in the amount of \$10,187,359.20.
21. [Mission Valley West Signal Upgrade – Award Work Order Under a Job Order Contract \(JOC\)](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7506-05 to MTS Doc. No. PWL235.0-17 with HMS Construction, Inc. (HMS) for the Mission Valley West Signal System Upgrades in the amount of \$554,355.86.
22. [Light Rail Vehicle \(LRV\) Lifting Jacks Replacement – Installation Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL290.0-20 with Makai Solutions for the installation of in-floor lifting hoists to replace existing hoists for a not-to-exceed amount of \$149,149.00.

## CLOSED SESSION

- |     |   |                 |
|-----|---|-----------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Jesse Matheny vs San Diego Metropolitan Transit System, et al. USDC Southern District of California Case No. 3:19-CV-00016-H-BGS MTS Claim No. MT-02-0410-18 | Possible Action |
|     | b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Gallegos v. San Diego Metropolitan Transit System, et al. San Diego Superior Court Case No. 37-2019-00020037-CU-OE-CTL                                       | Possible Action |

## NOTICED PUBLIC HEARINGS

- |     |  |         |
|-----|--|---------|
| 25. | <a href="#"><u>Public Hearing for UC San Diego Coaster Connection Implementation (Denis Desmond)</u></a><br>Action would: (1) Receive public testimony; and (2) Approve the permanent implementation of the University of California, San Diego (UCSD) Coaster Connection route in January 2020. | Approve |
|-----|--|---------|

## DISCUSSION ITEMS

- |     |  |         |
|-----|--|---------|
| 30. | <a href="#"><u>Revisions to San Diego Metropolitan Transit System (MTS) Ordinance No. 11 (Kenneth Nelson and Samantha Leslie)</u></a><br>Action would: (1) Adopt the proposed amendments to MTS Ordinance No. 11, “An Ordinance Providing for the Licensing and the Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance”; (2) Direct publication of a summary of the amendments to MTS Ordinance No. 11; and (3) Upon adoption of the proposed amendments, grant the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form. | Approve |
| 31. | <a href="#"><u>Fiscal Year 2019 Final Budget Comparison (Larry Marinesi)</u></a><br>Action would receive the MTS operations budget status report for Fiscal Year (FY) 2019 and approve staff recommendations to program the excess revenues less expenses.   | Approve |

## REPORT ITEMS

- |     |  |               |
|-----|--|---------------|
| 45. | <a href="#"><u>Elevate SD 2020 Update (Paul Jablonski, Sharon Cooney, Mark Olson)</u></a>  | Informational |
| 46. | <a href="#"><u>Operations Budget Status Report for August 2019 (Larry Marinesi)</u></a>    | Informational |
| 47. | <a href="#"><u>Fiscal Year (FY) 2019 Performance Monitoring Report (Denis Desmond)</u></a> | Informational |

## OTHER ITEMS

- |     |   |               |
|-----|---|---------------|
| 60. | <a href="#"><u>Chair Report</u></a>                     | Informational |
| 61. | <a href="#"><u>Chief Executive Officer's Report</u></a> | Informational |
| 62. | <a href="#"><u>Board Member Communications</u></a>      | Informational |



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: November 14, 2019
65. Adjournment

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

MINUTES

September 12, 2019

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

1. Roll Call

Chair Gomez called the Board meeting to order at 9:04 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Ms. Rios moved to approve the minutes of the July 25, 2019, MTS Board of Directors meeting. Mr. Hall seconded the motion, and the vote was 10 to 0 in favor with Mr. Arambula, Mr. Fletcher, Ms. Moreno, Ms. Salas, and Mr. Ward.

3. Public Comments

*John Brady* – Mr. Brady commented on behalf of the Voices of Dignity. He stated that he has spoken to the Board in the past regarding the aggressive behavior of MTS Security. Mr. Brady commented that the Security Officers still behave in an aggressive manner towards the unsheltered population. He stated that the citation fines for not having a transit fare are exorbitant and can lead to jail time if not paid. Mr. Brady advocated for low or no cost fare options for people who cannot afford the transit fare.

*Stacy Williams* – Ms. Williams stated that she is a special education teacher for the San Diego Unified School District. She advocated for providing free access to transportation for young residents in San Diego. Ms. Williams commented that this is an equity issue and would like to see students have the same transportation opportunities. She stated that she works with 18 to 22 year old students with disabilities. Her program provides transit passes to the students, but it is very costly. Ms. Williams noted that Los Angeles and Sacramento are providing free transit passes for youth. She asked for MTS to consider providing free transit passes to all youth.

*Alan Ridley* – Mr. Ridley commented on his recent experience at the Rail-Volution Conference in Vancouver, Canada. He stated that in British Columbia, the meetings begin with a land acknowledgment and acknowledgement of the people who first occupied the nation. Mr. Ridley recommended that all public meetings practice this same acknowledgment. He commented that both regular riders and non-riders of public transportation benefit from enhanced transit service.

CONSENT ITEMS

6. Zero Emission Bus (ZEB) Chargers Engineering Services – Phase 1 – Work Order Amendment  
Action would: (1) Ratify Work Order WOA1947-AE-23 to MTS Doc. No. G1947.0-17, with HDR Engineering, Inc. (HDR), in the amount of \$93,624.30; and (2) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to Work Order WOA1947-AE-23, with HDR, in the

amount of \$17,647.68 for Design Services for Zero Emission Bus (ZEB) Chargers – Phase 1. The new total value of the Work Order shall not exceed \$111,271.98.

7. Investment Report – Quarter Ending June 30, 2019
8. Middletown Double Crossover Project – Design Services for Bid Support and During Construction – Work Order Amendment  
Action would: (1) Ratify Work Order Amendment No. 3 to Work Order WOA1953-AE-11 under MTS Doc. No. G1953.0-17 with Pacific Railway Enterprises, Inc. (PRE) totaling \$47,548.11 for general engineering services during the construction contract bidding process; and (2) Authorize the Chief Executive Officer (CEO) execute Amendment No. 4 to Work Order WOA1953-AE-11 under MTS Doc. No. G1953.0-17 PRE in the amount of \$256,690.73 for design services during construction.
9. Compressed Natural Gas (CNG) Fueling Facility Operations and Maintenance Services – Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 5 to MTS Doc. No. B0522.0-09 with Trillium USA (Trillium) in the amount of \$246,200.00 for a CNG dryer replacement not covered under the original contract amount. The new total value of the contract shall not exceed \$18,642,699.95.
10. Roadway Worker Early Warning Alarm Electronic Devices – Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1509.0-19, to Miller Ingenuity, for Roadway Worker Early Warning Alarm Electronic Devices, in the amount of \$633,122.84.
11. San Diego State University (SDSU) Variable Frequency Drives (VFD) Replacement – Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL283.0-19 with NEWest Construction for the replacement of four (4) VFDs at the SDSU Trolley Station, in the amount of \$477,350.00.
12. Enterprise Storage Refresh – Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2282.0-19, with Nth Generation Computing, Inc. for the Enterprise Storage Refresh in the amount of \$731,867.40.
13. Imperial Avenue Division Zero Emission Bus Charger Installation Phase I – Change Orders 2 – 10  
Action would: (1) Ratify MTS Doc. No. PWB268.2-19 (Construction Change Orders 3 through 5) with Alvarez & Shaw totaling \$96,284.28, for ZEB Charger Installation Phase I Project; and (2) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB268.3-19 for Change Orders 2 and 6 through 10, with Alvarez & Shaw, for \$72,990.26.
14. Trapeze Software License and Maintenance Support Renewal – Sole Source Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. G2253.1-19 with Trapeze Software Group, Inc. to purchase three (3) Trapeze modules PASS-Web, PASS IVR, and EZ-Wallet for MTS Access, for a total amount of \$586,783.00.

15. Google Web Mapping Service – Issuance of Purchase Order  
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Google, Inc. for the purchase of Web-based mapping services in a not to exceed amount of \$600,000 for five years.
16. Zero-Emission Bus (ZEB) Pilot Project: 40-Foot Low-Floor Electric Buses – Issuance of Purchase Order to Gillig, LLC  
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Gillig, LLC for the purchase of two (2), 40-foot, Low-Floor Electric, Battery-Powered buses in the amount of \$2,010,548.40.
17. Transportation Development Act (TDA) Capital Reserves Funds for Transit-Related Projects (University Avenue Bus Lane Pavement Rehabilitation – City of La Mesa)  
Action would approve the use of \$718,640 in TDA funds to fund the City of La Mesa's University Avenue Bus Lane Pavement Rehabilitation capital project.

Action on Recommended Consent Items

Mr. Hall moved to approve Consent Agenda Item Nos. 6 – 17. Mr. Ward seconded the motion, and the vote was 12 to 0 in favor with Mr. Arambula, Mr. Fletcher, and Ms. Moreno absent.

NOTICED PUBLIC HEARINGS (TAKEN BEFORE CLOSED SESSION)

25. None.

DISCUSSION ITEMS (TAKEN BEFORE CLOSED SESSION)

30. None.

REPORT ITEMS

45. Trolley Connection to San Diego International Airport Evaluation Update (Heather Furey, Wayne Terry, and Mott MacDonald Representative) (TAKEN BEFORE CLOSED SESSION)

Heather Furey, Director of Capital Projects, provided a presentation on the Airport Connection Feasibility Study. She introduced Wayne Terry, MTS Chief Operating Officer – Rail, and Farhad Nourbakhsh from Mott MacDonald. Ms. Furey noted that this study was jointly managed by MTS and SANDAG staff. She stated that Mott MacDonald was hired to study two different potential options for trolley service to the airport. Ms. Furey reviewed the two options that are being studied by Mott MacDonald. The first option is an elevated option at Laurel Street. The second option is an underground option at Grape and Hawthorn Street. Ms. Furey presented preliminary maps of the proposed options and discussed details related to obtaining Federal Aviation Administration (FAA) approvals for the project. Lastly, she discussed the feasibility conclusions for both options.

Mr. Hall asked if we have considered submitting to FAA to see if it's feasible. Ms. Furey replied that the FAA would require a full submission before providing any feasibility feedback. Mr. Jablonski commented that MTS did this study in collaboration with SANDAG. These options will be included in the alternative options at SANDAG for further discussion and final policy decision.

Mr. Ward asked if these options would include a people mover vehicle rather than a traditional trolley vehicle. Mr. Jablonski replied that the automated people mover option is more aligned in the options provided by SANDAG. Mr. Ward asked if land acquisitions were considered in this study. Ms. Furey replied that land acquisitions will be included in the proposal options provided by SANDAG. Mr. Ward asked if discussions have occurred with the North County Transit District (NCTD) or BNSF Railway regarding moving heavy rail line alignments. Mr. Jablonski replied that there have not been discussions regarding heavy rail line alignments.

Ms. Rios asked how these options would be included with the SANDAG proposal options. Mr. Jablonski replied that these two options will be included with other SANDAG options and will be discussed at future SANDAG meetings.

Mr. Sandke commented about the benefits of having a single seat ride to the Airport. He stated that we will also have the ability to potentially leverage more transit service through the Point Loma area with this transportation option.

#### Action Taken

No action taken. Informational item only.

#### 46. Desert Line Binational Railroad Project – Status Update (Karen Landers) (TAKEN BEFORE CLOSED SESSION)

Karen Landers, General Counsel, provided a presentation on the Desert Line Binational Railroad Project. She provided a brief history of the project and a map of the San Diego freight railroad corridors. Ms. Landers reviewed the current status of the project and the location and design of the Customs Inspection Facility. She presented pictures of the Desert Line area from a recent visit in August. Ms. Landers noted that at the most recent visit to the Desert Line, it was determined that a Non-Intrusive Inspection (NII) facility could be built at the preferred location. She reviewed the next steps for Baja Railroad (BJRR), which include the environmental review, construction plan approval, and Customs and Border Protection Office of Field Operations (CBP-OFO) staffing resources. Lastly, she reviewed the recent processes and outreach meetings that have taken place over the past year.

Ms. Galvez asked if there would be barriers of double stacking trains on this line. Ms. Landers replied that they do not see any barriers with double stacking trains.

Mr. Sandke stated that he attended the recent visit to the Desert Line in August and said that this represents a great binational freight project.

Ms. Moreno stated that she appreciates the work that has been done on the project and with CBP. She commented that she is an advocate of the project and the benefits it can bring to the region.

Mr. McClellan asked if all lease payments have been made by Baja Railroad. Ms. Landers replied that all payments have been made to date.

#### Action Taken

No action taken. Informational item only.

47. Comic-Con 2019 Recap (Rob Schupp and Tom Doogan) (TAKEN BEFORE CLOSED SESSION)

Rob Schupp, Director of Marketing and Communications, provided a presentation on Comic-Con 2019. He provided an overview of the event and noted that there were 45 trolley wraps this year. Mr. Schupp discussed the details of the activations, ticketing, marketing efforts, and earned media for Comic-Con. He presented a video showing the special events assistants and MTS staff effort during the event. Tom Doogan, Special Events Coordinator, continued the presentation and reviewed the data results on service during Comic-Con, including ridership results, fare media units sold, and fare media revenue.

Ms. Salas asked if the attendance numbers at Comic-Con were lower compared to previous years. Mr. Doogan replied that Comic-Con did not provide total attendance numbers compared to previous years.

Mr. Sandke commented that he learned there is a comparison between the total number of daily border crossings and the crowds at Comic-Con.

Ms. Moreno thanked staff for all of the work that was done during Comic-Con.

Ms. Weber asked why the trolley does not run 24 hours per day during Comic-Con. Mr. Doogan replied that the trolleys are not able to operate 24 hours per day due to freight obligations on the trolley line.

Action Taken

No action taken. Informational item only.

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

Mr. Jablonski commented that there has been significant community outreach events that will continue into the future. He stated that the financial and planning consultants are working to put together potential options from the feedback that have been received. Mr. Jablonski noted that staff is looking at scheduling special Board Workshops to receive critical information and feedback from the Board regarding Elevate SD 2020. He also stated that an online survey will be pushed out to the public in the near future to gain additional feedback on project preferences.

60. Chair Report (TAKEN BEFORE CLOSED SESSION)

There is no Chair Report.

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

Mr. Jablonski reminded the Board that the second annual Free Ride Day is scheduled for Wednesday, October 2<sup>nd</sup>.

62. Board Member Communications (TAKEN BEFORE CLOSED SESSION)

There were no Board Member communications.



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

There were no additional public comments.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 10:20 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6

Agency: San Diego Transit Corporation (SDTC)

Employee Organization: International Brotherhood of Electrical Workers, Local 465 (Representing SDTC Mechanics and Servicers)

Agency-Designated Representative: Jeff Stumbo

- b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Augustino vs. San Diego Metropolitan Transit System, et al. San Diego Superior Court Case No. 37-2018-00009620-CU-OE-CTL

The Board reconvened to Open Session at 10:50 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report and gave instructions to negotiators.  
b. The Board received a report and gave instructions to legal counsel.

64. Next Meeting Date

The next regularly scheduled Board meeting is October 10, 2019.

65. Adjournment

Chair Gomez adjourned the meeting at 10:50 a.m.

/s/ Georgette Gómez

Chairperson

San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/s/ Julia Tuer  
Clerk of the Board  
San Diego Metropolitan Transit System

/s/ Karen Landers  
General Counsel  
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): September 12, 2019

CALL TO ORDER (TIME): 9:04 a.m.

RECESS: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

CLOSED SESSION: 10:20 a.m.

RECONVENE: 10:50 a.m.

PUBLIC HEARING: \_\_\_\_\_

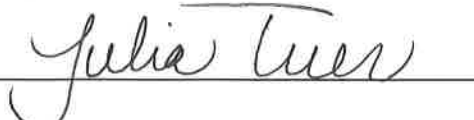
RECONVENE: \_\_\_\_\_

ORDINANCES ADOPTED: \_\_\_\_\_

ADJOURN: 10:50 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
ARAMBULA	<input type="checkbox"/> (Mendoza) <input type="checkbox"/>		
ARAPOSTATHIS	<input type="checkbox"/> (Weber) <input checked="" type="checkbox"/>	9:00 a.m.	10:50 a.m.
FAULCONER	<input type="checkbox"/> (Moreno) <input checked="" type="checkbox"/>	9:23 a.m.	10:50 a.m.
FLETCHER	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:47 a.m.	10:50 a.m.
FRANK	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
GALVEZ	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
GOMEZ	<input checked="" type="checkbox"/> (Campbell) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
HALL	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
MONTGOMERY	<input checked="" type="checkbox"/> (Bry) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:08 a.m.	10:50 a.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.
WARD	<input checked="" type="checkbox"/> (Kersey) <input type="checkbox"/>	9:08 a.m.	10:50 a.m.

SIGNED BY THE CLERK OF THE BOARD:



CONFIRMED BY THE GENERAL COUNSEL:



**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

1

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

**1. INSTRUCTIONS**

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

(PLEASE PRINT)

DATE	10/10/2019		
Name	Nate Fairman + 3 min from Josh Palech		
Address	7444 Trade St		
Telephone	858-531-9209		
Email	NFairman@IBEW465.ORG		
Organization Represented	IBEW 465		
Subject of Your Remarks	Public Comment Item #3		
Regarding Agenda Item No.	" "		
Your Comments Present a Position of:	<input type="checkbox"/>	<b>SUPPORT</b>	<input type="checkbox"/> <b>OPPOSITION</b>

**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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**3. DISCUSSION OF AGENDA ITEMS**

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## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED



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(PLEASE PRINT)

DATE	10/10/2019
Name	Josh Palechek (time to Nate Fairing)
Address	7449 Trade St
Telephone	858-536-7444
Email	N/A
Organization Represented	IBEW 465 / MTS Employer
Subject of Your Remarks	public comment
Regarding Agenda Item No.	#3
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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**REQUEST TO SPEAK FORM**

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2

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(PLEASE PRINT)

DATE	10-10-19		
Name	Maetha Welch		
Address	929 9th Ave #203		
Telephone	619 534 9685		
Email	mmwelch1951@yahoo.com		
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<b>SUPPORT</b>	<input type="checkbox"/> <b>OPPOSITION</b>

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AGENDA ITEM NO.

3

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#3

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(PLEASE PRINT)

DATE	10/10/19
Name	Kiko Diaz
Address	7444 Trade St
Telephone	858-536-7444
Email	Kiko@IBEW465.org
Organization Represented	IBEW 465
Subject of Your Remarks	Public Comment / #3
Regarding Agenda Item No.	" "
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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(PLEASE PRINT)

DATE	10/10/19
Name	Anthony Byrd
Address	7444 Trade St
Telephone	858-536-7444
Email	N/A
Organization Represented	MTS Employee
Subject of Your Remarks	public comment #3
Regarding Agenda Item No.	" "
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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AGENDA ITEM NO.

3

**REQUEST TO SPEAK FORM**

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25

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(PLEASE PRINT)

DATE	10/10/19
Name	Alex Macias
Address	7444 Trade St
Telephone	858-536-7444
Email	N/A
Organization Represented	MTS Employee / #3
Subject of Your Remarks	Public Comment
Regarding Agenda Item No.	6                      11
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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AGENDA ITEM NO.

3

## REQUEST TO SPEAK FORM

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6

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(PLEASE PRINT)

DATE	10/10/19
Name	Diana Frias
Address	5870 University Ave. Apt. 9
Telephone	(619) - 636-9347
Email	dianafrias913@gmail.com
Organization Represented	Hoover High School / Mid-City CAN
Subject of Your Remarks	Youth
Regarding Agenda Item No.	3 <del>101</del>
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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

REVISED

## Agenda Item No. 4

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

APPOINTMENT OF SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)  
CHAIRPERSON (SHARON COONEY)

#### RECOMMENDATION:

That the MTS Board of Directors:

- 1) Receive a recommendation from the Executive Committee regarding the appointment of the MTS Chairperson; and
- 2) Elect a Chairperson for the remainder of this calendar year and for the next term, beginning January 1, 2020 through December 31, 2021.

#### Budget Impact

None.

#### DISCUSSION:

Public Utilities Code Section 120050.2 (and MTS Board Policy 22) establishes the procedure for selection of the MTS chairperson: "The chairperson shall be selected by a two-thirds vote of the board, a quorum being present. The chairperson shall serve for a term of two years, except that he or she is subject to removal at any time by a two-thirds vote of the board, a quorum being present." However, neither statute nor Board policy address how to choose a chairperson when a duly elected chair does not complete the two year term.

Chair Gomez has indicated that she must step down from her leadership position with MTS immediately. Chair Gomez was elected in January 2018, and several months remain in her term. The Executive Committee met on October 3, 2019, and unanimously voted to forward a recommendation to the Board to elect Mr. Fletcher as Chairperson for the remainder of this year and for the next term, which would run from January 1, 2020 through December 31, 2021.



The Chairperson nomination and election procedures will be as follows:

1. The Chair of the Board opens the agenda item and invites the Executive Committee to present any nominations.
2. The Chair requests nominations from the floor. Nominations do not require a second.
3. The Chair closes the nominations.
4. The Chair invites the candidate(s) to address the Board for 3 minutes.
5. The Chair asks for any Board discussion.
6. The Chair calls for the vote on each motion for each candidate.
7. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated, the first nomination being that of the Executive Committee. The vote continues until a candidate is elected.

/s/ Paul C. Jablonski

Paul C. Jablonski

Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)





AGENDA ITEM NO.

4

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

**PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)  
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(PLEASE PRINT)

DATE	10/10/19
Name	Gretchen Newsom
Address	4545 Viewpoint Ave
Telephone	619-208-4853
Email	gnewsom@ibw809.org
Organization Represented	IBEW 569
Subject of Your Remarks	Chair
Regarding Agenda Item No.	4
Your Comments Present a Position of:	<input checked="" type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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## Agenda Item No. 6

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

AMEND 2018-19 STATE TRANSIT ASSISTANCE CLAIM AND APPROVE 2019-20  
STATE TRANSIT ASSISTANCE CLAIM

#### RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Board of Directors adopt Resolution No.19-9 (Attachment A) amending fiscal year (FY) 2018-2019 State Transit Assistance (STA) Claim and approving the FY 2019-2020 STA claim.

#### Budget Impact

The amendment of the FY 2018-2019 STA claim would result in an additional \$109,731 in STA funds for MTS to be utilized in the FY 2019 operating budget.

The FY 2019-2020 STA claim would result in the approval of \$30,830,351 in STA funds for MTS to be utilized in the FY 2020 operating and capital budgets.

#### DISCUSSION:

STA funding comes from the Public Transportation Act (PTA), which derives its revenue from the state sales tax on diesel fuel. STA revenues are pooled at the state level for the purposes of sections 99313 and 99314 of the California Public Utilities Code (PUC). The revenues for sections 99313 and 99314 are then allocated to transportation entities on a quarterly basis. PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based primarily on qualifying revenues from the Annual Report of Financial Transactions of Transit Operators and Non-Transit Claimants under the Transportation Development Act.



The California State Controller's Office (SCO) projects total sales tax revenues for the coming fiscal year and the resulting STA revenue pool, and then estimates the allocation to each transportation entity. The SCO projects MTS will receive FY 2019-2020 STA funding of \$30,830,351 (Attachment B).

State law and MTS Policy No. 20, "Allocation of State Transit Assistance Funds" requires that priority consideration be given to STA claims for the following purposes:

- to enhance existing public transportation services;
- to meet priority regional, county, or area-wide public transportation needs;
- to offset reductions in federal operating assistance and unanticipated increases in fuel costs.

STA revenues have been volatile in the past, and for that reason, the MTS Board has taken a conservative approach to using and programming these funds. Typically, the majority of these revenues are directed into the MTS Capital Improvement Program. For FY 2020, \$11.3 million will be utilized in the operating budget to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit, representing 37% of the overall projected revenue.

Since these STA revenue allocations are based on sales tax revenue projections, in certain instances, it may be necessary to revise the original STA claim. For FY 2018-2019, actual sales tax receipts increased MTS's allocation by \$109,731. The resolution in Attachment A amends the FY 2018-2019 claim to include this additional amount and seeks the amount projected for FY 2019-2020 (\$30,830,351). Any revisions over the amount of this claim based on actual sales tax revenue will come back to the MTS Board for approval. Additionally, the unprogrammed amount will be discussed with the Budget Development Committee and the MTS Board.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. MTS Resolution No. 19-9  
B. Letter from State Controller's Office for STA Allocation

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 19-9

Resolution Approving the MTS Area Fiscal Year 2019-20 STA Claim

WHEREAS, California Public Utilities Code (PUC) Sections 99313.3 and 99313.6 established a State Transit Assistance (STA) fund and grants the San Diego Metropolitan Transit System (MTS) authority to allocate monies from this fund; and

WHEREAS, MTS, through its various operating entities and divisions, including San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contracted Services (collectively referred to as "MTS"), and other operators on the basis of revenue generated, qualifies for STA monies under the provision of PUC Section 99260 et seq.; and

WHEREAS, the State Controller's Office has informed MTS that its eligible for an additional STA allocation of \$109,731 for Fiscal Year 2018-19, its eligible STA allocation for Fiscal year 2019-20 is \$30,830,351; and

WHEREAS, the claimants' proposed expenditures of STA monies are in conformance with the *Regional Transportation Plan* and *Transportation Improvement Program*; and

WHEREAS the level of passenger fares and charges is sufficient to enable MTS to meet the fare revenue requirements of the PUC sections 99268.2, 99268.3, 99268.5, and 99268.9 as they may be applicable to MTS; and

WHEREAS MTS is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended; and

WHEREAS, the sum of MTS' allocations of STA and local transportations funds do not exceed the amounts they are eligible to receive during the fiscal year; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority, area-wide public transportation needs; and

WHEREAS, in the last thirteen months, MTS has received a certification from the California Highway patrol verifying that MTS is in compliance with section 1808.1 of the Vehicle Code, as required in PUC section 99251; and

WHEREAS, MTS has ensured operators are in compliance with the efficiency standards of PUC section 99314.6 prior to the allocation of funding for operating purposes;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board does hereby direct and empower MTS staff to prepare and transmit allocation instructions to the County Auditor to disburse to MTS the Fiscal Year 2019-20 STA amounts totaling \$30,830,351.

vote: PASSED AND ADOPTED by the Board this 10th day of October 2019, by the following

AYES:

NAYS:

ABSENT:

ABSTAINING:

---

Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

---

Office of the Clerk of the Board  
San Diego Metropolitan Transit System

---

Office of the General Counsel  
San Diego Metropolitan Transit System

Resolution No. 19-9



**BETTY T. YEE**  
**California State Controller**

August 1, 2019

County Auditors Responsible for State Transit Assistance funds  
Transportation Planning Agencies  
County Transportation Commissions  
San Diego Metropolitan Transit System

**SUBJECT: 2019-20 State Transit Assistance Allocation Revised Estimate**

Enclosed is a revised summary schedule of State Transit Assistance (STA) funds estimated to be allocated for fiscal year (FY) 2019-20 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the Controller pursuant to PUC section 99243. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

The estimated amount of STA funds budgeted, according to the FY 2019-20 enacted California Budget, is \$696,519,000. We anticipate that the first quarter's allocation will be paid by November 30, 2019. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at [msilvera@sco.ca.gov](mailto:msilvera@sco.ca.gov) with any questions, or for additional information.

Sincerely,

*(Original Signed By)*

EVELYN CALDERON-YEE, Bureau Chief  
Bureau of Payments

Enclosures



**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE**  
**SUMMARY**  
**AUGUST 1, 2019**

Regional Entity	PUC 99313 Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2019-20 Estimate		PUC 99313 Funds from RTC sections 6051.8(b), and 6201.8(b) Fiscal Year 2019-20 Estimate		PUC 99314 Fiscal Year 2019-20 Estimate	Total Fiscal Year 2019-20 Estimate
	<b>A</b>		<b>B</b>		<b>C</b>	<b>D= (A+B+C)</b>
Metropolitan Transportation Commission	\$	37,206,095	\$	30,683,866	\$ 165,719,437	\$ 233,609,398
Sacramento Area Council of Governments		9,293,379		7,664,249	6,828,102	23,785,730
San Diego Association of Governments		4,633,699		3,821,412	2,284,309	10,739,420
San Diego Metropolitan Transit System		11,388,336		9,391,960	10,050,055	30,830,351
Tahoe Regional Planning Agency		506,395		417,624	42,357	966,376
Alpine County Transportation Commission		5,555		4,581	404	10,540
Amador County Transportation Commission		183,051		150,962	14,986	348,999
Butte County Association of Governments		1,082,541		892,772	124,661	2,099,974
Calaveras County Local Transportation Commission		215,666		177,860	5,855	399,381
Colusa County Local Transportation Commission		105,723		87,189	7,334	200,246
Del Norte County Local Transportation Commission		130,981		108,020	10,461	249,462
El Dorado County Local Transportation Commission		815,857		672,837	118,184	1,606,878
Fresno County Council of Governments		4,867,343		4,014,098	1,167,410	10,048,851
Glenn County Local Transportation Commission		139,255		114,844	7,912	262,011
Humboldt County Association of Governments		646,912		533,508	371,278	1,551,698
Imperial County Transportation Commission		909,500		750,064	155,202	1,814,766
Inyo County Local Transportation Commission		88,877		73,297	0	162,174
Kern Council of Governments		4,380,834		3,612,874	642,995	8,636,703
Kings County Association of Governments		734,757		605,954	67,771	1,408,482
Lake County/City Council of Governments		311,049		256,522	37,961	605,532
Lassen County Local Transportation Commission		144,121		118,857	11,384	274,362
Los Angeles County Metropolitan Transportation Authority		49,014,285		40,422,080	131,475,154	220,911,519
Madera County Local Transportation Commission		762,606		628,921	36,859	1,428,386
Mariposa County Local Transportation Commission		86,368		71,227	4,737	162,332
Mendocino Council of Governments		425,476		350,890	71,441	847,807
Merced County Association of Governments		1,352,438		1,115,355	253,811	2,721,604
Modoc County Local Transportation Commission		45,899		37,853	8,094	91,846
Mono County Local Transportation Commission		65,087		53,677	207,184	325,948
Transportation Agency for Monterey County		2,129,145		1,755,906	1,515,645	5,400,696
Nevada County Local Transportation Commission		472,776		389,898	53,276	915,950
Orange County Transportation Authority		15,404,019		12,703,694	10,289,215	38,396,928
Placer County Transportation Planning Agency		1,491,053		1,229,671	439,862	3,160,586
Plumas County Local Transportation Commission		94,547		77,973	15,016	187,536
Riverside County Transportation Commission		11,664,155		9,619,429	4,025,746	25,309,330
Council of San Benito County Governments		297,784		245,583	11,694	555,061
San Bernardino County Transportation Authority		10,479,056		8,642,077	3,954,802	23,075,935
San Joaquin Council of Governments		3,682,555		3,037,003	1,961,620	8,681,178
San Luis Obispo Area Council of Governments		1,340,320		1,105,362	207,161	2,652,843
Santa Barbara County Association of Governments		2,173,022		1,792,091	1,235,878	5,200,991
Santa Cruz County Transportation Commission		1,313,924		1,083,593	2,506,862	4,904,379
Shasta Regional Transportation Agency		854,562		704,757	114,544	1,673,863
Sierra County Local Transportation Commission		15,359		12,666	1,475	29,500
Siskiyou County Local Transportation Commission		213,118		175,759	14,200	403,077
Stanislaus Council of Governments		2,671,969		2,203,573	336,445	5,211,987
Tehama County Transportation Commission		307,779		253,826	12,619	574,224
Trinity County Transportation Commission		65,431		53,961	5,911	125,303
Tulare County Association of Governments		2,290,227		1,888,750	409,188	4,588,165
Tuolumne County Transportation Council		260,948		215,204	16,683	492,835
Ventura County Transportation Commission		4,094,666		3,376,871	1,406,320	8,877,857
State Totals	\$	190,858,500	\$	157,401,000	\$ 348,259,500	\$ 696,519,000

**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL**  
**AUGUST 1, 2019**

Att. B, AI 6, 10/10/19

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Funds from RTC sections 6051.8(b), and 6201.8(b)	Total Fiscal Year
		Fiscal Year 2019-20 Estimate	Fiscal Year 2019-20 Estimate	2019-20 Estimate
		<b>A</b>	<b>B</b>	<b>C= (A+B)</b>
<b>Altamont Corridor Express*</b>				
Alameda County Congestion Management Agency	\$ NA	\$ 179,207	\$ 147,792	\$ 326,999
Santa Clara Valley Transportation Authority	NA	133,750	110,303	244,053
San Joaquin Regional Rail Commission	NA	561,224	462,842	1,024,066
Regional Entity Totals	0	874,181	720,937	1,595,118
	0	(874,181)	(720,937)	(1,595,118)
<b>Metropolitan Transportation Commission</b>				
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	1,387,745,640	57,102,729	47,092,619	104,195,348
Central Contra Costa Transit Authority	11,848,761	487,551	402,083	889,634
City of Dixon	111,074	4,570	3,769	8,339
Eastern Contra Costa Transit Authority	6,226,930	256,225	211,308	467,533
City of Fairfield	2,454,050	100,979	83,277	184,256
Golden Gate Bridge Highway and Transportation District	128,150,389	5,273,111	4,348,735	9,621,846
Livermore-Amador Valley Transit Authority	5,247,501	215,923	178,072	393,995
Marin County Transit District	25,028,508	1,029,869	849,333	1,879,202
Napa County Transportation and Planning Agency	1,740,511	71,618	59,064	130,682
Peninsula Corridor Joint Powers Board	127,483,757	5,245,681	4,326,113	9,571,794
City of Petaluma	740,960	30,489	25,144	55,633
City of Rio Vista	111,909	4,605	3,798	8,403
San Francisco Bay Area Water Emergency Transportation Authority	34,734,635	1,429,255	1,178,707	2,607,962
San Mateo County Transit District	121,853,139	5,013,993	4,135,040	9,149,033
Santa Clara Valley Transportation Authority	299,814,497	12,336,718	10,174,091	22,510,809
City of Santa Rosa	2,403,879	98,914	81,575	180,489
Solano County Transit	5,281,022	217,303	179,209	396,512
County of Sonoma	3,386,887	139,363	114,933	254,296
Sonoma-Marín Area Rail Transit District	25,440,720	1,046,831	863,321	1,910,152
City of Union City	1,747,194	71,893	59,290	131,183
City of Vacaville	439,501	18,085	14,914	32,999
Western Contra Costa Transit Authority	7,568,808	311,440	256,845	568,285
Regional Entity Subtotals	2,199,560,272	90,507,145	74,641,240	165,148,385
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	179,207	147,792	326,999
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	133,750	110,303	244,053
Regional Entity Totals	2,199,560,272	90,820,102	74,899,335	165,719,437
<b>Sacramento Area Council of Governments</b>				
City of Davis (Unitrans)	3,064,565	126,100	103,995	230,095
City of Elk Grove	2,155,049	88,676	73,131	161,807
City of Folsom	623,141	25,641	21,146	46,787
County of Sacramento	1,119,245	46,055	37,981	84,036
Sacramento Regional Transit System	77,727,924	3,198,336	2,637,668	5,836,004
Yolo County Transportation District	5,012,875	206,269	170,110	376,379
Yuba Sutter Transit Authority	1,238,568	50,964	42,030	92,994
Regional Entity Totals	90,941,367	3,742,041	3,086,061	6,828,102

\* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

\*\* The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL**  
**AUGUST 1, 2019**

Att. B, AI 6, 10/10/19

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Funds from RTC sections 6051.8(b), and 6201.8(b)	Total Fiscal Year
		Fiscal Year 2019-20 Estimate	Fiscal Year 2019-20 Estimate	2019-20 Estimate
		<b>A</b>	<b>B</b>	<b>C= (A+B)</b>
San Diego Association of Governments North County Transit District	30,424,011	1,251,882	1,032,427	2,284,309
San Diego Metropolitan Transit System San Diego Metropolitan Transit System	31,939,460	1,314,240	1,083,853	2,398,093
San Diego Transit Corporation	61,783,746	2,542,267	2,096,608	4,638,875
San Diego Trolley, Inc.	40,130,381	1,651,278	1,361,809	3,013,087
Regional Entity Totals	133,853,587	5,507,785	4,542,270	10,050,055
Southern California Regional Rail Authority*** Los Angeles County Metropolitan Transportation Authority	NA	4,531,740	3,737,326	8,269,066
Orange County Transportation Authority	NA	2,000,409	1,649,737	3,650,146
Riverside County Transportation Commission	NA	974,558	803,718	1,778,276
San Bernardino County Transportation Authority	NA	1,007,853	831,177	1,839,030
Ventura County Transportation Commission	NA	484,130	399,262	883,392
Regional Entity Totals	0	8,998,690	7,421,220	16,419,910
	0	(8,998,690)	(7,421,220)	(16,419,910)
Tahoe Regional Planning Agency Tahoe Transportation District	564,133	23,213	19,144	42,357
Alpine County Transportation Commission County of Alpine	5,370	221	183	404
Amador County Transportation Commission Amador Regional Transit System	199,599	8,213	6,773	14,986
Butte County Association of Governments Butte Regional Transit	1,640,161	67,489	55,658	123,147
City of Gridley - Specialized Service	20,144	829	685	1,514
Regional Entity Totals	1,660,305	68,318	56,343	124,661
Calaveras County Local Transportation Commission County of Calaveras	77,984	3,209	2,646	5,855
Colusa County Local Transportation Commission County of Colusa	97,681	4,019	3,315	7,334
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	139,330	5,733	4,728	10,461
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,574,062	64,769	53,415	118,184

\*\*\* The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL**  
**AUGUST 1, 2019**

Att. B, AI 6, 10/10/19

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2019-20 Estimate	Funds from RTC sections 6051.8(b), and 6201.8(b) Fiscal Year 2019-20 Estimate	Total Fiscal Year 2019-20 Estimate
		A	B	C= (A+B)
Fresno County Council of Governments				
City of Clovis	1,691,653	69,608	57,406	127,014
City of Fresno	12,478,008	513,443	423,436	936,879
Fresno County Rural Transit Agency	1,378,719	56,731	46,786	103,517
Regional Entity Totals	15,548,380	639,782	527,628	1,167,410
Glenn County Local Transportation Commission				
County of Glenn Transit Service	105,376	4,336	3,576	7,912
Humboldt County Association of Governments				
City of Arcata	238,899	9,830	8,107	17,937
City of Blue Lake	0	0	0	0
City of Eureka	1,103,559	45,409	37,449	82,858
Humboldt Transit Authority	3,602,485	148,234	122,249	270,483
Regional Entity Totals	4,944,943	203,473	167,805	371,278
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,046,063	84,191	69,432	153,623
Quechan Indian Tribe	21,014	865	714	1,579
Regional Entity Totals	2,067,077	85,056	70,146	155,202
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	83,020	3,416	2,817	6,233
City of California City	20,871	859	709	1,568
City of Delano	147,093	6,053	4,992	11,045
Golden Empire Transit District	6,407,925	263,672	217,450	481,122
County of Kern	1,137,877	46,821	38,613	85,434
City of McFarland	15,037	619	511	1,130
City of Ridgecrest	208,177	8,566	7,064	15,630
City of Shafter	58,829	2,421	1,996	4,417
City of Taft	426,961	17,569	14,489	32,058
City of Tehachapi	28,664	1,179	973	2,152
City of Wasco	29,374	1,209	997	2,206
Regional Entity Totals	8,563,828	352,384	290,611	642,995
Kings County Association of Governments				
City of Corcoran	116,255	4,784	3,945	8,729
Kings County Area Public Transit Agency	786,362	32,357	26,685	59,042
Regional Entity Totals	902,617	37,141	30,630	67,771
Lake County/City Council of Governments				
Lake Transit Authority	505,595	20,804	17,157	37,961
Lassen County Local Transportation Commission				
Lassen Transit Service Agency	151,619	6,239	5,145	11,384

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**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL**  
**AUGUST 1, 2019**

Att. B, AI 6, 10/10/19

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Funds from RTC sections 6051.8(b), and 6201.8(b)	Total Fiscal Year
		Fiscal Year 2019-20 Estimate	Fiscal Year 2019-20 Estimate	2019-20 Estimate
		A	B	C= (A+B)
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	19,170,688	788,832	650,550	1,439,382
City of Arcadia	1,497,685	61,626	50,823	112,449
City of Claremont	547,365	22,523	18,575	41,098
City of Commerce	4,428,702	182,232	150,286	332,518
City of Culver City	15,486,831	637,250	525,540	1,162,790
Foothill Transit Zone	67,873,297	2,792,839	2,303,254	5,096,093
City of Gardena	13,850,884	569,934	470,024	1,039,958
City of La Mirada	770,009	31,684	26,130	57,814
Long Beach Public Transportation Company	54,963,745	2,261,639	1,865,174	4,126,813
City of Los Angeles	92,932,856	3,823,986	3,153,641	6,977,627
County of Los Angeles	5,587,765	229,924	189,619	419,543
Los Angeles County Metropolitan Transportation Authority	1,235,116,553	50,822,373	41,913,210	92,735,583
City of Montebello	19,894,910	818,632	675,126	1,493,758
City of Norwalk	8,492,893	349,464	288,203	637,667
City of Redondo Beach	2,931,763	120,636	99,488	220,124
City of Santa Clarita	23,386,832	962,318	793,623	1,755,941
City of Santa Monica	49,504,384	2,036,998	1,679,912	3,716,910
Southern California Regional Rail Authority***	218,691,705	NA	NA	NA
City of Torrance	24,506,666	1,008,396	831,624	1,840,020
Regional Entity Subtotals	1,859,635,533	67,521,286	55,684,802	123,206,088
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	4,531,740	3,737,326	8,269,066
Regional Entity Totals	1,859,635,533	72,053,026	59,422,128	131,475,154
Madera County Local Transportation Commission				
City of Chowchilla	235,253	9,680	7,983	17,663
City of Madera	203,280	8,365	6,898	15,263
County of Madera	52,381	2,155	1,778	3,933
Regional Entity Totals	490,914	20,200	16,659	36,859
Mariposa County Local Transportation Commission				
County of Mariposa	63,099	2,596	2,141	4,737
Mendocino Council of Governments				
Mendocino Transit Authority	951,502	39,152	32,289	71,441
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,736,430	71,450	58,925	130,375
Yosemite Area Regional Transportation System (YARTS)	1,644,002	67,647	55,789	123,436
Regional Entity Totals	3,380,432	139,097	114,714	253,811
Modoc County Local Transportation Commission				
Modoc Transportation Agency - Specialized Service	107,807	4,436	3,658	8,094

\*\*\* The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL**  
**AUGUST 1, 2019**

Att. B, AI 6, 10/10/19

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Funds from RTC sections 6051.8(b), and 6201.8(b)	Total Fiscal Year
		Fiscal Year 2019-20 Estimate	Fiscal Year 2019-20 Estimate	2019-20 Estimate
		A	B	C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,759,425	113,544	93,640	207,184
Transportation Agency for Monterey County Monterey-Salinas Transit	20,186,410	830,627	685,018	1,515,645
Nevada County Local Transportation Commission County of Nevada	390,192	16,056	13,241	29,297
City of Truckee	319,369	13,141	10,838	23,979
Regional Entity Totals	709,561	29,197	24,079	53,276
Orange County Transportation Authority City of Laguna Beach	2,405,038	98,962	81,614	180,576
Orange County Transportation Authority	86,018,663	3,539,482	2,919,011	6,458,493
Regional Entity Subtotals	88,423,701	3,638,444	3,000,625	6,639,069
Orange County Transportation Authority - Corresponding to SCRRA***	NA	2,000,409	1,649,737	3,650,146
Regional Entity Totals	88,423,701	5,638,853	4,650,362	10,289,215
Placer County Transportation Planning Agency City of Auburn	21,850	899	741	1,640
County of Placer	4,593,182	188,999	155,868	344,867
City of Roseville	1,243,374	51,162	42,193	93,355
Regional Entity Totals	5,858,406	241,060	198,802	439,862
Plumas County Local Transportation Commission County of Plumas	112,493	4,629	3,817	8,446
County Service Area 12 - Specialized Service	87,506	3,601	2,969	6,570
Regional Entity Totals	199,999	8,230	6,786	15,016
Riverside County Transportation Commission City of Banning	215,749	8,878	7,321	16,199
City of Beaumont	239,445	9,853	8,125	17,978
City of Corona	372,538	15,329	12,642	27,971
Palo Verde Valley Transit Agency	119,828	4,931	4,066	8,997
City of Riverside - Specialized Service	443,069	18,231	15,035	33,266
Riverside Transit Agency	16,090,992	662,109	546,042	1,208,151
Sunline Transit Agency	12,451,750	512,363	422,545	934,908
Regional Entity Subtotals	29,933,371	1,231,694	1,015,776	2,247,470
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	974,558	803,718	1,778,276
Regional Entity Totals	29,933,371	2,206,252	1,819,494	4,025,746
Council of San Benito County Governments San Benito County Local Transportation Authority	155,747	6,409	5,285	11,694

\*\*\* The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL**  
**AUGUST 1, 2019**

Att. B, AI 6, 10/10/19

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Funds from RTC sections 6051.8(b), and 6201.8(b)	Total Fiscal Year
		Fiscal Year 2019-20 Estimate	Fiscal Year 2019-20 Estimate	2019-20 Estimate
		A	B	C= (A+B)
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	1,119,708	46,074	37,997	84,071
Mountain Area Regional Transit Authority	462,522	19,032	15,696	34,728
City of Needles	52,876	2,176	1,794	3,970
Omnitrans	22,013,739	905,818	747,028	1,652,846
Victor Valley Transit Authority	4,530,447	186,418	153,739	340,157
Regional Entity Subtotals	28,179,292	1,159,518	956,254	2,115,772
San Bernardino County Transportation Authority - Corresponding to SCRRRA***	NA	1,007,853	831,177	1,839,030
Regional Entity Totals	28,179,292	2,167,371	1,787,431	3,954,802
San Joaquin Council of Governments				
Altamont Corridor Express *	21,244,873	NA	NA	NA
City of Escalon	52,972	2,180	1,798	3,978
City of Lodi	785,357	32,316	26,651	58,967
City of Manteca	52,410	2,157	1,779	3,936
City of Ripon	27,647	1,138	938	2,076
San Joaquin Joint Powers Authority	0	0	0	0
San Joaquin Regional Transit District	11,407,376	469,389	387,105	856,494
City of Tracy	161,202	6,633	5,470	12,103
Regional Entity Subtotals	33,731,837	513,813	423,741	937,554
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	561,224	462,842	1,024,066
Regional Entity Totals	33,731,837	1,075,037	886,583	1,961,620
San Luis Obispo Area Council of Governments				
City of Arroyo Grande - Specialized Service	0	0	0	0
City of Atascadero	37,499	1,543	1,273	2,816
City of Morro Bay	35,785	1,472	1,214	2,686
City of Pismo Beach - Specialized Service	0	0	0	0
City of San Luis Obispo Transit	777,520	31,993	26,385	58,378
San Luis Obispo Regional Transit Authority	1,680,458	69,147	57,026	126,173
South County Area Transit	227,853	9,376	7,732	17,108
Regional Entity Totals	2,759,115	113,531	93,630	207,161
Santa Barbara County Association of Governments				
City of Guadalupe	74,621	3,070	2,532	5,602
City of Lompoc	1,065,309	43,835	36,151	79,986
County of Santa Barbara	224	10	9	19
Santa Barbara County Association of Governments (SBCAG)	1,056,667	43,480	35,858	79,338
Santa Barbara Metropolitan Transit District	13,348,752	549,272	452,985	1,002,257
City of Santa Maria	837,886	34,477	28,433	62,910
City of Solvang	76,790	3,160	2,606	5,766
Regional Entity Totals	16,460,249	677,304	558,574	1,235,878
Santa Cruz County Transportation Commission				
Santa Cruz Metropolitan Transit District	33,388,127	1,373,849	1,133,013	2,506,862

\* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

\*\*\* The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE**  
**2019-20 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL**  
**AUGUST 1, 2019**

Att. B, AI 6, 10/10/19

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Funds from RTC sections 6051.8(b), and 6201.8(b)	Total Fiscal Year
		Fiscal Year 2019-20 Estimate	Fiscal Year 2019-20 Estimate	2019-20 Estimate
		A	B	C= (A+B)
Shasta Regional Transportation Agency Redding Area Bus Authority	1,525,574	62,774	51,770	114,544
Sierra County Local Transportation Commission County of Sierra - Specialized Service	19,627	808	667	1,475
Siskiyou County Local Transportation Commission County of Siskiyou	189,129	7,782	6,418	14,200
Stanislaus Council of Governments City of Ceres	68,984	2,839	2,341	5,180
City of Modesto	3,309,400	136,175	112,303	248,478
County of Stanislaus	772,640	31,792	26,219	58,011
City of Turlock	329,988	13,578	11,198	24,776
Regional Entity Totals	4,481,012	184,384	152,061	336,445
Tehama County Transportation Commission County of Tehama	168,070	6,916	5,703	12,619
Trinity County Transportation Commission County of Trinity	78,726	3,239	2,672	5,911
Tulare County Association of Governments City of Dinuba	218,598	8,995	7,418	16,413
City of Porterville	837,876	34,477	28,433	62,910
City of Tulare	550,504	22,652	18,681	41,333
County of Tulare	914,810	37,642	31,044	68,686
City of Visalia	2,910,774	119,772	98,776	218,548
City of Woodlake	17,283	711	587	1,298
Regional Entity Totals	5,449,845	224,249	184,939	409,188
Tuolumne County Transportation Council County of Tuolumne	222,204	9,143	7,540	16,683
Ventura County Transportation Commission City of Camarillo	203,934	8,391	6,920	15,311
Gold Coast Transit District	5,458,596	224,609	185,235	409,844
City of Moorpark	269,530	11,091	9,146	20,237
City of Simi Valley	485,141	19,963	16,463	36,426
City of Thousand Oaks	547,528	22,530	18,580	41,110
Regional Entity Subtotals	6,964,729	286,584	236,344	522,928
Ventura County Transportation Commission - Corresponding to SCRRRA***	NA	484,130	399,262	883,392
Regional Entity Totals	6,964,729	770,714	635,606	1,406,320
STATE TOTALS	\$ 4,638,360,579	\$ 190,858,500	\$ 157,401,000	\$ 348,259,500

\*\*\* The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.





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

October 10, 2019

#### SUBJECT:

ADOPTION OF THE 2020 SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)  
EXECUTIVE COMMITTEE AND BOARD OF DIRECTORS MEETING SCHEDULE

#### RECOMMENDATION:

That the Board of Directors adopt the 2020 Executive Committee and Board of Directors meeting schedule (Attachment A).

#### Budget Impact

None.

#### DISCUSSION:

The MTS Board of Directors annually adopts its meeting schedule for the next calendar year. The meeting schedule reflects Executive Committee and Board of Directors meetings throughout the 2020 calendar year (Attachment A). Meetings are scheduled to primarily occur on the first and second Thursdays of every month, with some exceptions due to conferences, holidays and other conflicts.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. 2020 MTS Executive Committee and Board of Directors Meeting Schedule





2020  
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS AND  
EXECUTIVE COMMITTEE MEETINGS  
James R. Mills Building  
1255 Imperial Avenue, 10<sup>th</sup> Floor

<b>Executive Committee Meetings Thursdays at 9:00 a.m.</b>	<b>Board Meetings Thursdays at 9:00 a.m.</b>
January 9	January 16
February 6	February 13
March 5	March 12 (Finance Workshop)
April 2	April 9 (Finance Workshop)
May 7	May 14 (Public Hearing)
June 11	June 18
July 16	July 30
August 6	August 13
September 10	September 17
October 1	October 15
November 5	November 12
December 3	December 10

\* The League of California Cities is holding the 2020 Annual Conference & Expo October 7-9.

\* The APTA 2020 Annual meeting will be October 11-14.

2020 MTS EC & BOARD MEETING SCHEDULE - 1

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

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

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. **A-1**





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## Agenda Item No. 8

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

REVISIONS TO TAXICAB ADVISORY COMMITTEE (TAC) GUIDELINES

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors (Board) approve the proposed revisions to the TAC Guidelines (Attachment A).

#### TAC Recommendation

At its September 11, 2019 meeting, the TAC voted to approve the proposed revisions to the TAC Guidelines by a 11 to 0 vote (Committee Members Mr. Abraham, Mr. Banks, Mr. Hueso, Mr. Majid, Mr. Mayekawa, Mr. Morquecho, Mr. Nahavandian, Mr. Palmeri, Ms. Tanguay, Mr. Tasem and Mr. Tehrani and Chair Mr. Ward voted in favor, Committee Members Mr. Chasteen, Mr. Hilemon, and Mr. Nichols were absent, and two (2) seats are vacant).

#### Budget Impact

None with this action.

#### DISCUSSION:

To primarily address vacancies and non-attendance by members on the TAC that make it difficult to maintain a quorum for meetings, the following revisions are proposed to the TAC Guidelines:

- 1) Remove one (1) taxicab lease driver seat and replace with the addition of the United Taxi Workers of San Diego (UTWSD) to TAC

UTWSD has expressed interest in TAC membership and MTS Taxicab Administration recognizes the UTWSD as a valued industry stakeholder representing lease driver interests. Since the recent elections resulted in one (1) of



the five (5) seats for taxicab lease drivers to be vacant, it is recommended that the UTWSD be added to ensure there are still five (5) members on TAC that are representing the interests of lease drivers.

2) Remove one (1) hotel industry seat

The San Diego Hotel-Motel Association through their current Executive Director, Ms. Namara Mercer, has declined to continue participating on TAC. MTS Taxicab Administration staff was unable to find any other hotel representative to sit on TAC. The proposed revisions would reduce the hotel industry seats from two (2) seats, to one (1) seat. This change will reduce TAC membership from 17 to 16 voting members.

3) Alternates

The proposed revision would expressly allow any organization or agency member to appoint an alternate. Currently, the TAC Guidelines only allows lease drivers and permit holders to appoint an alternate.

4) Removal and Resignations

The current TAC Guidelines do not make any reference to removal or resignations. The proposed revisions would add the ability to remove members who do not attend for four (4) consecutive meetings (with notice provided after three (3) missed meetings) and allow members to resign upon written notification. These revisions are intended to address the issue of not having a quorum at TAC meetings, a meeting that occurs generally only four (4) times a year.

5) Subcommittees

The current TAC Guidelines do not make any reference to standing or ad hoc subcommittees. The proposed revisions would add the requirement that standing committees (e.g. Workshop of Regulatory Matters Subcommittee) be approved by the Board of Directors and ad hoc subcommittees be approved by the Chief Executive Officer or designee.

6) Change in Designation of TAC Vice-Chair

The current TAC Guidelines identifies the Vice Chair as a representative of the San Diego Tourism Authority. The proposed revision would instead designate the Taxicab Administration Manager as the Vice Chair.

All other proposed revisions are minor and non-substantive.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Redline Version of Proposed Revisions to TAC Guideline



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San Diego, CA 92101-7490  
(619) 231-1466 • FAX (619) 234-3407

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE GUIDELINES

### 1 PURPOSE

The Taxicab Advisory Committee's purpose is to:

- 1.1 Provide feedback to the Chief Executive Officer and designated staff on taxicab matters to formulate recommended courses of action that the Chief Executive Officer or Board of Directors, whichever applicable, may review for approval ~~destined for Board action~~;
- 1.2 Review summaries of administrative hearing officer decisions concerning taxicab owner and driver penalties;
- 1.3 Discuss taxicab owners'/drivers' written grievances;
- 1.4 Review summaries of complaints concerning taxicab service;
- 1.5 Review vehicle inspection criteria, process, results, and rankings;
- 1.6 Review the Chief Executive Officer's Annual Fee Schedule; and
- 1.7 Comment on MTS's work program concerning taxicab matters.

### 2 MEMBERSHIP

~~Seventeen~~ Sixteen voting members are appointed as follows:

- 2.1 One representative of the MTS Board of Directors appointed on an annual basis, who will be designated by the MTS Board of Directors to serve as Chair~~man~~ of the Taxicab Advisory Committee.
- 2.2 One member appointed by the San Diego Convention and Visitor's Bureau, the San Diego County Regional Airport Authority, San Diego Convention Center, San Diego Travelers Aid Society, ~~and two members from~~ the Hotel Industry, and the United Taxi Workers of San Diego (UTWSD), each serving a three-year term.



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.

- a. Each organization or agency may designate one (1) alternate member by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.
- ~~2.2b.~~ The UTWSD member must either be: a current member of the UTWSD; or be a current employee or other authorized representative of the UTWSD.
- ~~2.3~~ Five taxicab owners with at least three years' experience and in good standing, each serving a three-year term, elected by taxicab owners, divided as follows:
  - ~~a.~~ Two seats are designated for representation of owners of one to three taxicabs;  
and,
  - ~~2.3~~ Three seats are designated for representation of owners of four or more taxicabs.
    - ~~b.~~
    - ~~c.~~
    - ~~d.~~
- ~~2.4~~ Four taxicab lease drivers in possession of a San Diego Sheriff's Department-issued Taxicab Driver Identification Card valid in the MTS areas of jurisdiction, being in good standing with the Sheriff's Licensing Division, and currently serving as a driver for at least three years leading up to the election. The election shall comply with the following guidelines:
  - a. Lease driver representatives shall be elected by licensed drivers operating in MTS areas of jurisdiction.
  - ~~b.~~ Lease driver representative elections shall take place every three years at the same time as the owner representative elections.
  - ~~c.~~
  - ~~d.~~ Both The taxicab owners, and lease drivers and UTWSD representatives shall meet the eligibility requirements at all times while serving on the Taxicab Advisory Committee.
- ~~2.6~~ 2.5 A taxicab owner member unable to attend a meeting may appoint an alternate from the same or similarly sized company to attend in ~~his or her~~their absence.
- ~~2.7~~ 2.6 A taxicab driver unable to attend a meeting may appoint a driver with a similar experience level (within 2 years), not less than three years, to attend in ~~his, or her~~their, absence.
- ~~2.8~~ 2.7 The Taxicab Advisory Committee or the Chief Executive Officer or designee shall make an interim appointment if a member's seat becomes vacant within the three-year term.
- ~~2.9~~ 2.8 The Vice Chair~~man~~ will be the Taxicab Administration Manager~~representative for the San Diego Convention & Visitors Bureau.~~

2.10 ~~—One non-voting member will be appointed by the County of San Diego's Department of Agriculture, Weights and Measures.~~

2.11 ~~—One non-voting member will be appointed by the County of San Diego Sheriff's Department.~~

### 3 REMOVAL AND RESIGNATION

3.1 ~~Any member who misses four (4) consecutive meetings may be subject to removal. For any member who has missed three (3) consecutive meetings, a documented warning shall be provided to the member.~~

3.2 ~~A member may resign by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.~~

### 34 MEETINGS

3.1 ~~—~~

3.2 4.1 ~~Taxicab Advisory Committee meetings are subject to the provisions of the Ralph M. Brown Act, California Government Code, Section 54950, et. seq.~~

3.3 4.2 ~~—Taxicab Advisory Committee meetings will be held quarterly at the offices of MTS.~~

3.4 4.3 ~~—The agenda for each meeting will be posted in the MTS lobby.~~

3.5 4.4 ~~—The agenda, backup materials, and minutes of the previous meeting will be sent to each member ten-calendar days in advance of the meetings, upon request.~~

3.6 4.5 ~~—The Chair~~man~~ may call special-additional meetings, as necessary.~~

3.7 4.6 ~~—Fifty-one percent attendance is a quorum to hold a meeting.~~

### 45 VOTING

4.15.1 ~~Each voting member of the Taxicab Advisory Committee has an equal vote.~~

4.2 5.2 ~~Fifty-one percent of the votes of those in attendance will approve an item.~~

54.3 ~~A roster of the Taxicab Advisory Committee members who voted will be provided to the MTS Board of Directors, along with the item, for MTS Board action on an agenda item.~~

### 6 SUBCOMMITTEES

6.1 ~~MTS Board of Directors approval is required to establish a standing subcommittee. The Workshop of Regulatory Matters is a standing subcommittee for Taxicab Advisory Committee and is subject to the Brown Act.~~



6.2 Chief Executive Officer or designee approval is required to establish an ad hoc subcommittee.

5.7 APPROVAL

5.17.1 These Guidelines were revised by the MTS Board of Directors on ~~January 14, 2016~~October 10, 2019.

5.2

5.3 7.2 The MTS ~~CEO~~Chief Executive Officer shall have the authority to implement additional procedures to carry out elections and maintain regular and orderly meetings of the Taxicab Advisory Committee.

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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

## 1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	10/10/2019
Name	Mikail Hussein
Address	4265 Fairmount Ave SD 92105
Telephone	619-255-7355
Email	mikail.hussein@utwisd.com
Organization Represented	United taxi Workers of San Diego
Subject of Your Remarks	<del>Revisions</del> Revisions Taxi cab Advisory Committee TAC
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input checked="" type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

## 4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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## Agenda Item No. 9

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

EXTENSION OF ENERGY SERVICE PROVIDER (ESP) CONTRACT MTS DOC. NO.  
G1728.0-15

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute the applicable agreements with Calpine Energy Solutions (Calpine) for the extension of ESP services for an additional two-year period.

#### Budget Impact

The total estimated cost of the extension of ESP services would not exceed \$57,000.00 and is funded through the operating budget (902010-571250). The estimated cost of renewable energy certificates (RECs) would not exceed \$551,250.00 and is funded through the operating budget (902016-551100).

#### DISCUSSION:

#### Contract Background

In February 2010, the MTS Board of Directors approved the Natural Gas and Energy Commodity Hedge Policy (MTS Board Policy No. 59). Part of this program allows MTS to purchase energy commodities directly from the State of California (State) as part of the Direct Access program, rather than through San Diego Gas and Electric (SDG&E). The Direct Access program poses no impact on operations as the electricity commodity is still delivered by SDG&E. With Direct Access, MTS contracts with a third party service provider for the commodity costs and continues to pay SDG&E for demand costs.



The State legislature passed SB 695 in late 2009 which opened the Direct Access program for a limited time and limited volume for electricity customers. MTS conducted a negotiated procurement process in 2010 to select an ESP in order to attempt to gain entry into the Direct Access Program, and Calpine was selected as a result of that process. MTS gained entry to the Direct Access program in 2011 and finally began participating in January 2012. The original ESP agreement with Calpine was for a three-year term and expired on December 31, 2014.

In December 2014, the MTS Board of Directors approved the contract award with Calpine for a new three (3) year base period with one 3-year option term (for a total of six years) via another ESP competitive negotiated procurement. The option term was exercised by the CEO in December 2016. Currently, the contract is set to expire on December 31, 2020.

The ESP acts as the intermediary between MTS and the State, managing all aspects of the electrical commodity purchases. The ESP management fees are \$0.40 per megawatt hour per the contract, which equates to \$0.0004 per kilowatt hour. These contractual management fees are approximately \$30,000 per year, depending on overall electricity usage. MTS also purchases between \$3,000,000 and \$5,000,000 each year of the electricity commodity, depending on the usage and market rates of the commodity. By participating in the Direct Access program, MTS saved over \$1.7 million on the electrical commodity in fiscal year (FY) 2019.

#### Energy Credit Background

The California Air Resources Board (CARB) created the Low Carbon Fuel Standard (LCFS) designed to reduce greenhouse gas emissions associated with the life cycle of transportation fuels used in California. Each type of fuel has been assessed a carbon intensity (CI) score. Fuel providers are required to ensure their overall CI score meets the annual CI target. The LCFS program has incentives in the form of credits that are generated, tracked, and can be traded to obligated entities. MTS is not an obligated entity, but does generate LCFS credits as a transportation provider that utilizes alternative fuels. Currently MTS is generating LCFS credits based on the natural gas it consumes to power buses and the electricity utilized to power the trolleys. In the future, the propane and electricity powered buses will also generate these credits for MTS. The revenue from these LCFS credits exceeded \$6 million in FY 2019.

CARB reauthorized and amended the LCFS program in January 2019. As part of these changes, CARB allowed for the use a chain-of-custody model of accounting of environmental attributes for electricity that is used as a transportation fuel. With this change, renewable energy certificates (RECs) are used to represent the ownership and transfer of low-CI electricity under the LCFS without regard to physical traceability. MTS has the opportunity to purchase RECs and generate additional LCFS credits based on utilizing a lower CI fuel for transportation vehicles. This would also greatly reduce the carbon footprint of the trolley service.

### Contract extension

Staff recommends extending the existing ESP contract to December 31, 2022 under the existing terms. As part of this extension, MTS would also agree to purchase a minimum of 35,000 RECs per calendar year for zero-CI electricity.

The annual cost of the zero-CI RECs will be \$157,500.00, the total cost through the contract December 31, 2022 will be \$551,250.00. Based on an average price for these credits of \$180.00 per credit, it is anticipated the usage of the zero-CI electricity will generate an additional \$560,000.00 in energy credit revenue per year, for net revenue of approximately \$400,000.00 annually. The total potential revenue through the contract December 31, 2022 will be \$1,960,000.00, resulting in net revenue of approximately \$1.4 million.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)



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## Agenda Item No. 10

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

AMENDMENT NO. 2 – TRAPEZE SOFTWARE LICENSE AND MAINTENANCE  
SUPPORT RENEWAL – SOLE SOURCE CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2253.2-19 (in substantially the same format as Attachment A) with Trapeze Software Group, Inc. (Trapeze) in amount of \$1,029,047 for the renewal of software licensing and maintenance support for a five (5) year base period with five (5) one-year options exercisable under the CEOs discretion.

#### Budget Impact

Amendment No. 2 total is \$1,029,047 including \$452,073 in the base years and \$576,974 in option years. This will increase the total Board approved project from \$3,908,551 to \$4,937,598. Funding for the agreement would be provided by MTS through general operating budget funds as part of the Information Technology (IT) Department's annual maintenance budget 661010-571250.

Product	Budget Account	Budget Amount: 5 – Base Years	Budget Amount: 5 – Option Years
ATIS-Import	661010-571250	\$44,901	\$57,307
ATIS Agent/WEB/IVR	661010-571250	\$407,172	\$519,667
		<b>\$452,073</b>	<b>\$576,974</b>
<b>Total</b>			<b>\$1,029,047</b>



## DISCUSSION:

### Background

MTS utilizes multiple software products made or owned by Trapeze, related to Paratransit and Fixed Route operations. These products are proprietary to Trapeze and cannot be maintained or serviced by any other company or third-party vendor. The services requested are the continued service and maintenance of the software.

The ATIS-Import and ATIS Agent/WEB/IVR software suites are critical and necessary for MTS Support Services Trip Planning Department's day-to-day operations, providing MTS Staff with the necessary tools to assist patrons with planning the most efficient trip on MTS's system.

In June 2019, the MTS Board of Directors approved the Sole Source renewal of support and maintenance for the Trapeze Software suites, under MTS Doc. No. G2253.0-19. The original maintenance schedule and software suites listed were under the entity: San Diego Metro Transit System. ATIS-Import and ATIS Agent/WEB/IVR were listed under another entity: San Diego Transit Corporation, which is the reason they were not included in the original maintenance schedule. In order to avoid this issue from occurring again, Trapeze has amended the maintenance schedule for ATIS-Import and ATIS Agent/WEB/IVR to the San Diego Transit Corporation entity.

The continued support and maintenance of ATIS-Import and ATIS Agent/WEB/IVR will ensure that the applications are up-to-date with the latest bug fixes and patches, along with access to Trapeze's Customer Support Services.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2253.2-19 (in substantially the same format as Attachment A) with Trapeze Software Group, Inc. in the amount of \$1,029,047 for the renewal of Software Licensing and Maintenance Support for five (5) base year period with five (5) one-year options exercisable under the CEO's discretion.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Amendment No. 2 - G2253.2-19



October 10, 2019

MTS Doc. No. G2253.2-19

Trapeze Software Group, Inc.  
Mr. Steve Sawyer  
5265 Rockwell Drive NE  
Cedes Rapids, IA 52402

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G2253.0-19; SOFTWARE LICENSE AND  
MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

Mr. Steve Sawyer:

This shall serve as Amendment No. 2 to our agreement for Trapeze Software License and Maintenance Support as further described below.

#### SCOPE

This amendment shall provide the purchase of two (2) software suites for MTS Support Services ATIS Import and ATIS Agent/WEB/IVR as detailed in Attachment A.

#### SCHEDULE

There are no changes on the schedule.

#### PAYMENT

As a result of this Amendment the contract value will increase by \$452,073.00 from \$1,864,549 to \$2,316,622.00. All other conditions remain unchanged.

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,

Agreed:

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Paul C. Jablonski

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Steve Sawyer  
Chief Operating Officer

Date: \_\_\_\_\_

CL-G2253.2-19.TRAPEZE.CBROWN

Enclosure: Attachment A- Scope of Work

cc: J. Reyes, S. Bobek, S. Elmer, R. De Gala



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## Agenda Item No. 11

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

OLD TOWN TRANSIT CENTER WEST – FUND TRANSFER

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 90 (in substantially the same format as Attachment A) to the Memorandum of Understanding (MOU) between San Diego Associations of Governments (SANDAG) and MTS for the Construction of the Old Town Transit Center West Improvements project in the amount of \$4,604,000.00.

#### Budget Impact

There will be no change to the overall Capital Improvement Project (CIP) amount. SANDAG will be reimbursed for the Old Town Transit Center West project from MTS CIP 30060077 for a total not exceed \$4,604,000.

SANDAG Admin	\$	220,000
SANDAG CM	\$	680,000
SANDAG VISSIM Modeling	\$	50,000
SANDAG Geotechnical Consultant	\$	163,000
SANDAG Independent Cost Estimator	\$	50,000
Construction Cost	\$	3,116,000
Contingency	\$	325,000
<b>Agreement Total</b>	<b>\$</b>	<b>4,604,000</b>



## DISCUSSION:

The bus facilities on the west side of the OTTC West are constrained by limited capacity and in need of refurbishment after over 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. These upgrades include increasing bus bay capacity, improving pedestrian access, repairing or replacing the remaining facilities which are beyond their useful life and installing a pull-in bus bay on the Pacific Coast Highway ("PCH"). 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.

The design for the work has been completed and ready for construction. The Mid-Coast Transit Contractors ("MCTC") are currently working on PCH, and their work in the area will continue thru mid-2020. In order to mitigate conflicts between two contractors working in a small area, to improve construction efficiency, and to minimize MTS customer inconvenience at the OTTC, SANDAG shall issue a change order to MCTC to allow them to fully construct and complete the OTTC West Project on MTS's behalf.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Task Order 90 of Addendum 17 to the MOU between SANDAG and MTS, for the Old Town Transit Center West Improvements.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft Addendum 17, Task Order 90.

# DRAFT

## Addendum 17 Project Scope of Work

MTS File No	G0930.17- 04. <b>XX</b>	SANDAG Reference No.	5000710 SOW <b>XX</b>
CIP Title:	Old Town Transit Center		
MTS CIP No. SANDAG CIO No.	<b>3006007702</b> <b>XXXXXXXXXX</b>	Project Managers:	MTS-Eli Belknap SANDAG - Pete d'Ablaing
Lead Agency	MTS	Operating Agency	SANDAG
Estimated Start Date:	9/03/19	SOW <b>XX</b> Budget	<b>\$4,604,000</b>
Estimated Completion Date:	3/03/21	Additional SOW <b>XX</b> Budget	N/A
Total CIP Budget	<b>\$5,028,000</b>	Total SOW Budget (value of work to be invoiced between SANDAG/MTS)	<b>\$4,604,000</b>

### Intended Source of Funds:

This project is funded with a combination of State funding that includes TDA and Transnet and TIRCP funds.

### Describe Any Necessary Transfer of Project Funds Between the Parties:

SANDAG shall submit detailed invoices for all expenditures to MTS, invoices shall meet TIRCP requirements. MTS will reimburse SANDAG based on these invoices.

Exhibit A, the SOW Budget is the estimated amount for construction, environmental, design and construction management services to be provided by SANDAG and its contractors and consultants. SANDAG will not expend or contract to exceed the total SOW Budget amount without a prior approved amendment for additional funding to this SOW.

### Project Description:

The Mid-Coast Corridor Transit (Mid-Coast) Project includes work at the Old Town Transit Center and Pacific Highway. This work includes utility relocation, concrete sidewalk improvements, street asphalt improvement, traffic striping and turning lane modifications. At the same time, MTS has an Old Town Transit Center (OTTC) West Improvements Project to improve the bus facilities at the at the transit center including a designated bus turnout along Pacific Highway, new bike lane striping, sidewalk work, bus entrance modification from Pacific Highway, new bus bays and restriping within the OTTC parking lot. Since both Projects are projected to be constructed around the same time and are in the same area, the most efficient

and expeditious way to construct the OTTC West work is via contract change order to the Mid-Coast project.

Scope of Work to be Performed by MTS:

- Develop 100% complete Design Plans for MTS OTTC West Improvement Project along Pacific Highway and within the OTTC parking lot.
- Provide consultant Design Support to coordinate the interface and merge the designs between the Mid-Coast and OTTC West projects.
- Provide consultant Design Support During Construction
- Provide Staff Support for Construction
- Assist in obtaining permits necessary for access or construction from Caltrans and City of San Diego.
- All activities performed by MTS or its consultants shall comply with local, state and federal law, including but not limited to all requirements included in the Mid-Coast Full Funding Grant Agreement (FFGA).
- MTS will reimburse SANDAG for all costs associated with the Scope of Work performed by SANDAG (set forth below). The agreed budget, with contingency, is set forth in Exhibit A.

Scope of Work to be Performed by SANDAG:

- Conduct VISSIM modeling and prepare environmental documentation related to the ultimate buildout of the Old Town Transit Center, based on both the Mid-Coast improvements and the MTS OTTC West improvements.
- Provide Independent Cost Estimating services to support Change Order negotiations.
- Provide Staff Support for Construction.
- Obtain permits necessary for access or construction from Caltrans and City of San Diego.
- Provide Construction Management Services, including construction schedule updates.
- Provide Geotechnical Engineering Services for testing during construction.
- Construct the OTTC West Improvements Project.

---

Hasan Ikhata

Date:

Executive Director or Designee

---

Paul Jablonski

Date:

Chief Executive Officer

## Exhibit A- SOW Budget

SANDAG Admin	\$	220,000
SANDAG CM	\$	680,000
SANDAG VISSIM Modeling	\$	50,000
SANDAG Geotechnical Consultant	\$	163,000
SANDAG Independent Cost Estimator	\$	50,000
Construction Cost	\$	3,116,000
Contingency	\$	325,000
<b>Agreement Total</b>	<b>\$</b>	<b>4,604,000</b>



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## Agenda Item No. 12

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

MASSACHUSETTS AVE STATION PAVING - AWARD WORK ORDER UNDER A JOB  
ORDER CONTRACT (JOC)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC275-01 (in substantially the same format as Attachment A), under MTS Doc. No. PWG275.0-19 with ABC Construction, Inc. (ABC), for the provision of services, materials and equipment for milling and overlaying the asphalt and the installation of new pavement markings at the lower Massachusetts Ave Station parking lot in the amount of \$111,706.91.

#### Budget Impact

The total cost will not exceed \$111,706.91 inclusive of a direct cost of \$110,589.84 and the 1% Gordian Group administrative fees totaling \$1,117.07. Total administrative fees are \$2,971.40 (contractor share \$1,117.07 and MTS share \$1,854.33). This Work Order is funded under Capital Improvement Project (CIP) 2006106901 – Station Parking Lot Resurface.

#### DISCUSSION:

This project includes milling and overlaying of approximately 42,000 square feet of asphalt and the installation of new pavement markings at the lower Massachusetts Avenue Station parking lot.

This project is necessary because the parking lot has numerous cracks and potholes in the existing asphalt and faded pavement markings. This project will improve both appearance and safety of the facility for MTS patrons.



On April 12, 2019, MTS issued an Invitation for Bids seeking a contractor to provide on-call JOC General Civil Construction services that primarily consists of repair, remodeling, or other repetitive work for, general civil and site improvements, including earthwork, utilities, paving, concrete, drainage, landscaping mitigation, site clearing, and all required incidental professional and technical services. 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. Three (3) bids were received and MTS determined that ABC was the lowest responsive and responsible bidder. On June 13, 2019, the MTS Board authorized the CEO to execute MTS Doc. No. PWG275.0-19 with ABC.

Pricing for this repair task order was reviewed and determined to be fair and reasonable, and a work order will be issued to ABC to remove and install the new paving at Massachusetts Avenue. ABC will be providing all materials, labor, equipment, and disposal for the repair. The work is scheduled to be completed in Fall 2019.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC275-01 (in substantially the same format as Attachment A), under MTS Doc. No. PWG275.0-19 with ABC, for the provision of services, materials and equipment for the for milling and overlaying the asphalt and the installation of new pavement markings at the lower Massachusetts Avenue Station parking lot in the amount of \$111,706.91.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft Job Order Contract MTSJOC275-01



JOB ORDER CONTRACT  
WORK ORDER

PWG275.0-19  
CONTRACT NUMBER

MTSJOC275-01  
WORK ORDER NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2019, 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: ABC Construction, Inc. Address: 3120 National Avenue

Form of Business: Corporation San Diego, CA 92113  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

Authorized person to sign contracts: Wayne Czubernat Project Manager  
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL275.0-19), 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.)

For this Work Order, 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 \$111,706.91 inclusive of a direct cost of \$110,589.84 and a 1% Gordian Group administrative fees of \$1,117.07.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$111,706.91

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



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## Agenda Item No. 13

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

KEARNY MESA DIVISION (KMD) 2ND FLOOR FLOORING REPLACEMENT – AWARD  
WORK ORDER UNDER A JOB ORDER CONTRACT (JOC)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-09 to MTS Doc. No. PWL234.0-17 (in substantially the same format as Attachment A) with ABC Construction Inc. (ABC) for the replacement of the flooring on the 2<sup>nd</sup> floor of the KMD building in the amount of \$270,581.40.

#### Budget Impact

The total value of this project will not exceed \$270,581.40, inclusive of a direct cost of \$263,501.46 and the total administration fees of \$7,079.94 (contractor's share \$2,661.63 and MTS's share \$4,418.31). Funding will be from the MTS Capital Improvement Project 3006102301 – KMD 2<sup>nd</sup> Floor Flooring.

#### DISCUSSION:

The current floor inside the KMD 2<sup>nd</sup> floor storage and office area is in a state of disrepair. The floor is a vinyl-based floor with a particle board subfloor that was originally installed in 1988. The use of particle board as a subfloor has resulted in a loss in the vinyl topper, which in turn has caused the floor to fail throughout the facility. Increased wear and tear is compounded through the movement of equipment and people throughout the 2<sup>nd</sup> floor of the facility.

The project generally consists of stripping the floor to its structural base, and replacing the subfloor and vinyl topper. The work is necessary to mitigate potential safety hazards, and ensure the structural integrity of the KMD facility.



In September 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC general building and facilities construction services. This includes general building and facility contracting services such as demolition, maintenance, and modification of existing buildings and facilities, with all required incidental professional and technical services required. 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. Three bids were received and the contract was awarded to ABC.

As it relates to the 2<sup>nd</sup> floor KMD area, in June 2018, MTS published an Invitation for Bid (IFB) and conducted a job-walk to show the site and describe the scope of work to the bidding community. The job-walk was attended by multiple construction firms, however, MTS did not receive any responses to the IFB. Staff then contacted our JOC contractor, ABC, to supply pricing for this work. ABC's pricing for this repair task order was reviewed and determined to be fair and reasonable.

A work order will be issued to ABC for the removal and replacement of the 2<sup>nd</sup> floor flooring. ABC will be providing all materials, labor, equipment, and disposal necessary for replacing the flooring. Work is expected to be complete by late Fall 2019.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC7503-09 to MTS Doc. No. PWL234.0-17 (in substantially the same format as Attachment A) with ABC for the replacement of the flooring on the 2nd floor of the KMD building in the amount of \$270,581.40.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Work Order MTSJOC7503-09

JOB ORDER CONTRACT  
WORK ORDER

PWL234.0-17  
CONTRACT NUMBER

MTSJOC7503-09  
WORK ORDER NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2019, 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: ABC Construction, Inc. Address: 3120 National Avenue

Form of Business: Corporation San Diego, CA 92113  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

Authorized person to sign contracts: Wayne Czubernat Project Manager  
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL234.0-17), 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 \$266,163.09 inclusive of a direct cost of \$263,501.46 and a 1% Gordian Group administrative fees of \$2,661.63.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$266,163.09

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



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## Agenda Item No. 14

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

PALM AVENUE GRADE CROSSING REPLACEMENT - AWARD WORK ORDER  
UNDER A JOB ORDER CONTRACT (JOC)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC269-02 (in substantially the same format as Attachment A), under MTS Doc. No. PWG269.0-19 with Herzog Contracting Corporation (Herzog), for the provision of services, materials and equipment for the replacement of the grade crossing located at Palm Avenue on the Orange and Green Lines in the amount of \$304,511.10.

#### Budget Impact

The total project cost will not exceed the amount of \$304,511.10 inclusive of a direct cost of \$296,543.37 and the combined Gordian Group administrative fee totaling \$7,967.73 (contractor share \$2,995.39 and MTS share \$4,972.34). This Work Order is funded under Capital Improvement Project (CIP) 2005109201 – Grade Crossing Replacement.

#### DISCUSSION:

This project will replace approximately 205 track feet of the existing grade crossing with new rail, timber crossties, pandrol plates, galvanized e-clips, ballast, 16-ounce filter fabric, rail surface line, tamped track, and asphalt paving. The work area includes both the east and westbound tracks at Palm Avenue.

This project is necessary due to the fact that the existing grade crossing is at the end of useful service life, and is impacting trolley on-time performance due to necessary speed reductions in the impacted area.



A work order will be issued to Herzog to remove and replace the existing grade crossing. Herzog will be providing all materials, labor, equipment, and disposal for the repair. The work is scheduled to be completed in Fall 2019.

On March 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide JOC railroad construction services, including main Continuous Welded Rail (CWR), track rehabilitation/replacement, grade crossings (pre-cast concrete panels, rubber panels, paved with rubber rail interface), special track work, direct fixation, signal systems, overhead catenary, traction power, and related civil construction improvements work; and all required incidental professional and technical services. 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. Three (3) bids were received, and MTS determined that Herzog was the lowest responsive and responsible bidder. On June 13, 2019, the MTS Board authorized the CEO to execute MTS Doc. No. PWG269.0-19 with Herzog.

Pricing for this repair task order was reviewed and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC269-02 (in substantially the same format as Attachment A), under MTS Doc. No. PWG269.0-19 with Herzog, for the provision of services, materials and equipment for the replacement of the grade crossing located at Palm Avenue on the Orange and Green Lines in the amount of \$304,511.10.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft Work Order Contract MTSJOC269-02

JOB ORDER CONTRACT  
WORK ORDER

PWG269.0-19  
CONTRACT NUMBER

MTSJOC269-02  
WORK ORDER NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2019, 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 Contracting Corporation Address: 3760 Kilroy Airport Way Suite 120

Form of Business: Corporation Long Beach, CA 90806  
(Corporation, partnership, sole proprietor, etc.)

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. PWG269.0-19), 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.)

For this Work Order, 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 \$299,538.76 inclusive of a direct cost of \$296,543.37 and a 1% Gordian Group Administrative Fees of \$2,995.39.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$299,538.76

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



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## Agenda Item No. 15

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

TASK ORDER CONTRACT APPROVAL TO PROVIDE DESIGN SERVICES FOR THE  
KEARNY MESA DIVISION (KMD) SHOP HOISTS

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order WOA1947-AE-45 to MTS Doc. No. G1947.0-17 (in substantially the same format as Attachment A) with HDR Engineering, Inc. in the amount of \$194,245.85 to provide design services for the KMD shop hoists.

#### Budget Impact

The value of the Engineering Design Work Order will not exceed \$194,245.85 and is allocated under Capital Improvement Program (CIP) budget number 3006110401 – KMD Shop Hoists – Design.

#### DISCUSSION:

The Kearny Mesa Division (KMD) was originally constructed in 1988. The existing shop consists of various multi-hoist lifts that are used for the maintenance of MTS buses. The existing lifts are past their useful life and require replacement.

This work order will provide engineering services to prepare design plans, specifications, and construction cost estimates for the phased removal and replacement of the existing lift systems including the demolition of existing lift system, concrete slab, and ancillary items; excavation and removal of potentially contaminated soil (including testing and classification); design and specification of new lift systems similar to currently installed lifts, and operationally consistent with current maintenance operations; new hydraulic system design (whether internalized to each lift or shared between multiple lifts, structural analysis); electrical service review and potential upgrade; and new concrete slab design.





On January 12, 2016, San Diego Association of Governments (SANDAG) and MTS issued a joint Request for Statement of Qualifications (RFSQ) for On-Call Architectural and Engineering (A&E) Design Consulting services. The RFSQ resulted in the approval of 8 firms qualified to perform A&E services. Tasks are assigned to the firms through a work order process. MTS selects the most qualified firm based on the capability to perform the scope of work.

On June 28, 2019, staff issued a Request for Proposals (RFP) to approved A&E firms. On August 6, 2019 MTS received one (1) proposal from HDR, Inc. Staff surveyed the firms that did not submit proposals, and determined that, in general, they did not have the resources to perform the work at this time, or did not specialize in this type of design.

An evaluation panel was comprised of MTS representatives, and the proposals were evaluated based on the following factors.

1. Project Team
2. Project Team's Capabilities
3. Project Understanding and Approach
4. Schedule

After an evaluation of the proposal, the evaluation panel determined HDR met the requirements set forth in the RFP, with final score of 90.00 points out of maximum 100 points.

HDR's original price proposal was \$304,882.27. Through negotiations with the firm, staff was able to reduce the contract price by \$110,636.42. Based on the level of effort and the design work involved for this project, staff determined the contract price to be fair and reasonable.

For this project, HDR will use Leighton Consulting as a subcontractor for the project. Please see Attachment C for the dollar amount allocated to the subcontractor.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order WOA1947-AE-45 to MTS Doc. No. G1947.0-17 (in substantially the same format as Attachment A) with HDR in the amount of \$194,245.85 to provide design services for the KMD shop hoists.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. MTS Doc. No. G1947.0-17  
B. Scope of services  
C. Negotiated Fee Proposal

October 10, 2019

MTS DOC No. G1947.0-17  
Work Order WOA1947-AE-45

Mr. Thomas K. Kim  
Senior Vice President  
HDR Engineering, Inc.  
401 B Street, Suite 110  
San Diego, CA 92101

Dear Mr. Kim:

Subject: MTS DOC. NO. G1947.0-17, WORK ORDER WOA1947-AE-45; DESIGN SERVICES FOR  
KMD SHOP HOISTS

This letter shall serve as our agreement for professional services, Work Order WOA1947-AE-45, under the General Engineering Consultant Agreement, MTS Doc. No. G1947.0-17, as further described below.

#### SCOPE OF SERVICES

Provide design services for the preparation of design plans and technical specifications for the SDTC KMD Shop Hoists project in accordance with the Scope of Services (Attachment A, A1 and B)

#### SCHEDULE

The Scope of Services, as described above, shall remain in effect through completion of construction.

#### PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of \$194,245.85.

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Thomas K. Kim  
HDR Engineering, Inc.

Date: \_\_\_\_\_

Attachments: Scope of services  
Negotiated Fee Proposal

MTS Doc. No. G1947.0-17

Work Order No. G1947-AE-45

**WORK ORDER TITLE: KMD Shop Hoist Design****I. PROJECT DESCRIPTION**

The Kearny Mesa Division (KMD) was originally constructed in 1988. The existing shop consists of various multi-hoist lifts that are used for the maintenance of MTS buses. The existing lifts are past their useful life and require replacement.

This work order will provide engineering services to prepare design plans, specifications, and construction cost estimates for the phased removal and replacement of the existing lift systems including demolition of existing lift system, concrete slab, and ancillary items; excavation and removal of potentially contaminated soil (including testing and classification); design and specification of new lift systems similar to current installed lifts, and operationally consistent with current maintenance operations; new hydraulic system design (whether internalized to each lift or shared between multiple lifts, structural analysis); electrical service review and potential upgrade; and new concrete slab design.

**II. EXPECTED RESULTS**

Provide construction documents, including design plans and technical specifications for the SDTC KMD Shop Hoists project in accordance with the scope of work.

**III. SCOPE OF WORK**

The scope of work shall consist of the following tasks and deliverables:

**Task 1 – Project Management and Coordination**

- 1.1 Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the consultant's team.
- 1.2 Provide project coordination with MTS as well as coordination with the MTS Maintenance and Operations as necessary.
- 1.3 Provide coordination and oversight of subconsultant(s) and integration of plans and specifications into submittal packages
- 1.4 Also included in Project Management is QA/QC which will be performed on all deliverables. To ensure quality of work and compliance with the scope of work, the consultant shall perform a systematic in-house review of all documents produced prior to submittal. All reviewed documents will have a check box or signature page indicating review has been performed.

Assumptions:

- Project Duration is 2 years. PM effort limited to 2 hours/month, Admin limited to 2 hours/month plus 8 hours setup.

**Task 2 – Document Review and Site Visits**

2.1 Document Review

- Review available an accessible as-built plans of KMD Building 100 including lift system (mechanical), structure/foundations, electrical, and other utilities and elements necessary for design related aspects of the project.

2.2 Site Visits

- Conduct initial site visit with structural engineer and appropriate subconsultants for review of project, confirm existing conditions, and examine existing structures and facilities.
- Additional site visits may be performed as necessary during contract for site condition verification as the design progresses. During these site visits the attendance of the maintenance facility manager may be requested for consultation.
- During the site visits the Consultant shall perform field observations, take photographs, measurements, calculations, etc., as necessary of the facility portions involved with the project.

2.3 Geotechnical Support

- Consultant shall review site conditions and available site information from available as-builts and previous project geotechnical studies.
- Prepare a memorandum presenting the findings and provide recommendations for proposed improvements to support any foundation or floor slab modifications.

Deliverables

- Geotechnical Memorandum

Assumptions:

- Geotechnical design shall be limited to development of a memorandum providing guidance on design parameters based on worst case conditions.
- Includes up to 4 site visits.

**Task 3 – Lift System Design (PS&E)**

- 3.1 Perform research and analysis of new lift systems, including existing lift systems currently in operation at other MTS maintenance facilities.
- 3.2 Perform research and analysis of alternative lift designs, options, and manufacturers and provide MTS with alternatives findings.
- 3.3 Based on initial site visit, as-built plan review, and lift system analysis, prepare design plan submittal packages at 30%, 90% and 100% phases. Design plans shall include site layout, demolition, facility layout, concrete floor, lifts, utilities, and detail sheets.

- 3.4 Prepare technical specifications that include addressing the potential for contaminated soil and testing for constituents of concern. The 30% submittal will only include a specification outline.
- 3.5 Prepare a Rough Order of Magnitude Construction Estimate for the 30% submittal.
- 3.6 Attend design review meetings as requested by MTS (Up to three visits).
  - Compile and incorporate comments into subsequent design phase.

Deliverables

- 30% Plans, ROM, and Specifications TOC; one PDF package.
- 90%, and 100% PS&E; one PDF package.

Assumptions:

- One Construction Package to be developed, implemented in phases.

**Task 4 – Bid Package Development and Support Services (IFB Submittal)**

4.1 Final Review Comments

- Incorporate review comments to the Final PS&E submittal and prepare “Bid-Ready” packages for MTS Procurement Department to advertise project.

4.2 Bid Support

- Prepare for and attend the pre-bid meeting and respond to RFI's from the contractor(s) during the bid process.

Deliverables

- IFB PS&E; one PDF package.

Assumptions:

- One Construction Package to be developed, implemented in phases.

**Task 5 – Design Support During Construction (DSDC)**

5.1 Environmental Services

- During excavation activities perform soil monitoring of existing soil for potential contamination. Where contamination is observed, obtain samples for testing to determine characteristics and classification of contaminant(s). This shall be limited to 8 hours, for Phase 1 only.
- Prepare a technical memorandum which shall present soil test results, and provide recommendations for handling and disposal. This shall be limited to 1 report for Phase 1.

5.2 Geotechnical Services

Consultant shall perform construction testing services during construction at the KMD site. The geotechnical engineer shall perform observations and testing of earthwork to verify compaction of backfill and subgrade preparation for concrete restoration. Consultant shall sample and test concrete placed as part of each phase of construction (2 phases). Testing

shall include slump and compressive strength per ASTM standards. The consultant will prepare a memorandum summary all test results.

MTS has experience contaminated or hazardous soil in previous excavations at KMD. Therefore, soil testing shall include analytical soil analysis of constituents of concern once the excavations commence. It is assumed the testing will consist of the following:

- Title 22 Metals (EPA 6010/7471/7470)
- Volatile Organic Compounds
- GRO (EPA 8015B)
- DRO and ORO (EPA 8015B)

Consultant shall provide the analytic soil test results to MTS, and advise on any needed stockpiling, handling, removal, or disposal of the soil. In the event that soil export is required, Consultant shall provide direction on the proper removal, and disposal of the soil. Test results shall be provided within a 24 hour turnaround time (excluding weekends or holidays).

### 5.3 Attend Construction Team Meetings

- Consultant shall have one representative attend construction team meetings. This shall be limited to 8 meetings, at 2 hours each.

### 5.4 Review & Approve Submittals – Consultant shall review and approve, or take other appropriate action as necessary in response to Contractor-prepared submittals required by the specifications. These submittals include shop drawings, product catalog cut sheets, certificates of compliance, samples, and other data which the Contractor is required to submit, but only for conformance with the information given in the Contract Documents. Such review and approvals, or other action will not extend to means, methods, techniques, equipment choice and usage, sequences, schedules or procedures of construction, and related safety precautions and programs by the Contractor. This shall be limited to 5 submittals.

### 5.5 Respond to Requests for Information (RFI) –Consultant shall review and respond to Contractor RFIs forwarded from the Construction Manager (CM) and issue necessary clarifications and interpretations of the Contract Documents as appropriate to the orderly completion of the Contractor's work. Any orders authorizing variations from the Contract Documents will be made by the CM. This shall be limited to 10 RFI responses.

### 5.6 Field Observations – At the request of MTS, the Consultant may conduct site visits to respond to RFI's, to develop Change Orders, or to perform other specific tasks. This shall be limited to 2 site visits.

### 5.7 Punchlist and Closeout Activities – As each phase of the project nears 90% completion, the Consultant shall assist the CM team in preparing a punch list of items to be addressed by the Contractor. Assistance with the punch list shall entail site walks as directed by the CM team. Consultant shall also prepare final as-built plans. Consultant's effort shall be limited to 2 site visits. As-builts shall include one round of review by MTS and comment incorporation prior to final submission.

Deliverables

- Analytic soil test results related to soil excavations (assume one per division).
- Soil handling recommendations based on analytic soil test results, included with test results
- Concrete compressive strength test results (assume one per division).

Assumptions:

- Environmental Services shall include up to 4 field meetings (for both phases); and one sampling, analysis and report per phase (two total)
- Geotechnical Services shall be limited to two (2), six (6) hour shifts for observation and testing; one concrete sampling and testing (1 pour) and one report on findings and recommendations (Per Phase).
- RFI reviews shall be limited to ten (10).
- Submittal reviews shall be limited to five (5).
- Construction Meeting attendance shall be limited to 1 person for 8 meetings, estimate at 2 hours each.
- Field observations during construction shall be limited to 2 visits.
- Closeout activities by consultant shall be limited to 2 site visits at 2 hours each, and development of project as-builts shall be completed following final construction phase,

**IV. PERIOD OF PERFORMANCE**

The outcome of the KMD Shop Hoists project is to replace the existing shop hoists over the course of two (2) fiscal years in two (2) separate phases.

<b>Task</b>	<b>Begin/End Dates</b>
1. Project Management & Coordination	NTP / Project Completion
2. Document Review and Site Visits	NTP / NTP + Project Completion
3. Lift System Design <ul style="list-style-type: none"> <li>• 30% Design Submittal Package (Including Estimate)</li> <li>• 90% Design Submittal Package</li> <li>• 100% Design Submittal Package</li> <li>• Design Review Meetings</li> </ul>	End Task 2 / NTP + 8 weeks NTP / NTP + 11 weeks NTP / NTP + 13 weeks NTP / Project Completion
4. Bid Package Development & Support Services	End Task 3 / At Contractor's NTP Meeting
5. Design Support During Construction <ul style="list-style-type: none"> <li>• Environmental and Geotechnical Services</li> <li>• Design Support</li> </ul>	Start of excavation / + 5 weeks  Contractor's NTP / Project Close-out

## **V. DELIVERABLES**

Deliverables are anticipated to include the following:

- 30%
  - Plans
  - ROM Estimate
  - Specification TOC
- 90%, and 100%
  - Plans
  - Specifications
  - Cost Estimate
- Bid Construction Packages and Processing
  - Bid Ready Plans
  - Bid Ready Specifications
  - Bid Ready Construction Costs
- Conformed Plans and Specifications. Electronic PDF file to MTS
- Contaminated Soils Management Plan
- Construction Material Testing Results Memorandum
- Geotechnical Memorandum
- Monthly Invoices and Progress Reports

## **VI. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY**

- A. MTS to provide any relevant As-builts and associated CAD files.
- B. MTS shall be responsible for all review/permit costs associated with obtaining city approvals, if required.

## **VII. SPECIAL CONDITIONS**

Not Applicable.

## **VIII. MTS ACCEPTANCE OF SERVICES:**

Contractor shall not be compensated at any time for unauthorized work outside of this Work Order. Contractor 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 Contractor provides final service(s) or final work product(s) which are found to be unacceptable due to Contractors and/or Contractors subcontractors negligence and thus not 100% complete by MTS' Project Manager, Contractor 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. Contractor 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.



**IX. DEFICIENT WORK PRODUCT:**

Throughout the construction management and/or implementation phases associated with the services rendered by the Contractor, if MTS finds any work product provided by Contractor to be deficient and the deficiently delays any portion of the project, Contractor 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:

- Revising provided documents

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

**X. DELIVERABLE REQUIREMENTS**

Contractor 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 Contractor to any third party.

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

Contractor'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. Contractor shall maintain backup copies of all data conveyed to MTS.

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

**XI. PRICING**

Pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

**XII. ADDITIONAL INFORMATION**

List additional information as applicable to the specific Work Order scope of services.

**XIII. PREVAILING WAGE**

Prevailing wage rates apply to certain personnel for these services? ☐ Yes ☒ No

If yes, please list classification subject to prevailing wage rates:

MTS Doc. No. **G1947.0-17**Work Order No. **WOA1947-AE-45**Attachment: **C**Work Order Title: **SDTC KMD SHOP HOISTS DESIGN**Project No: **Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1	0690-0255	Project Management	\$27,515.16
2	0600-0255	Engineering Design	\$129,841.60
3	0720-0270	Design Support During Construction	\$36,889.09

Totals = **\$194,245.85****Table 2 - TASKS/WBS Summary (Costs & Hours)**

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	0690-0255	Project Management and Coordination	146.0	\$27,515.16
2	0600-0255	Document Review & Site Visits	128.0	\$29,084.66
3	0600-0255	Lift System Design (PS&E)	489.0	\$85,918.68
4	0600-0255	Bid Package Development & Support Services (IFB Submittal)	80.0	\$14,838.26
5	0720-0270	Design During Construction (DSDC)	194.0	\$36,889.09

Totals = **1,037.0** **\$194,245.85****Table 3 - Consultant/Subconsultant Summary (Costs & Hours)**

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	HDR Engineering	943.0	\$172,812.00
			X	Leighton Consulting	124.0	\$21,433.85

Totals = **1,067.0** **\$194,245.85**



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

## Agenda Item No. 16

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

WINDOW GLASS FOR BUSES AND LIGHT RAIL VEHICLES (LRVs) – CONTRACT  
AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute five (5) contracts (MTS Doc No. B0709.0-20, G2324.0-20, L1519.0-20, L1518.0-20, and B0710.0-20) for the provision of window glass for buses and LRVs (in substantially the same format as Attachments A.1 through A.5), for a not-to-exceed aggregate amount of \$1,688,410.75, for two (2) years from November 1, 2019 to October 30, 2021.

#### Budget Impact

The funding for these agreements are included in the MTS Bus and Trolley Maintenance annual operating budgets as follows:

- MTS Bus Maintenance: 311014-545100
- MTS Trolley Maintenance: 350016-545100

#### DISCUSSION:

MTS fleet of buses and LRVs incur vandalism and incidental damage while in daily service. As a result, windows may crack, shatter or be etched and need replacement. These include windshields, sliders, doors and partitions. MTS holds all replacement glass in inventory, and its maintenance employees replace as needed.

On June 20, 2019, MTS issued an Invitation for Bids (IFB) looking for qualified bidders to provide seventy-three (73) types of window glass for a period of two (2) years. In order to maximize open and free competition, bidders could bid on any line items for both years. The award would then be based on the lowest unit cost for each item for both years.



By the September 9, 2019 deadline, five bids were received from:

- Aftermarket Parts Company, LLC
- Citywide Auto Glass, Inc
- NASG Holdings, LLC
- Siemens Mobility, Inc
- Transit Products and Services

Four (4) bids were deemed responsive and the unit costs were evaluated and awarded to the lowest bidder for each item.

The fifth bidder, Citywide Auto Glass (Citywide) was initially non-responsive for only submitting bid costs, and not submitting completed solicitation forms. Upon submission of the missing forms, Citywide was evaluated and awarded the remaining line items where they were the single bidder.

Contract values are based on historical usage and actual orders will dictate the actual spend for these items. MTS staff will seek additional board authorization if the contract amounts vary significantly.

The contract summaries are as follows:

Attachment	Contract #	Bidder	Amount
A1	B0709.0-20	Aftermarket Parts Company, LLC	\$59,880.25
A2	G2324.0-20	Citywide Auto Glass, Inc	\$214,505.70
A3	L1519.0-20	NASG Holdings, LLC	\$472,242.39
A4	L1518.0-20	Siemens Mobility, Inc	\$877,391.01
A5	B0710.0-20	Transit Products and Services	\$64,391.40
<b>Total Project Award</b>			<b>\$1,688,410.75</b>

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute five (5) contracts for the provision of window glass for buses and LRVs (in substantially the same format as Attachments A.1 through A.5), for a not-to-exceed aggregate amount of \$1,688,410.75, for two (2) years from November 1, 2019 to October 30, 2021.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft Standard Procurement Agreements (A1 through A5)  
B. Costs Summary

**ATTACHMENT A1 (B0709.0-20)****STANDARD PROCUREMENT AGREEMENT  
FOR  
WINDOW GLASS FOR BUSES AND LRVS**

This Agreement is entered into this \_\_\_\_ day of \_\_\_\_\_ 2019, 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: The Aftermarket Parts Company, LLC Address: 3229 Sawmill Parkway

Form of Business: Corporation Delaware, OH 43015  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (800) 665-2637

Email Address: [newflyerparts@newflyer.com](mailto:newflyerparts@newflyer.com)

Authorized person to sign contracts: Phyllis Tapley Director, Parts Supply Chain  
Name Title

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

Provide Window Glass for Buses as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Procurement, including Standard Conditions Procurement (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is from November 1, 2019 to October 30, 2021.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$59,880.25 without the express written consent of MTS.

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

**ATTACHMENT A2 (G2324.0-20)****STANDARD PROCUREMENT AGREEMENT  
FOR  
WINDOW GLASS FOR BUSES AND LRVS**

This Agreement is entered into this \_\_\_\_ day of \_\_\_\_\_ 2019, 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: Citywide Auto Glass, Inc Address: 5745 Kearny Villa Rd, Ste 110

Form of Business: Corporation San Diego, CA 92123  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (858) 569-6000

Email Address: [mjdelia@citywideautoglass.com](mailto:mjdelia@citywideautoglass.com)

Authorized person to sign contracts: Mark Delia CEO  
Name Title

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

Provide Window Glass for Buses and LRVs as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Procurement, including Standard Conditions Procurement (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is from November 1, 2019 to October 30, 2021.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$214,505.70 without the express written consent of MTS.

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

**ATTACHMENT A3 (L1519.0-20)****STANDARD PROCUREMENT AGREEMENT  
FOR  
WINDOW GLASS FOR BUSES AND LRVS**

This Agreement is entered into this \_\_\_\_ day of \_\_\_\_\_ 2019, 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: NASG Holdings, LLC Address: 2175 Kumry Road, PO Box 70

Form of Business: Corporation Trumbaversville, PA 18970  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (215) 536-0333

Email Address: [sales@naspecialtyglass.com](mailto:sales@naspecialtyglass.com)

Authorized person to sign contracts: Danielle Willing Customer Svc, Inside Sales Mgr  
Name Title

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

Provide Window Glass for Buses as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Procurement, including Standard Conditions Procurement (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is from November 1, 2019 to October 30, 2021.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$472,242.39 without the express written consent of MTS.

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

**ATTACHMENT A4 (L1518.0-20)****STANDARD PROCUREMENT AGREEMENT  
FOR  
WINDOW GLASS FOR BUSES AND LRVS**

This Agreement is entered into this \_\_\_\_ day of \_\_\_\_\_ 2019, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Siemens Mobility, Inc Address: 5301 Price Avenue

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

Telephone: (916) 621-2700

Email Address: [barry.sidler@siemens.com](mailto:barry.sidler@siemens.com)

Authorized person to sign contracts: Barry Sidler Aftermarket Manager  
Name Title

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

Provide Window Glass for Buses as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Procurement, including Standard Conditions Procurement (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is from November 1, 2019 to October 30, 2021.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$877,391.01 without the express written consent of MTS.

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



**ATTACHMENT A5 (B0710.0-20)****STANDARD PROCUREMENT AGREEMENT  
FOR  
WINDOW GLASS FOR BUSES AND LRVS**

This Agreement is entered into this \_\_\_\_ day of \_\_\_\_\_ 2019, 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: Transit Products and Services Address: 14620 Highland Home Road

Form of Business: Corporation Banning, CA 92220  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (951) 897-6706

Email Address: [mfarrar@hughes.net](mailto:mfarrar@hughes.net)

Authorized person to sign contracts: Mike Farrar President  
Name Title

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

Provide Window Glass for Buses as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Procurement, including Standard Conditions Procurement (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is from November 1, 2019 to October 30, 2021.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$64,391.40 without the express written consent of MTS.

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

**ATTACHMENT B**  
**WINDOW GLASS FOR MTS BUSES AND LRVS**  
**MTS DOC. NO. G2288.0-19**

<b>YEAR 1</b>	<b>Contractor</b>		<b>Tax 7.75%</b>	<b>Total Incl Tax</b>	<b>*With 20% Usage</b>
Group A - Bus	Aftermarket Parts Company, LLC	22,660.85	1,756.22	24,417.07	29,300.48
	Transit Products and Services	24,900.00	1,929.75	26,829.75	32,195.70
	Citywide Auto Glass, Inc	115.00	8.91	123.91	148.70
Group A - LRV	Citywide Auto Glass, Inc	76,199.86	5,905.49	82,105.35	98,526.42
	NASG Holdings, LLC	36,155.00	2,802.01	38,957.01	46,748.42
	Siemens Mobility, Inc	57,524.00	4,458.11	61,982.11	74,378.53
Group B,C,D - LRV	NASG Holdings, LLC	146,460.00	11,350.65	157,810.65	189,372.78
	Siemens Mobility, Inc	281,761.00	21,836.48	303,597.48	364,316.97

<b>Totals Per Contractor</b>	
Aftermarket	59,880.25
Citywide	214,505.70
NASG	472,242.39
Siemens	877,391.01
Transit Products	64,391.40
	<b>1,688,410.75</b>

<b>Totals Per Vehicle Type</b>	
LRV	1,563,841.71
Bus	124,569.04
	<b>1,688,410.75</b>

<b>Totals Per Year</b>	
Year 1	834,987.99
Year 2	853,422.76
	<b>1,688,410.75</b>

<b>YEAR 2</b>	<b>Contractor</b>		<b>Tax 7.75%</b>	<b>Total Incl Tax</b>	<b>*With 20% Usage</b>
Group A - Bus	Aftermarket Parts Company, LLC	23,650.25	1,832.89	25,483.14	30,579.77
	Transit Products and Services	24,900.00	1,929.75	26,829.75	32,195.70
	Citywide Auto Glass, Inc	115.00	8.91	123.91	148.70
Group A - LRV	Citywide Auto Glass, Inc	89,467.82	6,933.76	96,401.58	115,681.89
	NASG Holdings, LLC	36,155.00	2,802.01	38,957.01	46,748.42
	Siemens Mobility, Inc	57,524.00	4,458.11	61,982.11	74,378.53
Group B,C,D - LRV	NASG Holdings, LLC	146,460.00	11,350.65	157,810.65	189,372.78
	Siemens Mobility, Inc	281,761.00	21,836.48	303,597.48	364,316.97
<b>Not-to-Exceed Amount</b>				<b>1,688,410.75</b>	

*\*Annual estimated quantities provided in the IFB were based on historical usage. They do not signify a guaranteed order. Actual usage may be more or less than estimated. MTS reserves the right to order one or more of each item as its needs dictate. Invoicing will be based on actual orders. MTS has added a 20% contingency to get the not-to-exceed amount.*

DETAILED COSTS

<b>SAN DIEGO TRANSIT (MTS BUS)</b>					Att. B, AI 16. 10/10/19	
<b>BID FORM - G2288.0-19</b>						
<b>GROUP A - BUS</b>					<b>YEAR 1</b>	
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
WINDSHIEL CURBSIDE 300, 400 ONLY	70032441	8	Aftermarket	8112389NFA	146.93	1,175.44
REAR DRIVERS WINDOW NF400	70152025	1	Aftermarket	'6343011	131.30	131.30
FRONT DRIVERS WINDOW NF400	70152033	1	Aftermarket	'6343012	129.45	129.45
BOTTOM #2 CURB WINDOW NF400	70152058	1	Aftermarket	'6348452	169.89	169.89
REAR STREET #4 WINDOW NF400	70152082	1	Aftermarket	'6348591	69.56	69.56
REAR DOOR NF300	70164657	1	Aftermarket	338836	865.14	865.14
GLAZING CENTER/REAR DOOR NABI	70164764	1	Aftermarket	615-2641-001	413.75	413.75
FRONT ENTRANCE DOOR FOR 300	70164814	1	Transit Products	338838	900.00	900.00
LOWER SLIDER NON ENGRESS NF300	70165142	1	Aftermarket	6361605	2,695.01	2,695.01
UPPER TRANSOM NON EGRESS NF300	70165159	1	Aftermarket	6361608	1,873.42	1,873.42
LOWER SLIDER EGRESS NF300	70165167	1	Aftermarket	6361600	394.45	394.45
UPPER TRANSOM EGRESS NF300	70165175	1	Aftermarket	6361601	1,822.68	1,822.68
LEFT FRONT FIXED EGRESS NF300	70165183	1	Aftermarket	6361596	2,190.79	2,190.79
SIDE DESTINATION LOWER NF-300	70165191	1	Aftermarket	6361625	2,095.36	2,095.36
SIDE DESTINATION SIGN UPPER NF300	70165209	1	Aftermarket	6361624	1,832.69	1,832.69
REAR SLIDER NF300	70165225	1	Aftermarket	6361613	2,086.36	2,086.36
FRAME ASM #8 RAPIDS	70198394	1	Transit Products	55527FTGASY	4,000.00	4,000.00
FRAME ASM #10 RAPIDS	70198402	1	Transit Products	55531TGASY	4,000.00	4,000.00
FRAME ASM #2 RAPIDS	70198407	1	Transit Products	55535ETGASY	4,000.00	4,000.00
FRAME ASM #7 RAPIDS	70198408	1	Transit Products	55525F-TGASY	4,000.00	4,000.00
FRAME ASM #5 RAPIDS	70198409	1	Transit Products	55521FTGASY	4,000.00	4,000.00
FRAME ASM #9 RAPIDS	70198410	1	Transit Products	5529F-TGASY	4,000.00	4,000.00
SIDE DESTINATION SIGN NF600/700	70198730	1	Aftermarket	6403819	4,715.56	4,715.56
ENTRANCE DOOR GILLIG	70199167	1	Citywide	206-112-4006	115.00	115.00
					Aftermarket Parts Company, LLC	22,660.85
					Transit Products and Services	24,900.00
					Citywide Auto Glass, Inc	115.00

<b>SAN DIEGO TROLLEY (LRV)</b>						Att. B, AI 16, 10/10/19
<b>BID FORM - G2288.0-19</b>						
<b>GROUP A - LRV (FLAT NON-HEATED)</b>					<b>YEAR 1</b>	
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
PARTITION, U2	70199663	6	Citywide	800-10-U2PA	41.22	247.32
PASSENGER DOOR, U2	70199664	32	Citywide	800-10-U2PD	72.95	2,334.40
PASSENGER SIDE, U2	70199661	32	Citywide	800-10-U2PW	226.69	7,254.08
WINDSHIELD CAB, SD100	70135210	10	NASG Holding	ATW10010	807.00	8,070.00
CAB DOOR, UPPER, SD100	70135624	50	Citywide	800-20-SDCDU	118.75	5,937.50
CAB LEFT, BOTTOM, SD100	70135665	5	Citywide	800-20-SDDL B	112.30	561.50
CAB LEFT, TOP, SD100	70135681	12	Citywide	800-20-SDDL TB	115.08	1,380.96
CAB RIGHT, BOTTOM, SD100	70135715	5	Citywide	800-20-SDDR B	135.00	675.00
CAB RIGHT, TOP, SD100	70135749	12	Citywide	800-20-SDDR T	123.25	1,479.00
DESTINATION SIGN, SD100	70135764	4	NASG Holding	05714338	110.00	440.00
PARTITION, LARGE, SD100	70135830	110	NASG Holding	05755492L	130.00	14,300.00
PARTITION, SMALL, SD100	70135871	40	NASG Holding	05729564L	130.00	5,200.00
PASSENGER DOOR, SD100	70135905	205	Citywide	800-20-SDPD	94.82	19,438.10
PASSENGER SIDE, SD100	70135939	140	Citywide	800-20-SDPW	195.00	27,300.00
WINDSCREEN, SMALL, SD7	70151910	20	Citywide	A3369100	425.00	8,500.00
WINDSCREEN, LARGE, END PORTAL, SD7	70151928	45	NASG Holding	A2975902	181.00	8,145.00
CAB WINDOW W/FRAME, RIGHT, SD7	70198608	2	Siemens	A2858900	12,288.00	24,576.00
CAB WINDOW W/FRAME, LEFT, SD7	70198609	2	Siemens	A2859000	12,652.00	25,304.00
CAB WINDOW LOWER, RIGHT, SD8	70185504	4	Siemens	A5064700	1,572.00	6,288.00
CAB WALL, FIXED, SD8	70187831	4	Siemens	A4302100	339.00	1,356.00
CAB DOOR, LOWER, SD100	70135590	26	Citywide	800-20-SDCDL	42.00	1,092.00
					Citywide Auto Glass, Inc	76,199.86
					NASG Holdings, LLC	36,155.00
					Siemens Mobility, Inc	57,524.00

<b>SAN DIEGO TROLLEY (LRV)</b>						Att. B, AI 16, 10/10/19
<b>BID FORM - G2288.0-19</b>						
<b>GROUP B - LRV (CURVED NON-HEATED)</b>					<b>YEAR 1</b>	
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
PASSENGER DOOR, SD7	70151936	6	NASG Holdings	25-351-0151-300	540.00	3,240.00
PASSENGER , END PORTAL, SD7	70151894	4	NASG Holdings	A7733300	670.00	2,680.00
PASSENGER, C-CAR, SD7	70151902	4	NASG Holdings	A7711100	756.00	3,024.00
PASSENGER, LOW-FLOOR, SD7	70151886	4	NASG Holdings	A2755300	1,229.00	4,916.00
CAB WINDOW, SLIDER LEFT, SD8	70187864	2	Siemens	A5064500	1,771.00	3,542.00
CAB WINDOW, SLIDER RIGHT, SD8	70187872	2	Siemens	A5064800	1,771.00	3,542.00
C-CAR, SD8	70185421	55	NASG Holdings	A4915400/TBD	720.00	39,600.00
LOW-FLOOR, SD8	70185439	35	NASG Holdings	A4915300/TBD	720.00	25,200.00
DOOR WINDOW, SD9	70200431	20	Siemens	RSA446800	2,037.00	40,740.00
PASSENGER C-CAR, SD9	70200430	20	NASG Holdings	A7711100/TBD	756.00	15,120.00
PASSENGER LOW-FLOOR, SD9	70200429	20	NASG Holdings	A2755300/TBD	1,229.00	24,580.00
PASSENGER HIGH-FLOOR, SD9	70200428	20	NASG Holdings	A4915500/TBD	775.00	15,500.00
<b>GROUP C - LRV (CURVED - HEATED)</b>						
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
WINDSHIELD, SD7	70151829	3	NASG Holdings	A2854700	4,200.00	12,600.00
WINDSHIELD, SD8	70189548	10	Siemens	A5406500	6,721.00	67,210.00
WINDSHIELD, SD9	70200425	9	Siemens	A5406500	6,721.00	60,489.00
<b>GROUP D - LRV (FLAT - HEATED)</b>						
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
CAB WINDOW, UPPER LEFT, SD8	70185488	2	Siemens	A5064300	2,121.00	4,242.00
ASSYMBLY SLIDER, CAB, RIGHT, SD8	70198665	2	Siemens	A4255304	20,748.00	41,496.00
ASSYMBLY SLIDER, CAB, LEFT, SD8	70198664	2	Siemens	A4255303	20,748.00	41,496.00
CAB SIDE, A-CAR, RIGHT, SD9	70200426	2	Siemens	A8786500	4,751.00	9,502.00
CAB SIDE, A-CAR, LEFT, SD9	70200427	2	Siemens	A8786400	4,751.00	9,502.00
					NASG Holdings, LLC	146,460.00
					Siemens Mobility, Inc	281,761.00

<b>SAN DIEGO TRANSIT (MTS BUS)</b>					Att. B, A16, 10/10/19	
<b>BID FORM - G2288.0-19</b>						
<b>GROUP A - BUS</b>					<b>YEAR 2</b>	
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
WINDSHIEL CURBSIDE 300, 400 ONLY	70032441	8	Aftermarket	8112389NFA	152.81	1,222.48
REAR DRIVERS WINDOW NF400	70152025	1	Aftermarket	'6343011	136.55	136.55
FRONT DRIVERS WINDOW NF400	70152033	1	Aftermarket	'6343012	141.30	141.30
BOTTOM #2 CURB WINDOW NF400	70152058	1	Aftermarket	'6346452	176.69	176.69
REAR STREET #4 WINDOW NF400	70152082	1	Aftermarket	'6348591	72.34	72.34
REAR DOOR NF300	70164657	1	Aftermarket	338836	899.75	899.75
GLAZING CENTER/REAR DOOR NABI	70164764	1	Aftermarket	615-2641-001	430.46	430.46
FRONT ENTRANCE DOOR FOR 300	70164814	1	Transit Products	338838	900.00	900.00
LOWER SLIDER NON ENGRESS NF300	70165142	1	Aftermarket	6361605	2,802.81	2,802.81
UPPER TRANSOM NON EGRESS NF300	70165159	1	Aftermarket	6361608	1,854.23	1,854.23
LOWER SLIDER EGRESS NF300	70165167	1	Aftermarket	6361600	410.23	410.23
UPPER TRANSOM EGRESS NF300	70165175	1	Aftermarket	6361601	1,968.14	1,968.14
LEFT FRONT FIXED EGRESS NF300	70165183	1	Aftermarket	6361596	2,278.42	2,278.42
SIDE DESTINATION LOWER NF-300	70165191	1	Aftermarket	6361625	2,179.17	2,179.17
SIDE DESTINATION SIGN UPPER NF300	70165209	1	Aftermarket	6361624	2,003.69	2,003.69
REAR SLIDER NF300	70165225	1	Aftermarket	6361613	2,169.81	2,169.81
FRAME ASM #8 RAPIDS	70198394	1	Transit Products	55527FTGASY	4,000.00	4,000.00
FRAME ASM #10 RAPIDS	70198402	1	Transit Products	55531TGASY	4,000.00	4,000.00
FRAME ASM #2 RAPIDS	70198407	1	Transit Products	55535ETGASY	4,000.00	4,000.00
FRAME ASM #7 RAPIDS	70198408	1	Transit Products	55525F-TGASY	4,000.00	4,000.00
FRAME ASM #5 RAPIDS	70198409	1	Transit Products	55521FTGASY	4,000.00	4,000.00
FRAME ASM #9 RAPIDS	70198410	1	Transit Products	5529F-TGASY	4,000.00	4,000.00
SIDE DESTINATION SIGN NF600/700	70198730	1	Aftermarket	6403819	4,904.18	4,904.18
ENTRANCE DOOR GILLIG	70199167	1	Citywide	206-112-4006	115.00	115.00
					Aftermarket Parts Company, LLC	23,650.25
					Transit Products and Services	24,900.00
					Citywide Auto Glass, Inc	115.00

<b>SAN DIEGO TROLLEY (LRV)</b>						Att. B, A16, 10/10/19
<b>BID FORM - G2288.0-19</b>						
<b>GROUP A - LRV (FLAT NON-HEATED)</b>					<b>YEAR 2</b>	
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
PARTITION, U2	70199663	6	Citywide	800-10-U2PA	47.10	282.60
PASSENGER DOOR, U2	70199664	32	Citywide	800-10-U2PD	83.16	2,661.12
PASSENGER SIDE, U2	70199661	32	Citywide	800-10-U2PW	243.25	7,784.00
WINDSHIELD CAB, SD100	70135210	10	NASG Holding	ATW10010	807.00	8,070.00
CAB DOOR, UPPER, SD100	70135624	50	Citywide	800-20-SDCDU	138.25	6,912.50
CAB LEFT, BOTTOM, SD100	70135665	5	Citywide	800-20-SDDLb	138.25	691.25
CAB LEFT, TOP, SD100	70135681	12	Citywide	800-20-SDDLtB	131.19	1,574.28
CAB RIGHT, BOTTOM, SD100	70135715	5	Citywide	800-20-SDDRB	144.80	724.00
CAB RIGHT, TOP, SD100	70135749	12	Citywide	800-20-SDDRT	140.51	1,686.12
DESTINATION SIGN, SD100	70135764	4	NASG Holding	05714338	110.00	440.00
PARTITION, LARGE, SD100	70135830	110	NASG Holding	05755492L	130.00	14,300.00
PARTITION, SMALL, SD100	70135871	40	NASG Holding	05729564L	130.00	5,200.00
PASSENGER DOOR, SD100	70135905	205	Citywide	800-20-SDPD	118.09	24,208.45
PASSENGER SIDE, SD100	70135939	140	Citywide	800-20-SDPW	228.75	32,025.00
WINDSCREEN, SMALL, SD7	70151910	20	Citywide	A3369100	465.00	9,300.00
WINDSCREEN, LARGE, END PORTAL, SD7	70151928	45	NASG Holding	A2975902	181.00	8,145.00
CAB WINDOW W/FRAmE, RIGHT, SD7	70198608	2	Siemens	A2858900	12,288.00	24,576.00
CAB WINDOW W/FRAmE, LEFT, SD7	70198609	2	Siemens	A2859000	12,652.00	25,304.00
CAB WINDOW LOWER, RIGHT, SD8	70185504	4	Siemens	A5064700	1,572.00	6,288.00
CAB WALL, FIXED, SD8	70187831	4	Siemens	A4302100	339.00	1,356.00
CAB DOOR, LOWER, SD100	70135590	26	Citywide	800-20-SDCDL	62.25	1,618.50
					Citywide Auto Glass, Inc	89,467.82
					NASG Holdings, LLC	36,155.00
					Siemens Mobility, Inc	57,524.00



<b>SAN DIEGO TROLLEY (LRV)</b>					Att. B, AI 16, 10/10/19	
<b>BID FORM - G2288.0-19</b>						
<b>GROUP B - LRV (CURVED NON-HEATED)</b>					<b>YEAR 2</b>	
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
PASSENGER DOOR, SD7	70151936	6	NASG Holdings	25-351-0151-300	540.00	3,240.00
PASSENGER , END PORTAL, SD7	70151894	4	NASG Holdings	A7733300	670.00	2,680.00
PASSENGER, C-CAR, SD7	70151902	4	NASG Holdings	A7711100	756.00	3,024.00
PASSENGER, LOW-FLOOR, SD7	70151886	4	NASG Holdings	A2755300	1,229.00	4,916.00
CAB WINDOW, SLIDER LEFT, SD8	70187864	2	Siemens	A5064500	1,771.00	3,542.00
CAB WINDOW, SLIDER RIGHT, SD8	70187872	2	Siemens	A5064800	1,771.00	3,542.00
C-CAR, SD8	70185421	55	NASG Holdings	A4915400/TBD	720.00	39,600.00
LOW-FLOOR, SD8	70185439	35	NASG Holdings	A4915300/TBD	720.00	25,200.00
DOOR WINDOW, SD9	70200431	20	Siemens	RSA446800	2,037.00	40,740.00
PASSENGER C-CAR, SD9	70200430	20	NASG Holdings	A7711100/TBD	756.00	15,120.00
PASSENGER LOW-FLOOR, SD9	70200429	20	NASG Holdings	A2755300/TBD	1,229.00	24,580.00
PASSENGER HIGH-FLOOR, SD9	70200428	20	NASG Holdings	A4915500/TBD	775.00	15,500.00
<b>GROUP C - LRV (CURVED - HEATED)</b>						
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
WINDSHIELD, SD7	70151829	3	NASG Holdings	A2854700	4,200.00	12,600.00
WINDSHIELD, SD8	70189548	10	Siemens	A5406500	6,721.00	67,210.00
WINDSHIELD, SD9	70200425	9	Siemens	A5406500	6,721.00	60,489.00
<b>GROUP D - LRV (FLAT - HEATED)</b>						
DESCRIPTION	MTS STOCK CODE	ESTIMATED ANNUAL USAGE	LOWEST BIDDER	YOUR PART #	UNIT COST	EXTENDED COST
CAB WINDOW, UPPER LEFT, SD8	70185488	2	Siemens	A5064300	2,121.00	4,242.00
ASSYMBLY SLIDER, CAB, RIGHT, SD8	70198665	2	Siemens	A4255304	20,748.00	41,496.00
ASSYMBLY SLIDER, CAB, LEFT, SD8	70198664	2	Siemens	A4255303	20,748.00	41,496.00
CAB SIDE, A-CAR, RIGHT, SD9	70200426	2	Siemens	A8786500	4,751.00	9,502.00
CAB SIDE, A-CAR, LEFT, SD9	70200427	2	Siemens	A8786400	4,751.00	9,502.00
					NASG Holdings, LLC	146,460.00
					Siemens Mobility, Inc	281,761.00



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

## Agenda Item No. 17

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

BUILDING C SHOP AUXILIARY POWER SUPPLIES – CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors (Board) authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL271.0-19 (in substantially the same format as Attachment A) with Global Power Group for the procurement and installation of the Auxiliary Power Supplies to Building C, in the amount of \$267,286.70.

#### Budget Impact

The value of this agreement will not exceed \$267,286.70 and is funded under the fiscal year (FY) 2020 Capital Improvement Program (CIP) project budget 2006103801.

#### DISCUSSION:

The Light Rail Vehicle (LRV) Maintenance department requires a means to power the LRV and sub-systems for diagnostics and troubleshooting purposes in a manner that allows the technician to be on the roof of the vehicle. Normal operation of the vehicles draws power from the overhead catenary wire via the pantograph. The entire structure of the pantograph is energized when touching the wire presenting an electrical safety hazard for the technician on the roof.

This project installs necessary Power Supply Systems in the maintenance facility to allow safe means of powering the vehicle while allowing access to the roof during maintenance. The project also installs a power supply system in the shop for powering vehicle sub-systems that may have been removed from the vehicle for work to be performed in the shop.



On August 22, 2019 staff issued an Invitation for Bids (IFB). The following bids were received:

AUX PWR SUPPLY	
COMPANY NAME	BID AMOUNT
<b>Global Power Group</b>	<b>\$267,286.70</b>
Novoa Electric, Inc.	\$289,800.00
Baker Electric	\$425,669.87
ICE	\$295,264.95

Based on the bids received, and in comparison with the independent cost estimate (ICE), Global Power Group's price of \$267,286.70 was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. PWL271.0-19 (in substantially the same format as Attachment A) with Global Power Group for the procurement and installation of the Auxiliary Power Supplies to Building C, in the amount of \$267,286.70.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. PWL271.0-19

**STANDARD CONSTRUCTION AGREEMENT  
FOR  
BUILDING C - AUXILIARY POWER SUPPLY**

PWL271.0-19 CONTRACT NUMBER
--------------------------------

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2019, 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: Global Power Group Inc. Address: 12060 Woodside Ave.

Form of Business: Corporation Lakeside CA, 92040  
(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 619-579-1221 Email Address: smartorana@gpgpower.com

Authorized person to sign contracts:	<u>Salvatore Mortorana</u>	<u>President</u>
	Name	Title

**The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:**

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project in accordance with the Standard Construction Agreement and General Conditions (Exhibit A), as specified in the Scope of Work (Exhibit B), and Bid Proposal and Forms (Exhibit C) .

**SCOPE OF WORK.** Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

**BUILDING C - AUXILIARY POWER SUPPLY**

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

**CONTRACT TIME.** Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within **200 Calendar Days** from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

**CONTRACT PRICE.** MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of: Two hundred

sixty seven thousand two hundred eighty six dollars and seventy cents  
(\$ 267,286.70 ). Payment shall be made as set forth in the General Conditions.

**LIQUIDATED DAMAGES.** It is agreed that the Contractor will pay MTS the sum of **\$1,810.00** for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

**COMPONENT PARTS OF THE CONTRACT.** The "Contract Documents" include the following:

Invitation for Bids (IFB)  
Information and Instructions for Bidders  
Contractor's Bid Forms  
Bid Bond  
Designation of Subcontractors  
Designation of Other Third Party Contractors  
Information Required of Bidders  
Non-Collusion Declaration Form  
Iran Contracting Act Certification  
Public Works Contractor Registration Certification  
Performance Bond  
Payment (Labor and Materials) Bond  
General Conditions  
Special Provisions (or Special Conditions)  
Technical Specifications prepared by A. Nichols., dated 5-31-18\_  
Standard Specifications (Excluding sections 1-9 in their entirety)  
Addenda  
Plans prepared by A. Nichols., dated 5-31-18\_  
Change Orders as executed by MTS

The Contractor shall complete the Work in strict accordance with all of the Contract Documents.

This Contract shall supersede any prior agreement of the parties.

**PROVISIONS REQUIRED BY LAW.** Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

**INDEMNIFICATION.** Contractor shall provide indemnification as set forth in the General Conditions.

**PREVAILING WAGES.** Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at <http://www.dir.ca.gov> and which must be posted at the job site

SAN DIEGO METROPOLITAN TRANSIT SYSTEM CONTRACTOR AUTHORIZATION

By: \_\_\_\_\_  
Chief Executive Officer

Approved as to form:

By: \_\_\_\_\_  
Office of General Counsel

Firm: \_\_\_\_\_

By: \_\_\_\_\_  
Signature

Title: \_\_\_\_\_

DRAFT



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

## Agenda Item No. 18

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

CENTRALIZED TRAIN CONTROL (CTC) SYSTEM TECHNOLOGY REFRESH –  
CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Nth Generation for the CTC System Technology Refresh in the amount of \$237,960.19.

#### Budget Impact

The value of this Purchase Order will not exceed \$237,960.19 including tax. The project will be funded as follows:

Budget		Amount
IT Operational Budget: 661010-571250	Ongoing Maintenance Support	\$ 50,282.00
Capital Improvement Project (CIP) 1007103301 CTC System Technology Refresh	Initial Setup Purchase of Hardware/Software	\$ 187,678.19
<b>Total Budget</b>		<b>\$ 237,960.19</b>

#### DISCUSSION:

The San Diego region is due for a technology refresh of its CTC software and hardware. MTS is working with Collins Aerospace to update its existing CTC Advanced Information Management (AIM) software. It is currently running on old 32-bit technology that was originally installed in 2009. In 2014, networking and virtualization infrastructure was updated. This portion of the refresh will update the AIM software platform to the latest



version tailored to SANDAG requirements. The updates will run the latest Microsoft operating systems and software, and will update the server virtualization platform including updating the workstations to Virtual Desktop Infrastructure (VDI).

The project includes the installation of Hewlett Packard Enterprise (HPE) Synergy chassis and blades in both the Imperial Avenue Division (IAD) and Operation Control Center (OCC) datacenters. This will include 2 application servers, 1 workstation server and 1 spare blade in each datacenter. There will also be a stand-alone DL380 G10 server that will be used as a development server, that will be stored at Collins Aerospace for development and testing.

A strategic procurement practice is to obtain better pricing through larger purchases of goods and services; which is obtained through the use of cooperative purchases. This cooperative approach achieves cost-effectiveness and efficiency and takes advantage of volume pricing achieved through competition. MTS intends to utilize the State of Minnesota Agreement with the Contractor Hewlett Packard Company under the National Association of State Procurement Officers (NASPO) Value point Cooperative Purchasing Program effective April 1, 2015 through March 31, 2020 for this procurement. MTS obtained two (2) quotes from approved contractors as follows:

Company Name	Grand Total
Nth Generation	\$237,960.19
GST	\$352,421.26

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

Therefore, staff recommends that the Board of Directors authorize the CEO to execute Purchase Order with Nth Generation for CTC System Technology Refresh in the amount of \$237,960.19.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)





1255 Imperial Avenue, Suite 1000  
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(619) 231-1466 • FAX (619) 234-3407

## Agenda Item No. 19

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

PROCUREMENT OF EMPLOYEE HEALTH INSURANCE THROUGH  
GOVERNMENTAL JOINT POWERS AUTHORITY – CSAC EXCESS INSURANCE  
AUTHORITY

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2323.0-20 (Attachment A) which allows MTS to join the CSAC Excess Insurance Authority (CSAC-EIA) for a minimum of three calendar years (2020, 2021, 2022) for the purpose of purchasing employee healthcare and ancillary insurance benefits and authorize the CEO to approve payment of insurance invoices within the CSAC-EIA program.

#### Budget Impact

Based on existing employee participation, the projected total gross budget for three calendar years (2020, 2021, 2022) for healthcare expenditures across the three union represented groups and unrepresented employees is \$23,340,000.00. If MTS remains in the CSAC-EIA JPA beyond 2022, gross expenditures are projected to increase by an average of 5.6% per year. Employee benefit expenditures are budgeted for and funded in the annual operating budget through the following accounts: San Diego Transit (902014-523100/200), San Diego Trolley (902016-523100/200) and MTS Administration (902010-523100/200). Actual costs are dependent on many factors including terms of Collective Bargaining Agreements, staffing levels, plan design changes, and plan enrollment levels.

#### DISCUSSION:

In order to attract and retain qualified employees, MTS offers a variety of employee insurance benefits including health, dental, vision, life, accidental death and



dismemberment, and disability. Union-represented employees in the bus division (48% of MTS total employee population) receive health benefits through Taft-Hartley trust funds that are jointly administered by labor and management representatives. This item does not impact Union-represented employees in the bus division. This item proposes modifications to the insurance plans MTS directly administers which cover the remaining 52% of the Agency's employee population (management and rail division employees). MTS currently offers Kaiser Permanente and self-funded health insurance to employees represented by the Transit Enforcement Officers Association; employees represented by the Sheetmetal, Air, Rail and Transportation workers union; employees represented by the International Brotherhood of Electrical Workers; and unrepresented employees.

MTS retains Alliant Inc. ("Alliant") a broker/consultant to assist and advise staff in the procurement and structuring of employee benefits. Beginning in March of 2019, Alliant began requesting proposals from insurance companies to replace the EPO and PPO plans MTS is self-funding. In order to meet the diverse healthcare needs of employees, remain competitive in the labor market, and promote competition among insurers, MTS needs to offer several health insurance plans. Kaiser Permanente (Kaiser) is a leader in low-cost healthcare delivery in southern California and 75% of MTS employees receive healthcare through Kaiser. Given the large percentage of MTS employees with Kaiser healthcare, other insurers are hesitant to offer their plans alongside Kaiser. Since the competing plans generally include greater choice in primary-care doctors and specialists, competing insurers are concerned that sicker, higher-risk participants will select non-Kaiser plans offered alongside Kaiser (adverse selection). Concerns about adverse selection caused other insurers Alliant contacted on MTS's behalf to either decline to bid, or to propose exorbitantly high premium rates in the plans they proposed.

To increase their purchasing power through economies of scale, balance their risk pools, and address adverse selection created by high Kaiser enrollment, many public agencies form or join Joint Powers Authorities (JPAs) for purchasing insurance. CSAC-EIA is California's second largest purchaser of health insurance, second only to the California Public Employee's Retirement System (CalPERS). CSAC-EIA's member agencies include 95% of California counties, and 68% of California cities as well as numerous educational organizations, special districts, housing authorities, fire districts, and other Joint Powers Authorities. Most importantly, the health insurance rates offered to CSAC-EIA members have been very stable over time. Over the last 17 years, the CSAC-EIA health pool renewal premium increase has averaged 5.6% per year.

Upon joining CSAC-EIA, MTS would offer five health insurance plans to eligible employees. Two plans would be offered through Kaiser Permanente, one that is required by MTS's CBA with the Transit Enforcement Officer's Association, and one that is available to all other eligible employees. Three Blue Shield of California plans would be offered as well. The Blue Shield plans would be (1) an HMO with benefits that are similar to MTS's current self-funded EPO; (2) a PPO with similar benefits to MTS's current self-funded PPO; and, (3) an HMO plan called Blue Shield Trio targeted at promoting competition with Kaiser.

Based on existing employee participation, the projected total gross budget for three calendar years (2020, 2021, 2022) for healthcare expenditures across the three union represented groups and unrepresented employees is \$23,340,000.00. Gross expenditures are projected to increase by an average of 5.6% per year for calendar

years 2021 and 2022. Actual costs will be dependent on many factors including terms of Collective Bargaining Agreements, staffing levels, plan design changes, and plan enrollment levels.

Staff believe that joining the CSAC-EIA JPA is necessary to restore stability to employee health insurance benefits following the crisis created by the 2019 Riverstone bankruptcy.

Therefore, staff recommend that the MTS Board of Directors authorize the CEO to:

1. Execute MTS Doc. No. G2323.0-20 (Attachment A); and,
2. Authorize CEO to approve payment of insurance invoices within the CSAC-EIA program subject to the Board-approved Fringe Expenses budget.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. MTS Doc. No. G2323.0-20 – MOU  
B. CSAC-EIA 2018 Annual Report



Adopted: March 7, 2003  
 Amended: June 1, 2003  
 Amended: December 12, 2005  
 Amended: June 27, 2007

## **MEMORANDUM OF UNDERSTANDING EIAHEALTH PROGRAM**

This Memorandum of Understanding (hereinafter "MEMORANDUM") is entered into by and between the CSAC Excess Insurance Authority (hereafter "AUTHORITY") and the participating entities (hereafter MEMBERS) that are signatories to this MEMORANDUM.

1. **CREATION OF THE PROGRAM.** There is hereby created by this MEMORANDUM the EIAHealth Program (hereafter "PROGRAM").
2. **JOINT POWERS AGREEMENT.** Except as otherwise provided herein, all terms used shall be as defined in Article 1 of the Joint Powers Agreement Creating the CSAC Excess Insurance Authority (hereafter "AGREEMENT"), and all other provisions of the AGREEMENT not in conflict with this MEMORANDUM shall be applicable.
3. **PURPOSE.** The PROGRAM is formed for the purpose of providing its MEMBERS with health insurance benefits in the most cost-effective manner possible.
4. **PROGRAM COMMITTEE.** There is hereby established an EIAHealth Committee (hereinafter referred to as "COMMITTEE") comprised of seven (7) members. Except as otherwise provided herein, said COMMITTEE shall have full authority to determine all matters affecting the PROGRAM and its MEMBERS, including, but not limited to, approval of new members, and premium/rate setting.

The Executive Committee of the AUTHORITY shall appoint the COMMITTEE members, to be selected from MEMBERS in the PROGRAM. One seat on the Committee shall be designated for a Public Entity representative appointed by the Executive Committee. If there are no Public Entity nominations from the Program membership for the Public Entity seat, the Executive Committee shall appoint the Committee member from counties participating in the Program.

If at any time there are less than seven (7) MEMBERS in the PROGRAM, then the number of members on the COMMITTEE shall equal the number of MEMBERS in the PROGRAM. Upon the PROGRAM having seven (7) or more members, the COMMITTEE membership shall be established as provided for herein.

The terms of the members of the COMMITTEE shall be for two (2) years, except for the Public Entity representative whose term shall be for one (1) year. The expiration dates of the two-year appointments shall be staggered so that terms of no more than four (4) members will expire at

any one time. The Committee will annually, at its first meeting of the calendar year, select its officers, consisting of a Chair and Vice-Chair.

The COMMITTEE, when necessary to fulfill the purposes of this MEMORANDUM, shall meet at the call of the Chair of the COMMITTEE as provided in Article 12 of the AGREEMENT and Article VI of the Bylaws of the AUTHORITY (hereinafter referred to as the "Bylaws").

A majority of the members of the COMMITTEE shall constitute a quorum for the transaction of business. Except as otherwise provided herein, all actions of the COMMITTEE shall require the affirmative vote of a majority of the members of the COMMITTEE.

Except as otherwise provided herein, the COMMITTEE shall be authorized to do such acts as are reasonably necessary to further the purposes of this agreement and implement its provisions.

Any meeting of the COMMITTEE shall be subject to the applicable provisions of Government Code §54950 et seq., commonly known as the "Brown Act."

5. **PREMIUMS.** The COMMITTEE shall establish premiums for the PROGRAM. MEMBERS that will remit monthly premiums based upon rates established for each category of employee and the census of covered employees, dependents, and retirees.

Rates for each category of employee will be determined by the COMMITTEE based upon advice from consultants and/or a consulting Benefits Actuary and insurance carriers. Rates may vary depending upon factors including, but not limited to, demographic characteristics, loss experience of the MEMBER, loss experience of all MEMBERS, and differences in benefits provided (plan design), if any.

Billing and eligibility determinations will be done by a third party administrator(s) selected by the COMMITTEE. Billing dates, payment due dates, and any late fees and/or penalties will be set by the Committee. All member entities will receive separate notification of any changes in due dates and/or penalty fees at least 30 days prior to effective date of change.

Notification of termination of benefits for a covered employee must be received by the 15th of the current month to terminate at the end of the month. Otherwise (i.e. notification after the 15th), termination will be as of the end of the following month.

6. **ASSESSMENTS.** Should the PROGRAM not be adequately funded for any reason, pro-rata assessments to the MEMBERS may be utilized to ensure the approved funding level for applicable policy periods. Any assessments, which are deemed necessary to ensure approved funding levels, shall be made upon the determination and approval of the COMMITTEE in accordance the following:

Assessments/dividends will be used sparingly. Generally, any over/under funding will be factored into renewal rates.

If a dividend/assessment is declared, allocation will be based upon each MEMBER'S proportional share of total premium paid for the preceding 3 years. MEMBERS must be current participants to receive a dividend except upon termination of the PROGRAM and distribution of assets.

MEMBERS will be liable for assessments for 12 months following withdrawal from the PROGRAM.

Fund equity will be evaluated on a total program-wide basis as opposed to each year standing on its own.

7. **PERIOD OF COMMITMENT.** Any entity wishing to become a MEMBER of the PROGRAM at its inception shall be required to agree to a commitment to remain in the PROGRAM for a period of at least three (3) years. Any entity which enters the PROGRAM after the date of its inception shall also be required to enter into a three (3) year commitment agreement, however, such MEMBER may be released from such commitment if the PROGRAM'S annual premium drops by 50% or more as compared to the premium in the MEMBER'S first year of participation.
8. **MAINTENANCE OF EFFORT.** The PROGRAM is designed to provide a total healthcare solution to all stakeholders of the MEMBER including active and retired employees and dependents. MEMBERS are not permitted to reduce the amount contributed toward retiree health cost upon joining the PROGRAM. During the initial commitment period, MEMBERS must contribute the same or more toward the cost of retiree health coverage than was contributed immediately prior to becoming a MEMBER.
9. **APPLICATION TO THE PROGRAM.** Any public entity that is a member of the Authority wishing to become a member of the PROGRAM shall make application to and be approved by the COMMITTEE in a manner prescribed by them.
10. **BENEFITS.** Benefits provided to MEMBERS' employees shall be as set forth in the MEMBERS' Plan Summary and as agreed upon between the MEMBER and its recognized employee organizations as applicable.

11. **COVERAGE DOCUMENTS.** The AUTHORITY shall issue MEMBERS a Participation Agreement outlining the coverage provided, including terms and conditions of coverage. Except as otherwise provided herein, coverage documents are controlling with respect to the PROGRAM.
12. **PROGRAM FUNDING.** It is the intent of this MEMORANDUM to provide for a fully funded PROGRAM by any or all of the following: pooling risk; purchasing individual stop loss coverage to protect the pool from large claims; and purchasing aggregate stop loss coverage.
13. **CLAIMS ADMINISTRATION.** The COMMITTEE will authorize the retention of the services of a claims administrator to provide claims services for the PROGRAM.
14. **WITHDRAWAL.** Members shall notify the PROGRAM in writing of their intent to withdraw no later than 180 days prior to their actual termination date. The Member may rescind its notice of intent to withdraw unless otherwise barred by the applicable provisions of Article 20 of the AGREEMENT.
15. **Late Payments.** Notwithstanding any other provisions to the contrary regarding late payment of invoices or cancellation from a Program, at the discretion of the Executive Committee, any member that fails to pay an invoice when due may be given a ten (10) day written notice of cancellation.
16. **LIAISON WITH THE AUTHORITY.** Each MEMBER shall maintain staff to act as liaison with the AUTHORITY and between the MEMBER and the AUTHORITY's designated claims representative.
17. **DISPUTES.** The COMMITTEE shall first determine any question or dispute with respect to the rights and obligations of the parties to this Memorandum, however, all final determinations shall be in accordance with Article 31 of the AGREEMENT.
18. **ADMINISTRATION COSTS.** The AUTHORITY shall be entitled to assess annual administration costs associated with the PROGRAM as determined by the COMMITTEE and approved by the Executive Committee.
19. **COMPLETE AGREEMENT.** Except as otherwise provided herein, this MEMORANDUM constitutes the full and complete agreement of the MEMBERS.
20. **SEVERABILITY.** Should any provision of this MEMORANDUM be judicially determined to be void or unenforceable, such determination shall not affect any remaining provision.
21. **AMENDMENT OF MEMORANDUM.** This MEMORANDUM may be amended by a majority vote of the COMMITTEE and signature on the MEMORANDUM by the MEMBER's designated representative, or alternate who shall have authority to

EIAHealth Program  
Memorandum of Understanding

Adopted: March 7, 2003  
Amended: June 1, 2003  
Amended: December 12, 2005  
Amended: June 27, 2007

execute this MEMORANDUM. Any MEMBER who fails or refuses to execute an amendment to this MEMORANDUM shall be deemed to have withdrawn from the PROGRAM on the next annual renewal date that is beyond any commitment required by paragraph 5.

22. **EFFECTIVE DATE.** This MEMORANDUM shall become effective on the first effective date of coverage for the MEMBER and upon approval by the COMMITTEE and the signing of this agreement by the MEMBERS and General Manager/Secretary/Treasurer of the AUTHORITY.
23. **EXECUTION IN COUNTERPARTS.** This MEMORANDUM may be executed in several counterparts, each of which shall be an original, all of which shall constitute but one and the same instrument.

**In Witness Whereof**, the undersigned have executed the MEMORANDUM as of the date set forth below.

Dated: \_\_\_\_\_

\_\_\_\_\_  
CSAC Excess Insurance Authority  
Michael D. Fleming, Chief Executive Officer

Dated: \_\_\_\_\_

Name: \_\_\_\_\_

Member Entity: \_\_\_\_\_



# scaling new heights

CSAC EIA ANNUAL REPORT

| 2018

## adventures of the eio

Enhancing EIA  
member benefits

## eia program updates

Where we've been and  
where we're going!



The Leader in Member-Directed Risk Management



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# 2017/18

## Year in Review

Greetings,

Positive momentum always starts with a single idea. At the EIA, these ideas are vetted at a Spring Retreat, by Committee leaders, by the Executive Committee, and finally, by the EIA Board. This annual task for some groups can be mundane, but at the EIA, it is a great, creative process. We gather industry insight, adapt to the ever-changing environment, and make decisions based on risk analysis to keep “Scaling New Heights.”

The Excess Insurance Organization (EIO), our captive insurance company, is a prime example of an idea generated at one of our retreats. Two years ago, the concept was discussed and now it has grown to nearly \$150M in revenue - the largest in Utah. It has greatly increased our investment income. This year at the Spring Retreat, because we have a captive, the group was able to consider options never available to us before, such as expanding our membership out of state and transferring actuarial risk to the Captive. These concepts are being further evaluated for possible implementation in the coming year.

Another example of our journey this year is the merger of the Primary General Liability (PGL) Program with the General Liability 1 (GL1) Program. The PGL Program had just 22 members with only \$1.8M in contributions and had not seen growth in recent years. Because of the small contributions, the Program’s administrative load was disproportionate and to help those members, the Board approved a merger of the PGL and GL1 Programs. As GL1 is one of our largest programs with 120 members and over \$6.1B in payroll, the merger offered PGL members a greater spread of risk and lower administrative fees. At the same time, PGL members retained their benefits, including the \$10k deductible buy-down.

Our liability programs aren’t the only programs that have scaled to new heights. When it comes to creativity and progressive thoughts, the Risk Control and Member Services Committees have created many new services this year, including an Enterprise Risk Consultants (ERC) service. The ERC service benefits our members by helping with a variety of special projects or during staff transitions. There are 17 consultants that can help in almost any area of risk management. Consultants have already been engaged in seven special projects such as department reviews, process reviews, and assisting our members in the wake of devastating wildfires.

In the coming year, an area of focus will be the emerging increase in claims costs of our law enforcement and school liability risks. Jury verdicts have increased significantly in these areas and have affected all public agencies, pools, and the insurance industry. Our Risk Control, Claims, Legislative, and Underwriting Committees all will be challenged to find answers to difficult questions as we continue to grow our programs. At the same time, Alliant, the EIA’s broker, will continue to work with the reinsurance markets where we have built long-standing relationships over the 39 years of the EIA.

Just like the evolution of an idea that moves from concept to a new program or service, the EIA continues to scale new heights in the areas of financial, program, and service benefits for our members. It has been a pleasure to serve as your President for the last two years alongside the 120 other volunteers of our member-driven JPA.

Regards,



James Brown  
EIA President



**“Just like the evolution of an idea that moves from concept to a new program or service, the EIA continues to scale new heights.”**

# 2017/18

## Year in Review

This is the EIA's 39th year providing outstanding risk coverage programs and risk management services to California's public agencies. The organization has continued to develop and thrive. Significant accomplishments this year included, but are not limited to:

- Continued growth of membership, breadth of coverage, service, and overall financial health
- Merged the PGL Program with the GL1 Program, benefiting members with a greater spread of risk and spreading administrative expenses over a larger membership
- Utilized the EIA's sister organization, the EIO, a single-parent captive insurance company, to transfer risk from various programs and achieve higher investment income returns
- Presented five EAGLE (Exemplary Achievement in Government Leadership and Enrichment) Awards to highlight members' innovation in risk management, risk control, and Board governance programs
- Grew staff in the Claims, Member Services, and Data & Analytics Departments
- Retained 99% of members at renewal of the programs
- Created new services and resources, such as: Safety Talks – A Tailgate Toolbox Resource, Cyber Security Services, Safety Data Sheet Management, and an Enterprise Risk Consultants Program
- Received awards from the Government Finance Officers Association for our Comprehensive Annual Financial Report and Distinguished Budget
- Members were reimbursed over \$113M through thousands of claims payments

The theme of this year's annual report is "Scaling New Heights," recognizing the continued ascension, growth, and high achievements of the EIA.

The Board of Directors has been focused on providing programs and services that deliver benefits for all members, while the Executive Committee has spent much of their time focusing on the long-term goals established in the strategic plan.



### 2018 Executive Committee

Pictured (from left to right): Nathan Black, Janell Crane, Richard Egan, Sherri Adams, Kerry John Whitney, Matt Gutierrez, James Brown, Lance Sposito, and Scott Schimke.

(Not pictured: Kimberly Greer and Supv. John Viegas)



## EIA's Mission, Vision & Core Values

### Our Mission

The CSAC Excess Insurance Authority is a member-directed risk sharing pool of public agencies committed to providing risk coverage programs and risk management services, which drive member stability, efficiency, and best practices.

### Our Vision

The CSAC Excess Insurance Authority (EIA) will continue to be internationally recognized as a leading risk sharing pool for its member-directed operating philosophy and commitment to member fiscal sustainability. The EIA will continue to influence and shape the future of the risk management profession.

### Our Core Values

CSAC EIA is dedicated to preserving a member-directed culture, defining standards for quality and performance throughout the industry, and ensuring programs and services are:

The Executive Committee has adopted the following Service and Technology Vision Statements to provide guidance to the programs and supporting committees:

#### Service Vision

The EIA will provide value-added risk management services designed to:

- Attract new members
- Retain existing members
- Improve program performance

It shall be a priority to provide services that complement member-provided services.

#### Technology Vision

The EIA will provide technology that is:

- Interactive
- Accessible
- User-friendly
- Dynamic

**C**ompetitive in scope and price over the long term

**A**daptable and customized to meet member needs, based on high-quality standards

**R**esolute in delivering timely solutions that address present and emerging risks

**E**quitable in allocating costs and services between various members in a fair and consistent manner

**S**table in supporting cost-effective, fiscally prudent operations and long-term solvency, and in building long-term relationships with members and program/service partners.

## Current Services

The Member Services Department has helped the EIA scale to new heights implementing many new and valuable services, as well as increasing members' awareness of existing services. The number of risk management, claims, and risk control services offered continue to ascend and help all members manage their risk exposures. Members currently enjoy the benefits of the following services and resources:

### Services:

- Negotiated rates for: Protective Footwear, Body-Worn Cameras, an Incident Reporting System, Background Check Services, a Risk Assessment Tool, and many more!
- Crisis Incident Management and Counseling services
- Legal consultation and advice, provided via an Insurance Requirements in Contracts Manual, version 11.0

### Resources:

- Extensive risk control platform with online training, an expansive online toolbox, sample policies/procedures
- Financial subsidy programs for actuarial analyses, risk control, and risk management related expenses
- Risk control and risk management training, provided: on a regional basis, on-site for members, and through live or previously recorded internet-based sessions
- School Liability Handbook: Student Activities and Employment Issues
- Active presence with the state legislature, taking positions on items that may impact EIA members



**Take advantage of our quality services designed to support your needs and complement your efforts**

# Major Coverage Programs

Since our beginning in 1979, the EIA has challenged ourselves to keep moving forward, providing world-class financial, risk management, and actuarial analysis. We implement the best and most creative risk financing programs, providing structures that offer options to diverse entities with different risk tolerances, and continually evaluate the programs based on market conditions and emerging risks by re-structuring or adding programs when necessary.

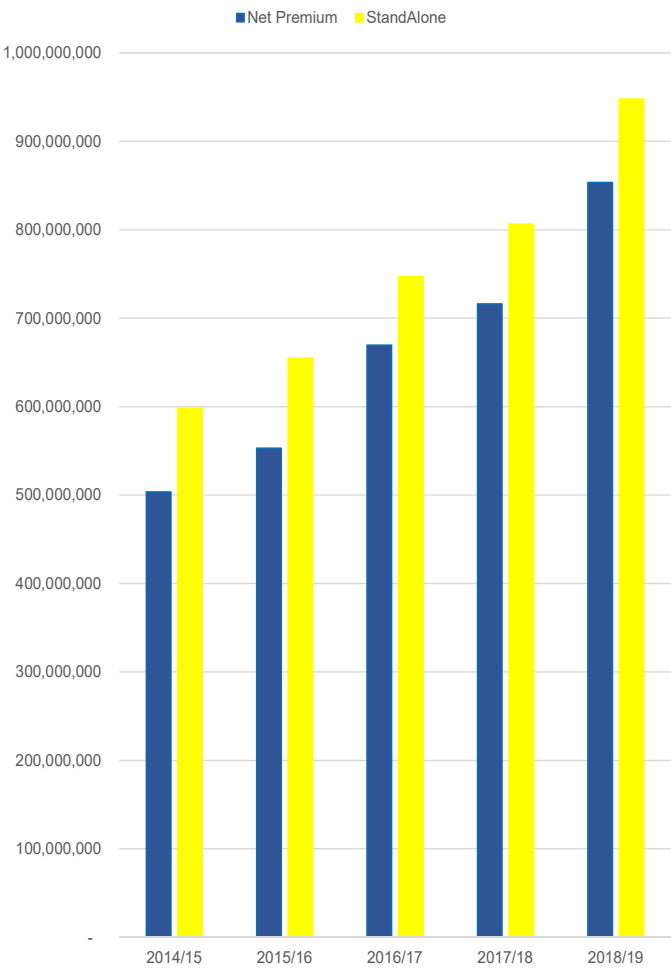
The EIA offers members nine major coverage programs, and these programs are described in greater detail throughout this report. The common element of the nine major programs is that they each blend some level of pooled risk and purchased insurance. They are designed to be flexible to meet members’ needs, yet also maintain structural integrity to withstand the long term. It is the risk pooling concept which allows the program structures to adapt to current insurance market conditions.

During harder market conditions, insurance rates rise above the cost to actuarially fund the group’s exposures, resulting in the self-funded pools expanding and decreasing the amount of insurance purchased. When insurance rates decrease to the point where it is more cost-effective to purchase insurance, the pooled portion

of the Program contracts and additional insurance is purchased. This flexibility is just one of the ways the EIA scales new heights when necessary to ensure costs are kept low and members are provided with the best possible coverage and services available.

## Major Coverage Programs

Five Year Premium vs. Estimate Stand-Alone Cost



The EIA is able to leverage the purchasing power of our membership to secure more cost-effective coverage than members could obtain on their own. This strategy of leveraging volume has also benefited affiliate members because of the competitive role the EIA has assumed in the public sector insurance marketplace. Annually, the EIA compares the cost of its major programs to the estimated cost members would pay if they were purchasing similar coverage on their own. In addition, members are provided access to a breadth and depth of services as part of their premium (or at a very competitive, negotiated rate), made possible through the size of the EIA membership.

To the left is a chart showing the premium paid over the last five years by the EIA members as compared to the premium that would have been paid by members individually. In just the past five years, the EIA has saved members over \$460M.

"Scaling New Heights" is illustrative of the member-driven mindset to elevate our programs and services based on internal needs, external conditions, and providing the best solutions to our members. We plan, develop, and execute our climbing strategy in a deliberate manner. Through our history, the EIA has established long-term collaborations with its underwriters and has a very impressive reputation in the insurance marketplace.

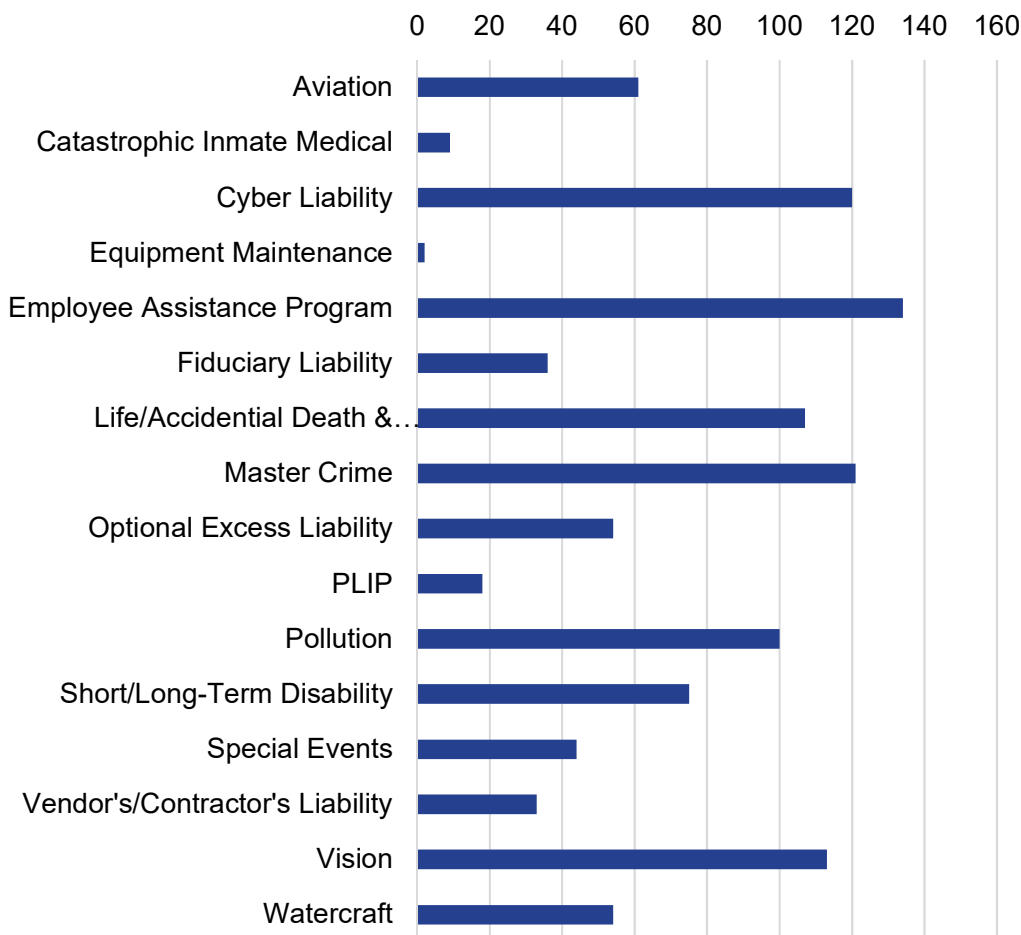
## Miscellaneous Programs

Our committees continually evaluate whether the major coverage programs address all the needs of the members. Where they may not, the EIA provides a variety of group-purchase insurance programs to offer the members protection from other exposures, including aviation, crime, cyber, pollution, and many others.

Additionally, through a joint venture between the EIA and the California State Association of Counties (CSAC), the Personal Lines Insurance Program (PLIP) was established to provide discounted homeowners and automobile coverage to employees and retirees of member entities. The PLIP is underwritten by Liberty Mutual, who is known for their high-quality customer and claims services.

To complement the PLIP, a wide range of voluntary insurance products from numerous insurers can be provided on a payroll-deduction basis. The chart below illustrates the number of members participating in the Miscellaneous and Employee Benefit Ancillary Programs for the current year.

## Miscellaneous Program Participation





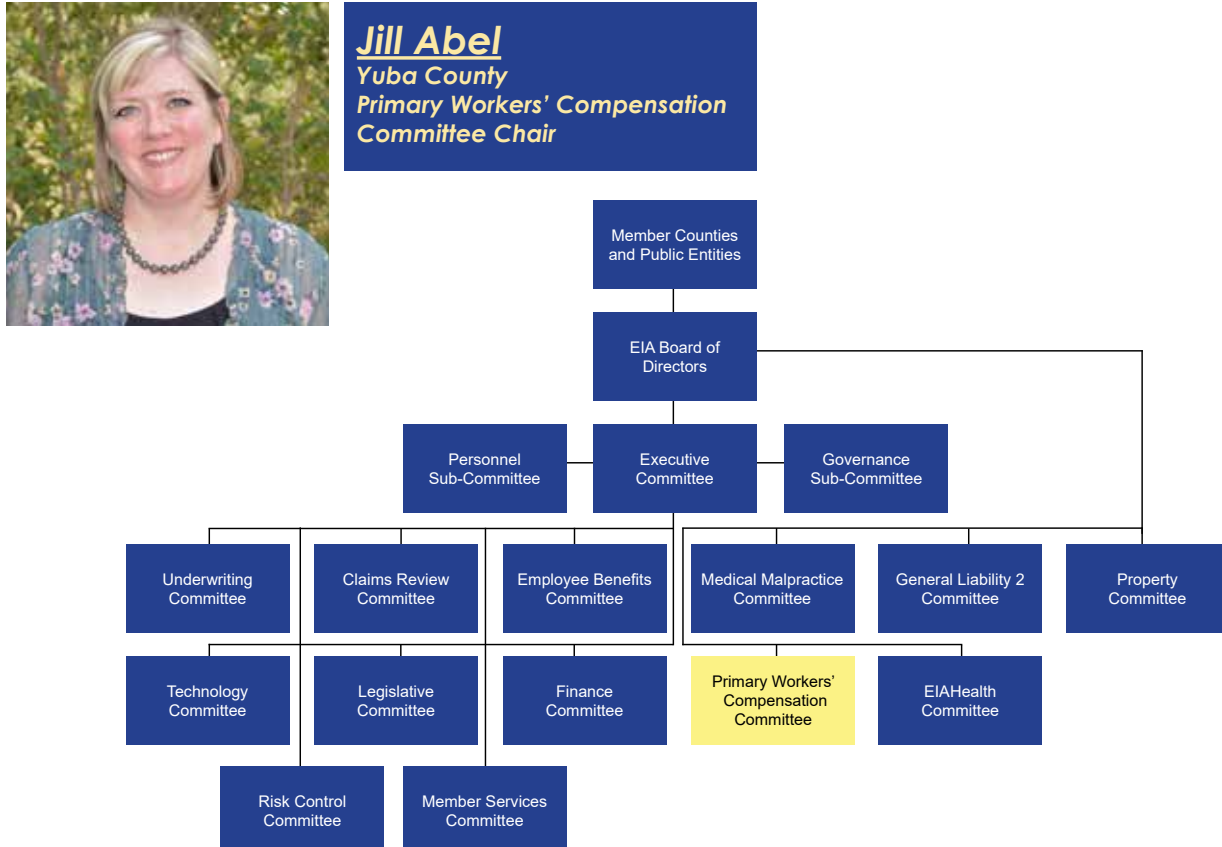
## Primary Workers' Compensation

The Primary Workers' Compensation (PWC) Program was formed to adjoin with the Excess Workers' Compensation (EWC) Program, offering those members the opportunity to secure first dollar coverage instead of maintaining a self-insured retention. The PWC Program provides its 39 members with claims administration services, which is accomplished through a choice of six claims administrators. The PWC Program offers several cost-containment options, including: Injury Reporting Nurse Triage, a member-designed Medical Provider Network (now including Telemedicine services), Catastrophic Claims Management and a Return-to-Work Program.

The PWC Program pays for claims with a blending of pooling and insurance. The first \$10k of each claim is paid out of the Program's pool. The insurer, ACE American Insurance Co., pays for the balance of the claim up to the \$125k attachment point to the EWC Program subject to a pooled corridor retention. The Program was able to increase the corridor retention to \$13.4M, an increase from the prior corridor of \$12M, which extended over a longer, 14-month period. The new corridor was transferred to the EIO resulting in a savings of \$403k to the PWC members. The Program structure is illustrated on page 8.

The funding of the Program's pooled layer is evaluated each year. Since 2009, the Committee has returned over \$50M in the form of dividends to the Program members. This year, the Program continues to be well funded; however, the PWC Committee determined not to declare a dividend for 2018/19. It is anticipated that the Program will continue to declare dividends in the future, and maybe as soon as 2019/20.

The PWC Committee governs the Program, reviewing all matters pertaining to the Program including funding, coverage issues, claims administration, new member applications, and insurance renewals.



# Primary Workers' Compensation Membership

2018/19

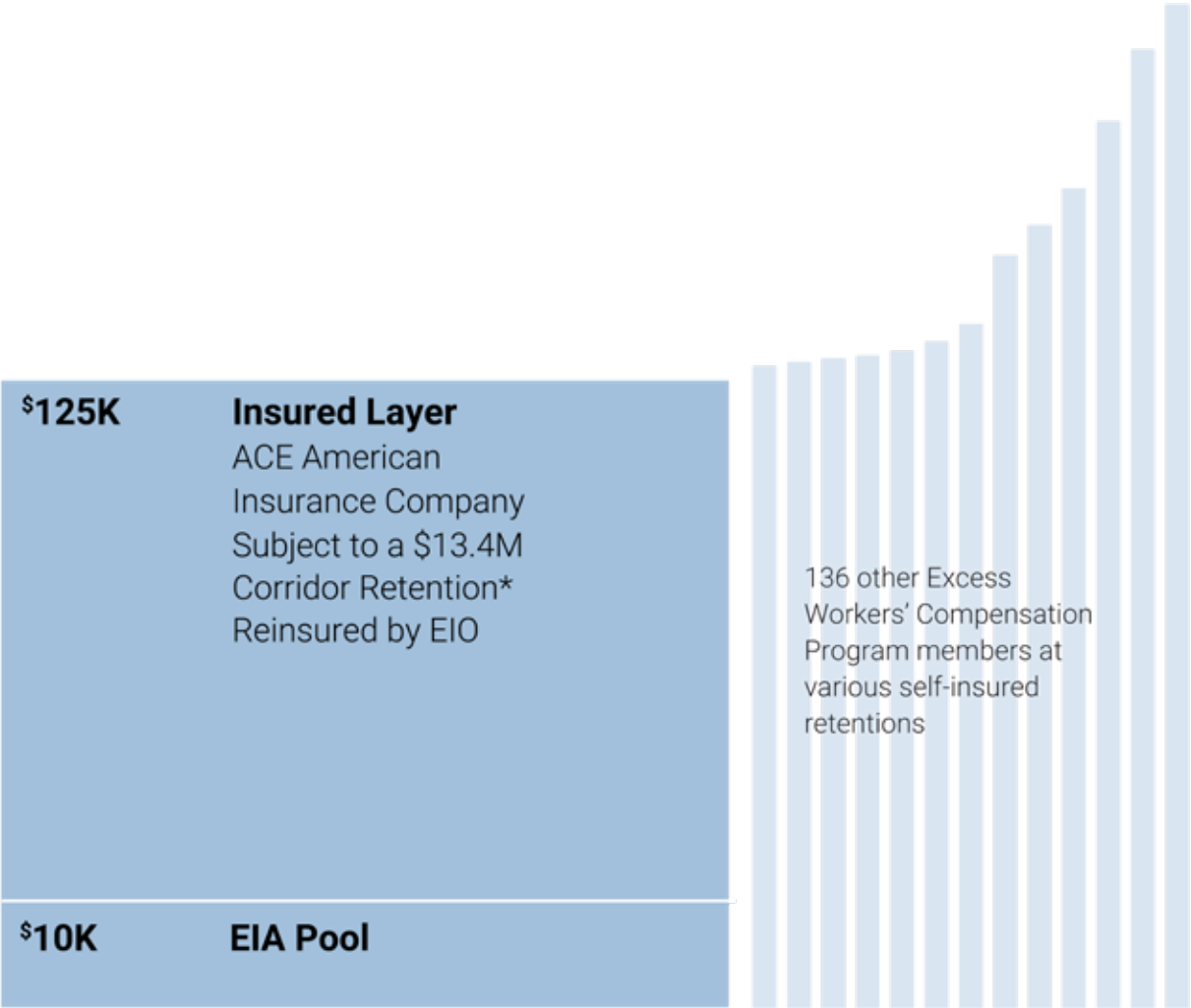
Amador County  
Amador Transit  
Calaveras County  
Central Sierra Child Support  
City of Belmont  
City of Carmel By The Sea  
City of El Cajon  
City of Hemet  
City of Imperial Beach  
City of Lancaster  
City of Rancho Cordova  
CSAC EIA  
El Dorado County  
Evergreen School District  
First 5 Contra Costa Children & Fam. Comm.  
Gold Coast Transit District  
Humboldt County  
Humboldt Transit Authority  
Huntington Beach UHSD  
Inyo County  
Kings County Area Public Transit Agency  
Kings Waste & Recycling Authority  
Lake County  
Mendocino County  
Morongo Basin Transit Authority  
Mt. Diablo USD  
Nevada County  
Sacramento County Contracts  
San Luis Obispo Regional Transit Auth.

Santa Barbara County  
Santa Cruz County Fire Agencies Ins. Group  
Self Insurance Risk Mgmt. Auth.  
Siskiyou County  
South County Area Transit  
Tahoe Transportation District  
Tehama County  
Town of Colma  
West San Gabriel WC JPA  
Yuba County

# Primary Workers' Compensation

2018/19

## Statutory — Excess Workers' Compensation Program



\* The Corridor Retention will be adjusted at the end of the year.

## Excess Workers' Compensation

The Excess Workers' Compensation (EWC) Program was the first EIA coverage program offered to the members in 1979. Today, the EWC Program provides 174 members with statutory coverage, subject to the members' self-insured retentions ranging from \$125k to \$5M. The structure of the Program is illustrated on page 10 and is very similar to the prior year. However, this year, the Board of Directors voted to assume a 10% quota share in the \$5M to \$50M layer in order to retain some of the premium for the layer.

The current insurance market conditions continue to allow the Program the opportunity to balance retaining and transferring risk. Great American provides reinsurance when the corridor retentions are exhausted. This provides the Program with additional predictability in determining the costs and helps to grow the Program's overall funding position. The corridor retention risk was also transferred to the EIO, saving members almost \$5M.

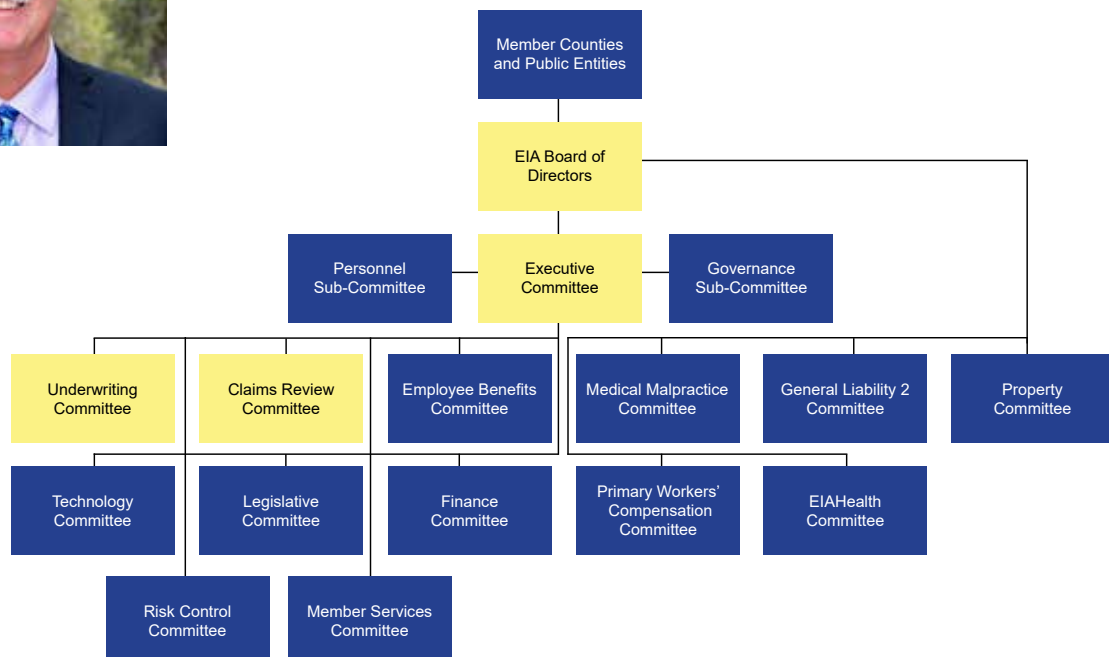
The EWC Program also offers several cost-containment services, including ISO ClaimSearch, and Catastrophic Claims Management. A surgical cost-containment pilot program was rolled out this year in an effort to reduce costs for certain surgical procedures and provide for better outcomes and faster return-to-work. Additionally, members now have access to Crisis Incident Counseling Services following an unexpected death in the workplace.

The Board of Directors strives for each program to meet its target funding position, and at the same time, balance the need to keep premiums competitive. The funding level is carefully monitored by the Board and governing committees, and for the past few years, the EWC Program has steadily increased its funding position.

The Board of Directors governs the EWC Program, with recommendations being made by the Executive, Underwriting, and Claims Review Committees. The Board has delegated specific authority to the Underwriting and Claims Review Committees to handle the day-to-day business of the Program. More details on the Claims Review Committee can be found on page 11.



**Scott Schimke**  
Glenn County, GSRMA and NCSDIA  
Underwriting Committee Chair



# Excess Workers' Compensation Membership

Listed by SIR Level

2018/19

## **\$125,000**

Amador County  
Amador Transit  
Butte County  
Calaveras County  
Casitas Municipal Water Dist.  
Central Sierra Child Supp. Agency  
City of Belmont  
City of Calexico  
City of Carmel By The Sea  
City of Del Mar  
City of El Cajon  
City of Hemet  
City of Imperial Beach  
City of Lancaster  
City of Lemon Grove  
City of Los Alamitos  
City of Pico Rivera  
City of Rancho Cordova  
City of Solana Beach  
City of South Pasadena  
CSAC EIA  
CSU Risk Mgmt. Auth.: AORMA  
CSU Risk Mgmt. Auth.: Campuses  
Evergreen School District  
El Dorado County  
First 5 Contra Costa Children  
& Fam. Comm.  
First 5 Sacramento Comm.  
Gold Coast Transit  
Humboldt County  
Humboldt Transit Authority  
Huntington Beach UHSD  
Inyo County  
Irvine Ranch Water District  
Kings Co. Area Public Transit  
Agency  
Kings Waste & Recycling Auth.  
Lake County  
Madera County  
Mendocino County  
Morongo Basin Transit Auth.  
Mt. Diablo USD  
Nevada County  
PASIS San Diego:  
Alpine FPD  
Bonita/Sunnyside FD  
Lakeside FPD  
Sacramento County Contracts  
San Luis Obispo Reg'l Transit  
Santa Barbara County  
Santa Cruz Co. Fire Agencies  
Insurance Group  
Self Insurance Risk Mgmt. Auth.  
Siskiyou County  
Solano County  
South County Area Transit  
Tahoe Transportation District  
Tehama County  
Town of Colma  
Tulare County  
West San Gabriel WC JPA  
Yuba County

## **\$150,000**

City of Ridgecrest

## **\$250,000**

Berkeley USD  
California Schools Risk Mgmt.  
Central County Fire Dept.  
City of Bell  
City of Hanford  
City of Los Altos  
Lake Elsinore USD  
Monterey Bay Area Self Ins. Auth.  
San Luis Obispo County  
Shasta County  
UC Hastings College of Law

## **\$300,000**

City of Beaumont  
City of Lompoc  
City of Moreno Valley  
City of Napa  
City of San Clemente  
Golden State Risk Mgmt. Auth.  
Imperial County  
Kings County  
Mariposa County  
Merced County  
Northern CA Special  
District Insurance Authority  
PASIS – San Diego:  
City of San Marcos  
North County FPD  
Rancho Santa Fe FPD  
San Miguel Consolidated FPD  
Placer County  
Santa Clara Co. Off. Of Educ.  
Sonoma County  
Tuolumne County

## **\$350,000**

Bay Area Hous'g Auth. Risk  
Mgmt. Agency  
Campbell USD  
CA Assoc. for Park & Rec.  
Indemnity  
City of Daly City  
City of Redwood City  
East Bay Regional Park Dist.  
Monterey Salinas Transit  
Napa County  
Redondo Beach USD  
Santa Cruz Metro Trans. Dist.  
Upland USD

## **\$400,000**

Auth. for CA Cities Excess Liab:  
City of Monterey  
City of El Monte  
City of Rialto  
Monterey County

## **\$500,000**

Auth. for CA Cities Excess Liab:  
City of Bakersfield  
City of Santa Cruz  
City of Burlingame  
City of Concord  
City of Covina  
City of Cupertino  
City of Escondido  
City of Fremont  
City of Hawthorne  
City of Hayward  
City of Millbrae  
City of National City  
City of Newport Beach  
City of Oceanside  
City of Santa Clara  
City of Santa Rosa  
City of South San Francisco  
City of Stockton  
City of Sunnyvale  
City of Westminster  
City of Whittier  
CA Fair Services Authority  
Commty. Development  
Commission of LA County  
Fresno County  
Golden Empire Transit District  
Municipal Pooling Authority  
Oakland USD  
Nor. Cal Cities Self Ins. Fund  
San Joaquin County  
Santa Barbara Metro Transit  
Santa Cruz County  
Stanislaus County  
Yolo Co. Public Agency  
Risk Mgmt. Ins. Auth.

## **\$750,000**

Auth. for CA Cities Excess Liab:  
City of Modesto  
City of Mountain View  
City of Ontario  
City of Palo Alto  
City of Santa Barbara  
City of Santa Monica  
City of Chico  
City of Downey  
City of Fairfield  
City of Gardena  
City of Manhattan Beach  
City of Oakland  
City of Redding  
City of Redondo Beach  
City of Richmond  
City of San Bruno  
City of Simi Valley  
Contra Costa County  
Riverside Transit Agency  
Special District Risk Mgmt. Auth.  
Turlock Irrigation District

## **\$1,000,000**

Alpine County  
Big Independent Cities  
Excess Pool:  
City of Huntington Beach  
City of Oxnard  
City of San Buenaventura  
City of Santa Ana  
City of West Covina  
Colusa County  
Del Norte County  
City of Chula Vista  
City of Corona  
City of Fontana  
City of Garden Grove  
City of Montebello  
City of Pomona  
City of San Bernardino  
Lassen County  
Modoc County  
Mono County  
Omnitrans  
Orange Co. Sanitation District  
Plumas County  
San Benito County  
Sierra County  
Sutter County  
Trinity County

## **\$2,000,000**

Auth. for CA Cities Excess Liab:  
City of Anaheim  
City of Sacramento  
City of Torrance  
Orange County Fire Authority  
Riverside County  
San Bernardino County  
San Diego County

## **\$3,000,000**

Alameda County  
Sacramento County

## **\$4,000,000**

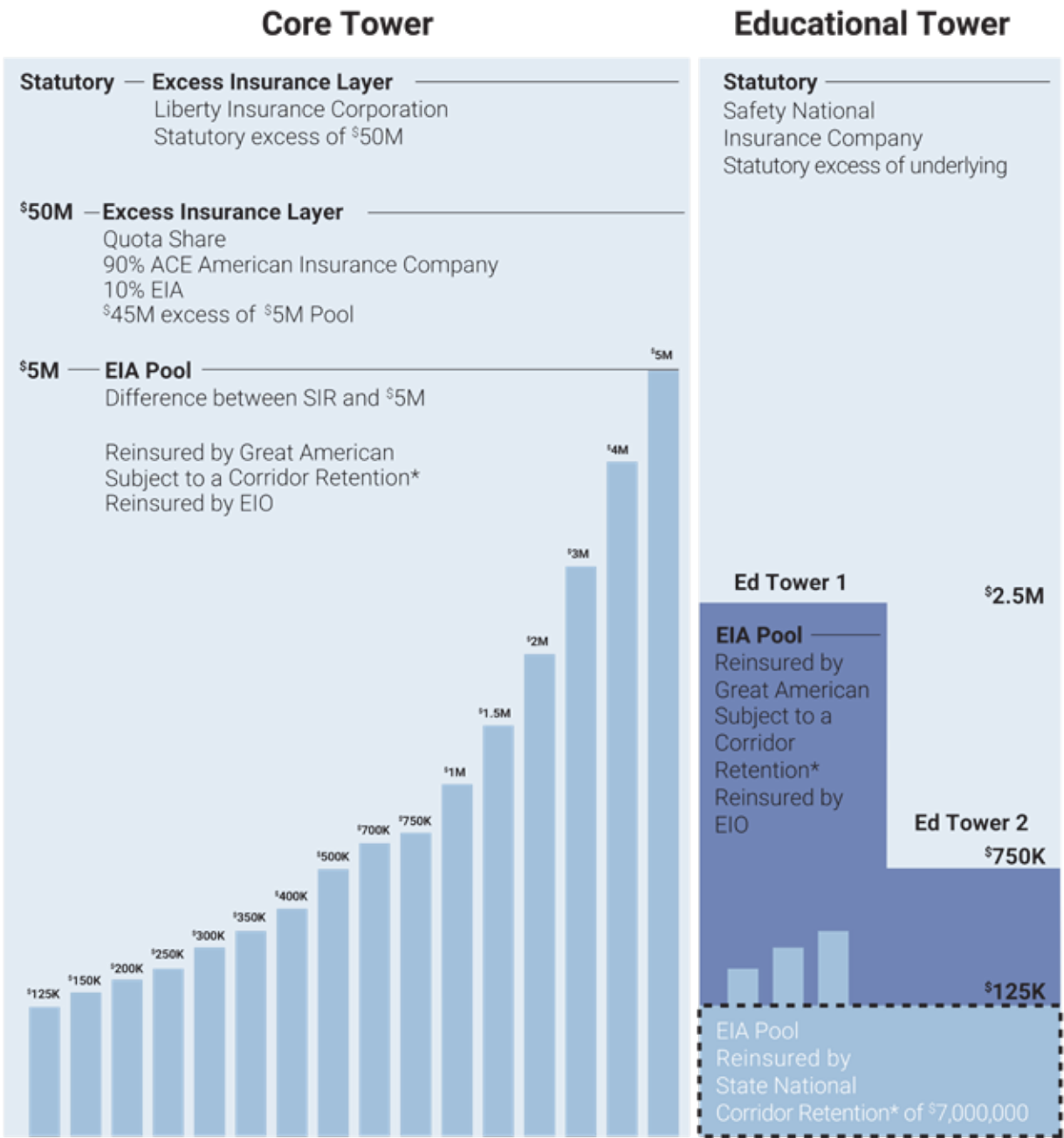
Santa Clara County

## **\$5,000,000**

Local Agency WC Excess JPA

# Excess Workers' Compensation

2018/19



\* The Corridor Retention will be adjusted at the end of the year. The Core and Educational Towers are subject to a single, shared corridor retention of \$47,765,027 (does not include primary <\$125k layer).



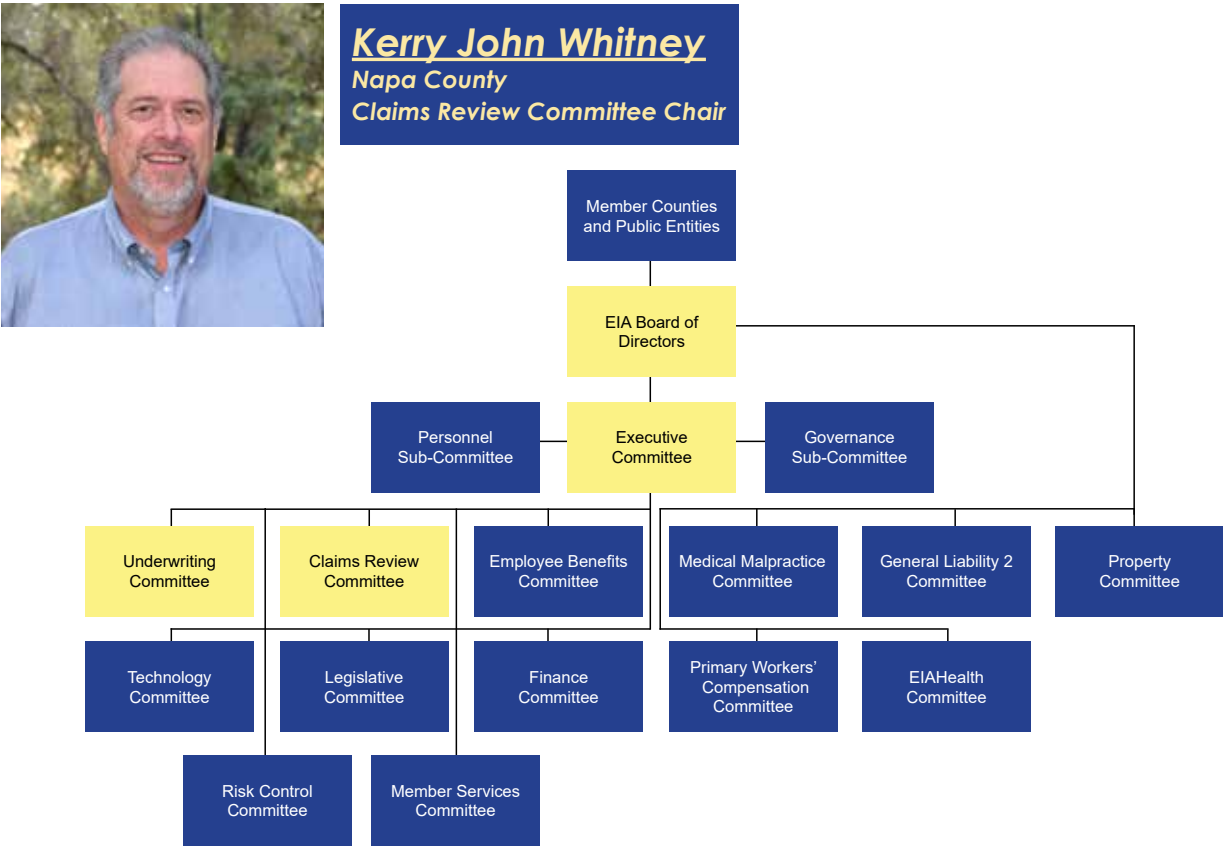
# General Liability 1

The General Liability 1 (GL1) Program provides 123 members with coverage for third party liabilities (including general, automobile, employment practices, and errors and omissions). The Program continues to grow, adding four new members this year. Since most members maintain a self-insured retention in the GL1 Program, they are able to manage their own claims, either through a third party claims administrator of their choice or with their own claims staff.

For the first layer of reinsurance, the \$5M excess of \$5M layer was renewed with Great American, which included a new \$5M, two-year corridor retention. The Program transferred the corridor retention risk to the EIO, resulting in a \$75k savings for the Program. The excess layers are reinsured through four other carriers. The structure of the GL1 Program is depicted on page 12.

Beginning with the 2018/19 year, the Primary General Liability (PGL) Program merged into the GL1 Program, creating a Deductible Buy-Down (DBD) option. The reason to merge these two programs was simple: to provide members of the PGL Program the same benefits at a lower cost, while providing benefits to the GL1 Program as well.

Like the EWC Program, the GL1 Program is governed by the Board of Directors, with recommendations being made by the Executive, Underwriting, and Claims Review Committees. The Board has delegated specific authority to the Underwriting and Claims Review Committees to handle the day-to-day business of the Program. The Claims Review Committee reviews GL1 and EWC claims. They have full authority to authorize settlements and take action regarding claims services, such as cost-containment solutions and claims audit services.



# General Liability 1 Membership

Listed by SIR Level

2018/19

## **\$10,000**

Amador County  
CA Mental Health Svcs. Auth.  
Central Sierra Child Supp. Agency  
City of Carmel By The Sea  
City of Rancho Cordova  
Contra Costa IHSS Public Auth.  
Del Norte IHSS Public Auth.  
Housing Auth. of the County  
of Riverside  
Imperial IHSS Public Auth.  
Kern IHSS Public Auth.  
Lake County  
Monterey Co. Water  
Resources Agency  
Riverside IHSS Public Auth.  
Sacramento County Contracts  
San Bernardino IHSS Public Auth.  
San Diego IHSS Public Auth.  
Shasta IHSS Public Auth.  
Siskiyou County  
Solano County  
Sutter IHSS Public Auth.  
Tuolumne County  
Yuba County

## **\$25,000**

Council of San Benito Co. Govts.  
East San Gabriel Valley  
Regional Occupational Prog.  
Marin County Transit Dist.  
Military Dept. of the State of CA

## **\$50,000**

Capitol Area Development Auth.  
City of Elk Grove  
West San Gabriel Liability &  
Property JPA

## **\$100,000**

Alpine County  
Butte County  
Calaveras County  
CA Fair Services Authority  
City of Del Mar  
City of Hanford  
City of Imperial Beach  
City of Lemon Grove

City of Lompoc  
City of Los Alamitos  
City of Pico Rivera  
City of Ridgecrest  
City of Solana Beach  
City of South Pasadena  
Colusa County  
CSAC EIA  
Del Norte County  
Golden State Risk Mgmt.  
Auth. JPA Admin.  
Humboldt County  
Inyo County  
Irvine Ranch Water District  
Lassen County  
Madera County  
Merced County  
Modoc County  
Mono County  
Nevada County  
Pasadena USD  
Plumas County  
Sacramento Area Flood  
Control Agency  
San Benito County  
San Benito IHSS Public Auth.  
San Jose USD  
Sierra County  
Solano Transportation Auth.  
Sutter County  
Tehama County  
Torrance USD  
Trindel Insurance Fund  
Trinity County

## **\$150,000**

City of Napa  
City of Santee  
City of Vista  
Mariposa County  
Mendocino County  
San Diego USD

## **\$200,000**

Imperial County

## **\$250,000**

City of Belmont  
City of Calexico  
City of Carson  
City of Coronado  
City of El Cajon  
City of Encinitas  
City of Hemet  
City of Lancaster  
City of National City  
Golden State Risk Mgmt. Auth.  
Mt. Diablo USD  
San Luis Obispo County  
San Mateo County Schools  
Insurance Group  
Shasta County  
South Bay Area Schools  
Insurance Authority  
Stanislaus County  
Tulare County

## **\$300,000**

Napa County

## **\$350,000**

City of Fountain Valley

## **\$500,000**

City of Chula Vista  
City of Concord  
City of Corona  
City of Covina  
City of Escondido  
City of Manhattan Beach  
City of Newport Beach  
City of Oceanside  
City of Palmdale  
City of Redlands  
City of Redondo Beach  
City of Rialto  
City of Westminster  
East Bay Regional Park Dist.  
Kings County  
San Bernardino Co. Depts.  
Santa Barbara County

## **\$750,000**

CA Assoc. for Park & Rec.  
Indemnity  
City of Gardena  
Fresno County

## **\$1,000,000**

City of Carlsbad  
City of Fontana  
City of Pomona  
City of Simi Valley  
Placer County  
Public Agency Risk Sharing  
Auth. of CA  
Public Entity Risk Mgmt. Auth.  
Schools Excess Liability Fund  
Sonoma County

## **\$2,000,000**

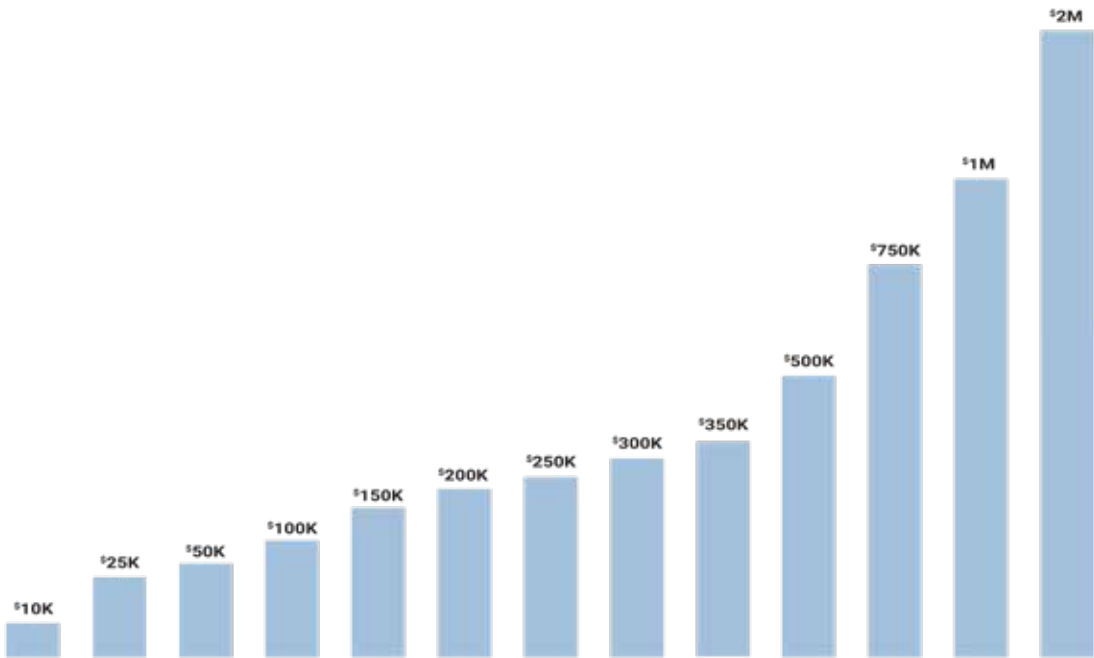
City of Garden Grove



# General Liability 1

2018/2019

\$25M	<b>Reinsurance Layer</b> Quota Share Placement 25% Markel Global Reinsurance Co. 75% Argonaut Insurance Co. (Alteris) \$10M excess of \$15M
\$15M	<b>Reinsurance Layer</b> Quota Share Placement 50% Markel Global Reinsurance Co. 25% Hiscox Syndicate 25% AmTrust Syndicate \$5M excess of \$10M
\$10M	<b>Reinsurance Layer</b> Great American \$5M excess of \$5M pool Subject to a \$5M 2-Year Corridor Retention (7/1/18 - 6/30/20) Reinsured by EIO
\$5M	<b>EIA Pool</b> Difference between SIR or Deductible and \$5M



\*42 GL1 Program members purchase additional limits through the Optional Excess Liability Program.  
\*21 GL1 Program members participate in the Deductible Buy Down Option at a \$10K Deductible.

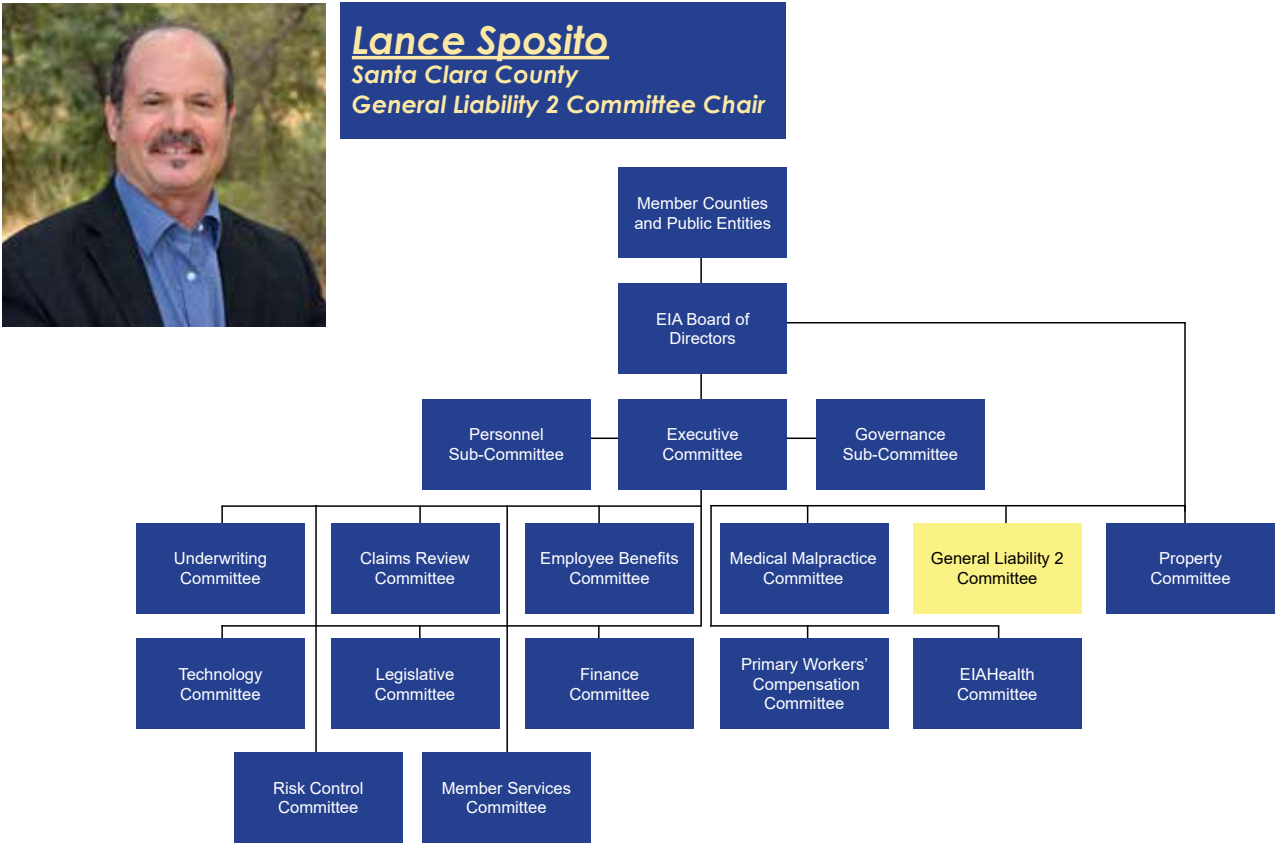
# General Liability 2

The General Liability 2 (GL2) Program has been in place for more than two decades. The Program continued to grow, adding one new member this year and now provides 18 members with coverage for third party liabilities (general, automobile, employment practices, and errors and omissions). GL2 provides coverage up to a limit of \$25M, subject to the members’ self-insured retentions, which range from \$1M to \$5M.

The Program was created for large members who face increasingly complex liability issues. To manage their risk financing, members worked through a difficult renewal with premium increases, the addition and/or increase of individual member corridor deductibles, as well as (in some cases) increased self-insured retentions.

The Program has three reinsurance layers, with QBE and Chubb providing the first layer of reinsurance coverage above the group corridor retention up to \$10M. The group corridor retention is \$24.5M and is reinsured by the EIO. The transfer of corridor retention to the EIO resulted in savings of \$2.5M to the Program. Excess limits are provided by six additional carriers. This structure is illustrated on page 14.

The GL2 Committee governs this Program, reviewing all matters pertaining to the Program, including insurance placements, coverage issues, claims administration, program services, and new member applications.



# General Liability 2 Membership

Listed by SIR Level

2018/19

## **\$1,000,000**

	<b>IMCD*</b>
Alameda County	N/A
City of Montebello	\$500,000
City of Vallejo	\$1,000,000
Contra Costa County	N/A
El Dorado County	N/A
Exclusive Risk Management Authority of CA	\$250,000
San Joaquin County	N/A
Santa Cruz County	N/A
Tulare County	N/A

## **\$2,000,000**

	<b>IMCD*</b>
City of Sacramento	\$2,000,000
Sacramento County	N/A
Santa Clara County	\$500,000

## **\$3,000,000**

	<b>IMCD*</b>
City of San Diego	\$2,500,000
City of Santa Clara	N/A
San Bernardino County	\$2,000,000

## **\$5,000,000**

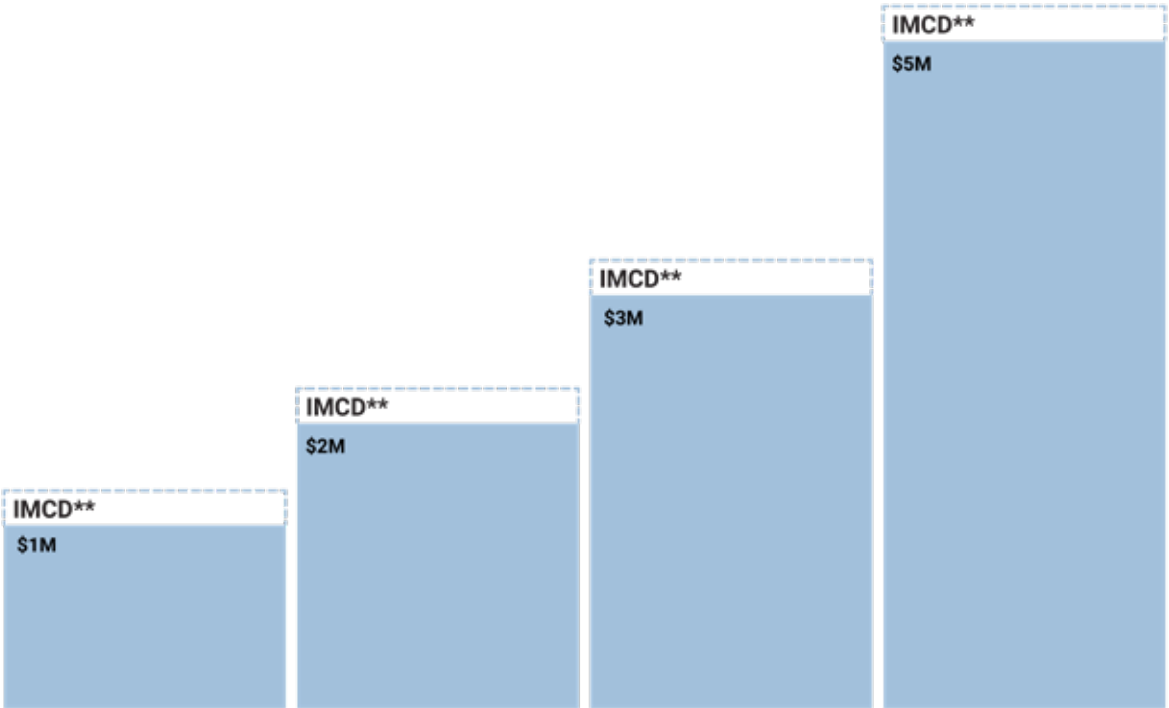
	<b>IMCD*</b>
City of Oakland	N/A
City of Redlands	N/A
Riverside County	\$2,000,000

\* Individual Member Corridor Retention

# General Liability 2

2018/19

\$25M	<b>Reinsurance Layer</b> Quota Share Placement 67% AmTrust Syndicate 33% Hiscox Syndicate \$5M excess of \$20M
\$20M	<b>Reinsurance Layer</b> Quota Share Placement 35% Markel Global Reinsurance Co. 30% Great American 20% Brit Insurance 15% HISCOX \$10M excess of \$10M
\$10M	<b>Reinsurance Layer</b> QBE and CHUBB Subject to a \$24,500,000 Corridor Retention Reinsured by EIO



\*<sub>12</sub> GL2 Program members purchase additional limits through the Optional Excess Liability Program.  
\*\*Individual Member Corridor Deductible (IMCD) where applicable.

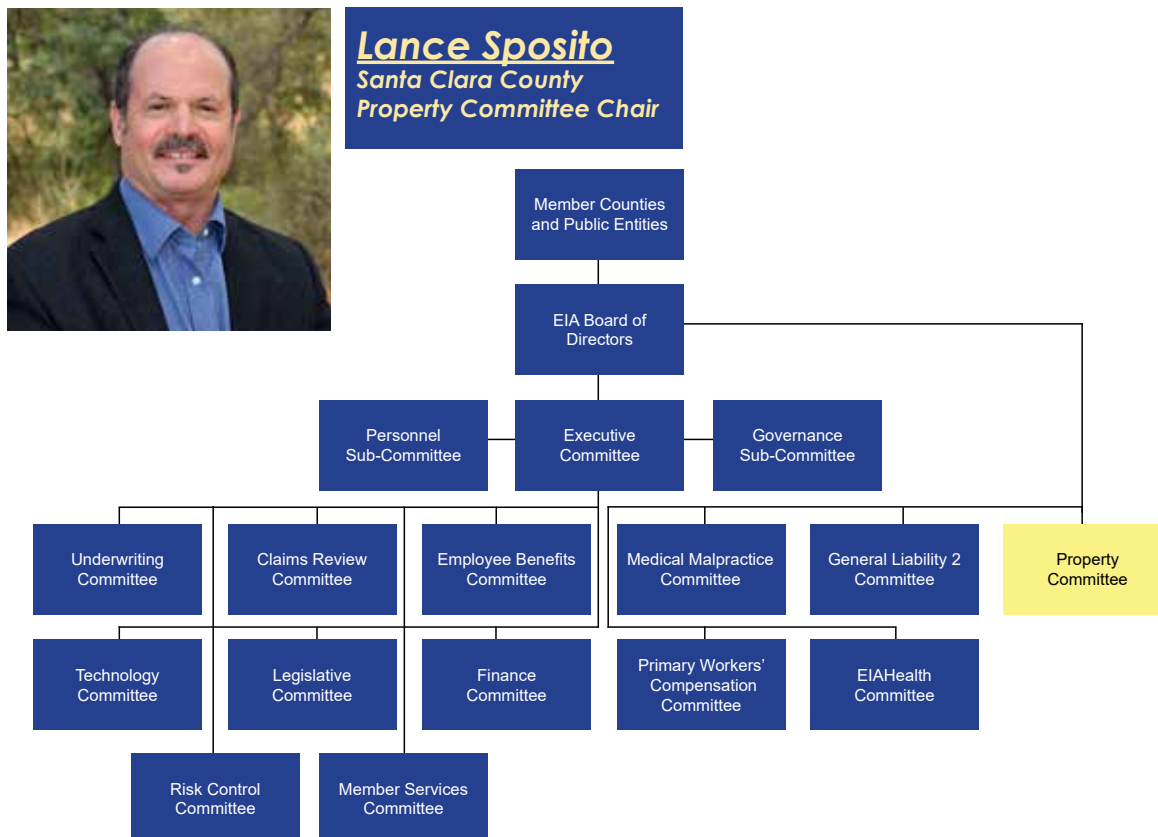
## Property

The EIA's Property Program is one of the largest property programs in America, with over \$69B in total insured values. Because of its scale, its structure is complex, including towers and roof top layers for flood and earthquake coverages. It provides the best protection at the lowest possible cost. The Property Program consists of 104 members, including four new members at the 2018/19 renewal.

The Program continued to enhance coverages for members, including increasing the All Risk limit from \$600M to \$800M for all members. In spite of multiple natural disasters leading up to the March renewal, including major California wildfires, the Property Program renewed with only a minor rate increase. The Earthquake Roof Top was extended to include the public entity members, who previously purchased separate dedicated limits. The Program continued to maintain the Earthquake deductible at 2%, a great member benefit found only in the EIA's Property Program.

Due to the size of the Property Program and its significant California earthquake exposure, purchasing additional coverage could become cost-prohibitive, or simply unavailable. To address these issues, the Property Program has implemented a unique structure with "Towers" to spread risk both geographically and categorically. This spread of risk allows the Program to access higher limits at reduced costs. Members now have \$800M in all risk and \$600M in Flood limits. Plus, members that purchase earthquake coverage have access to \$540M in coverage in one or more of six towers. The Program maintains a \$3M pool, with reinsurance and insurance providing the balance of the limits. The pool exposure is limited to \$10M for the year, and upon exhaustion of the pool's aggregate, the primary reinsurer, Lexington, pays for losses in excess of the members' deductibles. This year, the Program transferred limited exposure to the EIO, affording the Program members \$312k in savings.

The Property Committee governs this Program. They review all matters pertaining to the Program including insurance placements, coverage issues, property appraisals, other program services, and new member applications.



# Property Membership

Listed by Deductible Level

2018/19

## **\$5,000**

Amador County  
Butte County  
Calaveras County  
Central Sierra Child Supp. Agency  
City of Bakersfield  
City of Calexico  
City of Coronado  
City of Del Mar  
City of Elk Grove  
City of Encinitas  
City of Hemet  
City of Imperial Beach  
City of Lemon Grove  
City of Napa  
City of National City  
City of Oceanside  
City of Palmdale  
City of Pico Rivera  
City of Rancho Cordova  
City of Rialto  
City of Ridgecrest  
City of Solana Beach  
City of Santee  
City of South Pasadena  
City of Vista  
CSAC EIA  
Golden State Risk Mgmt. Auth.  
Humboldt County  
Imperial County  
Inyo County  
Kings County  
Lake County  
Madera County  
Mariposa County  
Merced County  
Mtn. Communities Healthcare Dist.  
Napa County  
Placer County  
Santa Cruz County

Solano County  
Sonoma County Employees'  
Retirement Association  
Sutter County  
Tehama County  
Tuolumne County  
Yuba County

## **\$10,000**

City of Carmel By The Sea  
City of Chula Vista  
City of Concord  
City of Escondido  
City of Fountain Valley  
City of Manhattan Beach  
City of Oakland  
City of Vallejo  
City of Westminster  
Housing Auth. of the  
County of Riverside  
Mendocino County  
Orange County  
Plumas County  
San Luis Obispo County  
Santa Barbara County  
Santa Clara County Vector  
Control District  
Siskiyou County  
Stanislaus County  
Tulare County  
Ventura County

## **\$25,000**

Alpine County  
City of Covina  
City of Redondo Beach  
City of San Diego  
Colusa County  
Del Norte County  
East Bay Regional Park District

El Dorado County  
Fresno County  
Irvine Ranch Water District  
Lassen County  
Modoc County  
Mono County  
Monterey County  
Nevada County  
San Benito County  
San Bernardino County  
San Diego Housing Commission  
San Diego Metro Transit System  
San Joaquin County  
Shasta County  
Sierra County  
Trinity County  
Yolo Co. Public Agency  
Risk Mgmt. Ins. Auth.

## **\$50,000**

Alameda County  
Alameda Health System  
Contra Costa County  
Kern County  
Kern County Hospital Authority  
Pasadena USD  
Riverside County  
Sacramento County  
San Diego County  
Santa Clara County  
Santa Clara County Library JPA  
Sonoma County  
West San Gabriel Liability &  
Property JPA

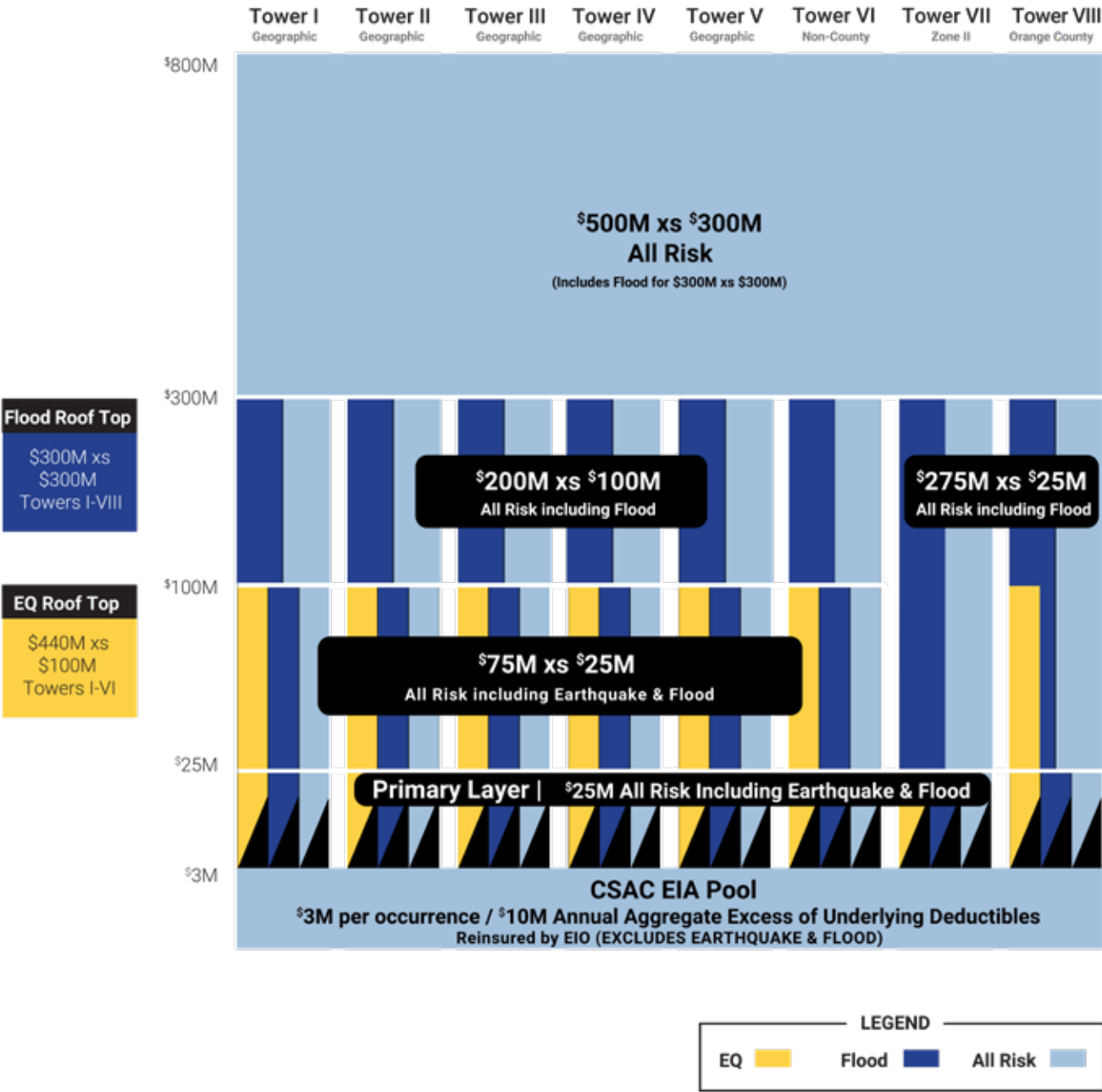
## **\$100,000**

CA Schools Risk Management  
Mt. Diablo USD



Property

2018/19



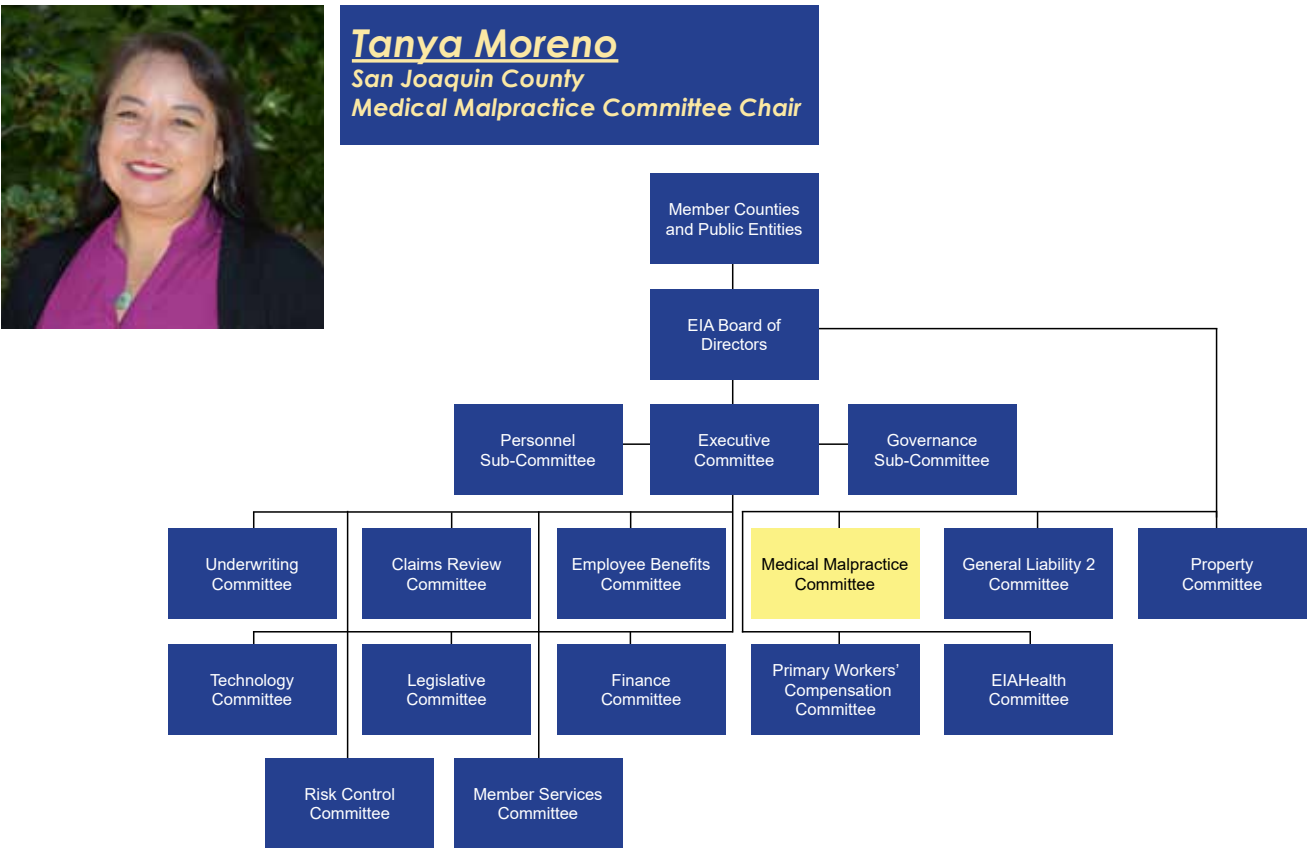
Not shown graphically is the Catastrophic Risk pool, designed to buy down member deductibles for Flood and EQ.

# Medical Malpractice

The Medical Malpractice Program provides 52 members with coverage for medical professional services and limited general liability exposures at established healthcare facilities. The Program offers limits of \$21.5M in addition to the members’ deductible or self-insured retention, which range from \$5k to \$1.1M. For members who maintain a deductible, claims administration is provided by the Program’s claims administrator, Risk Management Services (RMS). Members who maintain a self-insured retention are able to manage their claims, either through a claims administrator, or with their own claims staff. The Program funds a \$1.5M pool and purchases \$20M of reinsurance to fulfill the limits. This structure is depicted graphically on page 18.

Beginning with the 2010/11 year, the Program’s reinsurance agreement was converted from “claims-made” to an “occurrence” basis. This was achieved by taking advantage of a soft insurance market with the long term strategy to retain occurrence based coverage until the market hardened significantly. At the same time, the members have continued to fund and provide coverage for the pooled layer on a claims-made basis in order to take advantage of risk financing benefits of lower cost, greater predictability, and stability.

The Program is governed by the Medical Malpractice Committee, who is responsible for all matters pertaining to the Program including pool funding, coverage issues, claims, program services, new member applications, and insurance placements.



**Tanya Moreno**  
San Joaquin County  
Medical Malpractice Committee Chair



# Medical Malpractice Membership

*Listed by Deductible or SIR Level*

*2018/19*

## **\$5,000**

Alpine County  
Calaveras County  
City of Anaheim  
City of Berkeley  
City of Fremont  
Colusa County  
Del Norte County  
Kings County  
Lassen County  
Los Angeles USD  
Mariposa County  
Mendocino County  
Merced County  
Modoc County  
Mono County  
Placer County  
San Diego USD  
Sierra County  
Siskiyou County  
Solano County  
Sonoma County

Sutter County  
Tehama County  
Trinity County  
UC Hastings College of Law

## **\$10,000**

Alameda County  
Amador County  
Butte County  
El Dorado County  
Glenn County  
Humboldt County  
Imperial County  
Inyo County  
Madera County  
Marin County  
Napa County  
Nevada County  
Plumas County  
San Benito County  
San Luis Obispo County  
Santa Barbara County

Santa Cruz County  
Shasta County  
Stanislaus County  
Tulare County  
Tuolumne County  
Yolo County  
Yuba County

## **\$500,000**

Santa Clara County

## **\$1,000,000**

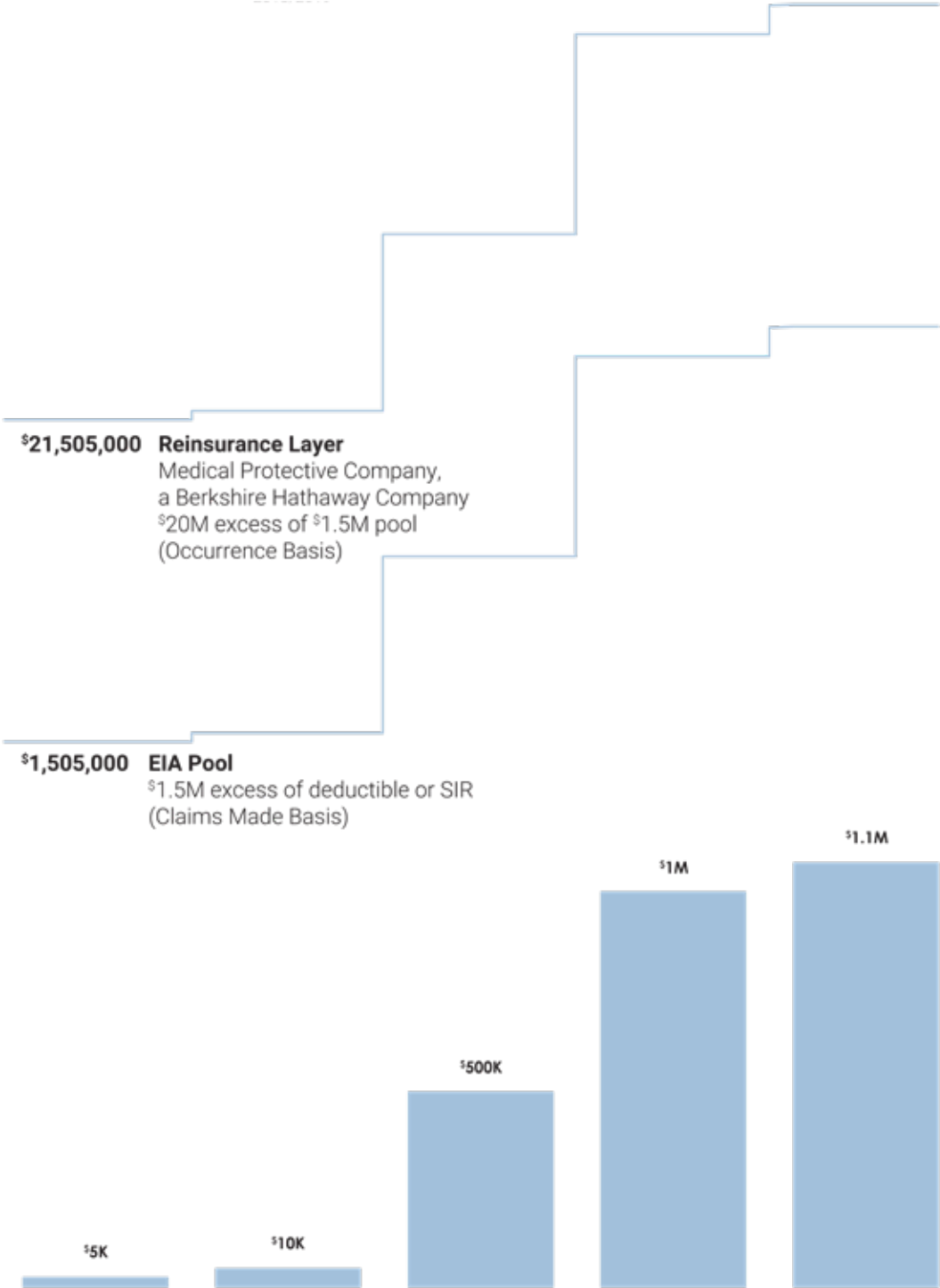
Contra Costa County  
San Joaquin County

## **\$1,100,000**

Riverside County

# Medical Malpractice

2018/19



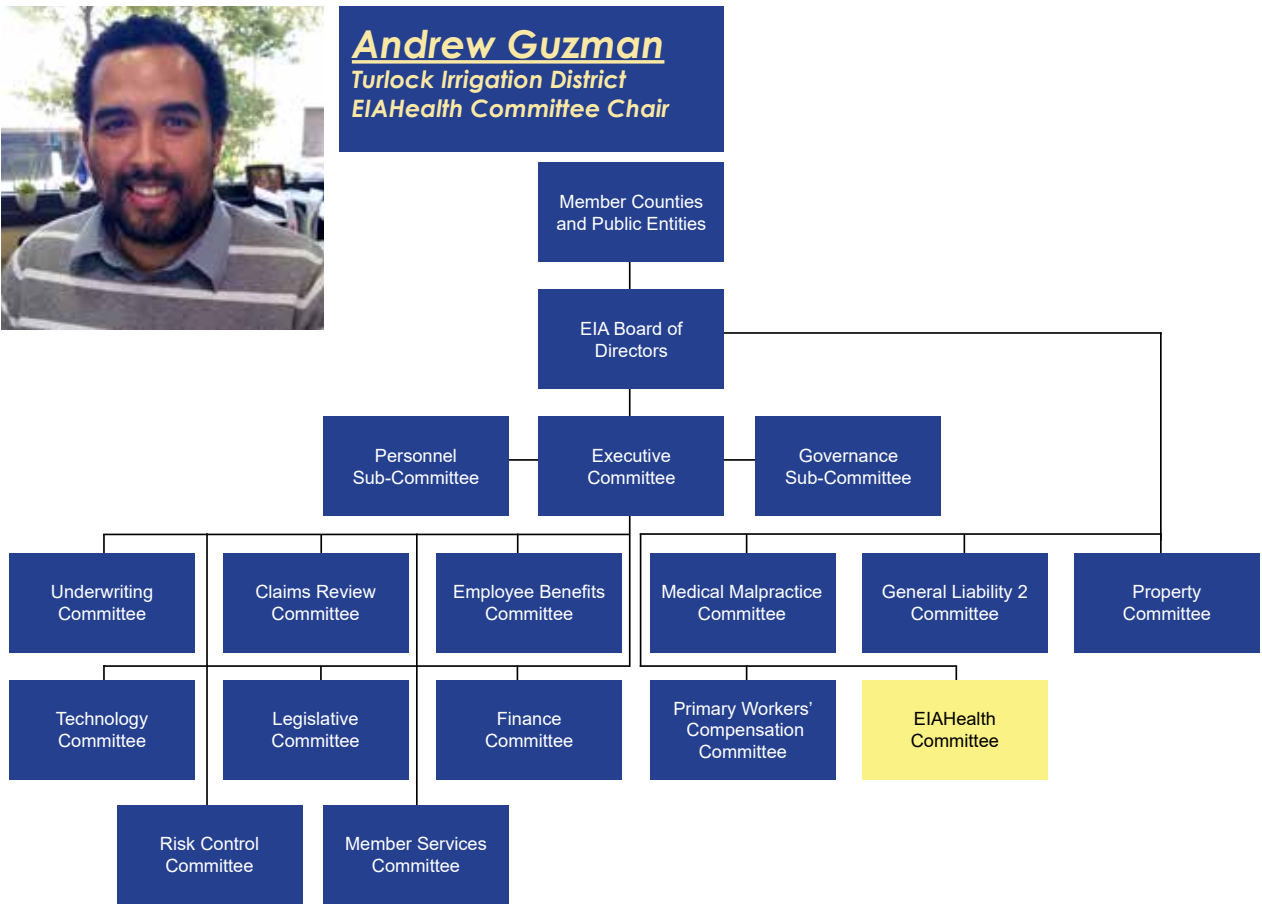
# EIAHealth

The EIAHealth Program continues to provide a transparent and stable option to today’s uncertain healthcare marketplace. Established in 2003, EIAHealth has grown steadily and is now part of the second largest public agency healthcare purchasing pool in California. The Program currently represents 36 members and provides coverage for over 31,000 employees/retirees.

The Program is a cooperative effort between Anthem, Blue Shield, Kaiser, and Express Scripts, providing members an alternative to group health insurance using the concept of pooling to reduce insurance premiums through consolidating fixed costs over a larger population and risk sharing. Members of the large group segment are able to create and maintain their own plan designs within the context of the pooling arrangement, which provides much greater stability than a stand-alone program. In addition, the small group segment provides pre-defined benefit options and regional rates for public employers with less than 200 employees.

The EIAHealth Program partners with Self Insured Schools of California (SISC) for the pooling of PPO type indemnity plans. In addition, HMO options are available to members on an insured basis. This relationship gives the Program more stability and lower rates.

The EIAHealth Committee governs this Program. This Committee reviews all matters pertaining to the EIAHealth Program including program funding, new member applications, program renewals, and cost-containment strategies.





# EIAHealth Membership

2018/19

Amador County	City of Visalia	Lake County	Special District Risk
Calaveras County	City of Walnut Creek	Mendocino Coast Dist. Hosp.	Management Authority
City of Chico	City of Watsonville	Merced County	Superior Court of CA:
City of Clovis	City of Yuba City	Orange Co. Sanitation District	County of Merced
City of Huntington Beach	Commty. Development	Orange Co. Trans. Auth.	County of Santa Barbara
City of Irvine	Commission of LA County	San Benito County	Sutter County
City of Merced	Del Norte County	San Luis Obispo County	Tehama County
City of Redding	El Dorado County	Santa Barbara County	Turlock Irrigation District
City of San Bernardino	Golden State Risk	San Bernardino Municipal	
City of Santa Rosa	Management Authority	Water District	
City of Shafter	Imperial County	South Coast Air Quality	
		Management District	

# Dental Membership

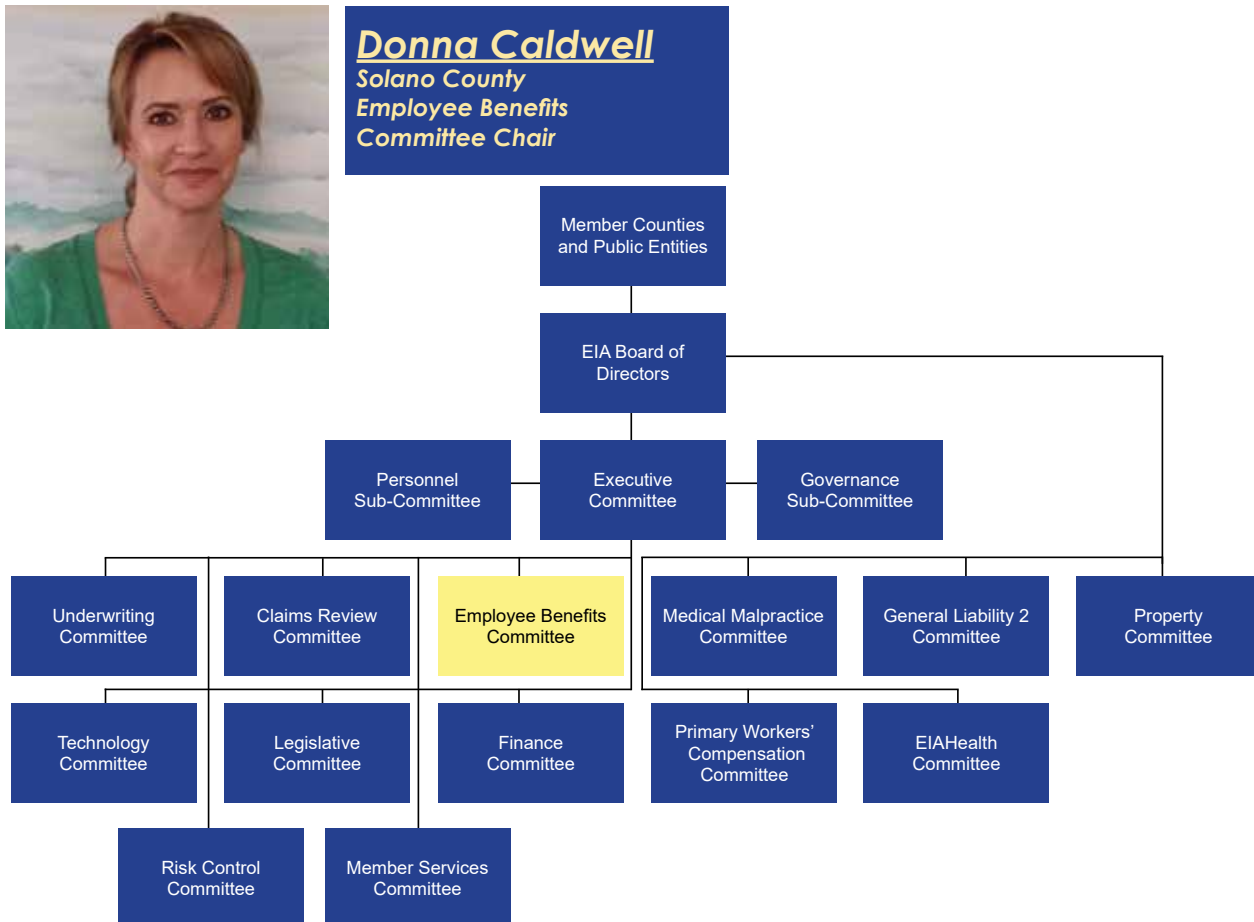
2018/19

Alpine County	City of Oroville	Lassen County	Solano County
Amador County	City of Pacifica	Mariposa County	Sonoma Marin Area Rail Transit
Bay Area Air Quality	City of Paso Robles	Mendocino Coast Dist. Hosp.	Special District Risk
Management District	City of Perris	Merced County	Management Authority
Calaveras County	City of Pleasanton	Modoc County	Stanislaus County
California State Legislature	City of Port Hueneme	Mono County	Superior Court of CA:
Catalina Island Medical Center	City of Rancho Cordova	Monterey Salinas Transit	County of Alpine
Central Contra Costa San. Dist.	City of Rancho Santa Margarita	Morongo Basin Transit Authority	County of Amador
Central Sierra Child Supp. Agency	City of Redding	Napa County	County of Butte
City of Alameda	City of Richmond	Napa Sanitation District	County of Calaveras
City of American Canyon	City of Roseville	Nevada County	County of Colusa
City of Atascadero	City of San Bernardino	Nor CA Power Agency	County of Contra Costa
City of Atwater	City of San Jacinto	Office of Community	County of Del Norte
City of Belmont	City of San Leandro	Investment & Infrastructure	County of El Dorado
City of Buena Park	City of San Ramon	Orange Co. Sanitation District	County of Lake
City of Calabasas	City of Santa Rosa	Orange Co. Trans. Auth.	County of Lassen
City of Capitola	City of Solana Beach	Orange Co. Trans. Auth. -	County of Merced
City of Chico	City of South San Francisco	Coach Operators	County of Orange
City of Claremont	City of Stanton	Otay Water District	County of Placer
City of Concord	City of Sunnyvale	Palo Verde Valley Health Care	County of San Benito
City of Costa Mesa	City of Twentynine Palms	District Hospital	County of San Luis Obispo
City of Cypress	City of Vacaville	Placer County	County of Santa Barbara
City of El Centro	City of Visalia	Placer County Water Agency	County of Santa Cruz
City of Escalon	City of Walnut Creek	Pleasant Hill Recreation &	County of Shasta
City of Fairfield	City of Watsonville	Park District	County of Sonoma
City of Folsom	City of West Covina	Plumas County	County of Stanislaus
City of Fremont	City of West Sacramento	Port of Oakland	County of Trinity
City of Galt	Coachella Valley Assoc.	Public Agency Risk Sharing	County of Tuolumne
City of Goleta	of Government	Auth. of CA	County of Yolo
City of Hayward	Colusa County	Public Entity Risk Mgmt. Auth.	County of Yuba
City of Huntington Beach	CSAC EIA	Sacramento - Yolo Mosquito	Sutter County
City of Lone	Dublin San Ramon Svcs. Dist.	and Vector Control District	Tehama County
City of Live Oak	El Dorado County	San Bernardino Municipal	Town of Yountville
City of Livermore	Gold Coast Transit District	Water District	Transportation Corridor Agencies
City of Lompoc	Great Basin Unified Air	San Benito County	Trindel Insurance Fund
City of Maywood	Pollution Control District	San Diego Co. Water Auth.	Trinity County
City of Menlo Park	Golden State Risk Mgmt. Auth.	San Joaquin County	Tuolumne County
City of Merced	Housing Auth. of the County	San Luis Obispo County	Turlock Irrigation District
City of Mill Valley	of Monterey	Santa Barbara County	Western Riverside Council of
City of Mission Viejo	Humboldt County	Santa Clara Housing Authority	Government
City of Murrieta	Inland Empire Health Plan	Santa Cruz County	Yolo County
City of Needles	Inland Empire Utilities Agency	Santa Cruz Metro Transit District	Yuba County
City of Novato	Inyo County	Shasta County	
City of Oceanside	Lake County	Sierra County	

## Dental

The Dental Program was launched in January 2010 and has since experienced significant growth. This Program utilizes pooling methodology to provide its 146 members with more predictable and stable dental rates year-over-year. The Program partners with Delta Dental to provide administrative services, including claims administration and access to the Delta Dental network of providers. The administrative fees in the Program are also some of the lowest offered by Delta Dental of California.

The Employees Benefits Committee governs the Dental Program, as well as other Miscellaneous Employee Benefit Programs (i.e. Vision, Employee Assistance Program, Life, Short-Term Disability, and Long-Term Disability). This Committee reviews all matters pertaining to the Programs, including program funding, new member applications, program renewals, and cost-containment strategies.

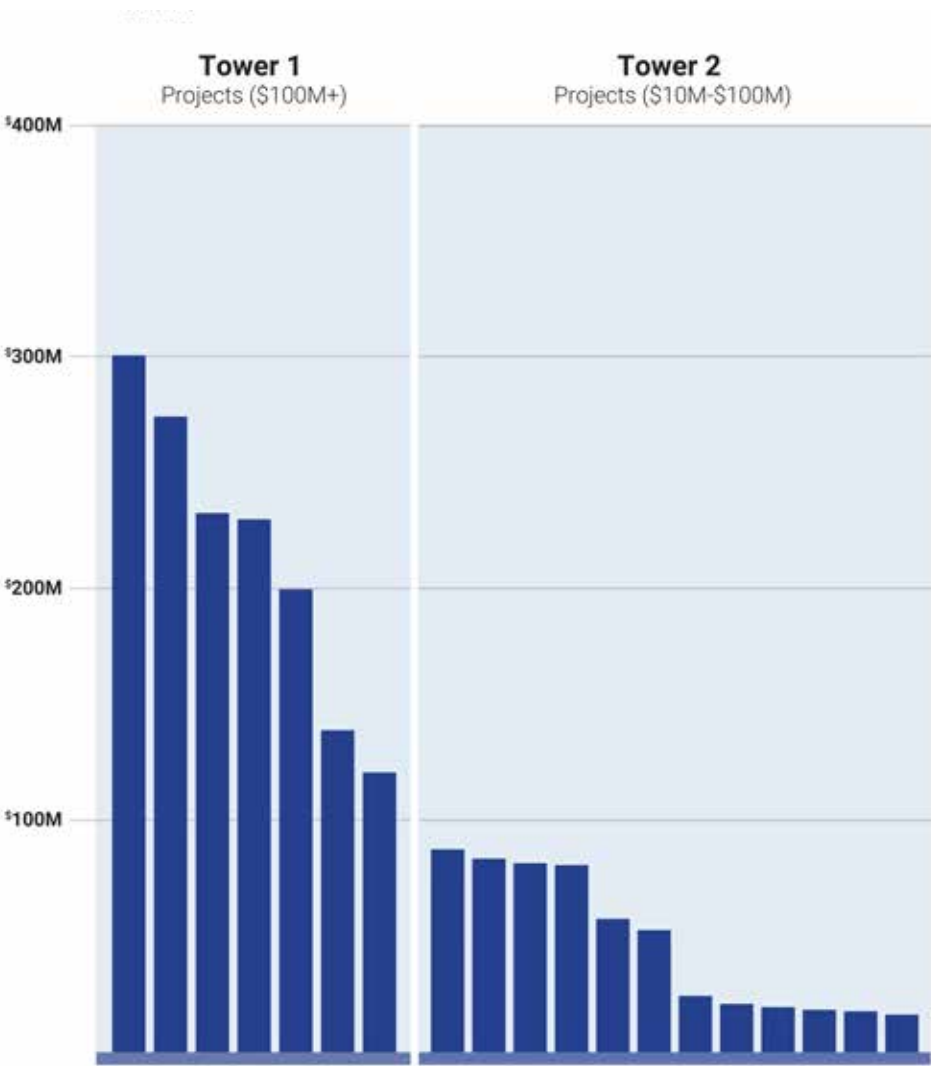


# Master Rolling Owner Controlled Insurance Program

The Master Rolling Owner Controlled Insurance Program, or MR OCIP for short, enables members to purchase workers' compensation and general liability coverage for all eligible parties (owner, general contractor, and sub-contractors) working on their construction projects. These policies (also known as "wrap-ups") are widely used on public sector construction projects and capital improvement programs such as jail, school, hospital and various improvements or new construction. They offer cost savings, better coverage, more control, and higher limits of insurance than a traditional approach to construction insurance. A truly progressive alternative to traditional insurance.

Historically, OCIPs were only cost effective for construction projects of at least \$100M. However, the EIA, however, has leveraged its pooling power to combine smaller projects of the members into one program. Now, construction projects valued at as little as \$10M can provide members the opportunity to receive the benefits of a "wrap-up" on projects that otherwise wouldn't qualify because of their size.

As the newest EIA major program, the MR OCIP was launched on January 1, 2013. The Program continues to grow; it currently has 16 participating members and more than \$2.5B in construction values. This Program is positioned to experience significant growth as the economy strengthens and members continue to evaluate the cost savings and enhanced coverage that is provided by the Program.



## Membership

### Tower 1

- City of Oakland
- Coast Community College District
- Long Beach USD
- Port of Oakland
- Riverside County
- San Diego County

### Tower 2

- City of Oakland
- Kern County
- Kern Health Systems
- Kings County
- Merced County
- Placer County
- San Diego County
- Santa Barbara County
- San Mateo Co Schools Ins. Group
- Solano County
- Tulare County
- Tuolumne County

# Financial Letter

November 1, 2018

Board of Directors  
CSAC Excess Insurance Authority

The EIA continues to scale new heights in order to meet the program needs of members. This report contains easy-to-read information on EIA's programs, an overview of the EIA's financial condition, and highlights of the financial activity for the fiscal year ended June 30, 2018. Included are comparative financial statements for the years ended June 30, 2018 and 2017, including the Statement of Net Position and the Statement of Revenues, Expenses and Changes in Net Position, which conform to the Generally Accepted Accounting Principles (GAAP). This information is derived from our Comprehensive Annual Financial Report (CAFR). The CAFR contains more detailed information and can be found on our website at [www.csac-eia.org](http://www.csac-eia.org). Our CAFR for the fiscal year ending June 30, 2017 was awarded the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada (GFOA). In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized comprehensive annual financial report, whose contents conform to program standards. Such a CAFR must satisfy both generally accepted accounting principles and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. We believe our CAFR continues to conform to the Certificate of Achievement program requirements and will be submitting our CAFR for the current year to the GFOA.

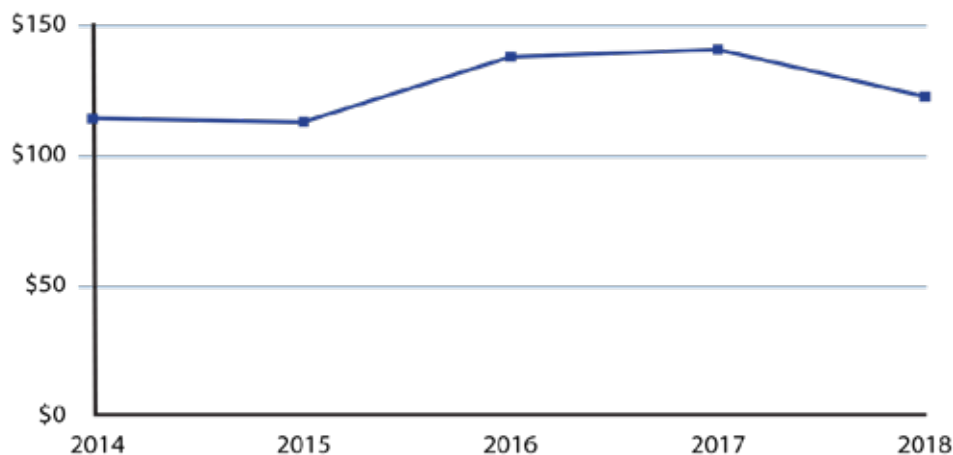
## Financial Highlights

### Net Position

Net Position is defined as the difference between Total Assets and Total Liabilities. The EIA started the year with a net position of \$140.5M. The beginning net position was adjusted down by \$6.2M as a net result of the GASB 75 OPEB accounting, the SANDPIPA merger, and the reclassification of certain member deposits as Liabilities on the books. Additionally, we had a net loss of \$11.8M in fiscal year 2017/18 after declaring dividends of \$1.1M. Our ending balance in net position at June 30, 2018 is \$122.6M, down \$18M from fiscal year 2016/17.

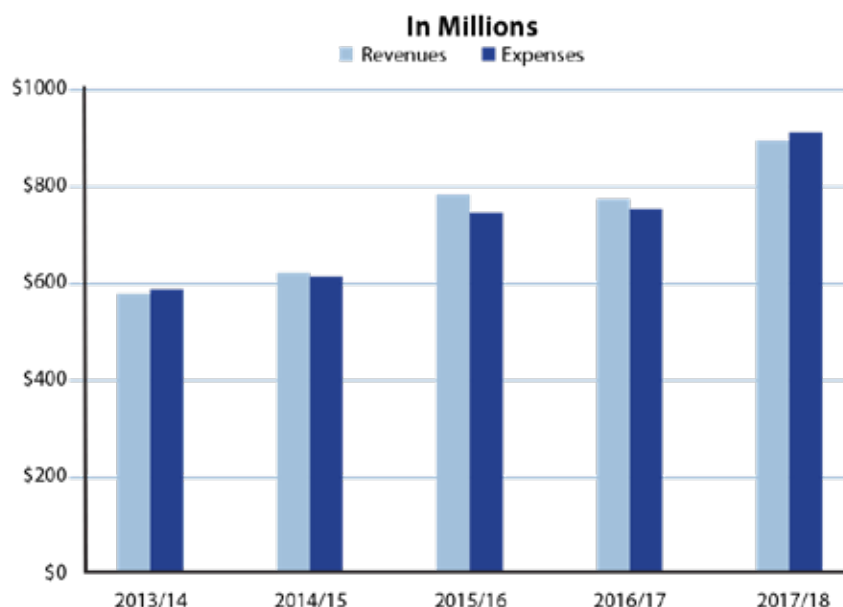
The decrease in net position was largely driven by adverse development in prior year claims expense, especially in the GL1 Program. The adjustment to beginning net position also contributed to this decrease.

### Net Position Trend (in millions)



## Financial Letter

The following chart shows how Revenues and Expenses have changed over time.



### Claim Liabilities

After net position, claim liabilities are the most significant line item on our statements. Claim liabilities are shown discounted, which is at their net present value, taking into account investment earnings over time. Claim liabilities increased from \$610.7M as of June 30, 2017 to \$664.5M at June 30, 2018. The change in claim liabilities is net of the addition of the new year's claims and adjustment to prior years' claims less claim payments during fiscal year 2017/18 for all claim years. An increase of \$30.8M and \$72.2M in claim liabilities for the GL 1 Program and the EIO, respectively, contributed to the overall increase in claims liabilities. The decrease of \$56.1M in claim liabilities for the EWC Program provided some offset to the overall increase.

The target equity range is what the EIA considers desirable equity that should be on hand as a reserve for loss development. The governing committees for each program use this information to determine how much premium to collect at renewal, and whether to declare a dividend. The following chart below shows the target equity range for each program, and the net position of those programs at June 30, 2018.

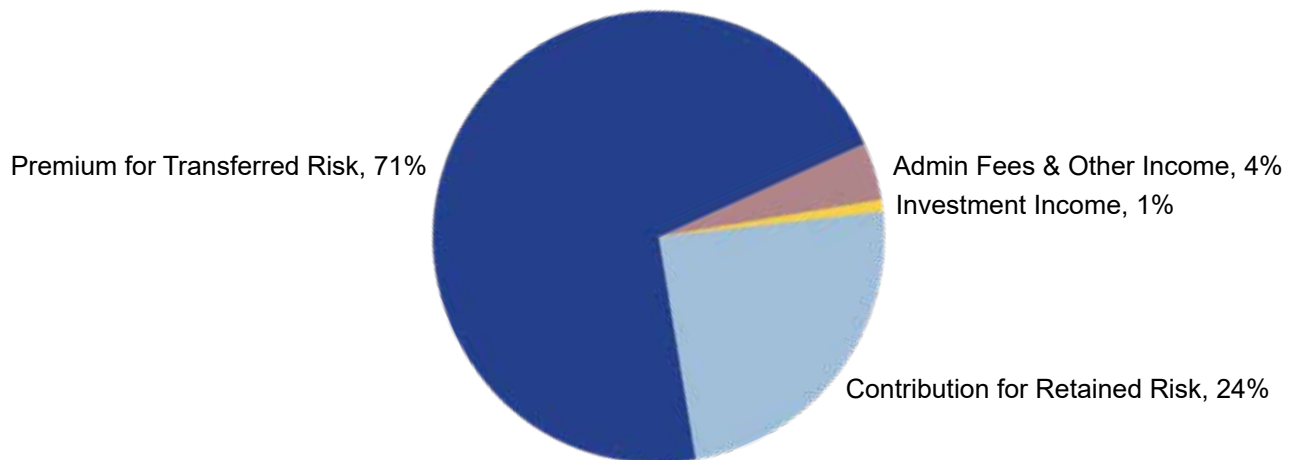
	Target Equity Range		Program Net Position
	(in millions)		(in millions)
<u>Program</u>	<u>Low</u>	<u>High</u>	<u>as of June, 2018</u>
Primary Workers' Compensation	\$14.20	\$41.90	\$24.90
Excess Workers' Compensation	\$32.90	\$103.10	\$29.40
Primary General Liability	\$0.06	\$1.20	\$0.30
General Liability I	\$22.20	\$34.50	\$8.80
Medical Malpractice	\$3.60	\$12.30	\$7.30



# Financial Letter

## Revenues

Total revenues were \$895M during 2017/18, a 16% increase from the \$771M in 2016/17. All programs have reported higher total revenue compared to 2017 except PWC, PGL, and the Miscellaneous Programs. An increase in investment income also contributed to an increase in total revenue compared to fiscal year 2016/17. Additionally, both premium and pool revenue is up partly due to rising payrolls, which is the exposure base for many programs. For the 2017/18 renewal, the GL1, GL2, Excess Workers' Compensation (excess layers) and Medical Malpractice Programs experienced rate increases whereas the Dental, Excess Workers' Compensation (pool layer), Primary Workers' Compensation, and Primary General Liability Programs had rate decreases. The rates were flat for the Property and Health Program renewals.



## Investment Income

Investment income was \$6.3M for fiscal year 2017/18 compared to \$4.6M in fiscal year 2016/17, which is an increase of 37% due to better market performance in 2018. The investment income for both years is net of mark to market unrealized loss adjustment of \$7.2M in fiscal year 2017/18 as compared to \$6.1M in fiscal year 2016/17.

## Expenses

The EIA continued to purchase insurance to cover risks when that option was more cost effective than pooling the risk. In 2017/18, insurance related expense was \$639M, up from \$537M in 2016/17, matching the growth in revenues. Purchased insurance was 70% of all expenses, while claim costs accounted for 25%. Dividends, program services, and administrative costs made up the remaining 5% of expenses.

## New and On-going Initiatives

During the 2017/18 year, the Finance Committee went through an RFP process and after vetting the proposals, selected Moss Adams as the EIA's Internal Auditors. Within fiscal year 2018/19, the internal auditors are working on creating an internal audit program for the EIA after an initial risk assessment.

The conversions for the remaining Primary Workers' Compensation third party administrators (PWC TPAs) into our claims management information system (CMIS) were completed, except for one TPA, which was put on hold by the PWC Committee and will be re-evaluated at a later date.

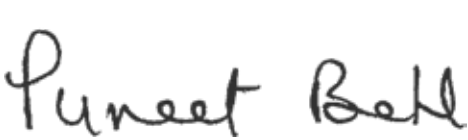
System administration/management automation measures to increase monitoring and provide alerts related to business rules and report subscriptions were implemented, as well as additional backup measures for key database objects to assist in recovery and rollback operations for report related items. Significant progress on a project to improve excess reimbursement handling internally was also made during the year.

# Financial Letter

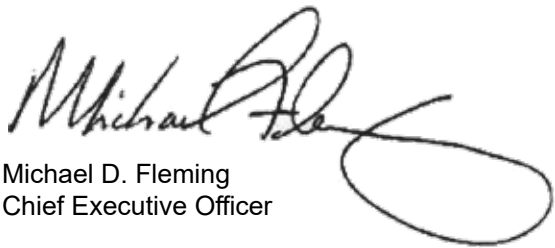
We continue to work on the development of new performance reporting, data analysis, and benchmarking applications. These new tools should provide valuable information for the membership, as well as to provide the data needed to develop better loss prevention programs and more effectively price member premiums. Additionally we created a Schools Liability Handbook, expanded EIAtv, and implemented Crisis Incident Counseling services.

Our financial statements follow. With the help of the members, staff, broker, and business partners, the EIA continues to accomplish its mission of providing risk coverage programs and risk management services to its members, which drive member stability, efficiency, and best practices.

Respectfully submitted,



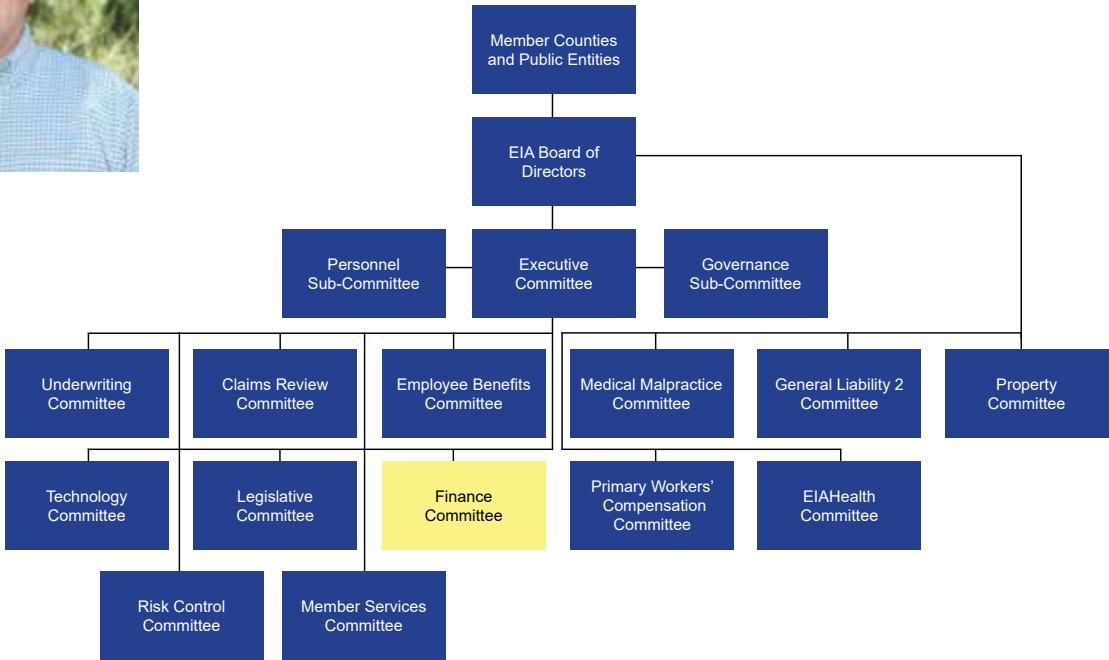
Puneet Behl, CPA  
Chief Financial Officer



Michael D. Fleming  
Chief Executive Officer



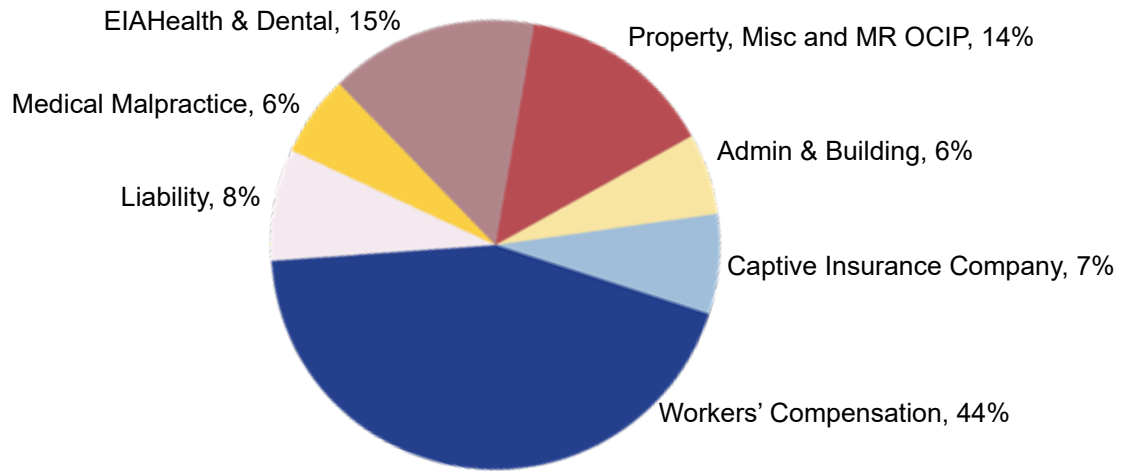
**Darrel Pyle**  
City of Hanford  
Finance Committee Chair



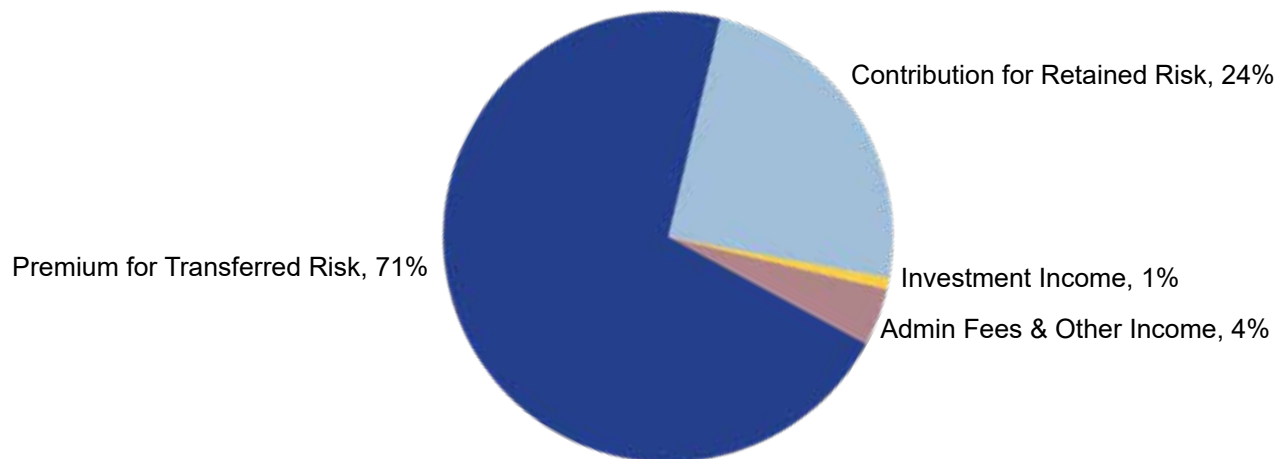
# Financial Profile

Financial results in brief 2017/18

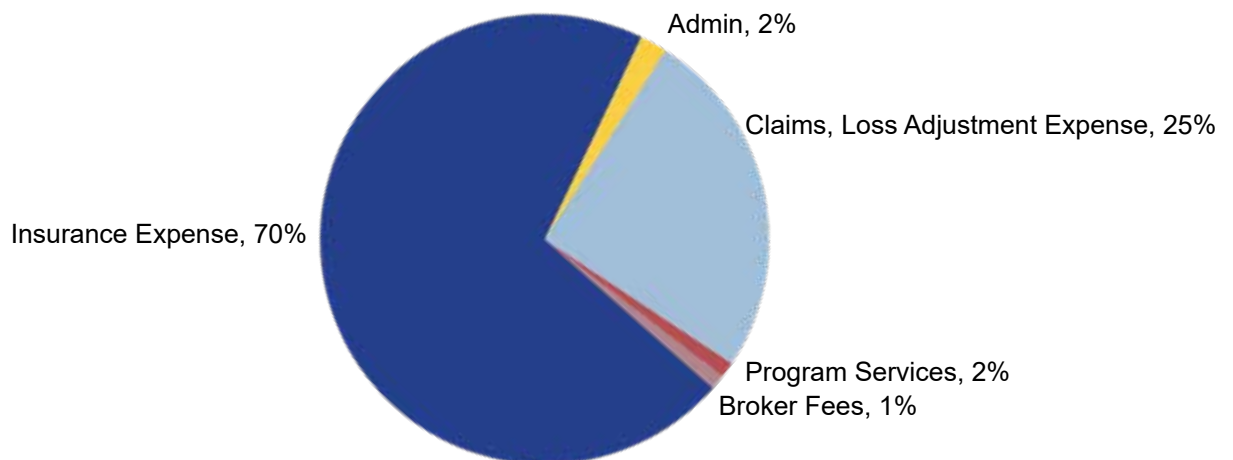
## Net Position By Program



## Revenues



## Expenses



# Financial Profile

*continued*

## Statement of Net Position, June 30, 2018 and 2017

	June 30, 2018	June 30, 2017
<b>Assets:</b>		
Cash and Cash Equivalents	\$ 34,770,387	\$ 36,891,450
Investments	651,628,827	616,992,551
Receivables	32,547,657	29,796,757
Prepaid Expenses and Deferred Outflows of Resources	107,031,923	99,381,588
Land, Buildings and Equipment (Net)	10,205,042	9,838,240
<b>Total Assets and Deferred Outflows of Resources</b>	<b>836,183,836</b>	<b>792,900,586</b>
<b>Liabilities:</b>		
Accounts Payable, Due to Members and Deposits from Carriers	\$ 22,120,152	\$ 19,247,003
Unearned Income and Other Liabilities	18,161,650	19,872,723
Pension Liabilities	2,747,578	2,558,380
Claim Liabilities	664,459,654	610,701,218
<b>Total Liabilities and Deferred Inflows of Resources</b>	<b>707,489,034</b>	<b>652,379,324</b>
<b>Net Position:</b>		
Invested in Capital Assets	10,205,042	9,838,240
Unrestricted	112,365,552	130,683,022
<b>Total Net Position</b>	<b>\$ 122,570,594</b>	<b>\$ 140,521,262</b>

# Financial Profile

*continued*

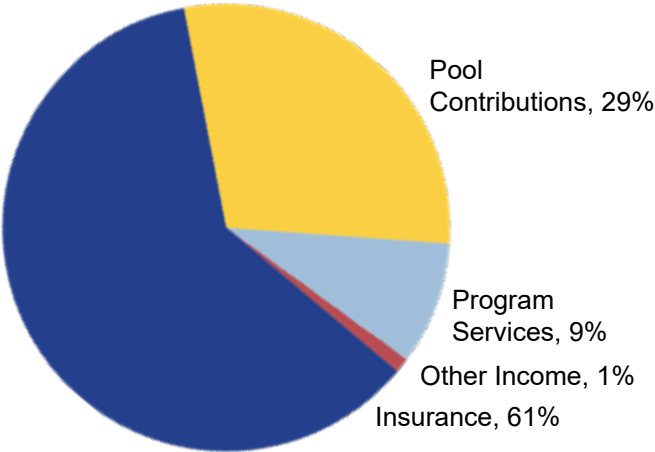
## Statement of Revenues, Expenses & Changes in Net Position for the Fiscal Years Ended June 30, 2018 and 2017

	<u>June 30, 2018</u>	<u>June 30, 2017</u>
Revenues:		
Premiums for Transferred Risk	\$ 639,585,449	\$ 535,583,984
Broker Fees	10,678,116	9,996,927
Contributions for Retained Risk	212,774,426	196,118,073
Dividend Income	93,904	192,828
Investment Income, net	6,283,097	4,602,220
Member Services	637,546	935,244
Administration Fees	22,797,612	21,294,667
Public Entity Fees	138,545	738,862
Development Fees	-	2,400
Other Income	<u>2,105,826</u>	<u>2,172,511</u>
Total Revenues	<u>895,094,521</u>	<u>771,637,716</u>
Expenses:		
Member Dividends	\$ 1,082,497	\$ 2,970,796
Stabilization Funds Distributed	47,210	64,106
Insurance and Provision for Losses:		
Insurance Expense	638,628,836	537,135,168
Broker Fees	10,636,299	10,056,293
Provision for Insured Events	231,224,547	185,159,424
Unallocated Loss Adjustment Expenses	(5,702,516)	4,035,629
Program Services	13,382,182	13,006,216
Member Services and Subsidies	2,634,689	2,753,144
General Administrative Services	12,910,631	12,500,483
Depreciation and Building Maintenance	<u>2,005,446</u>	<u>1,107,812</u>
Total Expenses	<u>906,849,821</u>	<u>768,789,071</u>
Changes in Net Position	<u>(11,755,300)</u>	<u>2,848,645</u>
Net Position:		
Net Position, Beginning of Year	<u>140,521,262</u>	<u>137,672,617</u>
Adjustment to Beginning Net Position	<u>(6,195,368)</u>	<u>-</u>
Net Position, End of Year	<u><u>\$ 122,570,594</u></u>	<u><u>\$ 140,521,262</u></u>

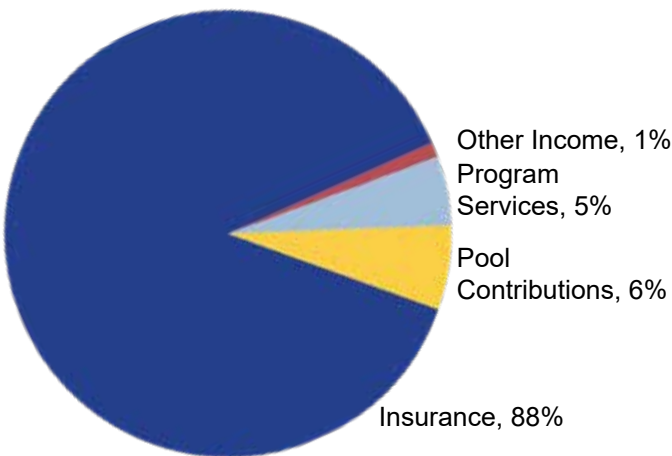
# Financial Profile

Revenues by Program

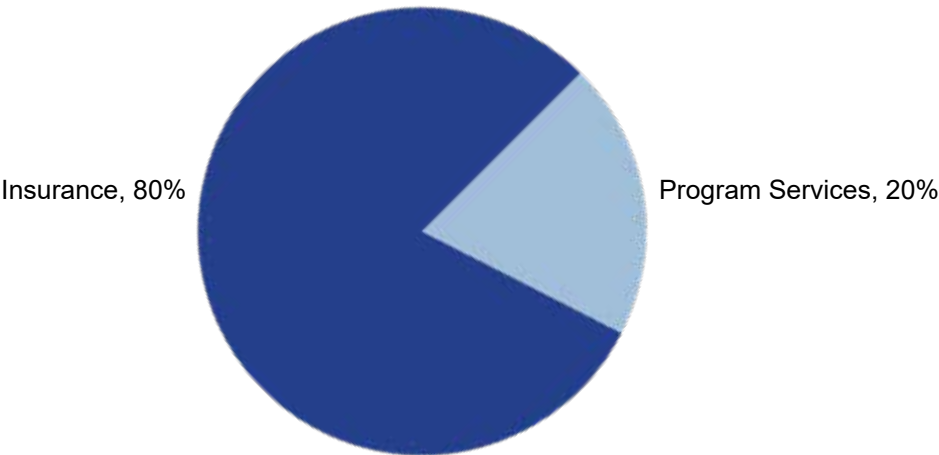
Primary Workers' Compensation



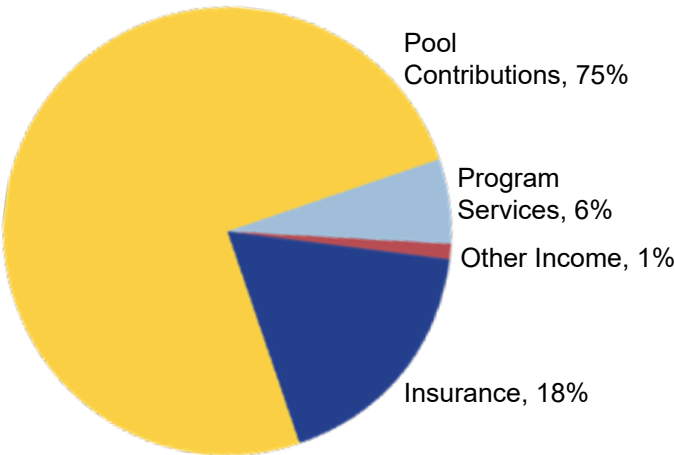
Excess Workers' Compensation



Primary General Liability



General Liability 1



General Liability 2

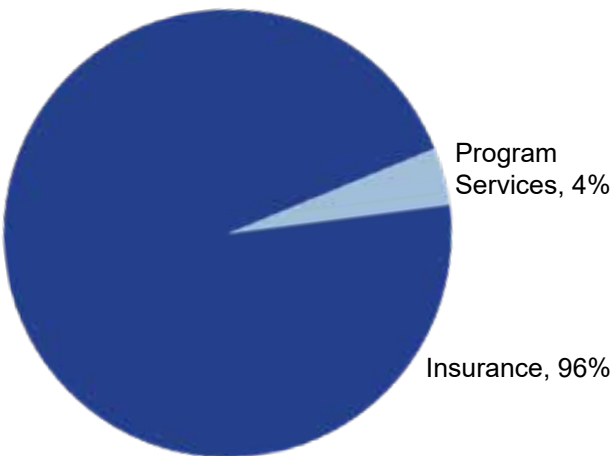
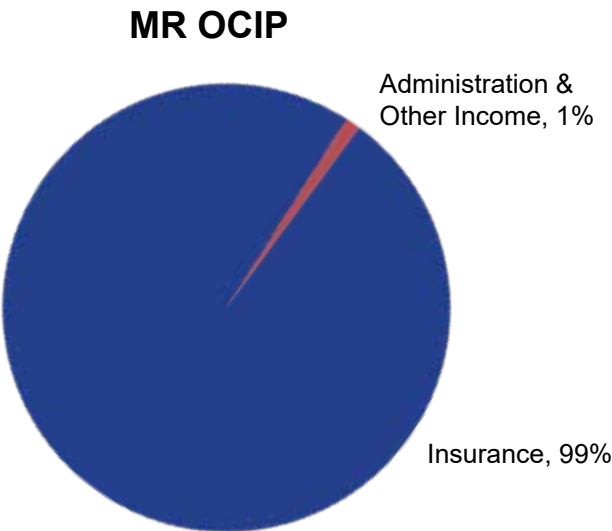
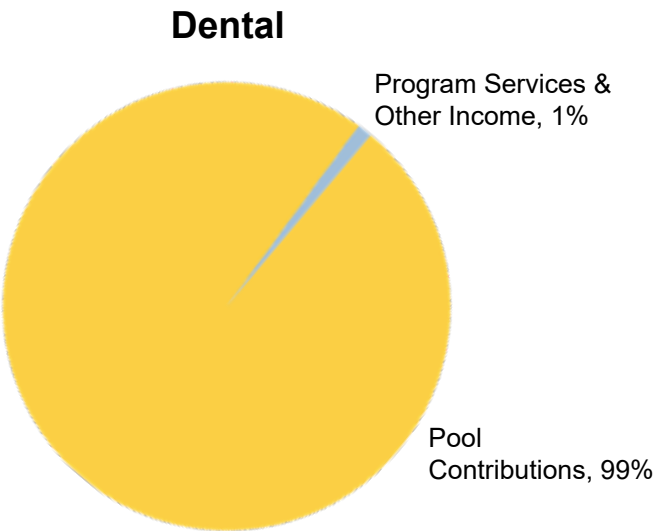
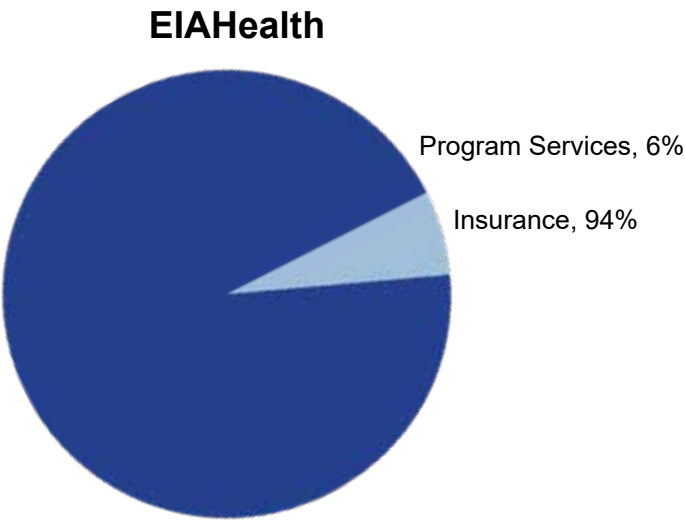
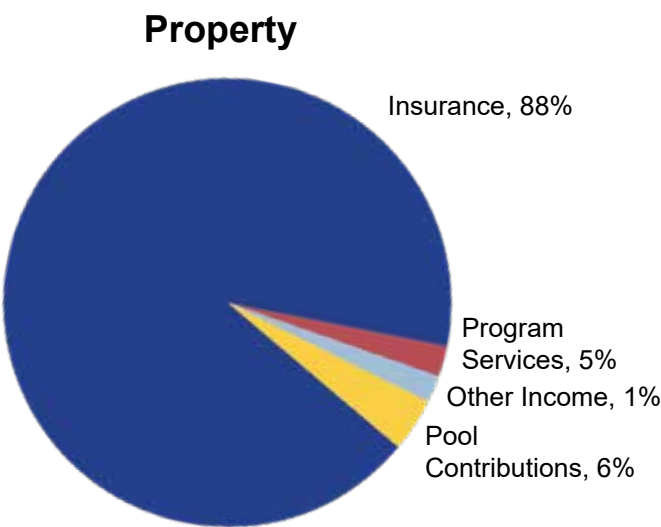
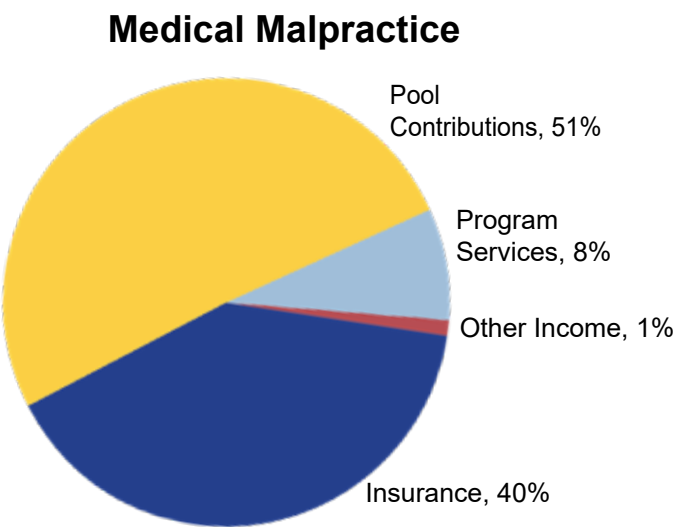


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## About the EIA

The CSAC Excess Insurance Authority was formed as a Joint Powers Authority (JPA) in 1979, pursuant to Article 1, Chapter 5, Division 7, Title 1, of the California Government Code (Section 6500 et seq.). The EIA is a recognized leader and pioneer in the pooling and risk management community in California and nationwide.

Over the past 39 years, the organization has grown substantially in terms of membership, programs, and services. During that entire time, the EIA has helped public entities and local communities preserve their resources by reducing their cost of risk and insurance. The EIA has continued to thrive by providing members with exceptional value and service, as well as the opportunity to actively participate in an organization dedicated to the control of losses and cost effective risk management solutions.

A high priority for the Board of Directors and the committees is to ensure the EIA is providing high-quality, cost-effective, and efficient services to the members. Through the efforts of the members, the EIA has created programs and services that are stable, secure, and have the flexibility to meet the challenges of the dynamic insurance marketplace and ever changing economy. The formation of the Excess Insurance Organization (EIO), which began operations on July 1, 2016, is an example of the new heights the EIA has reached.

While the membership has enjoyed the rewards of their success over the past 39 years, they have continued to refine, restructure, and improve the programs and services to ensure that the members' current and future needs will be met. At the same time, efforts are continually made to keep costs as low as possible for members.

In order to measure the effectiveness of its services and programs, the EIA participates in the California Association of Joint Powers Authorities (CAJPA) Accreditation Program. Since 1989, the EIA has been awarded their highest designation, "Accreditation with Excellence." Since 2007, the EIA has also been recognized by the Association of Governmental Risk Pools (AGRiP), a national pooling association. Both the CAJPA accreditation and AGRiP recognition are indications of exceptional compliance with the best management and financial practices. Additionally, the EIA was the first JPA in the state to receive the Government Finance Officers Association's Certificate of Excellence in Financial Reporting (FYE 6/30/94 – 6/30/17). These recognitions and achievements reinforce the valuable, effective, efficient, collaborative, and stable organization that the members have built for California's public agencies.

## Membership

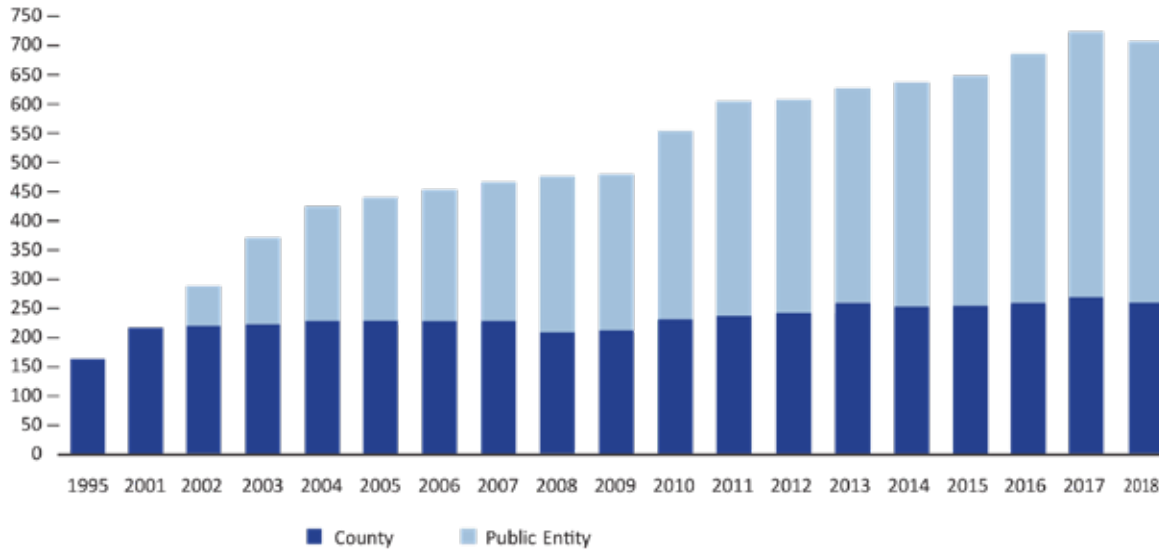
Since the early 2000s when non-county public entities throughout the state were given the opportunity to access the EIA's programs and services, the EIA has seen significant membership growth. Most of the growth occurred during 2001 to 2004 as a result of conditions in the insurance market.

As depicted in the graph on the next page, membership is shown in terms of "member units," where each member in each of the major programs is counted as one member unit. The membership change from 2017 to 2018 reflects the merger of PGL members into GL1.

The EIA's 55 member counties represent 95% of the 58 counties in the state. While the public entity membership currently consists of 287 organizations, including cities, school districts, special districts, and other JPAs, the actual number of public entities



## Membership (continued)



accessing the coverage and services of the EIA is just under 2,000. In fact, coverage is being provided, either directly or through a member JPA, to 67% of the cities in California. While future growth within California is likely to continue at a slower pace, the need for high-quality, low-cost insurance programs remains strong by county-affiliated agencies and local governmental entities.

## EIA's Captive Insurance Company

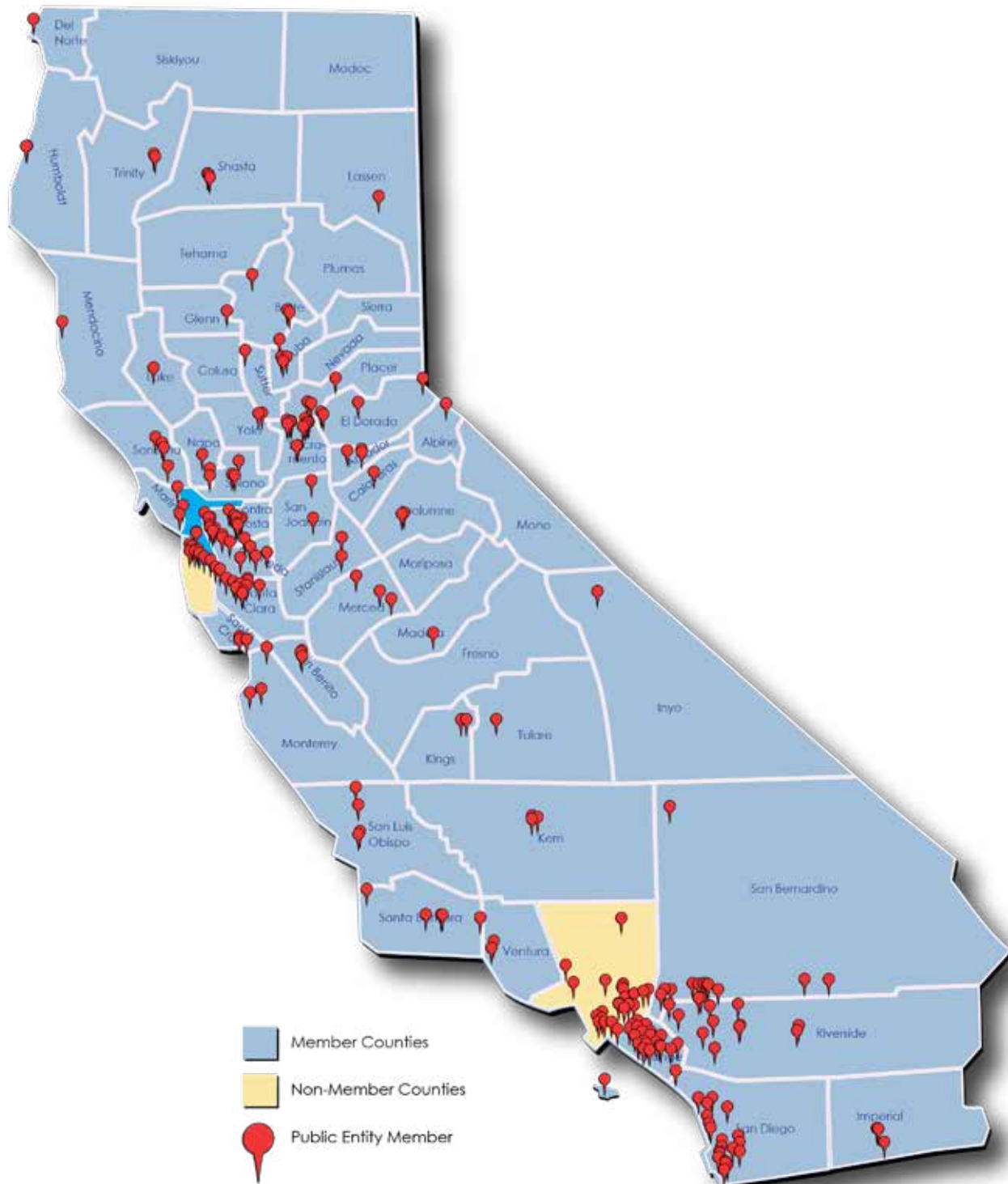
The EIA formed a wholly owned captive insurance company, the Excess Insurance Organization (EIO), which began operations on July 1, 2016. The EIO is domiciled in the State of Utah and is regulated by the Utah Department of Insurance. In the 2018/19 program period, 5 of the EIA's programs have elected to transfer their corridor risk to the EIO, resulting in a savings of \$8.3M. Total premium paid to the EIO in 2018/19 is just over \$100M. By transferring selected risks to the EIO, an additional \$2.8M in investment income was generated in the first year of operation and an additional \$4.5M in the second year. As we enter the third year of operation, expanded use of the EIO is being evaluated that will bring additional benefits including the potential to open participation in the EIA's programs to public entities nationwide.



By operating its captive insurance company, the EIA is able to enhance its investment program, which creates immediate and long-term savings, and creates a superior risk transfer mechanism.

- 1. There is a short-term immediate benefit to each program that transfers risk into the captive.** The cost to fund each corridor is discounted by 3-10%, depending on the duration of the payout period of the program, which represents an upfront savings to the program members. This short-term benefit is limited to the members of the programs that participate in the transfer of risk to the EIO.
- 2. There is long-term benefit to the entire EIA membership across all programs.** This is derived from an enhanced investment program that will return millions of dollars in additional investment income to the EIA Treasury (all programs) over the long-term.
- 3. A superior risk transfer mechanism is created in the captive by comingling the risks of different programs.** When the risks are comingled, the nature of the risk changes creating a diversified blended risk that is inherently more stable.

## CSAC EIA's Members



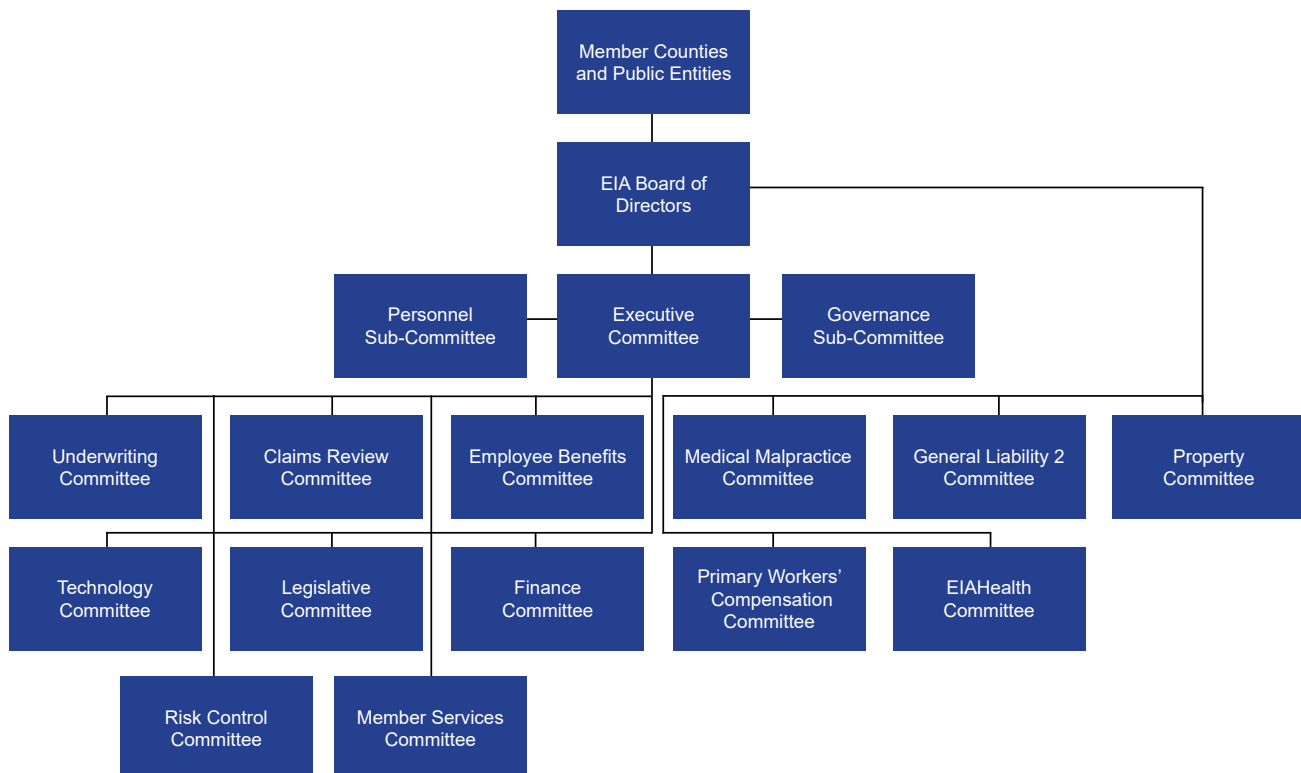
# Membership Involvement

Our mission statement starts by prefacing that the EIA “is a member-directed risk sharing pool...” Membership involvement has always been the hallmark of the EIA and the key to the success of the organization. The EIA members generously provide their time, expertise, and leadership by serving on the Board of Directors and through their involvement on one or more of the EIA’s 16 committees. As such, more than 120 individuals are currently participating in the governance of the organization. The EIA is fortunate to have such a substantial number of people driving the decisions that keep the organization scaling to new heights.

Not only does the EIA have a high number of members contributing to the success of the organization, the expertise and knowledge that they bring is amongst the best in the business. We have participation by members of Boards of Supervisors, County Administrative Officers, Risk Managers, Risk Control Professionals, Auditors, and many others offering their expertise. The EIA is truly appreciative of all the time and effort the members contribute to the organization. The organization would not be as great without them.

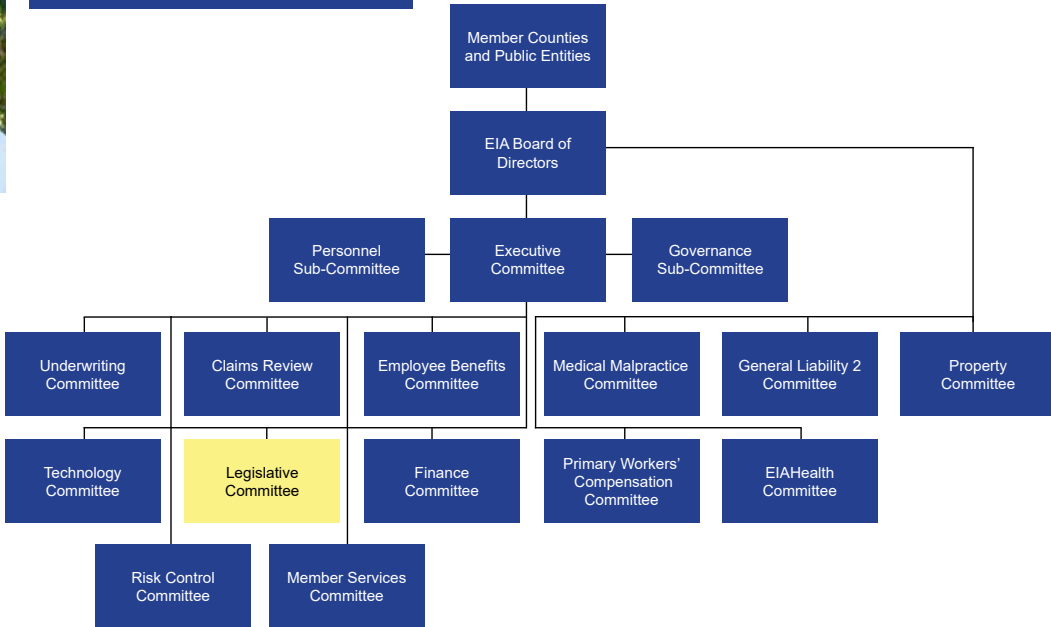
Because member involvement is a critical component of success, the EIA has made this area one of its highest priorities. Strategies have been implemented such as succession planning and mentor programs to ensure that active participation continues at a high level.

Below is an organizational chart depicting the governance structure of the EIA. The Board of Directors is comprised of 62 members; 1 representative from each member county and 7 members elected by the public entity membership. The Executive Committee consists of 11 members elected by the Board of Directors. Each year, the EIA solicits interest from the members to serve on the various committees. Appointments are then made by the Executive Committee, taking into consideration members’ participation in the specific coverage program, or based upon an individual’s background or expertise. Several of the governing committees are depicted on the preceding pages of this report. In addition, the EIA also has the following committees: Risk Control, Legislative, Technology, and Member Services (pages 35 & 36).

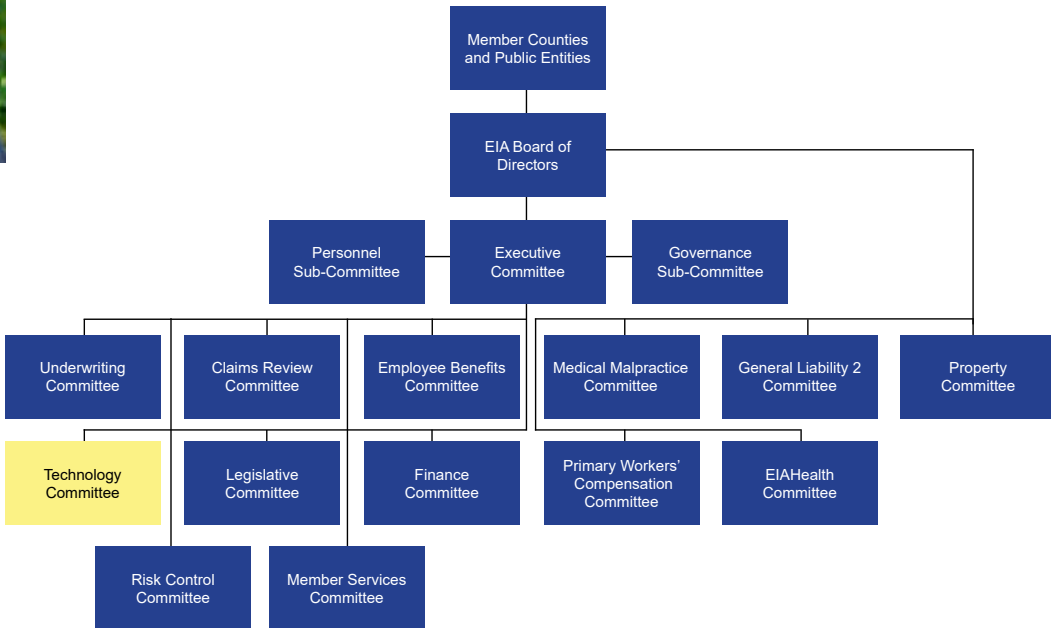




**Matt Gutierrez**  
Kern County  
Legislative Committee Chair

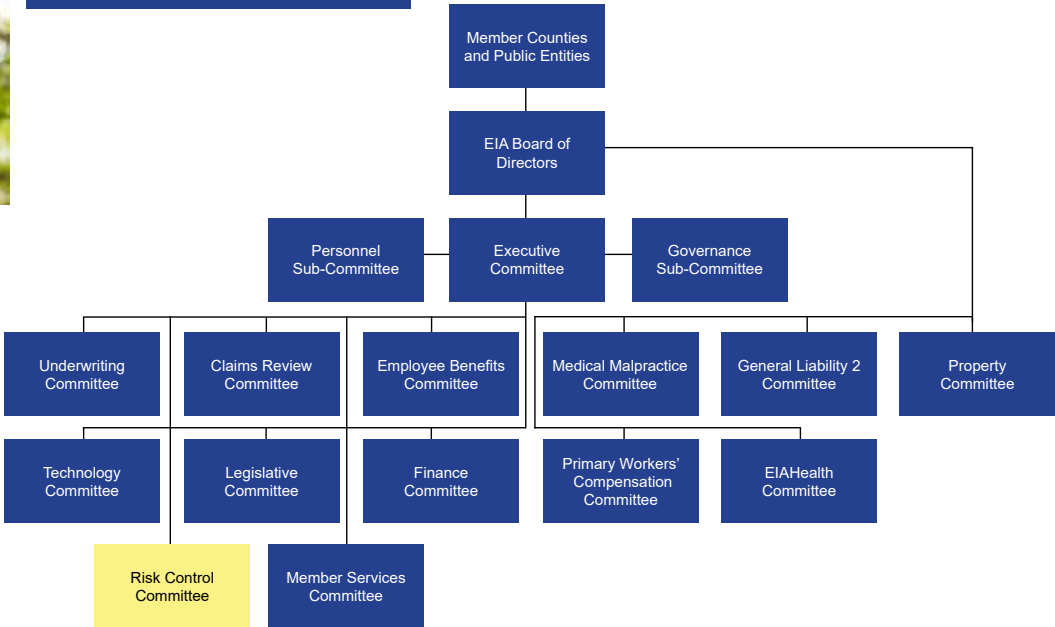


**Heather Correll**  
Mendocino County  
Technology Committee Chair

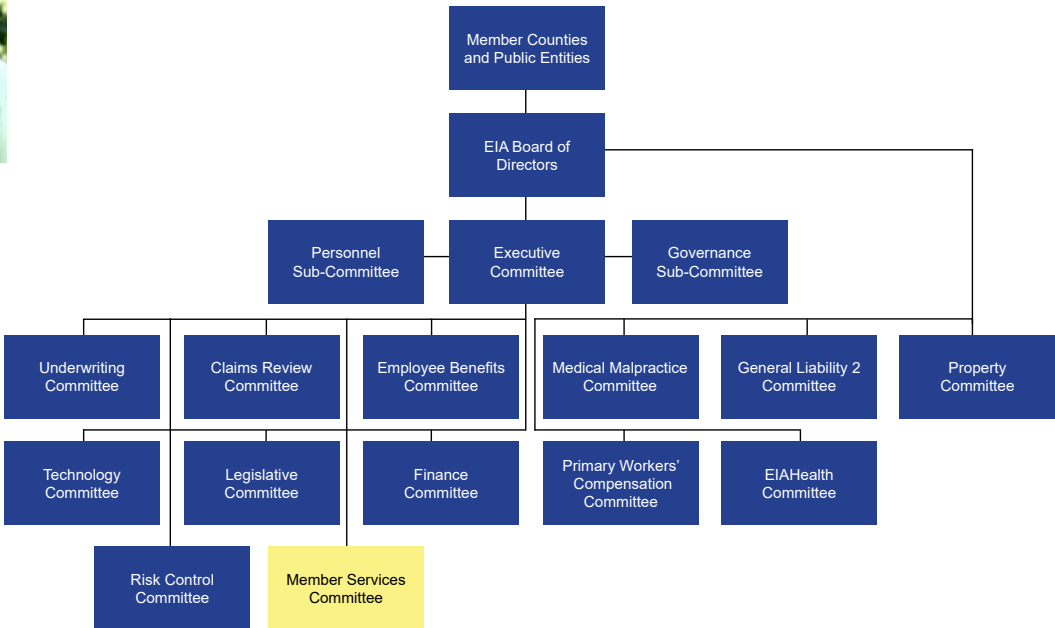




**Jodi Vinson**  
City of Escondido  
Risk Control Committee Chair



**Pat Cabulagan**  
CAPRI  
Member Services Committee Chair





## EIA Leadership

### 2018 Executive Committee

#### President

James Brown, Merced County

#### Vice President

Kerry John Whitney, Napa County

#### Members

Supv. John Viegas, Glenn County  
 Scott Schimke, GSRMA  
 Matt Gutierrez, Kern County  
 Richard Egan, Lassen County  
 Kimberly Greer, City of Richmond  
 Lance Sposito, Santa Clara County  
 Sherri Adams, Solano County  
 Janell Crane, Sonoma County  
 Nathan Black, Sutter County

#### Past Presidents

Supv. Barbara Crowley, Tehama Co. 1980-1982  
 Charles Mitchell, Santa Barbara Co. 1985-1986  
 James L. Gale, Kings County, 1987  
 John Crane, Calaveras County, 1988  
 Gail Braun, Sonoma County, 1988-1989  
 Ronald Whipp, Santa Cruz County, 1990  
 Norman Phelps, Shasta County, 1991  
 Charles Graham, Sutter County, 1992  
 John Larkin, Trinity County, 1993  
 Arthur Giumini, San Luis Obispo County, 1994  
 Don Blackhurst, Santa Clara County, 1995  
 Marcia Chadbourne, Solano County, 1996  
 J. Terry Roberts, Fresno County, 1983-84 & 1998  
 Robert Kessinger, Colusa County, 1999  
 Brent Harrington, Calaveras County, 2000  
 Kimberly Kerr, Humboldt County, 2001-2002  
 Richard Robinson, Tehama County, 1997 & 2003  
 Charles Nares, San Diego County, 2004  
 David L. Dolenar, Stanislaus County, 2005  
 Peggy Scroggins, Colusa County, 2006  
 Marcia Chadbourne, Sonoma County, 2007  
 Ron Harvey, Contra Costa County, 2008  
 Supv. Peter W. Huebner, Sierra County, 2009  
 Lance Sposito, Santa Clara County, 2010  
 Barbara Lubben, Alameda County, 2013  
 Larry Moss, EBRPD, 2014  
 Jim Sessions, Riverside County, 2011 & 2015  
 Scott Schimke, GSRMA, 2012 & 2016  
 James Brown, Merced County, 2017-2018

### 2019 Executive Committee

#### President

Kerry John Whitney, Napa County

#### Vice President

Janell Crane, Sonoma County

#### Members

Karen Caoile, Alameda County  
 Supv. John Viegas, Glenn County  
 Scott Schimke, GSRMA  
 Matt Gutierrez, Kern County  
 Richard Egan, Lassen County  
 James Brown, Merced County  
 Kimberly Greer, City of Richmond  
 Lance Sposito, Santa Clara County  
 Nathan Black, Sutter County

#### Chief Executive Officers

Gregory L. Trout, 1980-1985  
 Vincent W. Pisani, 1985-1992  
 Michael Fleming, 1992-Present

#### Director Emeritus

Supervisor Dick Mudd, 2000-Present

#### Legal Counsel

Stephen Underwood



#### Senior Management (left to right)

John Alltop, Chief Actuary  
 Gina Dean, Chief Operating Officer  
 Michael Pott, Chief Claims Officer  
 Michael Fleming, Chief Executive Officer  
 Rick Brush, Chief Member Services Officer  
 Puneet Behl, Chief Financial Officer  
 George Reynolds, Chief Information Officer



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**June 30, 2016**

*Jeffrey R. Enoch*  
Executive Director/CEO





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## Agenda Item No. 20

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

MIDDLETOWN – SWITCH 9 AND 11 CONSTRUCTION – CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute the Base and Add Alternate 3 to MTS Doc. No. PWL285.0-19 (in substantially the same format as Attachment A), with Transdev Rail, Inc. for Middletown - Switch 9 and 11 Construction in the amount of \$10,187,359.20.

#### Budget Impact

The total cost of this Agreement will not exceed \$10,187,359.20 (6,873,471.60 for the base work and the remaining \$3,313,887.60 to be executed at a later date pending funding; total bid amount of \$8,489,466 plus a 20% contingency) over the duration of the construction services consisting of the following:

<u>Description</u>	<u>Bid Amount</u>	<u>Bid w/Contingency</u>
Base - Executing	\$5,336,203.00	\$6,403,443.60
Add Alternate 3 - Executing	\$391,690.00	\$470,028.00
<b>Subtotal Base Work</b>	<b>\$5,727,893.00</b>	<b>\$6,873,471.60</b>
Add Alternate - 0 <i>Executing at a later date</i>	\$825,503.00	\$990,603.60
Add Alternate - 1 <i>Executing at a later date</i>	\$282,150.00	\$338,580.00
Add Alternate - 2 <i>Executing at a later date</i>	\$1,653,920.00	\$1,984,704.00
<b>Grand Total Incl. Add Alternate</b>	<b>\$8,489,466.00</b>	<b>\$10,187,359.20</b>



Funding will be through multiple MTS Capital Improvement Project (CIP) accounts as follows:

<b><u>CIP Number</u></b>	<b><u>CIP Description</u></b>	<b><u>AMOUNT</u></b>
2005005102	Switches #9 and #11	\$1,414,927.20
2005002502	Grade Crossing Replacement	\$1,766,818.80
2006101101	Middletown Double Crossover	\$4,682,329.20
Proposed FY21	25 <sup>th</sup> and Commercial Crossover	\$1,984,704.00
Proposed FY21	Track Correction at 16 <sup>th</sup> and Commercial	\$338,580.00
<b>TOTAL</b>		<b>\$10,187,359.20</b>

#### DISCUSSION:

MTS's Green Line and Orange Line require replacement of several major track components which are at the end of their useful life, including but not limited to, worn rail and ties, gauge tolerance issues, crossing upgrades, special trackwork upgrades, and signal upgrades. As such, MTS will be making several track improvements on the Trolley trackway.

The base bid portion of this project will include the installation of a new double-crossover north of the Middletown Station on the Green Line, which will include minor mainline resurfacing and signal upgrades. The base bid portion of this project will include the replacement of the vehicular crossing at National Ave and Commercial St. and the replacement of Switches 9 and 11 on the Orange Line, which will include the installation of new signal upgrades for the special trackwork.

In order to ensure the base bid work could be completed within budget, additional scopes of work were added to the bid documents as "add alternates". These add alternates are additional improvements associated with the base bid work. A description of the add alternates are as follows:

#### **Add Alternate 0**

Work will include the replacement of the vehicular crossing at 25<sup>th</sup> St. and Commercial St. on the Orange Line.

#### **Add Alternate 1**

Work will include the replacement of existing track and asphalt on the eastbound track near 16<sup>th</sup> St. and Commercial St. on the Orange Line.

#### **Add Alternate 2**

Work will include removing the existing crossover at 25<sup>th</sup> St. and Commercial St. station and moving it east of 29<sup>th</sup> St. and Commercial St. on the Orange Line.

**Add Alternate 3 (to be executed as base work)**

Work will include furnishing a signal case for Switches 9 and 11.

On June 27, 2019 staff issued an Invitation for Bids (IFB). The following bids were received:

<b>TROLLEY TRACK IMPROVEMENTS</b>	
<b>COMPANY NAME</b>	<b>BID AMOUNT</b>
MTS - ICE	\$7,540,657
<b>Transdev Rail</b>	<b>\$8,489,466</b>
HMS / WCG JOINT VENTURE	\$9,222,772
HERZOG	\$10,517,175

Based on the bids received, and in comparison, with the Independent Cost Estimate (ICE), MTS staff recommends executing the Base Bid and Add Alternate 3 at this time, as staff determined that the Transdev Rail price to be fair and reasonable. If the Board Approved FY21 CIP includes funding for the remaining Add Alternates 0, 1 and 2, staff may recommend approval to execute these alternates at a future date.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. PWL285.0-19 (in substantially the same format as Attachment A) with Transdev Rail, Inc. for Middletown - Switch 9 and 11 Construction in the amount of \$10,187,359.20 (\$6,873,471.60 for the base work and the remaining \$3,313,887.60 to be executed at a later date pending funding; total bid amount of \$8,489,466 plus a 20% contingency).

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. PWL285.0-19

PWL285.0-19 CONTRACT NUMBER
--------------------------------

**STANDARD CONSTRUCTION AGREEMENT  
FOR  
TROLLEY MIDDLETOWN / SWITCH 9,11 CONSTRUCTION**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2019, 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: Transdev Rail, Inc. Address: 1242 N. San Dimas Canyon Rd.

Form of Business: Corporation San Dimas, CA 91773  
(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: (909) 495-1250 Email Address: [Van.chuoy@transdev.com](mailto:Van.chuoy@transdev.com)

Authorized person to sign contracts: Vannith Chuoy Project Manager  
Name Title

**The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:**

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project as specified in the Scope of Work (Exhibit A), Bid Proposal (Exhibit B), and in accordance with the Standard Construction Agreement and Special Conditions (Exhibit C).

**SCOPE OF WORK.** Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

**[MIDDLETOWN / SWITCH 9,11 CONSTRUCTION]**

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

**CONTRACT TIME.** Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within the durations shown below (table 1) days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

\*table 1

Middletown / Switch 9,11 Construction - Contract Schedule			
Item	Part A - Commercial	Part B - Middletown	Notes
Base Bid	180 Calendar Days from NTP.	480 Calendar Days	Part A & B Executed Together, Includes equipment lead time
Add Alt 0	180 Calendar Days from NTP.	N/A	Anticipated NTP sometime between base bid NTP or April of 2020 (FY21)
Add Alt 1	180 Calendar Days from NTP.	N/A	Anticipated NTP sometime between base bid NTP or April of 2020 (FY21)
Add Alt 2	480 Calendar Days from NTP.	N/A	Anticipated NTP will occur April of 2020 (FY21) at the earliest
Add Alt 3	180 Calendar Days from NTP.	N/A	If executed, will be executed with base bid NTP if awarded

**CONTRACT PRICE.** MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of Six Million Eight hundred seventy three thousand four hundred seventy one dollars and 60 cents (\$6,873,471.60). Payment shall be made as set forth in the General Conditions.

#### **LIQUIDATED DAMAGES.**

It is agreed that the Contractor will pay MTS the sum of **\$2,810.00** for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In addition, the contractor shall complete their work in time to allow the resumption of normal operation accordance with the approved Construction Work Plan and as specified in Section 11-8 "Work Windows. By executing the Agreement, the contractor and MTS both agree that MTS will be damaged if there is a delay in resumption of normal service and that it will be impracticable and extremely difficult to ascertain and determine the actual damage which MTS will sustain in the event of and by reason of such delay in resumption of normal service. As such, the Contractor and MTS agree that a reasonable measure of those damages (which include, but are not limited to, loss of ridership, inconvenience to riders, cost of providing alternate service, etc.) are **\$1,500.00** per hour. In the event this is not paid, the Contractor agrees MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

**COMPONENT PARTS OF THE CONTRACT.** The "Contract Documents" include the following:

- Invitation for Bids (IFB)
- Information and Instructions for Bidders
- Contractor's Bid Forms
- Bid Bond
- Designation of Subcontractors



Designation of Other Third Party Contractors  
Information Required of Bidders  
Non-Collusion Declaration Form  
Iran Contracting Act Certification  
Public Works Contractor Registration Certification  
Performance Bond  
Payment (Labor and Materials) Bond  
General Conditions  
Special Provisions (or Special Conditions)  
Federal Requirements (Federal Transit Administration)  
Technical Specifications prepared by B. Ryan, dated Feb, 2019  
and Darrin Brown dated March, 2019  
Standard Specifications (Excluding sections 1-9 in their entirety)  
Addenda  
Plans prepared by B. Ryan, dated Feb, 2019  
Plans prepared by Darrin Brown dated March, 2019  
Change Orders as executed by MTS

The Contractor shall complete the Work in strict accordance with all of the Contract Documents.

This Contract shall supersede any prior agreement of the parties.

**PROVISIONS REQUIRED BY LAW.** Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

**INDEMNIFICATION.** Contractor shall provide indemnification as set forth in the General Conditions.

**PREVAILING WAGES.** Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at <http://www.dir.ca.gov> and which must be posted at the job site

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM CONTRACTOR AUTHORIZATION**

By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____



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## Agenda Item No. 21

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

MISSION VALLEY WEST SIGNAL UPGRADE – AWARD WORK ORDER UNDER A  
JOB ORDER CONTRACT (JOC)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7506-05 to MTS Doc. No. PWL235.0-17 (in substantially the same format as Attachment A) with HMS Construction, Inc. (HMS) for the Mission Valley West Signal System Upgrades in the amount of \$554,355.86.

#### Budget Impact

The total cost will not exceed \$554,355.86 inclusive of a direct cost of \$539,850.78 and the administrative fees totaling \$14,505.08. (Contractor share of administrative fees is \$5,453.04, with the MTS share is \$9,052.04). Funding will be from the MTS Capital Improvement Project 2008102501 – Mission Valley West Signal System Upgrades.

#### DISCUSSION:

A segment of the Green Line that operates from Morena/Linda Vista and Mission San Diego stations, also known as Mission Valley West, is a non-monitored signal indication territory. This means that the area is not connected to the Centralized Train Control (CTC) system that displays on the Operations Control Center map. This project will upgrade this segment with an Automatic Block Signaling system (ABS) and provide visibility of the territory to staff in the CTC unit. By providing CTC staff monitoring capabilities for this track segment, the project will implement additional measures to prevent train collisions and maintain safe operations on the Mission Valley West segment. All other segments of the system currently have the ABS system.



A work order will be issued to HMS for the installation of the ABS system on the Mission Valley West segment of the Green Line. HMS will provide all materials, labor, and equipment necessary for the upgrade. Work is expected to be completed by June 2020.

In October 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC railroad signals, overhead catenary systems and track work construction services. 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. Three bids were received and the contract was awarded to HMS. On June 8, 2017, the MTS Board of Directors authorized the CEO to execute MTS Doc. No. PWL235.0-17 with HMS.

Pricing for this repair task order was reviewed and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC7506-05 to MTS Doc. No. PWL235.0-17 (in substantially the same format as Attachment A) with HMS for the Mission Valley West Signal System Upgrades in the amount of \$554,355.86.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. PWL235.0-17, Work Order MTSJOC7506-05

JOB ORDER CONTRACT  
WORK ORDER

PWL235.0-17  
CONTRACT NUMBER

MTSJOC7506-05  
WORK ORDER NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2019, 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: HMS Construction Inc. Address: 2885 Scott St.

Form of Business: Corporation Vista, CA 92081  
(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 760-727-9808 Email Address: \_\_\_\_\_

Authorized person to sign contracts: Michael C. High President  
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL235.0-17), 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 \$545,303.82 inclusive of a direct cost of \$539,850.78 and a 1% Gordian Group license fee of \$5,453.04.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$539,850.78

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

## EXHIBIT A (Scope of Work)

## Job Order Contract Detailed Scope of Work



Date: 9.30.19

To: Buck Hubbard, Ext 233  
Project Manager  
HMS Construction Inc.  
2885 Scott Street  
Vista, CA 92081

From: Thang Nguyen  
Systems Engineer  
Metropolitan Transit System  
1255 Imperial Avenue, Suite 900  
San Diego, CA 92101

Phone: (760) 727-9808

Phone: 6195574560

FAX: (760) 727-9806

FAX:

Project: MTSJOC7506-05

Project/Cost Center:

Title: Mission Valley West Signal System Upgrade

Location:

Railroad Protective: ☐ Yes ☐ NoRace Conscious: ☐ Yes ☐ No

DBE/UDBE Goal: 0%

### Detailed Scope of Work

The Contractor shall provide all labor, materials, and equipment to complete the work in accordance with the Scope of Work. All work shall be in compliance with all local, state, and federal rules, laws, and regulations, as applicable. The Mission Valley West Signal System Upgrade will be located on a segment of the Green Line from Morena/Linda Vista and Mission San Diego.

### CONTRACTOR RESPONSIBILITIES

#### Removal:

All equipment removed from service under this Task Order shall remain the property of MTS. It shall be removed with care and shall be subject to no unnecessary damage. Removed equipment shall be turned over to MTS for storage.

The work shall be completed in accordance with plans and specifications except as modified herein. All construction work done under this contract shall be completed in a neat, workman like manner. All work shall be completed in a manner as to appear as to have been part of the original site construction, notwithstanding past practices that may have been poorly executed.

The description of the work at each site, as written in this contract, is intended to be descriptive and not prescriptive. The task descriptions shall be understood by the Contractor to include all details of the work necessary to accomplish a complete and operating system, whether or not specifically mentioned.

#### Clean Up:

At the completion of the work the site shall be restored to its original appearance. No evidence of recent construction

**Detailed Scope of Work Continued****Project:** MTSJOC7506-05**Title:** Mission Valley West Signal System Upgrade

---

 shall be visible.
**SCOPE OF WORK**

Complete the installation of new Programmable Logic Controller (PLC) and its related network modules. The work shall include, but is not limited to the procurement, installation and testing of vital relay contacts, vital repeater relays, PLC's, fiber to copper Ethernet media converters, DC power and associated busses, wiring, arrestors, Ethernet patch cables and fiber patch cables.

Protect existing MTS cabling and, where necessary, relocate existing cabling in order to prevent damage to the cabling during all phases of work.

Procure, deliver, install, and test operational SCADA systems as shown on the Contract Drawings and specified in these special provisions. The system shall include the indication track circuits, switch position, wayside color light signals.

Develop, modify existing, install, test, and commission application logic software for programmable logic controllers. Application software shall be developed with input and assistance of the Engineer and as described in these specifications.

Perform and document all tests and inspections in accordance with CFR 49 regulations, the AREMA Signal Manual, and these Specifications.

Record the final as-built conditions of the signal and communication systems for each location.

At the completion of the work, the site shall be restored to its original appearance. No evidence of recent construction shall be visible.

**Project Management:*****Baseline Schedule & Mobilization:***

Contractor shall submit a Proposed Baseline Schedule with the Cost Proposal. Contractor shall submit monthly update(s) in accordance with Progress Schedule.

***Meetings:***

Contractor shall prepare a Three (3) Week Look Ahead schedule, RFI Status List and Submittal Status List and distribute at regular progress update meetings attended by the Resident Engineer.

**Safety Plan:**

The Contractor shall submit a Safety Plan prior to beginning any work.

**Quality Control:**

The Contractor is responsible for Quality Control and shall submit a Quality Control Plan (QCP) per JOC Special Provisions. QC plan shall include a requirement that Contractor and Subcontractor shall attend "Readiness Review Meetings" prior to start of work to discuss coordination with MTS, limits and layout of work, schedule, submittals, materials, installation and accept testing, work plan, and safety.



**Detailed Scope of Work Continued****Project:** MTSJOC7506-05**Title:** Mission Valley West Signal System Upgrade**Contingency Plan:**

A Contingency Plan shall be submitted for approval by the Engineer prior to beginning any work.

**Key Personnel:**

The contractor shall establish key personnel as outline herein to ensure work is carried out in the correct manner.

Key employees of the Contractor engaged in the adjustment and testing of the various systems shall be qualified and have had experience on an operating transit system in the type and level of systems installation and testing work as required herein. At a minimum "key employees" shall include the Contractor's Signal Engineer, Construction Foreman, and Lead Wireman. Additional experienced personnel shall be provided by the contractor for testing and placing systems in operation. Contractor shall submit resumes for the "key employees" to the Engineer. The Engineer's decision concerning the candidate's qualifications shall be final. Contractor shall propose alternate personnel if the original candidate(s) are found to be unacceptable. No related work shall begin prior to the Contractor's "key employees" having been accepted by the Engineer.

The Contractor's signal construction forces shall work under the supervision and direction of an approved Signal Engineer(s). The Contractor's Signal Engineer(s) shall oversee the installation, adjustment and testing of signal related work within the rail cases. The Contractor's Signal Engineer(s) shall be within the project limits whenever related work or whenever roadway or track construction work is in progress in the right of way, in the vicinity of existing wayside signaling equipment, highway-rail grade crossings, and/or cabling.

The Contractor's Signal Engineer(s) shall direct and certify the successful completion of all tests on equipment and systems prior to releasing the systems for operation. The Contractor's Signal Engineer(s) is responsible to ensure that all applicable test documentation is completed prior to, or immediately after, in-service testing is completed.

The Contractor's proposed Signal Engineer(s) shall demonstrate experience in the philosophy, application, and testing requirements of the various systems, including vital railroad signal systems. Signal Engineer(s) shall have a minimum of 10 years signal experience on a major transit or commuter system in the United States, with 3 years in a lead Signal Engineer role on a construction project. The proposed Signal Engineer(s) shall also demonstrate knowledge of the governing CPUC and FRA rules and regulations, as well as understanding of the MTS systems. This demonstration shall be by interview of the proposed Signal Engineer by the Engineer prior to commencement of any systems related work. The Engineer's decision concerning the candidate's qualifications shall be final. The Contractor shall propose alternate personnel if the original candidate is found to be unacceptable. No signaling related work shall begin prior to the Contractor's Signal Engineer(s) having been approved by the Engineer.

All Contractor field personnel must receive safety training that shall include a thorough briefing in the rules of conduct in work areas where moving trains may be present. No work shall be performed on operating systems or appliances without a SDTI representative being present. Any Contractor personnel found to be acting in violation of safety or operating rules and regulations will be barred from the work site.

**SCHEDULE OF SERVICES/MILESTONE/DELIVERABLES**

**Detailed Scope of Work Continued****Project:** MTSJOC7506-05**Title:** Mission Valley West Signal System Upgrade

A new Programmable Logic Controller (PLC) and its related network modules shall be supplied and installed at this location by the Contractor, as shown in the contract design drawings. All associated wiring materials and labels shall be supplied and installed by the Contractor.

Under the guidance of a qualified signal engineer, the contractor shall maintain the existing warning system operational as construction is in progress. Although equipment placement is shown in the contract documents, final equipment placement shall be evaluated by the approved signal engineer and may require the relocation or removal of existing equipment. All existing equipment that requires relocation shall be coordinated and approved by MTS and retested. All new circuit arrangements shall be pre-tested prior to final connection, and final in-service testing.

**SPECIAL CONDITIONS:**

Any condition listed below applies solely to this Task Order and does not otherwise alter the Agreement or other Task Orders.

1. MTS Task Order Manager shall approve completed work prior to payment per Attachment B schedule.
2. The contractor shall work with MTS's design oversight consultant-Pacific Railway Enterprises (PRE)-as directed by MTS Project Manager.
3. Flaggers: The Contractor shall request flaggers from MTS/SD trolley, 72 hours in advance of any work activity within the MTS right of way. The Engineer shall furnish the necessary forms to request flaggers.
4. All Contractor employees or representatives shall be trained through the MTS Railroad Worker Safety Training Program prior to the work. To schedule a training session, visit the link below for instructions.

<http://www.sdmts.com/Business/RAILSAFETYTRAINING.htm>

Gabriel McKee - Project manager

Thang Nguyen - Systems Engineer

 9-20-19  
Buck Hubbard, Ext 233 - Project Manager

## EXHIBIT B (Cost Breakdown)

## Job Order Contract

**Contractor's Price Proposal Summary- Category**

**Work Order #:** MTSJOC7506-05  
**Title:** Mission Valley West Signal System Upgrade  
**Contractor:** SANDAG - HMS Construction Inc. - MTSJOC7506  
**Proposal Value:** \$545,303.82  
**Proposal Name:** Mission Valley West Signal System Upgrade

**To:** Thang Nguyen  
 Systems Engineer  
 Metropolitan Transit System  
 1255 Imperial Avenue, Suite 900  
 San Diego, CA 92101

**From:** Buck Hubbard, Ext 233  
 Project Manager  
 HMS Construction Inc.  
 2885 Scott Street  
 Vista, CA 92081

<b>No Category Input:</b>	<b>\$545,303.82</b>
<b>Work Order Proposal Total</b>	<b>\$545,303.82</b>
<b>1% Contractor Licensing Fee Withheld</b>	<b>\$5,453.04</b>
<b>Total Job Order Amount</b>	<b>\$539,850.78</b>

This work order proposal total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding of the line totals and sub-totals.



## Job Order Contract

## Contractor's Price Proposal Detail- Category

**Work Order #:** MTSJOC7506-05  
**Title:** Mission Valley West Signal System Upgrade  
**Contractor:** SANDAG - HMS Construction Inc. - MTSJOC7506  
**Proposal Value:** \$545,303.82  
**Proposal Name:** Mission Valley West Signal System Upgrade

CSI Number	Mod.	UOM	Description	Line Total
<b>No Category Input</b>				
1	01 22 20 00-0010	HR	ElectricianFor tasks not included in the Construction Task Catalog® and as directed by owner only.	\$29,592.99
		Quantity	Unit Price	Factor
	Installation	400.00 x	\$65.85 x	1.1235 =
				Total
				\$29,592.99
			Daytime Assembly / Installation	
2	01 22 20 00-0010	HR	ElectricianFor tasks not included in the Construction Task Catalog® and as directed by owner only.	\$35,235.02
		Quantity	Unit Price	Factor
	Installation	400.00 x	\$65.85 x	1.3377 =
				Total
				\$35,235.02
			Electrician during night shift including cut over time	
3	01 22 20 00-0010	0004 HR	For Foreman, Add	\$1,760.41
		Quantity	Unit Price	Factor
	Installation	400.00 x	\$3.29 x	1.3377 =
				Total
				\$1,760.41
4	01 22 20 00-0011	HR	Electrical GroundmanLine items in the CTC include appropriate costs to cover labor. These items will be requested specifically by the owner for miscellaneous work not covered in the CTC.	\$6,009.38
		Quantity	Unit Price	Factor
	Installation	80.00 x	\$66.86 x	1.1235 =
				Total
				\$6,009.38
5	01 22 20 00-0012	HR	High Voltage Electrician, (Utility Lineman)For tasks not included in the Construction Task Catalog® and as directed by owner only.	\$37,623.77
		Quantity	Unit Price	Factor
	Installation	400.00 x	\$83.72 x	1.1235 =
				Total
				\$37,623.77
6	01 22 20 00-0055	HR	Specialty Engineer, for Testing and Commisioning Railway Signaling Systems	\$44,864.00
		Quantity	Unit Price	Factor
	Installation	160.00 x	\$200.00 x	1.4020 =
				Total
				\$44,864.00
			Signal Engineer during night cut-overs, 20 x 8 =160	
7	01 22 20 00-0055	HR	Specialty Engineer, for Testing and Commisioning Railway Signaling Systems	\$98,868.00
		Quantity	Unit Price	Factor
	Installation	440.00 x	\$200.00 x	1.1235 =
				Total
				\$98,868.00
			Day Work Within Cases	
8	01 22 23 00-1153	DAY	1/2 To 3/4 Ton, 4 x 2 Light Duty Conventional Pickup Truck With Full-Time Truck Driver	\$83,911.97
		Quantity	Unit Price	Factor
	Installation	100.00 x	\$746.88 x	1.1235 =
				Total
				\$83,911.97
			2 field trucks 400+ 400= 800 hours / 8 = 100 days	

## Contractor's Price Proposal Detail- Category Continued..

Work Order #: MTSJOC7506-05  
 Title: Mission Valley West Signal System Upgrade

CSI Number	Mod.	UOM	Description	Line Total
<b>No Category Input</b>				
9	01 22 23 00-1153	0029	DAY For Equipment Without Operator, Deduct	-\$56,271.62
		Installation	Quantity 100.00 x Unit Price \$-500.86 x Factor 1.1235 = Total \$-56,271.62	
10	23 09 23 00-0189	EA	Distributed IO, Terminal Block For AI, AO And DI Modules (Honeywell XSL513)	\$7,409.42
		Installation	Quantity 62.00 x Unit Price \$106.37 x Factor 1.1235 = Total \$7,409.42	
11	26 09 23 00-0126	EA	8 Relays, Flush Mount, Lighting Control Panel With Group Switching Card And DIN Rail (Watt Stopper LP24F-8-G)	\$17,645.42
		Installation	Quantity 8.00 x Unit Price \$1,963.22 x Factor 1.1235 = Total \$17,645.42	
12	27 14 23 13-0029	EA	Single Strand, Fusion Splice Of Fiber Optic Cable	\$6,958.06
		Installation	Quantity 312.00 x Unit Price \$19.85 x Factor 1.1235 = Total \$6,958.06	
13	27 14 23 13-0035	EA	Test 1-Strand Of Fiber Optic Cable Using A Single Directional OTDR Test With Documentation	\$11,592.09
		Installation	Quantity 312.00 x Unit Price \$33.07 x Factor 1.1235 = Total \$11,592.09	
14	27 14 23 13-0047	EA	Hardened Ethernet Switch	\$27,609.51
		Installation	Quantity 13.00 x Unit Price \$1,890.35 x Factor 1.1235 = Total \$27,609.51	
15	27 14 23 13-0054	EA	Commercial Gigabit Media Converter, Ethernet RJ45 to Fiber Optic. Shelf, Wall or Chassis Mount, 100VAC - 260VAC, Power Module Included. Gigabit Ports: 1 x 1000TX & 1 x 1000LX SM 20KM, (Etherwan Systems)	\$6,717.99
		Installation	Quantity 8.00 x Unit Price \$747.44 x Factor 1.1235 = Total \$6,717.99	
16	27 14 23 13-0055	EA	Media Converter Chassis (Etherwan Systems), 16 Slots for any Standard Size Media Converter, 19" Rack Mount Redundant Power Supplies, Power Option 100VAC - 260VAC.	\$6,717.99
		Installation	Quantity 8.00 x Unit Price \$747.44 x Factor 1.1235 = Total \$6,717.99	
17	27 14 63 00-0008	EA	48 Port, Rack Mount Multimedia Modular Angled Patch Panel, Unloaded	\$2,280.62
		Installation	Quantity 16.00 x Unit Price \$126.87 x Factor 1.1235 = Total \$2,280.62	
18	27 16 19 00-0018	EA	ST To LC Connectors, 1 Meter Length, Singlemode, Duplex Fiber Optic Patch Cable	\$18,693.87
		Installation	Quantity 312.00 x Unit Price \$53.33 x Factor 1.1235 = Total \$18,693.87	
19	27 16 19 00-0034	EA	Duplex Fiber Optic Cable Pig Tail	\$20,194.15
		Installation	Quantity 312.00 x Unit Price \$57.61 x Factor 1.1235 = Total \$20,194.15	
20	27 16 19 00-0046	EA	15' Category 6 Patch Cables With Boots	\$325.41
		Installation	Quantity 13.00 x Unit Price \$22.28 x Factor 1.1235 = Total \$325.41	
21	34 42 13 13-0023	EA	Plugboard Kit With #10-14 AWG Crimp Type Terminals, For All Type B, Size 1 Relays; Alstom #59686-05-04Note: Includes insulators; solder terminals; relay mounting studs with nuts and washers; plugboard; test post; mounting bolts, nuts and washers. Excludes registration plates or voltage post.	\$5,263.82
		Installation	Quantity 13.00 x Unit Price \$360.40 x Factor 1.1235 = Total \$5,263.82	

## Contractor's Price Proposal Detail- Category Continued..

Work Order #: MTSJOC7506-05  
 Title: Mission Valley West Signal System Upgrade

CSI Number	Mod.	UOM	Description	Line Total
<b>No Category Input</b>				
22	34 42 13 13-0031	EA	Relay, B1 Switch Control Neutral Relay 2F-2B, 500 OHM; Alstom #56001-926-01	\$8,459.51
		Installation	Quantity 8.00 x Unit Price \$941.20 x Factor 1.1235 = Total \$8,459.51	
23	34 42 13 13-0054	EA	SLC Power Supply, Rack Mount; Allen Bradley #1746-P2	\$8,386.19
		Installation	Quantity 13.00 x Unit Price \$574.18 x Factor 1.1235 = Total \$8,386.19	
24	34 42 13 13-0056	EA	10 Slot Chassis SLC500; Allen Bradley #1746-A10	\$9,176.49
		Installation	Quantity 13.00 x Unit Price \$628.29 x Factor 1.1235 = Total \$9,176.49	
25	34 42 13 13-0060	EA	Micrologic Controller (Micrologix 1000); Allen Bradley #1761-L32-BWA	\$7,596.03
		Installation	Quantity 13.00 x Unit Price \$520.08 x Factor 1.1235 = Total \$7,596.03	
26	34 42 13 13-0061	EA	Data Highway Interface Module RS-232C PLC5; Allen Bradley #1771-KF	\$66,444.80
		Installation	Quantity 13.00 x Unit Price \$4,549.30 x Factor 1.1235 = Total \$66,444.80	
27	34 42 13 13-0062	EA	Cable, Net-AIC to Micro/SLC PLC; Allen Bradley #1761-CBL-PM02	\$1,032.17
		Installation	Quantity 13.00 x Unit Price \$70.67 x Factor 1.1235 = Total \$1,032.17	
28	34 42 13 13-0063	EA	Cable, AIC to PLC; Allen Bradley #1761-CBL-AP00	\$645.12
		Installation	Quantity 13.00 x Unit Price \$44.17 x Factor 1.1235 = Total \$645.12	
29	34 42 13 13-0084	EA	Nut, Molded Insulated Terminal Nut; US&S #J048300	\$32.28
		Installation	Quantity 13.00 x Unit Price \$2.21 x Factor 1.1235 = Total \$32.28	
30	34 42 13 13-0271	EA	NEUTRAL RELAY-	\$17,294.08
		Installation	Quantity 13.00 x Unit Price \$1,184.08 x Factor 1.1235 = Total \$17,294.08	
31	34 42 33 00-0961	EA	CABLE; 15' RS-232 Data Cable WITH RJ48 Connectors (01-232-15F)	\$5,621.80
		Installation	Quantity 13.00 x Unit Price \$384.91 x Factor 1.1235 = Total \$5,621.80	
32	34 42 33 00-1344	MLF	CABLE-#22 AWG ETFE TWS PR (A045849-0094)	\$2,910.54
		Installation	Quantity 2.00 x Unit Price \$1,295.30 x Factor 1.1235 = Total \$2,910.54	
33	34 43 26 13-0043	EA	Terminal Blocks	\$4,702.54
		Installation	Quantity 62.00 x Unit Price \$67.51 x Factor 1.1235 = Total \$4,702.54	
<b>Subtotal for No Category Input:</b>				<b>\$545,303.82</b>
<b>Work Order Proposal Total</b>				<b>\$545,303.82</b>

This work order proposal total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding of the line totals and sub-totals.

The Percent of NPP on this Proposal: 0.00%



## EXHIBIT C (Subcontractor Listing)

# Job Order Contract Subcontractor Listing



**Date:** 9/30/2019  
**Job Order Number:** MTSJOC7506-05  
**Job Order Title:** Mission Valley West Signal System Upgrade

**To:** Gabriel McKee  
 Project manager  
 Metropolitan Transit System

**From:** Buck Hubbard, Ext 233  
 Project Manager  
 HMS Construction Inc.  
 2885 Scott Street  
 Vista, CA 92081

**Phone:**

**Phone:** (760) 727-9808

**Fax:**

**Fax:** (760) 727-9806

**Railroad Protective:** ☐ Yes ☐ No

**Race Conscious:** ☐ Yes ☐ No

**DBE/UDBE Goal:** 8%

Name of Contractor	Trade	UDBE \$	DBE \$	SB \$	Non UDBE/DBE/SB	%
Seca Engineering	Signal Engineering Field Support	\$0.00	\$0.00	\$0.00	\$120,000.00	22.01%
TOTALS		\$0.00	\$0.00	\$0.00	\$120,000.00	22.01%

Work Order Total: \$545,303.82

% of Work to be performed by Certified UDBE/DBE/SB: 0.00%

Signature: Buck Hubbard 9-30-19 Buck Hubbard, Ext 233

Title: Project Manager

Firm or Corporate Name: SANDAG - HMS Construction Inc.

Address: 2885 Scott Street , Vista, CA 92081

Telephone Number: (760) 727-9808



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

## Agenda Item No. 22

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

LIGHT RAIL VEHICLE (LRV) LIFTING JACKS REPLACEMENT – INSTALLATION  
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. PWL290.0-20 (in substantially the same format as Attachment A) with Makai Solutions for the installation of in-floor lifting hoists to replace existing hoists for a not-to-exceed amount of \$149,149.00.

#### Budget Impact

The value of this agreement will not exceed \$149,149.00 and is funded under the MTS Insurance Recovery cost center 999016. MTS will be reimbursed for this cost through MTS's flood insurance provider, Lexington Insurance, through MTS's relationship with the California State Association of Counties Excess Insurance Authority (CSAC-EIA).

#### DISCUSSION:

The MTS LRV maintenance facility was subjected to flash flood conditions on the evening of December 6, 2018. During this weather event, the C-building maintenance pits filled with flood waters and the entire building was overcome by 3-4 inches of water. In addition, the in-floor lifts were inundated with water and severely damaged.

The in-floor hoists were disassembled and inspected jointly by members of the MTS LRV Maintenance team, BBM Railway Equipment (the supplier of the in-floor hoist systems) and the 3<sup>rd</sup> party claims administrator, McLarens. The results of the inspection indicated that much of the in-floor equipment had suffered damages due to being completely submerged and would need to be replaced. Equipment that could be reused was identified and a cost proposal to replace the damaged systems' components was



provided by BBM Railway Equipment. The existing systems were provided by MACTON Corporation and installed in 1995.

The LRV Maintenance Department depends on these in-floor hoists daily to service the MTS Light Rail Fleet lifting the LRVs to provide undercar access for maintenance and repairs. Without the hoists in service, maintenance efficiencies are negatively impacted as personnel have to set up portable hoists and jacks to service the vehicles resulting in longer out of service time for the LRV fleet. This project completely replaces all components damaged by the flood that were deemed unsuitable for reuse and will return the hoists to serviceable condition.

The new system must work with the remaining existing infrastructure in order to avoid unnecessary and costly complete replacement. MTS staff has determined that a sole-source procurement has been approved for BBM Railway Equipment to supply the new jacks (Contract PWL266.0-19, Board Approval April 11, 2019, Agenda Item 11). The work associated with this project must comply with State Prevailing Wage and licensing requirements which BBM cannot comply with, therefore a solicitation was published to secure a licensed contractor to perform the installation work.

Three bids for the installation work were received on September 26, 2019 as follows:

COMPANY NAME	BID AMOUNT
<b>Makai Solutions</b>	<b>\$149,149.00</b>
<b>Autolift Services</b>	<b>\$157,900.00</b>
<b>Air and Lube Systems</b>	<b>\$281,362.00</b>
ICE	\$160,000.00

The pricing provided by Makai Solutions in comparison with the independent cost estimate (ICE) and an MTS price analysis was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL290.0-20 (in substantially the same format as Attachment A), with Makai Solutions for the installation of replacement in-floor lifting hoists in the amount of \$149,149.00.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. PWL290.0-20

PWL290.0-20
CONTRACT NUMBER

**STANDARD CONSTRUCTION AGREEMENT  
FOR  
LIGHT RAIL VEHICLE (LRV) LIFT INSTALLATION**

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:	<u>Makai Solutions</u>	Address:	<u>1653 W. El Segundo Blvd.</u>
			<u>Gardena, CA 90249</u>
Form of Buiness:	<u>Corp.</u>	Email	
(Corporation, Partnership, Sole Proprietor, etc.)		Address:	<u>danny@makaisolutions.com</u>
Telephone:	<u>310-436-2222</u>		
Authorized person to sign contracts	<u>Daniel Peterson II</u>	<u>Vice President</u>	
	Name	Title	

**The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:**

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project as specified in the Scope of Work (Exhibit A), Bid Proposal (Exhibit B), and in accordance with the Standard Construction Agreement and Special Conditions (Exhibit C), and Federal Requirements (Exhibit D).

**SCOPE OF WORK.** Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

**LIGHT RAIL VEHICLE (LRV) LIFT INSTALLATION**

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

**CONTRACT PRICE.** MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of \_One hundred forty nine thousand one hundred forty nine Dollars (\$149,149.00). Payment shall be made as set forth in the General Conditions.

does not exclude recovery of other damages specified in the Contract Documents.

**PROVISIONS REQUIRED BY LAW.** Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

**INDEMNIFICATION.** Contractor shall provide indemnification as set forth in the General Conditions.

**PREVAILING WAGES.** Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at <http://www.dir.ca.gov> and which must be posted at the job site

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____	Firm: _____
Approved as to form:	By: _____
By: _____	Title: _____



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

## Agenda Item No. 25

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

PUBLIC HEARING FOR UC SAN DIEGO COASTER CONNECTION  
IMPLEMENTATION (DENIS DESMOND)

#### RECOMMENDATION:

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

- 1) Receive public testimony; and
- 2) Approve the permanent implementation of the University of California, San Diego (UCSD) Coaster Connection route in January 2020.

#### Budget Impact

The subsidy for operating the UCSD Coaster Connection would be reimbursed to MTS by North County Transit District (NCTD), so there is no net impact to the MTS budget. For FY 2020, a cost of approximately \$160,000 is estimated for the operation of the service. Starting with the first full year of service in FY 2021, annual operating costs are estimated to be approximately \$300,000 (FY 2020 dollars).

#### DISCUSSION:

MTS has been providing shuttle service to the Sorrento Valley Coaster Station since the 1990s. The current service design was implemented in 1999, with modifications over the years due to budget needs and other developments. MTS currently operates four Sorrento Valley Coaster Connection (SVCC) routes, connecting the station with Sorrento Mesa, Carroll Canyon, Torrey Pines, and University City. Since the service primarily supports the Coaster, NCTD pays fifty percent of the operating costs plus reimburses MTS for the passenger fares (at \$1 per boarding).





UCSD has also been providing their own shuttle services between the Sorrento Valley Coaster Station and their campus for many years. Their shuttle offers free service for students, faculty, and staff, and connects the station with both the east campus (UCSD Medical Center) and the central campus areas.

UCSD is in the process of reducing its provision of off-campus transportation, and approached MTS regarding our ability to assume their Sorrento Valley Coaster Station shuttle service. Given the importance of the UCSD connection to Coaster riders, NTCD offered to add this to their agreement with MTS for the SVCC, absorbing half the cost and reimbursing the fares. UCSD offered to reimburse the remaining operating costs, so there would be no net operating costs for MTS. MTS would provide the buses, utilizing equipment formerly used for Sorrento Valley Coaster station standby service that was very infrequently used.

MTS is proposing adjustments to the service from the routing currently operated by UCSD:

- The UCSD Coaster Connection, if operated by MTS, would connect only to the central campus area, specifically the Gilman Transit Center, where connections could be made to other MTS services. Riders accessing the east campus area, currently less than ten percent of the ridership on this service, could transfer to MTS Rapid Route 202 or a UCSD intracampus shuttle to complete their trip. A map of the proposed routing is included here as Attachment A.
- The service operated by MTS would match the hours, span, and Coaster trips served by MTS' other SVCC services. Service during midday and other off-peak times currently offered by UCSD would be discontinued.

UCSD will assist in informing their campus population and current riders of the upcoming service changes if this proposal is approved.

MTS Board Policy 42 requires that the implementation of new services be implemented using a major service change process, including a Title VI analysis and a public hearing. The UCSD Coaster Connection is a new bus route for MTS and therefore a major service change process is required.

#### Title VI

MTS' Title VI analysis for a major service change includes a determination of whether or not disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change. The purpose of this study is to determine if there are any adverse impacts, as defined by Policy 42, which would result from implementation of the service.

The Title VI service analysis of the proposed implementation of the UCSD Coaster Connection, included as Attachment B, does not reveal any potentially adverse impacts. There are no fare changes to existing service, nor would the UCSD Coaster Connection replace any current MTS service, so there is no fare impact.

California Environmental Quality Act (CEQA)

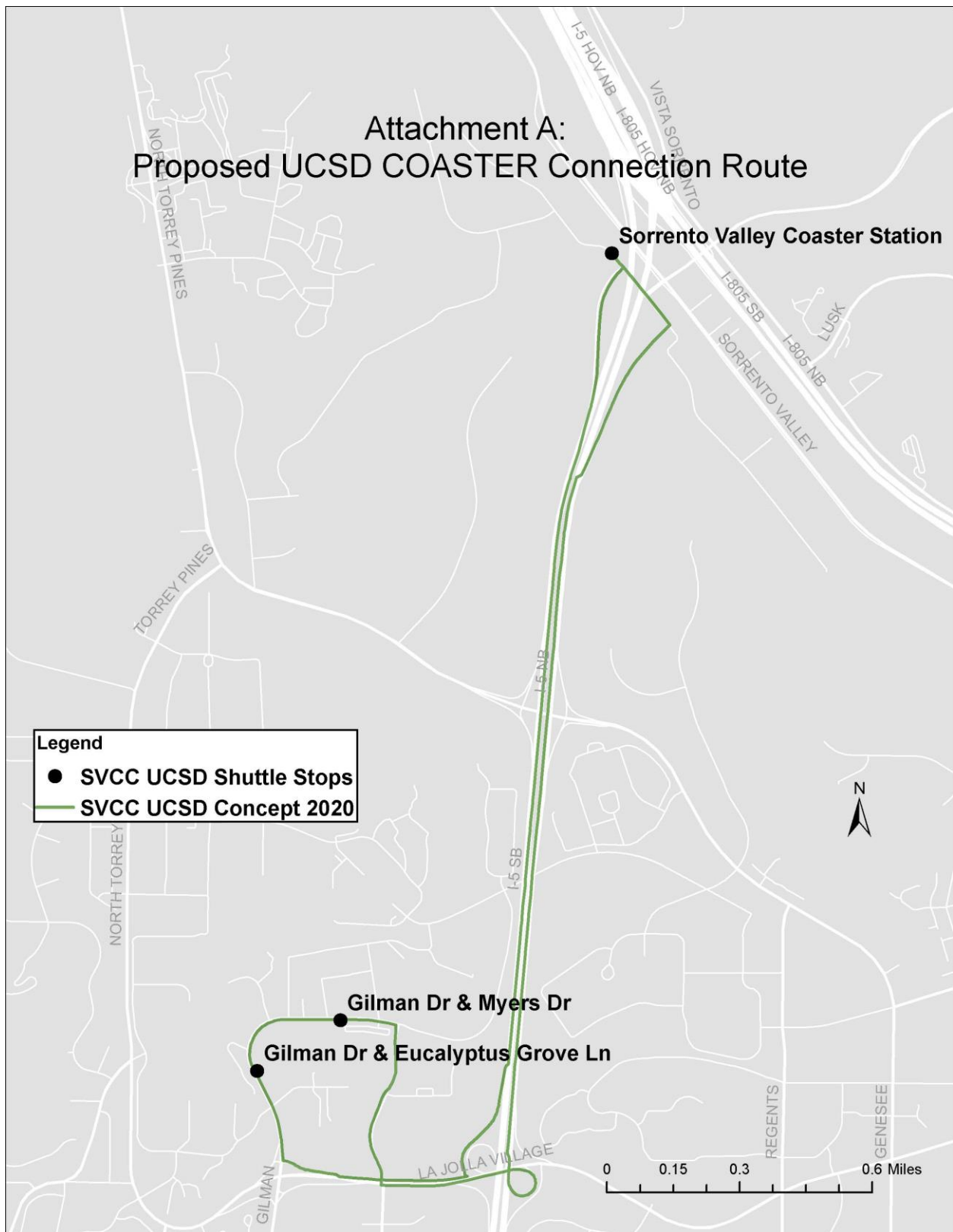
The requirements of CEQA specifically exempt the implementation of or increases in transit services on existing roads and highways (Public Resource Code § 21080 (6)(10)). This change would be an increase of 2,484 annual revenue hours of transit service along existing highway and road rights-of-way, thereby exempting the elements of the proposal from further examination under CEQA.

Policy 42 states that new services will operate as a pilot for up to 12 months prior to being made permanent. However, staff recommendation is that this Board action consider the implementation of the UCSD Coaster Connection to be permanent, given that the service is fully subsidized with no net budget impact to MTS. The new route would be considered “permanent” effective upon implementation in January 2020.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [sharon.cooney@sdmts.com](mailto:sharon.cooney@sdmts.com)

Attachments: A. Proposed MTS-UCSD Coaster Connection Route Map  
B. Major Service Change Title VI Analysis





# Title VI Analysis

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## UCSD Sorrento Valley COASTER Connection

Prepared by the Metropolitan Transit System  
October 2019

## Executive Summary

The San Diego Metropolitan Transit System (MTS) has conducted a Title VI analysis of the 2020 addition of bus service between the NCTD Sorrento Valley COASTER Station and the University of California San Diego (UCSD) main campus, as required by the Federal Transit Administration (FTA). Title VI is a Federal statute and provides 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 subjected to discrimination under any program or activity receiving Federal financial assistance. The purpose of this analysis is to ensure that MTS is in compliance with Title VI requirements. MTS has followed FTA's guidelines, published in FTA Circular 4702.1B on October 1, 2012.

The critical elements of this analysis involve a determination of whether or not disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change. As defined in MTS Policy 42:

*A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average.*

*A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average.*

The study found that there is no disparate impact and no disproportionate burden resulting from the addition of this UCSD COASTER Connection service.

## Introduction

The San Diego Metropolitan Transit System (MTS) is proposing the addition of service between the NCTD Sorrento Valley COASTER Station and the UCSD main campus. This service is an addition to the public transit network, taking the place of a shuttle operated by UCSD.

The addition of a new transit route is considered to be a major service change under MTS Policy 42.5B, and as a result the Federal Transit Administration (FTA) requires the execution of a Title VI analysis (FTA C 4702.1B). This Title VI analysis involves the evaluation of the addition of this route to the MTS network to determine whether or not it will have a disparate impact on both minority and low-income groups. If disparate impacts or disproportionate burdens are found, this analysis will identify the available service alternatives and mitigation strategies that can be used to minimize them.

## Background

### *Qualification as Major Service Change*

The definition of a major service change, as used within MTS Policy 42, was developed with public input as part of a public engagement process during June 2013 when MTS held a public hearing to solicit feedback from stakeholders. According to the policy, MTS will conduct a Title VI analysis on any of the following changes before a final implementation decision is made:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span-of service of more than 25 percent.
- The implementation of a new route or the discontinuation of an existing route.
- A routing change that affects more than 25 percent of a route's Directional Route Miles and more than 25 percent of the route's bus stops.

Because this change implements a new MTS route, it qualifies under MTS Policy 42 as a major service change.

### *Purpose of MTS Service Changes*

UCSD has operated a shuttle connecting the NCTD Sorrento Valley COASTER Station and its main campus along a substantially similar route alignment. UCSD has expressed an interest in reallocating its own internal shuttle resources, and reached an agreement with MTS to transfer responsibility for this service to MTS and incorporate this service into the public transit network.

Funding for this service will be provided by UCSD, and no reduction of MTS resources will be required to create capacity for this service addition.

### *Definition of Low-income and Minority Groups*

FTA Circular 4702.1B encourages recipients to use a locally developed threshold for low-income person that is "at least as inclusive as the HHS poverty guidelines." In coordination with SANDAG, MTS defines a low-income person as an individual whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau. The FTA defines minority persons as the following: American Indian and Alaska Native, Asian, African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

### *Disparate Impact and Disproportionate Burden to Low-income and Minority Populations*

This analysis considers the percentage of minority and low income persons by route in each census block group that the route serves. It identifies which route changes could potentially have a disparate impact or disproportionate burden. In order to provide the standard for the analysis, this section defines the criteria that MTS considers to be qualifications for a disparate impact or disproportionate burden.

The FTA defines a disparate impact as “a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient’s policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin (FTA C 4702.1B Chapter I-2).”

MTS Policy 42.6b uses the phrase, “disparate impact,” when speaking of minorities, and the phrase, “disproportionate burden,” when speaking of low-income impacts. This report uses these phrases to differentiate the two. Both are defined as follows:

A **disparate impact** is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change (MTS Policy 42.6b).

A **disproportionate burden** is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more “low-income” than the total MTS service area average; or, the benefitting population is 10 percent or greater “non-low-income” by percentage of total population than the total MTS service area average. *For example, if the total MTS service area average is 20% “low-income,” then a proposed service change that benefits a population that is 90% or greater “non-low-income” would be defined as a disproportionate burden.* If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations (MTS Policy 42.6b).

Table 2 shows the total MTS service area averages for minority and low-income populations, based on the data from the 2017 American Community Survey 5 year estimates, 2013-2017:

**Table 1: Service Area Averages**

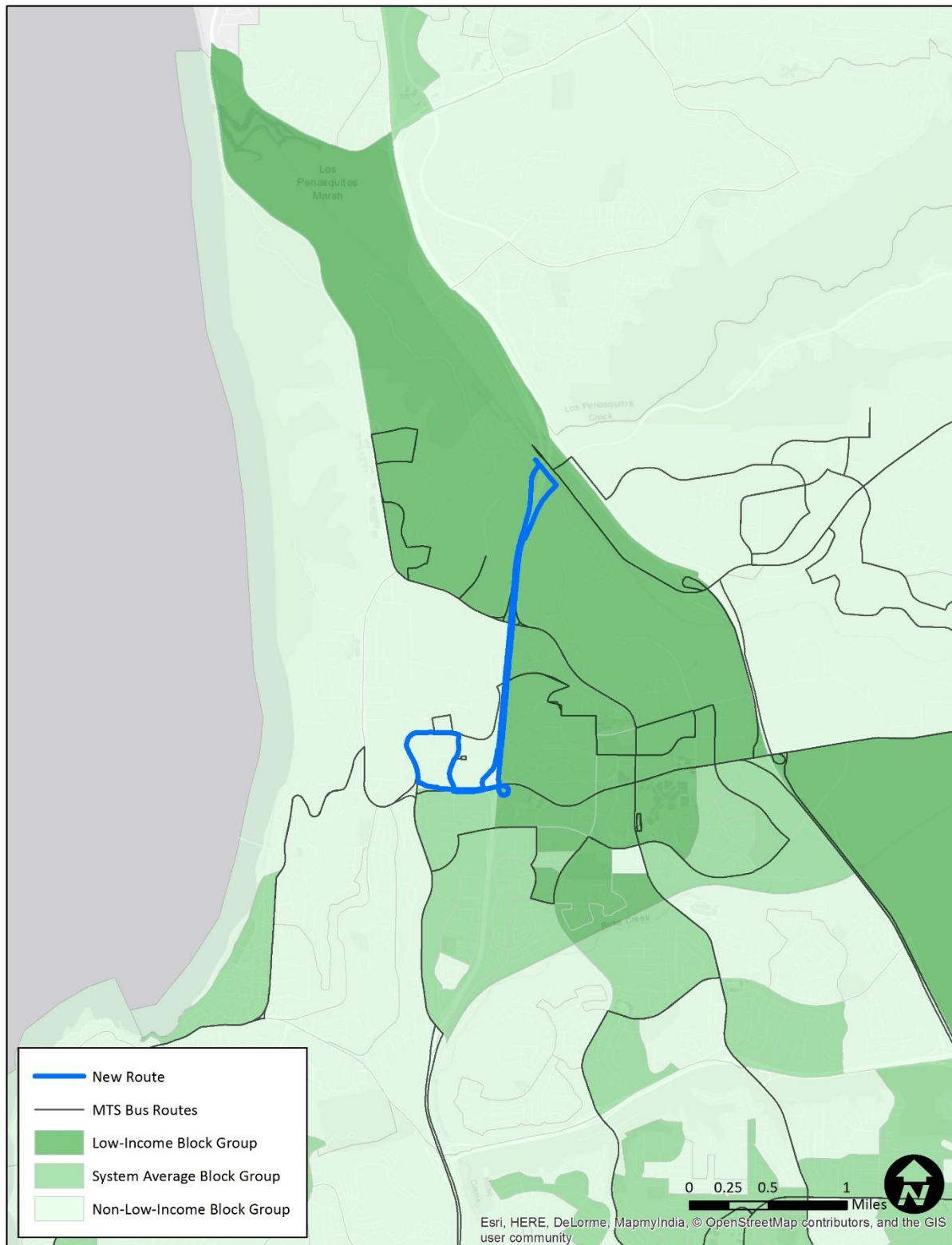
Population	Service Area Average
Minority	57.1%
Low-income	31.3%

### Proposed Service Changes

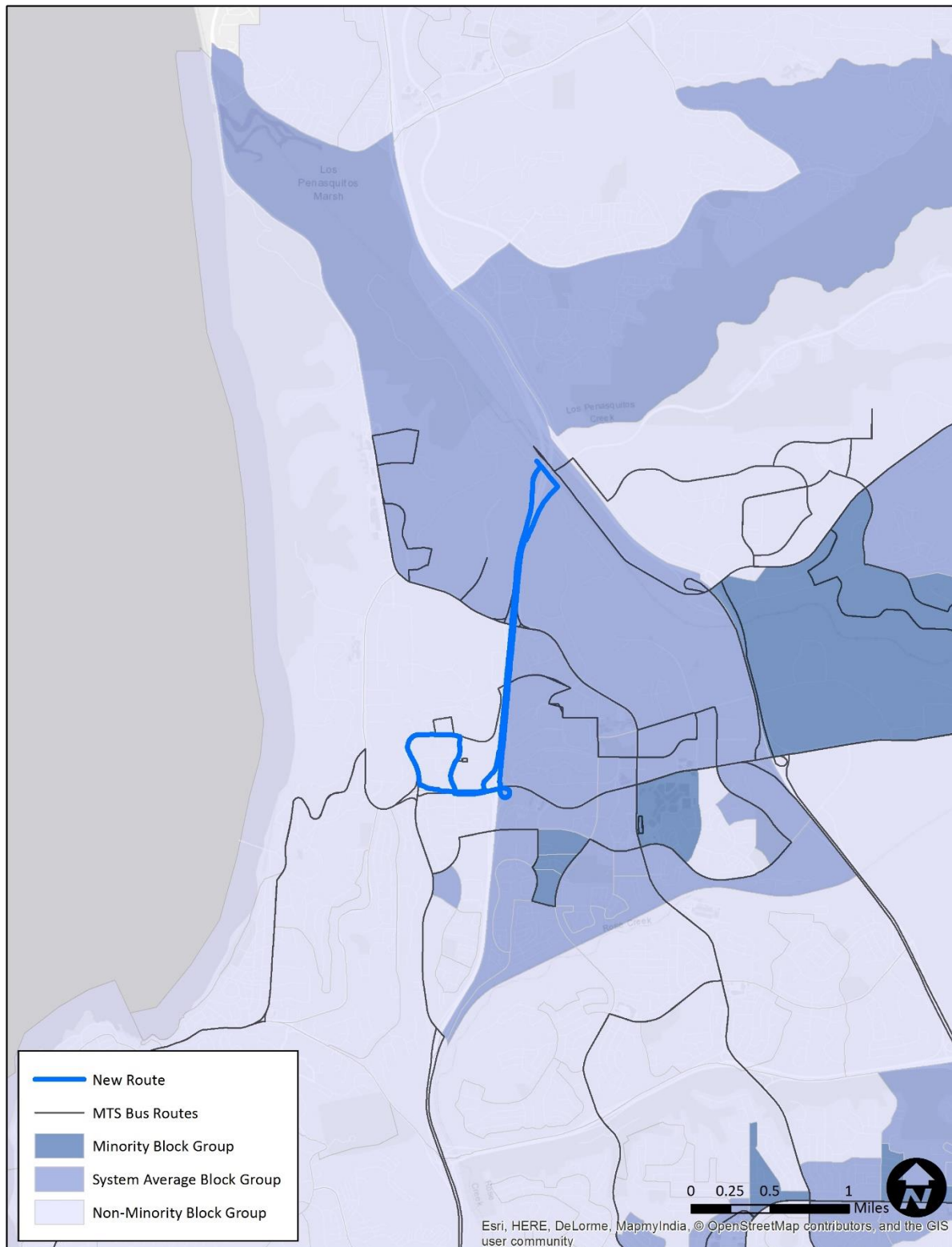
The following section provides a profile of this new service with two maps of the proposed route: one with percentage of low-income population census block groups, and one with percentage of minority census block groups.



**Figure 1: UCSD Coaster Connection and MTS Low-Income Population by Census Block Group**



**Figure 2: UCSD Coaster Connection and MTS Minority Population by Census Block Group**



## Title VI Methodology

The FTA guidelines allow transit agencies to use either ridership or population as a basis to determine disparate impacts and disproportionate burdens. Whichever basis is selected should be used throughout the analysis. MTS has selected population as the basis to ensure consistency with past analyses.

The analysis compares the population in Census block groups affected by the proposed change (defined as within 1/4 mile of an affected route) with the population in the service area. The data source is the 2013-2017 5 year estimates from the American Community Survey.

The definitions of disparate impact and disproportionate burden included in MTS Policy 42 are used in this analysis. The definitions require that the percentage of adversely affected minority or low-income populations be no more than 10 percent higher than the percentage of minority or low-income populations within the MTS service area for a service reduction. Conversely, for a service improvement or new service, the percentage of benefitted non-minority or non-low-income populations cannot be more than 10 percent higher than the percentage of non-minority and non-low-income populations within the service area.

This analysis uses the definition of low-income persons included in FTA Circular 4702.1B. The Circular encourages recipients to use a locally developed threshold for low-income persons that are “at least as inclusive as the HHS poverty guidelines.” This analysis defines low-income persons as individuals whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau.

The formats provided in Tables 1 and 2 in Appendix K of FTA Circular 4702.1B are used to present the results of the analysis, as recommended by FTA.

## Title VI Evaluation Results

Table 2 presents minority and low-income population data within the MTS service area. Total population numbers vary per population characteristic, as the American Community Survey does not include certain populations such as active-duty military in an area’s total when exploring certain metrics such as household income.

**Table 2: Population Data within the MTS Service Area**

<b>Block Group Population, Race/Ethnicity Surveys</b>	<b>Minority Population</b>	<b>Percent Minority</b>	<b>Block Group Population, Income Surveys</b>	<b>Low Income Population</b>	<b>Percent Low Income</b>
2,327,915	1,328,422	57.1%	2,271,669	711,035	31.3%

Table 4 presents minority and low-income population data for census block groups impacted by this proposed addition.

**Table 3: Census Block Group Population Affected by New UCSD Coaster Connection Service**

# Census Block Groups	Block Group Population, Race/Ethnicity Surveys	Minority Population Affected	Percent Minority	Block Group Population, Income Surveys	Low Income Population Affected	Percent Low Income Affected
11	25,294	11,953	47.3%	25,247	6,172	24.4%
		<b>Non-Minority Population Affected</b>	<b>Percent Non-Minority</b>		<b>Non-Low Income Population Affected</b>	<b>Percent Non-Low Income</b>
		13,341	52.7%		19,075	75.6%

The proposed introduction of the UCSD Coaster Connection can be defined as a service improvement, as it adds an important regional connection without diverting resources away from any other MTS service. Therefore, the analysis must consider whether non-minority and non-low income populations receive a greater benefit. The percent non-minority population in Table 4 is within 10 percent of the MTS service area average (52.7 percent versus 42.9 percent). Since the percentage of benefitted non-minority populations is not more than 10 percent higher than the percentage of non-minority populations within the MTS service area, there is no disparate impact from proposed new service. The percent non-low-income population in Table 4 is also within 10 percent of the MTS service area average for non-low-income population (75.6 percent versus 68.7 percent). Since the percentage of benefitted non-low-income populations is not more than 10 percent higher than the percentage of non-low-income populations within the MTS service area, there is no disproportionate burden from proposed new service.



## UCSD/Sorrento Valley COASTER Connection Public Hearing

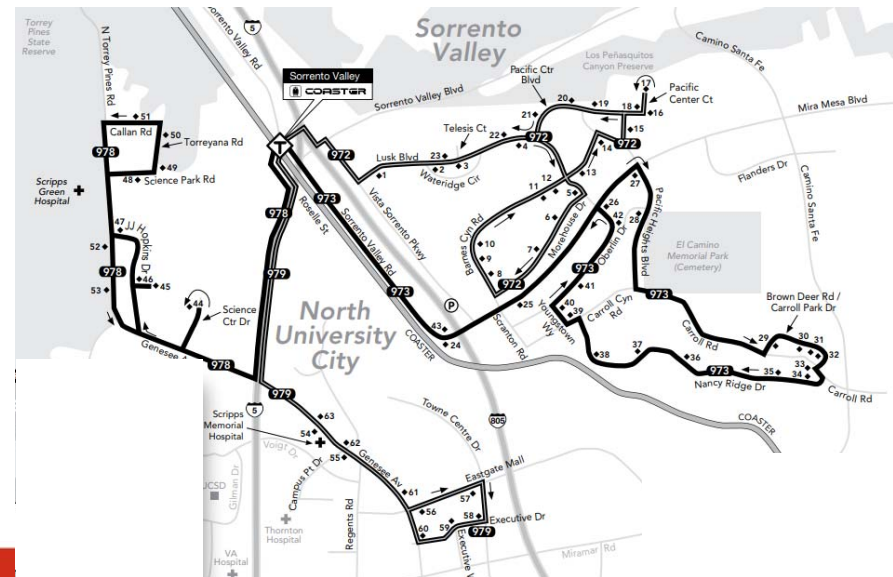
MTS Board of Directors  
October 10, 2019



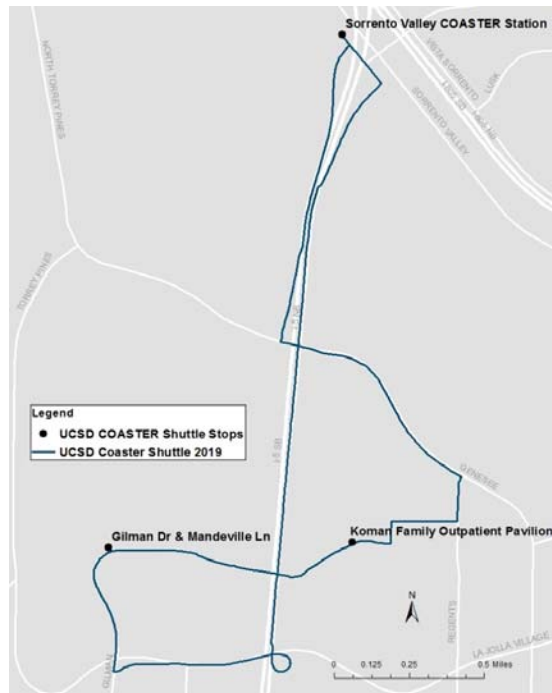
## Sorrento Valley COASTER Connection

### Current MTS SVCC Service

- 4 routes (972, 973, 978, 979)
- Weekday peaks only
- 333 average weekday passengers
- NCTD pays passenger fares + 50% of subsidy
- Op. with minibuses on First Transit contract



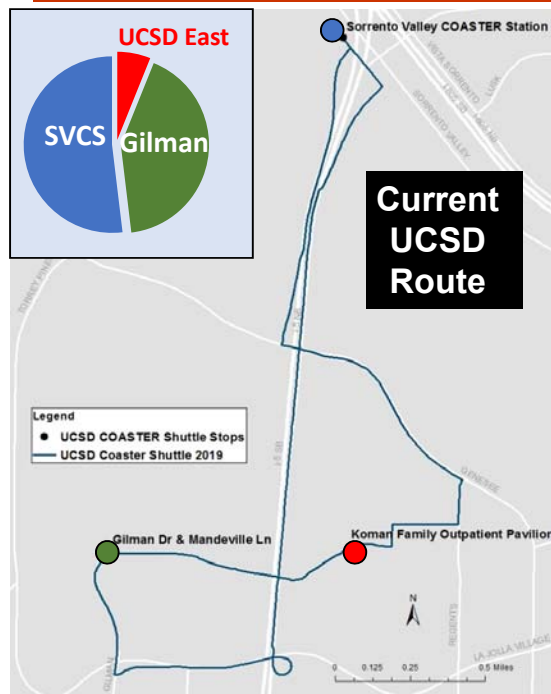
## UCSD COASTER Station Shuttle



- Serves UCSD East Campus then serves the West Campus in a Figure-8 loop
- 15 weekdays trips, including midday service
- Funded entirely by UCSD
- 165 average weekday passengers
- **UCSD plans to discontinue this shuttle route effective January 2020**
- UCSD contacted MTS & NCTD about assuming service
- UCSD & NCTD agreed to reimburse to MTS the operating subsidy



## UCSD COASTER Station Shuttle



- MTS has capacity to add this service
- Recommend adjustment to streamline routing (with concurrence from UCSD & NCTD)
- Direct service to UCSD main campus
- Peak-only service.
- 9 daily trips: 4 morning peak, 5 afternoon peak

## UCSD COASTER Station Shuttle



### PROCESS

- Agreement with NCTD & UCSD is being drafted. Pending signed agreement, service could start in January 2020.
- May require a future amendment to First Transit contract to add budget.
- MTS Board Policy 42 requires Major Service Change process and Public Hearing to add a new route.
- Route could be discontinued without further process if subsidy is reduced or eliminated.

## UCSD COASTER Station Shuttle



### RECOMMENDATION

That the MTS Board:

- 1) Hold the Public Hearing.
- 2) Approve addition of new route with full NCTD/UCSD subsidy.
- 3) Waive pilot phase and implement as permanent. Route could be discontinued without further process if subsidy is reduced or eliminated.

If approved by MTS Board and agreement is finalized, service would start in January 2020.



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

## Agenda Item No. 30

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

REVISIONS TO SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)  
ORDINANCE NO. 11 (KENNETH NELSON AND SAMANTHA LESLIE)

#### RECOMMENDATION:

That the Board of Directors:

- 1) Adopt the proposed amendments to MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and the Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" (Attachment A);
- 2) Direct publication of a summary of the amendments to MTS Ordinance No. 11; and
- 3) Upon adoption of the proposed amendments, grant the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.

#### Budget Impact

None with this action.

#### DISCUSSION:

The MTS Taxicab Administration licenses and regulates for-hire vehicles by contract for the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego and Santee. For-hire vehicles include: taxicabs, jitneys, charter vehicles, low speed vehicles, non-emergency medical transportation vehicles, and sightseeing vehicles.

The purpose for MTS's regulation of for-hire vehicles is to ensure public safety. MTS Taxicab Administration responsibilities include: determining permit eligibility, inspecting vehicles, monitoring compliance with administrative and operational safety regulations, and investigating passenger complaints. MTS Taxicab Administration, through MTS



Ordinance No. 11, sets minimum safety standards that must be met for both the vehicle and the drivers operating the vehicle. This includes, but is not limited to, annual 52 point vehicle inspections performed by MTS Taxicab Administration and criminal background checks and drug and alcohol testing of drivers that is overseen by the County of San Diego Sheriff Department. All oversight activities by the MTS Taxicab Administration must be full cost recovery. Fees to permit holders fund the MTS Taxicab Administration operation.

Earlier this year, it came to MTS's attention that the San Diego Regional Center (SDRC) may be contracting with transportation providers that are operating without a MTS Taxicab Administration permit. MTS began an investigation to determine whether SDRC for-hire transportation providers should be regulated by MTS Taxicab Administration.

MTS understands that SDRC uses various transportation means to transport SDRC clients. This includes, but is not limited to, reserving trips on complementary paratransit service (MTS Access) for their clients, coordinating with Adult Day Programs that operate and fund their own transportation to transport clients, and hiring and compensating private transportation companies. Based on MTS's review, it appears that SDRC's compensation and hiring of private transportation companies meets the definition of for-hire vehicles that MTS Taxicab Administration has the authority to regulate. These for-hire transportation providers use a fleet of vehicles, which include vehicles with 10 seats or more and vehicles with 9 seats or less.

MTS Taxicab Administration has recently confirmed that vehicles with 10 seats or more (i.e. bus) are regulated by the California Highway Patrol (CHP). The CHP regulation of these vehicles includes conducting annual vehicle safety inspections that meet MTS's minimum safety standards. The Department of Motor Vehicles requires drivers operating for-hire vehicles with 10 seats or more to have a Class B or Class C commercial driver's license. A commercial driver's license triggers drug and alcohol testing administered by the Department of Transportation.

MTS has also confirmed that any driver operating a vehicle transporting developmentally disabled individuals, regardless of vehicle seat size, must be in receipt of a Vehicle for Developmentally Disabled Persons (VDDP) driver certificate. A VDDP driver certificate requires the driver to undergo a criminal background check administered by the CHP. The criminal background check and drug and alcohol testing meet both MTS and the County of San Diego Sheriff Department minimum safety standards.

In order to reduce duplicate inspections and to avoid overregulation of for-hire vehicles and drivers, MTS Taxicab Administration is proposing the following revisions to MTS Ordinance No. 11:

- Exempting from MTS Ordinance No. 11 regulation of any vehicle with 10 seats or more (i.e. bus) that is both (a) regulated by CHP and (b) its driver possesses a valid VDDP driver certificate;
- Allowing a driver with a commercial driver's license to use a VDDP driver certificate in lieu of a Sheriff's driver identification card, unless a taxicab driver; and
- Exempting from MTS Ordinance No. 11 regulation of any school bus, school pupil activity bus, youth bus, and their drivers, if properly regulated by the CHP. In practice, MTS Taxicab Administration has never regulated these

vehicles. The proposed revisions will expressly include this exemption into MTS Ordinance No. 11.

As for SDRC transportation providers' vehicles with 9 seats or less, there is no regulatory entity currently regulating or inspecting these vehicles. The SDRC estimates there may be about 2 for-hire vehicles with 9 seats or less operating in MTS's jurisdictional boundary, although SDRC declined to provide MTS documentation to support this estimate. MTS Taxicab Administration will be requiring that these for-hire vehicles with 9 seats or less receive a MTS Taxicab Administration Permit in order to continue transporting passengers.

MTS fully understands the services that the SDRC provides are invaluable and needed. Requiring SDRC for-hire transportation providers to obtain and pay for MTS Taxicab Administration permits may have a financial impact on the individual transportation providers and/or on the SDRC if their current transportation providers charge higher rates. However, the benefits of safety inspections and ongoing regulatory oversight of vehicles that transport some of the most vulnerable in our community are of utmost importance.

MTS Taxicab Administration currently issues permits to hundreds of such vehicles within MTS's jurisdictional areas. As needed, MTS Taxicab Administration will work with the SDRC to ensure they are working with transportation providers with permitted vehicles.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. MTS Ordinance No. 11 (with red-line proposed changes)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~February 14, 2019~~ October 10, 2019)

An Ordinance Providing for the Licensing and the Regulating of  
Transportation Services Within the City and County by the Adoption of  
a Uniform Paratransit Ordinance



## MTS CODIFIED ORDINANCE NO. 11

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~February 14, 2019~~ **October, 10, 2019**)

An Ordinance Providing for the Licensing and the Regulating  
of Transportation Services Within the City and County By the Adoption of  
a Uniform Paratransit Ordinance

SECTION 1.0 - GENERAL REGULATIONS

Section 1.1 - Definitions

The following words and phrases, wherever used in this section, shall be construed as defined in this section, unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly directed to the use of such words or phrases.

- (a) "Board" shall mean the Board of Directors of the San Diego Metropolitan Transit System.
- (b) "Charter vehicle" shall mean every vehicle which:
  - (1) Transports passengers or parcels or both over the public streets of the City;
  - (2) Is routed at the direction of the hiring passenger;
  - (3) Is prearranged in writing for hire;
  - (4) Is not made available through "cruising"; and
  - (5) Is hired by and at the service of a person for the benefit of himself or herself or a specified group.
- (c) "Chief Executive Officer" shall mean the Chief Executive Officer of MTS or his or her designated representative.
- (d) "City" and "Cities" shall mean the incorporated areas of the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee and any other City that has entered into a contractual agreement with MTS for the licensing and regulation of transportation services.
- (e) "Compensation" shall mean any money, thing of value, payment, consideration, reward, tip, donation, gratuity or profit paid to, accepted, or received by the driver or owner of any vehicle in exchange for transportation of a person, or persons; whether paid upon solicitation, demand or contract, or voluntarily, or intended as a gratuity or donation.
- (f) "County" shall mean the unincorporated area of the County of San Diego located within MTS's jurisdictional boundaries. Only the sections of MTS Ordinance No. 11 that apply to taxicab permit holders and taxicab drivers shall be applicable to the County of San Diego.
- (g) "Cruising" shall mean the movement over the public streets of a taxicab or low-speed vehicle (LSV) in search of prospective passengers; except the term does not include either the travel of a taxicab or LSV proceeding to answer a call for service received by telephone or radio

from an intended passenger or the travel of such a vehicle, having discharged a passenger or passengers, returning to the owner's place of business or to its established point of departure.

(h) "Days" shall mean working days, exclusive of weekends and holidays for which MTS offices are closed.

(i) "Doing business" shall mean accepting, soliciting or transporting passengers for hire or compensation in a City or County.

(j) "Driver" shall mean every person operating any for-hire vehicle.

(k) "Driver's identification card" shall mean license, issued pursuant to this Ordinance, which permits a person to drive a for-hire vehicle within the City or County.

(l) "Employ" as used in this Ordinance includes any form of agreement or contract under which the driver may operate the permit holder's for-hire vehicle.

(m) "Exclusive ride" shall mean exclusive use of a for-hire vehicle by one or more related passengers at a time.

(n) "For-hire vehicle" shall mean every vehicle, other than public transit vehicles or vehicles involved in an organized carpool not available to the general public, which is operated for any fare for compensation and used for the transportation of passengers over public streets, irrespective of whether such operations extend beyond the boundary limits of said City or County. Such for-hire vehicles shall include taxicabs, vehicles for charter, jitneys, nonemergency medical vehicles, sightseeing vehicles, and LSVs.

(o) "Group ride" shall mean shared use of a taxicab or LSV where a group of related passengers enter at the same point of origin and disembark at the same destination and pay a single fare for the trip.

(p) "Hearing officer" shall mean any person or entity that meets the requirements of this Ordinance and that has been retained to conduct administrative hearings.

(q) "Jitney" shall mean every vehicle which:

(1) Transports passengers or parcels or both over the public streets of the City;

(2) Follows a fixed route of travel between specified points with the fare based on a per capita charge established in its permit; and

(3) Is made available to boarding passengers at specified locations along its route on a variable schedule.

(r) A "low-speed vehicle" or "LSV" is a motor vehicle, other than a motor truck, having four wheels on the ground and an unladen weight of 1,800 pounds or less, that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour, on a paved level surface. For the purposes of this section, a "low-speed vehicle" or "LSV" is not a golf cart, except when operated pursuant to California Vehicle Code Section 21115 or 21115.1.

(s) "Medallion" shall mean the numbered plate, sticker, or decal issued by MTS to the permit holder which is displayed on a for-hire vehicle to indicate the authorized use or uses of that vehicle.

(t) "MTS" shall mean the San Diego Metropolitan Transit System, a public agency created pursuant to Public Utilities Code Section 120050 et seq.

(u) "MTS inspector" shall mean those individuals, regardless of job title, who are authorized by the Board, by ordinance, to enforce the provisions of this Ordinance.

(v) "Nonemergency medical vehicle" shall mean every vehicle which: transports persons, regardless of whether specialized transportation equipment or assistance is needed, for primarily medical purposes, over the public streets of the City. Medical purposes is defined as providing transportation services to or from the following places: hospitals, convalescent homes, retirement homes, homes receiving funding for the board and care of residents living in those homes, medical or rehabilitation clinics, senior citizen centers, and any other like social service category, over the public streets of the City. It shall be the responsibility of the transportation provider to determine if the service is primarily for medical purposes.

(w) "Operate" or "Operating" shall refer to the solicitation or acceptance of a fare within City or County for compensation or providing passenger transportation for compensation, regardless if such compensation is obtained from the passenger or a third party. It shall also include, as the context may require, the act of driving, managing or directing the utilization of one or more for-hire vehicles.

(x) "Owner" shall mean the person, partnership, association, firm or corporation that is the registered owner of any for-hire vehicle and that holds the right to use the vehicle for its advantage.

(y) "Passenger" shall mean every occupant other than the driver of the for-hire vehicle.

(z) "Permit" shall mean the authority under which a person, firm, partnership, association, or corporation may operate a for-hire vehicle as a business.

(aa) "Permit holder" shall mean any person or approved entity operating a business under a for-hire vehicle permit.

(bb) "Shared ride" shall mean nonexclusive use of a for-hire vehicle by two or more unrelated passengers traveling between different points of origins and/or destination, and traveling in the same general direction.

(cc) "Shifts" shall mean the minimum number of hours a permit holder or driver operates a for-hire vehicle.

(dd) "Sightseeing vehicle" shall mean every vehicle which:

(1) Transports passengers for sightseeing purposes of showing points of interest over the public streets of the City; and

(2) Charges a fee or compensation therefor; regardless of whether any fee or compensation is paid to the driver of such sightseeing vehicle, either by the passenger or by the owner or by the person who employs the driver or contracts with the driver or hires such sightseeing vehicle with a driver to transport or convey any passenger; and irrespective of

whether or not such driver receives any fee or compensation for his or her services as driver.

(ee) "Stands" shall mean public areas designated for specific use of for-hire vehicles.

(ff) "Street" shall mean any place commonly used for the purpose of public travel.

(gg) "Substantially Located" shall mean where the primary business address of the taxicab permit holder is located and/or the jurisdiction where the largest share of the taxicab permit holder's total number of prearranged and non-prearranged trips originate over the previous calendar year, as determined annually. Trip logs and/or other documentation shall be used to substantiate the jurisdiction where the largest share of taxicab permit holder's total number of originating trips occur over the applicable time period.

(hh) "Taxicab" shall mean every vehicle other than a vehicle-for-charter, a jitney, a nonemergency medical vehicle, a sightseeing vehicle, or LSV which:

(1) Carries not more than eight (8) passengers excluding the driver;

(2) Transports passengers or parcels or both over City or County public streets;

(3) Is made available for hire on call or demand through "cruising," at taxi stands or by telephone or other communication devices to destination(s) specified by the hiring passenger; and

(4) Is Substantially Located within the jurisdiction of City and/or County.

(ii) "Taximeter" shall mean any instrument, appliance, device, or machine by which the charge for hire of a passenger-carrying vehicle is calculated, either for distance traveled or time consumed, or a combination of both, and upon which such charge is indicated by figures. Includes both a Hard Meter and a Soft Meter.

(1) A Hard Meter is a Taximeter that has a prefixed fare with an external seal approved by the County of San Diego Agriculture, Weights and Measures and mileage is calculated based on distance and time.

(2) A Soft Meter is a Taximeter that is provided through a smartphone or tablet that uses GPS or other on-board diagnostics approved by the California Department of Food and Agriculture Division of Measurement Standards to calculate distance and rates.

(jj) "Vehicle" is a device by which any person or property may be propelled, moved, or drawn upon a street, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

(kk) "Vehicle for Developmentally Disabled Persons (VDDP) driver certificate" shall mean certificate issued by California Highway Patrol pursuant to Vehicle Code section 12523.6, which is required for any driver who primarily transports persons with developmental disabilities on a for-hire basis. A VDDP driver certificate with a commercial driver's license may be used in lieu of a driver identification card to drive a for-hire vehicle within the City or County, unless for a taxicab.

**(Section 1.1 amended 10/10/2019)**  
**(Section 1.1 amended 2/14/2019)**

**(Section 1.1 amended 11/8/2018, effective 1/1/2019)**  
**(Section 1.1 amended 9/20/2018)**  
**(Section 1.1 amended 12/14/2017)**  
**(Section 1.1 amended 5/12/2016)**  
**(Section 1.1 amended 8/7/2003)**  
**(Section 1.1 amended 11/14/2002)**  
**(Section 1.1 amended 6/24/1999)**  
**(Sections 1.1(d), 1.1(R)(1) amended 6/22/1995)**  
**(Section 1.1 amended 1/12/1995)**  
**(Section 1.1 amended 6/27/1991; effective 7/27/1991)**  
**(Section 1.1 amended 5/23/1991; effective 6/23/1991)**

#### Section 1.2 - Operating Permits

(a) No person shall engage in the business of operating any for-hire vehicle or in the business of providing any vehicle for the operation of vehicle for-hire services within the Cities or County without first having obtained an operating permit from the Chief Executive Officer or designated representative, which permit has not been revoked, suspended or otherwise canceled or terminated by operation of law or otherwise. A separate permit is required for each for-hire vehicle operated or provided for operation.

(b) An operating permit represents the granting of a privilege to operate a for-hire vehicle within the Cities, County or zones specified by the permit for the purpose of the public convenience and necessity. This privilege may be rescinded at any time by operation of law or otherwise.

(c) A person who obtains an operating permit shall be responsible for the provision of vehicle-for-hire services in accordance with the provisions of this Ordinance and shall exercise due diligence to assure that drivers of the permitted vehicles adhere to all pertinent requirements of this ordinance.

**(Section 1.2 amended 11/8/2018, effective 1/1/2019)**  
**(Section 1.2 amended 12/14/2017)**  
**(Section 1.2 amended 8/7/2003)**  
**(Section 1.2 amended 11/14/2002)**  
**(Section 1.2 amended 6/24/1999)**

#### Section 1.3 - Application for Permit

(a) All persons applying to the Chief Executive Officer for new permit(s) for the operation of one or more for-hire vehicles shall file with the Chief Executive Officer a proposal to meet San Diego City Council Policy 500-02 requirements, and a sworn application therefore on forms provided by the Chief Executive Officer, stating as follows:

(1) The applicant name, company name, doing business as ("DBA") name if different than company name, mailing and business address (a business address or mailing address is not a Post Office [PO] Box or dispatch service address), and business telephone number of the permit applicant. If a taxicab permit applicant, the business address will also serve the purpose of establishing where Substantially Located;

(2) The number of permitted vehicles actually owned and operated by such owner on the date of application, if any;



- (3) The name and address of all legal and registered owner(s) of the vehicle(s);
- (4) The name and address of each person with a financial interest in the business which operates the vehicle;
- (5) Data sufficient to establish the applicant's financial responsibility;
- (6) The number of vehicle(s) for which a permit(s) is desired;
- (7) Proof that vehicle(s) meet California Air Resources Board criteria for zero emissions/low emissions, are ADA-compliant, are no older than 10 years of the model age and do not have a "salvage" title, and are equipped with a Global Positioning System (GPS);
- (8) The rates of fare which the applicant proposes to charge for vehicle-for-hire services. This requirement does not apply to taxicab permit applicants;
- (9) A description of the proposed vehicle design;
- (10) Where the application is for a limited permit or LSV, a detailed description of the geographic area in which said permit shall be in existence;
- (11) Such other information as the Chief Executive Officer may in his or her discretion require;
- (12) Provide evidence of at least six-months' experience driving a taxicab, transportation network vehicle, charter party carrier services, or similar service oriented transportation or managing a demand responsive transportation service, or similar service oriented business;
- (13) Provide a customer service and a customer complaint plan;
- (14) Provide a plan for administrative functions, vehicle maintenance, and off-street storage for vehicle when not in use; and
- (15) Provide a dispatch service plan incorporating 24 hour staffing and computerized dispatch utilizing GPS technology, if a taxicab permit applicant.

(b) The applicant shall also submit, with the application, a nonrefundable application fee prior to the permit approval. Upon issuance of the permit, the applicant shall also pay an initial nonrefundable permit vehicle regulatory fee to be determined by the Chief Executive Officer in order to recover the cost of processing such applications.

***(Section 1.3 amended 11/8/2018, effective 1/1/2019)***

***(Section 1.3 amended 12/14/2017)***

***(Section 1.3 amended 2/12/2015)***

***(Section 1.3 amended 11/15/2012)***

***(Section 1.3 amended 8/7/2003)***

***(Section 1.3 amended 11/14/2002)***

#### Section 1.4 - Issuance of Permit

(a) Based on San Diego City Council Policy 500-02 requirements, the Chief Executive Officer shall determine the number of permits to be granted any applicant(s) and approve permits

for any applicant(s) subject to such conditions as the Board and San Diego City Council Policy 500-02 may deem advisable or necessary in the public interest. Before a permit may be approved, the applicant shall pay an initial regulatory fee in an amount to be determined by the Chief Executive Officer.

(b) The Chief Executive Officer shall deny the approval of a permit upon making a finding:

(1) That the applicant is under twenty-one (21) years of age; or

(2) That within the five (5) years immediately preceding the processing of the application, the applicant has been convicted of, or held by any final administrative determination to have been in violation of any statute, ordinance, or regulation reasonably and rationally pertaining to the same or similar business operation which would have resulted in suspension or revocation of the permit in accordance with Section 1.13 of this Ordinance. For purposes of this section, a plea or verdict of guilty, a finding of guilty by a court, a plea of nolo contendere or a forfeiture of bail shall be deemed a conviction; or

(3) That the applicant provided false information of a material fact in an application within the past five (5) years.

(c) All permits issued after April 1, 2015 shall be renewable annually upon evidence San Diego City Council Policy 500-02 requirements are being met, that if a taxicab permit holder they are Substantially Located within City or County, and payment of a regulatory fee in an amount and on a date to be determined by the Chief Executive Officer.

(d) No permit issued after April 1, 2015 shall be approved or renewed for any person who has not fully complied with all of the requirements of this Ordinance, San Diego City Council Policy 500-02, and all other applicable laws and/or regulations necessary to be complied with before commencement of the operation of the proposed service.

(e) Permits held prior to April 1, 2015 by corporations and LLCs shall meet all of the screening criteria included in San Diego City Council Policy 500-02 by February 12, 2020. However, upon issuance of any new permits to said corporation or LLC, or upon the transfer of a permit to said corporation or LLC, the corporation or LLC shall need to be in compliance with requirements of this Ordinance and San Diego City Council Policy 500-02 for the new permit(s).

(f) When the permit has been approved and upon determination by the Chief Executive Officer that the for-hire vehicle, after appropriate inspection, meets the requirements of this Ordinance, the Chief Executive Officer will issue a numbered medallion(s) to be affixed to the for-hire vehicle.

***(Section 1.4 amended 11/8/2018, effective 1/1/2019)***

***(Section 1.4 amended 12/14/2017)***

***(Section 1.4 amended 2/12/2015)***

***(Section 1.4 amended 11/15/2012)***

***(Section 1.4 amended 11/14/2002)***

#### Section 1.5 - Transfer and Administration of Permits

(a) Each permit issued pursuant to the provisions of this section is separate and distinct and shall be transferable from the permit holder to another person or entity only with the approval of

the Chief Executive Officer, and upon meeting the requirements of this Ordinance and San Diego City Council Policy 500-02 including, but not limited to:

(1) Provide evidence of at least six-months' experience driving a taxicab, transportation network vehicle, charter party carrier services, or similar service oriented transportation or managing a demand responsive transportation service, or similar service oriented business.

(2) Vehicle(s) must meet California Air Resources Board criteria for zero emissions/low emissions, be ADA-compliant, be equipped with a Global Positioning System (GPS), be no older than 10 years of the model age and not have a "salvage" title, if a taxicab.

(3) Provide a customer service plan that demonstrates, a requirement for drivers to accept credit cards, detailed record keeping of all calls for service, trips provided, and a customer service complaint resolution plan.

(4) Provide a plan for administrative functions, vehicle maintenance, and off-street storage for vehicle when not in use.

(5) Provide a Dispatch service plan incorporating 24 hour staffing and computerized dispatch utilizing GPS technology, if a taxicab.

(b) Permits held prior to April 1, 2015 shall be in compliance with San Diego City Council Policy 500-02 Screening Criteria by February 12, 2020. Whenever a corporation or LLC is issued any new permits, then it shall be in compliance with requirements of this Ordinance and San Diego City Council Policy 500-02.

(c) The proposed transferee shall file with the Chief Executive Officer a sworn application for the transfer and shall comply with the requirements of Section 1.3. The permit holder shall certify in writing that the permit holder has notified the proposed transferee of the requirements of this section pertaining to the transfer of a permit. Whenever an application for a transfer of permit is filed, the Chief Executive Officer shall process the application for transfer in accordance with Section 1.4 of this Ordinance.

(d) The Chief Executive Officer shall charge regulatory fees to affect the full cost recovery of activities associated with the administration, regulation, issuance, or transfer of for-hire vehicle permits and associated records.

(1) Changes in fee schedules affecting permits shall be mailed to all permit holders. Changes shall be effective thirty (30) calendar days thereafter.

(2) Any person objecting to a particular fee or charge may file, within ten (10) days of the mailing of such changes, an appeal for review with the Chief Executive Officer who shall thereafter process it in accordance with Section 1.17; provided, however, that the sole issue to be determined on review is whether the fee or charge exceeds the reasonable costs for personnel salaries and administrative overhead associated with the particular administrative service or function.

***(Section 1.5 amended 11/8/2018, effective 1/1/2019)***

***(Section 1.5 amended 12/14/2017)***

***(Section 1.5 amended 2/12/2015)***

***(Section 1.5 amended 8/7/2003)***

**(Section 1.5 amended 11/14/2002)**

Section 1.6 - Blank

The text of Section 1.6 is deleted in its entirety effective February 12, 2015.

**(Section 1.6 deleted 2/12/2015)**

**(Section 1.6 amended 11/14/2002)**

Section 1.7 - Blank

The text of Section 1.7 is deleted in its entirety effective October 24, 1998.

**(Section 1.7 was deleted 9/24/1998)**

Section 1.8 - Equipment and Operating Regulations

(a) No medallion shall be issued for a vehicle unless the vehicle conforms to all the applicable provisions of this Ordinance.

(b) The privilege of engaging in the business of operating a for-hire vehicle in a City or County granted in the permit is personal to the permit holder, who must be the owner of the for-hire vehicle. The rights, requirements, and responsibilities which attach to the permit remain with the holder at all times the for-hire vehicle is operated under the authority of the permit. These rights, requirements and responsibilities, which include, but are not limited to, the requirements of this Ordinance, will remain unaffected by any agreement or contractual arrangement between the permit holder and those persons who operate for-hire vehicles, irrespective of the form or characterization of the agreement under which the driver operates the for-hire vehicle.

(c) The permit holder shall maintain a business address, a mailing address where he or she can accept mail directed to his or her company, and a business telephone in working order which must be answered during normal business hours, Monday through Friday, and during all hours of operation. A post office box or dispatch service address shall not be used for the business address or mailing address. The permit holder shall, in the case of any change in his or her business address, mailing address, or business telephone, notify the Chief Executive Officer in writing of such change within forty-eight (48) hours of the effective date of this change.

(d) Before a for-hire vehicle is placed in service and at least annually thereafter, the for-hire vehicle shall be delivered to a place designated by the Chief Executive Officer for inspection. All new permit holders are required to observe at least one full vehicle inspection as part of the initial permit issuance. MTS inspectors shall inspect the for-hire vehicle and its equipment to ascertain whether the vehicle complies with the provisions of this Ordinance. Failure to produce the vehicle for inspection shall be cause for suspension or revocation of the permit for such vehicle.

(e) Any MTS inspector or peace officer, after displaying proper identification, may make reasonable and periodic inspections of any for-hire vehicle operating under an MTS permit for the purpose of determining whether the vehicle is in compliance with the provisions of this Ordinance.

(f) Any for-hire vehicle which fails to meet the requirements of the California Vehicle Code or this section after inspection shall be immediately ordered out-of-service by an MTS inspector or peace officer if it is unsafe for service. Ordering a vehicle out-of-service does not constitute a suspension or revocation of the permit. A vehicle is deemed unsafe for service when any of the following conditions exists:

- (1) Tires fail to meet the requirements of the California Vehicle Code;
- (2) Headlights, taillights or signal lights are inoperable during hours of darkness (sunset to sunrise);
- (3) Windshield wipers are inoperable during rainy conditions;
- (4) Taximeter is not working, the Taximeter displays signs of tampering, the seal of a Hard Meter is broken, the County of San Diego seal of a Hard Meter is more than thirteen (13) months old from the date of issuance, a Service Agent's temporary seal of a Hard Meter is more than ninety (90) days old from the date of issuance, or a Soft Meter displays technology not approved by the California Department of Food and Agriculture Division of Measurement Standards or does not appear to be operating as is intended or approved;
- (5) Brakes, brake lights or brake system are inoperable or otherwise fail to meet the requirements of the California Vehicle Code;
- (6) Excessive play in steering wheel exceeding three (3) inches;
- (7) Windshield glass contains cracks or chips that interfere with driver's vision;
- (8) Any door latch is inoperable from either the interior or exterior of the vehicle;
- (9) Any seat is not securely fastened to the floor;
- (10) Seat belts, when required, fail to meet requirements of the California Vehicle Code;
- (11) Either side or rearview mirrors are missing or defective;
- (12) Any vehicle safety system light is activated; and
- (13) Any other condition which reasonably and rationally pertains to the operating safety of the vehicle or to passenger or pedestrian safety.

(g) If the vehicle is not unsafe but is unsuitable or otherwise in violation of this Ordinance or any vehicle condition/equipment section of the California Vehicle Code, the operator or permit holder, as appropriate, shall be subject to a seventy-two (72) hours correction notice.

(1) Failure to correct such violation within the seventy-two (72) hours shall then be cause to order the vehicle out-of-service. When a vehicle is ordered out-of-service, the medallion shall be immediately removed.

(2) Before the vehicle may again be placed in service, the violation shall be corrected and the vehicle shall be inspected by an MTS inspector.

(3) The medallion shall be reaffixed when the MTS inspector finds that the vehicle meets prescribed standards.

(h) The interior and exterior of the for-hire vehicle shall be maintained in a safe and efficient operating condition, and meet California Vehicle Code requirements and the requirements

of this Ordinance at all times when in operation. The following minimum vehicle standards must be maintained to comply with this section:

(1) Wheels. Hubcaps or wheel covers shall be on all wheels for which hubcaps or wheel covers are standard equipment.

(2) Body Condition. There shall be no tears or rust holes in the vehicle body and no loose pieces hanging from the vehicle body. Fenders, bumpers, and light trim shall be securely fixed to the vehicle. No extensive unrepaired body damage shall be allowed and exterior paint shall be free from excessive fading. The vehicle shall be equipped with front and rear bumpers. The exterior of the vehicle shall be maintained in a reasonably clean condition so as not to obscure approved vehicle markings.

(3) Lights. Headlights shall be operable on both high and low beam. Taillights, parking lights, signal lights, and interior lights shall all be operable.

(4) Wipers. Each vehicle shall be equipped with adequate windshield wipers maintained in good operating condition.

(5) Brakes. Both the parking and hydraulic or other brake system must be operable.

(6) Steering. Excessive play in the steering mechanism shall not exceed three (3) inches free play in turning the steering wheel from side to side.

(7) Engine. The engine compartment shall be reasonably clean and free of uncontained combustible materials.

(8) Mufflers. Mufflers shall be in good operating condition.

(9) Windows. The windshield shall be without cracks or chips that could interfere with the driver's vision. All other windows shall be intact and able to be opened and closed as intended by the manufacturer. The windows and windshield shall be maintained in a reasonably clean condition so as not to obstruct visibility.

(10) Door Latches. All door latches shall be operable from both the interior and exterior of the vehicle.

(11) Suspension. The vehicle's suspension system shall be maintained so that there are no sags because of weak or broken springs or excessive motion when the vehicle is in operation because of weak or defective shock absorbers.

(12) Seats. All seats shall be securely fastened. Seat belts, when required by the California Vehicle Code, shall be installed. The upholstery shall be free of grease, holes, rips, torn seams, and burns.

(13) Interior. The interior of each vehicle and the trunk or luggage area shall be maintained in a reasonably clean condition, free of foreign matter, offensive odors, and litter. The seats shall be kept reasonably clean and without large wear spots. The door handles and doors shall be intact and clean. The trunk or luggage area shall be kept empty except for spare tire and personal container for the driver not exceeding one (1) cubic foot in volume and emergency equipment, to allow maximum space for passenger luggage and belongings.

(i) Each for-hire vehicle, except taxicabs and Low Speed Vehicles, shall contain:

(1) A fire extinguisher of the dry chemical or carbon dioxide type with an aggregate rating of at least 5 B/C units and a current inspection card affixed to it.

(2) A minimum of three (3) red emergency reflectors.

(3) A first-aid kit containing medical items to adequately attend to minor medical problems.

(j) In the event that a for-hire vehicle for which a permit has been approved is taken out of service, by the permit holder for maintenance or any purpose, other than a violation of any provision of this Ordinance, a spare vehicle operating permit may be granted. The spare vehicle operating permit shall only be valid for the vehicle for which it was issued. The permit holder may only utilize a spare for-hire vehicle which has been duly inspected by an MTS inspector and approved prior to use. The permit holder must immediately inform an MTS inspector when a spare for-hire vehicle is in use and the location of the disabled vehicle. The spare vehicle will be issued a "spare vehicle" sticker which must be affixed to the left rear portion of the for-hire vehicle for which it is approved, in plain view from the rear of the for-hire vehicle. The permit holder may utilize one (1) spare for-hire vehicle for a period not to exceed thirty (30) calendar days from the date of issuance. This subsection shall not be construed, nor deemed to replace, those provisions in this Ordinance which apply to permanent replacement of a for-hire vehicle.

(k) The medallion issued to the permit holder must be affixed by an MTS inspector on the for-hire vehicle for which the permit is approved in plain view from the rear of the for-hire vehicle. The permit holder must immediately report the loss, destruction, or defacing of a medallion to the Chief Executive Officer. Except as provided in Subsection (j), it shall be unlawful to operate a for-hire vehicle without the medallion affixed and visible.

(l) There shall be displayed in the passenger compartment of each for-hire vehicle between the sun visors, in full view of the passengers in the front and rear seats, a card not less than ten (10) inches wide by six (6) inches high in size. Posted on this card, utilizing "Universe" font in black ink on white background, shall be:

1) The first line of the card, 3/4 inch in height, shall say one of the following according to permit type: TAXICAB, SIGHTSEEING, CHARTER, NONEMERGENCY, LOW-SPEED VEHICLE, OR JITNEY LOST AND FOUND.

2) Below this, the card shall include the vehicle medallion number in three-inch numerals.

3) Below the medallion number, the name, address, and phone number of the MTS Taxicab Administration and the permit holder and/or permit holder trade name shall be printed, 1/4-inch in height.

4) Without approval from MTS, no other signs, markings, lettering, decals, or any type of information shall be displayed within 18 inches around the card.

(m) Advertisements, whether displayed on the inside or outside of the vehicle, shall be posted in accordance with MTS Board Policy No. 21, Revenue-Generating Display Advertising, Concessions, and Merchandise, any guidelines developed by the Chief Executive Officer, and the



provisions of this Ordinance. Advertisements shall not be displayed without prior approval from MTS.

(n) The driver of each for-hire vehicle may either carry: a map of the City or County, published within the past two (2) years; or an electronic device equipped with a GPS enabled map, which shall be displayed to any passenger upon request.

(o) The maximum rates of fare charged for for-hire vehicle services shall be clearly and conspicuously displayed in the passenger compartment, unless if a taxicab which shall be in compliance with Section 2.2(d) of this Ordinance.

(p) Each for-hire vehicle licensed to operate in the City or County shall have located on the passenger side dashboard area a driver identification card provided by the County of San Diego ~~or Sheriff~~ or provide upon a request a valid VDDP driver certificate with a commercial driver's license. The driver identification card shall have no alterations or information covered. The driver identification card shall be visible to passengers, peace officers and MTS inspectors so they can easily view the driver identification card from either inside or outside the vehicle. The driver identification card issued by the Sheriff shall bear the following information:

- (1) The number of the license of the driver;
- (2) The name and business address of the driver;
- (3) The name of the owner of the vehicle; and
- (4) A small photograph of the driver.

(q) Each for-hire vehicle shall be equipped with a rearview mirror affixed to the right side of the vehicle, as an addition to those rearview mirrors otherwise required by the California Vehicle Code.

(r) The driver shall offer each passenger a printed receipt upon payment of the fare. The receipt shall accurately show the date, the amount of the fare, the driver's name and ID number, the taxicab number, the company (DBA) name, and the dispatch service name with phone number if a taxicab.

(s) All disputes to fare shall be determined by the peace officer or MTS inspector most readily available where the dispute is had. It shall be unlawful for any person to fail or refuse to comply with such determination by the peace officer or MTS inspector.

(t) It is unlawful for any person to refuse to pay the lawful fare of a for-hire vehicle after employing or hiring the same.

(u) The driver of any for-hire vehicle shall promptly obey all lawful orders or instructions of any peace officer, fire fighter, or MTS inspector.

(v) No driver of any for-hire vehicle shall transport any greater number of persons, including the driver, than the manufacturer's rated seating capacity for the vehicle.

(w) It shall be unlawful for any person to solicit business for a for-hire vehicle by making a contract or agreement with any owner of any hotel, apartment house, motel, inn, rental units, restaurant, or bar, or with the agent or employees of such owner, by which the owner, agent or employee receives any type of payment or commission for recommending or directing any

passenger to a specific for-hire vehicle or company. It shall be unlawful for any permit holder, association, or driver to have or make a contract or agreement with any owner of any hotel, apartment house, motel, inn, rental units, restaurant, or bar, or with the agents or employees of such owner, by which the permit holder, association or driver receives any type of payment or commission for recommending or directing any passenger to an establishment operated by a specific owner.

(x) The driver of a for-hire vehicle shall wear, in a manner clearly visible on their person, an identification card approved by the Chief Executive Officer.

(y) The Board specifically finds that the dress, grooming, and conduct of for-hire vehicle drivers affect the public health and safety, particularly as it relates to visitors and the tourist industry. Therefore, while driving or operating a for-hire vehicle, drivers shall be hygienically clean, well-groomed, and neat and suitably dressed. Violations of this subsection are administrative in nature and shall not be the subject of criminal prosecution.

(1) The term "hygienically clean" shall refer to that state of personal hygiene, body cleanliness, and absence of offensive body odor normally associated with bathing or showering on a regular basis.

(2) The term "well-groomed" shall mean that male drivers shall be clean-shaven, except for those parts of the face where a beard or mustache is worn and their hair shall be neatly trimmed; beards or mustaches shall be groomed and neatly trimmed at all times in order not to present a ragged appearance. For all drivers, it shall mean that scalp or facial hair shall be combed or brushed and that all clothing is clean, free from soil, grease and dirt, and without unrepaired rips or tears.

(3) The term "neat and suitably dressed" shall be interpreted to require that a driver shall be fully covered by clothing at a minimum from a point not to exceed four (4) inches above the center of the kneecap to the base of the neck, excluding the arms. Drivers shall wear shoes. It shall not be permissible for any driver to wear as an outer garment any of the following: undershirt or underwear, tank tops, body shirts (see-through mesh), swim wear, jogging or warm-up suits or sweatshirts or similar attire, jogging or bathing shorts or trunks, or sandals. Trouser-type shorts that are no shorter than four inches above the center of the kneecap are permissible.

(z) For-hire vehicles shall comply with the California Vehicle Code, e.g., not impede traffic, and, where applicable, not operate on streets where posted speed limits are above 35 miles per hour. For-hire vehicle drivers, including taxicab, shall not load or unload passengers in traffic lanes.

(aa) Smoking is not permitted at any time inside a MTS-permitted vehicle.

(bb) A driver or permit holder shall not prejudice, disadvantage, or require a different rates or provide different service to a person because of race, national origin, religion, color, ancestry, physical disability, medical condition, occupation, marital status or change in marital status, sex or any characteristic listed or defined in Section 11135 of the Government Code.

(cc) A driver shall not use rude or abusive language toward a passenger(s) or conduct any physical action that a reasonable person would construe as threatening or intimidating.

(dd) A driver may refuse a fare if it is readily apparent that the prospective or actual fare is a hazard to the driver or operator. A driver is not obligated to transport any person who is verbally

or otherwise abusive to the driver. Such incidents shall also be noted on the trip log and notification shall be immediately sent to the dispatch service organization, if a taxicab, which shall record the incident and keep the record for the minimum of 6 months.

(ee) No driver shall stop, park, or otherwise leave standing any MTS permitted vehicle within fifteen (15) feet of any fire plug except as modified in Section 2.5 of this Ordinance.

(ff) No driver shall stop, park or otherwise leave standing any MTS permitted vehicle in a disabled parking zone except as authorized per California Vehicle Code section 22507.8.

**(Section 1.8 amended 10/10/2019)**

**(Section 1.8 amended 11/8/2018, effective 1/1/2019)**

**(Section 1.8 amended 12/14/2017)**

**(Section 1.8 amended 10/13/2016)**

**(Section 1.8 amended 5/12/2016)**

**(Section 1.8 amended 2/12/2015)**

**(Section 1.8 amended 8/7/2003)**

**(Section 1.8 amended 11/14/2002)**

**(Section 1.8 amended 9/24/1998)**

**(Section 1.8 amended 2/13/1997)**

**(Section 1.8 amended 6/24/1993)**

**Section 1.9 - Public Liability**

(a) It shall be unlawful to operate a for-hire vehicle unless the permit holder establishes and maintains in effect one of the forms of financial responsibility specified in this section.

(1) This requirement may be met by maintaining a valid policy of insurance executed and delivered by a company authorized to carry on an insurance business, the financial responsibility of which company has been approved by the Chief Executive Officer. The terms of the policy shall provide that the insurance company assumes financial responsibility for injuries to persons or property caused by the operation of the for-hire vehicle in an amount determined by the Chief Executive Officer.

(2) The permit holder may also meet this requirement by obtaining a certificate of self-insurance for a specified amount approved by the Board and pursuant to the applicable provisions of the California Vehicle Code.

(b) A valid proof of insurance issued by the company providing the insurance policy required under Subsection (a) (1) of this section shall be filed with and approved by the Chief Executive Officer. This certificate shall provide that MTS is a named certificate holder and shall be placed in each vehicle, per California Vehicle Code Section 16020. It shall also provide that the insurer will notify MTS of any cancellation and that the cancellation notice shall be in writing and shall be sent by registered mail at least thirty (30) days prior to cancellation of the policy. The certificate shall also state:

- (1) The full name of the insurer;
- (2) The name and address of the insured;
- (3) The insurance policy number;
- (4) The type and limits of coverage;
- (5) The specific vehicle(s) insured;
- (6) The effective dates of the certificate; and
- (7) The certificate issue date.

**(Section 1.9 amended 9/17/2015)**  
**(Section 1.9 amended 11/14/2002)**

Section 1.10 - Financial Ownership and Operating Records: Reporting Requirements

(a) Every person engaged in the business of operating a for-hire vehicle within the City under a permit granted by the Chief Executive Officer shall maintain:

(1) Financial records, including but not limited to the current executed taxicab driver lease agreement that includes all aspects of the business relationship between the permit holder and the lessee, and written receipts of all payments from lessee in accordance with good accounting practices;

(2) Ownership records; and

(3) Operating records in a form, and at intervals, which shall be determined from time to time by the Chief Executive Officer.

(b) Ownership and operating records shall be made available to the Chief Executive Officer upon demand at any reasonable time. The permit holder shall retain operating records for a minimum of six (6) months from the date the records are created.

(c) For purposes of this section, ownership records shall include, but are not limited to, the following:

(1) Copies of the Articles of Incorporation as filed with the Secretary of State of California;

(2) Records identifying all corporate officers and members of the corporation's Board of Directors. A corporation shall report any change in corporate officers or members of its Board of Directors to MTS within ten (10) days of the effective date.

(3) A stock register recording the issuance or transfer of any shares of the corporate stock; and

(4) The registration cards issued by the State of California Department of Motor Vehicles to the vehicle owner for all for-hire vehicles operated under the authority of an MTS for-hire vehicle permit. Valid proof of registration shall be maintained in the vehicle at all times.

(d) For purposes of this section, operating records shall include, but are not limited to, the following:

(1) Typed or written dispatch records for taxicab companies which operate their own dispatch service;

(2) Any logs which a for-hire vehicle driver keeps describing the trips carried by a for-hire vehicle other than a taxicab;

(3) Copies of the daily trip log required by taxicab or LSV drivers under Section 2.4 (o); and

(4) Any other similar records.

(e) Between January 1 and December 31 of each calendar year, every permit holder shall file with the Chief Executive Officer a signed statement which shall report and attest to the accuracy of the following information:

(1) The individual name(s), business name, business address, and telephone number of the permit holder(s);

(2) The name and address of all legal and registered owner(s) of the for-hire vehicle(s);

(3) The name and address of each person with a financial interest in the business which operates the vehicle(s); and

(4) The year, manufacturer, model, vehicle identification number, license plate, and medallion number affixed to the permitted vehicle(s).

(f) If the permit holder is an individual, the permit holder must email, mail or appear in person in the offices of MTS to file the statement; if the permit holder is a partnership, one of the partners must email, mail or appear in person in the offices of MTS to file the statement; if the permit holder is a corporation or LLC, an officer of the corporation, or a member of the LLC, authorized to represent the company, must email, mail or appear in person in the offices of MTS to file the statement and provide evidence San Diego City Council Policy 500-02 requirements are being met. If email or mail is used, the email address or mailing address used by the permit holder must be an email address or mailing address that is on file with the Chief Executive Officer.

***(Section 1.10 amended 11/8/2018, effective 1/1/2019)***

***(Section 1.10 amended 5/12/2016)***

***(Section 1.10 amended 2/12/2015)***

***(Section 1.10 amended 8/7/2003)***

***(Section 1.10 amended 11/14/2002)***

***(Section 1.10 amended 6/24/1993)***

**Section 1.11 - Destruction, Permanent Replacement, Retirement or Inactive Status of For-Hire Vehicles**

(a) Whenever a for-hire vehicle is destroyed, rendered permanently inoperative, is sold, or the permit holder is no longer the owner of the for-hire vehicle, the permit holder shall notify the Chief Executive Officer in writing within forty-eight (48) hours.

(b) If a taxicab permit holder plans to change where it is Substantially Located, the permit holder shall notify the Chief Executive Officer and the new jurisdiction in which it will become Substantially Located within six (6) months or as soon as practicable prior to making that change.

(c) A permit holder may place a for-hire vehicle under inactive status after written permission is obtained from the Chief Executive Officer. The following guidelines are to be used in granting permission for a for-hire vehicle to be placed and kept on inactive status:

(1) No laps in payment of annual regulatory fees during any time of inactive status;

(2) Permit must be in good standing (e.g. no pending disciplinary or enforcement action); and

(3) Annual statement must be filed in accordance with Section 1.10(e).

(d) At any time a permit holder may bring a for-hire vehicle under inactive status back into service after written permission is obtained from the Chief Executive Officer. The following guidelines are to be used in granting permission to return a for hire vehicle under inactive status back to service:

- (1) Permit holder must notify Chief Executive Officer in writing of their intent to place their vehicle back into service;
- (2) Permit holder must show proof of a valid vehicle insurance policy as required by Section 1.9;
- (3) Permit holder must show proof of current vehicle registration;
- (4) Permit holder must show proof of current subscription to a dispatch service organization, if a taxicab; and
- (5) Vehicle must pass MTS required inspection.

(e) The Chief Executive Officer shall, as a matter of owner right, allow the replacement of a vehicle which is destroyed, rendered inoperative, sold or transferred, provided that the permit holder has complied with, and the for-hire vehicle is in conformance with, all applicable provisions of this Ordinance. An owner must remove the markings from the vehicle that indicate it is a taxicab or LSV before the owner disposes of it.

**(Section 1.11 amended 2/14/2019)**  
**(Section 1.11 amended 10/13/2016)**  
**(Section 1.11 amended 8/7/2003)**  
**(Section 1.11 amended 11/14/2002)**  
**(Section 1.11 amended 2/13/1997)**

#### Section 1.12 - Driver's Identification Cards

(a) No person shall drive or operate any for-hire vehicle under the authority of a permit granted under this Ordinance unless such person: ~~has and~~ displays a valid driver's identification card obtained annually through the Sheriff of the County of San Diego; or provides upon request a VDDP driver certificate with a commercial driver's license.

(b) No permit holder shall employ as a for-hire vehicle driver or operator any person who has not obtained a for-hire vehicle driver's identification card through the Sheriff of the County of San Diego or VDDP driver certificate with a commercial driver's license.

(c) No permit holder shall employ as a driver or operator any person whose privilege to operate a for-hire vehicle within the City has expired, or has been revoked, denied or suspended or prohibited.

(d) A driver may drive for more than one permit holder. The driver must, however, have on file with and accepted by the Sheriff of the County of San Diego, a separate application on forms provided by the Sheriff, for each permit holder with whom he has a current driving agreement. A

driver may have on file with the Sheriff a maximum of four (4) such applications at any one time. It shall be unlawful for a driver to accept or solicit passengers for hire in the City or County while operating the taxicab or LSV of any permit holder for whom the driver does not have such an application on file with the Sheriff.

(e) No person shall drive or operate any for-hire vehicle, -under the authority of a permit granted under this Ordinance unless such person has successfully completed an MTS-approved driver safety training course concerning driver safety rules and regulations, map reading, crime prevention, courtesy and professionalism, compliance with ADA, and a corresponding qualification examination.

(f) No person who has received a notice of prohibition pursuant to Section 1.14, or whose privilege to operate a for-hire vehicle within the City has expired, or has been suspended, revoked or denied by the Sheriff, California Highway Patrol, or the Chief Executive Officer shall drive or operate a for-hire vehicle within the City.

(g) No for-hire vehicle driver's identification card shall be issued or renewed by the Sheriff to any of the following persons:

(1) Any person under the age of twenty-one (21) years.

(2) Any person who has been convicted of a felony involving a crime of force or violence against any person, or the theft of property, unless five (5) years have elapsed since his or her discharge from a penal institution or satisfactory completion of probation for such conviction during which period of time his or her record is good.

(3) Any person who has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any infraction, misdemeanor, or felony involving force and violence, or any crime reasonably and rationally related to the paratransit industry or any similar business operation which bears upon the integrity or ability of the driver to operate a for-hire vehicle business and transport passengers, unless five (5) years shall have elapsed from the date of discharge from a penal institution or the satisfactory completion of probation for such conviction.

(4) Any person who, within the five (5) years immediately preceding the processing of the application, has been convicted of or held by any final administrative determination to have been in violation of any statute, ordinance, or regulation reasonably and rationally related to the for-hire vehicle industry or any similar business operation which would have authorized the suspension or revocation of the driver's identification card in accordance with Section 1.14 of this Ordinance.

(5) Any person who is required to register as a sex offender pursuant to the California Penal Code.

(6) Any person who has provided false information of a material fact in their application within the past five (5) years.

(7) No person shall obtain or renew a driver's identification card unless such person has successfully completed a driver safety training course approved by the Chief Executive Officer.



(8) When a driver permanently no longer drives for an MTS Taxicab Administration permit holder, the permit holder shall report this to the Sheriff's Department within ten (10) calendar days.

(h) The Sheriff is authorized to issue temporary for-hire vehicle driver identification cards pending the approval or denial of an application for a regular for-hire vehicle driver identification card. No temporary for-hire vehicle driver identification card shall be issued without the satisfactory completion of a local law enforcement agency record check of the applicant. Any temporary identification card so issued shall be valid for a period not to exceed ninety (90) days or until the date of approval or denial of the application for a regular for-hire vehicle driver identification card, whichever shall occur first. The issuance of a temporary identification card hereunder shall not authorize the operation of a for-hire vehicle following the denial of the application while pending the resolution of any appeal otherwise provided for in Section 1.16 of this Ordinance. The Sheriff or the Chief Executive Officer shall establish nonrefundable filing fees to defray the costs of processing regular and temporary driver identification cards.

**(Section 1.12 amended 10/10/2019)**

**(Section 1.12 amended 11/8/2018, effective 1/1/2019)**

**(Section 1.12 amended 12/14/2017)**

**(Section 1.12 amended 5/12/2016)**

**(Section 1.12 amended 11/15/2012)**

**(Section 1.12 amended 8/7/2003)**

**(Section 1.12 amended 11/14/2002)**

**(Section 1.12 amended 9/24/1998)**

**(Section 1.12 amended 10/30/1997)**

**(Section 1.12 amended 11/9/1995)**

**Section 1.13 - Suspension and Revocation of Permit**

(a) Permits may be suspended or revoked by the Chief Executive Officer at any time in case:

(1) The Chief Executive Officer finds the permit holder's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance.

(2) The permit holder fails to comply with the applicable provisions of this Ordinance.

(3) The drivers of the for-hire vehicle or vehicles fail to act in accordance with those provisions of this Ordinance which govern driver actions. The permit holder shall have strict liability in this regard; however, this provision shall not restrict the Chief Executive Officer's ability to penalize a driver for violations of those provisions of this Ordinance which govern driver actions.

(4) The owner ceases to operate a for hire vehicle without having obtained written permission from the Chief Executive Officer.

(5) The permit holder is found to be operating a for-hire vehicle that is under inactive status.

(6) The for-hire vehicle or vehicles, if operated as other than a taxicab, are operated at a rate of fare other than those fares on file with the Chief Executive Officer.

(7) The for-hire vehicle or vehicles, if operated as a LSV, are operated at a rate of fare greater than those fares on file with the Chief Executive Officer or posted on the taxicab or LSV pursuant to Section 2.2 (b) of this Ordinance.

(8) The for-hire vehicle or vehicles, if operated as a taxicab, are operated at a rate of fare greater than current maximum rate established by the Board pursuant to Section 2.2(a) of this Ordinance or the applicable rate provided to passenger pursuant to Section 2.4 (q) of this Ordinance.

(9) The permit holder fails to begin operating the for-hire vehicle for which the permit is first approved within ninety (90) days after the approval date.

(10) The permit holder has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any infraction, misdemeanor, or felony involving force and violence, or any crime reasonably and rationally related to the paratransit industry or any similar business operation which bears upon the integrity or ability of the applicant or permit holder to operate a for-hire vehicle business and transport passengers, unless five (5) years shall have elapsed from the date of discharge from a penal institution or the satisfactory completion of probation for such conviction.

(11) The permit holder has been convicted of a crime that would require a person to register as a sex offender under the California Penal Code. For purposes of this section, a plea or verdict of guilty, a finding of guilt by a court, a plea of nolo contendere or a forfeiture of bail shall be considered a conviction.

(b) A permit holder shall be notified in writing within 10 working days when a credible complaint has been filed with the Chief Executive Officer by a member of the public where such complaint involves the permit holder, the driver of the permitted for-hire vehicle, or the dispatch service to which the permit holder is subscribed. It shall be the responsibility of the permit holder to investigate the complaint and report in writing to the Chief Executive Officer within 30 days the result of the investigation and any corrective action taken or proposed. Where the complainant has agreed to the sharing of their identity, the results of the investigation, findings, and actions shall be communicated to the complainant.

(c) In the event the Chief Executive Officer finds a permit holder has failed to responsibly respond to notification of complaints or to initiate corrective action, the Chief Executive Officer shall issue a notice of proposed adverse action to the permit holder. If the circumstances of the complaint or subsequent investigation so warrant, the Chief Executive Officer may issue a notice of adverse action to a driver independently of or in conjunction with any adverse action proposed to the permit holder. The Chief Executive Officer shall refer to the Administrative Penalty Guidelines in determining a proposed adverse action.

(d) The permit holder or driver in receipt of a notice of proposed adverse action shall be given the opportunity to appear for an informal hearing before the Chief Executive Officer or designated representative. Failure to appear will constitute waiver of the hearing. Following the hearing or waiver thereof, the Chief Executive Officer shall issue the notice of adverse action if justified by the facts. If the Chief Executive Officer determines that the performance of the permit holder or driver involves criminal activity or constitutes a serious degradation of the public safety, convenience, or necessity, a notice of adverse action may be issued and the action effected without hearing.

(e) Upon a finding by the Chief Executive Officer that a permit holder falls within the provisions of this section, the permit holder or driver shall be notified that his or her permit has been subjected to an adverse action and that the matter is such that the action may be appealed. In lieu of an action provided for in the Administrative Penalty Guidelines, the Chief Executive Officer may impose a fine or a fine and a period of suspension for any violation(s) of this Ordinance.

***(Section 1.13 amended 2/14/2019)***

***(Section 1.13 amended 11/8/2018, effective 1/1/2019)***

***(Section 1.13 amended 12/14/2017)***

***(Section 1.13 amended 10/13/2016)***

***(Section 1.13 amended 5/12/2016)***

***(Section 1.13 amended 8/7/2003)***

***(Section 1.13 amended 11/14/2002)***

***(Section 1.13 amended 6/24/1999)***

#### Section 1.14 - Suspension and Revocation of Driver's Identification Cards

(a) Driver's identification cards issued by the Sheriff may be suspended or revoked by the Chief Executive Officer at any time in case:

(1) The Chief Executive Officer finds the driver's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance; or

(2) The driver fails to comply with the applicable provisions of this Ordinance; or

(3) Circumstances furnish grounds for the denial, suspension, revocation or refusal to renew the driver's identification card by the Sheriff under the terms of the applicable Ordinance of the County of San Diego; or

(4) His/her California Driver's License is revoked or suspended; or

(5) The driver is convicted of reckless driving or driving while under the influence of intoxicating liquors and/or narcotics; or

(6) The driver has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any crime involving force and violence, or reasonably and rationally is related to the ability or integrity of the driver to operate a for-hire vehicle or transport passengers; or

(7) The driver has ever been convicted of a crime that requires registration under the California Penal Code as a sex offender.

(b) For purposes of Subsections (a) (1) through (a) (6) of this section, a plea of nolo contendere, or a forfeiture of bail shall be considered a conviction if it occurred within the five (5) years immediately preceding the date of application for a permit or identification card.

(c) Notwithstanding a driver's possession of a valid taxicab or LSV driver identification card, the Chief Executive Officer may deny, suspend, revoke, or refuse to renew the driver's privilege to operate a for-hire vehicle in the City if the driver falls within the provisions of this section. The Chief Executive Officer shall send a notice of prohibition the date postmarked to operate a taxicab or LSV to any holder of a Sheriff's driver identification card who is ineligible under Subsection (a) to operate a for-hire vehicle within the City limits. The notice of prohibition shall be appealable in accordance with Section 1.16.

**(Section 1.14 amended 10/10/2019)**

**(Section 1.14 amended 5/12/2016)**

**(Section 1.14 amended 8/7/2003)**

**(Section 1.14 amended 11/14/2002)**

**(Section 1.14 amended 6/24/1999)**

#### **Section 1.15 - Surrender of Medallion**

(a) When a permit has been suspended or revoked, the operation of any for-hire vehicle authorized by such permit shall cease, and its medallion surrendered immediately to the Chief Executive Officer.

**(Section 1.15 amended 11/14/2002)**

#### **Section 1.16 - Right of Administrative Appeal from Denial, Suspension or Revocation of Permit or Driver's Identification Card or Related Adverse Action**

(a) The permit holder or driver shall be notified that he or she may file with the Chief Executive Officer a written administrative appeal ten (10) days after delivery of the notice of revocation or suspension, or the denial of a license, permit, or driver's identification card issued by the Sheriff, the notice of prohibition to operate or the imposition of a fine. The permit holder or driver shall set forth in the appeal the reasons why such action is not proper.

(b) If no administrative appeal is filed within the proper time, the permit or driver's identification card issued by the Sheriff shall be considered revoked, suspended or denied, and shall be surrendered, the fine be imposed, as applicable, or the notice of prohibition to operate take effect.

(c) Except as provided in Subsection (d), once an administrative appeal is filed, the revocation or suspension of the permit or driver's identification card issued by the Sheriff, the effect of the notice of prohibition to operate, or the imposition of the fine shall be stayed pending the final determination of the administrative appeal.

(d) If, in the Chief Executive Officer's opinion, the continued operation of a for-hire vehicle or possession of a driver's identification card issued by the Sheriff represents an unsafe condition for any passenger or pedestrian, the revocation or suspension of the related permit, driver's identification card, or the effect of any notice of prohibition to operate shall not be stayed. A revocation or suspension of a permit imposed for failure to comply with Section 1.8 (f) or Section 1.9 is rebuttably presumed to represent an unsafe condition pending the determination of the appeal or the correction of the violation, whichever shall occur first. Notwithstanding, no medallion shall be reaffixed to a vehicle until the violation under Sections 1.8 (f) or 1.9 has been corrected.

**(Section 1.16 amended 10/10/2019)**

**(Section 1.16 amended 8/7/2003)**

**(Section 1.16 amended 11/14/2002)**

#### **Section 1.17 - Procedure Upon Administrative Appeal**

(a) When an appeal is filed, the Chief Executive Officer shall review the appeal, and based on additional information provided therein, may revise the findings and penalty; in accordance with the additional information provided; or cause the appeal to be assigned to a Hearing Officer, who shall expeditiously schedule the hearing before him/her.

(1) The Chief Executive Officer shall use California Department of General Services, Office of Administrative Hearings Administrative Law Judges as Hearing Officers. The assignment of Administrative Law Judges as Hearing Officers shall be determined by the California Department of General Services, Office of Administrative Hearings.

(2) The Hearing Officer shall be a member of the California State Bar and shall not be an MTS employee.

(b) The appellant and the Chief Executive Officer or designate shall each have the right to appear in person and be represented by legal counsel, to receive notice, to present evidence, to call and cross-examine witnesses under oath, and to present argument.

(c) An appellant may select an individual to interpret for them. MTS will not pay any costs or be held responsible for any aspect of the interpreter's ability to accurately interpret the hearing.

(1) The Hearing Officer shall have the power to compel attendance of witnesses and documents by subpoena, in accordance with state law.

(2) The formal rules of evidence need not apply, and any relevant evidence that is the sort of evidence upon which responsible persons are accustomed to rely in the conduct of serious affairs shall be admissible. Hearsay evidence may be considered by the Hearing Officer, but no findings may be based solely on hearsay evidence unless supported or corroborated by other relevant and competent evidence. The formal exceptions to the hearsay rule shall apply.

(d) The Chief Executive Officer shall promulgate supplementary rules and procedures for the conduct of the hearing, the forms of notice and proceedings, and the preparation and submission of the record.

(e) The decision of the Hearing Officer shall be the final administrative remedy and shall be binding upon the parties to the appeal.

(f) If the Hearing Officer decides to suspend or revoke a permit or driver's identification card, the appellant shall immediately surrender the medallion or driver's identification card to the Chief Executive Officer.

**(Section 1.17 amended 5/12/2016)**

**(Section 1.17 amended 11/15/2012)**

#### Section 1.18 - Exceptions to Provisions

(a) The provisions of this Ordinance do not apply to:

(1) a vehicle properly licensed under the jurisdiction of the California Public Utilities Commission (CPUC) unless such vehicle also provides transportation services regulated by MTS under this Ordinance;

(2) ~~or to~~ public transit vehicles owned, operated, or contracted for by MTS and operators and drivers of such vehicles; or

(3) ~~to~~ a vehicle properly licensed by the State or County as an ambulance, and its driver if properly licensed by the California Highway Patrol pursuant to Vehicle Code section 12527 (i.e. for-hire driver for an ambulance); or

(4) a vehicle properly regulated by the California Highway Patrol pursuant to Vehicle Code sections 34500 et seq. (i.e. bus, schoolbuses, school pupil activity buses, or youth buses), and its driver if properly licensed by the California Highway Patrol pursuant to Vehicle Code sections 12523.6 (i.e. for-hire driver of vehicles for developmentally disabled) or 12517.3 (i.e. for-hire driver for a schoolbus, school pupil activity bus, or youth bus).

(b) For compliance purposes, MTS inspectors may inspect all ~~CPUC licensed~~ vehicles listed in Section 1.18 (a) to, ensure they are not exceeding the authority granted by their license or operating as unlicensed private- hire transportation provider.

**(Section 1.18 amended 10/10/2019)**

**(Section 1.18 amended 12/14/2017)**

**(Section 1.18 amended 5/12/2016)**

**(Section 1.18 amended 11/15/2012)**

**(Section renumbered to 1.18 9/24/1998)**

**(Section 1.17 amended 1/12/1995)**

**(Section 1.17 amended 6/24/1993)**

#### Section 1.19 - Chief Executive Officer's Authority to Adopt Rules and Promulgate a Schedule of Fines

(a) Except where Board action is specifically required in this Ordinance, the Chief Executive Officer may adopt any rules and regulations reasonable and necessary to implement the provisions of this Ordinance. The Chief Executive Officer shall promulgate a schedule of administrative fines and penalties for violations of this Ordinance in lieu of the revocation or suspension of a permit or identification card issued by the Sheriff, a copy of which schedule shall be filed with the Clerk of the Board.

**(Section 1.19 amended 10/10/2019)**

**(Section renumbered to 1.19 9/24/1998)**

#### Section 1.20 - Americans with Disabilities Act

(a) Permit holders, vehicles, and drivers are required to comply with the requirements of the federal Americans with Disabilities Act (ADA), and ADA regulations are hereby incorporated into MTS Ordinance No. 11 by reference. A violation of ADA requirements is a violation of this Ordinance and subject to a fine or suspension or revocation or a combination.

**(Section renumbered to 1.20 9/24/1998)**

**(Section 1.19(a) was added 4/10/1997)**

#### SECTION 2.0 - TAXICABS AND/OR LSVs

##### Section 2.1 - Types of Service

(a) A taxicab or LSV is authorized to provide exclusive ride and group ride service.

**(Section 2.0 and 2.1 amended 8/7/2003)**

Section 2.2 - Rates of Fare

(a) After a noticed and open public hearing of the Taxicab Advisory Committee, MTS shall establish a maximum rate of fare for exclusive ride and group ride hire of taxicabs and/or LSVs except for trips from San Diego International Airport. A permit holder may petition the Board for any desired change in the maximum taxicab or LSV rates for exclusive ride and/or zone rates and group ride hire.

(b) Taxicab trips from San Diego International Airport shall not be charged more than the authorized maximum rate of fare. Notwithstanding, rates for trips originating at the airport may include an extra charge equal to the Airport Access Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. The extra may not be charged on any trip that does not originate at the airport or on any trip where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority. The extra charge may only be charged to the passenger by visually identifying the Airport Access Fee on the taxicab meter. A driver may not verbally request payment. All taxicabs utilizing the Airport Access Fee must have a decal, approved by the Chief Executive Officer and the County of San Diego Office of Weights and Measures. The decal shall identify and accurately describe the extra charge consistent with regulatory requirements.

(c) All taxicabs shall accept major credit cards including, but not limited to, VISA, MasterCard, American Express, and Discover. Credit Card fees shall not be passed onto passengers.

(d) The taxicab permit holder or taxicab driver shall disclose fares, fees or rates to the passenger. The taxicab permit holder or taxicab driver may disclose by website, mobile telephone application or telephone orders.

(e) It shall be unlawful for a permit holder or driver to operate any taxicab in the City or County, unless the vehicle is equipped with a Taximeter that meets the requirements of the State of California.

(1) If Hard Meter, each taxicab permit holder shall have the Taximeter set by properly licensed personnel for the rate that he/she will charge and have the Taximeter sealed and inspected.

(2) If Soft Meter, a certificate of approval must be provided by the California Department of Food and Agriculture Division of Measurement Standards

(3) The Taximeter shall calculate fares upon the basis of a combination of mileage traveled and time elapsed. When operative with respect to fare indication, the fare-indicating mechanism shall be actuated by the mileage mechanism whenever the vehicle is in motion at such a speed that the rate of mileage revenue equals or exceeds the time rate, and may be actuated by the time mechanism whenever the vehicle speed is less than this, and when the vehicle is not in motion.

(4) Waiting time shall include all time when a taxicab occupied or engaged by a passenger is not in motion or is traveling at a speed which is slow enough for the time rate to exceed the mileage rate. Waiting time will also include the time consumed while standing at the direction of the passenger or person who has engaged the taxicab.



(5) It shall be the duty of every permit holder operating a taxicab to keep the Taximeter in proper condition so that the Taximeter will, at all times, correctly and accurately indicate the charge for the distance traveled and waiting time. The Taximeter shall be at all times subject to the charge for the distance traveled and waiting time.

(6) The Taximeter shall be at all times subject to inspection by an MTS inspector or any peace officer. The MTS inspector or peace officer is hereby authorized at his or her instance or upon complaint of any person to investigate or cause to be investigated the Taximeter, and upon discovery of any inaccuracy in the Taximeter, or if the Taximeter is unsealed, to remove or cause to be removed the vehicle equipped with this taximeter from the streets of the City until the Taximeter has been correctly adjusted and sealed. Before being returned to service, the vehicle and Taximeter must be inspected and approved by the Chief Executive Officer.

(7) Any device repairperson who places into service, repairs, or recalibrates a Taximeter shall record the tire size and pressure of the drive wheels of that vehicle, as tested, on the repair person's sticker.

(8) It shall be the duty of the permit holder to ensure the proper device repair person's sticker is affixed to the Taximeter and to ensure the tires are the proper size.

(f) It shall be unlawful for any driver of a taxicab, while carrying exclusive or group ride passengers, to display the flag or device attached to the Taximeter in such a position as to denote that the vehicle is for hire, or is not employed, or to have the flag or other attached device in such a position as to prevent the Taximeter from operating. It shall be unlawful for any driver to throw the flag into a position which causes the Taximeter to record when the vehicle is not actually employed, or to fail to throw the flag or other device into non-recording position at the termination of each and every service.

(g) The Taximeter shall be so placed in the taxicab that the reading dial showing the amount of fare to be charged shall be well-lighted and easily readable by the passenger riding in such taxicab.

(h) It shall be unlawful for any permit holder and/or driver of a taxicab or LSV to demand of a passenger a charge for hire which is greater than the current maximum rate approved by the Board pursuant to Section 2.2 (a) or (b) of this Ordinance.

(i) Except as provided in this section, it shall be unlawful for any permit holder and/or driver to demand of a passenger a charge for hire which is greater than the permit holder's meter rate pursuant to Sections 2.1 (a), or 2.2 (c) of this Ordinance.

(j) Nothing in this Ordinance shall preclude a permit holder or driver from agreeing with prospective passenger(s) to a rate of fare which is less than the permit holder's posted rates of fare if the agreement is entered into in advance of the passenger(s) hiring the taxicab for the trip,

***(Section 2.2 amended 11/8/2018, effective 1/1/2019)***

***(Section 2.2 amended 12/14/2017)***

***(Section 2.2 amended 5/12/2016)***

***(Section 2.2(c)(2) amended 11/15/2012)***

***(Section 2.2(b) amended 4/19/2012)***

***(Section 2.2 amended 8/7/2003)***

***(Section 2.2 amended 5/8/2003)***

**(Section 2.2 amended 11/14/2002)**

**(Section 2.2 amended 6/24/1999)**

**(Section 2.2 amended 9/24/1998; Section 2.2c operative May 1, 1999)**

**(Section 2.2 amended 10/30/1997)**

**(Section 2.2 amended 4/10/1997)**

Section 2.3 - Equipment and Specifications

(a) No taxicab shall be operated until the taximeter thereon has been inspected, tested, approved and sealed, if applicable, by an authorized representative of the State of California, and thereafter so maintained in a manner satisfactory to the Chief Executive Officer.

(b) Each taxicab may be equipped with a device which plainly indicates to a person outside the taxicab whether the taximeter is in operation or is not in operation.

(c) Mandatory Exterior Markings: The permit holder must display one of the following exterior markings schemes on each taxicab:

(1) Exterior Marking Scheme 1: The following must be displayed if in use of Exterior Marking Scheme 1:

(A) The permit holder's trade name shall be painted or permanently affixed in letters and numerals four (4) inches high all on one line on the upper third part of both rear doors or both rear quarter panels utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability. In the event the trade name does not fit on one line utilizing four (4) inch lettering, the trade name lettering must be as large as possible, up to four (4) inches in height, to enable the trade name to fit on one line.

(B) The medallion number shall be painted or permanently affixed, on both rear doors or both rear quarter panels, one (1) inch below the permit holder's trade name, six (6) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(2) Exterior Marking Scheme 2: The following must be displayed if in use of Exterior Marking Scheme 2:

(A) The permit holder's trade name shall be painted or permanently affixed in letters and numerals four (4) inches high all on one line on the upper third part of both front doors utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability. In the event the trade name does not fit on one line utilizing four (4) inch lettering, the trade name lettering must be as large as possible, up to four (4) inches in height, to enable the trade name to fit on one line.

(B) The medallion number shall be painted or permanently affixed, on both front doors, one (1) inch below the permit holder's trade name, six (6) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(C) The permit holder's trade name and medallion number shall be painted or permanently affixed on the rear of the taxicab, four (4) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability. In the event the rear of the vehicle does not have four inches of vertical space for the trade name and medallion number, the rear lettering may be less than four inches, provided that it is easily readable from a distance of 50 feet.

(d) Optional Exterior Vehicle Markings. The permit holder has the option of choosing to post any combination of the below-listed five options on his or her taxicab which must be posted only at the specific location and in the size noted.

(1) Trade Name Logo. If the permit holder chooses to display his or her trade name logo, the trade name logo shall be posted only on the rear portion of both side rear quarter panels.

(2) Dispatch Service Provider. If the permit holder chooses to display the dispatch service provider name or logo, the dispatch service provider name or logo cannot utilize the words "cab" or taxi." The dispatch service provider name or logo must be displayed only on the rear portion of both side rear quarter panels.

(3) Telephone Number. If permit holder chooses to display a telephone number, the telephone number must be no more than three (3) inches in height and posted only on the top front portion of both front side quarter panels.

(4) "Driver Carries Only \$\_\_\_\_\_ Change". If the permit holder chooses to post "Driver Carries only \$\_\_\_\_\_ Change", postings must be located only on rear quarter panels near the rear door but clear of the rates of fare.

(5) "Leased to Driver". If permit holder chooses to post "Leased to Driver," it must be posted only on both side rear quarter panels near the rear door but clear of the rate of fares in lettering no larger than 1 inch.

(6) Body Numbers. If the permit holder chooses to post an internally assigned body number, different from the medallion number, the body number shall be posted in one (1) inch numerals on the front and rear bumpers.

(e) All other exterior vehicle markings are prohibited unless they are directly related to the permit holder's business and pre-approved by the Chief Executive Officer.

(f) All taxicabs shall be equipped and operated so that they may be dispatched by two-way radio or two-way electronic communication, monitored by a dispatcher, in response to a telephone or other request for service by a prospective passenger.

(1) Means of dispatch device must be turned on, and audible to driver, at all times the taxicab is in service.

(2) Dispatch equipment, such as a two-way radio, cellular phone or tablet, shall be securely mounted within the vehicle in such a way to be visible to peace officers and MTS inspectors and allow for hands-free operation while the vehicle is in motion.

(g) If radio dispatch capability is utilized, the dispatch service must abide by the following: the radio dispatch capability described in paragraph (d) of this section must be provided

so as to conform to the regulations of the Federal Communications Commission (FCC) pertaining to Land Transportation Radio Services. Failure to conform to those regulations will additionally constitute a failure to meet the requirements of this section.

- (1) The current valid FCC license shall be on file with MTS.
- (2) Taxicab permit holder shall provide current proof the radio or electronic device has passed inspection by an MTS-approved inspector.
- (3) Taxicab radios shall have the capability to receive or transmit only on frequencies specified in the FCC license of the radio service subscribed to by the permit holder.

(h) Each permit holder shall equip each permitted taxicab with a device capable of electronically processing credit card transactions. The device must be visible to all passengers and must allow the passenger to operate the payment device independently of the driver, without having to hand the credit card to the driver. The device must be fully operational at all times. The permit holder or dispatch service shall be the merchant of record associated with the device. Any means of electronic credit card acceptance is acceptable so long as it complies with the provisions set forth in Section 1.8 (r).

***(Section 2.3 amended 11/8/2018, effective 1/1/2019)***

***(Section 2.3 amended 12/14/2017)***

***(Section 2.3 amended 10/13/2016)***

***(Section 2.3 amended 5/12/2016)***

***(Section 2.3 amended 2/12/2015)***

***(Section 2.3 amended 11/15/2012)***

***(Section 2.3 amended 6/27/2002)***

***(Section 2.3 amended 9/24/1998; Section 2.3c operative May 1, 1999)***

***(Section 2.3 amended 6/27/1991; effective 7/27/1991)***

***(Section 2.3 amended 4/10/1997)***

#### Section 2.4 - Operating Regulations

(a) Operating regulations shall be promulgated and adopted from time to time by resolution of the Board. These resolutions will have the force of law and will be published and processed as though set forth in this Ordinance.

(b) Any driver employed to transport passengers to a definite point shall take the most direct route possible that will carry the passenger to the destination safely and expeditiously.

(c) A failure of the driver of any taxicab or LSV to assist a passenger with the loading or unloading of a reasonable size, number, and kind of passenger luggage or other items, when requested to do so, shall be specifically defined as a violation of this section.

(1) A driver is not required to lift any single piece of passenger luggage or other item that exceeds 25 pounds in weight. The requirement for loading or unloading assistance shall be limited to retrieval from or deposit onto the nearest curbside adjacent to the legally parked taxicab or LSV. A sign in the form of a transparent decal may be affixed to the rear-door, side window stating that, "DRIVER IS NOT REQUIRED TO LOAD LUGGAGE IN EXCESS OF 25 POUNDS PER ITEM OR OF A SIZE OR KIND THAT WILL NOT SAFELY FIT IN THE DESIGNATED LUGGAGE AREA OF THIS VEHICLE."

(2) A driver with a lawful disability that prevents him/her from handling items as defined in subsection (2) above is, upon submission of proof of such disability, relieved of responsibility for the requirements of subsection (2). A driver so situated may affix a small sign either in the passenger section of the vehicle to be clearly visible to a rear seat passenger or on the inside of the trunk cover lid stating that, "DRIVER HAS DISABILITY THAT PREVENTS HANDLING OF LUGGAGE."

(d) It shall be unlawful for taxicab operators to refuse or discourage a prospective or actual fare based upon trip length within City or County, or method of payment. Driver shall not refuse payment by credit card.

(1) A vehicle designated as an LSV may refuse a prospective or actual fare if the trip distance is outside allowed areas of operations.

(2) A failure to promptly dispatch (within the standards required by Sections 2.6(a)(1), (2), and (3) of this Ordinance), or any action by a driver of any taxicab or LSV to refuse or discourage a prospective or actual passenger who must transport foodstuffs or who must meet a medical appointment, irrespective of trip length, shall be specifically defined as a violation of this section so long as that prospective passenger has notified the dispatch service of this circumstance at the time a request for taxi service was made.

(e) No driver of any taxicab or LSV shall stop, park, or otherwise leave standing a taxicab or LSV on the same side of the street in any block in which taxicabs or LSVs are already stopped, parked, or otherwise standing except the taxicab or LSV may actively unload in a passenger loading zone or be parked in a marked taxi/LSV stand.

(f) No driver shall stop, park or otherwise leave standing a taxicab or LSV within one-hundred (100) feet of any other taxicab or LSV except in a marked taxi/LSV stand or while actively loading or unloading passengers.

(g) An out-of-service sign must be displayed when the taxicab or LSV is not available for hire and is being operated or is lawfully parked for purposes of maintenance, inspection, or personal use. The sign must be placed in a location in the vehicle that is clearly visible from the exterior of the vehicle. The sign must be of durable material and written in block letters in black ink and easily readable from a distance of not less than ten (10) feet.

(h) A taxicab driver may seek passengers by driving through any public street or place without stops, other than those due to obstruction of traffic, and at such speed as not to interfere with or impede traffic.

(i) It shall be unlawful, however, for the driver to seek passengers by stopping at or driving slowly in the vicinity of an entertainment center or transportation center or any other location of public gathering, in such a manner as to interfere with public access to or departure from that center or location, or so as to interfere with or impede traffic.

(j) It shall also be unlawful for a taxicab or LSV driver, having parked and left his or her taxicab or LSV, to solicit patronage among pedestrians on the sidewalk, or at any entertainment center, transportation center, or other location of public gathering.

(k) No person shall solicit passengers for a taxicab or LSV other than the driver thereof; however, the Chief Executive Officer may authorize a dispatcher to solicit passengers and assist in

loading passengers at such times and places as, in his or her discretion, public service and traffic conditions require.

(l) It shall be unlawful for the driver or operator of any taxicab or LSV to remain standing in any established taxicab or LSV stand or passenger loading zone, unless the driver or operator remains within twelve (12) feet of his or her taxicab or LSV, except when the driver or operator is actually engaged in assisting passengers to load or unload.

(m) Only paying passengers and persons specifically authorized by the Chief Executive Officer may occupy a taxicab or LSV that is already occupied by a paying passenger. No driver, once a paying passenger has occupied the taxicab or LSV, shall permit any other nonpaying passenger to occupy or ride in the taxicab or LSV.

(n) It shall be unlawful to respond to a call for service dispatched to another operator except when an LSV refers service to another operator because the trip distance is outside of the approved area of jurisdiction.

(o) The taxicab or LSV driver shall maintain a daily trip log which shall be available for inspection upon request by any peace officer or MTS inspector. The trip log will accurately show the driver's name, taxicab or LSV number, date, time, beginning odometer reading, starting and ending locations, type of service provided, and fare paid for each trip provided.

(1) The daily trip log shall consist, at a minimum, of a five- by seven-inch paper form retained on a stiff-board writing surface with ruled lines and columns sufficient to contain the required information. All entries will be in black or dark blue ink, block letters, and be clearly legible. Colored paper that is lightly shaded is allowed provided there is sufficient contrast for entries to be easily read. Onboard electronically generated reports that meet the legibility requirements are acceptable.

(2) The driver shall deliver trip logs to the permit holder upon request or at a weekly interval, whichever is less.

(3) If a taxicab, the trip log shall be retained for at least 18 months.

(p) All operating regulations set forth in Section 1.8 apply.

(q) The permit holder or the driver of the taxicab shall notify the passenger of the applicable rate prior to the passenger accepting the ride for walkup rides and street hails. The rate may be provided on the exterior of the vehicle, with an application of a mobile phone, device, or other internet-connected device, or be clearly visible in either print or electronic form inside the taxicab.

**(Section 2.4 amended 11/8/2018, effective 1/1/2019)**

**(Section 2.4 amended 12/14/2017)**

**(Section 2.4 amended 10/13/2016)**

**(Section 2.4 amended 5/12/2016)**

**(Section 2.4 amended 2/12/2015)**

**(Section 2.4 amended 11/15/2012)**

**(Section 2.4 amended 8/7/2003)**

**(Section 2.4 amended 11/14/2002)**

**(Section 2.4 amended 6/24/1999)**

**(Section 2.4 amended 2/13/1997)**

**(Section 2.4 amended 6/27/1991; effective 7/27/1991)**

## Section 2.5 - Stands

(a) The Chief Executive Officer may establish, locate and designate shared use taxicab/LSV stands for one or more taxicabs/LSVs, which stands when so established shall be appropriately designated "Taxis/LSVs Only." The operating regulations of this Ordinance shall apply to such stands and to taxicab/LSV stands established by the San Diego Unified Port District in areas under its jurisdiction within the City.

(b) Each taxicab or LSV stand established hereunder may be in operation twenty-four (24) hours of every day, unless otherwise specified by the Chief Executive Officer.

(c) Any individual, partnership, association, or other organization may petition MTS requesting that a new taxicab/LSV stand be established, or that the location of an existing taxicab/LSV stand be changed to another location. A nonrefundable filing fee to be determined by the Chief Executive Officer must be paid at the time the petition is submitted.

(d) It shall be unlawful for a vehicle other than a taxicab or LSV with a proper MTS taxicab or LSV permit to occupy a taxi/LSV stand.

(e) LSVs may only occupy taxicab stands that are specially signed, designated their approved use.

**(Section 2.5 amended 11/15/2012)**

**(Section 2.5 amended 8/7/2003)**

## Section 2.6 - Dispatch Services

(a) In order to provide taxicab dispatch service required by Section 2.3(d, e), the dispatch service organization adding or changing subscribers after July 1, 1991 shall establish and conform to written policies and procedures concerning the following:

- (1) Standard time elapse for answering the telephone service-request line(s).
- (2) Standard time elapse for the taxicab's arrival at requested pick-up location.
- (3) Passenger's request for a specific driver ("personals").
- (4) Additional two-way communication devices (mobile or cellular phones) in taxicabs
- (5) Lost and found for passengers' items.
- (6) Assignment of vehicle body numbers.
- (7) Immediately notify the permit holder of all lost items and inquiries.

Current written policies and procedures shall be available to subscribers from the radio dispatch organization, and on file with MTS.

(b) Taxicab service organizations shall, 24 hours a day, have dispatch staff on duty at the business location, which must be a preapproved physical address, answer telephone- request line(s), properly dispatch those requests to all members, provide radio response to all licensed radio



frequencies/channels, and respond to direct requests from drivers, permit holders, and MTS as well as law enforcement and local regulatory agencies.

(c) Taxicab dispatch services shall keep written records of all requests for taxi service, calls dispatched, and the time(s) each taxicab goes in and out of service. These records shall be kept on file for a minimum of six (6) months, and made available to MTS, upon request.

(d) No person, partnership, corporation, association, other organization providing radio or other dispatch service shall dispatch a request for service to a driver, owner, or vehicle unless the driver, owner, and vehicle are properly licensed to provide the service requested.

(e) The Chief Executive Officer may, at any time, revoke or suspend the taxicab privileges of or fine any person, partnership, corporation, association, other organization providing radio or other dispatch service that violates a provision of this ordinance.

**(Section 2.6 amended 11/8/2018, effective 1/1/2019)**

**(Section 2.6 amended 12/14/2017)**

**(Section 2.6 amended 10/13/2016)**

**(Section 2.6 amended 11/15/2012)**

**(Section 2.6 amended 8/7/2003)**

**(Section 2.6 amended 9/24/1998)**

**(Section 2.6 added 6/27/1991; effective 7/27/1991)**

#### Section 2.7 - Driver Safety Requirements

(a) No taxicab vehicle shall be operated unless such vehicle is equipped with an emergency signaling device approved by the Chief Executive Officer.

(b) No taxicab vehicle may be operated with window tinting, shades, or markings that could interfere with a clear view of the cab interior from the outside, unless equipped by the vehicle manufacturer and approved by an MTS inspector.

(c) Taxicab dispatch services required by Section 2.3 shall at all times have a dispatch staff person on duty who has successfully completed a driver safety training course approved by the Chief Executive Officer.

(d) The use of a cellular phone or other similar electronic device by drivers is prohibited at all times when the vehicle is in motion. Otherwise, California Vehicle Code rules apply.

**(Section 2.7 amended 11/8/2018, effective 1/1/2019)**

**(Section 2.7 amended 12/14/2017)**

**(Section 2.7 amended 10/13/2016)**

**(Section 2.7 amended 5/12/2016)**

**(Section 2.7 amended 11/15/2012)**

**(Section 2.7 amended 8/7/2003)**

**(Section 2.7 added 9/24/1998)**

#### Section 2.8 – Prearranged Trips by Taxicabs

(a) A Prearranged Trip shall mean a trip using an online enabled application, dispatch or Internet Web site.

(b) A MTS taxicab permit holder may provide Prearranged Trips anywhere within San Diego County.

(c) A taxicab not permitted by MTS, but permitted by another authorized agency within San Diego County, may provide Prearranged Trips within City or County. MTS will not require such a taxicab to apply for a permit with MTS if the taxicab is not Substantially Located in City or County. MTS will require such a taxicab to comply with mechanical safety regulations within Section 1.8 (f) as a public health, safety and welfare measure.

**(Section 2.8 amended 2/14/2019)**

**(Section 2.8 added 11/8/2018, effective 1/1/2019)**

## SECTION 3.0 - CHARTER VEHICLES

### Section 3.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for charter services.

(b) If a permit holder desires to change the rates of fare being charged for charter services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for charter services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

(d) The rates of fare shall be established by a prearranged written contract on a per-mile or per-hour basis.

**(Section 3.1 amended 4/10/1997)**

### Section 3.2 - Operating Regulations

(a) It shall be unlawful for any charter vehicle to remain standing on any public street in the City, except such reasonable time necessary when enabling passengers to load or unload.

(b) It shall be unlawful for any person, either as owner, driver, or agent, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway or airport, or light rail transit station.

(c) The charter for-hire vehicle driver shall maintain a daily trip log which shall be available for inspection upon request by any peace officer or MTS inspector. The trip log will accurately show the driver's name and the medallion number on the vehicle. In addition, the trip log shall identify the scheduling parties by name, date, and time of the prearranged hire. If the trip is medical in nature, the passenger's name may be omitted.

(d) All other operating regulations defined in Section 1.8 apply.

**(Section 3.2 amended 12/14/2017)**

**(Section 3.2 amended 11/14/2002)**

## SECTION 4.0 - SIGHTSEEING VEHICLES

### Section 4.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder of sightseeing vehicle services.

(b) If a permit holder desires to change the rates of fare being charged for sightseeing services during any calendar year, the permit holder shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said changes.

(c) No permit holder shall charge any rate of fare for sightseeing services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

(d) The rate of fare shall be established on a per capita or per event basis.

**(Section 4.1 amended 11/8/2018, effective 1/1/2019)**

**(Section 4.1 amended 4/10/1997)**

### Section 4.2 - Operating Regulations

(a) It shall be unlawful for any sightseeing vehicle to remain standing on any public street in the City, except such reasonable time necessary when enabling passengers to load or unload.

(b) It shall be unlawful for any person, either as owner, driver, or agent, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway or airport, or light rail transit station.

(c) All other operating regulations defined in Section 1.8 apply, except Section 1.8 (v).

## SECTION 5.0 - NONEMERGENCY MEDICAL VEHICLES

### Section 5.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for nonemergency medical vehicle services.

(b) If a permit holder desires to change the rates of fare being charged for nonemergency medical vehicle services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for nonemergency medical vehicle services unless said rates are on file with the Chief Executive Officer as aforesaid.

(d) The rate of fare for exclusive ride service shall be established on a per capita plus per mile basis.

(e) The rates of fare for shared ride service shall be established on a per capita plus per mile basis, or on a per capita plus per zone basis.

**(Section 5.1 amended 12/14/2017)**

**(Section 5.1 amended 4/10/1997)**

#### Section 5.2 - Operating and Equipment Regulations

(a) It shall be unlawful for any nonemergency medical vehicle to remain standing on any public street in the City, except when enabling passengers to load or unload.

(b) All other operating regulations defined in Section 1.8 apply.

(c) Special equipment on a nonemergency medical vehicle shall, at all times the vehicle is in operation, be in proper working order. Such vehicles equipped with wheelchair ramps or lifts shall have proper device(s) to secure each wheelchair on board.

(d) The permit holder is responsible for ensuring that the driver of a nonemergency medical vehicle is properly trained:

(1) in the use of any of the vehicle's special equipment;

(2) concerning supervision of or assistance to the disabled passengers whom the driver is to transport.

**(Section 5.2 amended 6/22/1995)**

**(Section 5.2 amended 6/24/1993)**

#### Section 5.3 - Driver Identification Cards

In addition to the requirements set forth in Section 1.12, nonemergency medical vehicle drivers shall acquire and maintain valid proof of proper first-aid and CPR training.

**(Section 5.3 added 6/24/1993)**

### SECTION 6.0 - JITNEY VEHICLES

#### Section 6.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for jitney services.

(b) If a permit holder desires to change the rates of fare being charged for jitney services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for jitney services unless said rates are on file with the Chief Executive Officer and duly displayed.

(d) The rates of fare shall be established on a per capita basis.

**(Section 6.1 amended 11/8/2018, effective 1/1/2019)**  
**(Section 6.1 amended 4/10/1997)**

Section 6.2 - Jitney Routes

(a) A permit holder who wishes to provide a fixed route service shall apply to the Chief Executive Officer for authorization to serve a defined route with a specific vehicle. No for-hire vehicle may be operated as a jitney until it has met all other requirements of this Ordinance and has been approved for service on a specific fixed route. A jitney may be authorized to serve more than one route; however, a jitney may provide fixed route service on only those routes which the Chief Executive Officer has approved in writing for that vehicle.

(b) The application for a fixed route shall be in writing and shall contain the following information:

- (1) A description of the vehicle(s) which will be utilizing the route;
- (2) A detailed written description of the route, to include starting location, ending location, and the street name and direction of travel for all streets to be used in the route;
- (3) A map in sufficient detail to clearly indicate the proposed route;
- (4) The fare to be charged; and
- (5) Such other information as the Chief Executive Officer may, in his or her discretion, require.

(c) Upon approval of a fixed route by the Chief Executive Officer, the permit holder shall display a representation of the route, the fare, and the permit holder's trade name on each side of the vehicle in letters large enough to be easily read by potential customers in accordance with the standards established by the Chief Executive Officer under Section 6.5 of this Ordinance. Only one (1) route may be displayed on a vehicle at any time.

(d) If a permit holder wishes to alter his or her approved fixed route(s), he or she must apply in writing to the Chief Executive Officer, submitting the information required in Section 6.2 (b).

(e) The Chief Executive Officer may, in his or her discretion, place conditions on the approval of fixed routes.

(f) The Chief Executive Officer may change a route that has been approved previously when the Chief Executive Officer finds it necessary to do so. A change of route may be necessary when a street has been closed temporarily or permanently because of construction, or the direction of a street has been changed, or a street has been vacated, or for similar reasons as determined by the Chief Executive Officer. The Chief Executive Officer shall notify in writing any permit holder whose route has been changed. The Chief Executive Officer's change of a route is subject to appeal under Section 1.16 of this Ordinance.

(g) Except as provided for within this subsection, an approved fixed route may not be transferred to another vehicle or permit holder. A permit holder may receive approval for a vehicle that is replacing a jitney already in service to use the approved fixed routes of the replaced vehicle.

**(Section 6.2 amended 11/14/2002)**

### Section 6.3 – Operating Regulations

(a) It is unlawful for any jitney to remain standing on any public street in the City, except when enabling passengers to load or unload, or except when standing in a jitney holding zone for the time period established by MTS.

(b) It is unlawful for any person including, but not limited to, a jitney owner, driver, or agent thereof, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway, airport, or light rail transit station.

(c) A peace officer or MTS inspector may authorize a dispatcher to solicit passengers and assist with loading passengers at such times and places as, in his/her discretion, public service and traffic conditions require.

(d) Except when a driver or operator is actually engaged in assisting passengers to load or unload, a jitney driver or operator must remain within twelve (12) feet of his/her jitney while the jitney is in service.

(e) It is unlawful for a jitney vehicle to operate a fixed route service on other than that route designated by the Chief Executive Officer.

(f) It shall be unlawful for a jitney driver to load or unload passengers in any place other than an authorized jitney stop, bus stop, or passenger loading zone.

(g) All other operating regulations defined in Section 1.8 apply.

### ***(Section 6.3 amended 11/14/2002)***

### Section 6.4 - Jitney Holding Zones

(a) The Chief Executive Officer may, by resolution, locate and designate holding zones for one (1) or more jitneys, which holding zones when so established, shall be designated by appropriate signs. The operating regulations of Section 6.3 shall apply to any holding zones so established, and to holding zones established by the San Diego Unified Port District in areas under its jurisdiction. The Chief Executive Officer may, by his or her discretion, establish the maximum number of jitneys permitted to remain standing at one time in a holding zone.

(b) Each holding zone established hereunder shall be in operation twenty-four (24) hours of every day, unless otherwise specified by the Chief Executive Officer. The Chief Executive Officer shall adopt written standards to determine whether to allow holding zones to be in operation fewer than twenty-four (24) hours every day. If a holding zone is to be in operation fewer than twenty-four (24) hours every day, the Chief Executive Officer shall cause signs to be posted at or near the holding zone indicating the hours and days of operation.

(c) The Chief Executive Officer may, on his or her own motion, establish holding zones.

(d) Any individual, partnership, corporation, association or other organization may petition MTS requesting that a new holding zone be established. The petition must be filed in writing with the Chief Executive Officer or his/her designee. The petition must state the reason for the request and the proposed location(s). The Board may approve, deny, or modify the request.

(e) Whether initiated by the Chief Executive Officer under Subsection (c) of this section or by persons described in Subsection (d) of this section, before any holding zone is established, the proposed location of any holding zone must be reviewed by the Traffic Engineer of the City. The Traffic Engineer shall report his/her recommendations to approve, deny, or modify the proposed location in writing to the Chief Executive Officer. The Traffic Engineer's report shall include a statement of reasons supporting the recommendation to the Chief Executive Officer.

(f) The Chief Executive Officer shall, by resolution, establish a maximum time limit for individual jitneys to remain standing in any holding zone. The time limit shall apply uniformly to all holding zones.

(g) It shall be unlawful for a vehicle other than a jitney with a proper MTS jitney permit to occupy a jitney holding zone.

***(Section 6.4 amended 11/15/2012)***

**Section 6.5 - Equipment and Specifications**

(a) Each jitney shall bear on the outside, signs clearly designating the route which it serves. The specifications of the sign are subject to the approval of the Chief Executive Officer. The Chief Executive Officer shall adopt written standards for approval or denial of the size of the signs, the location of the signs on the vehicle, the size of the lettering or graphics on the signs, and other specifications that the Chief Executive Officer finds necessary.

(b) All jitney vehicles must bear a trade name and shall be assigned a body number by the permit holder. The trade name and body number so assigned shall be placed on the vehicle in accordance with written standards adopted by the Chief Executive Officer.

Any violation of this Ordinance shall constitute an infraction unless otherwise specified.

**SECTION 7.0 – LOW-SPEED VEHICLES**

**Section 7.1 – Low-Speed Vehicle (LSV) Definition**

Low-Speed Vehicles (LSV) shall mean every vehicle that is designated per the requirements of Ordinance No. 11, Section 1.1(r). LSVs may operate by zones and/or a prearranged basis as set forth in Section 1.1 (b) (1)-(5).

***(Section 7.1 amended 2/14/2019)***

***(Section 7.1 amended 11/8/2018, effective 1/1/2019)***

***(Section 7.0 and 7.1 added 8/7/2003)***

**Section 7.2 – Establishment of Zones**

The Chief Executive Officer shall establish and authorize the use of zones of operation.

***(Section 7.2 added 8/7/2003)***

**Section 7.3 – Zone Rates of Fare**

(a) All vehicles permitted as LSV may use two methods of seeking compensation, either by zone rates or on a prearranged basis. Either method may be used when working inside of an



approved zone. However, when operating on a prearranged charter basis, within an approved zone, no operator may exceed the maximum number of vehicles that are permitted.

(b) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for LSV services.

(c) When a permit holder desires to change the rates of fare being charged for LSV services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(d) No permit holder shall charge any rate of fare for LSV services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

(e) The rates of fare shall be established by a zone and/or prearranged written contract on a per-mile or per-hour basis.

(f) The maximum rates of fare shall be established pursuant to Section 2.2.

**(Section 7.3 amended 10/13/2016)**

**(Section 7.3 added 8/7/2003)**

#### Section 7.4 – Spare Vehicle Policy

(a) The following sets out procedures for LSV permit holders to place a spare vehicle into service as either a temporary replacement for a permitted vehicle that is out of service for recharging or mechanical problems.

(1) Spare LSVs must be marked with the approved company markings.

(2) In place of the medallion number, the spare LSV must be marked "Spare LSV." Where more than one spare LSV is being requested, under the provisions of paragraph 9, the LSVs will be marked "Spare LSV 1," "Spare LSV 2," and so on. The "Spare LSV" marking should be sized to fit in approximately the same space as the medallion number would otherwise be placed with legibility and visibility being the primary criteria.

(3) Spare LSVs must be inspected upon initial issuance and annually thereafter.

(4) All spare LSVs must meet all MTS insurance requirements.

(5) To use a spare LSV that meets the requirements of 1 through 4 above, the permit holder must communicate in writing (facsimile is acceptable), a request to place a spare LSV into service.

The request must state:

(A) the medallion number of the LSV being taken out of service, the reason for being out of service, and the location of the out-of-service LSV; and

(B) the estimated time the spare LSV will be in use.

(6) When the out-of-service LSV is ready to re-enter service, the permit holder must immediately notify MTS in writing (facsimile is acceptable).

(7) The out-of-service LSV may not be required to be reinspected to be placed back into service.

(8) The spare LSV must be removed from service at the time the LSV it has been replacing is placed back into service.

(9) Under normal circumstances, a permit holder may utilize spare LSVs. Permit holders may utilize spare LSVs in a ratio of 3:1 permits held.

(10) Spare LSVs that are placed in service may only operate inside of the MTS-approved zone or zones. A permit holder shall not operate more spare vehicles than he/she has regular permitted vehicles.

(11) A permit holder found to have operated a spare LSV in deliberate violation of these procedures will be subject to immediate suspension/revocation of the permit and the loss of the spare LSV utilization privilege.

**(Section 7.4 amended 10/13/2016)**

**(Section 7.4 amended 10/16/2003)**

**(Section 7.4 added 8/7/2003)**

#### Section 7.5 – LSV Driver Identification Cards

(a) Refer to Section 1.12 of this Ordinance to reference driver and permit holder ID requirements.

**(Section 7.5 added 8/7/2003)**

#### Section 7.6 - Equipment and Specifications

(a) Each LSV shall display whether out of service in accordance with section 2.4 (g) of this Ordinance, which shall indicate to a person outside the LSV whether the LSV is in operation or is not.

##### (b) Exterior Markings

(1) Mandatory Exterior Vehicle Markings. The medallion number shall be painted or permanently affixed, on the front of the vehicle, one (1) inch below the permit holder's trade name, two (2) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(2) Optional Exterior Vehicle Markings. The permit holder has the option of choosing to post any combination of the below-listed five options on his or her LSV which must be posted only at the specific location and in the size noted and are subject to the Chief Executive Officer's approval.

(A) Trade Name Logo. If the permit holder chooses to display his or her trade name logo, the trade name logo shall be posted only on the rear portion of both side rear quarter panels.

(B) Radio Service Provider. If the permit holder chooses to display the radio service provider name or logo, the radio service provider name or logo cannot utilize the words "cab" or taxi." The radio service provider name or logo must be displayed only on the rear portion of both side rear quarter panels.

(C) Telephone Number. If permit holder chooses to display a telephone number, the telephone number must be no more than two (2) inches in height and posted only on the top front portion of both front side quarter panels.

(D) "Driver Carries Only \$\_\_\_\_\_ Change". If the permit holder chooses to post "Driver Carries only \$\_\_\_\_\_ Change", postings must be located only on panels near the rear door but clear of the rates of fare.

(E) "Leased to Driver". If permit holder chooses to post "Leased to Driver," it must be posted only on both rear quarter panels near the rear door area but clear of the rate of fares in lettering no larger than 1 inch.

(3) All other exterior vehicle markings are prohibited unless they are directly related to the permit holder's business and pre-approved by the Chief Executive Officer.

(c) All LSVs shall be equipped and operated so that they have adequate means of electronic communication during business hours. The LSV company business address shall serve as the storefront for the purpose of handling lost and found items. All other operational requirements she be met as set forth in section 1.8 (c).

***(Section 7.6 amended 11/8/2018, effective 1/1/2019)***

***(Section 7.6 amended 12/14/2017)***

***(Section 7.6 amended 10/4/2016)***

***(Section 7.6 added 8/7/2003)***

## SECTION 8 - EFFECTIVE DATE OF ORDINANCE

This Ordinance shall be effective 30 days after adoption, and before the expiration of 15 days after its passage, this Ordinance shall be published once with the names of the members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

Amended: 10/10/2019

Amended: 2/14/2019

Amended: 11/8/2018

Amended: 9/20/2018

Amended: 12/14/2017

Amended: 10/13/2016

Amended: 5/12/2016

Amended: 9/17/2015

Amended: 2/12/2015

Amended: 11/15/2012

Amended: 4/19/2012

Amended: 10/16/2003

Amended: 8/7/2003

Amended: 5/8/2003

Amended: 11/14/2002

Amended: 6/27/2002  
Amended: 5/23/2002  
Amended: 6/24/1999  
Amended: 9/24/1998  
Amended: 10/30/1997  
Amended: 4/10/1997  
Amended: 2/13/1997  
Amended: 11/9/1995  
Amended: 6/22/1995  
Amended: 1/12/1995  
Amended: 6/24/1993  
Amended: 6/27/1991  
Amended: 5/23/1991  
Amended: 10/11/1990  
Repealed & Readopted: 8/9/1990  
Amended: 4/12/1990  
Amended: 4/27/1989  
Adopted: 8/11/1988

# San Diego Metropolitan Transit System Ordinance No. 11 - Proposed Revisions

Board of Directors Meeting

October 10, 2019

Agenda Item No. 30

# MTS Taxicab Administration

- Regulation of For-Hire Vehicles to ensure Safety
  - Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego and Santee
- Minimum safety standards for vehicles and drivers
  - Annual 52 point vehicle inspection
  - Alcohol and drug testing of drivers
  - Criminal background check of drivers
- Full Cost Recovery

# San Diego Regional Center

- Contracts with transportation providers to transport SDRC clients using:
  - Vehicles with 10 seats or more (e.g. bus)
    - CHP conducts annual vehicle inspections of buses and other safety oversight.
    - DMV requires commercial DL if driving vehicle with 10 seats or more. Commercial DL triggers DOT drug and alcohol testing.
    - CHP requires a VDDP driver certificate of any driver primarily transporting individuals with developmental disabilities. VDDP driver certificate triggers CHP criminal background check.

# Proposed Revisions to Ord. 11

- Exempting vehicle with 10 seats or more (i.e. bus) that is both (a) regulated by CHP and (b) its driver possesses a valid VDDP driver certificate
- Allowing a driver with a commercial driver's license to use a VDDP driver certificate in lieu of a Sheriff's driver identification card, unless a taxicab driver; and
- Exempting any school bus, school pupil activity bus, youth bus, and their drivers, if properly regulated by the CHP.



# Regulation of Vehicles with 9 seats or less

- SDRC contracts with transportation providers that use vehicles with 9 seats or less (e.g. wheelchair van)
  - No annual vehicle inspections or other oversight occurring by a regulatory entity.
  - No drug and alcohol testing, as no requirement to have a commercial driver's license.
  - No regulatory entity checking if driver has a VDDP driver certificate, which ensures a criminal background check.
- MTS Taxicab Administration will be requiring a Permit to operate this for-hire vehicle

# Recommendation

That the MTS Board of Directors:

- 1) Adopt the proposed amendments to MTS Ordinance No. 11, “An Ordinance Providing for the Licensing and the Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance” (Attachment A);
- 2) Direct publication of a summary of the amendments to MTS Ordinance No. 11; and
- 3) Upon adoption of the proposed amendments, grant the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.



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

## Agenda Item No. 31

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

FISCAL YEAR 2019 FINAL BUDGET COMPARISON (LARRY MARINESI)

#### RECOMMENDATION:

That the Board of Directors receive the MTS operations budget status report for Fiscal Year (FY) 2019 and approve staff recommendations to program the excess revenues less expenses.

#### Budget Impact

Final FY19 results show revenues exceeding expenses by \$3.4 million. After reserve related adjustments, there will be \$2,713,000 in excess revenues, which staff recommends be added to the contingency reserve balance.

#### DISCUSSION:

This report summarizes the year-to-date operating results for June 2019 compared to the FY 2019 amended budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for June 2019. Attachment A-2 details the June 2019 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides June 2019 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company). Attachment A-10 details subsidy revenue and other non-operating revenue and expenses. Attachment A-11 details MTS's contingency reserve balance. Attachment A-12 details the balances of all reserve accounts.

#### MTS OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the fiscal year ending June 2019, MTS's net-operating income favorable variance totaled \$2,881,000 (1.6%). The favorable results were primarily due to favorable experience in passenger revenue, other operating revenue, personnel, outside services, risk management, general and administrative, and



vehicle/facility leases; partially offset by unfavorable variances in materials and supplies, and energy costs.

Non-operating net subsidy for FY19 was favorable to budget by \$560,000 (0.3%), primarily due to favorable Transnet and State Transit Assistance (STA) revenues, partially offset by unfavorable federal formula funds and other local revenues.

In total, revenues exceeded expenses by \$3.4 million for FY19.

## MTS COMBINED RESULTS

Operating Revenues. Total combined operating revenues for FY19 were \$113,320,000 compared to the budget of \$111,715,000, representing a \$1,605,000 (1.4%) favorable variance. Year-to-date passenger revenue had a favorable variance of \$138,000 (0.1%). Other operating revenue was favorable by \$1,467,000 (7.5%), primarily due to \$674,000 in reimbursement for an IT operating project that was not included in the operating budget. Offsetting expenses of \$674,000 were also incurred so both revenue and expenses are higher with zero impact on net operating income. Favorable interest income, compass card fees, lease income, and other miscellaneous revenue also contributed to the favorable overall operating revenue results.

Operating Expenses. Total combined expenses for FY19 were \$289,191,000 compared to the budget of \$290,467,000, resulting in a \$1,276,000 (0.4%) favorable variance.

Personnel Costs. Personnel-related costs totaled \$134,832,000, compared to a budgetary figure of \$135,602,000, producing a favorable variance of \$770,000 (0.6%). This is primarily due to higher than expected cost recovery.

Outside Services and Purchased Transportation. Total outside services for the fiscal year totaled \$102,862,000 compared to a budget of \$102,929,000 resulting in a favorable variance of \$67,000 (0.1%).

Materials and Supplies. Total materials and supplies expenses were \$12,811,000, compared to a budgetary figure of \$12,796,000, resulting in an unfavorable variance of \$15,000 (-0.1%).

Energy. Total energy costs were \$29,898,000, compared to the budget of \$29,719,000 resulting in an unfavorable variance of \$179,000 (-0.6%). This is primarily due to higher than expected electricity consumption and an increase in CNG transportation costs by San Diego Gas & Electric.

Risk Management. Total expenses for risk management were \$3,239,000 compared to the budget of \$3,722,000, resulting in a favorable variance totaling \$483,000 (13.0%). This is primarily due to lower than expected legal liability and liability claim costs for both bus and rail operations.

General and Administrative. Total general and administrative costs were \$4,417,000 through June 2019, compared to a budget of \$4,503,000, resulting in a favorable variance of \$85,000 (1.9%).

Vehicle and Facility Leases. The vehicle and facilities leases costs were \$1,133,000

compared to the budget of \$1,196,000, resulting in a \$63,000 (5.3%) favorable variance.

#### Subsidy Revenue and Other Non-Operating Revenue and Expenses

Attachment A-10 details subsidy revenue and other non-operating revenue and expenses. Subsidy and non-operating revenues for FY19 were \$179,311,000 compared to the fiscal year budget of \$178,752,000, representing a favorable variance of \$560,000 (0.3%). The drivers of this favorable variance are detailed as follows:

- Transnet funds were favorable to budget by \$1,284,000 (2.9%) due to higher than expected reimbursement for SANDAG-funded operating expenses and additional formula revenues due to strong regional sales tax revenues.
- Federal funds were unfavorable by \$198,000 due to actual formula fund apportionments being lower than regional estimates.
- Other local funds were unfavorable by \$497,000 due to \$500,000 of FasTrak revenue that was not available until FY20 being programmed in the FY19 amended budget.

#### Net Revenues Less Expenses

For fiscal year 2019, MTS had an excess of revenues over expenses totaling \$3,441,000. Staff recommends adding the excess revenues to the contingency reserve balance.

#### Reserves

Attachment A-11 details MTS's contingency reserve. The ending reserve balance on June 30, 2018, was \$35,072,000. After adjusting for the FY19 usage of \$600,000 in contingency reserves for the sales tax ballot measure initiative, interest, and income from SD&AE and Taxicab Administration (which are self-funded), the change for the year totals an increase of \$2,713,000. The new contingency reserve balance on June 30, 2019 thus becomes \$37,786,000, which equals 13.7% of the upcoming FY20 operating budget. MTS plans to use \$1,000,000 in contingency reserves in FY20, which would result in a projected ending reserve balance of \$36,786,000, or 13.3% of the FY20 operating budget.

MTS has other designated reserves, of which the balances for each are listed on Attachment A-12.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Comparison to Budget

**MTS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2019**

**JUNE 30, 2019**

**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 92,225	\$ 92,087	\$ 138	0.1%
Other Revenue	21,095	19,628	1,467	7.5%
<b>Total Operating Revenue</b>	<b>\$ 113,320</b>	<b>\$ 111,715</b>	<b>\$ 1,605</b>	<b>1.4%</b>
Personnel costs	\$ 134,832	\$ 135,602	\$ 770	0.6%
Outside services	102,862	102,929	67	0.1%
Materials and supplies	12,811	12,796	(15)	-0.1%
Energy	29,898	29,719	(179)	-0.6%
Risk management	3,239	3,722	483	13.0%
General & administrative	4,417	4,503	85	1.9%
Vehicle/facility leases	1,133	1,196	63	5.3%
Administrative Allocation	(0)	(0)	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 289,191</b>	<b>\$ 290,467</b>	<b>\$ 1,276</b>	<b>0.4%</b>
<b>Operating Income (Loss)</b>	<b>\$ (175,871)</b>	<b>\$ (178,752)</b>	<b>\$ 2,881</b>	<b>1.6%</b>
<b>Total Non-Operating Activities</b>	<b>179,311</b>	<b>178,752</b>	<b>560</b>	<b>0.3%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 3,441</b>	<b>\$ (0)</b>	<b>\$ 3,441</b>	<b>-</b>

**OPERATIONS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2019**

**JUNE 30, 2019**

**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 92,225	\$ 92,087	\$ 138	0.1%
Other Revenue	806	840	(34)	-4.0%
<b>Total Operating Revenue</b>	<b>\$ 93,032</b>	<b>\$ 92,927</b>	<b>\$ 104</b>	<b>0.1%</b>
Personnel costs	\$ 113,071	\$ 113,310	\$ 239	0.2%
Outside services	86,364	86,875	511	0.6%
Materials and supplies	12,791	12,780	(11)	-0.1%
Energy	29,057	28,859	(198)	-0.7%
Risk management	2,715	3,223	508	15.8%
General & administrative	679	704	24	3.5%
Vehicle/facility leases	946	1,003	57	5.7%
Administrative Allocation	24,120	24,120	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 269,742</b>	<b>\$ 270,873</b>	<b>\$ 1,130</b>	<b>0.4%</b>
<b>Operating Income (Loss)</b>	<b>\$ (176,711)</b>	<b>\$ (177,946)</b>	<b>\$ 1,235</b>	<b>0.7%</b>
<b>Total Non-Operating Activities</b>	<b>176,711</b>	<b>177,946</b>	<b>(1,235)</b>	<b>-0.7%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 0</b>	<b>\$ (0)</b>	<b>\$ 0</b>	<b>-1236.7%</b>

## OPERATIONS

## BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

## COMPARISON TO BUDGET - FISCAL YEAR 2019

JUNE 30, 2019

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 22,041	\$ 22,016	\$ 25	0.1%
Other Revenue	9	15	(6)	-41.5%
<b>Total Operating Revenue</b>	<b>\$ 22,050</b>	<b>\$ 22,031</b>	<b>\$ 19</b>	<b>0.1%</b>
Personnel costs	\$ 74,188	\$ 74,484	\$ 296	0.4%
Outside services	1,780	1,894	114	6.0%
Materials and supplies	6,376	5,928	(448)	-7.6%
Energy	5,720	5,558	(163)	-2.9%
Risk management	1,351	1,561	209	13.4%
General & administrative	347	341	(6)	-1.7%
Vehicle/facility leases	369	350	(19)	-5.4%
Administrative Allocation	6,770	6,770	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 96,902</b>	<b>\$ 96,886</b>	<b>\$ (16)</b>	<b>0.0%</b>
<b>Operating Income (Loss)</b>	<b>\$ (74,852)</b>	<b>\$ (74,854)</b>	<b>\$ 2</b>	<b>0.0%</b>
<b>Total Non-Operating Activities</b>	<b>74,852</b>	<b>74,854</b>	<b>(2)</b>	<b>0.0%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (0)</b>	<b>\$ (0)</b>	<b>\$ 0</b>	<b>-21.3%</b>



**OPERATIONS**  
**RAIL (SAN DIEGO TROLLEY INC.)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2019**  
**JUNE 30, 2019**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 42,006	\$ 40,753	\$ 1,252	3.1%
Other Revenue	796	825	(29)	-3.5%
<b>Total Operating Revenue</b>	<b>\$ 42,802</b>	<b>\$ 41,578</b>	<b>\$ 1,223</b>	<b>2.9%</b>
Personnel costs	\$ 38,062	\$ 38,018	\$ (44)	-0.1%
Outside services	5,106	5,241	135	2.6%
Materials and supplies	6,389	6,810	421	6.2%
Energy	14,975	14,836	(139)	-0.9%
Risk management	1,348	1,647	299	18.2%
General & administrative	329	347	18	5.3%
Vehicle/facility leases	268	349	80	23.0%
Administrative Allocation	14,922	14,922	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 81,400</b>	<b>\$ 82,171</b>	<b>\$ 771</b>	<b>0.9%</b>
<b>Operating Income (Loss)</b>	<b>\$ (38,598)</b>	<b>\$ (40,592)</b>	<b>\$ 1,994</b>	<b>4.9%</b>
<b>Total Non-Operating Activities</b>	<b>38,598</b>	<b>40,592</b>	<b>(1,994)</b>	<b>-4.9%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ (0)</b>	<b>-97.7%</b>

**OPERATIONS**  
**BUS - CONTRACTED SERVICES (FIXED ROUTE)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2019**  
**JUNE 30, 2019**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 25,181	\$ 26,447	\$ (1,266)	-4.8%
Other Revenue	1	-	1	-
<b>Total Operating Revenue</b>	<b>\$ 25,183</b>	<b>\$ 26,447</b>	<b>\$ (1,264)</b>	<b>-4.8%</b>
Personnel costs	\$ 523	\$ 440	\$ (83)	-18.9%
Outside services	61,965	62,655	690	1.1%
Materials and supplies	26	41	15	37.5%
Energy	6,505	6,584	78	1.2%
Risk management	-	-	-	-
General & administrative	0	4	4	95.0%
Vehicle/facility leases	28	24	(4)	-18.2%
Administrative Allocation	1,946	1,946	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 70,994</b>	<b>\$ 71,695</b>	<b>\$ 701</b>	<b>1.0%</b>
<b>Operating Income (Loss)</b>	<b>\$ (45,811)</b>	<b>\$ (45,247)</b>	<b>\$ (564)</b>	<b>-1.2%</b>
<b>Total Non-Operating Activities</b>	<b>45,811</b>	<b>45,247</b>	<b>564</b>	<b>1.2%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>127.7%</b>

**OPERATIONS**  
**BUS - CONTRACTED SERVICES (PARATRANSIT)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2019**  
**JUNE 30, 2019**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 2,997	\$ 2,870	\$ 127	4.4%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 2,997</b>	<b>\$ 2,870</b>	<b>\$ 127</b>	<b>4.4%</b>
Personnel costs	\$ 183	\$ 166	\$ (17)	-10.3%
Outside services	17,130	16,702	(428)	-2.6%
Materials and supplies	-	-	-	-
Energy	1,856	1,882	26	1.4%
Risk management	15	15	-	0.0%
General & administrative	4	11	7	67.9%
Vehicle/facility leases	280	280	(0)	0.0%
Administrative Allocation	481	481	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 19,948</b>	<b>\$ 19,537</b>	<b>\$ (412)</b>	<b>-2.1%</b>
<b>Operating Income (Loss)</b>	<b>\$ (16,951)</b>	<b>\$ (16,666)</b>	<b>\$ (285)</b>	<b>-1.7%</b>
<b>Total Non-Operating Activities</b>	<b>16,951</b>	<b>16,666</b>	<b>285</b>	<b>1.7%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 0</b>	<b>\$ (0)</b>	<b>\$ 0</b>	<b>-162.4%</b>

**OPERATIONS  
CORONADO FERRY**

**COMPARISON TO BUDGET - FISCAL YEAR 2019**

**JUNE 30, 2019**

**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	217	217	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 217</b>	<b>\$ 217</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Operating Income (Loss)</b>	<b>\$ (217)</b>	<b>\$ (217)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Non-Operating Activities</b>	<b>217</b>	<b>217</b>	<b>-</b>	<b>0.0%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>

**ADMINISTRATION  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2019**

**JUNE 30, 2019**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	19,161	17,695	1,466	8.3%
<b>Total Operating Revenue</b>	<b>\$ 19,161</b>	<b>\$ 17,695</b>	<b>\$ 1,466</b>	<b>8.3%</b>
Personnel costs	\$ 20,933	\$ 21,468	\$ 535	2.5%
Outside services	16,373	15,818	(554)	-3.5%
Materials and supplies	20	16	(4)	-25.7%
Energy	822	839	17	2.0%
Risk management	458	374	(85)	-22.7%
General & administrative	3,610	3,663	53	1.4%
Vehicle/facility leases	164	170	6	3.4%
Administrative Allocation	(24,176)	(24,176)	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 18,203</b>	<b>\$ 18,171</b>	<b>\$ (32)</b>	<b>-0.2%</b>
<b>Operating Income (Loss)</b>	<b>\$ 958</b>	<b>\$ (476)</b>	<b>\$ 1,434</b>	<b>301.2%</b>
<b>Total Non-Operating Activities</b>	<b>2,483</b>	<b>476</b>	<b>2,007</b>	<b>421.6%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 3,441</b>	<b>\$ (0)</b>	<b>\$ 3,441</b>	<b>#####</b>

OTHER ACTIVITIES  
CONSOLIDATED

## COMPARISON TO BUDGET - FISCAL YEAR 2019

JUNE 30, 2019

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	1,128	1,093	35	3.2%
<b>Total Operating Revenue</b>	<b>\$ 1,128</b>	<b>\$ 1,093</b>	<b>\$ 35</b>	<b>3.2%</b>
Personnel costs	\$ 828	\$ 825	\$ (4)	-0.5%
Outside services	125	236	111	46.9%
Materials and supplies	0	1	1	68.5%
Energy	19	21	2	11.4%
Risk management	66	125	60	47.6%
General & administrative	128	136	8	5.9%
Vehicle/facility leases	23	23	0	0.3%
Administrative Allocation	56	56	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 1,246</b>	<b>\$ 1,423</b>	<b>\$ 178</b>	<b>12.5%</b>
<b>Operating Income (Loss)</b>	<b>\$ (118)</b>	<b>\$ (330)</b>	<b>\$ 213</b>	<b>64.4%</b>
<b>Total Non-Operating Activities</b>	<b>118</b>	<b>330</b>	<b>(213)</b>	<b>-64.4%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ (0)</b>	<b>-97.4%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**MTS**  
**COMBINED SUBSIDY AND OTHER NON-OPERATING REVENUE AND EXPENSES**  
**COMPARISON TO BUDGET - FISCAL YEAR 2019**  
**June 30, 2019**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
<b><u>Subsidy Revenue</u></b>				
Federal Revenue	\$ 60,985	\$ 61,183	\$ (198)	-0.3%
Transportation Development Act	\$ 63,041	\$ 63,041	\$ 0	0.0%
State Transit Assistance	\$ 8,866	\$ 8,756	\$ 110	1.3%
State Revenue - Other	\$ 73	\$ -	\$ 73	-
TransNet funds	\$ 45,550	\$ 44,267	\$ 1,284	2.9%
Other Local subsidies	\$ 1,058	\$ 1,556	\$ (497)	-32.0%
<b>Total Subsidy Revenue</b>	<b>\$ 179,575</b>	<b>\$ 178,803</b>	<b>\$ 772</b>	<b>0.4%</b>
<b><u>Other Non-Operating Revenue and Expense</u></b>				
Investment Earnings	\$ -	\$ -	\$ -	-
Other Non-Operating Income	\$ 1,218	\$ 1,430	\$ (213)	-14.9%
Other Non-Operating Expenses	\$ (1,481)	\$ (1,481)	\$ 0	0.0%
<b>Total Other Non-Operating Revenue and Expense</b>	<b>\$ (263)</b>	<b>\$ (51)</b>	<b>\$ (212)</b>	<b>418.6%</b>
<b>Total Subsidy and Non-Operating Revenue and Expense</b>	<b>\$ 179,311</b>	<b>\$ 178,752</b>	<b>\$ 560</b>	<b>0.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**MTS**  
**CONTINGENCY RESERVE BALANCE**

**JUNE 30, 2019**  
**(in \$000's)**

<b>Balance, June 30, 2018</b>	<b>\$ 35,072</b>
<b>Current Year Adjustments:</b>	
FY 2019 Income (Loss) Before Reserves	\$ 3,323
Remove Other Activities contributions to income:	
SDAE	\$ 29
Taxi	\$ 88
 FY19 Sales Tax Ballot Measure	 \$ (600)
Interest Adjustment	\$ (127)
<b>Net Adjustments:</b>	<b><u>\$ 2,713</u></b>
<b>Balance, June 30, 2019</b>	<b><u><u>\$ 37,786</u></u></b>
 <b>FY20 Operating Expense Budget</b>	 <b>\$ 305,099</b>
<b>FY20 Operating Budget Adjustments:</b>	
Debt Service	\$ (985)
Transnet Funded Operations	\$ (28,480)
<b>Net Adjustments:</b>	<b><u>\$ (29,465)</u></b>
<b>Adjusted FY20 Operating Expense Budget</b>	<b><u><u>\$ 275,634</u></u></b>
 <b>Contingency Reserve % of MTS Operating Expense Budget</b>	 <b><u>13.7%</u></b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**MTS**  
**RESERVE BALANCES**  
**JUNE 30, 2019**

<b>Title</b>	<b>Amount</b>	<b>Explanation</b>
Contingency	\$ 37,785,619	For ongoing operations, future matching of grants; target is 12.5% of operating budget per Policy 36
Taxicab Contingency	229,298	For ongoing operations and future capital improvement needs
SD&AE	372,897	Established from 1984 state payments for storm damage, restricted for repair/improvement of line
Insurance	2,000,000	Established for potential future liability claims, minimum \$2 million per Policy 46
Billboard San Diego	307,295	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	1,860,065	Per agreement with city, used for improvements to right of way
Land Management	0	For repair and maintenance of rental property
<b>Total</b>	<b>\$ 42,555,174</b>	

# **Metropolitan Transit System FY 2019 - June 2019 Financial Review**

**MTS Board of Directors Meeting  
October 10, 2019**

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2019 - FY 2019

TOTAL OPERATING REVENUES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Fare Revenue	\$ 92,225	\$ 92,087	\$ 138	0.1%
Other Operating Revenue	<u>21,095</u>	<u>19,628</u>	<u>1,467</u>	<u>7.5%</u>
<b>Operating Revenue</b>	<b>\$113,320</b>	<b>\$ 111,715</b>	<b>\$1,605</b>	<b>1.4%</b>

- Fare Revenue
  - Revenue favorable to the prior year by \$2.0M (2.2%)
  - Ridership favorable to the prior year by 106K passengers
- Other Operating Revenue - Favorable experience within Administration

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2019 - FY 2019

TOTAL OPERATING EXPENSES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 134,832	\$ 135,602	\$ 770	0.6%
Purchased Transportation	76,167	76,656	489	0.6%
Other Outside Services	26,695	26,273	(422)	-1.6%
Energy	29,898	29,719	(179)	-0.6%
Other Expenses	21,600	22,217	617	2.8%
<b>Operating Expenses</b>	<b>\$ 289,191</b>	<b>\$ 290,467</b>	<b>\$ 1,276</b>	<b>0.4%</b>

- Personnel Costs – favorable cost recovery
- Other Outside Services – unfavorable experience in Land Management and Storm Water
- Energy
  - Unfavorable CNG prices due to increase in SDG&E transportation cost
  - Unfavorable experience in electricity costs due to consumption
- Other Expenses – favorable experience in Risk Management

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2019 - FY 2019

TOTAL OPERATING VARIANCE (\$000's)

Combined Net Operating Variance

MTS Operating Revenue	\$ 1,605
-----------------------	----------

MTS Operating Expenses	<u>1,276</u>
------------------------	--------------

<b>Total Combined Net Operating Variance</b>	<b>\$ 2,881</b>
--	-----------------

Variance Percentage	1.6%
---------------------	------

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2019 - FY 2019

TOTAL NON-OPERATING REVENUES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Federal	\$ 60,985	\$ 61,183	\$ (198)	-0.3%
TDA	63,041	63,041	0	0.0%
TransNet	45,550	44,267	1,284	2.9%
STA	8,866	8,756	110	1.3%
Other	2,350	2,986	(636)	-21.3%
<b>Non-Operating Revenue</b>	<b>\$ 180,792</b>	<b>\$ 180,233</b>	<b>\$ 560</b>	<b>0.3%</b>

- Transnet – higher than anticipated reimbursement for Transnet funded operations and strong sales tax growth
- Other – \$500K of FasTrak revenue programmed in FY19 was not available until FY20

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2019 - FY 2019

TOTAL REVENUES LESS EXPENSES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Operating Revenues	\$ 113,320	\$ 111,715	\$ 1,605	1.4%
Operating Expenses	<u>289,191</u>	<u>290,467</u>	<u>1,276</u>	<u>0.4%</u>
<b>Net Operating Loss</b>	<b><u>\$(175,871)</u></b>	<b><u>\$(178,752)</u></b>	<b><u>\$ 2,881</u></b>	<b><u>1.6%</u></b>
Non-Operating Revenues	180,792	180,233	560	0.3%
Net Debt Service Expenses	<u>1,481</u>	<u>1,481</u>	<u>0</u>	<u>0.0%</u>
<b>Revenues Less Expenses</b>	<b>\$ 3,441</b>	<b>\$ (0)</b>	<b>\$ 3,441</b>	

- Total favorable variance of \$3.4M when combining operating and non-operating revenues and expenses

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2019 - FY 2019

CONTINGENCY RESERVE BALANCE (\$000s)

- Board policy for the contingency reserve balance
  - Target set at 12.5% of the Operating Expense Budget
  - FY20 Target of \$34.5M
- Current Reserve Balance
  - June 30, 2019 year end audit results in balance of \$37.8M
    - 13.7% of the FY20 Operating Budget
  - FY20 Operating Budget assumes usage of \$1M
    - Sales Tax Ballot Measure Initiative
    - Projected balance at June 30, 2020 would be \$36.8M
    - 13.3% of the FY20 Operating Budget



# Staff Recommendation

That the Board of Directors approve the allocation of FY19 excess revenues over expenses to the Contingency Reserve balance



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

## Agenda Item No. 45

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

ELEVATE SD 2020 UPDATE (PAUL JABLONSKI, SHARON COONEY, MARK OLSON)

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

Staff will provide a report to the Board on recent activities, outreach and future timelines related to Elevate SD 2020.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [sharon.cooney@sdmts.com](mailto:sharon.cooney@sdmts.com)

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

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

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





## Elevate Project Estimation Assumptions

MTS Board of Directors  
October 10, 2019

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## Projects currently in evaluation

1	<b>Significant expansion of current MTS bus &amp; Trolley network</b> (frequency & span)
2	<b>BUS: New Rapid bus service</b> (conversion of 18 core network routes to Rapid at various investment levels)
3	<b>BUS: Freeway Transit Improvements and Express Bus Routes</b> (including 805 trunk line)
4	<b>Trolley Purple Line</b>
5	<b>Trolley Blue Line Express</b>
6	<b>Airport LRT Extension</b>
7	<b>Waterway System</b>
8	<b>Sorrento Valley Skyway &amp; Connection Shuttles</b>
9	<b>Mid-Coast - Beach Guideway</b>
10	Mobility-on-Demand Transit
11	Bus Fleet Electrification
12	Grade Separations
13	Mobility Hubs
14	Additional Security Measures
15	Fare Discounting



---

## Projects

- Assumptions needed for cost, ridership, and GHG reduction estimates
- Most projects have at most a feasibility study; some still very conceptual
- All major capital projects would require an environmental analysis, CEQA (and NEPA if federal funds used)
  - EA requires an alternatives analysis including different modes and “no build”
  - Could change the project ultimately built

---

## Expansion of Existing Network

- **Trolley**
  - Most frequencies on all three lines doubled to 7.5 minutes weekday base, 15 minutes nights and all day on weekends
- **Buses**
  - Spans greatly increased on most routes on all days for better early AM and night coverage
  - Frequencies doubled on many 30- and 60-minute routes; some 15-minute routes to 7.5 or 10 minute frequency.
  - Increases in many weekend frequencies
- **Details will change over time due to network adjustments and performance reviews**

## 18 Routes/Partial Routes

Route	Terminals	Main Corridor(s)
7	Downtown SD - La Mesa	University Av.
8	Old Town - Pacific Beach	Mission Blvd.
10	Old Town – Univ./College	University Av.
12	SDSU – Dwtn. - Skyline Hills	Skyline Dr./National Av./Adams Av.
27	Pacific Beach - Kearny Mesa	Balboa Av.
28	Old Town - Shelter Island	Rosecrans St.
35	Ocean Beach - Old Town	Midway Dr./W. Pt. Loma Bl.
41	Fashion Valley - UCSD	Genesee Av.
44	Old Town - Clairemont	Linda Vista Rd./Clairemont Mesa Bl.
237	Miramamar College - UTC	Mira Mesa Bl.
709	H St. - Eastlake	H St./East H St.
815	El Cajon - East Main St	E. Main St.
856	SDSU - Rancho San Diego	College Ave./Jamacha Bl.
929	Iris Trolley - Downtown SD	3rd Av./Highland Av.
932	Iris Trolley - 8th St. Trolley	Broadway/Nat'l City Bl.
933/934	Iris - Imperial Beach Loop	Palm Av./Coronado Av.
955	National City - SDSU	S. 43 <sup>rd</sup> St./54 <sup>th</sup> St.
962	National City - Spring Valley	Plaza Bl./Paradise Valley Rd.

### Rapid Conversions

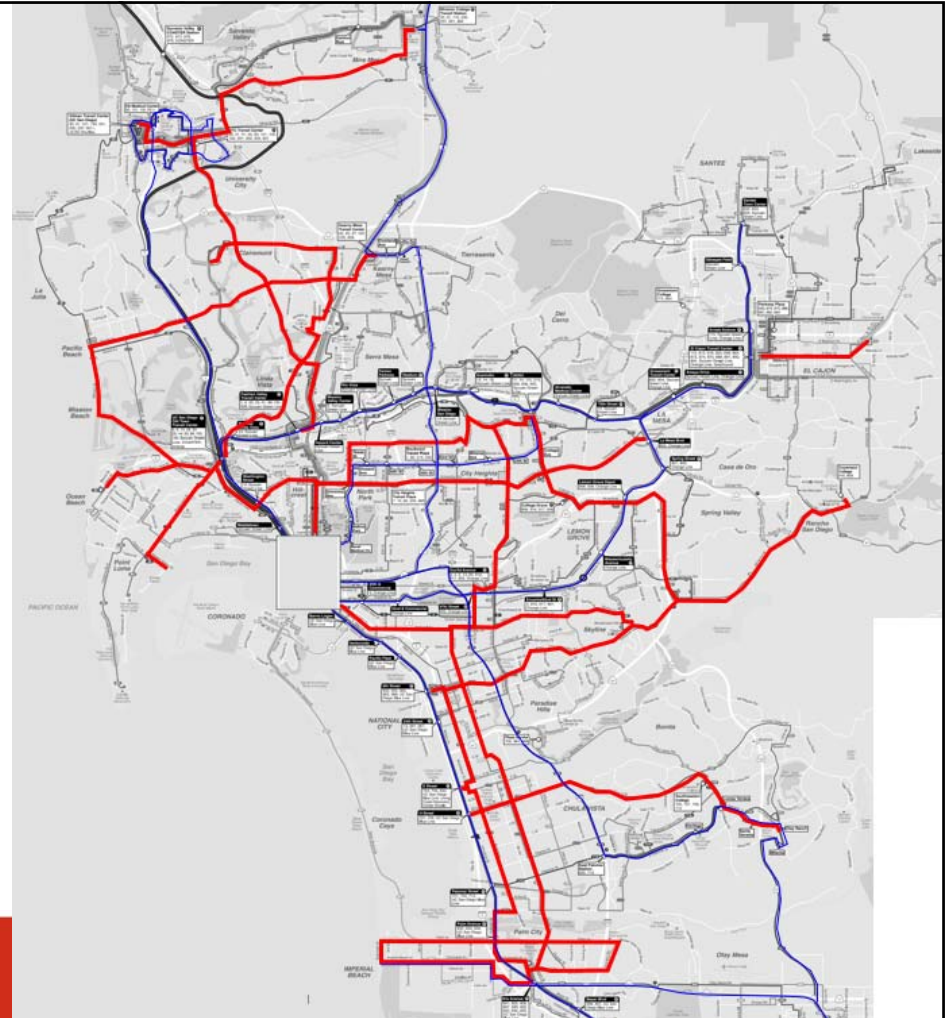
- Dedicated guideway
- Signal Priority
- Enhanced Stations
- Consolidated stops
- Higher levels of service
- Rapid Branded



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## Rapid Conversions

- Dedicated guideway
- Signal Priority
- Enhanced Stations
- Consolidated stops
- Higher levels of service
- Rapid Branded





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## Freeway Transit Priority & Express Routes

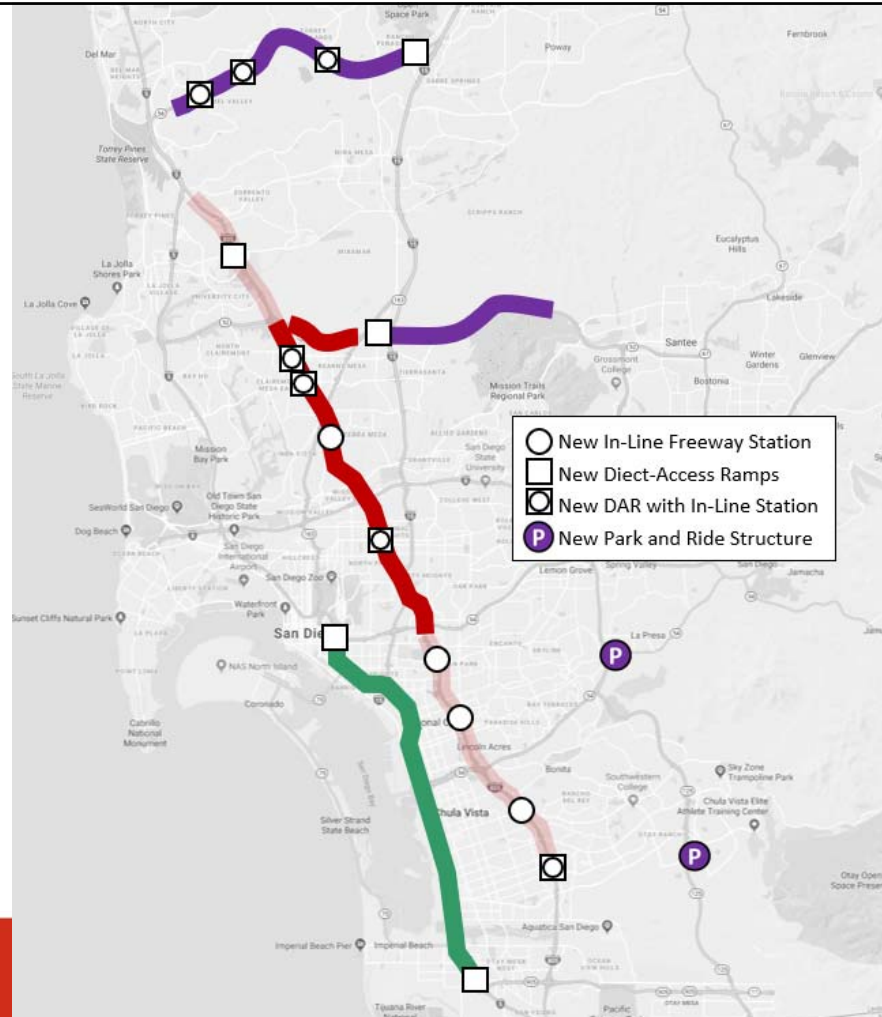
- Modification of freeways to utilize existing ROW and infrastructure
  - Lower costs
  - Speed Delivery
- Transit improvements include:
  - Reversible Zipper lanes **Z**
  - Median Transit-Only Guideway Lane **M**
  - Transit-only Shoulder Lane **S**
  - Direct Access Ramps & Stations
- Four freeway corridors for estimation:
  - I-805 (SR-905 – Carroll Canyon Rd.) **S**
  - I-5 (Iris Av. – Broadway/Downtown) **Z**
  - SR-52 (Oak Canyon – I-805) **M S**
  - SR-56 (I-15 – I-5) **M**

---

## Freeway Transit Priority & Express Routes

- Operation of eight new Express transit routes
  - I-805 bi-directional trunk service all day/all week
  - Seven commuter express routes, directional weekday service (North/West in AM, South/East in PM)
- New Transit Centers in Spring Valley and Eastlake for feeder buses and Park n Ride spaces
- Direct Access Ramps at 11 locations
  - Mid-route DARs include stations cantilevered over freeway lanes
- Four in-line I-805 stations: H Street, Plaza Bonita, Orange Line, Frost St. (Hospitals)

## Freeway Transit Priority & Express Routes



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## Purple Line

Two concepts for costing and estimating:

- **Full line in 2017 SANDAG Feasibility Study: San Ysidro-Kearny Mesa**
  - Via 805 from Border to I-15 (City Hts)
  - Via I-15 from City Hts to Stadium
  - Via Murphy Cyn./Ruffin Rd. to Kearny Mesa
- **Starter line between Stadium (Green Line) and Chula Vista E Street (Blue Line)**
  - Same alignment as above: north of SR-54
  - Via SR-54 from I-805 to Blue Line
- Both concepts connect Blue, Orange, and Green
- No feasibility study on shorter concept yet

---

## Blue Line Express LRT

- **No planning work on this concept prior to Elevate**
  - Alignment, stations, guideway undetermined
  - Current ROW insufficient to support another set of tracks
  - New tracks would likely need grade separation for CPUC
  - Constraints in downtown/north of Imperial
- **Assumptions at this point**
  - Two-track aerial structure adjacent to current Blue Line
  - Three intermediate stations: Iris + one each in CV, NC
  - Downtown options still under review

## Airport LRT Extension



- **New line between 12<sup>th</sup> & Imperial and Old Town**
  - Extends to airport between Little Italy and Middletown Stations
  - One or two stations at airport
  - Airport station(s) TBD
- **Two options for crossing heavy rail**
  - Aerial wye at Laurel Street
  - Tunnel at Grape/Hawthorn

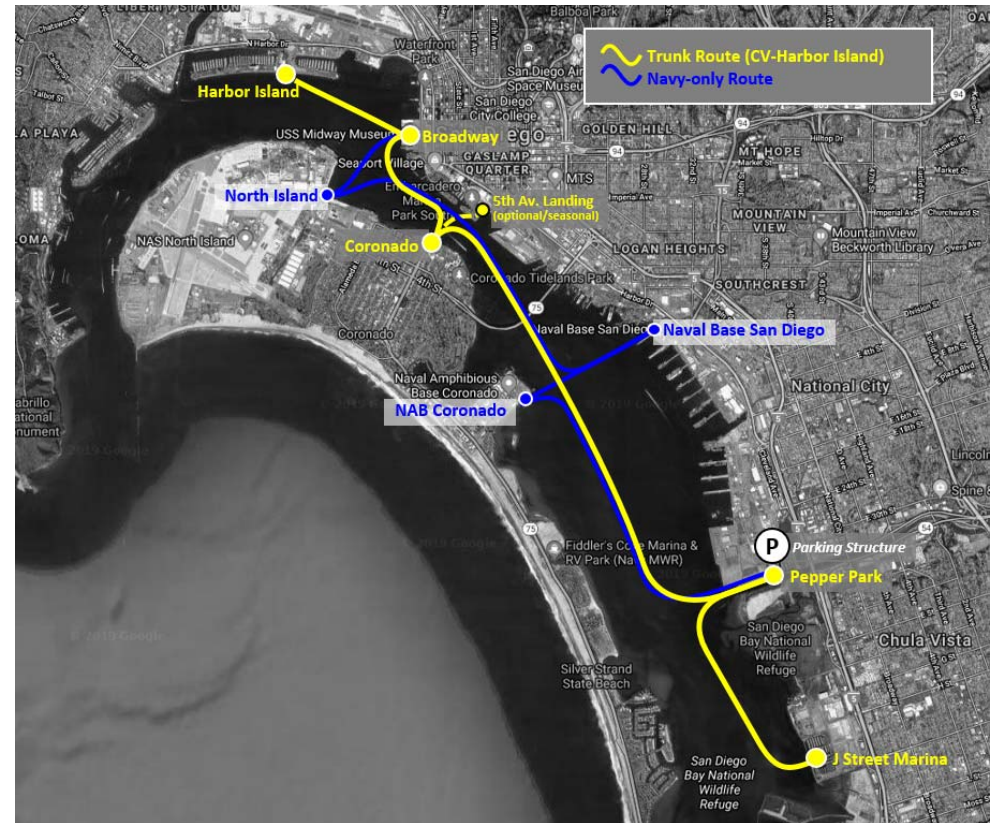
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## Waterway System

Two routes for costing and estimating:

- **Public Trunk Route**
  - Chula Vista – Harbor Island
  - Via National City, Coronado, Broadway Pier
  - 7 Days/Week
  - Parking structure in National City for Park n Ride
- **Military Route**
  - Connecting Naval Base SD, Naval Base Coronado, North Island, Broadway Pier (Navy HQ)
  - Weekdays Only

## Waterway System





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## Sorrento Skyway



- SANDAG's 2017 Sorrento Valley Skyway Feasibility Study reviewed two route options: East Sorrento Mesa to **UCSD** or **UTC**
- Estimations will assume a UCSD route connecting to the Blue Line at Voigt Drive (UCSD East)
- Four stations total: Voigt Drive, Morehouse Drive, North Sorrento Mesa, East Sorrento Mesa
- Assuming no initial connection with the Coaster since the Coaster station relocation is a separate, unfunded project.
- Includes mobility hub and local shuttle network

---

## Mid-Coast to Beach Guideway

- Mode to be determined (BRT, Skyway, LRT, Streetcar, etc.)
- A mode is needed to estimate costs and model ridership
- Skyway used for estimation purposes until further analysis and study
- Middle-of-the road choice: skyway likely more costly than BRT, but cheaper than LRT or Streetcar

## **Projects of Undefined Scope: *Not estimated for ridership or GHG reduction***

---

Potential approaches include:

- Annual budget amount
- Percentage of revenues
- Funds to match other sources
- Grants

- **Mobility-on-Demand Transit**
  - Currently identifying some candidate areas and appropriate solutions
  - Will change often as region develops
  - Rapidly evolving tech (apps, AVs, TNCs, etc.)
  - Suggest financial and performance measures
- **Bus Fleet Electrification**
  - Required to comply with new CARB rules
  - But funding could accelerate fleet conversion
  - Substantial facility improvements needed as technology is steadily improving
- **Grade Separations**
  - Popular with cities and auto drivers
  - Transit benefit limited to reducing congestion for buses
  - Congestion issues will increase as Trolley frequencies improve

**Projects of  
Undefined Scope:  
*Not estimated for  
ridership or GHG  
reduction***

---

Potential approaches include:

- Annual budget amount
- Percentage of revenues
- Funds to match other sources
- Grants

- Mobility Hubs
  - Will be incorporated into every new project as appropriate
  - Mobility hubs needed in areas without a new capital project could be funded through CIP
- Additional Security Measures
  - Staffing levels will shift over time
  - Could include infrastructure hardening, lighting, cameras, etc.
- Fare Discounting
  - Primary advocacy so far has been for Youth Opportunity Pass (24 & under)
    - Preliminary annual cost estimate = \$35m

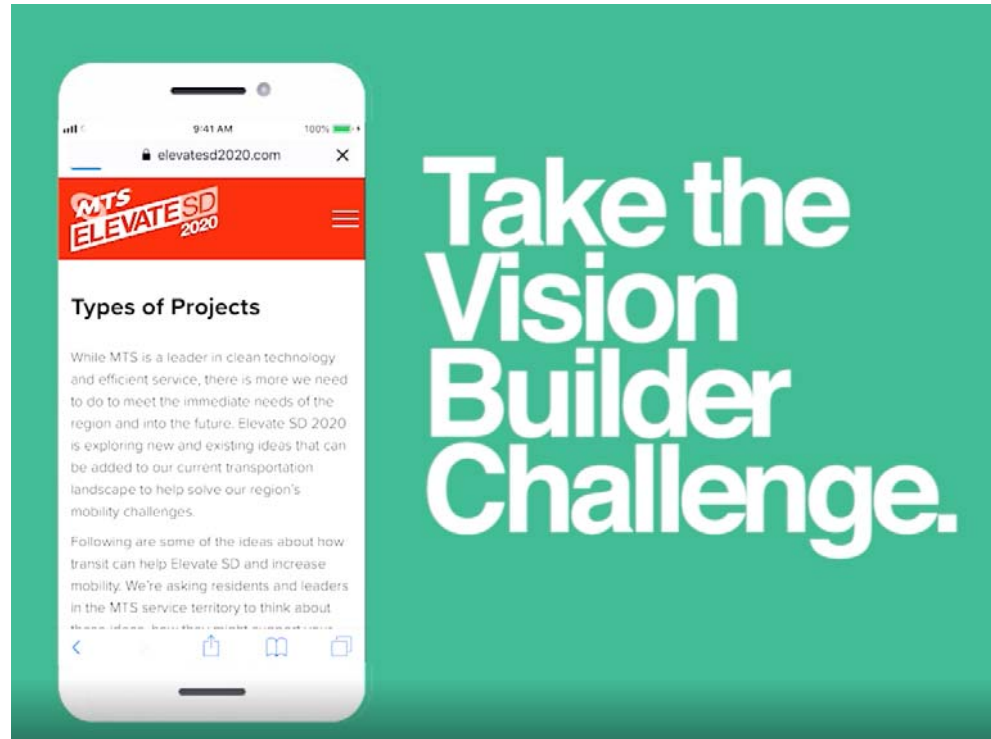
## **Current Status**

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- The nine defined projects are being analyzed for metrics:
  - Costs
  - Ridership
  - GHG Reductions
- Preliminary data expected at November Board workshop
  - Process will be iterative, with on-going input from Board, outreach, and polling
- Public outreach continues
  - Vision Builder released this week
  - On-going community and interest group meetings



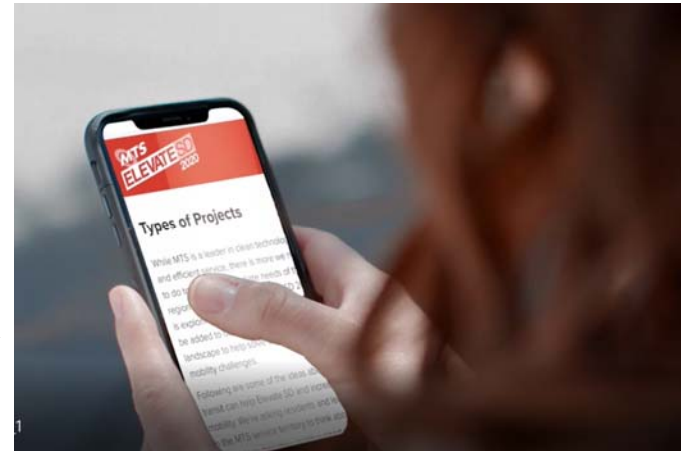
## Vision Builder





## Purpose

- Engage the broader community
- Continue effort to collect public feedback
- More defined project concepts
- Web-based/Smartphone-friendly application





## How it works

- E-commerce model (shopping at Amazon)
- Budget-based (1,000 coins)
- Requirement to submit a plan based on project concepts at or below budget



### Bus Rapid Transit

In 2014, MTS introduced Bus Rapid Transit (BRT) to its system with the launch of its Rapid service. BRT service is a...

[read more](#)



### Light Rail Transit

San Diego became home to the first modern light rail system in 1981 when we started service on the Trolley. Since...

[read more](#)



### Waterways

The San Diego Bay is an iconic source of pride in San Diego that has a storied history of helping the community...

[read more](#)



### Skyways

Transportation solutions under Elevate SD may include looking to the sky to help relieve road congestion. Skyways...

[read more](#)



### Mobility Hubs

A mobility hub is more than just a transit station – it's a cohesive center for your commute experience, where...

[read more](#)



### On-Demand Transit

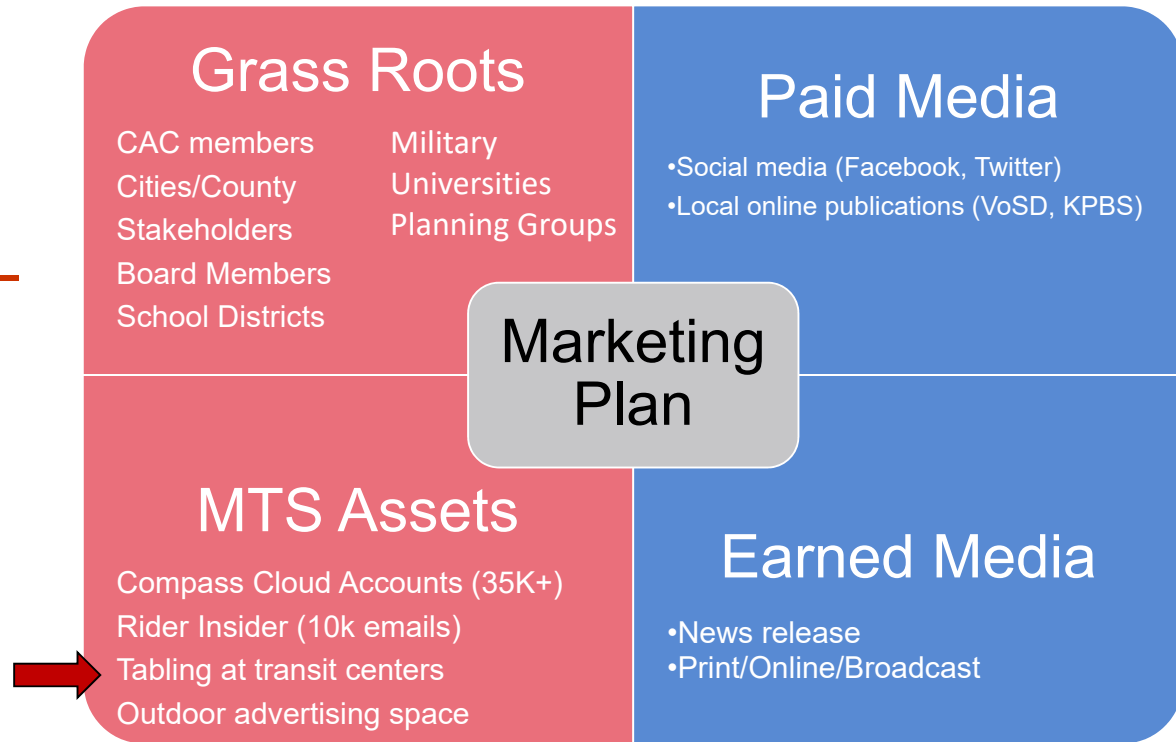
Let's face it – regular transit services don't always make sense in the suburban sprawl of San Diego's...

[read more](#)





## Marketing Plan





## Analysis



## Captures

- Age
- Gender
- Email
- Zip Code

## Goals

- Community engagement - Grow the database
- Understand popular project portfolios
- Popular projects by zip code
- Differences in priorities
- How participants might use transit in the future
- Cross-reference with previous outreach results



## Vision Builder Demo and Questions



**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

1

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

**1. INSTRUCTIONS**

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

(PLEASE PRINT)

DATE	OCTOBER 10, 2019		
Name	MARGO TANGSAY		
Address	229 16th Street #229		
Telephone	619-643-5450		
Email			
Organization Represented	AP-MTS VOLUNTEER - UPD TBC LEGAL DRIVER REP		
Subject of Your Remarks	LAUREL BRIDGE GRAND-HAWTHORNE Trolley		
Regarding Agenda Item No.	45		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	<b>SUPPORT</b> xxx	<input type="checkbox"/> <b>OPPOSITION</b>

**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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

**3. DISCUSSION OF AGENDA ITEMS**

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

**4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

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

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



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

## Agenda Item No. 46

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR AUGUST 2019 (LARRY MARINESI)

#### INFORMATIONAL ONLY

##### Budget Impact

None at this time.

#### DISCUSSION:

This report summarizes the year-to-date operating results for August 2019 compared to the fiscal year (FY) 2020 budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for August 2019. Attachment A-2 details the August 2019 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides August 2019 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

#### MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending August 2019, MTS's net-operating income favorable variance totaled \$666,000 (2.1%). Operations produced a \$726,000 (2.3%) favorable variance and the administrative/other activities areas were unfavorable by \$60,000.



## MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through August 2019 were \$19,462,000 compared to the year-to-date budget of \$18,746,000, representing a \$716,000 (3.8%) favorable variance. Year-to-date passenger revenue has a favorable variance of \$468,000 (2.9%). Other operating revenue was favorable by \$248,000, primarily due to CNG credits, new compass card fees, lease income, and other miscellaneous revenue categories.

Operating Expenses. Year-to-date combined expenses through August 2019 were \$50,988,000 compared to the budget of \$50,938,000, resulting in a \$50,000 (-0.1%) unfavorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$23,536,000, compared to a budgetary figure of \$23,535,000, producing an unfavorable variance of \$1,000 (0.0%).

Outside Services and Purchased Transportation. Total outside services through two months of the fiscal year totaled \$18,076,000 compared to a budget of \$18,345,000 resulting in a favorable variance of \$269,000 (1.5%). This is primarily due to favorable purchased transportation costs for paratransit services as a result of lower passenger volumes compared to budget.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$2,353,000, compared to a budgetary figure of \$2,134,000, resulting in an unfavorable variance of \$219,000 (-10.2%). This is primarily due to higher than expected costs for revenue vehicle parts for internal bus operations and equipment costs related to the recent fare change.

Energy. Total year-to-date energy costs were \$5,328,000, compared to the budget of \$5,360,000 resulting in a favorable variance of \$32,000 (0.6%). This is primarily due to favorable propane rates and consumption for paratransit. CNG expenses are unfavorable to budget primarily due to SDGE transportation costs. Electricity rates are favorable to budget for the first two months of the fiscal year.

Risk Management. Total year-to-date expenses for risk management were \$615,000 compared to the budget of \$591,000, resulting in an unfavorable variance totaling \$24,000 (-4.1%). This is primarily due to unfavorable risk related legal expenses and liability claim recoveries.

General and Administrative. The year-to-date general and administrative costs were \$852,000 through August 2019, compared to a budget of \$756,000, resulting in an unfavorable variance of \$95,000 (-12.6%). This is primarily due to unfavorable fare materials and fare equipment purchased for the September fare change.

Vehicle and Facility Leases. The year-to-date vehicle and facilities leases costs were \$229,000 compared to the budget of \$217,000, resulting in an \$11,000 (-5.3%) unfavorable variance.

## YEAR-TO-DATE SUMMARY

The August 2019, year-to-date net-operating income totaled a favorable variance of \$666,000 (2.1%). These factors include favorable variances in passenger revenue, other operating revenue, outside services, and energy; offset by unfavorable variances in materials and supplies, risk management, general and administrative costs, and vehicle/facility lease costs.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Comparison to Budget

**MTS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020  
AUGUST 31, 2019  
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 16,416	\$ 15,948	\$ 468	2.9%
Other Revenue	3,046	2,798	248	8.9%
<b>Total Operating Revenue</b>	<b>\$ 19,462</b>	<b>\$ 18,746</b>	<b>\$ 716</b>	<b>3.8%</b>
Personnel costs	\$ 23,536	\$ 23,535	\$ (1)	0.0%
Outside services	18,076	18,345	269	1.5%
Materials and supplies	2,353	2,134	(219)	-10.2%
Energy	5,328	5,360	32	0.6%
Risk management	615	591	(24)	-4.1%
General & administrative	852	756	(95)	-12.6%
Vehicle/facility leases	229	217	(11)	-5.3%
Administrative Allocation	-	-	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 50,988</b>	<b>\$ 50,938</b>	<b>\$ (50)</b>	<b>-0.1%</b>
<b>Operating Income (Loss)</b>	<b>\$ (31,527)</b>	<b>\$ (32,192)</b>	<b>\$ 666</b>	<b>2.1%</b>
<b>Total Non-Operating Activities</b>	<b>(45)</b>	<b>68</b>	<b>(112)</b>	<b>-165.7%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (31,571)</b>	<b>\$ (32,125)</b>	<b>\$ 554</b>	<b>-1.7%</b>



**OPERATIONS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020  
AUGUST 31, 2019  
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 16,416	\$ 15,948	\$ 468	2.9%
Other Revenue	153	158	(4)	-2.8%
<b>Total Operating Revenue</b>	<b>\$ 16,569</b>	<b>\$ 16,106</b>	<b>\$ 463</b>	<b>2.9%</b>
Personnel costs	\$ 19,778	\$ 19,777	\$ (2)	0.0%
Outside services	15,185	15,643	457	2.9%
Materials and supplies	2,299	2,133	(166)	-7.8%
Energy	5,177	5,215	38	0.7%
Risk management	494	484	(10)	-2.0%
General & administrative	160	117	(43)	-36.9%
Vehicle/facility leases	195	183	(12)	-6.7%
Administrative Allocation	4,521	4,521	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 47,810</b>	<b>\$ 48,073</b>	<b>\$ 263</b>	<b>0.5%</b>
<b>Operating Income (Loss)</b>	<b>\$ (31,241)</b>	<b>\$ (31,967)</b>	<b>\$ 726</b>	<b>2.3%</b>
<b>Total Non-Operating Activities</b>	<b>(62)</b>	<b>43</b>	<b>(105)</b>	<b>-245.2%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (31,303)</b>	<b>\$ (31,924)</b>	<b>\$ 621</b>	<b>-1.9%</b>

## OPERATIONS

## BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

## COMPARISON TO BUDGET - FISCAL YEAR 2020

AUGUST 31, 2019

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 3,299	\$ 3,415	\$ (116)	-3.4%
Other Revenue	-	3	(3)	-
<b>Total Operating Revenue</b>	<b>\$ 3,299</b>	<b>\$ 3,417</b>	<b>\$ (118)</b>	<b>-3.5%</b>
Personnel costs	\$ 12,967	\$ 13,117	\$ 150	1.1%
Outside services	270	310	39	12.6%
Materials and supplies	1,168	1,005	(163)	-16.2%
Energy	996	929	(67)	-7.3%
Risk management	215	217	2	0.9%
General & administrative	71	49	(22)	-44.0%
Vehicle/facility leases	63	65	2	2.6%
Administrative Allocation	1,377	1,377	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 17,128</b>	<b>\$ 17,068</b>	<b>\$ (60)</b>	<b>-0.3%</b>
<b>Operating Income (Loss)</b>	<b>\$ (13,828)</b>	<b>\$ (13,651)</b>	<b>\$ (178)</b>	<b>-1.3%</b>
<b>Total Non-Operating Activities</b>	<b>(100)</b>	<b>5</b>	<b>(105)</b>	<b>-2315.3%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (13,928)</b>	<b>\$ (13,646)</b>	<b>\$ (282)</b>	<b>2.1%</b>

**OPERATIONS**  
**RAIL (SAN DIEGO TROLLEY INC.)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2020**  
**AUGUST 31, 2019**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 8,266	\$ 7,383	\$ 883	12.0%
Other Revenue	153	155	(2)	-1.3%
<b>Total Operating Revenue</b>	<b>\$ 8,419</b>	<b>\$ 7,538</b>	<b>\$ 881</b>	<b>11.7%</b>
Personnel costs	\$ 6,706	\$ 6,554	\$ (152)	-2.3%
Outside services	838	783	(55)	-7.1%
Materials and supplies	1,087	1,120	33	3.0%
Energy	2,856	2,809	(47)	-1.7%
Risk management	276	265	(12)	-4.4%
General & administrative	88	64	(24)	-36.9%
Vehicle/facility leases	78	61	(17)	-28.3%
Administrative Allocation	2,713	2,713	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 14,643</b>	<b>\$ 14,369</b>	<b>\$ (274)</b>	<b>-1.9%</b>
<b>Operating Income (Loss)</b>	<b>\$ (6,224)</b>	<b>\$ (6,831)</b>	<b>\$ 608</b>	<b>8.9%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (6,224)</b>	<b>\$ (6,831)</b>	<b>\$ 608</b>	<b>-8.9%</b>

**OPERATIONS**  
**BUS - CONTRACTED SERVICES (FIXED ROUTE)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2020**  
**AUGUST 31, 2019**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 4,404	\$ 4,621	\$ (216)	-4.7%
Other Revenue	0	-	0	-
<b>Total Operating Revenue</b>	<b>\$ 4,404</b>	<b>\$ 4,621</b>	<b>\$ (216)</b>	<b>-4.7%</b>
Personnel costs	\$ 78	\$ 76	\$ (2)	-2.4%
Outside services	11,210	11,374	164	1.4%
Materials and supplies	43	7	(36)	-496.1%
Energy	1,079	1,143	64	5.6%
Risk management	-	-	-	-
General & administrative	0	1	1	56.2%
Vehicle/facility leases	8	11	3	29.2%
Administrative Allocation	344	344	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 12,762</b>	<b>\$ 12,956</b>	<b>\$ 193</b>	<b>1.5%</b>
<b>Operating Income (Loss)</b>	<b>\$ (8,358)</b>	<b>\$ (8,335)</b>	<b>\$ (23)</b>	<b>-0.3%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (8,358)</b>	<b>\$ (8,335)</b>	<b>\$ (23)</b>	<b>0.3%</b>

**OPERATIONS**  
**BUS - CONTRACTED SERVICES (PARATRANSIT)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2020**  
**AUGUST 31, 2019**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 446	\$ 530	\$ (84)	-15.8%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 446</b>	<b>\$ 530</b>	<b>\$ (84)</b>	<b>-15.8%</b>
Personnel costs	\$ 27	\$ 29	\$ 2	7.2%
Outside services	2,830	3,139	310	9.9%
Materials and supplies	-	-	-	-
Energy	246	334	89	26.6%
Risk management	3	3	-	0.0%
General & administrative	-	2	2	-
Vehicle/facility leases	47	47	(0)	0.0%
Administrative Allocation	88	88	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 3,240</b>	<b>\$ 3,643</b>	<b>\$ 402</b>	<b>11.0%</b>
<b>Operating Income (Loss)</b>	<b>\$ (2,794)</b>	<b>\$ (3,113)</b>	<b>\$ 318</b>	<b>10.2%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (2,794)</b>	<b>\$ (3,113)</b>	<b>\$ 318</b>	<b>-10.2%</b>

**OPERATIONS  
CORONADO FERRY**

**COMPARISON TO BUDGET - FISCAL YEAR 2020**

**AUGUST 31, 2019**

**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	37	37	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 37</b>	<b>\$ 37</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Operating Income (Loss)</b>	<b>\$ (37)</b>	<b>\$ (37)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Non-Operating Activities</b>	<b>38</b>	<b>38</b>	<b>-</b>	<b>0.0%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 1</b>	<b>\$ 1</b>	<b>\$ -</b>	<b>0.0%</b>

**ADMINISTRATION  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020**

**AUGUST 31, 2019**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	2,805	2,574	231	9.0%
<b>Total Operating Revenue</b>	<b>\$ 2,805</b>	<b>\$ 2,574</b>	<b>\$ 231</b>	<b>9.0%</b>
Personnel costs	\$ 3,619	\$ 3,621	\$ 1	0.0%
Outside services	2,887	2,695	(192)	-7.1%
Materials and supplies	54	1	(53)	-5794.0%
Energy	148	141	(6)	-4.5%
Risk management	119	103	(16)	-15.0%
General & administrative	676	622	(54)	-8.7%
Vehicle/facility leases	29	30	1	2.0%
Administrative Allocation	(4,533)	(4,533)	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 2,999</b>	<b>\$ 2,680</b>	<b>\$ (319)</b>	<b>-11.9%</b>
<b>Operating Income (Loss)</b>	<b>\$ (194)</b>	<b>\$ (106)</b>	<b>\$ (88)</b>	<b>-83.1%</b>
<b>Total Non-Operating Activities</b>	<b>17</b>	<b>25</b>	<b>(8)</b>	<b>-31.4%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (177)</b>	<b>\$ (81)</b>	<b>\$ (96)</b>	<b>118.9%</b>

**OTHER ACTIVITIES  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020  
AUGUST 31, 2019  
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	88	66	22	33.5%
<b>Total Operating Revenue</b>	<b>\$ 88</b>	<b>\$ 66</b>	<b>\$ 22</b>	<b>33.5%</b>
Personnel costs	\$ 138	\$ 137	\$ (1)	-0.7%
Outside services	4	7	3	46.6%
Materials and supplies	-	0	0	-
Energy	3	3	0	12.8%
Risk management	2	4	1	35.4%
General & administrative	16	18	2	9.6%
Vehicle/facility leases	4	4	0	7.4%
Administrative Allocation	12	12	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 179</b>	<b>\$ 185</b>	<b>\$ 6</b>	<b>3.4%</b>
<b>Operating Income (Loss)</b>	<b>\$ (91)</b>	<b>\$ (120)</b>	<b>\$ 28</b>	<b>23.6%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (91)</b>	<b>\$ (120)</b>	<b>\$ 28</b>	<b>-23.6%</b>



# **Metropolitan Transit System FY 2020 - August 2019 Financial Review**

**MTS Board of Directors Meeting  
October 10, 2019**

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – AUGUST 31, 2019 - FY 2020

TOTAL OPERATING REVENUES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Fare Revenue	\$ 16,416	\$ 15,948	\$ 468	2.9%
Other Operating Revenue	3,046	2,798	248	8.9%
<b>Operating Revenue</b>	<b>\$19,462</b>	<b>\$ 18,746</b>	<b>\$716</b>	<b>3.8%</b>

- Fare Revenue
  - Revenue favorable to the prior year by \$549K (3.5%)
  - Ridership favorable to the prior year by 505K passengers (3.5%)
- Other Operating Revenue - Favorable experience within Administration

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – AUGUST 31, 2019 - FY 2020

TOTAL OPERATING EXPENSES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 23,536	\$ 23,535	\$ (1)	0.0%
Purchased Transportation	13,529	13,968	439	3.1%
Other Outside Services	4,548	4,378	(170)	-3.9%
Energy	5,328	5,360	32	0.6%
Other Expenses	<u>4,048</u>	<u>3,699</u>	<u>(350)</u>	<u>-9.5%</u>
<b>Operating Expenses</b>	<b>\$ 50,988</b>	<b>\$ 50,938</b>	<b>\$ (50)</b>	<b>-0.1%</b>

- Purchased Transportation – favorable experience in Paratransit and South Bay divisions
- Other Outside Services – unfavorable Cubic expenses and repair/maintenance costs for rail
- Energy
  - Favorable propane rates and consumption
  - Unfavorable CNG prices due to SDG&E transportation cost
  - Electricity rates are under budget for the first two months of the year
- Other Expenses – unfavorable revenue vehicle parts and equipment costs for bus

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – AUGUST 31, 2019 - FY 2020

TOTAL OPERATING VARIANCE (\$000's)

Combined Net Operating Variance

MTS Operating Revenue	\$	716
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MTS Operating Expenses		<u>(50)</u>
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<b>Total Combined Net Operating Variance</b>	<b>\$</b>	<b>666</b>
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Variance Percentage		2.1%
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# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – AUGUST 31, 2019 - FY 2020  
ON GOING CONCERNS

	Budget	YTD Actual	Projection
<b>Regional Sales Tax Receipts</b>	\$462.7M	\$40.2M	\$467.0M
<b>STA Formula Funds - Base</b>	\$15.8M	\$0.0M	\$15.8M
<b>STA Formula Funds - SB1</b>	\$13.1M	\$0.0M	\$13.1M
<b>Passenger Levels</b>	86.3M	14.9M	86.3M
<b>Energy Prices</b>			
CNG	\$ 0.90	\$ 0.91	\$ 0.90
Propane	\$ 1.57	\$1.18	\$ 1.43
Diesel	\$ 2.68	\$ 2.69	\$ 2.67
Gas	\$ 2.90	\$ 2.92	\$ 2.91
Electricity	\$ 0.244	\$ 0.236	\$ 0.244

**Favorable**

**On Target**

**Unfavorable**



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

## Agenda Item No. 47

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2019

#### SUBJECT:

FISCAL YEAR (FY) 2019 PERFORMANCE MONITORING REPORT (DENIS  
DESMOND)

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment", establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically. The analyses show trends for the current fiscal year and help to track performance throughout the year.

Staff from the Planning and Scheduling Department will provide a summary of fiscal year 2019 service performance.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [sharon.cooney@sdmts.com](mailto:sharon.cooney@sdmts.com)

Attachment: A. FY 2019 Performance Monitoring Report



**San Diego Metropolitan Transit System**  
**POLICY 42 PERFORMANCE MONITORING REPORT**  
**FY 2019: JULY 2018 - JUNE 2019**

Date: 10/04/19 rev  
Att. A, AI 47, 10/10/19

**OBJECTIVE | Develop a Customer-Focused and Competitive System**

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

**Total Passengers**

Route Categories	FY 2017	FY 2018	FY 2019	# Change FY17 - FY18	# Change FY18 - FY19	% Change FY17 - FY18	% Change FY18 - FY19
Urban Frequent	30,825,404	29,510,050	30,415,325	(1,315,354)	905,275	-4.3%	3.1%
Urban Standard	9,646,605	9,265,348	7,454,910	(381,257)	(1,810,438)	-4.0%	-19.5%
Rapid	6,280,924	6,002,999	6,504,970	(277,925)	501,971	-4.4%	8.4%
Express	2,191,658	2,096,249	2,008,630	(95,409)	(87,619)	-4.4%	-4.2%
Circulator	741,301	670,006	821,636	(71,295)	151,630	-9.6%	22.6%
Premium/Rapid Express	287,562	283,135	281,240	(4,427)	(1,895)	-1.5%	-0.7%
Rural	75,488	80,771	84,552	5,283	3,781	7.0%	4.7%
<b>Fixed-Bus Subtotal</b>	<b>50,048,942</b>	<b>47,908,558</b>	<b>47,571,263</b>	<b>(2,140,384)</b>	<b>(337,295)</b>	<b>-4.3%</b>	<b>-0.7%</b>
Light Rail (Blue, Orange, Green)	37,607,470	36,979,119	37,274,030	(628,351)	294,911	-1.7%	0.8%
Light Rail (Silver)	31,749	16,082	19,727	(15,667)	3,645	-49.3%	22.7%
<b>Light Rail Subtotal</b>	<b>37,639,219</b>	<b>36,995,201</b>	<b>37,293,757</b>	<b>(644,018)</b>	<b>298,556</b>	<b>-1.7%</b>	<b>0.8%</b>
<b>ALL Fixed Route</b>	<b>87,688,161</b>	<b>84,903,759</b>	<b>84,865,020</b>	<b>(2,784,402)</b>	<b>(38,739)</b>	<b>-3.2%</b>	<b>0.0%</b>
Demand-Resp. (MTS Access)	529,091	505,973	423,212	(23,118)	(82,761)	-4.4%	-16.4%
Demand-Resp. (Access Taxi)	-	-	69,263	-	69,263	-	100.0%
<b>Demand-Resp. Subtotal</b>	<b>529,091</b>	<b>505,973</b>	<b>492,475</b>	<b>(23,118)</b>	<b>(13,498)</b>	<b>-4.4%</b>	<b>-2.7%</b>
<b>System</b>	<b>88,217,252</b>	<b>85,409,732</b>	<b>85,357,495</b>	<b>(2,807,520)</b>	<b>(52,237)</b>	<b>-3.2%</b>	<b>-0.1%</b>

**NOTES:** After three years of ridership declines since an FY 2015 peak, overall passenger levels for FY 2019 have leveled off. Trolley services and bus routes that received added resources in the Transit Optimization Plan are seeing positive year-over-year results. Overall, minor ridership losses in bus operations were balanced by Trolley gains, largely on the Blue Line, for a flat year-over-year result.

**Average Weekday Passengers**

Route Categories	FY 2017	FY 2018	FY 2019	# Change FY17 - FY18	# Change FY18 - FY19	% Change FY17 - FY18	% Change FY18 - FY19
Urban Frequent	101,380	96,883	99,521	(4,497)	2,638	-4.4%	2.7%
Urban Standard	32,620	31,423	25,567	(1,197)	(5,856)	-3.7%	-18.6%
Rapid	20,836	19,823	21,678	(1,013)	1,856	-4.9%	9.4%
Express	7,916	7,623	7,247	(293)	(376)	-3.7%	-4.9%
Circulator	2,844	2,564	2,947	(280)	383	-9.8%	14.9%
Premium/Rapid Express	1,131	1,117	1,112	(14)	(5)	-1.3%	-0.4%
Rural	297	319	334	22	15	7.4%	4.8%
<b>Fixed-Bus Subtotal</b>	<b>167,024</b>	<b>159,751</b>	<b>158,406</b>	<b>(7,273)</b>	<b>(1,345)</b>	<b>-4.4%</b>	<b>-0.8%</b>
Light Rail (Blue, Orange, Green)	115,211	113,370	114,624	(1,841)	1,253	-1.6%	1.1%
Light Rail (Silver)	380	101	83	(279)	(18)	-73.4%	-18.3%
<b>Light Rail Subtotal</b>	<b>115,591</b>	<b>113,471</b>	<b>114,706</b>	<b>(2,120)</b>	<b>1,235</b>	<b>-1.8%</b>	<b>1.1%</b>
<b>ALL Fixed Route</b>	<b>282,615</b>	<b>273,222</b>	<b>273,112</b>	<b>(9,393)</b>	<b>(110)</b>	<b>-3.3%</b>	<b>0.0%</b>
Demand-Resp. (MTS Access)	1,911	1,815	1,523	(96)	(292)	-5.0%	-16.1%
Demand-Resp. (Access Taxi)	-	-	231	-	231	-	100.0%
<b>Demand-Resp. Subtotal</b>	<b>1,911</b>	<b>1,815</b>	<b>1,754</b>	<b>(96)</b>	<b>(61)</b>	<b>-5.0%</b>	<b>-3.4%</b>
<b>System</b>	<b>284,526</b>	<b>275,037</b>	<b>274,866</b>	<b>(9,489)</b>	<b>(171)</b>	<b>-3.3%</b>	<b>-0.1%</b>

**NOTES:** Similar to the overall passenger figures, average weekday ridership gains on Trolley services mostly offset small losses on the bus side, resulting in a flat change since the same period last year.

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**Passengers per Revenue Hour**

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

Route Categories	FY 2017	FY 2018	FY 2019	% Change FY17 - FY18	% Change FY18 - FY19
Urban Frequent	29.7	28.2	26.8	-5.1%	-5.0%
Urban Standard	21.5	21.1	18.8	-1.9%	-10.9%
Rapid	33.9	32.5	31.4	-4.1%	-3.4%
Express	25.8	25.1	25.4	-2.7%	1.1%
Circulator	14.2	12.9	13.3	-9.2%	3.0%
Premium/Rapid Express	25.3	24.3	24.0	-4.0%	-1.2%
Rural	11.2	12.0	15.8	7.1%	31.5%
<b>Fixed-Bus Subtotal</b>	<b>27.3</b>	<b>26.3</b>	<b>25.1</b>	<b>-3.7%</b>	<b>-4.7%</b>
Light Rail (Blue, Orange, Green)	218.4	215.4	216.7	-1.4%	0.6%
Light Rail (Silver)	38.7	23.6	21.6	-39.0%	-8.3%
<b>Light Rail Subtotal</b>	<b>217.7</b>	<b>214.6</b>	<b>215.7</b>	<b>-1.4%</b>	<b>0.5%</b>
<b>ALL Fixed Route</b>	<b>43.7</b>	<b>42.5</b>	<b>41.0</b>	<b>-2.7%</b>	<b>-3.6%</b>
Demand-Resp. (MTS Access)	2.0	2.0	2.0	-0.1%	0.1%
Demand-Resp. (Access Taxi)	-	-	3.3	-	100.0%
<b>Demand-Resp. Subtotal</b>	<b>2.0</b>	<b>2.0</b>	<b>2.1</b>	<b>-0.1%</b>	<b>6.0%</b>
<b>System</b>	<b>38.9</b>	<b>38.0</b>	<b>37.1</b>	<b>-2.3%</b>	<b>-2.4%</b>

**NOTES:** While passenger levels were flat year-over-year and Trolley productivity increased slightly, service added during the Transit Optimization Plan (TOP) reduced the passengers per revenue hour on the bus side and reduced the system productivity by 2.4%. Staff expects this figure to improve as new capacity added during the TOP is absorbed by latent and new demand.

**Weekday Passengers per In-Service Hour**

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

Route Categories	FY 2017	FY 2018	FY 2019	% Change FY17 - FY18	% Change FY18 - FY19
Urban Frequent	38.2	35.3	33.8	-7.6%	-4.2%
Urban Standard	31.2	29.1	26.1	-6.7%	-10.4%
Rapid	46.8	43.7	41.3	-6.6%	-5.4%
Express	33.1	32.5	33.4	-1.8%	2.8%
Circulator	18.7	16.7	17.4	-10.7%	4.4%
Premium/Rapid Express	27.4	26.8	26.6	-2.2%	-0.7%
Rural	14.4	15.8	15.8	9.7%	-0.1%
<b>Fixed-Bus Subtotal</b>	<b>35.3</b>	<b>33.8</b>	<b>32.3</b>	<b>-4.4%</b>	<b>-4.2%</b>
Light Rail (Blue, Orange, Green)	260.0	258.0	260.9	-0.8%	1.1%
Light Rail (Silver)	82.0	39.1	23.6	-52.3%	-39.6%
<b>Light Rail Subtotal</b>	<b>259.6</b>	<b>257.6</b>	<b>260.6</b>	<b>-0.8%</b>	<b>1.2%</b>
<b>ALL Fixed Route</b>	<b>54.6</b>	<b>52.9</b>	<b>51.1</b>	<b>-3.1%</b>	<b>-3.3%</b>
Demand-Resp. (MTS Access)	N/A	N/A	N/A	N/A	N/A
Demand-Resp. (Access Taxi)	N/A	N/A	N/A	N/A	N/A
<b>Demand-Resp. Subtotal</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>System</b>	<b>54.6</b>	<b>52.9</b>	<b>51.1</b>	<b>-3.1%</b>	<b>-3.4%</b>

**NOTES:** The Weekday Passengers per In-Service Hour metric followed the same trends as Passengers per Revenue Hour.



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**On-Time Performance**

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

Route Categories	Service Change Period					GOAL
	Sept. 2017	Jan. 2018	June 2018	Sept. 2018	Jan. 2019	
Urban Frequent	81.5%	82.8%	84.1%	82.5%	83.1%	85.0%
Urban Standard	84.4%	86.2%	85.4%	84.8%	86.0%	90.0%
Rapid	84.7%	84.6%	84.9%	83.3%	85.0%	85.0%
Express	82.1%	81.6%	81.2%	78.2%	79.3%	90.0%
Circulator	79.7%	82.6%	84.7%	87.5%	86.9%	90.0%
Premium/Rapid Express	85.4%	87.3%	87.9%	83.9%	85.1%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	N/A	
Light Rail (Blue, Orange, Green)	95.9%	97.1%	94.5%	95.3%	95.1%	90.0%
Light Rail (Silver)	94.2%	95.3%	98.3%	98.8%	99.3%	90.0%
<b>System</b>	<b>82.7%</b>	<b>83.9%</b>	<b>84.7%</b>	<b>83.4%</b>	<b>84.2%</b>	

**NOTES:** Overall, on-time performance improved slightly from September 2017 to September 2018, and from January 2018 to January 2019. However, all bus modes continue to be challenged to meet their goals, with increased traffic, and a number of significant road and pipeline construction projects causing detours and delays.

**Preventable Accidents per 100,000 Miles**

Preventable accidents are defined as those in which MTS safety staff determined that the bus or train operator did not do everything possible to avoid an accident. It does not necessarily indicate that the MTS operator was at-fault or cited.

Operator	FY 2017	FY 2018	FY 2019
MTS Directly-Operated Bus	1.04	1.16	1.09
MTS Contracted Fixed-Route Bus	1.19	1.19	1.24
Demand-Resp. (Access & Taxi)	1.17	1.28	0.76
MTS Rail	-	0.06	0.03

**NOTES:** Trolley had no preventable accidents in FY16 or FY17, but two such accidents in FY18 and one in FY19.

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**Mean Distance Between Failures (MDBF)**

In this metric, a higher number is better: it means the fleet is traveling farther between breakdowns. Consistent with the National Transit Database definition, a "failure" is a mechanical failure of a vehicle that prevents the start or completion of a trip due to safety, because vehicle movement is limited, or because policy requires removal from service.

Operator	FY 2017	FY 2018	FY 2019	% Change FY17 - FY18	% Change FY18 - FY19
MTS Directly-Operated Bus	9,650	10,980	16,303	13.8%	48.5%
MTS Contracted Fixed-Route Bus	6,561	7,775	7,221	18.5%	-7.1%
Demand-Resp. (Access & Taxi)	49,639	58,393	40,712	17.6%	-30.3%
MTS Rail	6,906	9,239	10,392	33.8%	12.5%

NOTES: The rate of mechanical failures for MTS' directly-operated services improved from FY18 to FY19, while contracted bus services experienced fewer miles between roadcalls.

**Complaints per 100,000 Passengers**

This metric utilizes data from MTS' Customer Resource Management system, which tracks customer service contacts on all aspects of our agency.

Operator	FY 2017	FY 2018	FY 2019	% Change FY17 - FY18	% Change FY18 - FY19
MTS Directly-Operated Bus	3.5	4.7	5.3	36.7%	11.2%
MTS Contracted Fixed-Route Bus	5.7	5.8	7.2	2.5%	24.0%
Demand-Resp. (Access & Taxi)	85.4	106.5	112.1	24.7%	5.2%
MTS Rail	1.2	1.4	1.5	8.9%	12.1%
<b>System</b>	<b>3.7</b>	<b>4.2</b>	<b>4.8</b>	<b>14.7%</b>	<b>15.0%</b>

NOTES: MTS saw an increase in customer contacts and complaints on fixed-route services over the year prior, in part because of the substantial changes made through the TOP in January through September 2018. The associated changes in service availability, as well as the learning curve for both passengers and operators, typically cause a spike in complaints that levels off over time.

**OBJECTIVE | Develop a Sustainable System**

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

**Revenue Hours**

Operator	FY19 Budget	FY19 Actual	# Diff	% Diff
MTS Directly-Operated Bus	821,543	822,638	1,095	0.1%
MTS Contracted Fixed-Route Bus	1,069,300	1,074,679	5,379	0.5%
Demand-Resp (Access & Taxi)	251,120	230,661	(20,459)	-8.1%
MTS Rail	482,950	487,132	4,182	0.9%
<b>System</b>	<b>2,624,913</b>	<b>2,615,110</b>	<b>(9,803)</b>	<b>-0.4%</b>

NOTES: In FY19, MTS operated largely the same level of service as was budgeted, except for MTS Access, which was notably below budget.

**Revenue Miles**

Operator	FY19 Budget	FY19 Actual	# Diff	% Diff
MTS Directly-Operated Bus	9,765,328	9,738,607	(26,721)	-0.3%
MTS Contracted Fixed-Route Bus	11,050,566	11,138,358	87,792	0.8%
Demand-Resp (Access & Taxi)	4,621,091	4,528,073	(93,018)	-2.0%
MTS Rail	8,684,277	8,820,704	136,427	1.6%
<b>System</b>	<b>34,121,262</b>	<b>34,225,742</b>	<b>104,480</b>	<b>0.3%</b>

NOTES: In FY19, MTS operated largely the same number of miles as budgeted.

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**Scheduled Weekday Peak-Vehicle Requirement**

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

Operator	June 2018	June 2019	% Change FY18 - FY19
MTS Directly-Operated Bus	216	214	(2)
MTS Contracted Fixed-Route Bus	291	307	16
MTS Rail	97	97	0

NOTES: Trolley's peak car requirement remained consistent. Changes made for the Transit Optimization Plan and the new South Bay Rapid 225 increased contracted bus services. Also, the TOP reduced underperforming peak services and reallocated hours to midday on higher productivity routes, resulting in a decrease in the **peak** bus requirement while the overall hours remained fairly flat.

**Scheduled In-Service Speed (MPH) (Weekday)**

Operator	June 2018	June 2019	% Change FY18 - FY19
MTS Directly-Operated Bus	14.6	14.7	0.7%
MTS Contracted Fixed-Route Bus	13.6	13.8	1.2%
MTS Rail	18.2	18.3	0.5%

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

**Scheduled In-Service Miles/Total Miles (Weekday)**

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

Operator	June 2018	June 2019	% Change FY18 - FY19
MTS Directly-Operated Bus	87.7%	87.6%	-0.1%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail	99.2%	97.9%	-1.3%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

**Scheduled In-Service Hours/Total Hours (Weekday)**

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

Operator	June 2018	June 2019	% Change FY18 - FY19
MTS Directly-Operated Bus	76.7%	76.3%	-0.5%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail (Layover Included)	98.9%	97.9%	-1.0%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

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**Farebox Recovery**

This metric measures the percent of total operating cost recovered through fare revenue. The Transportation Development Act (TDA) has a requirement of 31.9 percent system-wide for fixed-route services (excluding regional routes which have a 20% requirement).

Operator	FY 2017	FY 2018	FY 2019	% Change FY17 - FY18	% Change FY18 - FY19
MTS Directly-Operated Bus	32.3%	29.3%	22.5%	-9.3%	-23.2%
MTS Contracted Fixed-Route Bus	52.7%	49.8%	36.0%	-5.5%	-27.7%
MTS Rail	51.0%	49.6%	51.6%	-2.7%	4.0%
<b>ALL Fixed Route</b>	<b>38.4%</b>	<b>36.2%</b>	<b>35.8%</b>	<b>-5.7%</b>	<b>-1.1%</b>
Demand-Resp (Access & Taxi)	14.0%	12.9%	14.8%	-7.9%	14.7%
<b>System</b>	<b>36.5%</b>	<b>34.4%</b>	<b>34.3%</b>	<b>-5.8%</b>	<b>-0.3%</b>

The farebox recovery percentages for all fixed-route services continue to exceed the Transportation Development Act (TDA) target.

**Subsidy Per Passenger**

This metric is the amount of public subsidy required to provide service for each unlinked passengers boarding (measured as total operating cost

Route Categories	FY 2017	FY 2018	FY 2019	% Change FY17 - FY18	% Change FY18 - FY19
Urban Frequent	\$ 1.98	\$ 2.26	\$ 2.34	14.1%	3.5%
Urban Standard	\$ 1.96	\$ 2.11	\$ 2.60	7.7%	23.2%
Rapid	\$ 2.48	\$ 2.72	\$ 2.82	9.7%	3.7%
Express	\$ 3.59	\$ 3.87	\$ 3.72	7.8%	-3.9%
Circulator	\$ 2.65	\$ 3.08	\$ 3.05	16.2%	-1.0%
Premium/Rapid Express	\$ 3.73	\$ 4.27	\$ 4.83	14.5%	13.1%
Rural	\$ 10.24	\$ 8.49	\$ 8.43	-17.1%	-0.7%
<b>Fixed-Bus Subtotal</b>	<b>\$ 2.14</b>	<b>\$ 2.39</b>	<b>\$ 2.54</b>	<b>11.7%</b>	<b>6.3%</b>
Light Rail (Blue, Orange, Green)	\$ 1.00	\$ 1.07	\$ 1.05	7.0%	-1.9%
Light Rail (Silver)	\$ 11.52	\$ 18.42	\$ 20.67	59.9%	12.2%
<b>Light Rail Subtotal</b>	<b>\$ 1.00</b>	<b>\$ 1.08</b>	<b>\$ 1.06</b>	<b>8.0%</b>	<b>-1.9%</b>
<b>ALL Fixed Route</b>	<b>\$ 1.65</b>	<b>\$ 1.82</b>	<b>\$ 1.89</b>	<b>10.3%</b>	<b>3.8%</b>
Demand-Resp. (MTS Access)	\$ 32.11	\$ 34.62	\$ 36.26	7.8%	4.7%
Demand-Resp. (Access Taxi)	\$ -	\$ -	\$ 19.94	-	100.0%
<b>Demand Response Subtotal</b>	<b>\$ 32.11</b>	<b>\$ 34.62</b>	<b>\$ 33.97</b>	<b>7.8%</b>	<b>-1.9%</b>
<b>System</b>	<b>\$ 1.84</b>	<b>\$ 2.01</b>	<b>\$ 2.07</b>	<b>9.2%</b>	<b>3.0%</b>

The overall systemwide subsidy per passenger went up 2.3%, a smaller growth than previous years. Also, fare changes effective in September 2019 should reduce the required subsidy per passenger for FY 2020.

FY 2019 ANNUAL ROUTE STATISTICS										
Route	Cat	Jurisdiction	Annual Passengers	FY18-19 Change	Avg. Wkday Passengers	Passengers/ Rev Hour	Cost Per Passenger	Average Fare	Subsidy per Passenger	Farebox Recovery
Blue	LRT	SD,NC,CV	18,246,797	2.8%	56,994	306.1	\$ 1.54	\$ 1.13	\$ 0.41	73.3%
Orange	LRT	SD,LG,LM,EC	8,350,180	(0.6%)	26,016	169.7	\$ 3.56	\$ 1.13	\$ 2.44	31.6%
Green	LRT	SD,LM,EC,ST	10,677,053	(1.4%)	31,613	168.9	\$ 2.17	\$ 1.13	\$ 1.04	51.9%
Silver	LRT	SD	19,727	22.7%	83	21.6	\$ 21.75	\$ 1.08	\$ 20.67	5.0%
1	Freq	SD,LM	1,106,014	(3.0%)	3,637	22.4	\$ 2.60	\$ 1.01	\$ 1.59	39.0%
2	Freq	SD	846,251	(10.0%)	2,779	24.4	\$ 4.88	\$ 0.98	\$ 3.90	20.0%
3	Freq	SD	1,578,894	4.9%	5,297	30.2	\$ 1.69	\$ 1.04	\$ 0.65	61.5%
4	Std	SD	683,197	(0.4%)	2,194	29.2	\$ 4.08	\$ 0.96	\$ 3.12	23.4%
5	Freq	SD	750,910	2.1%	2,571	30.0	\$ 1.71	\$ 1.02	\$ 0.69	59.6%
6	Freq	SD	357,664	(14.1%)	1,116	19.5	\$ 6.10	\$ 0.98	\$ 5.12	16.0%
7	Freq	SD	2,174,381	(12.3%)	6,637	28.9	\$ 4.12	\$ 0.96	\$ 3.16	23.2%
8	Freq	SD	419,835	1.7%	1,106	21.9	\$ 5.44	\$ 0.94	\$ 4.51	17.2%
9	Freq	SD	388,726	5.3%	1,153	22.9	\$ 5.20	\$ 0.94	\$ 4.26	18.1%
10	Freq	SD	1,175,265	(7.2%)	3,856	29.5	\$ 4.03	\$ 0.98	\$ 3.05	24.3%
11	Freq	SD	706,255	(50.4%)	2,336	18.8	\$ 6.34	\$ 1.00	\$ 5.34	15.8%
12	Freq	SD	1,142,007	132.1%	3,755	26.4	\$ 4.51	\$ 0.96	\$ 3.55	21.2%
13	Freq	SD,NC	1,823,187	6.9%	5,985	30.6	\$ 3.90	\$ 0.94	\$ 2.96	24.0%
14	Circ	SD,LM	49,631	(13.7%)	196	7.7	\$ 6.75	\$ 1.07	\$ 5.67	15.9%
18	Circ	SD	26,682	10.6%	105	10.2	\$ 5.13	\$ 1.01	\$ 4.11	19.8%
20	Exp	SD	534,173	(11.8%)	1,806	15.4	\$ 7.72	\$ 0.96	\$ 6.77	12.4%
25	Circ	SD	60,610	(32.6%)	240	9.7	\$ 5.36	\$ 1.05	\$ 4.31	19.6%
27	Std	SD	222,253	(13.8%)	811	14.5	\$ 3.89	\$ 1.06	\$ 2.83	27.3%
28	Std	SD	349,758	(6.1%)	1,141	27.0	\$ 1.66	\$ 1.00	\$ 0.66	60.4%
30	Freq	SD	1,579,366	1.7%	5,146	22.6	\$ 5.28	\$ 0.98	\$ 4.30	18.6%
31	Std	SD	106,759	(12.7%)	422	21.7	\$ 5.49	\$ 0.97	\$ 4.52	17.7%
35	Std	SD	573,496	7.0%	1,796	25.4	\$ 1.58	\$ 0.98	\$ 0.61	61.7%
41	Freq	SD	1,113,043	0.9%	3,797	30.8	\$ 3.87	\$ 1.02	\$ 2.85	26.3%
44	Freq	SD	1,017,661	(3.8%)	3,339	27.4	\$ 4.35	\$ 0.96	\$ 3.39	22.1%
50	Exp	SD	140,309	(32.7%)	555	18.5	\$ 6.43	\$ 0.98	\$ 5.45	15.2%
60	Exp	SD	82,709	(0.4%)	327	25.0	\$ 4.76	\$ 0.97	\$ 3.79	20.3%
83	Circ	SD	24,743	(13.3%)	98	7.7	\$ 6.76	\$ 1.05	\$ 5.71	15.6%
84	Circ	SD	24,261	(6.7%)	96	8.1	\$ 6.44	\$ 1.04	\$ 5.40	16.1%
88	Circ	SD	80,419	(2.3%)	274	17.2	\$ 3.04	\$ 0.98	\$ 2.06	32.4%
105	Std	SD	279,555	(2.0%)	958	20.1	\$ 5.93	\$ 0.97	\$ 4.96	16.3%
110	Exp	SD	39,999	0.6%	158	21.8	\$ 5.47	\$ 1.02	\$ 4.44	18.7%
115	Std	SD,LM,EC	228,865	(3.3%)	805	14.2	\$ 5.22	\$ 1.07	\$ 4.14	20.6%
120	Freq	SD	693,557	(10.1%)	2,253	20.4	\$ 5.83	\$ 0.96	\$ 4.88	16.4%
150	Exp	SD	824,005	(2.3%)	3,069	33.9	\$ 3.51	\$ 1.03	\$ 2.48	29.4%
201/202^	Rapid	SD	2,525,053	17.7%	8,770	58.3	\$ 2.05	\$ 1.10	\$ 0.94	53.8%
204^	Rapid	SD	73,677	(33.7%)	291	17.9	\$ 6.67	\$ 1.08	\$ 5.59	16.2%
215^	Rapid	SD	1,907,762	(4.8%)	5,834	30.8	\$ 3.86	\$ 0.97	\$ 2.90	25.0%
225^	Rapid	CV	236,103	n/a	1,861	11.7	\$ 11.43	\$ 0.91	\$ 10.52	7.9%
235^	Rapid	SD,Escdo	1,494,413	0.3%	4,930	22.6	\$ 5.27	\$ 0.94	\$ 4.33	17.9%
237^	Rapid	SD	267,962	6.4%	1,059	23.0	\$ 5.19	\$ 1.06	\$ 4.13	20.4%
280	RpEx	SD,Escdo	116,810	(2.7%)	462	20.3	\$ 11.27	\$ 4.16	\$ 7.12	36.9%
290	RpEx	SD	164,430	0.8%	650	27.6	\$ 7.39	\$ 4.18	\$ 3.21	56.5%
701	Freq	CV	561,124	1.6%	2,002	21.8	\$ 2.99	\$ 0.95	\$ 2.03	31.9%
704	Std	CV	451,508	(4.5%)	1,584	21.6	\$ 3.27	\$ 0.96	\$ 2.32	29.2%
705	Std	CV	241,612	3.0%	886	21.5	\$ 2.71	\$ 0.93	\$ 1.77	34.5%
707	Std	CV	65,551	(5.3%)	259	10.9	\$ 5.62	\$ 0.90	\$ 4.72	16.1%
709	Freq	CV	886,522	0.7%	3,193	30.0	\$ 2.42	\$ 0.92	\$ 1.50	38.1%
712	Freq	CV	715,360	1.0%	2,554	28.6	\$ 2.34	\$ 0.96	\$ 1.39	40.8%
815	Freq	EC	431,559	17.7%	1,442	25.0	\$ 1.85	\$ 1.03	\$ 0.82	55.5%
816	Std	EC,Cty	132,355	(37.6%)	523	14.3	\$ 4.53	\$ 1.05	\$ 3.48	23.1%
832	Std	ST	37,652	(9.4%)	124	13.2	\$ 4.48	\$ 1.07	\$ 3.42	23.8%
833	Std	EC,ST	107,911	(6.1%)	362	14.5	\$ 3.61	\$ 1.03	\$ 2.58	28.5%
834	Std	ST	20,252	62.2%	80	9.4	\$ 7.18	\$ 1.08	\$ 6.10	15.0%
838	Std	Cty	98,991	125.1%	302	9.6	\$ 5.42	\$ 0.99	\$ 4.43	18.3%
848	Std	EC,Cty	339,643	(4.5%)	1,108	21.4	\$ 2.86	\$ 1.03	\$ 1.83	35.9%
851	Circ	LM,Cty	63,655	(16.0%)	252	18.3	\$ 2.85	\$ 1.01	\$ 1.84	35.3%
852	Std	SD,LM	287,762	1686.8%	913	15.0	\$ 3.82	\$ 1.06	\$ 2.76	27.7%
854	Std	SD,LM	108,853	(21.2%)	430	18.5	\$ 3.75	\$ 1.08	\$ 2.67	28.8%
855	Std	LM,Cty	217,883	(9.7%)	751	23.9	\$ 2.49	\$ 1.02	\$ 1.47	41.0%

FY 2019 ANNUAL ROUTE STATISTICS										
Route	Cat	Jurisdiction	Annual Passengers	FY18-19 Change	Avg. Wkday Passengers	Passengers/ Rev Hour	Cost Per Passenger	Average Fare	Subsidy per Passenger	Farebox Recovery
856	Std	SD, LG, Cty	520,222	(9.4%)	1,836	21.6	\$ 3.12	\$ 1.04	\$ 2.08	33.4%
864	Std	EC, Cty	294,475	(16.9%)	935	19.1	\$ 2.85	\$ 1.02	\$ 1.83	35.8%
872	Exp	EC	42,331	(53.4%)	167	12.8	\$ 3.40	\$ 1.07	\$ 2.34	31.4%
874/875	Std	EC	371,813	(4.7%)	1,248	21.7	\$ 2.81	\$ 1.04	\$ 1.77	36.9%
888	Rural	EC, Cty	2,065	4.0%	18	4.0	\$ 49.01	\$ 2.07	\$ 46.94	4.2%
891	Rural	EC, Cty	1,161	41.4%	21	3.8	\$ 48.89	\$ 2.98	\$ 45.91	6.1%
892	Rural	EC, Cty	807	(21.0%)	15	2.9	\$ 66.32	\$ 3.38	\$ 62.94	5.1%
894	Rural	EC, Cty	80,519	4.6%	318	18.9	\$ 8.73	\$ 2.33	\$ 6.39	26.7%
901	Freq	SD, IB, Cor	788,763	0.1%	2,514	19.3	\$ 4.62	\$ 0.94	\$ 3.68	20.4%
904*	Circ	Cor	171,848	3.5%	444	20.9	\$ 1.47	\$ 0.09	\$ 1.38	6.4%
905	Std	SD	441,903	(16.6%)	1,541	29.6	\$ 3.20	\$ 0.80	\$ 2.39	25.1%
906/907	Freq	SD	1,923,490	(5.8%)	6,201	41.5	\$ 1.08	\$ 0.83	\$ 0.25	77.3%
909	Circ	SD	48,743	1414.7%	193	14.0	\$ 5.98	\$ 0.72	\$ 5.26	12.1%
916/917	Std	SD, LG	160,068	(15.8%)	566	13.9	\$ 5.16	\$ 1.02	\$ 4.14	19.9%
921	Std	SD	252,326	0.2%	828	15.9	\$ 3.65	\$ 1.06	\$ 2.59	29.0%
923	Std	SD	212,314	1.3%	839	15.9	\$ 3.76	\$ 0.96	\$ 2.80	25.5%
928	Std	SD	269,855	4.7%	977	17.6	\$ 3.80	\$ 1.07	\$ 2.73	28.1%
929	Freq	SD, CV, NC	2,086,806	(4.1%)	6,782	33.3	\$ 1.95	\$ 0.97	\$ 0.97	50.1%
932	Freq	SD, CV, NC	1,124,493	2.6%	3,818	27.9	\$ 2.27	\$ 0.95	\$ 1.33	41.7%
933/934	Freq	SD, IB	1,592,518	(1.6%)	5,299	28.0	\$ 2.78	\$ 0.96	\$ 1.83	34.4%
936	Std	SD, LG, Cty	456,447	(9.4%)	1,351	21.9	\$ 2.54	\$ 1.02	\$ 1.51	40.4%
944	Std	SD, PW	62,655	0.4%	231	8.1	\$ 6.43	\$ 1.02	\$ 5.41	15.9%
945	Std	SD, PW	126,660	(4.2%)	461	10.5	\$ 4.95	\$ 1.04	\$ 3.90	21.1%
945A	Std	PW	12,399	(5.5%)	49	12.9	\$ 4.03	\$ 0.96	\$ 3.08	23.7%
950	Exp	SD	387,435	25.4%	1,332	51.1	\$ 2.26	\$ 0.78	\$ 1.48	34.4%
955	Freq	SD, NC	1,325,995	1.4%	4,349	27.4	\$ 2.22	\$ 0.99	\$ 1.23	44.6%
961	Freq	SD, NC	590,123	2.1%	1,924	25.3	\$ 2.64	\$ 0.97	\$ 1.67	36.6%
962	Freq	SD, NC, Cty	521,807	32.4%	1,682	20.2	\$ 3.26	\$ 0.98	\$ 2.28	30.1%
963	Std	SD, NC	162,665	(28.8%)	533	17.2	\$ 3.09	\$ 0.97	\$ 2.12	31.5%
964	Circ	SD	133,627	1.4%	528	13.0	\$ 4.02	\$ 1.02	\$ 3.00	25.4%
965	Circ	SD	53,228	(11.6%)	189	11.3	\$ 4.60	\$ 1.06	\$ 3.54	23.1%
967	Std	SD, NC	39,459	(21.7%)	156	11.0	\$ 4.72	\$ 1.07	\$ 3.65	22.7%
968	Std	NC	48,960	(13.6%)	194	11.8	\$ 5.54	\$ 0.97	\$ 4.58	17.4%
972**	Circ	SD	32,676	5.0%	129	19.8	\$ 2.82	\$ 0.99	\$ 1.83	35.0%
973**	Circ	SD	17,962	(20.4%)	71	13.3	\$ 4.20	\$ 0.99	\$ 3.21	23.5%
978**	Circ	SD	16,166	(12.2%)	64	12.5	\$ 4.48	\$ 0.99	\$ 3.49	22.1%
979**	Circ	SD	17,384	(6.6%)	69	13.9	\$ 4.02	\$ 0.99	\$ 3.03	24.6%
992	Freq	SD	420,252	7.7%	1,202	18.7	\$ 2.75	\$ 0.85	\$ 1.90	30.8%
Access	D.R.	ALL	423,212	(16.4%)	1,523	2.0	\$ 42.21	\$ 5.95	\$ 36.26	14.1%
Taxi	D.R.	ALL	69,263	n/a	231	3.3	\$ 25.64	\$ 5.71	\$ 19.94	22.3%
<b>TOTAL</b>			<b>85,357,495</b>	<b>(0.1%)</b>	<b>274,866</b>	<b>37.1</b>	<b>\$ 3.15</b>	<b>\$ 1.08</b>	<b>\$ 2.07</b>	<b>34.3%</b>

Route Category	Annual Passengers	% Change FY18-FY19	Avg. Wkday Passengers	Passengers/ Rev Hour	Cost Per Passenger	Average Fare	Subsidy per Passenger	Farebox Recovery
Urban Frequent	30,415,325	3.1%	99,521	26.8	\$ 3.30	\$ 0.96	\$ 2.34	29.2%
Urban Standard	7,454,910	-19.5%	25,567	18.8	\$ 3.60	\$ 1.00	\$ 2.60	27.8%
Rapid ^	6,504,970	8.4%	21,678	31.4	\$ 3.84	\$ 1.02	\$ 2.82	26.5%
Express	2,008,630	-4.2%	7,247	25.4	\$ 4.68	\$ 0.96	\$ 3.73	20.4%
Circulator	821,636	22.6%	2,947	13.3	\$ 3.87	\$ 0.81	\$ 3.06	20.9%
Premium/Rapid Express	281,240	-0.7%	1,112	24.0	\$ 9.00	\$ 4.17	\$ 4.83	46.3%
Rural ^^	84,552	4.7%	334	15.8	\$ 10.81	\$ 2.35	\$ 8.46	21.7%
<b>Fixed Bus Subtotal</b>	<b>47,571,263</b>	<b>-0.7%</b>	<b>158,406</b>	<b>25.1</b>	<b>\$ 3.54</b>	<b>\$ 0.99</b>	<b>\$ 2.54</b>	<b>28.1%</b>
Light Rail (B,O,G)	37,274,030	0.8%	114,624	216.7	\$ 2.17	\$ 1.13	\$ 1.05	51.9%
Light Rail (Silver)	19,727	22.7%	83	21.6	\$ 21.75	\$ 1.08	\$ 20.67	5.0%
<b>Light Rail Subtotal</b>	<b>37,293,757</b>	<b>0.8%</b>	<b>114,706</b>	<b>215.7</b>	<b>\$ 2.18</b>	<b>\$ 1.13</b>	<b>\$ 1.06</b>	<b>51.6%</b>
<b>ALL Fixed-Route</b>	<b>84,865,020</b>	<b>0.0%</b>	<b>273,112</b>	<b>41.0</b>	<b>\$ 2.94</b>	<b>\$ 1.05</b>	<b>\$ 1.89</b>	<b>35.8%</b>
MTS Access	423,212	-2.7%	1,523	2.0	\$ 42.21	\$ 5.95	\$ 36.26	14.1%
Access Taxi	69,263	n/a	231	3.3	\$ 25.64	\$ 5.71	\$ 19.94	22.3%
<b>Demand-Resp Subtotal</b>	<b>492,475</b>		<b>1,754</b>	<b>2.1</b>	<b>\$ 39.88</b>	<b>\$ 5.92</b>	<b>\$ 33.97</b>	<b>14.8%</b>
<b>System Total</b>	<b>85,357,495</b>	<b>-0.1%</b>	<b>274,866</b>	<b>37.1</b>	<b>\$ 3.15</b>	<b>\$ 1.08</b>	<b>\$ 2.07</b>	<b>34.3%</b>

\* City of Coronado subsidized fares for summer service on Route 904.

\*\* SVCC Fares and one-half of the subsidy are paid for by NCTD.

^ SANDAG reimburses MTS for the net operating cost using TransNet funds for Routes 201-237.

^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.

SD=San Diego, NC=National City, CV=Chula Vista  
IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa  
EC=El Cajon, ST=Santee, PW=Poway  
Cor=Coronado, Cty=County, Esco=Escondido

**San Diego Metropolitan Transit System**  
**POLICY 42 TITLE VI MONITORING REPORT**  
**FY 2019: JULY 2018 - JUNE 2019**

DATE: 10/04/19  
Att. A, AI 47, 10/10/19

Title VI Compliance							
The indicators below are required by the FTA to be monitored by and reported to the MTS Board. They measure the quantity and quality of service that MTS provides to minority and non-minority populations, as defined in FTA Circular 4702.1B (2012).The circular defines a minority route as, " <b>a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area.</b> "							
Route Headway, On-Time Performance, and Passenger Load Factor							
Category/ Route (*Seasonal Changes)	Weekday Headway		Vehicle Load Factor (VLF)		Minority Route	Notes	On-Time Performance
	Peak	Base	Did 20% of trips exceed vehicle load factor? (Note 3)	What % of trips exceeded vehicle load factor. (Note 3)			
Rapid Express/Premium Express							
Goal	30 min.	n/a	1.00	20% Max			90%
280	15	-	-	-		Operates peaks only	83%
290	10	-	-	-		Operates peaks only	87%
Express							
Goal	30 min.	n/a	1.50	20% Max			90%
20	15/30	30	-	-		-	85%
50	15/30	-	-	-		Operates peaks only	83%
60	15/30	-	-	-		Operates peaks only	72%
110	20	-	-	-		Operates peaks only	90%
150	15/30	30	-	-		-	66%
950	10/20	30	-	-	✓	-	98%
Light Rail							
Goal	n/a	15 min.	3.00	20% Max			90%
Blue	7.5	15	-	-	✓	-	96%
Orange	15	15	-	-	✓	-	95%
Green	15	15	-	-		-	94%
Silver	30	30	-	-		Operates Fri.-Sun. only	99%
Rapid							
Goal	n/a	15 min.	1.50	20% Max			85%
201/202	5-10	10	-	-		-	79%
204	30	30	-	-		-	83%
215	10	15	-	-		-	87%
225	15	30	-	-	✓	-	85%
235	15	15	-	-		-	88%
237	15/30	-	-	-	✓	Operates peaks only	90%
Urban Frequent							
Goal	n/a	15 min.	1.50	20% Max			85%
1	15	15	-	-		-	85%
2	12	15	-	-		-	83%
3	12	12	-	-	✓	-	78%
5	12	12	-	-	✓	-	90%
6	15	15	-	-		-	83%
7	10	10	-	-	✓	-	79%
8*	20	20	-	-		Summer freq. = 15 min.	86%
9*	20	20	-	-		Summer freq. = 15 min.	89%
10	15	15	-	-		-	84%
11	15	15	-	-		-	82%
12	15	15	-	-	✓	-	85%
13	12	12	-	-	✓	-	89%
30	15	15	-	-		-	78%
35	15	15	-	-		-	92%
41	7.5/15	15	-	-		-	84%
44	7.5/15	15	-	-		-	83%
120	15	15	-	-		-	82%
701	15	15	-	-	✓	-	85%
709	7.5/15	15	-	-	✓	-	86%
712	7.5/15	15	-	-	✓	-	88%
815	15	15	-	-		-	87%
901	15	30	-	-		-	78%
906/907	15	15	-	-	✓	-	87%
929	12	15	-	-	✓	-	75%
932	15	15	-	-	✓	-	83%
933/934	15	15	-	-	✓	-	76%
955	12	12	-	-	✓	-	85%
961	15	15	-	-	✓	-	91%
962	15	15	-	-	✓	-	90%
992	15	15	-	-		-	78%

**San Diego Metropolitan Transit System**  
**POLICY 42 TITLE VI MONITORING REPORT**  
**FY 2019: JULY 2018 - JUNE 2019**

DATE: 10/04/19  
Att. A, AI 47, 10/10/19

Category/ Route (*Seasonal Changes)	Weekday Headway		Vehicle Load Factor (VLF)		Minority Route	Notes	On-Time Performance
	Peak	Base	Did 20% of trips exceed vehicle load factor? (Note 3)	What % of trips exceeded vehicle load factor. (Note 3)			
Urban Standard							
Goal	n/a	30 min.	1.50	20% Max			85%
4	30	30	-	-	✓	-	84%
27	30	30	-	-		-	82%
28	30	30	-	-		-	91%
31	30	-	-	-	✓	Operates peaks only	83%
105	30	30	-	-		-	85%
115	30	30	-	-		-	90%
704	30	30	-	-	✓	-	81%
705	30	30	-	-	✓	-	96%
707	30	30	-	-	✓	-	95%
816	30	30	-	-		-	88%
832	60	60	-	-		-	86%
833	30	30	-	-		VLF goal = 1.00 (minibus)	81%
834	60	60	-	-		-	88%
838	60	60	-	-		-	85%
848	30	30	-	-		-	83%
852	30	30	-	-		-	82%
854	30	30	-	-		-	95%
855	30	30	-	-		-	90%
856	30	30	-	-	✓	-	84%
864	30	30	-	-		-	87%
872	30	30	-	-		-	92%
874/875	30	30	-	-		-	81%
905	15	30	-	-	✓	-	89%
916/917	30	60	-	-	✓	-	84%
921	30	30	-	-	✓	-	85%
923	30	30	-	-		-	81%
928	30	30	-	-		-	80%
936	30	30	-	-	✓	-	87%
944	30	30	-	-		VLF goal = 1.00 (minibus)	94%
945	30	30	-	-		VLF goal = 1.00 (minibus)	86%
963	30	30	-	-	✓	-	91%
967	60	60	-	-	✓	-	91%
968	60	60	-	-	✓	-	79%
Circulator							
Goal	n/a	60 min.	1.00	20% Max			90%
14	60	60	-	-		VLF goal = 1.00 (minibus)	89%
18	30	30	-	-		-	92%
25	60	60	-	-		-	84%
83	70	70	-	-		-	95%
84	60	60	-	-		-	93%
88	30	30	-	-		-	90%
851	60	60	-	-	✓	-	91%
904*	60	60	-	-		Summer freq. = 15 min.	89%
909	60	60	-	-	✓	-	75%
964	30	30	-	-	✓	-	90%
965	35-40	35-40	-	-	✓	-	89%

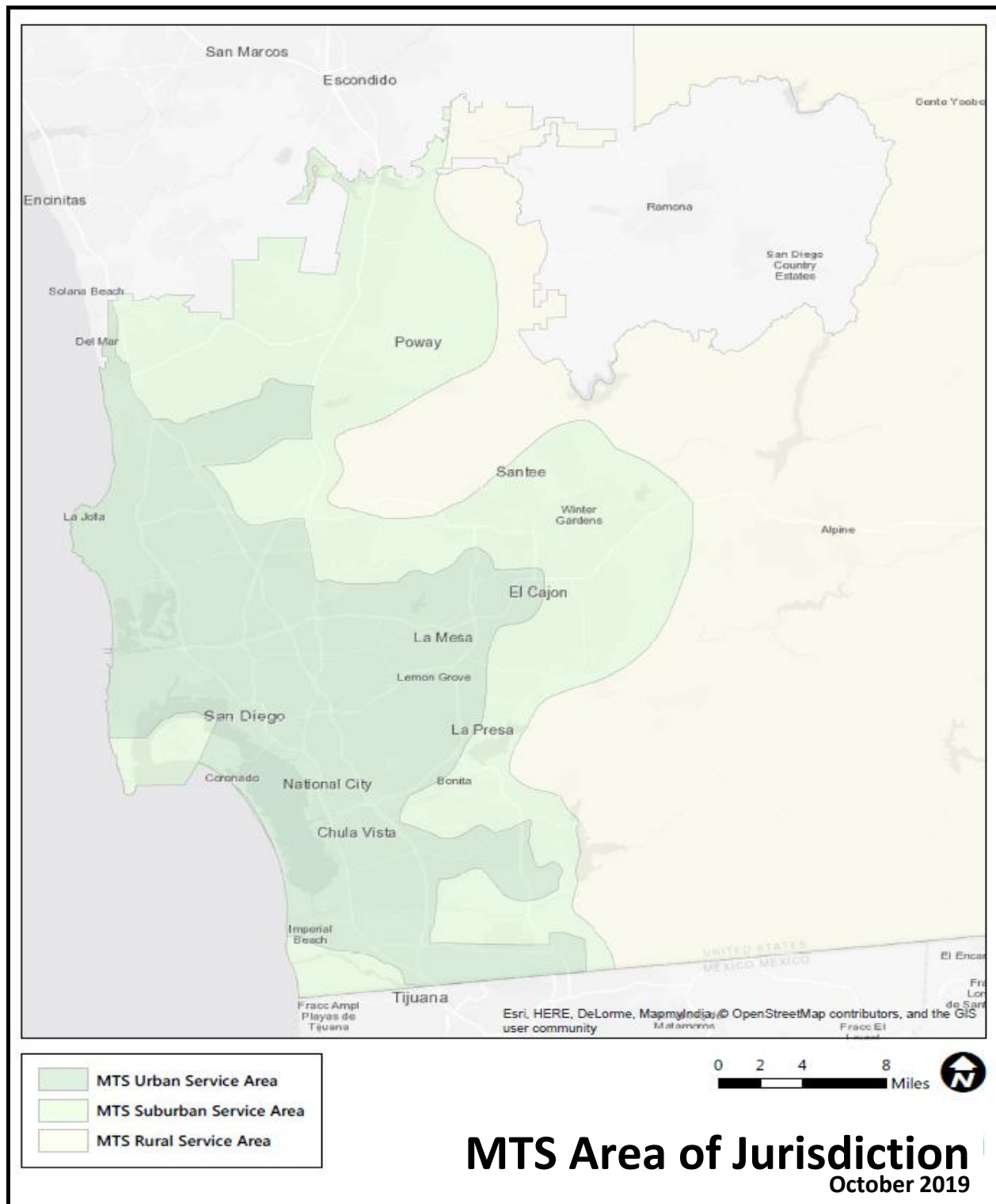


Att. A, AI 47, 10/10/19

[illegible]

80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	% of residents within 1/2 mile of a bus stop or rail station in urban	% of jobs within 1/2 mile of a bus stop or
	99.0%	99.2%
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station:	
	100.0%	
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	Available Service:	
	Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.	

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





# **FY 2019 Annual Performance Monitoring Report**

MTS Board of Directors  
October 10, 2019

## POLICY 42 EVALUATION CRITERIA

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

## ANNUAL TOTAL PASSENGERS

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

Route Categories	FY 2017	FY 2018	FY 2019	% Change FY18-FY19
Urban Frequent	30,825,404	29,510,050	30,415,325	3.1%
Urban Standard	9,646,605	9,265,348	7,454,910	-19.5%
Rapid (SuperLoop, 215, 225, 235, 237)	6,280,924	6,002,999	6,504,970	8.4%
Express	2,191,658	2,096,249	2,008,630	-4.2%
Circulator (includes SVCC)	741,301	670,006	821,636	22.6%
Premium/Rapid Express (280, 290)	287,562	283,135	281,240	-0.7%
Rural (888, 891, 892, 894)	75,488	80,771	84,552	4.7%
<b>Fixed-Route Bus</b>	<b>50,048,942</b>	<b>47,908,558</b>	<b>47,571,263</b>	<b>-0.7%</b>
Demand-Response (MTS Access)	529,091	505,973	492,475	-2.7%
<b>Light Rail</b>	<b>37,639,219</b>	<b>36,995,201</b>	<b>37,293,757</b>	<b>0.8%</b>
<b>System</b>	<b>88,217,252</b>	<b>85,409,732</b>	<b>85,357,495</b>	<b>-0.1%</b>
<b>Average Weekday Passengers</b>	<b>284,526</b>	<b>275,037</b>	<b>274,866</b>	<b>-0.1%</b>



## Ridership

*FY19: Fixed Route Bus -0.7%, Overall -0.1%*

- **Nationwide trend of reduced ridership for past 3-4 years**
  - Lower costs of driving (gas prices, financing, etc.)
  - High employment, longer commutes, VMTs up
  - New alternatives (TNCs, etc.)
- **No single pattern of loss identified for MTS**
  - Rate of loss slowed FY17 to FY18, finally flattened in FY19
  - TOP impacts not fully realized yet
  - Some core urban routes continue to see losses
- **Positive trends in FY 2020, July-August:**
  - Fixed-Route Bus: **+2.2%** (versus -1.9% last year)
  - Trolley: **+5.2%** (versus -1.5% last year)
  - Overall **+3.5%** on a very strong July

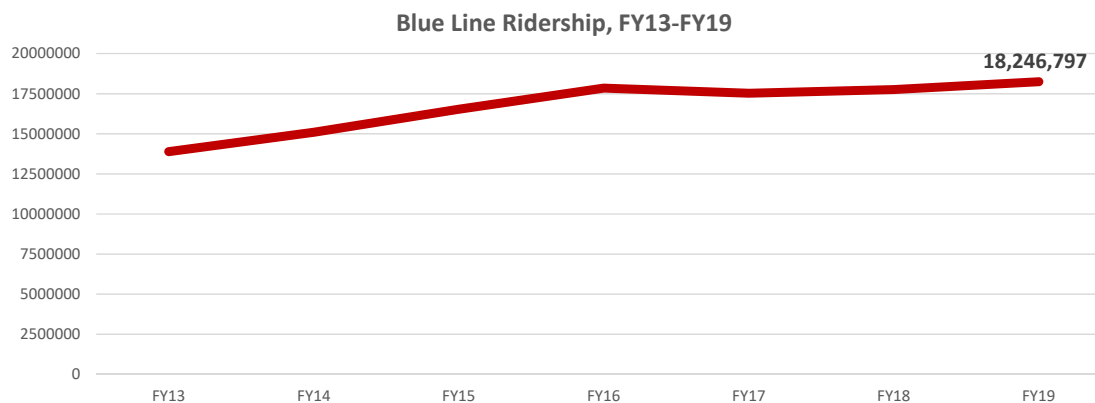
## TOP Preliminary Results

Routes with significant additional frequency in TOP:

Route	2017 vs 2018 % Change				2017 vs 2019 % Change	
	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
<b>3</b>	3.0%	7.7%	10.8%	12.6%	1.7%	6.3%
<b>5</b>	-1.0%	-1.6%	-0.3%	9.8%	-2.3%	-1.1%
<b>13</b>	-2.7%	-1.9%	6.5%	7.8%	1.6%	6.9%
<b>35</b>	1.8%	5.8%	8.1%	13.6%	8.1%	6.8%
<b>235</b>	1.5%	7.2%	4.0%	-0.9%	3.6%	3.2%
<b>815</b>	26.8%	39.4%	33.5%	37.2%	36.0%	43.1%
<b>906/907</b>	0.2%	9.2%	7.7%	-1.5%	-8.8%	-12.1%
<b>950</b>	16.9%	24.5%	49.8%	50.8%	32.5%	24.0%
<b>955</b>	-1.0%	-0.3%	-0.5%	5.4%	-2.0%	1.5%
<b>962</b>	-4.6%	-7.7%	12.6%	33.4%	35.3%	34.3%
<b>992</b>	11.6%	7.2%	8.5%	8.6%	13.1%	19.9%

## Blue Line

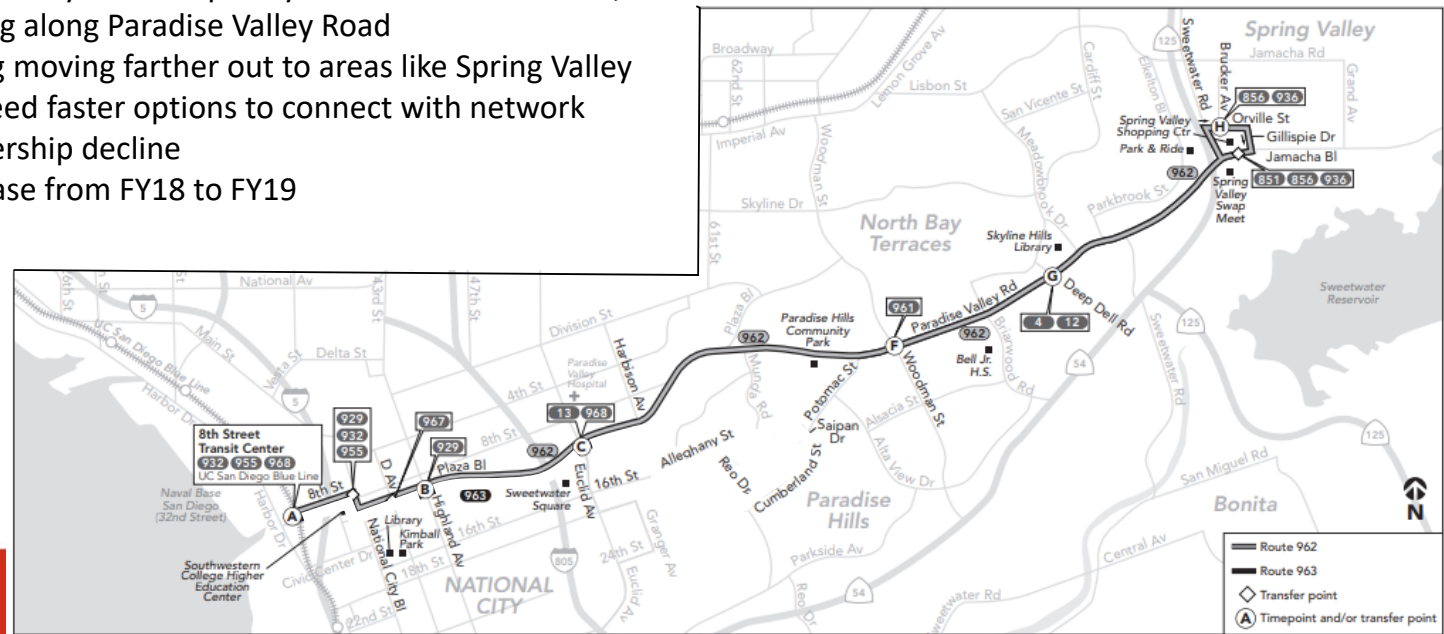
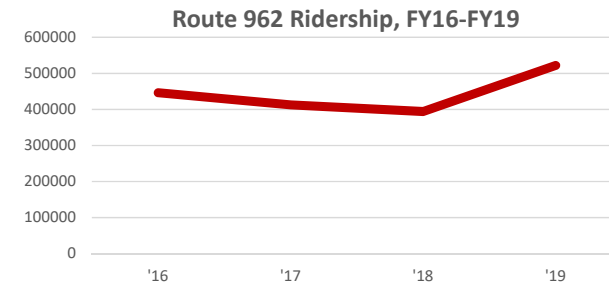
- Highest ridership route in MTS system:
  - 57k riders/weekday
  - **3%** increase from FY18 to FY19
- Planned schedule increases:
  - 7.5 minute frequency, weekdays peak + midday
  - 15 minute frequency nights to end-of-service





## ROUTE 962

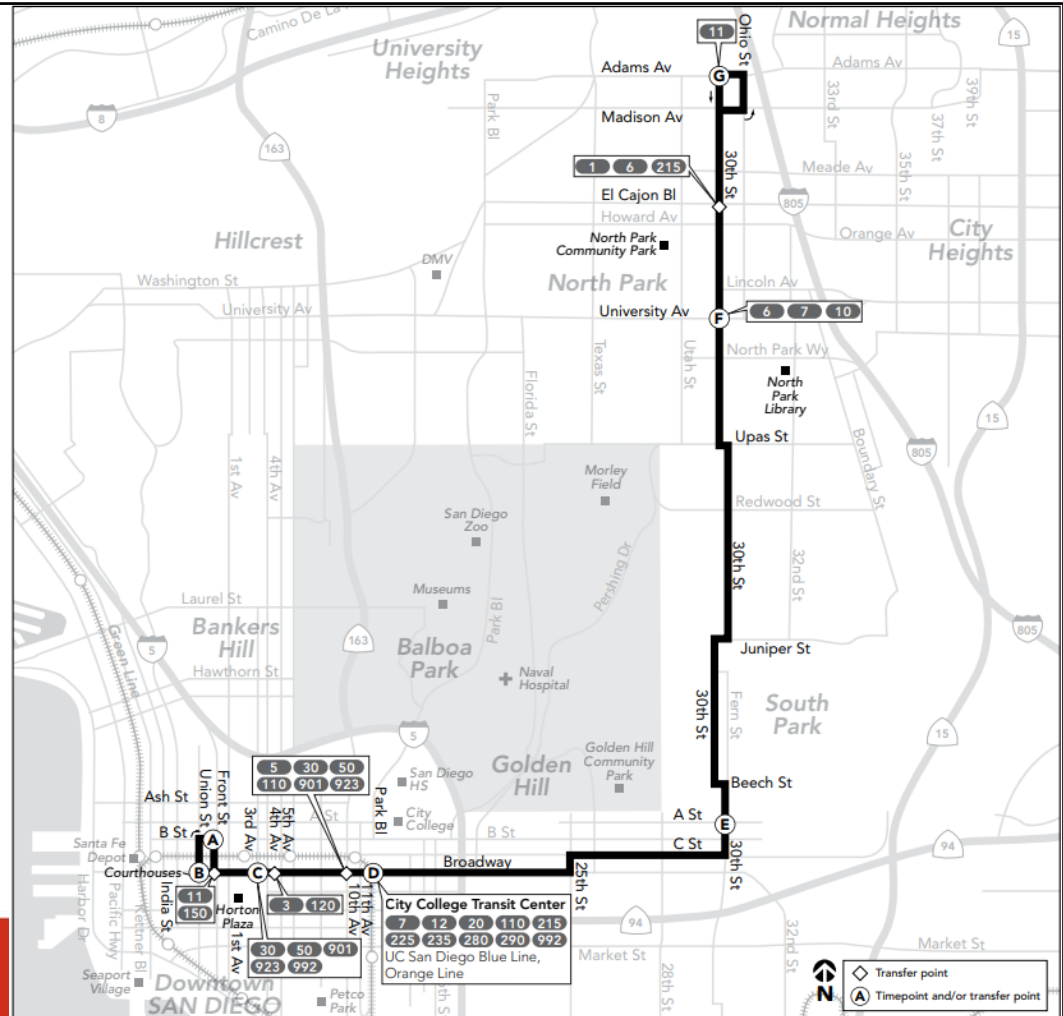
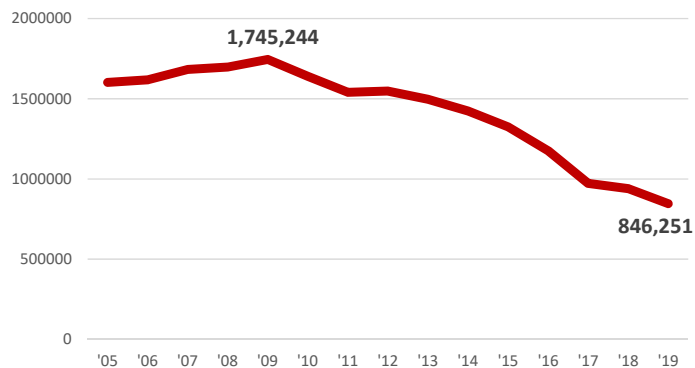
- National City, Paradise Hills, Bay Terraces, Spring Valley
- Started in 2000 with limited service as a “flex route”
- Extended over years as ridership grew
- TOP: Increased weekday base frequency from 30 to 15 minutes, streamlined routing along Paradise Valley Road
- Affordable housing moving farther out to areas like Spring Valley
  - Residents need faster options to connect with network
- TOP reversed ridership decline
  - **32.4%** increase from FY18 to FY19



## ROUTE 2

- Golden Hill, South Park, North Park
- Changing community demographics
- Housing prices, traffic, alt. options (TNCs)
- Hit hard by 30<sup>th</sup> Street pipeline construction
- Budget cuts reduced service by 27% since FY09, 10% since FY15
- New MTS service: 215, 235, + increases on 7, 10

Route 2 Ridership, FY05-FY19



## PASSENGERS PER REVENUE HOUR

*GOAL: Improve route category average*

Route Categories	FY 2017	FY 2018	FY 2019	% Change FY18-FY19
Urban Frequent	29.7	28.2	26.8	-5.0%
Urban Standard	21.5	21.1	18.8	-10.9%
Rapid (SuperLoop, 215, 225, 235, 237)	33.9	32.5	31.4	-3.4%
Express	25.8	25.1	25.4	1.1%
Circulator (includes SVCC)	14.2	12.9	13.3	3.0%
Premium/Rapid Express (280, 290)	25.3	24.3	24.0	-1.2%
Rural (888, 891, 892, 894)	11.2	12.0	15.8	31.5%
<b>Fixed-Route Bus</b>	<b>27.3</b>	<b>26.3</b>	<b>25.1</b>	<b>-4.7%</b>
Demand-Response (MTS Access)	2.0	2.0	2.1	6.0%
<b>Light Rail</b>	<b>218.4</b>	<b>215.4</b>	<b>216.7</b>	<b>0.6%</b>
<b>System</b>	<b>38.9</b>	<b>38.0</b>	<b>37.1</b>	<b>-2.4%</b>

- Bus ridership still down overall
- TOP service increases will be absorbed by new riders over time



## ON-TIME PERFORMANCE

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

Route Categories	Service Change					GOAL
	Sept. 2017	Jan. 2018	June 2018	Sept. 2018	Jan. 2019	
Urban Frequent	81.5%	82.8%	84.1%	82.5%	83.1%	85.0%
Urban Standard	84.4%	86.2%	85.4%	84.8%	86.0%	90.0%
Rapid	84.7%	84.6%	84.9%	83.3%	85.0%	85.0%
Express	82.1%	81.6%	81.2%	78.2%	79.3%	90.0%
Circulator	79.7%	82.6%	84.7%	87.5%	86.9%	90.0%
Premium/Rapid Express	85.4%	87.3%	87.9%	83.9%	85.1%	90.0%
Light Rail (Blue, Orange, Green)	95.9%	97.1%	94.5%	95.3%	95.1%	90.0%
Light Rail (Silver)	94.2%	95.3%	98.3%	98.8%	99.3%	90.0%
<b>System</b>	<b>82.7%</b>	<b>83.9%</b>	<b>84.7%</b>	<b>83.4%</b>	<b>84.2%</b>	

## OTHER METRICS

*GOAL: Improve operator averages*

Mode	Miles Between Failures* (MDBF)			Complaints/ 100,000 Passengers			Preventable Accidents**/ 100,000 Miles	
	FY18	FY19	Change	FY18	FY19	Change	FY18	FY19
Bus (Directly-Oper.)	10,980	16,303	48.5%	4.7	5.3	11.2%	1.16	1.09
Bus (Contract Svcs.)	7,775	7,221	(7.1%)	5.8	7.2	24.0%	1.19	1.24
MTS Access	58,393	40,712	(30.3%)	106.5	112.1	5.2%	1.28	0.76
Trolley	9,239	10,392	12.5%	1.4	1.5	12.1%	0.06	0.03
General System				4.2	4.8	15.0%		

*\* A mechanical failure of a vehicle that prevents the start or completion of a trip due to safety, vehicle movement is limited, or policy requires removal from service.*

*\*\*An accident in which the operator failed to do everything reasonable to avoid the accident. This includes some accidents in which MTS isn't at fault and/or the MTS employee wasn't cited.*



## FAREBOX RECOVERY

*GOAL: Meet TDA  
requirement of 31.9%  
system-wide for fixed-route*

Mode	FY 2017	FY 2018	FY 2019	% Change FY18-FY19
Fixed-Route Bus (excl. Rapid Express)	32.3%	29.3%	27.8%	-5.1%
Rapid Express	52.7%	49.8%	46.3%	-7.0%
Demand-Responsive	14.0%	12.9%	14.8%	14.7%
Light Rail	51.0%	49.6%	51.6%	4.0%
<b>System</b>	<b>36.5%</b>	<b>34.4%</b>	<b>34.3%</b>	<b>-0.3%</b>

- Costs rising faster than revenues
- Some changes to accounting rules impacted costs 'on paper'
- Still comfortably above TDA requirement
- Fare changes eff. Sept. 2019 should raise revenues in future years



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

## Agenda Item No. 61

### Chief Executive Officer's Report

October 10, 2019

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 August 28, 2019 through September 24, 2019.

\*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)

September 13: CTA Executive Committee Meeting in Orange, CA  
September 22-25: San Diego Regional Chamber of Commerce Mission to Washington, DC

#### Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G1949.0-17AE-06.02	JACOBS ENGINEERING	ADDITIONAL DESIGN SERVICES	\$0.00	8/27/2019
G2161.2-18	TRANSPORTATION MANAGEMENT & DESIGN	RIDERSHIP FORECAST AND GHG PLANNING	\$98,600.00	9/10/2019
G2005.2-17	BROWN MARKETING STRATEGIES	CONTRACT EXTENSION	\$14,000.00	9/11/2019
G1794.1-15	AT&T CORP	NO COST AMENDMENT	\$0.00	9/11/2019
L1503.1-19	SAN DIEGO SWEEPING SERVICES	ADD IAD PARKING LOT	\$7,583.34	9/12/2019
PWL234.0-177503-56	ABC CONSTRUCTION	REMOVE CONSOLES AT THE MTS OPERATIONS CENTER	\$92,048.97	9/12/2019
PWG269.0-17269-01	HERZOG	REMOVE TIMBERS & TIES AT EUCLID	\$38,551.56	9/16/2019
G1794.2-15	AT&T	CALNET 3	\$0.00	9/18/2019
PWG274.1-19	PUB CONSTRUCTION	NO COST AMENDMENT	\$0.00	9/19/2019
G1948.0-17AE-49	HNTB CORPORATION	A&E SERVICES FOT EUCLID CHANNEL DEBRIS	\$16,860.41	9/19/2019
G2241.1-19	DIANA MCDEVITT CONSULTING	CONSULTING SUPPORT	\$92,950.00	9/19/2019
G1964.1-17	PRIZM JANITORIAL SERVICES	EXERCISE OPTIONS	\$4,176.00	9/19/2019
G1965.1-17	PRIZM JANITORIAL SERVICES	EXERCISE OPTIONS	\$32,400.00	9/19/2019
G1948.0-17AE-33.01	HNTB CORPORATION	ADD 2 LOCATIONS	\$71,617.26	9/24/2019

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
L1515.0-20	NEAR-CAL CORP	ROE - C STREET & INDIA	\$1,874.00	9/11/2019
L1517.0-20	AGUIRRE & ASSOCIATES	ROE - SURVEY WORK	\$0.00	9/12/2019
L1514.0-20	DENCOY	ROE - 1255 IMPERIAL	\$750.00	9/12/2019
L0901.0-10.91	BRICEHOUSE STATION	PRESTIGE MARKETING	\$18,000.00	9/16/2019
G2315.0-20	SAN DIEGO DANCE THEATER	2019 TROLLEY DANCES	\$0.00	9/16/2019
G2306.0-20	DIAMOND BUSINESS ASSOCIATION	PARTNERSHIP	\$0.00	9/19/2019
L5806.1-18	TC CONSTRUCTION	JROE - MILEPOST 264.1 AND 266.1	\$750.00	9/20/2019
L1520.0-20	FULL CIRCLE MARKETING & DESIGN	ROE - MTS PROPERTY	\$0.00	9/24/2019
L0901.0-10.92	BRICEHOUSE STATION	NATIONAL DOMESTIC WORKERS ALLIANCE	\$3,000.00	9/24/2019
L1516.0-20	HP COMMUNICATIONS	ROE - C STREET	\$1,537.29	9/24/2019
L6785.0-20	CITY OF SAN DIEGO	JROE - MILEPOSTS 246.5 TO 267.4	\$750.00	9/24/2019



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontract ed Amount	Non DBE Subcontracted Amount
4400000708	8/28/2019	Office Depot		G200-OFFICE SUPPLIES	1,156.18	-	-
4400000709	8/29/2019	Office Depot		G200-OFFICE SUPPLIES	122.07	-	-
4400000710	8/30/2019	W.W. Grainger Inc		G130-SHOP TOOLS	49.66	-	-
4400000711	9/3/2019	Office Depot		G200-OFFICE SUPPLIES	217.39	-	-
4400000712	9/3/2019	Office Depot		G200-OFFICE SUPPLIES	155.89	-	-
4400000713	9/4/2019	W.W. Grainger Inc		B250-BUS REPAIR PARTS	80.72	-	-
4400000714	9/4/2019	Office Depot		G200-OFFICE SUPPLIES	422.43	-	-
4400000715	9/4/2019	Office Depot		G200-OFFICE SUPPLIES	327.20	-	-
4400000716	9/5/2019	W.W. Grainger Inc		M200-YARD FACILITIES	185.87	-	-
4400000717	9/6/2019	W.W. Grainger Inc		G170-LUBRICANTS	2.38	-	-
4400000718	9/6/2019	Mcmaster-Carr Supply Co		G190-SAFETY/MED SUPPLIES	7.62	-	-
4400000719	9/9/2019	Office Depot		G200-OFFICE SUPPLIES	217.39	-	-
4400000720	9/10/2019	W.W. Grainger Inc		G130-SHOP TOOLS	1,877.41	-	-
4400000721	9/10/2019	Office Depot		G200-OFFICE SUPPLIES	277.16	-	-
4400000722	9/11/2019	Office Depot		G200-OFFICE SUPPLIES	167.63	-	-
4400000723	9/12/2019	Office Depot		G200-OFFICE SUPPLIES	172.39	-	-
4400000724	9/12/2019	Office Depot		G200-OFFICE SUPPLIES	88.29	-	-
4400000725	9/17/2019	Office Depot		G200-OFFICE SUPPLIES	66.09	-	-
4400000726	9/17/2019	Office Depot		G200-OFFICE SUPPLIES	301.69	-	-
4400000727	9/17/2019	Office Depot		G200-OFFICE SUPPLIES	131.94	-	-
4400000728	9/17/2019	Office Depot		G200-OFFICE SUPPLIES	141.97	-	-
4400000729	9/17/2019	W.W. Grainger Inc		G130-SHOP TOOLS	114.11	-	-
4400000730	9/18/2019	Office Depot		G200-OFFICE SUPPLIES	57.33	-	-
4400000731	9/18/2019	W.W. Grainger Inc		G170-LUBRICANTS	148.07	-	-
4400000732	9/18/2019	Mcmaster-Carr Supply Co		G170-LUBRICANTS	124.55	-	-
4400000733	9/18/2019	Office Depot		G200-OFFICE SUPPLIES	435.09	-	-
4400000734	9/20/2019	Office Depot		G200-OFFICE SUPPLIES	278.42	-	-
4400000735	9/20/2019	Office Depot		G200-OFFICE SUPPLIES	278.42	-	-
4400000736	9/20/2019	W.W. Grainger Inc		G150-FASTENERS	74.07	-	-
4400000737	9/23/2019	Office Depot		G200-OFFICE SUPPLIES	79.78	-	-
4400000738	9/23/2019	Office Depot		G200-OFFICE SUPPLIES	167.76	-	-
4400000739	9/23/2019	Mcmaster-Carr Supply Co		G150-FASTENERS	8.43	-	-
4400000740	9/24/2019	Office Depot		G200-OFFICE SUPPLIES	100.36	-	-
4500026364	8/28/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	19,767.00	-	-
4500026365	8/28/2019	ISC Applied Systems Corp		R160-RAIL/LRV ELECTRICAL	2,105.44	-	-
4500026366	8/28/2019	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	665.90	-	-
4500026367	8/28/2019	Prudential Overall Supply		G140-SHOP SUPPLIES	146.11	-	-
4500026368	8/28/2019	Slipit Industries Inc		G140-SHOP SUPPLIES	159.32	-	-
4500026369	8/28/2019	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	4,448.26	-	-
4500026370	8/28/2019	Steven Timme		G110-BUS/TROLLEY SIGNAGE	838.90	-	-
4500026371	8/28/2019	Wayne Harmeier Inc		B160-BUS ELECTRICAL	242.44	-	-
4500026372	8/28/2019	Access Professional Inc.	Small Business	M200-YARD FACILITIES	200.00	-	-
4500026373	8/28/2019	Sid Tool Co		G130-SHOP TOOLS	3,126.22	-	-
4500026374	8/28/2019	West-Lite Supply Co Inc	Small Business	G270-ELECTRICAL/LIGHTING	928.36	-	-
4500026375	8/28/2019	Culligan of San Diego		G140-SHOP SUPPLIES	1,666.00	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontract ed Amount	Non DBE Subcontracted Amount
4500026376	8/28/2019	W.W. Grainger Inc		G120-SECURITY	1,861.59	-	-
4500026377	8/28/2019	Transit Holdings Inc		B130-BUS BODY	3,282.97	-	-
4500026378	8/28/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	2,937.78	-	-
4500026379	8/28/2019	Cubic Transportation Systems		G290-FARE REVENUE EQUIP	8,903.30	-	-
4500026380	8/28/2019	Transit Holdings Inc		B140-BUS CHASSIS	26,557.70	-	-
4500026381	8/28/2019	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	1,756.88	-	-
4500026382	8/28/2019	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	1,139.46	-	-
4500026383	8/28/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	1,022.11	-	-
4500026384	8/28/2019	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	1,128.80	-	-
4500026385	8/28/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	13,778.70	-	-
4500026386	8/28/2019	National City Chamber of Commerce		P310-ADVERTISING SERVICES	510.00	-	-
4500026387	8/28/2019	Dimensional Silk Screen Inc		C130-CONSTRUCTION SVCS	2,335.98	-	-
4500026388	8/28/2019	Urban Corps of San Diego County		C130-CONSTRUCTION SVCS	3,310.00	-	-
4500026389	8/28/2019	Jankovich Company		R230-RAIL/LRV MECHANICAL	5,229.92	-	-
4500026390	8/28/2019	Super Welding of Southern CA	Small Business	R160-RAIL/LRV ELECTRICAL	2,481.01	-	-
4500026391	8/29/2019	San Diego Friction Products, Inc.		F170-MATL HANDLING EQUIP	176.01	-	-
4500026392	8/29/2019	Gillig LLC		B130-BUS BODY	4,037.45	-	-
4500026393	8/29/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	35,070.39	-	-
4500026394	8/29/2019	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	1,172.82	-	-
4500026395	8/29/2019	Transit Holdings Inc		B140-BUS CHASSIS	520.27	-	-
4500026396	8/29/2019	Transit Holdings Inc		B140-BUS CHASSIS	26,607.75	-	-
4500026397	8/29/2019	Cubic Transportation Systems		B190-BUS FARE EQUIP	4,848.75	-	-
4500026398	8/29/2019	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	17,783.34	-	-
4500026399	8/29/2019	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	342.61	-	-
4500026400	8/29/2019	Solarwinds Inc		I140-IT CAPITAL SOFTWARE	5,278.23	-	-
4500026401	8/29/2019	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	2,087.23	-	-
4500026402	8/29/2019	Rush Truck Centers of California		B250-BUS REPAIR PARTS	476.26	-	-
4500026403	8/29/2019	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	53.49	-	-
4500026404	8/29/2019	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	2,805.89	-	-
4500026405	8/29/2019	Staples Contract & Commercial Inc		P280-GENERAL SVC AGRMNTS	48.27	-	-
4500026406	8/29/2019	Vern Rose Inc		G140-SHOP SUPPLIES	217.76	-	-
4500026407	8/29/2019	Citywide Auto Glass Inc		P190-REV VEHICLE REPAIRS	157.72	-	-
4500026408	8/29/2019	DoAll Company		R230-RAIL/LRV MECHANICAL	1,635.05	-	-
4500026409	8/29/2019	Kaman Industrial Technologies		B160-BUS ELECTRICAL	2,601.14	-	-
4500026410	8/29/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	1,413.84	-	-
4500026411	8/29/2019	B&H Photo & Electronics Corp		I110-INFORMATION TECH	2,931.26	-	-
4500026412	8/29/2019	Supreme Oil Company		B180-BUS DIESEL	7,869.43	-	-
4500026413	8/29/2019	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	1,795.24	-	-
4500026414	8/29/2019	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	849.50	-	-
4500026415	8/29/2019	R.S. Hughes Co Inc		P540-MAINTENANCE TRAINING	144.05	-	-
4500026416	8/29/2019	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	450.35	-	-
4500026417	8/29/2019	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	43.56	-	-
4500026418	8/29/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	243.41	-	-
4500026419	8/29/2019	All The King's Flags		M200-YARD FACILITIES	567.30	-	-
4500026420	8/29/2019	SANDAG		C120-SPECIALTY CONTRACTOR	11,727.00	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontract ed Amount	Non DBE Subcontracted Amount
4500026421	8/30/2019	Chromate Industrial Corporation		G150-FASTENERS	2,890.32	-	-
4500026422	8/30/2019	AxleTech International LLC		B140-BUS CHASSIS	26.55	-	-
4500026423	8/30/2019	AxleTech International LLC		B140-BUS CHASSIS	341.37	-	-
4500026424	8/30/2019	Transit Holdings Inc		B130-BUS BODY	351.93	-	-
4500026425	8/30/2019	Thompson Building Materials		G140-SHOP SUPPLIES	3,019.05	-	-
4500026426	8/30/2019	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	1,880.29	-	-
4500026427	8/30/2019	Neopart Transit LLC		B140-BUS CHASSIS	4,499.23	-	-
4500026428	8/30/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	193.34	-	-
4500026429	8/30/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	16,237.59	-	-
4500026430	8/30/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	286.21	-	-
4500026431	8/30/2019	Knorr Brake Company		R160-RAIL/LRV ELECTRICAL	5,350.79	-	-
4500026432	8/30/2019	Transit Holdings Inc		B130-BUS BODY	50.42	-	-
4500026433	8/30/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	107.50	-	-
4500026434	8/30/2019	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	526.05	-	-
4500026435	8/30/2019	Smart Car Care Products Inc		R240-RAIL/LRV REPR PARTS	176.03	-	-
4500026436	8/30/2019	Patco Industries Inc		M140-WAYSIDE SIGNALS	2,763.27	-	-
4500026437	8/30/2019	P & R Paper Supply Company Inc		G180-JANITORIAL SUPPLIES	591.08	-	-
4500026438	8/30/2019	NASG Holding Inc		R120-RAIL/LRV CAR BODY	2,596.78	-	-
4500026439	8/30/2019	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	35,503.34	-	-
4500026440	8/30/2019	OneSource Distributors, LLC		G240-UNIFORM PROCUREMENT	3,246.68	-	-
4500026441	8/30/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	1,462.50	-	-
4500026442	8/30/2019	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	308.49	-	-
4500026443	8/30/2019	Aimee Partners Inc		P260-TESTING & ANALYSIS	925.00	-	-
4500026444	9/2/2019	Myers & Sons Hi-Way Safety Inc		M130-CROSSING MECHANISM	53.65	-	-
4500026445	8/31/2019	Allied Electronics Inc		M190-SDSU ELECTRICAL	123.68	-	-
4500026446	8/31/2019	General Auto Repair		P210-NON-REV VEH REPAIRS	240.00	-	-
4500026447	9/2/2019	Hani Toma		P130-EQUIP MAINT REPR SVC	480.00	-	-
4500026448	9/2/2019	BC Custom Design Services LLC		R120-RAIL/LRV CAR BODY	1,746.64	-	-
4500026449	9/2/2019	AFL Telecommunications, Inc.		M120-OVRHEAD CATENARY SYS	6,465.00	-	-
4500026450	9/3/2019	BJ's Rentals	Small Business	P160-EQUIPMENT RENTALS	43.50	-	-
4500026451	9/3/2019	Harbor Diesel & Equipment		P190-REV VEHICLE REPAIRS	13,644.81	-	-
4500026452	9/3/2019	Jones & Bartlett Learning, LLC		P540-MAINTENANCE TRAINING	1,207.34	-	-
4500026453	9/3/2019	Louis Sardo Upholstery Inc		B130-BUS BODY	7,113.96	-	-
4500026454	9/3/2019	Airgas Inc		G140-SHOP SUPPLIES	1,396.13	-	-
4500026455	9/3/2019	Transit Holdings Inc		B130-BUS BODY	476.77	-	-
4500026456	9/3/2019	Transit Holdings Inc		B140-BUS CHASSIS	966.48	-	-
4500026457	9/3/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	139.68	-	-
4500026458	9/3/2019	Dartco Transmission		B250-BUS REPAIR PARTS	5,821.51	-	-
4500026459	9/3/2019	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	8,919.41	-	-
4500026460	9/3/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	187.15	-	-
4500026461	9/3/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	1,857.74	-	-
4500026462	9/3/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	746.43	-	-
4500026463	9/3/2019	National Electric Gate Co., Inc.		M130-CROSSING MECHANISM	10,550.88	-	-
4500026464	9/3/2019	AxleTech International LLC		B140-BUS CHASSIS	247.07	-	-
4500026465	9/3/2019	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	7,154.04	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontract ed Amount	Non DBE Subcontracted Amount
4500026466	9/3/2019	Castle Services Inc		C130-CONSTRUCTION SVCS	23,176.00	-	-
4500026467	9/3/2019	Gillig LLC		B130-BUS BODY	6,660.29	-	-
4500026468	9/3/2019	American Power Systems, LLC		M110-SUB STATION	3,980.90	-	-
4500026469	9/4/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	191.58	-	-
4500026470	9/4/2019	Cubic Transportation Systems		B190-BUS FARE EQUIP	1,616.25	-	-
4500026471	9/4/2019	Center City Printing	Minority Owned Business	G200-OFFICE SUPPLIES	87.28	-	-
4500026472	9/4/2019	Tribologik Corporation		G140-SHOP SUPPLIES	3,397.90	-	-
4500026473	9/4/2019	Prochem Specialty Products Inc	Small Business	G170-LUBRICANTS	2,205.76	-	-
4500026474	9/4/2019	CASEI		F180-BUILDING MATERIALS	63.58	-	-
4500026475	9/4/2019	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	3,895.17	-	-
4500026476	9/4/2019	Aztec Fire & Safety	Small Business	G140-SHOP SUPPLIES	2,544.18	-	-
4500026477	9/4/2019	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	4,902.69	-	-
4500026478	9/4/2019	Battery Power Inc.		B160-BUS ELECTRICAL	4,308.76	-	-
4500026479	9/4/2019	Golden State Supply LLC		P210-NON-REV VEH REPAIRS	246.58	-	-
4500026480	9/4/2019	Transit Holdings Inc		B130-BUS BODY	899.82	-	-
4500026481	9/4/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	616.78	-	-
4500026482	9/3/2019	Hitachi Rail STS USA, Inc.		M150-PWR SWITCHES/LOCKS	580.88	-	-
4500026483	9/4/2019	Marco's Canopies Inc	Small Business	G140-SHOP SUPPLIES	3,176.47	-	-
4500026484	9/4/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	620.94	-	-
4500026485	9/4/2019	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	963.29	-	-
4500026486	9/4/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	855.21	-	-
4500026487	9/4/2019	Elkhart Brass Manufacturing Co.		B130-BUS BODY	159.78	-	-
4500026488	9/4/2019	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	679.39	-	-
4500026489	9/4/2019	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	1,177.90	-	-
4500026490	9/4/2019	E W Truck & Equipment Co Inc		B140-BUS CHASSIS	100.21	-	-
4500026492	9/4/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	3,114.86	-	-
4500026493	9/4/2019	SHI International Corp	Woman Owned Business	I110-INFORMATION TECH	13,210.26	-	-
4500026494	9/4/2019	CDW LLC		I110-INFORMATION TECH	274.64	-	-
4500026495	9/4/2019	OneSource Distributors, LLC		F110-SHOP/BLDG MACHINERY	754.25	-	-
4500026496	9/4/2019	SC Commercial, LLC		B180-BUS DIESEL	7,633.43	-	-
4500026497	9/4/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	8,187.12	-	-
4500026498	9/4/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	1,721.12	-	-
4500026499	9/4/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,114.60	-	-
4500026500	9/4/2019	IPMedia Holdings, Inc.		G230-PRINTED MATERIALS	3,180.00	-	-
4500026501	9/4/2019	Cubic Transportation Systems		G290-FARE REVENUE EQUIP	14,202.31	-	-
4500026502	9/4/2019	24 Hour Fitness USA Inc		P280-GENERAL SVC AGRMNTS	1,500.00	-	-
4500026503	9/4/2019	VCA Animal Hospitals, Inc.		G120-SECURITY	300.00	-	-
4500026504	9/4/2019	West Coast Lanyards Inc	Small Business	G230-PRINTED MATERIALS	1,335.00	-	-
4500026505	9/4/2019	JKL Cleaning Systems		F110-SHOP/BLDG MACHINERY	145.47	-	-
4500026506	9/4/2019	Dimensional Silk Screen Inc		C130-CONSTRUCTION SVCS	434.60	-	-
4500026507	9/5/2019	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	546.81	-	-
4500026508	9/5/2019	Transit Holdings Inc		B130-BUS BODY	836.78	-	-
4500026509	9/5/2019	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	1,190.49	-	-
4500026510	9/5/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	691.76	-	-
4500026511	9/5/2019	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	36.28	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500026512	9/5/2019	Louis Sardo Upholstery Inc		B130-BUS BODY	2,332.72	-	-
4500026513	9/5/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	1,946.87	-	-
4500026514	9/5/2019	Jeyco Products Inc		G130-SHOP TOOLS	468.58	-	-
4500026515	9/5/2019	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	25,298.08	-	-
4500026516	9/5/2019	OneSource Distributors, LLC		P130-EQUIP MAINT REPR SVC	1,030.00	-	-
4500026517	9/5/2019	CDW LLC		I110-INFORMATION TECH	120.50	-	-
4500026518	9/5/2019	West End Holdings Inc		P260-TESTING & ANALYSIS	456.00	-	-
4500026519	9/5/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	700.13	-	-
4500026520	9/5/2019	David Bueltel		G230-PRINTED MATERIALS	752.10	-	-
4500026521	9/5/2019	Pressnet Express Inc		G230-PRINTED MATERIALS	840.45	-	-
4500026522	9/5/2019	Neyenesch Printers Inc		G230-PRINTED MATERIALS	2,536.44	-	-
4500026523	9/5/2019	Brand Makers LLC	Small Business	G230-PRINTED MATERIALS	2,478.25	-	-
4500026524	9/5/2019	BJ's Rentals	Small Business	F190-LANDSCAPING MAT'LS	806.71	-	-
4500026525	9/5/2019	Home Depot USA Inc		G130-SHOP TOOLS	1,464.99	-	-
4500026526	9/5/2019	Airgas Inc		G190-SAFETY/MED SUPPLIES	1,709.39	-	-
4500026527	9/6/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	492.59	-	-
4500026528	9/6/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	1,643.73	-	-
4500026529	9/6/2019	Transit Holdings Inc		B130-BUS BODY	15.13	-	-
4500026530	9/6/2019	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	2,386.71	-	-
4500026531	9/6/2019	W.W. Grainger Inc		M110-SUB STATION	812.68	-	-
4500026532	9/6/2019	Muncie Transit Supply		B120-BUS MECHANICAL PARTS	909.77	-	-
4500026533	9/6/2019	SPX Corporation		G290-FARE REVENUE EQUIP	2,922.22	-	-
4500026534	9/6/2019	Transit Holdings Inc		B130-BUS BODY	69.28	-	-
4500026535	9/6/2019	West-Lite Supply Co Inc	Small Business	G140-SHOP SUPPLIES	3,574.02	-	-
4500026536	9/6/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	4,310.00	-	-
4500026537	9/6/2019	Gillig LLC		B110-BUS HVAC SYSTEMS	4,967.20	-	-
4500026538	9/6/2019	ERICO International Corporation		M130-CROSSING MECHANISM	328.64	-	-
4500026539	9/6/2019	California Sheet Metal Works		R160-RAIL/LRV ELECTRICAL	1,346.88	-	-
4500026540	9/6/2019	California Sheet Metal Works		G150-FASTENERS	3,053.98	-	-
4500026541	9/6/2019	Transit Holdings Inc		A140-AUTO/TRUCK REPAIR	3,136.26	-	-
4500026542	9/6/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	432.08	-	-
4500026543	9/6/2019	B&H Photo & Electronics Corp		I110-INFORMATION TECH	2,707.35	-	-
4500026544	9/6/2019	Applied Industrial Technologies-CA		G180-JANITORIAL SUPPLIES	988.43	-	-
4500026545	9/6/2019	Audio Visual Innovations, Inc.		I110-INFORMATION TECH	8,679.69	-	-
4500026546	9/6/2019	Brand Makers LLC	Small Business	G230-PRINTED MATERIALS	6,292.60	-	-
4500026547	9/6/2019	San Diego Community		G120-SECURITY	23.00	-	-
4500026548	9/6/2019	Id Services Inc	Small Business	G200-OFFICE SUPPLIES	1,899.79	-	-
4500026549	9/6/2019	ColorID LLC	Small Business	G200-OFFICE SUPPLIES	2,736.86	-	-
4500026550	9/9/2019	Transit Holdings Inc		B130-BUS BODY	889.48	-	-
4500026551	9/9/2019	Gillig LLC		B160-BUS ELECTRICAL	427.49	-	-
4500026552	9/9/2019	Transit Holdings Inc		B130-BUS BODY	2,381.37	-	-
4500026553	9/9/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	12,007.39	-	-
4500026554	9/9/2019	Gillig LLC		B110-BUS HVAC SYSTEMS	6,340.72	-	-
4500026555	9/9/2019	Neopart Transit LLC		B200-BUS PWR TRAIN EQUIP	3,683.46	-	-
4500026556	9/9/2019	W.W. Grainger Inc		B250-BUS REPAIR PARTS	1,680.92	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontract ed Amount	Non DBE Subcontracted Amount
4500026557	9/9/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	9,709.90	-	-
4500026558	9/9/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,059.11	-	-
4500026559	9/9/2019	Bender CCP, Inc.	Small Business	F110-SHOP/BLDG MACHINERY	2,465.00	-	-
4500026560	9/9/2019	Battery Systems Inc		B160-BUS ELECTRICAL	6,634.69	-	-
4500026561	9/9/2019	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	621.37	-	-
4500026562	9/9/2019	Knorr Brake Company		R160-RAIL/LRV ELECTRICAL	54,416.00	-	-
4500026563	9/9/2019	San Diego Community		P540-MAINTENANCE TRAINING	360.00	-	-
4500026564	9/9/2019	Don Oleson Inc	Small Business	B250-BUS REPAIR PARTS	375.00	-	-
4500026565	9/9/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	10,445.03	-	-
4500026566	9/9/2019	Team One Repair Inc		G290-FARE REVENUE EQUIP	6,075.49	-	-
4500026567	9/9/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	738.16	-	-
4500026568	9/9/2019	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	902.51	-	-
4500026569	9/9/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	2,224.29	-	-
4500026570	9/10/2019	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	991.00	-	-
4500026571	9/10/2019	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	1,101.15	-	-
4500026572	9/10/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	364.71	-	-
4500026573	9/10/2019	CDW LLC		I110-INFORMATION TECH	3,313.77	-	-
4500026574	9/10/2019	Golden Star Technology Inc	Small Business	I110-INFORMATION TECH	3,028.63	-	-
4500026575	9/10/2019	Southwest Lift & Equipment Inc.	Small Business	F110-SHOP/BLDG MACHINERY	664.46	-	-
4500026576	9/10/2019	Louis Sardo Upholstery Inc		B130-BUS BODY	3,037.59	-	-
4500026577	9/10/2019	W.W. Grainger Inc		B250-BUS REPAIR PARTS	131.61	-	-
4500026578	9/10/2019	Redhill Group	Small Business	P280-GENERAL SVC AGRMNTS	56,978.15	-	-
4500026579	9/10/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	1,494.02	-	-
4500026580	9/10/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	898.61	-	-
4500026581	9/10/2019	HD Supply Construction Supply, LTD.		G130-SHOP TOOLS	3,039.57	-	-
4500026582	9/10/2019	Jeyco Products Inc		G130-SHOP TOOLS	31.80	-	-
4500026583	9/10/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,705.17	-	-
4500026584	9/10/2019	Wayne Harmer Inc		B140-BUS CHASSIS	716.54	-	-
4500026585	9/10/2019	Cubic Transportation Systems		R160-RAIL/LRV ELECTRICAL	2,424.38	-	-
4500026586	9/10/2019	SC Commercial, LLC		B180-BUS DIESEL	6,818.96	-	-
4500026587	9/10/2019	OneSource Distributors, LLC		F110-SHOP/BLDG MACHINERY	3,363.68	-	-
4500026588	9/10/2019	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	23,709.38	-	-
4500026589	9/10/2019	Kiel NA LLC		B250-BUS REPAIR PARTS	96.98	-	-
4500026590	9/10/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	21,262.73	-	-
4500026591	9/10/2019	Brault Inc	Small Business	I130-IT CAPITAL HARDWARE	1,973.70	-	-
4500026592	9/11/2019	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	257.57	-	-
4500026593	9/11/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	43.96	-	-
4500026594	9/11/2019	Culligan of San Diego		M140-WAYSIDE SIGNALS	2,136.60	-	-
4500026595	9/11/2019	Cubic Transportation Systems		B190-BUS FARE EQUIP	3,232.50	-	-
4500026596	9/11/2019	XMedius Solutions Inc		I110-INFORMATION TECH	14,672.70	-	-
4500026597	9/11/2019	Southern Counties Lubricants LLC		G170-LUBRICANTS	1,765.75	-	-
4500026598	9/11/2019	Muncie Transit Supply		B130-BUS BODY	179.17	-	-
4500026599	9/11/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	220.00	-	-
4500026600	9/11/2019	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	48.01	-	-
4500026601	9/11/2019	Super Welding of Southern CA	Small Business	R220-RAIL/LRV TRUCKS	3,853.14	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontract ed Amount	Non DBE Subcontracted Amount
4500026602	9/11/2019	Controlled Motion Solutions Inc		R220-RAIL/LRV TRUCKS	1,483.23	-	-
4500026603	9/11/2019	Home Depot USA Inc		G140-SHOP SUPPLIES	134.52	-	-
4500026604	9/11/2019	Professional Contractors Supplies		G140-SHOP SUPPLIES	1,936.56	-	-
4500026605	9/11/2019	Chromate Industrial Corporation		G150-FASTENERS	1,313.00	-	-
4500026607	9/11/2019	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	1,163.70	-	-
4500026608	9/12/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	2,406.53	-	-
4500026609	9/12/2019	Southern Counties Oil Co, LP		G170-LUBRICANTS	1,142.15	-	-
4500026610	9/12/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,059.11	-	-
4500026611	9/12/2019	Casco Equipment Corp	Small Business	P280-GENERAL SVC AGRMNTS	672.75	-	-
4500026612	9/12/2019	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	1,981.52	-	-
4500026613	9/12/2019	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	7,560.53	-	-
4500026614	9/12/2019	W.W. Grainger Inc		B250-BUS REPAIR PARTS	84.42	-	-
4500026616	9/12/2019	SC Commercial, LLC		G170-LUBRICANTS	7,059.78	-	-
4500026617	9/12/2019	Jankovich Company		G170-LUBRICANTS	4,415.49	-	-
4500026618	9/12/2019	Gillig LLC		B140-BUS CHASSIS	1,727.94	-	-
4500026619	9/12/2019	IPC (USA), Inc.		A120-AUTO/TRUCK GASOLINE	24,914.24	-	-
4500026620	9/12/2019	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	695.28	-	-
4500026621	9/12/2019	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	17,136.57	-	-
4500026622	9/12/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	836.18	-	-
4500026623	9/12/2019	Controlled Motion Solutions Inc		R220-RAIL/LRV TRUCKS	1,724.04	-	-
4500026624	9/12/2019	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	1,420.12	-	-
4500026625	9/12/2019	Golden Star Technology Inc	Small Business	I110-INFORMATION TECH	81,298.25	-	-
4500026626	9/12/2019	Reid and Clark Screen Arts Co		G120-SECURITY	940.44	-	-
4500026627	9/12/2019	Zoho Corporation		I140-IT CAPITAL SOFTWARE	2,270.50	-	-
4500026628	9/12/2019	Brown & Bigelow Inc		G230-PRINTED MATERIALS	2,420.50	-	-
4500026629	9/12/2019	Dokken Engineering		C130-CONSTRUCTION SVCS	39,232.12	-	-
4500026630	9/12/2019	Dimensional Silk Screen Inc		G110-BUS/TROLLEY SIGNAGE	2,995.45	-	-
4500026631	9/12/2019	HMS Construction Inc		C130-CONSTRUCTION SVCS	11,136.50	-	-
4500026632	9/12/2019	Steven Timme		G230-PRINTED MATERIALS	3,777.10	-	-
4500026633	9/12/2019	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	299.22	-	-
4500026634	9/13/2019	W.W. Grainger Inc		F170-MATL HANDLING EQUIP	198.97	-	-
4500026635	9/13/2019	Bonsall Petroleum Construction Inc		F110-SHOP/BLDG MACHINERY	807.50	-	-
4500026636	9/13/2019	Transit Holdings Inc		B130-BUS BODY	6,581.19	-	-
4500026637	9/13/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	2,272.58	-	-
4500026639	9/13/2019	Automated Railroad Maint. Systems		M140-WAYSIDE SIGNALS	1,055.10	-	-
4500026640	9/13/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	566.13	-	-
4500026641	9/13/2019	Kurt Morgan		G200-OFFICE SUPPLIES	2,472.45	-	-
4500026642	9/13/2019	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	117.36	-	-
4500026643	9/13/2019	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	1,270.16	-	-
4500026644	9/13/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	668.78	-	-
4500026645	9/13/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	110.17	-	-
4500026646	9/13/2019	Beverly Christensen	DBE	T140-TRACK, TURNOUTS	1,894.25	-	-
4500026647	9/13/2019	Miramar Bobcat Inc	Small Business	P130-EQUIP MAINT REPR SVC	2,942.15	-	-
4500026648	9/13/2019	Vinyard Doors	Woman Owned Business	P120-BLDG/FACILITY REPRS	388.00	-	-
4500026649	9/13/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	12,283.50	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontract ed Amount	Non DBE Subcontracted Amount
4500026650	9/13/2019	Transit Holdings Inc		B130-BUS BODY	2,838.49	-	-
4500026651	9/13/2019	KGI Wireless, Inc.		P180-LEASES, OTHER	2,500.00	-	-
4500026652	9/13/2019	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	1,569.44	-	-
4500026653	9/13/2019	SC Commercial, LLC		B180-BUS DIESEL	7,826.48	-	-
4500026654	9/13/2019	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	9,653.98	-	-
4500026655	9/13/2019	Genuine Parts Co		B250-BUS REPAIR PARTS	1,265.13	-	-
4500026656	9/13/2019	ASPEN Refrigerants Inc		R170-RAIL/LRV HVAC	1,274.69	-	-
4500026657	9/13/2019	Kaman Industrial Technologies		B250-BUS REPAIR PARTS	734.48	-	-
4500026658	9/13/2019	Grah Safe & Lock Inc	Small Business	G120-SECURITY	1,375.00	-	-
4500026659	9/15/2019	Mcmaster-Carr Supply Co		M140-WAYSIDE SIGNALS	38.46	-	-
4500026660	9/15/2019	Office Solutions		G280-FARE MATERIALS	195.50	-	-
4500026661	9/15/2019	Magnetic Ticket & Label Corp		G280-FARE MATERIALS	6,106.41	-	-
4500026662	9/16/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	153.11	-	-
4500026663	9/16/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	3,381.76	-	-
4500026664	9/16/2019	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	145.47	-	-
4500026665	9/16/2019	HD Supply Construction Supply, LTD.		G130-SHOP TOOLS	1,196.25	-	-
4500026666	9/16/2019	Uline		F170-MATL HANDLING EQUIP	260.76	-	-
4500026667	9/16/2019	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	114.74	-	-
4500026668	9/16/2019	Transit Holdings Inc		B130-BUS BODY	5,959.62	-	-
4500026669	9/16/2019	Transit Holdings Inc		B130-BUS BODY	379.44	-	-
4500026670	9/16/2019	Gillig LLC		B250-BUS REPAIR PARTS	2,103.64	-	-
4500026671	9/16/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	14,524.16	-	-
4500026672	9/16/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	11,035.35	-	-
4500026673	9/16/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,675.61	-	-
4500026674	9/16/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	1,057.26	-	-
4500026675	9/16/2019	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	1,747.18	-	-
4500026676	9/16/2019	Sherwin Williams Company		B130-BUS BODY	1,863.73	-	-
4500026677	9/16/2019	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	3,156.45	-	-
4500026678	9/16/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	220.00	-	-
4500026679	9/16/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	86.79	-	-
4500026681	9/17/2019	El Dorado Coatings Inc	Small Business	R120-RAIL/LRV CAR BODY	549.53	-	-
4500026682	9/17/2019	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	1,164.14	-	-
4500026683	9/17/2019	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	1,995.15	-	-
4500026684	9/17/2019	JP Morgan Chase Bank		G280-FARE MATERIALS	14.91	-	-
4500026685	9/17/2019	Kaman Industrial Technologies		P130-EQUIP MAINT REPR SVC	203.25	-	-
4500026686	9/17/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	165.94	-	-
4500026687	9/17/2019	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	735.88	-	-
4500026688	9/17/2019	DoAll Company		R210-RAIL/LRV TIRES	411.39	-	-
4500026689	9/17/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	5,713.72	-	-
4500026690	9/17/2019	AlphaVu		G260-MEDIA	99,600.00	-	-
4500026691	9/17/2019	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	6,575.27	-	-
4500026692	9/17/2019	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	2,898.40	-	-
4500026693	9/17/2019	Home Depot USA Inc		G200-OFFICE SUPPLIES	385.75	-	-
4500026694	9/17/2019	Home Depot USA Inc		G270-ELECTRICAL/LIGHTING	1,045.28	-	-
4500026695	9/17/2019	CDW LLC		G200-OFFICE SUPPLIES	282.53	-	-



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500026696	9/17/2019	Elkhart Brass Manufacturing Co.		B130-BUS BODY	259.78	-	-
4500026697	9/17/2019	PrideStaff Inc	DBE	P450-PERSONNEL SVCS	9,840.00	-	-
4500026698	9/17/2019	HI-TEC Enterprises	Small Business	R120-RAIL/LRV CAR BODY	4,373.58	-	-
4500026699	9/17/2019	Bryce Fastener		P280-GENERAL SVC AGRMNTS	280.00	-	-
4500026700	9/17/2019	Clear Sign & Design Inc		P280-GENERAL SVC AGRMNTS	900.00	-	-
4500026701	9/17/2019	Kurt Morgan		G140-SHOP SUPPLIES	750.08	-	-
4500026702	9/17/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	430.89	-	-
4500026703	9/17/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	1,390.20	-	-
4500026704	9/17/2019	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	2,350.03	-	-
4500026705	9/17/2019	Airgas Inc		G190-SAFETY/MED SUPPLIES	370.44	-	-
4500026706	9/17/2019	Gillig LLC		B130-BUS BODY	17,122.02	-	-
4500026707	9/17/2019	Vern Rose Inc		G160-PAINTS & CHEMICALS	696.29	-	-
4500026708	9/17/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	141.55	-	-
4500026709	9/17/2019	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	467.73	-	-
4500026710	9/17/2019	General Signals Inc		M130-CROSSING MECHANISM	1,389.98	-	-
4500026711	9/17/2019	Steven Timme		G230-PRINTED MATERIALS	1,616.25	-	-
4500026712	9/18/2019	W.W. Grainger Inc		F170-MATL HANDLING EQUIP	184.55	-	-
4500026713	9/18/2019	Ababa Bolt Inc		P280-GENERAL SVC AGRMNTS	105.06	-	-
4500026714	9/18/2019	Ridout Plastics Co Inc		P280-GENERAL SVC AGRMNTS	111.36	-	-
4500026715	9/18/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	4,094.50	-	-
4500026716	9/18/2019	Transit Holdings Inc		B130-BUS BODY	1,738.15	-	-
4500026717	9/18/2019	Freeby Signs		B250-BUS REPAIR PARTS	293.08	-	-
4500026718	9/18/2019	Airgas Inc		G140-SHOP SUPPLIES	289.11	-	-
4500026719	9/18/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	2,082.05	-	-
4500026720	9/18/2019	Kiel NA LLC		B130-BUS BODY	568.39	-	-
4500026721	9/18/2019	CDW LLC		I110-INFORMATION TECH	428.92	-	-
4500026722	9/18/2019	Cummins-Allison		G290-FARE REVENUE EQUIP	17,088.89	-	-
4500026723	9/18/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	1,672.75	-	-
4500026724	9/18/2019	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	2,301.80	-	-
4500026725	9/18/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	3,579.46	-	-
4500026726	9/18/2019	Dion International Trucks LLC		P210-NON-REV VEH REPAIRS	3,648.82	-	-
4500026727	9/18/2019	Golden State Supply LLC		G170-LUBRICANTS	1,560.69	-	-
4500026728	9/18/2019	Sid Tool Co		G180-JANITORIAL SUPPLIES	582.95	-	-
4500026729	9/18/2019	SC Commercial, LLC		B180-BUS DIESEL	7,936.44	-	-
4500026730	9/18/2019	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	1,919.29	-	-
4500026731	9/18/2019	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	1,686.69	-	-
4500026732	9/18/2019	Vallen Distribution Inc.		G120-SECURITY	572.02	-	-
4500026733	9/18/2019	W.W. Grainger Inc		G130-SHOP TOOLS	1,553.88	-	-
4500026734	9/18/2019	SANDAG		C120-SPECIALTY CONTRACTOR	5,000.00	-	-
4500026735	9/18/2019	W.W. Grainger Inc		G120-SECURITY	280.51	-	-
4500026736	9/18/2019	Neleco Products Inc		G170-LUBRICANTS	778.99	-	-
4500026737	9/18/2019	Louis Sardo Upholstery Inc		R200-RAIL/LRV SEATING	769.98	-	-
4500026738	9/19/2019	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	403.72	-	-
4500026739	9/19/2019	R.B. Hornberger Co Inc		T110-TRACK, RAIL	974.86	-	-
4500026740	9/19/2019	Newark Corporation		R160-RAIL/LRV ELECTRICAL	85.26	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500026741	9/19/2019	Gillig LLC		B250-BUS REPAIR PARTS	669.05	-	-
4500026742	9/19/2019	Kiel NA LLC		B250-BUS REPAIR PARTS	304.72	-	-
4500026743	9/19/2019	Transit Holdings Inc		B140-BUS CHASSIS	2,887.08	-	-
4500026744	9/19/2019	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	665.90	-	-
4500026745	9/19/2019	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	1,180.43	-	-
4500026746	9/19/2019	Culligan of San Diego		G140-SHOP SUPPLIES	1,686.40	-	-
4500026747	9/19/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	81.80	-	-
4500026748	9/19/2019	Allied Refrigeration Inc		F110-SHOP/BLDG MACHINERY	68.75	-	-
4500026749	9/19/2019	Battery Power Inc.		P210-NON-REV VEH REPAIRS	141.09	-	-
4500026750	9/19/2019	Freeby Signs		B250-BUS REPAIR PARTS	215.50	-	-
4500026751	9/19/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	138.91	-	-
4500026752	9/19/2019	Muncie Transit Supply		B160-BUS ELECTRICAL	67.38	-	-
4500026753	9/19/2019	Smart Car Care Products Inc		R240-RAIL/LRV REPR PARTS	462.12	-	-
4500026754	9/19/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	220.00	-	-
4500026755	9/19/2019	Super Welding of Southern CA	Small Business	R220-RAIL/LRV TRUCKS	4,439.30	-	-
4500026756	9/19/2019	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	1,616.25	-	-
4500026757	9/19/2019	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	702.37	-	-
4500026759	9/19/2019	Harbor Diesel & Equipment		B120-BUS MECHANICAL PARTS	1,177.70	-	-
4500026760	9/19/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	1,440.35	-	-
4500026761	9/19/2019	Battery Systems Inc		P210-NON-REV VEH REPAIRS	133.48	-	-
4500026762	9/19/2019	ISC Applied Systems Corp		R160-RAIL/LRV ELECTRICAL	3,663.50	-	-
4500026763	9/19/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	18,693.80	-	-
4500026764	9/19/2019	Golden State Supply LLC		G140-SHOP SUPPLIES	60.25	-	-
4500026765	9/19/2019	AFL Telecommunications, Inc.		M120-OVRHEAD CATENARY SYS	1,939.50	-	-
4500026766	9/19/2019	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	2,027.42	-	-
4500026767	9/20/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	3,973.07	-	-
4500026768	9/20/2019	Zoho Corporation		I110-INFORMATION TECH	15,052.50	-	-
4500026769	9/20/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	2,067.56	-	-
4500026770	9/19/2019	JKL Cleaning Systems		P210-NON-REV VEH REPAIRS	185.93	-	-
4500026771	9/20/2019	Robcar Corporation	Woman Owned Business	G110-BUS/TROLLEY SIGNAGE	261.28	-	-
4500026772	9/20/2019	Transit Holdings Inc		B140-BUS CHASSIS	1,036.90	-	-
4500026773	9/20/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,166.43	-	-
4500026774	9/20/2019	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	119.63	-	-
4500026775	9/20/2019	Airgas Inc		F170-MATL HANDLING EQUIP	9.13	-	-
4500026776	9/20/2019	Autolift Services Inc	Small Business	F110-SHOP/BLDG MACHINERY	4,015.32	-	-
4500026777	9/20/2019	Jeyco Products Inc		G140-SHOP SUPPLIES	149.30	-	-
4500026778	9/20/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	220.00	-	-
4500026779	9/20/2019	Chromate Industrial Corporation		G140-SHOP SUPPLIES	226.34	-	-
4500026780	9/20/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	1,797.70	-	-
4500026781	9/20/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	2,955.39	-	-
4500026782	9/20/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	53.74	-	-
4500026783	9/20/2019	CDW LLC		I110-INFORMATION TECH	105.33	-	-
4500026784	9/20/2019	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	26,192.00	-	-
4500026785	9/20/2019	Best Buy Stores LP		P540-MAINTENANCE TRAINING	785.43	-	-
4500026786	9/20/2019	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	160.38	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500026787	9/20/2019	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	183.34	-	-
4500026788	9/20/2019	Steven Timme		G230-PRINTED MATERIALS	170.85	-	-
4500026789	9/20/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	220.00	-	-
4500026790	9/20/2019	Steven Timme		G230-PRINTED MATERIALS	1,013.47	-	-
4500026791	9/20/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	54.04	-	-
4500026792	9/20/2019	Harbor Diesel & Equipment		G170-LUBRICANTS	2,477.18	-	-
4500026794	9/20/2019	Team One Repair Inc		G290-FARE REVENUE EQUIP	1,045.69	-	-
4500026795	9/20/2019	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	312.12	-	-
4500026796	9/23/2019	United Laboratories Inc		G180-JANITORIAL SUPPLIES	332.06	-	-
4500026797	9/23/2019	Airgas Inc		G140-SHOP SUPPLIES	1,503.47	-	-
4500026798	9/23/2019	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	154.95	-	-
4500026799	9/23/2019	Transit Holdings Inc		B130-BUS BODY	961.34	-	-
4500026800	9/23/2019	Curbell Plastics Inc		B130-BUS BODY	114.58	-	-
4500026801	9/23/2019	Harbor Diesel & Equipment		G170-LUBRICANTS	2,477.18	-	-
4500026802	9/23/2019	Total Filtration Services Inc		F120-BUS/LRV PAINT BOOTHS	644.90	-	-
4500026803	9/23/2019	Transit Holdings Inc		B140-BUS CHASSIS	2,632.61	-	-
4500026804	9/23/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	48.75	-	-
4500026805	9/23/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,199.82	-	-
4500026806	9/23/2019	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	2,327.40	-	-
4500026807	9/23/2019	Golden State Supply LLC		G140-SHOP SUPPLIES	20.21	-	-
4500026808	9/23/2019	Prochem Specialty Products Inc	Small Business	G170-LUBRICANTS	474.10	-	-
4500026809	9/23/2019	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	304.02	-	-
4500026811	9/23/2019	Waco Filters Corporation		F120-BUS/LRV PAINT BOOTHS	824.29	-	-
4500026812	9/23/2019	ABC Construction Co., Inc.		C130-CONSTRUCTION SVCS	15,121.09	-	-
4500026814	9/23/2019	ABC Construction Co., Inc.		C110-GENERAL CONTRACTORS	92,048.97	-	69,395.72
4500026815	9/23/2019	United Refrigeration Inc		G170-LUBRICANTS	96.65	-	-
4500026816	9/23/2019	Herzog Contracting Co		T110-TRACK, RAIL	38,551.56	-	11,380.42
4500026817	9/23/2019	The Gordian Group, Inc.		T110-TRACK, RAIL	1,035.83	-	-
4500026818	9/23/2019	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	925.98	-	-
4500026819	9/23/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	13,374.11	-	-
4500026820	9/23/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	10,573.00	-	-
4500026821	9/23/2019	Gillig LLC		B130-BUS BODY	2,218.75	-	-
4500026822	9/23/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,669.45	-	-
4500026823	9/23/2019	TK Services Inc		B110-BUS HVAC SYSTEMS	490.22	-	-
4500026824	9/23/2019	Neopart Transit LLC		B160-BUS ELECTRICAL	199.88	-	-
4500026825	9/23/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	12,959.23	-	-
4500026826	9/24/2019	Transit Holdings Inc		B140-BUS CHASSIS	1,690.33	-	-
4500026827	9/24/2019	Clear Sign & Design Inc		P280-GENERAL SVC AGRMNTS	569.46	-	-
4500026828	9/24/2019	Robcar Corporation	Woman Owned Business	G160-PAINTS & CHEMICALS	1,035.80	-	-
4500026829	9/24/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	180.42	-	-
4500026830	9/24/2019	Alliant Insurance Services Inc		P370-RISK MANAGEMENT	8,470.69	-	-
4500026831	9/24/2019	San Diego Union Tribune LLC		G230-PRINTED MATERIALS	639.06	-	-
4500026832	9/24/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,832.70	-	-
4500026833	9/24/2019	Waxie's Enterprises Inc.		G130-SHOP TOOLS	738.39	-	-
4500026834	9/24/2019	Kaman Industrial Technologies		B250-BUS REPAIR PARTS	723.15	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500026835	9/24/2019	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	553.96	-	-
4500026836	9/24/2019	Kurt Morgan		G200-OFFICE SUPPLIES	870.17	-	-
4500026837	9/24/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,928.91	-	-
4500026838	9/24/2019	General Information Systems Ltd		G120-SECURITY	462.00	-	-
4500026839	9/24/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	176.66	-	-
4500026840	9/24/2019	Jeyco Products Inc		G150-FASTENERS	138.08	-	-
4500026841	9/24/2019	Ace Uniforms & Accessories	Small Business	G120-SECURITY	131.47	-	-
4500026842	9/24/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	1,802.38	-	-
4500026843	9/24/2019	Diamond Business Association Inc		P310-ADVERTISING SERVICES	3,000.00	-	-
4500026844	9/24/2019	ABC Construction Co., Inc.		C130-CONSTRUCTION SVCS	22,946.22	-	12,434.56
4500026845	9/24/2019	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	616.53	-	-
4500026846	9/24/2019	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	406.28	-	-
4500026847	9/24/2019	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	2,473.24	-	-